



GLEN EIRA CITY COUNCIL

ELSTERNWICK CONCEPT PLAN CONSULTATION RESPONSES

BENTLEIGH
BENTLEIGH EAST
BRIGHTON EAST
CARNEGIE
CAULFIELD
ELSTERNWICK
GARDENVALE
GLEN HUNTLY
MCKINNON
MURRUMBEENA
ORMOND
ST KILDA EAST

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SUMMARY

CONSULTATION SNAPSHOT

93 online surveys completed

17 forum comments

755 concept plan document downloads

13 Facebook comments

107 email/mail/phone submissions

88 community forum attendees

BACKGROUND

In 2016 council undertook a major *Planning Scheme Review* and identified the need for the introduction of structure plans for Bentleigh, Carnegie and Elsternwick activity centres. Since then three stages of consultation have been undertaken which have contributed to the development of these draft concept plans; stage one: Tell us what you love about your shopping strip (356 responses), stage two: Transformation concepts (81 responses) and stage three: early structure planning (45 attendees).

METHODOLOGY

Stage four: *Quality Design Principles* and stage five: draft concept plans consultation was undertaken simultaneously. Consultation ran from 26 July to 3 September 2017. Residents in the study area were informed by mail while previous consultation participants were also emailed. The consultation was also promoted in various Council publications. Feedback was captured through an online survey, mail/email/telephone submissions, Facebook comments and meetings with stakeholders. All feedback has been considered and analysed to identify key themes.

KEY THEMES

- **Concept plans:** A mixed response was received regarding the concept plans as a whole. Some, particularly those responding online showed strong support, claiming the plans were well considered, a more uniform and appropriate scale and provide necessary and appropriate opportunities for growth. Others felt that there was enough development in Elsternwick already and heights should be reduced - particularly in the strategic sites and urban renewal area.

- **Urban Renewal:** The most feedback received was in relation to the urban renewal area. While some respondents felt this area was the right location for growth, the majority of email submissions received were in strong opposition to the proposed heights of up to 12 storeys in this area. Most of these submissions came from residents within or adjacent to the urban renewal area who were concerned about overshadowing, traffic and privacy. Many felt that this area was being sacrificed to meet development targets and protect other areas and that the heritage in these streets including Alexandra Ave and Oak Ave needed to be protected.
- **Consultation:** Some residents, particularly those in the urban renewal area, felt that the consultation period wasn't long enough and that Council should have provided more direct consultation with those most affected.
- **More green/open space:** There was a strong call, particularly in online surveys for more open space to accommodate population growth. A linear park along the railway line (from Elsternwick to Gardenvale stations) and a significant sized park in the urban renewal area were identified as preferred locations.
- **Traffic:** Traffic was considered to be an issue across the board and anticipated to get worse with an increase in population. Areas expected to contribute most significantly and require the most planning include the ABC (Woolworths) site, the urban renewal area and streets with proposed road closures. There was also some suggestion that traffic analysis should have been undertaken first.
- **Parking:** Proposed concepts for parking were generally supported however there were mixed views about the best location with some calling for a spread of parking throughout the centre, including more parking near the station. It was seen as important for any multi-level parking to be attractive and minimise impact on neighbours. Permit parking for residents was also seen as important.
- **Heritage:** Protecting heritage including those properties not currently heritage listed or in a heritage overlay was viewed as important as well as considering appropriate transitions away from heritage listed properties and heritage areas.
- **Transformation projects:** Projects were well received and seen as a positive step in reinvigorating the centre. There was some suggestion that the library would be better placed in its current location rather than the entertainment precinct and that the plaza over the railway line may be more effective on the South side of Glen Huntly Road, however overall the proposals were well supported.

COMMUNITY FORUM

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 houses 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 carparks – 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 racks 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

ONLINE SURVEY

TELL US WHAT YOU THINK OF THE TRANSFORMATION CONCEPTS
It's a good start.
A more considered approach to the amount and speed of traffic needs to be addressed.
I think that any plan to improve the overall amenities of the residents of Elsternwick is a good initiative. Key considerations will be around traffic management and parking.
GOOD – the green spaces and diverse housing options. BAD – eight storeys in the retail precinct – too much, given it borders on residences of 1-2 storeys. CONCERN – impact on traffic flow along streets surrounding Glenhuntly Road not mentioned.
I think Elsternwick needs to focus on making riding bikes safer especially along tram tracks/ cars. Needs to be another pedestrian crossing near station to stop people jay walking.
Keep the park safe for people to walk through from station.
1) Think a Early Childhood Precinct should be develop. This should increase economic activity. Activities included could be kindergarten, health centre, medical consulting, playground etc Maybe around current Library site (between Standilands & Orrong) 2) New Stanley /Orrong Carpark should; * incorporate landscaping & have a green wedge between neighbouring buildings * allow natural light to penetrate all levels * incorporate an 12lanni for light & tree plantings
Thank you for listening to the residents at the forum. We do need more open space/green space/parks in Elsternwick.
I am very supportive of the transformation concepts – particularly the safe cycling link, the railway plaza, and the new green spaces. It would be great to include some form of exercise equipment in the area (perhaps in one of the parks).
I like the plans especially: 1. The plaza over Elsternwick station railway line 2. Creating the green spaces incorporating Rippon Lee Estate 3. Pedestrianised area on Stanniland Grove
Its great that the concept plans have been made and there is a lot of effort being put into community consultation.
Congratulations!
A wonderful concept to include a cultural and entertainment centre/s – much needed for Elsternwick. The plans are not very progressive in terms of transport solutions. The council should follow the European trends of discouraging transport by private cars and encouraging public transport and cycling. More bike paths and parking is needed. Less car parks.
Good overall strategy and particular recommended measures fit well with the strategy.
I think that they are well thought out – accounting for both the need for higher density living and local residents.
I'm really happy that you've 12lanning 12e Elsternwick's unique and heritage character and are working to preserve this as best you can. Overall I like the direction of the concepts for place-making, housing, the economy and transport. Particularly encouraging a diverse range of housing options. We need to encourage more medium density and low-rise development (3 – 4 storeys) rather than the towers that have gone up recently.
Overall the concept has merit by siting the multistorey developments on Nepean highway. Maintaining the heritage areas is vital for Elsternwick to continue its village feel. Keeping the shopping strip low level (apart from the already approved high towers) is also vital to keeping the village feel.

<p>The Cultural and entertainment precinct should be confined to Gordon Street as the Woolworths development on Selwyn Street is neither cultural or entertainment. Selwyn Street will need high volume vehicular traffic for delivery vans, new development residents cars and shopper cars to the new supermarket.</p> <p>The proposed widened pedestrian way will not work with the new Woolworths. It is vital that the supermarket traffic is kept out of the residential areas. (Sinclair Street and St Georges Road)</p> <p>Leaving the library on its current site is more practical than moving it to Selwyn Street. This will only cause more traffic and parking issues in Selwyn street and surrounding residential streets.</p> <p>The current library site could be turned into a community hub. Its closer to the proposed multistorey carpark.</p>
<p>In general I think they are good and should bring a more uniform and appropriate scale of development across Elsternwick.</p> <p>I like the idea of a Civic precinct and greater emphasis on pedestrianization and amenity around these destinations.</p> <p>I like the idea of building over the railway line opposite the station – this will provide a continuous retail presence and help to ‘join’ the retail areas on either side.</p>
<p>I think the draft plan is well-considered and provides the necessary appropriate opportunities for growth within Elsternwick – growth that is essential to Elsternwick remaining a vital and interesting shopping centre and place to live.</p>
<p>Your transformation concept is very good.</p> <p>To position the car parking to Stanley street and remove Staniland grove.</p> <p>That carspace at Staniland has always taken away from the beautiful heritage over 100 year old homes in that street.</p> <p>I live the lifestyle area to be near the translation, it makes sense. Love the idea of closing Staniland off and making it a pedestrian zone.</p>
<p>Council needs the New Plaza over the South side of the railway as well as the North side of Railway. The continuity of open space would provide a unique experience in Melbourne. Developers should be able to fund this, they are introducing a lot more people into our suburb and thus requiring further open space to accommodate all the people living in the area. Plus the fact that Nepean Highway will be growth zone it would be imperative to create more open space. Imeperative.</p>
<p>I like the idea of the transformation concepts. I think Elsternwick is long over due for a facelift. I believe we need to protect the historical area's of Elsternwick and improve on them by adding green area's in the hub and traffic diversions to stop the flow. For safety sake we need to break up the traffic that runs through the centre of Elsternwick into the main roads (like Orrong rd) which can provide effective parking solutions.</p>
<p>Objectives:</p> <p>Place Making: There is not enough emphasis on creating larger and more open spaces. It should be a the #1 major priority given we have the worst amount of open space per person in Melbourne.</p> <p>Housing: We the residents of Glen Eira did not vote to accommodate population growth. This should not be role that we should pursue as it it counter productive to our heritage and green village character.</p> <p>There are enough outer suburbs and country towns to take an active role.</p>
<p>We should at every opportunity create parks and green spaces. Building do not enhance our lifestyle. Parks and trees do. There needs to be something for future generations... Buildings are a very short term answer, we need to remember that nature, allowing space for trees, birds, insects is how we exist.</p>
<p>Have only just been made aware of the plan, so not a lot of time to review all aspects. Focusing on the (self interested) area directly affecting the St James Parade area, and extending north toward St Kilda east: the section allocated to Urban renewal seems immense. Do like the Cycling access plan, though the section of Riddell Parade south of Orrong Road is narrow and already dangerous for Cyclists.</p>
<p>A great step to uplift the area</p>
<p>They are not backed by proper, open and transparent research. Blocking of side streets will only further exacerbate the traffic problems on Glenhuntly Rd for what gain? Allowing new development does not</p>

improve the existing strip, with under-utilised and unimproved heritage buildings that should be the lifeblood of a successful strip shopping. Covering sunken parts of the train line to create open space would be a boon.
<p>Leave the Elsternwick library as is & leave the kindergarten location as is.</p> <p>Do not sell land where the existing kindergarten is. Residents of Maysbury Ave do not want multi level apartments or diverse housing looking over their back yards.</p> <p>As overall concepts they are good. However there is a difference between maintaining existing heritage, which is essential, and ensuring that the history of the area is part of new developments. I don't think the ongoing history especially the Glen Huntley road strip is being considered strongly enough going forward. I am the librarian at the PMI Victorian History Library and we'd be happy to work with council in integrating the history of the area and the strip into any new developments as I'm sure would the Glen Eira Historical Society.</p> <p>Glen Eira area, Elsternwick included, already suffers from a lack of open space per person. It is a wasted and shameful choice to build up to 12-storey apartments in an quiet and friendly area currently housing families in a Neighbourhood Residential Zone. This will no doubt ruin the 'village feel' of our beautiful neighbourhood, and our affected street (Alexandra Avenue, Elsternwick) are worried that they will lose their cherished lifestyles.</p> <p>My partner and I have only moved into Elsternwick this month and chose this suburb because of it's tranquil and neighbourly atmosphere. These 12-storey apartments will look over my new garden, as well as my lovely new neighbours'.</p> <p>The construction time would cause disarray in our quiet, one-way streets and the broader area.</p> <p>There is no foresight in increasing the number of residents in an already overcrowded Glen Eira city area. It would purely be an act of ignorance and greed.</p> <p>I would recommend using the space available for parkland to relieve our busy community, as well as the potential for parking areas and simple shopfronts.</p> <p>Regards,</p> 
All seems positive as long as parking and traffic management is addressed.
The concepts seem positive in principle so long as the effect upon current residents within affected areas is taken into consideration. Currently it seems that the proposed high rise buildings will negatively impact current residents.
Overall, the vision of Elsternwick reflects the community but I do not feel that this vision is being well executed by allowing more high storey buildings to crowd a small suburb. The way the plans have been communicated to the community are quite poor, with loosely worded answers and no clear "facts" shared making it very hard to residents/small businesses to understand the upcoming changes.
The transformation concepts largely don't take into consideration the needs of all members of the Elsternwick community. The concepts proposed by the council, both in text and in the recent council meeting, are very vague and fail to meet the needs and desires of the community.
<p>Why as residents of the proposed urban renewal precinct 6-12 apartments</p> <p>Nepean Highway Car Yard site were we NOT NOTIFIED!!!!!!!!!!!!!!!!!!!!!! Repeat we NOT NOTIFIED. As this affects us directly!!!!!!!!!!!!!!</p> <p>Lack of communication on councils behalf shame, is this how council looks after rate payers!</p>
I am concerned that the heritage character of the housing in my street Alexandra Ave has not been considered in the re-zoning of my street from Residential 1 to Urban Renewal Development. My house and those adjacent and directly opposite were built in 1888. The residential houses in my street individually have too narrow a street frontage to develop anything other than a building type 1 in your proposed Quality Development Plan. The commercial zone directly behind my property (car yards) is perhaps a more appropriate site for Urban Renewal development however 6-8 level stories would severely impact the amenity of current residents. A limit of 4 stories with appropriate set back from

<p>existing residential properties would be more appropriate. There has been little real estate action in this street in the 25 years I have lived here. Most neighbours have been here at least as long as myself – some upwards of 40 years. I am concerned with increased traffic volumes and congestion, overlooking, overshadowing. Increase in population with reduced open space and lack of community feel to an area that is a tight knit community. The residents of this street have been vocal in the past to various inappropriate developments adjacent to our properties from Pole dancing venue to inappropriate lighting and signage from the car yards. We have worked with council and VCAT in the past for similar inappropriate development. I am disappointed that the details of this plan to rezone my property were buried in a open letter to comment on the Elsternwick Shopping Precinct in the first instance.</p> <p>I am concerned about the relocation of the library. I am concerned about the lack of parking off the Glenhuntly Rd Strip. I feel that the Horne St, Rusden St and Nepean Hwy precinct is a better area to develop a transport hub Urban Renewal Development area of the building heights proposed.</p>
<p>I believe the transformation concepts have merit but the “devil is in the detail” which at this point in time cannot be provided. The plans lack provision for additional car parking around the Elsternwick railway station and shopping strip. If you wish people to use public transport and shop at the Elsternwick shopping strip then you need more car parking so that people who drive to station or strip can park without blocking the local roads. This transformation must extend to providing bypass routes around Glenhuntly road so that through traffic doesn’t use it. Currently many other roads are being blocked off so that through traffic has no option but to use Glenhuntly road.</p>
<p>The lack of consultation to residents immediately in the line of fire is utterly disgusting. I am furious that as a local resident in the area I was never properly contacted.</p>
<p>Our primary interest is in the Urban renewal precinct between the Nepean Highway and the railway line- The urban renewal area offers a unique opportunity to incorporate significant amounts of public open space into the City of Glen Eira, which currently has the lowest per capita public space in Melbourne. The council has been attempting to address this shortfall through the creation of pocket sized parks, but these very small areas offer very limited options for use and no opportunity for active recreation.</p> <p>In the development of the urban renewal area we encourage the council to take the opportunity to ensure that significant land is set aside for use as public open space. A linear park along the railway line, at the rear of the proposed urban renewal area would provide many benefits for the current and new residents of Elsternwick. Such a park could provide a walking and cycling link between the Gardenvale and Elsternwick railway stations (and remove the need for people to walk along the railway between the 2 stations which happens frequently, especially during school holidays), provide a link to the existing cycling path (that follows the start of the Elwood canal underneath Gardenvale station) for children attending Elsternwick primary school and provide space for active and passive recreation.</p> <p>Such a park would also provide a buffer between the new multi story developments and the existing, low rise housing on the other side of the railway line, which is in many places subject to heritage or neighbourhood character overlays. A cycling link along this section of the highway, heading south, would be of great benefit as there is currently no safe cycling option for this section of the highway. A linear park along the railway line also would provide easier access to the existing pedestrian overpass across the rail line linking the streets on the east and west sides of the line and would encourage linkage between these parts of the suburb.</p> <p>The concept plan currently seems to suggest that the public open space would be located between new multi storey developments, but this has potential to discourage use by other residents and to contribute to a wind tunnel effect between the new multi storey buildings.</p> <p>The transformation plan does not seem to address the issue of impact on the local road network of the thousand or so additional residents proposed to be accommodated in the Nepean car yards urban renewal area. As the Council is well aware, there are already significant issues with congestion and car parking in St James Parade, Denver Crescent, Clonard Street, Nagle Avenue etc with traffic jams already a common occurrence. St James parade is often used as a cut through to and from Glenhuntly Rd and the Nepean highway. Large numbers of new residents would place additional pressure on this local road network that is already experiencing significant problems. This increase in traffic will also reduce the</p>

walkability of our suburb. Work will need to be done to address potential traffic flow issues before new developments begin.
Do not agree with Alexandra and Oak Avenue not having protection from heritage character overlay. The houses in our street are from 1880s and 1920s. Why should the west of the railway be sacrificed and high rise development for the east. If you need to add more housing, do it in a better way. High rise building will ruin the area. With increased residents on our street there will need more parking space, even though you'll say they will use the trains, everyone has a car nowadays. And you will potentially want to open up oak avenue which took a long time and money to be closed. We I want it opened up again.
The proposed plaza over the railway line would be better being south of Glenhuntly Rd (rather than north) due to the existing lowered station and higher surrounding apartment buildings here. It seems poorly considered and will impact the single storey residences both sides of the railway line.
Improving public spaces with a focus on community well being is a fabulous principle. Embracing historic character, safety and a village feel will support residents both old and new. Your draft plans are sadly lacking in respect for current residents of the "western buffer zone". The established & heritage homes built circa 1880 – 1920's in Alexandra Avenue, Oak Avenue & Sherbrooke Ave have residents with fabulous connections. Many of my neighbours & friends have lived here for 30 to 47 years. Four younger couples have recently moved in and those who've left the neighbourhood have done so with regret & wish to return! We have lived here for 23 yrs & expect council to support and maintain quality standards respectful of current residents, most of whom have spent their life savings & more in purchasing and maintaining their established homes. Please review your plans ensuring you have taken the age of dwellings and our community village in this area into consideration. Our "west side" is not a buffer zone, it actually represents the true village character of Elsternwick!
Overall the concepts appear sound. However I make a very important point which must be reconsidered. It is vital not to remove parking from the western end. For retail, hospitality and cultural precincts to prosper there must be ease of parking. Not everyone can walk distances or cycle. There are many residents and visitors now (and in more in the future) who need parking close to these areas. To simply remove and expect the significant ageing and disabled population in COGE to walk distances to services and facilities etc is not acceptable. If council is serious about maintaining a vibrant retail precinct then do not underestimate how important the parking is to its future. Remember vibrant spaces are only that if they have people using them! Toilet facilities need to also be planned in the considered in the planning so visitors to precincts can stay longer using the vibrant public spaces. It is critical in future that for each and every development of any type that no exemptions are given for parking. If these are given then additional pressure is put on the limited parking that is available.
I DO NOT AGREE TO YOUR CHANGES IN THE ELSTERNWICK AREAI
I don't agree with them. I live in Oak ave in a home that was built in the 1880's. It has been well kept and a home that is unique and special to my family and history of the area . The whole street and surrounding Alexandra ave has many similar homes .
Terrible.
Tou are going to make it congested. Bad idea. Leave it the way it is.

<p>We don't like how one whole residential area is being recategorised.</p>
<p>The proposals for high rise appartments in the Car Yard district is a disgrace. Council are elected to serve the community not to be a property developer to the expense of the community.</p> <p>I am completely, utterly devastated and could not be more disgusted with this council's proposal for the car yards along Napean Hwy.I agree totally with all the opinions above regarding this matter.I have just done a quick door knock in Denver Cres and it is atrocious that not one resident has heard about this development.That is not due diligence for public consultation Glen Eira!!!A strip of 6-8 to possibly 12 story apartment buildings is completely out of whack for this community and despite the justifications outlined for the proposal, I and my neighbours see this purely as a money grab by our council.You are elected to serve the community, not to make money at our expense.The significant height of these buildings will - - Majorly impact on the privacy of surrounding residents- Majorly impact on the shadowing of surrounding residents- Majorly impact the skyline views of neighbouring residents- Majorly decrease property values of the neighbouring residents- Majorly increase demand on already traffic heavy congested back streetsThe notion that adding some extra parkland will compensate for this is a complete nonsense.I too first heard of this TODAY! The day before consultation closes. And only because my wife discovered a leaflet from a nearby resident warning of this impending disaster.I recently investigated the possibility of building a new front fence for my house on Denver Cres and was told it unlikely to be approved. A fence that would add character, privacy, security... A fence that would only be 1.68m tall... However the council see it appropriate to build a series of 12 story appartments. I hereby call on all neighbours affected by this stupidity to band together to fight this social intrusion. I personally intend to fight it as far as I can go.And I can promise you Glen Eira, that if you go ahead with it regardless of the wishes of the community you are elected to serve then I will certainly have all justification to seek compensation for the damage you will be doing to my property values and my welfare.Councils are supposed to block such ridiculous high rise impediments not fund them.And as for community consultation? Well I can only say that this stinks of cover up.</p>
<p>Hello, we are the owners of [REDACTED] 17lanning17ed. We would have preferred to upload a document,however does not seem to be an option. Our feedback for all items (both transformation concepts as well as transition plans) will be submitted as one.</p> <p>1. Contradiction in purpose</p> <p>Developing a multi-storey carpark within the proposed heritage overlay are is contradictory to what the council 's purpose for the heritage area. Instead this should be the green area and council should look to put multi-storey car parking closer to where they are needed, such as closer to the library, classic cinema. As nearby residents, we can see that the car park located at corner of Stanley & orrong rd is never full, thus indicating that it's usage is not that convenient . Thus building more car parking in an area that is not fully used now does not make sense.</p> <p>However, the area around the library is always full and thus would indicate that this is where the council should invest in greater parking allocation around the library and surrounding area. Furthermore, the council needs to ensure that rather than building multi-storey parking area in the residential and more importantly heritage area as designated by the council, they need to work closely with large developers to ensure that appropriate parking is provided not just for today's needs but also for the future growths. In summary, don't put multi-storey parking in heritage area which will greatly impact the supporting look and feel . Instead , provide greater parking near library , classic cinema and station.</p> <p>2. Closing off Streets</p> <p>Closing off Carre st 17lanning17ed to cars will lead to greater traffic along Orrong rd, thus increase in an already congested area of Orrong rd. Council needs to provide metrics of hourly/daily peak traffic along carre st, and orrong rd and what this change will mean to the residence in the streets around Carre st, such as Orrong rd. It is paramount that such proposals are accompanied by thorough research of both current and future metrics.</p> <p>3. Inappropriate zoning of 'Heritage/character housing of [REDACTED] 17lanning17ed</p>

Where we are there is a situation that a property is clearly located within easy access to all facilities eg the upper end of southern part of Orrong and it is within proximity of ultra high density development for which permits have either been issued eg 45 Orrong and the church or are in planning eg the multi-level storey carpark that Council is proposing. Council itself recognizes the need for development within this area. We strongly believe that the policy of heritage/character housing of the property is inappropriate and needs to be revised. To have a property which will be within 10-20 meters of 4 x high storey developments and on the same road, and within 100 meters of major road and then to limit options for the owners is unreasonable. The same policy cannot be applied to such a property as it can to a property nestled in the middle of the overwhelmingly heritage St George and Alison Rd precinct. Given the diverse type of housing already within our location, this location is not suitable for heritage restrictions. Given the development already in the pipeline as well as Council's plans for this area, we strongly believe that our location should not have the heritage restrictions.

Furthermore, our house, which is a timber house, and such houses are getting exponentially more expensive to maintain and upkeep than the brick type. Therefore by not allowing the owner the right to re-grade the house, they're becoming an unreasonable financial burden to the owner, while benefitting no one.

Given all of the above points, it is unfair for council to restrict us in what we are able to do with our property and our land, however while around us high density is being allowed and more so encouraged. Council's plans of high development in the Stanley st/Orrong Rd carpark, and directing more traffic towards Orrong Rd (by closing Carre st) prove this point.

It would be more beneficial for future of Elsternwick to encourage development within close proximity to shops/transport and already diverse building areas, while encouraging heritage/character within areas where such character housing is consistent (Elsternwick has many such areas such as Elizabeth st, Downshire rd, Shoobra rd, Allison Rd, Edward st, to name a few). For these areas it would make sense as it would be unlikely that they would be one day opposite a 4 storey apartment block or a multi-storey car park.

Concept looks fine

I oppose any re-zone of Elsternwick streets from the current 2 or 4 stories to the proposed 12 storey height limit. It is completely inappropriate for any part of Elsternwick and the surrounding suburbs and communities.

The proposed rezone to 12 storeys is in an area of historic significance with many original Victorian houses (some dating back to 1880) and original art deco and 18th/19th century bungalows. Why are these streets not being afforded the same protection as you are providing in the other parts of Elsternwick? In my street, 50% of houses are original Victorian houses built in 1880 – and we have been advised by council they will allow developers to knock these down if the rezone comes in.

This plan will create a high rise ghetto on the fringe of Elsternwick – and completely devalue the entire suburb. I'm disgusted that you are planning to let greedy developers knock down these homes of historic significance.

Houses that do remain will be completely overshadowed. The suburb will be dark and cold like the docklands, southbank and south yarra.

There will be significant implications to traffic in Elsternwick – with roads such as College Street and St James parade the main routes to the Elsternwick shops and station. These streets are already overcrowded and given there are schools on these roads poses a safety risk.

There is absolutely no need for this type of development – the Melbourne city fringe already has an oversupply of apartments and many more in progress. The under supply of housing is in family housing – houses and townhouses – NOT apartments.

The area you are planning is a tight knit community. Many of these residents have been here 20 to 40 years with houses passed down generation to generation. They love their properties and have maintained them to a very high standard.

<p>The residents in this community EXPECT the same residential protections that you are giving to residents on the other side of the railway line – 2 STOREY HEIGHT LIMITS</p>
<p>We [REDACTED] have lived at [REDACTED] for the past 34 years so we have already seen much transformation of Elsternwick. We welcome this council initiative.</p> <p>(1) CAR PARK cnr Orrong Rd & Stanley Sts – Obviously Elsternwick needs to develop this car park BUT it does not have to be an ugly Melbourne Airport T4 style building. Indeed a community facility of say 3 stories (eg relocated Elsternwick library) on the corner could “mask” a 3-4 level car park which would provide parking for uses of the community facility as well as the shoppers & bank customers etc. Or a simple multi level car park can & must be well designed. ALSO the car park must in scale acknowledge the surrounding Heritage/character housing.</p> <p>(2) Carre St seems to be an essential access to Glenhuntly Rd for the traffic using this precinct. Already Riddell Pde & Orrong Rd are extremely busy mornings & evenings. Also the car parking is perfect for the l/restaurant uses. In my experience Carre St would NOT work as a dedicated “open space plaza”. It would be a deserted wind tunnel.</p> <p>(3) However Selwyn St proposals seem excellent given the location near the Cinema, Holocaust Centre & School & close to Station & Plaza</p> <p>(4) Improved Railway Station Precinct, Safe Cycling Link AND Urban Renewal Precinct seem excellent proposals</p> <p>(5) YES to Green spaces</p>
<p>Visionary & Residents-centric, explained in a clear and concise format</p>
<p>Firstly, I understand that closure for feedback is due 3 September 2017 however, there has been no notification to myself or any other of my household of these planned changes. I therefore reserve the right to provide further feedback pending additional investigation.</p> <p>As a resident of Oak Avenue I am alarmed that the proposed zoning for the area bounded by The Nepean Highway and the railway line could attract developments of up to 12 stories in height. Oak Avenue lies in a residential pocket which features Victorian era and early twentieth century homes. Any multi story development would attract a much larger number of residents would significantly alter the streetscape, character of the neighbourhood and challenge already limited parking amenity. I note that the published Quality Design Principles state.</p> <p>Principle 1 – Well designed building</p> <p>Encourage Heights and setbacks that respect the existing character of the area.</p> <p>Avoid – Oversize buildings that unreasonable impact neighbours</p> <p>Buildings that Dominate the Landscape</p> <p>It is difficult to reconcile multi storey development with the resultant high numbers of new residents with these design principles.</p> <p>[REDACTED]</p> <p>Elsternwick</p>
<p>I am a home owner and resident of Sherbrooke avenue 19laning19ed.</p> <p>I have lived here for a number of years with my young family.</p> <p>I understand that there are proposals to have multi level dwellings in the vicinity of my home. This has come as a shock to me and many of my neighbours. We all wish to live here because it is suitable for young families. I firmly believe that if there is multilevel dwelling in the vicinity it will change the culture of the area including increased crime, traffic, parking availability and street view of the neighbourhood.</p> <p>your proposal is very unclear and confusing and worded in such a way that the average resident does not understand what it is you're actually trying to do. I believe this is because you are trying to sneak it through without residents knowing about it.</p> <p>we want our neighbourhood to stay the way it is. Please take your ridiculous proposals and implement them in your own street and not in mine.</p> <p>thank you</p>
<p>more units are needed for the older generation who will need to downsize.</p>
<p>The transformation concepts have identified the area between the Nepean Highway and the railway line</p>

as an ideal location for increased development intensity given: 'The existing neighborhood character is mixed', 'the building stock is aged', 'ideal for redevelopment'. The concepts are flawed in that the homes in Alexandra Ave, Oak Avenue and surrounds are predominately period homes, Victorian and Edwardian homes, side by side in a continuous harmony. On the West side of Alexandra avenue, there are 14 properties, 13 of these are heritage. Half of the homes in Oak Avenue, one entire side, are Victorian homes from the 1870's and 1880's. The current lack of a heritage overlay does not negate their historic importance as the earliest area of Elsternwick to have been settled. The residences in this pocket are of similar streetscape quality to many streets already protected by heritage or character overlay elsewhere in Elsternwick. The transformation to 6-12 storey (on the West side) and 3-4 storey on the East and North east aspect would totally ruin the streetscape.
I find your terminology confusing. What is the difference between 'transformation concepts' and 'building transition plans' ? In general, I ask myself why would you want to destroy beautiful Victorian and Turn of the Century homes in a small friendly neighbourhood? No amount of mealy-mouthed language will change that fact. Once these new height limits are applicable it will just take one owner to sell out then all others will have to follow. Who wants to be surrounded by apartment blocks? Shame on you!
There has been NO consultation about the re-zone with residents impacted by the 12-storey rezone. Why are we hearing about this 3 days before the deadline (and from other residents)
Leave it alone
More trees
Just looks like words/typing
Fix basics and let area develop itself
Offensive that such big plans were not given or notified to residents directly affected. It's online but the residents affected weren't notified. How do they expect feedback if no one knows til a few days before feedback closes.
Transformation of the houses of Oak and Alexandra Avenue from residential and urban redevelopment zone is unacceptable. These homes built in 1880's should be included in historical overlay. There is insufficient infrastructure for the 2000 proposed new residences to attend schools, primary school, kindergartens in Elsternwick.
I live in Sherbrook Avenue Elsternwick and am absolutely opposed to removal of the single dwelling covenant.
I will oppose any re-zoning to garden apartments.
The concepts outlined is easy to understand. Our main concerns revolve around the heavy emphasis of the Entertainment and Cultural Precinct and Retail Precinct placed close to the Station Precinct, which will significantly increase road traffic congestion, particularly on weekends. In addition, the Employment and Diverse Housing currently planned on Stanley Street should be swapped/ switched with the Additional Parking planned for the corner of Stanley Street and Orrong Road – this will create additional parking around the high activity areas close to Elsternwick Station and hopefully will move traffic away from this precinct and more towards the Orrong Road end of Stanley Street.
Regarding the Urban Renewal precinct the proposed transformation concepts have the potential to privilege a very disjointed interface between 3 to 4 storeys 'garden' type apartments overshadowed by up to 12 storeys of towers on podiums which may be mixed use. It is impossible to understand what appropriate transition means including the trade off between height, open space and services. The transition from neighbourhood residential to Urban Renewal infers that the existing housing stock is of insufficient quality to be retained.
The concepts lack detail – they are concepts not plans, that is understood. However, this will lead residents to be suspicious about what are the underlying motivations for changes. To that end any proposed improvements would need to be well detailed BEFORE there was ANY change to services such as the library and kindergarten site. Without details from Woolworths, Council cannot plan sensibly.

<p>I object to the Stanley street development up to 8 stories. The car park is much needed. It is too close to another recent development, and another one about to go up next door on Riddell Parade. It will affect existing dwellings, cast shadows etc. No consideration seems to be given to traffic increase and those car parks are needed much more than office dwellings (plenty of empty shops along Glen Huntly Rd).</p>
<p>* I am concerned with the proposal to build a multi-story car park on the cnr of Stanley St and Orrong Rd. I have monitored activity at the site and found that the current single level car park is never full to capacity, so building a multi-story car park is totally unnecessary and waste of ratepayers money. Additional parking near the Station would make more sense.</p> <p>An 21lanning21ed21d multi storey carpark will attract vagrants, crime activities and become a hotspot for car theft and graffiti crime</p> <p>A multi storey carpark within a heritage overlay is totally in contrast to the neighboring character streetscape and surrounding properties which are exclusively single dwelling character homes and also not in keeping with the intent of zoning heritage overlay and surrounding neighborhood character zone. It will be be an eyesore and deteriorate visual amenity of the local streetscape.</p> <p>* I am concerned closing Carre St to traffic will place further traffic pressure on Orrong Rd. At present, the intersections between Orrong Rd and Stanley St and Glenhuntly Rd are already heavily congested during peak times</p>
<p>See below.</p>
<p>The concept for a strategic site on either side of Selwyn Street is misguided, as it will provide too much pressure on parking and road traffic, which is already problematic in the area. More cafes, restaurants and night life will also potentially increase pedestrian traffic for more hours of the day, with resulting loss of amenity.</p> <p>Council needs to consider where these people will come from, where they will park, and how they will travel to and from the proposed precinct.</p>
<p>My home is right next to the Nepean Highway Car yard precinct abutting the rear lane with a maximum of 3 metres in between our property and the carwash boundary. I am concerned about the transformation of this area into Urban development - due to the fact that it will create a huge loss of amenity with loss of light, extra traffic, noise from 2000 or more people living so close to us, feeling closed in from all aspects of my home, the logistics - how will the buildings be serviced, rubbish removal. Loss of greenery and bird life in the area. At present there are many mature native trees in this neighbourhood which attract parrots, Currawongs, Wattle birds etc.</p> <p>More often than not – developers will say they will use quality materials, provide setbacks, green spaces but once the permits are in place – they can easily cut corners.</p> <p>Do we really want Elsternwick to become botched up like Bentleigh/Carnegie.</p>
<p>The Nepean Highway car yard precinct should include a significant amount of public open space to address the current shortage within the local area.</p> <p>Major consideration needs to be taken in regards to traffic management. The constant traffic flow from the car yards through St James Parade & Denver Crescent is overloaded and the use of existing roads with any new development would be unworkable.</p>
<p>I am very disappointed that there was no consultation with local residents concerning the proposed changes in rezoning. We are directly impacted and find the proposed intensive living concept with little open space allowance (do realise that a green space is included on top of buildings), but this is of little consequence to those living locally and being able to enjoy this space. I believe a 12 storey complex in this small area is not sustainable both to the current residents and those moving in to the area as it would cause excessive traffic movement that the area could not cope with and loss of the strong community lifestyle that presently exists in this small area.</p>
<p>The concepts include a potential move of the Stanley St car park to the corner where Orrong Road is. The current location of the Stanley St car park is in a more central location to retail areas, transport and the entertainment area in Gordon St. Moving the car park to Orrong Road will result in an inconvenience to the majority of patrons wanting to visit these areas. Additionally, the corner of Orrong Road and</p>

<p>Stanley St is already a high traffic area due to the intersection with Glenhuntly Road and the continuation of Orrong Road which provides access in and out of Elsternwick. Creating a new car park in this area is likely to result in further congestion and cause roadblocks in the area.</p>
<p>The existing condition plan was fine and the only changes that were required was to address the lack of definition on heights for Mixed use, Commercial 1 & 2 zones. Neighbourhood Residential Zone should not have been changed.</p> <p>No reason has been given for the significant amount of high density housing that is proposed nor a timeline for the increase in population that it will bring.</p>
<p>Improve Railway Station Precinct –would be better if a plaza was developed south of Glenhuntly Road and linked into the newly developed park area to Glenhuntly Road. This would still have close proximity to the proposed cultural and entertainment precinct. There are also more options for developing additional parking to service the station/commuters/residents and shoppers than at the proposed site.</p> <p>Safe cycling link – Nice idea but where does it go? What does it connect to in respect of other cycling infrastructure?</p> <p>Transport and Parking – I think there are lots of problems with what is proposed. Firstly, all parking seems to be concentrated within one area which is not convenient for shoppers given the length of the retail precinct in Elsternwick. The locations will create significant traffic congestion given the proposed Coles development site and the proposal to build on the council owned parking site on cnr Orrong and Stanley. Parking appears to be being lost behind the shops between Staniland and Orrong and replacement by housing/offices. The proposed cultural and entertainment precinct does not identify any proposed parking. Parking is already very difficult around Glenhuntly Road and surrounding streets both at night and during the day with residents regularly inconvenienced by commuters, traders and employees of local businesses parking in local streets. If Council is intent on encouraging employment opportunities along Glenhuntly Road then it is essential that adequate parking is provided on-site in these multi-story buildings proposed both for employees and for residents. Being close to a train station does not guarantee reduced need for parking spaces as is already obvious due to commuters and traders/local employees. Not addressing adequate parking provision is a sure fire way to lose faith with the local residents. And if shoppers/business patrons cannot find suitable free parking close to Glenhuntly road, then businesses will suffer, running the risk of failing to achieve the 'economy' objectives. The notion of public parking on privately-owned strategic sites sounds very much like the introduction of paid parking. This is not supported. As local residents we are totally opposed to the idea of paying for parking at our local shopping strip!</p> <p>New Plaza along Staniland Grove and Carre Street – Can't see the logic in this idea. Residents of these streets would be very inconvenienced and why would pedestrians want to walk there, particularly Carre Street? Carre street doesn't go anywhere. It would block access to the lanes behind the shops which are accessed from Carre Street and it would further reduce 22laning22ed parking. And if there is no parking in Staniland Street, families would find visiting the proposed park less attractive due to lack of parking. It would also create parking difficulties for parents dropping off and picking up children attending St Joseph's school. Now parents can park, pick up their kids, go to the library and do any shopping, because everything is within short walking distance. Keeping the library where it is is much more central than the suggestion of moving it to Selwyn street which is further away from the main shopping area.</p> <p>Employment and Diverse Housing – Not supportive of the idea of 8 storeys – too high with likelihood of overshadowing of public spaces, particularly if buildings of this type are built on both sides of Glenhuntly road. Reduces sun and destroys the ambiance of the shopping centre.</p> <p>Urban Renewal Precinct – It seems to be assumed that there is no heritage value in this area which is not correct. Council should take a detailed look at houses in this area because there are numerous which are just as worthy of preservation as those in the designated heritage overlay areas. The idea of additional open space here is important, particularly if in the long run, the proposal to turn the current library precinct into a park does not proceed.</p> <p>Entertainment and Culture Precinct – Is it feasible to have a busy Woolworths supermarket in an area that is proposed for entertainment and culture? Putting the library here is also not sensible because it</p>

would not be central enough. Making this a pedestrian focused area is also problematic because this area generates very little pedestrian activity. It attracts buses and cars. The suggested uses for this area are not well explained so it is hard to know if they have merit. A community hub/facilities should be more central – ie where the people tend to be. By creating this focus in Selwyn street, it is too close to the residential area and very likely to create parking problems (no suggestion on the plan that parking would be provided).

Creating New Green Spaces- given that Glen Eira has so little green space, this plan does not achieve much of an improvement. It is also not clear what is meant by a 'linear park' connecting Rippon Lea Estate, Elsternwick station and the urban renewal precinct. It doesn't sound very substantial as a public space. Council should do everything within it's power to ensure that when the Gordon Street ABC site is carved up for development, that a significant amount of it is devoted to public open space/parkland.

I'm a resident of the west end of Sinclair St (#4) for 13 years and I love the community, vibrant restaurant and shopping precinct, and the transport options. The rail plaza incorporating Bang Bang and the park has been a revelation and a perfect example of appropriate development.

I think the general plan to activate Selwyn St as a community entertainment zone given the low residential aspect is reasonable, given the future plans for Woolworths and assuming the aspects relating to parking and traffic are addressed appropriately.

I'm concerned about the proposed plaza over the railway lines along Gordon st due to the practicalities. It would be impossible for it to remain at street level given the train track level and height of the street. To achieve this it would need to be raised substantially, assuming the rail couldn't be lowered, and miss the intent of creating an accessible ground level plaza for the cinema and restaurant goers. It would also create privacy issues for the residents along Gordon St and Rippon Grove. A more appropriate plan would be to create the plaza at the southern side of the rail station accessible from Stanley St across from the existing plaza. This would provide the greatly needed second entry to the rail. It could also provide parking above the rail accessible through the existing rail carpark on Horne St and via Stanley. All of the buildings along this stretch of rail have their backs to the train lines and are elevated, reducing the impact to residents. The height of the ground at the Stanley St end lends itself to a plaza arrangement without affecting the rail height, significantly reducing the costs to develop and impact to residents.

Please do not get rid of the Library carpark in Staniland Grove. This is an incredibly useful central carpark and is very well planned as it is usually almost full most of the time. It would not be good to have multistorey car parks as they are not nearly as safe as the current open ones. The plan seems to move most of the parking to the south side, not so useful if you live on the north side. There seems to be no parking anywhere near the proposed community hub. There should continue to be parking on both sides of Glenhuntly Rd.

Please do not zone for 8 storey office/apartments and multistorey car parks this is not in keeping with the second Objective of celebrating the historic character and village feel of the Glenhuntly Rd retail strip. The current Elsternwick station area is a hub for undesirable teenagers and others to loiter and smoke drugs and even steal cars. Why do we want to make this undesirable area even bigger by creating a plaza on the other side of the road?

Finally I am opposed to selling very useful and strategically placed Council assets (which belong to all of us) to developers and then paying rent for evermore to provide the same services those assets provided for the community (like parking).

The proposed concepts label much of the transformation area in Elsternwick as Commercial/Mixed despite there being many heritage-esque period houses. This goes against the redevelopment vision of "embracing [Elsternwick's] historic character and strong cultural and village feel".

Our family is strongly against the concepts and will be willing to object formally, if required. We have had extensive discussions with a broad collection of friends and neighbours in our street, and those surrounding, with the overwhelming consensus that people do not want this under any circumstances.

I oppose high rise apartment blocks and increasing the building height limits to 5 or more stories


No to a multi storey diverse housing development on current car park and kinder site (on Orrong Rd

<p>behind shops)</p> <p>Cannot have additional traffic and congestion around intersection of Orrong Rd to Glen Huntly Rd near Coles. Already far too busy</p> <p>Coles trucks should be diverted to drive along major roads (Glen Huntly Rd or Glen Eira, not King St). Huge semi trailer trucks going past two schools (St Joseph's and Jewish school) which is unsafe</p> <p>More parking options for these schools, not less (which will be the case should the car park behind the Glen Huntly Rd shops be developed into apartments/ diverse housing)</p> <p>Agree heritage homes must be protected- agree with height restrictions of up to two storeys introduced for key parts of Elsternwick residential streets</p> <p>Agree with idea around open space / no car zone around Holocaust museum</p>
<p>I believe the proposed renewal development is a massive over development of the site. It will create overshadowing of surrounding properties and place an incredible strain on surrounding streets . I live in one of those streets and am one of the few people to have off street parking. Currently it is extremely difficult to traverse my street in peak hour and the area at the front of my house is a no standing to ease congestion. Suitable open space is not provided in plans.</p>
<p>I keep seeing the words "open spaces". Can you highlight where these open spaces will be. We have just moved into Oak ave and have just found the concept plans which could potentially have a 12 storey apartment/office block (really!?) block the sunlight of our 1880 built beautiful Victorian home.</p>
<p>I am disappointed that I have heard about them so late in the 24lanning stage and have made a formal complaint about this.</p> <p>Having read all the documents now, I find them wordy, flowery and they have no continuity in headings. The website is even harder to navigate. I had to be guided to get to this page. Is this part pf the plan to foil us before we can get involved?</p> <p>I think your Objectives are hypocritical. Your embellished wording such as 'enhance', 'celebrate', 'support', 'encourage' are shallow. Your statistics show we are an intelligent bunch here in Elsternwick and for some stupid reason you think this flowery proposal will suck us all in. Judging by this plan, there is the academic worthy residents on one side and then there's us, those who live west of the train line. Discrimination comes to mind.</p>
<p>We need open space and jobs !!! Elsternwick is already pulling its weight in providing apartments, but where are the local jobs and parks. I spend 45 mins each way travelling by train to the city each day, and would much rather work locally and spend this time with my family.</p> <p>My friend lives in Highett, works in an office in Bay Road 10 mins walk from her home. Saves travel time and cost, has breakfast in Highett shopping centre before work. Way better off than me, less stressed and sees her children.</p> <p>We need offices along the Nepean Hwy. Glen Eira has no office parks and hardly any offices in its shopping centres. No developer will build offices when they can sell apartments to overseas investors looking for somewhere to park the money. I'm sure all those workers driving along the Nepean Hwy, or filling up the train before Elsternwick, each morning would easily fill up any office space.</p> <p>Where are the parks in Elsternwick! Gardenvale Park and Hopetoun are pretty, but not usable for anything mildly active. We need a park along the railway line with a bike path, playground, basketball / tennis court etc. No wonder kids are on computers all the time, there's are no local parks where they can do anything.</p> <p>Put a big park along the railway line, behind offices to block out the traffic noise.</p>

<p>Come on Council, we can do better than high rise apartments. Look after your residents, we don't have even have the basics i.e. office jobs and parks.</p>
<p>TELL US WHAT YOU THINK OF THE BUILDING TRANSITION PLANS</p>
<p>Seems like a good balance between the demand for more residences (apartments) and keeping the character of the suburb. Looking at European cities the 2-4 level at the shopping mall type arrangement is a good middle ground with the odd larger building</p>
<p>I have significant concerns with the building transition plans, particularly how they relate to traffic and parking. I am a resident in the proposed Urban Renewal Precinct and fear that these proposed plans will be exploited by developers to the significant detriment of current residents in the Urban Renewal Precinct and the broader Elsternwick community. It hink much greater consideration needs to be given to the height proposals as 8-12 stories is way too high. I was recently an objector to a proposed 9 storey development in the precinct which rightlyfully was knocked back by Glen Eira council due to the developer exploiting well beyond what was reasonable for the site and the impact on existing residents.</p>
<p>GOOD- tallest buildings located in "urban renewal" area near the highway, which is lower ground than part of Elsternwick north-east of the railway line. Hence they won't appear as tall. GOOD - large parts of Elsternwick will remain at 1-2 storeys, and much of its heritage appeal is protected. GOOD - the preferred building types have lots of garden / tree requirements. CONCERN - the interface between building types is not ideal - eg. Heritage/Character Shop Tops (3-4 storeys) and Strategic Sites (mixed use) (5-8 storeys) are placed directly against Heritage Character (1-2 storeys). BAD - buildings above 4 storeys are allowed.</p>
<p>I am a big supporter of development and allowing small scale development 3-4 storey in streets such as Stanley or along Riddell Parade. Stanley already has a mix of development and it's location is perfect for development of low rise development. I object to any heritage overlays or restrictions on heights.</p>
<p>Regarding the focus on OPEN SPACE have seen the Staniland Grove (Elsternwick carpark) is ear marked for open space. A big yes - we need green space in that area, as currently insufficient and it currently looks like a concrete jungle. Yes to green space.</p>
<p>Not supportive of the plans to increase the height restrictions for Ross Street. This is a quiet street cul-de-sac street with a number of character townhouses. The current height limits are already too high.</p>
<p>They make sense especially as if nothing is done developers will have open slather.</p>
<p>The main shopping strip needs an uplift to improve the visual aspect, promote quality urban design and attract quality establishments. The old and bulky shop awnings on Glen Huntly Road are very unattractive. As the profile of shops is constantly changing to higher end, better quality establishments so should the shopfronts.</p>
<p>Good proposals and all make sense. Perhaps highlight demographic need for more downsized accommodation in local area (including more 2.5/3 bedroom). Also value of community gardens for community benefit and to give an option to people who can no longer have their own garden. A little more emphasis on housing diversity and ensuring diversity of age, incomes etc would be good.</p>
<p>the need for a community hub is high as we don't have one - our library is dated and I would like to see a similar model as that at Braybrook in Elsternwick.</p>
<p>Overall I think the building transition plans are heading in the right direction. My only concern is with the situation where residential properties abut or a near to commercial ore 'strategic' sites surrounding Glenhuntly Road. Whilst I understand the need to provide dedicated and improved parking spaces, I think this has to be done sensitively and with respect to the residents and their amenity.</p>
<p>I only have two main comments really: 1. Side by side townhouses In the draft plans it is stated that in the initial consultations people were wanting to reduce the number of</p>

<p>crossovers per site, retain existing street parking, maintain/retain front gardens, developments that respect the Neighbourhood Character and limit the presence of garage doors in the facades of new developments. However, the concept of side-by-side townhouses is then suggested as a preferred development style despite being contrary to all these intents.</p> <p>Furthermore, side-by-side townhouses are really not consistent with any type of existing development in the area, particularly when accompanied by garaging accessed from the street as shown in the example. Nearly every other municipality in a similar ring around the city have moved to discourage side-by-side development wherever possible for all these reasons and I think Glen Eira should do the same.</p> <p>2. The listing of heights</p> <p>I suggest that instead of listing heights as say '3-4 storeys' etc, it may be better to list them as 'a maximum of 5 with an average of 3'. This will encourage designers and developers to provide more vertical articulation into their designs and create a terracing effect. It will give them a little extra height in parts in trade off for lower heights in others. This will be particularly beneficial around heritage buildings or between different zones where transitions from different heights are required.</p>
<p>I think the building transitions are generally appropriate and reasonable.</p> <p>I would have no concerns if the "heritage/character shop top" category, that applies along Glen Huntly Rd, was revised to allow up to 5-storeys, with appropriate setbacks from the frontage.</p> <p>I support the area along Glen Huntly Rd, to the west of the train station/Riddell Pde/Rippon Gve being categorised to allow development up to 6-8 storeys (or 8-12 with community benefit).</p> <p>I support the potential future redevelopment of the Stanley St car parks - provided the developments provide a significant net community benefit (such as additional public parking and social/community housing).</p>
<p>Any urban renewal developments need to be at the Nepean highway.</p> <p>It cannot be near the heritage homes.</p> <p>Anything that is built in middle Elsternwick should not be higher than 4 stories.</p>
<p>I've lived in the area for 20 years and have seen the increase of population. My attraction to the suburb was its proximity to the city, beach, parks, shopping, points of interest and transport infrastructure. Elsternwick obviously has a very diverse culture with an important culture precinct which needs to be treasured. I think these area's need to be respected. I love the ideas of the new retail precincts and cultural areas of improvement. The time has come to improve on these area's and make them functionable relieving the Coles shopping area.</p>
<p>Poorly thought through. Urban renewal development in the area is foreign and fundamentally out of character. Building up to 12 story towers is on the Nepean highway car yard sales areas is wrong and should be off the agenda. Nowhere in our area do we have a continuous array of such destructive elements.</p>
<p>money should only be spent on creating green space, for all</p>
<p>Focusing on the Nepean Highway Car Yard area: While fully expecting that inevitably the car yards site would developed into some form of multi unit development, am concerned proposals for 8 -12 story structures as outlined in the Transitions plan will potentially result in a canyon-like wall along the Nepean Highway and an overbearing, overshadowing and overlooking series of structures to residents in the immediate vicinity, regardless of the railway line 'gap'.</p> <p>While not automatically opposed to Urban Renewal development, I would like more definition of what that entails. Multiple instances throughout Melbourne have demonstrated that developer led schemes, with a focus on unfettered maximum short term profitability will care little for either aesthetics or neighbourhood amenity.</p> <p>Therefore, the lack of scaled or transitioned zoning between the proposed Urban Renewal Development and the directly abutting residential zone (purchased by most in the area as a single dwelling covenant protected area) causes real concern.</p> <p>An eclectic mix of Urban renewal, Terrace town house and garden apartment with significant open space as part of the plan may be more likely to both provide increased housing and amenity.</p> <p>I note there is a rough indication of open space within the Plan. Suggest this should be significant, due to Glen Eira's (broadly) and Elsternwick's (specifically) lowish ranking of open space per person. Perhaps the</p>

<p>open space could be considered as a linear park along rail line with cycle/walking access linking smaller park areas within overall scheme.</p> <p>No Traffic management issues appear to have been addressed in this plan at all at this stage. St James parade is already a challenge to leave and enter at specific times during the day, with honking and impatient, occasionally dangerous drivers and driveway obstruction a regular feature. Further pressure on this infrastructure is of concern.</p>
<p>I am concerned about congestion around the ABC site. These are small streets with big plans for traffic and multi-use. Living in Elizabeth St on the south end, I am concerned about the impact to traffic in my area.</p>
<p>When we have two large developments on the horizon, Coles and Woolworths, which will create a whole new dimension to traffic movement, parking and retail/office tenancy, how can this plan still be moving forward or valid without factoring these in? Crazy. Show us the plans for these mega-developments and their effect on the strip? Also, what is to happen with the ABC Ripponlea studio site? More mega development?</p>
<p>High rise building should be @ the Nepean Hwy or Train station end of Glenhuntly Rd.</p>
<p>I am very concerned about the sites for rezoning as mixed used. Especially in Yorston Court. This is the small dead end court in which I live. There has already been a large development on the corner of the street, which was a nightmare of noise and clogged parking during the build, and another one, which has been a derelict empty lot for more than 12 months, has planning permission for the other corner. Just with the existing development the street is extremely difficult to find parking in and often very difficult to just drive down. There is no way it could take further development.</p> <p>This might seem like a classic case of not in my backyard, but I am not not in favour of development in general assuming it is done well. In the case of Yorston Court making it possible to put in more high development, which will make the street completely inaccessible as it is one way when there are cars parked on both sides with little turning room, seems ludicrous. Any new development will also overlook existing properties extensively including a school.</p> <p>New shops underneath any development, which is what usually happens with these larger mixed used developments, will just result in more empty shops in Glen Huntley road. It is too far up to get regular foot traffic. The current development has been there for more than 12 months and it is still not full of residents and only one shop is occupied currently.</p> <p>From experience with the mixed used zone on the edge of the street the council made some sensible restrictions to the proposed development but because it was mixed use VCAT gave the developers what they wanted. By rezoning a neighbourhood zone to mixed use the council is making it extremely difficult to enforce their design principles.</p> <p>Finally from a completely personal perspective with new laws meaning that not all members of a body corporate have to agree for a block to be sold, if my 12 flat block gets offers by a developer, it is only becomes attractive if rezoned, I may be forced to move, which I would prefer not to have to do.</p>
<p>Glen Eira area, Elsternwick included, already suffers from a lack of open space per person. It is a wasted and shameful choice to build up to 12-storey apartments in a quiet and friendly area currently housing families in a Neighbourhood Residential Zone. This will no doubt ruin the 'village feel' of our beautiful neighbourhood, and our affected street (Alexandra Avenue, Elsternwick) are worried that they will lose their cherished lifestyles.</p> <p>My partner and I have only moved into Elsternwick this month and chose this suburb because of it's tranquil and neighbourly atmosphere. These 12-storey apartments will look over my new garden, as well as my lovely new neighbours'.</p> <p>The construction time would cause disarray in our quiet, one-way streets and the broader area. There is no foresight in increasing the number of residents in an already overcrowded Glen Eira city area. It would purely be an act of ignorance and greed.</p>

<p>I would recommend using the space available for parkland to relieve our busy community, as well as the potential for parking areas and simple shopfronts.</p> <p>Regards,</p> <p></p>
<p>I have concerns about the strategic sites as they are too high and out of character with the surrounding buildings and feel of the local area. Large developments will leave smaller properties without sunlight, privacy and surrounded by concrete.</p>
<p>The strategic sites (particularly that on Selwyn and Sinclair streets) doesn't appear to be acknowledge the effect of higher commercial developments on neighbouring residential property in terms of light, overlooking, safety, set back distances, noise and access / parking for neighbouring residential properties. Community benefit is important, however this also needs to encompass the fair and reasonable needs of residents.</p> <p>The proposed heights are too high and out of character with the surrounding buildings and feel of the local area. There is no mention of reasonable distances to neighbouring properties which will enable developers to build right up to fence-lines leaving neighbours without sunlight, privacy and surrounded by concrete.</p> <p>Whilst development is welcomed, high-rises typically detract from the surrounding area and would make a great suburb overcrowded, less safe, less valuable and without character.</p> <p>Development proposals must exceed current guidelines for space, overlooking, sunlight, greenery, traffic, noise and safety. Otherwise they will worsen rather than improve the neighbourhood.</p>
<p>6 to 8 storeys of the strategic sites and 8-12 of the urban renewal development is too high and unacceptable. It will block the view of residential properties around them, and also have a negative impact on the financial valuation of their property as well as their quality of life as the sunlight will be blocked</p> <p>The term "affordable housing" shouldn't be used to mask "subsidised housing"</p>
<p>The building transition plans are not consistent with the cultural heritage of Elsternwick. A new 6-8 storey building that removes public parking will only serve to increase road traffic and cluster areas along Riddell Parade and Stanley Street. Another high rise building in this space will significantly reduce the value of properties in the vicinity, particularly for those in the apartment block that face east over the car park. Natural lighting will also be severely reduced. Members of surrounding housing establishments should be compensated for the lost value in the property, especially given when those properties were purchased next to a council owned carpark there was no indication that a new high-rise would be established.</p>
<p>Councils key words Vision: (Elsternwick will be a safe, accessible and liveable centre that embraces its historic character and strong cultural and village feel.)</p> <p>By allowing to erect 6-12 storey apartments how is that embracing its historic character. Has any of council town planners walked thru oak avenue and alexandra street to see for themselves the heritage homes and cottage houses built in the 1880's</p> <p>I bet you haven't. You should it will alter your proposed plans. We are dealing with people and their safe havens for their families why do you want to take it away, all for growing council revenue is all about that only.</p> <p>Council (HOUSING Maintain Elsternwick's pristine heritage and character residential areas.) Were in any of these plans are you supporting the heritage and character residential. How would it be liveable by walking out my home and facing a monster 12 storey apartment overlooking my back yard. We is my privacy and safe wellbeing come into this equation. Not to mention the impact of traffic and parking it will have on our streets, were are limited in car spaces currently.</p>
<p>The transition plans are not explicit. As it stands your concept plan has an asterix hovering over my house with the statement "Appropriate transition to be managed within this site" Although I appreciate</p>

that this applies to your new proposed Urban Renewal Development Zone, it is unclear how you propose to manage this transition. Your key outcomes appear to have devalued the historical significance of the residential properties between the railway line and Nepean highway. No single house is of appropriate size for dual occupancy. It is unclear how the amenity of long term ratepayers can be maintained if they choose to remain in their homes.

I think the building transition plans are predominately okay. But the plans do not cover heritage type houses out of heritage listed areas. These houses still need protection from multistorey buildings being built next door. There needs to be building height transitions around these houses, starting lower next door (2 stories maximum) then increasing in height gradually as you move further away. Even in the urban renewal precinct.

I am disappointed that our council believes they have the right to make decisions that impose direct impacts to residents with direct and proper consultation.

We believe that the proposed height for buildings incorporating public benefit, of 8 to 12 stories, in the urban renewal areas is too high. It is very out of character with the rest of the suburb and the Council risks creating pockets of relative disadvantage in the area by allowing overdevelopment in quite specific areas. It would also reduce the amenity of Elsternwick to existing residents. This would be a very poor outcome from a forward looking strategic planning process. We support a diversification of housing types and commercial uses, but believe a maximum of four to six stories is adequate. If buildings taller than six stories are to be allowed, these should be built to a high quality standard that ensures that the apartments and offices are sound proof, and should be located immediately adjacent to major roads, in order to provide a visual and sound buffer to residents located in areas behind them, and in the case of the urban renewal area, for users of new parklands.

New developments should offer a range of housing options, including large apartments suitable for families (which may be more attractive when located next to a park), affordable housing, and housing suitable for older people looking to down size and stay in their local area. New developments should not create areas of disadvantage through poor planning, design and execution.

To allow multi storey buildings, and particularly buildings of over six stories, immediately adjacent to the railway line, would create very significant issues of overshadowing (particularly of the western sun in winter months) and overlooking for residents who live on the east side of the railway line. Many of these houses have been renovated in the last decade so that the main living areas and large windows face west, towards the proposed new multi storey development area. Again, creating a linear park next to the railway line and reducing the height limit of new developments would help to mitigate the negative impact on residents of these areas.

How on earth is allowing 6-12 story buildings preserving the village feel and character. It will damage our streets. When 1 person decides to sell, investors will probably try to buy out the neighbours and then will put up a huge high rise building, increasing the residents in an already dense street. Others will then want to move out and the whole street will be high rise, destroying the village feel.

The urban renewal development area should be restricted more to immediately adjacent main roads and the railway line. Particularly north of Glenhuntly Rd this will have a negative impact on the predominantly single storey residences.

Please do not introduce more high rise apartments. 10-12 stories as suggested for the west side of the railway line will create the opposite of Melbourne as the most liveable city. Nepean Hwy is a wind tunnel; tall buildings will devalue and overshadow/intrude upon the Victorian cottages and buildings which you have missed in the survey of Victorian heritage overlay!

High rise is the antithesis of Glen Eira village feel!

I recommend you plan for 'Green buildings', max height 2-3 stories along Nepean Highway with a wide buffer(yes park or gardens) of trees which would improve air quality and the "Green Character"of Elsternwick and Melbourne. Perhaps even include a bike path and play ground to support new young families.

In my work I visit numerous apartment blocks throughout the Inner South Region. Sadly poor design & maintenance of large residential conglomerates creates urban slum which is not conducive to improved amenity & residents general well being. PS we already have enough shops - although they frequently

change hands due to excessively high rentals.
The building transition plans appear well thought out and sound judgement shown.
There is a question on Parkside Street (the boundary of activity centre to the east). A section of the street near Carlingford has heritage overlay adjacent to Bruce Court. So we do not agree that nominating the whole street automatically for side by side townhouses is appropriate.
I don't want Any building in the Elsternwick area
Proper consultation is required and whatever has been the policy up to now has not been effective . We are all playing catch up. Not appropriate when you are talking about homes, families , generations being affected
More clarity needed
As above
as per above
Building transition looks ok but I am concerned about the height of existing new developments and the proposed urban renewal precinct. Our bay views from 5 Denver Cres. (adjacent to railway line) are under threat from potential 6-12 storey development at car yard site.
I do not see how the rezone plan in any way supports the Overall Vision and Objectives in the Building Transition Plan document. Creating a high rise ghetto in Elsternwick will not: - support Elsternwick continuing to be a safe suburb - the greater concentration of people will increase crime - enhance its reputation - Elsternwick's reputation is for being a beautiful, family oriented suburb and this plan REDUCES family housing - celebrates the historic character and village feel - you will be knocking down Victorian houses from circa 1880 and building a mini-city. That will destroy the village feel. - support safe and accessible suburban streets - as per above, it will increase crime. - allowing developers to tear down houses with historic character or put up high rises in residential streets does not provide community benefit and will not maintain Elsternwick's pristine heritage or character. The proposed area for the 12 storey rezone does NOT 'accommodate the proposed changes with minimal external impact' - given you will be tearing down Elsternwick and Victoria's heritage. I can name numerous streets you are providing protection to that have less historic character than some of the streets in the impacted zone. The residents in this community EXPECT the same residential protections that you are giving to residents on the other side of the railway line - 2 STOREY HEIGHT LIMITS
FIRSTLY: Our home is at [REDACTED] & opposite the pending 4 storey apartment building which we, local residents (with the assistance of Council) argued against the new development at VCAT last year but won significant amendments to the proposal. . SO the BUILDING TRANSITIONS PLAN is significant & seems to embrace important principles. We want to continue living in this house but like all old properties it is expensive to maintain AND that is only viable if it is enhanced by similar well maintained housing in a neighbourhood where the transition to Commercial & medium density living is appropriate & harmonious. IMPORTANTLY adjacent buildings (particularly new structures) should be of similar height & scale. The proposed PLAN seems to recognise these issues!
As above
good mixture of different dwellings
Units need to allocate space for garden- BBQ area - outdoor area with tables and chairs.
The Elsternwick Draft Concept Plans state they plan to 'Maintain Elsternwick's pristine heritage and character residential areas' and 'Encourage landscaping and greenery'. The building transition plans are totally inappropriate to an area that is currently residential, of historic importance and exist with a


<p>distinctly village community feel. Evidence of this can be found in the low turnover of stock in this area, we know our neighbors in the surrounding streets through Christmas BBQ's and due to the stability of ownership. These plans list as preferred building types, 3-4 and 6-12 storey development. This development plan would create wind tunnels, shade issues, visitor parking issues, crowding (~180 storey level apartments in 2 streets alone). There is virtually no provision for green spaces, bike paths, walkways, in the plans as drawn. To be blunt it looks to me like the rest of Elsternwick has been preserved with overlays and the wedge of land designated for intensive development has been targeted to fulfil the pressure from the State Government's Plan Melbourne 2017-2020 strategy; we, my neighbors and I, are to have our living environment decimated to fulfil this need for intensive living. It goes against many of the statements that my Councillors have stood for over the past years.</p>
<p>I find phrases like 'minimises adverse impacts to low-scale surrounding areas' insulting and indicative of a discriminatory attitude. It minimises impact on one area but maximises impact on another area. What is important is not whether a railway line exists, or a highway exists but what impact is this going to have on decent hard working families.</p>
<p>Why has this been positioned as the 'future of the Elsternwick shopping strip' when it is really a re-zone of residential streets to allow for high rises</p>
<p>Just keep it clean</p>
<p>How will 6-12 storeys retain the Elsternwick historic character and village feel? Alexandra and Oak Avenue residents are a close knit community and putting multi-storey building in will ruin this feeling.</p>
<p>not enough consultation to directly impacted residents that are identified to be re-zoned. First letter and the library info session all coined as 'help us plan for the future of Elsternwick shopping strip'. This is a disingenuous approach to consultation at best.</p>
<p>The planned strategic site (mixed use) located on the corner of Riddell Parade and Stanley Street will unnecessarily increase traffic and congestion - leaving this area car park (as it is currently or redevelop to a multi-storey car park will aid the congestion problems.</p>
<p>Regarding the urban Renewal precinct the proposed concepts fundamentally contradict your quality design guidelines which seek to avoid oversized buildings that unreasonably impact neighbours, desire for green and landscaped areas and traffic management that will appear to turn neighbourhood and community streets into back door laneways for substantial development. The overshadowing from the proposed tower development will impact the amenity of the proposed garden apartments. The illustration used to demonstrate the concept is a particularly poor example of the type of quality described by the Design Principles.</p>
<p>The plan is reasonable and years behind when it was needed.</p>
<p>We object to the new zoning of the block of land between Horne St and the railway line that includes Sherbrooke Ave and extends up to Oak Ave at the Nepean Hwy. This block of land is currently zoned Neighborhood residential zone 2 and contains original housing from the 1920s with heritage overlays only allowing one dwelling per block. In fact, Sherbrooke Ave housing is all designed by one architect and every house on the street has been immaculately maintained keeping its original features. The draft concept plan rezones this area as "garden apartment" with a desired housing height of 3-4 floors. This rezoning is completely out of character of the area and would significantly impact the young families that currently populate this area. I can't help but think this is a mistake and whoever rezoned the area has not visited the neighborhood to see what currently exists there. The heritage housing in this part of Elsternwick is on par with the other heritage areas that have kept their heritage/character housing zoning. If this area was rezoned to garden apartments we would assess our legal options along with other concerned neighbors and potentially referring this to IBAC given we have had no notification or direct consultant for something that would so significantly impact us.</p>
<p>We are supportive in general of the transition plans, however have concerns in areas where large scale shop top structures are planned to be built immediately next to single level character heritage housing (e.g. current kindergarten site on Orrong Rd). This will create a poor aesthetic due to the large contrast in architectural style & building heights. Consideration will also need to be given to the fact that these large buildings will significantly infringe on the privacy and natural light of the single level housing (e.g. in</p>

Maysbury Ave) and diminish their heritage character appeal.
Same as above.
<p>* I am concerned with the proposal to build a multi-story car park on the cnr of Stanley St and Orrong Rd. I have monitored activity at the site and found that the current single level car park is never full to capacity, so building a multi-story car park is totally unnecessary and waste of ratepayers money. Additional parking near the Station would make more sense.</p> <p>An underutilised multi storey carpark will attract vagrants, crime activities and become a hotspot for car theft and graffiti crime</p> <p>A multi storey carpark within a heritage overlay is totally in contrast to the neighboring character streetscape and surrounding properties which are exclusively single dwelling character homes and also not in keeping with the intent of zoning heritage overlay and surrounding neighborhood character zone. It will be be an eyesore and deteriorate visual amenity of the local streetscape.</p> <p>* I am concerned closing Carre St to traffic will place further traffic pressure on Orrong Rd. At present, the intersections between Orrong Rd and Stanley St and Glenhuntly Rd are already heavily congested during peak times</p>
<p>I live in the proposed protected corner between Gordon and Sinclair Streets, one of approximately 12 properties in this corner.</p> <p>The proposed concepts will see high rise development allowable surrounding this pocket on three sides - the current overlooking development to the south will potentially be joined by developments overlooking these properties from the east (in the proposed cultural precinct, up to 8 stories) and to the west (on the other side of the railway line, up to 12 stories).</p> <p>We will be surrounded by high rise, more traffic, less parking availability, and much more noise at all hours of the day. Despite this loss of amenity, Council's plans do not allow us to capitalise on the location, in fact making it more restrictive.</p> <p>Should the cultural precinct plans proceed, I recommend extending the proposed strategic site boundaries to the whole block (Gordon, Sinclair, Selwyn, Glenhuntly) to provide more opportunity to capitalise our blocks into the future to make up for the amenity being stripped away in the short-medium term.</p>
<p>8-12 storey apartments are outrageous for this area. Elsternwick is a very small suburb with a village feel across the city. Many residents chose Elsternwick to settle as it is a family friendly suburb with beautiful housing and easy to get around, by foot, car, transport. There is no doubt that the Nepean Highway zone will become a concrete ghetto and cause a large loss of amenity not only to those living in this area but the whole of Elsternwick. The building transition plan on Page 12 states that the Nepean Highway and railway line provides a clear buffer that minimises adverse impacts to low scale surrounding areas. Clearly whoever wrote this does not care or wanted to include an entire block of low rise period dwellings from Alexandra to Oak, Elm Avenues. The houses in Alexandra/Oak are Victorian homes - 12 Timber block homes dating back to 1900 and grand Victorians in Oak Ave built in late 1800's. Highrise towers are built during economic bubbles and generally appeal to investors. They are often poor quality, alienating for the residents who are detached from street life and belonging to a neighbourhood. The buildings have poor environmental performance as most often they need constant cooling - being exposed to extreme elements. The Nepean Highway district is a very windy area with South to South West winds blowing from the sea regularly. There would be no doubt that many of the apartments could not open windows for fresh air or use balconys with these winds. In effect we would be creating another Docklands precinct in a quiet, sweet little suburb.</p>
<p>A linear park adjacent to the railway line rather than an internal park would be most inclusive for existing and future residents, reduce impacts on adjacent residential areas, complement the existing 'space' offered by the railway line, and provide an active pedestrian / cycle route between Gardenvale and Elsternwick activity centres.</p>

<p>I think the proposed plans are in appropriate for this site/area and that it should be left as is. A 6-12 level development is in appropriate as the local infrastructure would not cope with the increased traffic, absolute lack of open space. One of the main reasons I like in Elsternwick is because of the community that exists in our street and the 'rural feel' that our street has. I do not believe that the level of increased traffic, bot on foot and car would be conducive to the local environment, plus the overshadowing of a 12 level building would be overwhelming and cause a sense of loss of privacy.</p>
<p>I believe the building transition plans need to take a bigger focus on the effect that higher density living will have on traffic congestion and parking availability in the area. Already in the past year, we have seen an increase in difficulty finding parking especially with the opening of new restaurants and dining areas. The building transition plan includes a strategic site on Stanley St to replace the current car park. There are already going to be two apartment complexes in this small area, and having another high rise in this vicinity will cause light to be diminished for all surrounding properties. In addition, this car park is in quite a central location to allow easy access to retail stores, restaurants as well as the entertainment precinct on Gordon St. Getting rid of this car park will not only make it very difficult to find a parking spot in particularly peak periods, therefore, having a detrimental impact on businesses in the area, but also having a high rise development in its place, will only compound the traffic congestion/ parking issue. It is noted that there are already a number of property developments about to occur which is in line with higher density living and while I do not have an issue with this, I feel that the impacts of these need to be considered in terms of other plans to the area.</p>
<p>One of the main objectives is to maintain Elsternwick's pristine heritage and character residential areas yet the plan creates an Urban renewal development area that does not protect any of the single storey 19th century period homes. The existing conditions plan which has these sites better managed as NRZ2 areas which should not be changed.</p> <p>There is no definition of the transition from single storey dwellings to the ability to build 12 storey dwellings.</p>
<p>The heritage area and proposed height limit seems appropriate. However, there are numerous houses outside the heritage area, particularly in Seymour and Allison Roads to the east of Orrong Road which should be covered by this height restriction.</p> <p>Urban Renewal Development heights up to 12 storeys near/on Glenhuntly road will have a significant negative impact on sunlight to the shopping centre and nearby residential areas if buildings of this height are permitted on both sides of Glenhuntly Road. 12 storeys is too high in an area which is still essentially a residential area. Eight storeys should be the maximum in the Urban Renewal Development area, unless they are located on Nepean Highway. This area should also be protected from too many maximum height buildings and they should not overshadow public spaces.</p> <p>Parking for all building types should be accommodated within the building site and when building permits are considered Council should not allow parking requirements to be waived as so often seems to happen.</p>
<p>No real comment other than to respect the existing residents. I'm in an area on the corner of Gordon and Sinclair which is earmarked for protection in the proposed scheme, this is a mixed blessing given we can't develop our blocks and yet we can be built out around us. If you are going to create the proposed protections to street character then you need to protect the residential amenity of those who remain under heritage protection. Parking, privacy and traffic controls.</p>
<p>I am opposed to the side by side townhouses areas in the plan. There are still a number of heritage/character houses in those areas which will be doomed if this overdevelopment is allowed. Cannot something be done to conserve those houses in that zone? It would be far more in keeping with your 2 objectives of maintaining Elsternwick's heritage and character areas, and encouraging landscaping and greenery to conserve as many of the existing heritage/character buildings as we can.</p>
<p>3-4 and 6-12 story developments which make up a large portion of the southern area of the plans would only serve to create crowding, shade, noise and parking issues in an already congested area due to the current usage of the streets by the neighboring car yards. It certainly does not look like it will "encourage landscaping and greenery".</p>
<p>We are in strong opposition to these plans. The size, height and space occupied will impact significantly on existing residents which is undesirable and unacceptable.</p>

As above
The building heights and size are incompatible with existing low density housing. Open space and mixed accommodation is not suitably addressed.
How about the lack of consultation. If this was your attempt, at throwing some flyers out with un interesting (read - brief look throw in the bin) information to have our neighbourhood only become aware of what is actually going on at stage 5 is what you call open community consultation, then that alone is a joke.
I notice in the 'Existing Conditions' map, the areas marked in pink 'Residential Growth Zone', with a development height to 4 storeys and 'General Residential' (Zone 1 & 2), with a height to 3 storeys have a proposed 'Heritage/Character Housing' rezone with a max 1-2 storeys in the future plan. This is a great win for them. On the other hand, my street and immediate area (Oak Ave) as zoned the same in the 'Existing Conditions' map apparently can slide down to the bottom rung of the ladder and has a proposed 'Renewal Development Zone' with a maximum building height of up to 12 storeys. Suddenly our worth is nothing. This being said, these streets house some of Elsternwick's oldest homes. This plan seems irrational and having been done by an outside party, it shows some text book findings or rather negligence to the actualities of what makes up this great community.
DO YOU HAVE ANY OTHER FEEDBACK ON THE DRAFT CONCEPT PLANS?
As Glen Huntly road is congested many drivers speed down the back streets. Works need to be done to discourage cars from using the back streets, and more importantly slow down traffic.
This will only get worse as more people and cars move to the area. Maybe an incentive not to have a car should be used
Document I have seen is quite high level. More detail would be useful.
In general, it gives Elsternwick a really good chance of retaining some of the charm and community that make it a great place to live. I still strongly believe that developments taller than 4 storeys in Elsternwick are unsuitable.
I do not agree just with the development contained along Nepean Highway. I think a good mix of development in residential streets is a better integration of community rather than sticking flat occupants in the worse position. Elsternwick home prices are beyond anyone under the age of 30 and not allowing them to purchase in the area reduces diversity. I am one for development in Elsternwick as long as it's balanced and considered.
Agree with building and promoting to the heritage character. Strategic site - concerned regarding the site where the Elsternwick Health/Maternal centre and Orrong Road kindergarten. Do not want tall high/development backing on to Maysbury Avenue properties.
1. Encourage better store front facades and design on Glen Huntly road including better signage, awnings etc 2. Regular local community events in plaza/ open areas to improve community feel and spirit, e.g school plays, concerts, cultural events drawing on the diverse community etc
Good job, well done.
we need to be vigilant in keeping a village - feel and protecting our heritage listed homes, for this is the main reason why Elsternwick is a popular and desirable place to live. I oppose the idea of low cost housing as that denigrates the neighbourhood - unfortunately it is a reality that they will become an eyesore and not maintained. This has proven to be so in London, when the councils tried the same idea - combining low cost home next to millions of dollar homes.
In regard to the Shop top concept for the corner of Stanley Street and Orrong Road, I would be concerned about the possible loss of landscaping and having one of those awful car parking towers that has no architectural merit. It's really important to maintain and increase greenery on our streets, for aesthetic and environmental reasons.
I think it is reasonable to encourage higher buildings in the area between Nepean Highway and the railway line, however, much more thought needs to be given to this to ensure that this development is

<p>livable and viable in the long term and protects/creates a low level streetscape built form. Any tall buildings should be encouraged to adopt a lower level podium form of no more than 3 storeys which then transition to higher levels through greater setbacks.</p> <p>The provision of new parkland will definitely assist and possibly with these higher buildings located around it making it a 'common' could work.</p> <p>Also, the idea of a better pedestrian, cycle and vehicular link from this same region to the main shopping area is also a good idea and possibly paramount to the success of this renewed area.</p>
<p>I recommend that the "Quality Design Principles" be amended to include a requirement for buildings that seek to be taller than the preferred height limit (i.e. those buildings that need to achieve a "community benefit") to also be required to achieve "exemplary quality architectural design that makes a positive contribution to the preferred character of the neighbourhood". This is an elevated benchmark to achieve, compared to the normal requirement for a development to be "acceptable". It is fair and reasonable to expect taller buildings to be well considered, well designed and well executed, as they will have a greater impact on the character of an area by virtue of their extent of visibility.</p>
<p>Elsternwick is deficient in areas of public open space (particularly green spaces). The small areas that we have must achieve a very high quality and their amenity must be rigorously protected. The design guidelines should set out principles to protect open space and public spaces (such as the revitalized Elsternwick Plaza) from overshadowing - including at the winter solstice (between 11am - 2pm).</p>
<p>The "fortification" of schools and private buildings should be strongly and explicitly discouraged.</p>
<p>Very happy with your draft concept plans. Just be weary of hi rise.</p>
<p>I would like to see improved Pedestrian amenity on Stanely st. Stanley St desperately needs wider footpaths, traffic management and better road treatments. Similar to Horne St. To reduce speed of cars with strategic planting. There are mostly families who reside in this street we need a safer street.</p>
<p>I would like to see a Mall at the end of Staniland Grove and Carre Streets. I believe the traffic flow which bottle necks around this intersection to dangerous and impractical. I see this intersection to be the centre of Elsternwick (which is where a post office is usually located). Quite often a Mall and green area needs to be added to relieve the traffic grid and this area is the perfect place to have it. The pedestrian walkway could also be moved to walk between the two Malls, creating a true central hub.</p> <p>We don't have many trees in Glenhuntly Road, by adding large trees in this area I think this will greatly improve the look, feel, function and safety of the centre of Elsternwick.</p>
<p>Every thing south of Oak street near the Nepean highway car yard sales areas should be open spaces, especially after the loss of Elsternwick Park to Bayside city Council.</p>
<p>Under no circumstance is a quadrangle park appropriate with no acess from Nepean highway.</p>
<p>you need to provide new parking and infrastructure only because you want to increase the population in the area.... we do not need increased infrastructure if we do not increase the population... so any areas that are demolished of existing buildings e.g. car yards could be replaced with parks and trees.This has the benefit of helping nature deal with our already overstretched use of the land.</p>
<p>Would like to mention my surprise at only being made aware of the scheme within the last 24 hours, and not through any Glen Eira Council communication. While it's possible I've overlooked a mail drop, brief conversations with others in the street reveal they also had no knowledge of the scheme. Considering the potential huge scale of the project in terms of height, overlooking, added population, and traffic impact on a street that is already challenging to traverse at certain times of the day, I'm bewildered at the minimal time given to residents abutting the Urban Renewal area to consider and provide feedback and consultation. There may therefore be aspects to this response that are not fully considered, or misinterpretations on my part, due to these time constraints.</p>
<p>Safe, open and plentiful parking IS the success and differentiator of Elsternwick. Look how horrendous East St Kilda is. Compromise that at your peril. But, as below, the 'plan' and 'consultation' already smell of compromise. Coles and Woolworths will further suck tenancy and custom from sole traders, so where is the response to this?</p>

Do not sell public land to developers or for developers to build on top of the library or kindergarten. Have some single level carparking. Multi level is unsafe. Women & elderly do not want to use it
I think I've covered most of it, but I do think it is worth considering what heritage means. I don't think demolishing all the 1960s apartments, in favour of modern apartments, just because they're not from the 1800s is a good idea.
I am also concerned that there is not enough emphasis on open and green space.
Glen Eira area, Elsternwick included, already suffers from a lack of open space per person. It is a wasted and shameful choice to build up to 12-storey apartments in an quiet and friendly area currently housing families in a Neighbourhood Residential Zone. This will no doubt ruin the 'village feel' of our beautiful neighbourhood, and our affected street (Alexandra Avenue, Elsternwick) are worried that they will lose their cherished lifestyles. My partner and I have only moved into Elsternwick this month and chose this suburb because of it's tranquil and neighbourly atmosphere. These 12-storey apartments will look over my new garden, as well as my lovely new neighbours'. The construction time would cause disarray in our quiet, one-way streets and the broader area. There is no foresight in increasing the number of residents in an already overcrowded Glen Eira city area. It would purely be an act of ignorance and greed. I would recommend using the space available for parkland to relieve our busy community, as well as the potential for parking areas and simple shopfronts.
Regards, 
It is great to see positive momentum on development of Elsternwick, there is chance to really make something special. However on the flip side, too much high-rise building will have the opposite effect on the safety and wellbeing of residents.
Elsternwick needs more car parks and removing a busy and frequently visited car park on the council owned property in Stanley St is unacceptable, especially to make more room for apartments (therefore, furthering the need for more car parks as additional residents move to Elsternwick).
The new design plans do not cater for new vehicle traffic that will be created. The side streets are already packed and it is impossible to find a car park. By removing the council car park in Stanley Street, this will only serve to exacerbate the problem with no solution being offered by the council.
As a resident 46 years in oak avenue in my family home and to be passed down to my children in the future, were is our protection for our street, value and aesthetics of our homes as long standing rate payers. Your suppose to protect us and yet the council is ultimately destroying the name of history as it prides it self! I do appose your plans as voiced strongly in the above boxes, but i strongly stand that our streets oak and alexandra avenue be visited and placed under heritage listing why were we left of the map? We have the same rights as homes over the railway line why discriminate our homes, but yet you hike our rates up every year. No mater how aesthetically pretty the building will look to fit in with the street and strategic content to back this proposition nobody wants a 12 storey building facing them or overshadowing their property. What if this was your home you certainly wouldn't like it especially you have poured your all finances in to it and council comes along new regulations were is the fairness in this!
I think the Garden Apartment Zone between McMillan st and to the north and East of Alexandra Avenue is also inappropriate for this area because it relies on the demolition of historic homes that add to the character and streets cape of the community.
The plan is interesting. Our concern is around the proposed 'Urban renewal development'- in particular the prospect of apartment blocks of up to 12 stories replacing the existing car yards. If the yards are to be replaced, this would seem such a good opportunity to create the suggested priority of additional open

space. Unless this occurs, we're concerned at the impact the development will have, such as traffic problems for existing streets.
The library should stay where it is with improved parking facilities. It should not be a part of the entertainment and culture precinct for noise, a library needs to be in a quiet space and not a noisy entertainment area. Parking has already been dramatically affected by the eight storey building on the corner of Stanley St and Riddell Parade (lack of free parking spaces during the day and even after 6:00 PM)hence the new Employment and Diverse Housing area needs to provide car parking for 50% of the building height.i.e eight storeys then four storeys to be car parking.
I support the overall thrust of concept plan.
I support protecting existing heritage residential areas from traffic generated by more intense development especially centred around Sinclair Street and Glenhuntly Road.
Concept plan does NOT have a solution to protect the adjacent residential neighborhood from the intense commercial and shopping development planned on the former ABC Sinclair St site by Woolworth supermarket
Opportunity for this area to be a cultural and entertainment precinct is questioned if Council support a major shopping and commercial redevelopment of this site
Consideration should be given to prevention of traffic overspill into surrounding residential areas from any significant redevelopment of the former ABC site
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Opportunity for this area to be a cultural and entertainment precinct is questioned if Council support a major shopping and commercial redevelopment of this site
Consideration should be given to prevention of traffic overspill into surrounding residential areas from any significant redevelopment of the former ABC site
The council must extend the feedback period and come and speak directly with residents in the new urban renewal development areas.
We would have appreciated either written or email notice from the Council about this proposal as it directly effects the amenity of our area. Advertising it in the Council newsletter is not sufficient.
Alexandra and Oak Avenue residents are a close community. We all know each other, are friends, do activities together and have a yearly barbecue with the whole street. I dont know many other streets like that. For the planning advisers just to pick our streets and hope to get away with it, is an oversight.
N/A
Grossly unhappy that there has been no notification to residents who will be directly affected by changed planning zones. Very Poor! We were only alerted by a friendly neighbour who, in turn, was advised by another concerned neighbour from a nearby street. Council has really not communicated! The draft plan under recognised our valued streetscape of Victorian & 1920's buildings. Should the draft progress to enacted planning changes, I have grave concerns. My neighbours (47 years here)have advised me of previous devious methods by which developers were able to procure the properties which have been developed as apartments @ #3 & #15 Alexandra Avenue.

I am delighted that COGE are showing foresight in developing these concepts and undertaking robust consultation. Residents in this area are well informed and do care about their village. They want it to grow. We just need to do so being careful to not lose what fundamentally makes us unique. Thank you!
I donot agree to your Your concept plans
Lack of consultation that was clear enough . We don't want high rise development in and around our home . We can't imagine how the amenity would cope . The street is small and parking is already max'ed out with off street parking and car yards using it as its not a permit zone
You are going to change Bent st from a quiet st into a thoroughfare. It will be one loud unsafe and there will be no parking. Thanks a lot for your plans to ruin my home.
More clarity needed - some aspects like what will happen with staniland Grove need to be clarified
As above
Further feedback would be for Council to accompany the concept plans with factual data and actually understanding as to how their decisions today impact the people that chose to live and be home owners in Glen Eira.WI have been in this area for over 20 years now and the number of crucial errors in judgement that has been made in the past is concerning. From pure observation, it seems that Council's approach is try & see, however we the home owners are the ones left with the mess. The GRZ2 and heritage overlay over the same area is the classic example in point. At the time of zoning an area as GRZ2 (for very valid reasons I should add as it fits with the Victoria's planning recommendations), the council did not do the right thing to address the removal of heritage in that area. We therefore say to the council - please stop, think and consider the current and future of of the little spot around Orrong Rd and Stanley st and do the right thing. Heritage overlay has no place in this spot, this is classically a high growth zone and needs to be encouraged as such.
Parking and traffic flows are major considerations. Traffic flow is already an issue down Glenhuntly Rd and is at capacity down Denver Cres on school days due to Liebler Yavneh College. Development of the car yard precinct will exacerbate this.
I am disgusted by the plans that will destroy not only the close knit residential community on the Nepean Hwy side of the railway line but destroy the entire Elsternwick suburb. The absolute lack of transparency and consultation wtih residents impacted by the 12 storey rezone is disgraceful. You have tried to bury this plan in the 'Tell us what you think about the shopping strip' survey - rezoning for a high rise ghetto is nothing to do with the shopping strip!! Being 5 stages through an 8 stage process without anyone in the impacted zone knowing this was being proposed shows that the entire consultation is a sham and/or your consultation process is so woefully inadequate that it is embarrassing! We now know about this - and we are furious! The residents in this community EXPECT the same residential protections that you are giving to residents on the other side of the railway line - 2 STOREY HEIGHT LIMITS
ONE COMMENT We live in a glorious 1903 Edwardian house. It cannot be replicated. It is better to build a Sydney Opera House than to try to replicate La Scala or Covent Garden. ABOVE ALL good design & intelligent planning should acknowledge the best the present offers the future while trying to preserve the best built form of the past. Our strip shopping Centre with Cinema & Communtiy Centres, Tram & Train infrastructure with a glorious neighbourhood of housing & schools is an excellent base for imaginative new well designed initiatives.
To have more mature trees incorporated in the landscaping - possible to transplant from other areas earmarked for development?
many of the narrow side streets need to be made one way and permit zones after 6pm Park St. is a major traffic problem. Many schools in area, parents use Park St. as a drive through, two cars can not pass at the same time.
community center that offers a variety of classes for different age groups especially the elder who find it difficult to travel.

<p>The current plans are a disaster, what about considering getting in some 'green' architects to look at developing a set of future plans to create desirable low-rise living, to create an attractive green zone, with sustainable building features. The current plans have virtually no green space, no bike paths, no green buffers, no pedestrian thoroughfare, no recreation areas. I note that the trees as drawn in the sketch of garden apartments, designated for my block, have their trunks virtually in the roadside margin. I would doubt that the quantity of trees as drawn could be fully accommodated. Such buildings overshadow and reduce the light to neighboring properties and the 6-12 storey dwellings would create traffic congestion, even allowing for on-site parking for owners.</p>
<p>This may ultimately be a state government issue. I find it perplexing that nothing more imaginative has been proposed. We see new suburbs along the peripheral highways around our cities. If high density living is a priority why aren't these suburbs being planned for that need. It doesn't need to be like the existing ugly tower blocks. A variety of four or perhaps six storey apartment with green areas would appeal to young new home buyers instead of invading existing established neighbourhoods.</p>
<p>No high-rise re-zone! A large proportion of houses in my street are circa 1880!! Why are we not getting the same planning protections as the other side of the railway line?</p>
<p>This process is woefully inadequate and the lack of Council transparency is disgraceful. Either you are trying to slip the re-zone through or your consultation process is completely inadequate.</p>
<p>Stop high rise buildings. History will judge the Council harshly</p>
<p>Please - no increase in building heights</p>
<p>Why is Alexandra Avenue and Oak Avenue targeted. The other side of the railway is all protected under heritage overlay when our street also has 1880-1920's houses</p>
<p>There is no consideration for the residents affected amenity. I appreciate the need for greater density close to the City however the current commercial zone car yard and section between Nepean Hwy, Glenhuntly Rd, Rusden St is more appropriate than the residential in the Alexandra Ave, Oak Ave precinct . Appears to have been sacrificed for the amenity of East of the railway.</p>
<p>N/A</p>
<p>Glen Eira has minimal public open space and particularly to the western border of the Nepean highway interface. Although a linear parklike treatment is noted along the train line elsewhere in the document this is not developed in any of the planning.</p> <p>There has been no consultation with the residents who will be impacted by such large scale and strangely juxtaposed planning. The time..There is a strong community group residing in the single storey brick and timber houses and also a relatively intact group of timber Victorian Houses which are increasingly being renovated by young families - the area is currently not developer driven. Did anyone even take the time to look at the streetscape in terms of scale and heritage amenity?</p>
<p>Do not make changes to the library and kinder site.</p>
<p>Keep the Stanley St Car Park</p>
<p>* I am concerned with the proposal to build a multi-story car park on the cnr of Stanley St and Orrong Rd. I have monitored activity at the site and found that the current single level car park is never full to capacity, so building a multi-story car park is totally unnecessary and waste of ratepayers money. Additional parking near the Station would make more sense.</p> <p>An underutilised multi storey carpark will attract vagrants, crime activities and become a hotspot for car theft and graffiti crime</p> <p>A multi storey carpark within a heritage overlay is totally in contrast to the neighboring character streetscape and surrounding properties which are exclusively single dwelling character homes and also not in keeping with the intent of zoning heritage overlay and surrounding neighborhood character zone. It will be be an eyesore and deteriorate visual amenity of the local streetscape.</p> <p>* I am concerned closing Carre St to traffic will place further traffic pressure on Orrong Rd. At present, the intersections between Orrong Rd and Stanley St and Glenhuntly Rd are already heavily congested during peak times</p>
<p>There is nothing wrong about what's being suggested.</p>

<p>The "wrong" here is in the details, in the zoning as a blanket. Therefore the right buildings are not going to be in the right locations. In other words nominating an area as Urban Renewal Development (6-12 storey height) with no regard to the existing residential properties is not appropriate and will jeopardise all the existing residences quality of life, which is claimed to be the objective within the concept. The area is namely between Riddell Pde and Nepean Hwy - Rusden St and McMillan St. I hope Glen Eira Council reviews what is being said and reconsiders the details of the new scheme.</p>
<p>Where will the traffic go with the proposed apartments? Nepean Highway is a one way street and all traffic will no doubt go to St James Parade, Denver, Victoria and Orrong Rd, causing extra stress on those roads, residents.</p> <p>Green Space - where will it be? How big?</p>
<p>Provide more townhouses and lower rise apartments that appeal to families, owner-occupiers, and the elderly rather than just higher rise, investment grade apartments for tenants.</p> <p>The adjacent residential areas should not be impacted upon by increased traffic along residential streets to Glen Huntly Road or overlooking and shadowing.</p>
<p>I note that on the website that you 'sought feed back' on the draft concept plans, but would like to know from whom, as no one in the directly impacted area around Alexandra Avenue or Oak Avenue had any knowledge of Council's proposed changes. These proposed changes have caused a massive uproar in our community and a general sense of loss of confidence in the Council, and it would appear that this was tried to be whipped through without before anyone had a chance to find out.</p>
<p>N/A</p>
<p>Lack of consultation</p>
<p>At this stage the plans are not coherent. Some features seem to have been 'plonked' on the map and the logic for some proposals (Staniland, Carre and Selwyn streets) don't really make sense. There does not appear to be any attempt to increase commuter parking around the train station area which seems like a lost opportunity. The proximity of the station to the Urban renewal development area would suggest opportunities are viable.</p>
<p>The grand plans are great in concept with regards to providing entertainment and outdoor amenity but it can't be at the cost of neighbourhood character and protection of residential amenity which is central to Council obligations. Along with at least 6 of my neighbours along Sinclair, Gordon and Elizabeth streets we are investing great sums of money in renovating our properties under the protection of the existing planning controls and the neighbourhood as we know it. Any future 'master' plan needs to consider the actual residents and their rights to quiet enjoyment and the basics of street parking, particularly when they aren't allowed to modify their properties to create their own off street parking.</p> <p>These plans need to consider the looming intensity of traffic and parking pressure as a result of the Selwyn St ABC development and the Gordon St ABC development when it is put on the market in the coming months. There have been many restaurants and apartment blocks open recently with reduction in parking requirements allowed. This has not been adequately addressed for residents. Additional parking on the Stanley St ground level carparks needs to be provided via multi story parking to address this. Enforcement of parking to the extent of creating tow-away zones or less ambiguous signs also needs to be addressed.</p>
<p>The Nepean Highway sites should provide housing opportunities for existing Elsternwick residents to downsize into apartments as well as for young families. Both of these groups require a very different type of apartment setting to that sought by renters that are typically younger and have different needs. Housing a growing population is not just about building more dwellings, it's about providing the right housing in the right environment for our community.</p> <p>The 2016 Census shows that of the 1,691 'separate houses' in Elsternwick, 626 or 37% are occupied by either 'couples without children' or 'lone persons'. The average size of this group of households is only 1.6 people. Therefore, more than one-third of our housing stock is not fully occupied. Providing 'owner-</p>

<p>occupier' style apartments in high amenity surroundings to encourage downsizing will free up existing homes for a family of perhaps four new residents.</p> <p>For each new 'appropriately designed' apartment that encourages a household to downsize, a house may now be occupied by a new family of perhaps four people. By comparison, a standard 'investor owned' apartment in a large development with insufficient open space would only result in an increase of around 1.5 new residents, since it will not attract potential downsizers. Therefore developing apartments that represent a realistic alternative to a traditional house is almost three times more effective in increasing housing supply.</p> <p>The key to encouraging downsizing will be to providing apartments within lower scale developments with immediate access to high quality open space offering a range of recreational opportunities. The Nepean Highway car yard sites are a unique opportunity for a significant amount of open space adjacent to 'garden apartments' (i.e. 3-4 storeys) while still accommodating larger scale apartments (i.e. 6-8 storeys) along the Nepean Highway.</p> <p>With Glen Eira and in particular Elsternwick having virtually no significant open space, the car yard sites offer an excellent opportunity for a linear park along the railway line which may be overlooked by lower scale apartments. Such a park will bring our community together, provide walking and cycle paths, link the area to the Elsternwick and Gardenvale shopping centres and encourage downsizing from larger homes.</p> <p>Both car parking on the streets and the amount of traffic is increasing hugely in our Elsternwick area. The huge increase in population has happened without any increase in infrastructure to accommodate it. It is great that transport matters are being considered now. Properties should not be allowed to be built without adequate parking on site. 'Adequate parking' should not be classified according to how close buildings are to public transport and the false assumption that adults dwelling in them will not have a car each!!!</p> <p>Overall they look abysmal.</p> <p>We are willing to express our concerns and opposition to these in significant numbers, should the need arise.</p> <p>Adopt a compatible and suitable plan and survey existing residents who currently live in the area. Ask what they want .</p> <p>Glen Eira Council seem to be overlooking a small but very important pocket of original Elsternwick houses (between the rail line and Nepean Hwy)in which majority of people in this neighbourhood have lived in their homes for more than 20 years and up to nearly 50 for some. The changes that you are proposing would drastically change this area for the worse. We have limited parking as it is now, to have another 2000 residents move in is beyond thinkable. the reasonably quiet streets would become a thoroughfare for all heading to Glenhuntly rd</p> <p>Why are these 'Draft Concept Plans' so different to the 'Existing Plans' that show the zoning/development concentrated along Glenhuntly Road? This seems the most logical given that permits to high rise and new retail spaces around here have already been approved and some built. I also bring to the your attention the number of vacant retail/office spaces along here. Why? So, the planner's theory is 'if we build it, they will come'? I'm not sure Glen Eira. Greed is not always fruitful.</p> <p>TRANSPORT, PARKING AND MOVEMENT PLANS WILL BE INCORPORATED INTO THE NEXT STAGE OF DEVELOPING A STRUCTURE PLAN. WHAT DO YOU THINK SHOULD BE INCLUDED?</p> <p>Open up more street parking in the wide streets next to Glen Huntly road, angle parking for example. the wide roads could then be narrowed, slowing traffic and making it less popular to speed along the open back streets of Elsternwick.</p>

Strategic closing off or one way streets would also deter drivers from avoiding Glen Huntly road without sacrificing convenience for local residents and emergency services
This is linked to the building transition plans. It is inevitable that an increase in higher density housing will increase the traffic flow to the neighbourhood and will increase the strain on parking. Glen Huntly road is narrow and has a tram line running through the middle of it. Further congestion would be a nightmare and have a knock on effect to the whole neighbourhood. Developers will be very keen to exploit any relaxation on height restrictions and if we have documented plans supporting this, it leaves us all in a vulnerable position in a VCAT scenario.
<ul style="list-style-type: none"> - Consider traffic flow along the streets surrounding Glenhuntly Road, ensuring they are not used to "avoid" Glenhuntly Road and the Orrong Road traffic lights. - Consider parking for residents located anywhere near community facilities - front, back and side entrances. This includes existing community facilities such as the several schools and Clubs (RSL and The Elsternwick Club). Current parking provisions for residents near all entrances, not just the front entrance, of some of these facilities is inadequate, and getting worse. - The traffic lights in front of Elsternwick train station are a hazard. They take far too long to change once the button has been pressed. Pedestrians have to wait so long that they eventually cross against the lights, especially if their tram / train is about to depart. And many more safe pedestrian crossings are required along Glenhuntly Road.
Safe road use for bikes, better management of parking. Parking around supermarket is a big problem. Building 2 level or basement car parking for council own car parks. Keeping the park area next to Elsternwick safe at night so public transport users feel safe. Good lighting, police patrols and quick removal of graffiti will help people feel the space is shared rather than dominated by one particular group ie. youth drinking or skaters. I don't mind anyone using the park at night, as long as they respect others walking through.
<p>Parking along Glenhuntly Rd to be reduced to;</p> <ul style="list-style-type: none"> * improve traffic / tram flows * allow wider foot paths for pedestrians, bikes, traders, tram stops <p>New multi level carparks to north & south of Glenhuntly Rd to cater for all users (visitors, shoppers, residents, workers, commuters)</p>
Parking - yes to parking in Stanley St. Nervous about diverse housing concept. What does that mean? No to multi-level
<p>Thank you! Appreciate your interest and support.</p> <p>[REDACTED]</p>
Bicycle storage at the train station. increased parking near the Coles supermarket.
<p>At the community meeting last night the Stanley St / Orrong Road car park was discussed. I agree that the area could be further developed for more parking but please don't turn it into one of those multi story concrete jungles they have in the city.</p> <p>The current car park has trees and I believe its important that any future car park in this spot be landscaped to include greenery.</p>
Elsternwick is a dynamic suburb with a large young population. It is well connected by public transport, however there are absolutely no facilities for cyclists. The railway station has zero bike parking spots and cyclists are discouraged to park their bikes next to the station. Secure bike parking space would encourage more locals to catch public transport.
<p>Support concentrating parking in multi-storey locations not on Glen Huntly Road. Move away from shopkeepers' view that parking is paid for by them, belongs to them and should be outside their shop. In long run must reduce parking and congestion on Glen Huntly Road.</p> <p>Pedestrian malls are good.</p> <p>Claim that parents from St Joseph's PS park in the Staniland Grove car park is wrong - they use street parking in Staniland Grove and Sandham Street.</p>
I think the open space over the railway line is an excellent idea and I do hope that plan will go ahead.
Obviously, providing for pedestrians and encouraging greater use of footpaths and public transport is

important. Accessibility for people with disabilities comes into play. One concern is with developments such as that proposed by Woolworths and the amount and type of traffic that this will lead to. It seems to me this has the potential to create great traffic problems at peak times and impinge on the amenity of residents in the surrounding streets.
Look at Carlton and see a model that keeps traffic out of residential streets. Introduce safe bicycle paths to and from Elsternwick that link to current paths both in and out of this municipality.
Refer above. Limiting turning opportunities along the Glenhuntly Road shopping precinct will assist with traffic flow.
I think a Parking Overlay should be applied to the core retail area on Glen Huntly Rd, that allows a reduced rate (possibly even reduced to zero, but at the very least, to apply the Clause 52.06 Column B rates) for cafes and restaurants, and a reduced rate for offices (although, not to zero). A reduced rate for "office" is warranted as it is important to maintain Elsternwick as an employment hub, as well as a shopping and recreation destination, and the area has excellent access to public transport.
Improved cycling routes are required.
I do like your idea for the new parking and pedestrian zones. It will make Elsternwick a visually beautiful suburb.
I like the idea of removing the Car park On Stanely St and replace with mixed use building with Employment and Diverse Housing. However we have to ensure that the retail shops that will be provided need to ensure noise level are kept low. I think creating one car park on the corner of Stanley St and Orrong needs to be designed so it does not look like a car park from the street.
I think we need to move the car parking from Staniland Grove and move the parking into more suitable area's that can easily support parking volume like the suggested areas on Orrong Road. This will divert traffic around the central hub of Elsternwick making it safer and a more attractive place to enjoy. This will celebrate the heritage of the area, attracting interest of pedestrian traffic making it a peaceful and restful place to be.
There should be a green trip and walkway parallel to the railway line that joins the pedestrian bridge at the end of Oak Avenue. Urban renewal development in the area with Buildings up to 12 story towers will cause congestion and a nightmare for resident in the area of Nepean highway car yard sales areas. There is already too much traffic coming via the car yards into St. James Parade. With 2000+ residents they will all try to reach Glen Huntly Road via this route.
All Streets in Elsternwick are already too congested. please refer to above three same answers.....you need to provide new parking and infrastructure only because you want to increase the population in the area.... we do not need increased infrastructure if we do not increase the population... so any areas that are demolished of existing buildings e.g. car yards could be replaced with parks and trees.This has the benefit of helping nature deal with our already overstretched use of the land.
(Do think Transport, Parking and Movement are intrinsic to any considered plan from the outset.) Mandatory, ample, and easily accessed on-site parking for all residents of proposed development area in concert with restricted street parking for residential areas abutting the zone. Road/traffic changes. With a potential increase, possibly in the thousands, of residents, there will without doubt be an enormous impact on traffic, particularly along St James, Denver, Riddell and Orrong. St James and Denver are extremely narrow, and already under stress at certain times of the day. (NOTE: This may also impact further on a serious danger zone at the intersection of Lucy Street and Gardenvale road, where the inexplicable change a couple of years ago to a give-way left turn (at speed) from Nepean Highway has resulted in multiple near misses involving cars turning right from Lucy Street (and oblivious pedestrians with coffee.) Further Traffic emanating from the Eastern side of Nepean will only exacerbate this potentially catastrophic intersection.
Suggest possible right turn into Nepean Highway at new Traffic lights from central car parking entrance for the scheme as a 'least worst' option?

<p>Traffic and parking is a nightmare now. A large increase in parking is required if the area is to become more popular than it already is.</p> <p>I am concerned about traffic. It is already blocked. With increased visitor, how will the traffic situation improve?</p>
<p>They should have come first. It will now be assured that these 'fit' the plan, not determine it. Classic faux consulting. "Here's what we want, make them fit it". But, what about the new Coles and Woolworths developments? Where are they in this? What will these 'mini malls' add or create in a problem sense? Consider, safe open car parks, easy access and exit, multiple entry and exit from Glenhuntly Rd, minimal disruption to tram and bus routes. New, better quality footpaths.</p>
<p>Encourage transport usage. We do not need or want more car park especially multi level. Unsafe for elderly & women.</p>
<p>Parking is needed for the Glen Huntley strip shops, but getting the cars off Glen Huntley itself would be beneficial both to traffic flow and to the look of the street.</p>
<p>Glen Eira area, Elsternwick included, already suffers from a lack of open space per person. It is a wasted and shameful choice to build up to 12-storey apartments in an quiet and friendly area currently housing families in a Neighbourhood Residential Zone. This will no doubt ruin the 'village feel' of our beautiful neighbourhood, and our affected street (Alexandra Avenue, Elsternwick) are worried that they will lose their cherished lifestyles.</p> <p>My partner and I have only moved into Elsternwick this month and chose this suburb because of it's tranquil and neighbourly atmosphere. These 12-storey apartments will look over my new garden, as well as my lovely new neighbours'.</p> <p>The construction time would cause disarray in our quiet, one-way streets and the broader area.</p> <p>There is no foresight in increasing the number of residents in an already overcrowded Glen Eira city area. It would purely be an act of ignorance and greed.</p> <p>I would recommend using the space available for parkland to relieve our busy community, as well as the potential for parking areas and simple shopfronts.</p> <p>Regards,</p> <div style="background-color: black; width: 150px; height: 20px; margin-top: 10px;"></div>
<p>Resident parking must be a priority.</p>
<p>Priority for residents to gain access to their own properties and be able to park.</p>
<p>See above.</p>
<p>This shouldn't be an after-thought after new building proposals have been approved. Judging by the broad consensus from the council meeting the other week, this is an issue that needs to be addressed in conjunction with the transition plans.</p>
<p>The density of the housing proposed between the railway line and Nepean Hwy will impact not only on residents in that zone but the amenity of those over the railway line. The proposal of 6-8 story buildings in the current commercial zone would increase Elsternwick's population by approx 20%. This would generate increased traffic volumes and congestion. The current residents of Alexandra and Oak Avenues are currently impacted by inappropriate usage to bluestone lanes being used as thoroughfares. There is insufficient parking currently near Elsternwick Station and the Glenhuntly Rd Shops. The proposed Elsternwick Library relocation to be replaced with open space does not remedy this situation.</p>
<ol style="list-style-type: none"> 1. Car parking needs increasing by 50% around the Elsternwick station area. 2. Building a bike path in Riddell Parade is ridiculous as it will lead into an unsafe connection with the road further down Riddell Parade as it gets even narrower. Stop catering for a very small population who ride bikes only on sunny days and not to go to work whilst every family has a car because that is the preferred way of transport. If a bike path can be connected to Kooyong road without making the roadway narrower then a bike path has some merit. The Northern end of Riddell Parade has already been made narrower a few years ago when stormwater underground pipes were added and the kerbs moved into the road way by 800 to 1000 mm. A new green space could be provided by building over the railway

station platforms (south of Glenhuntly Rd) like the improved station precinct/new plaza proposed over the railway North of Glenhuntly road. There should be additional parking provided in these designs as well but the entrances need to be away from children's playgrounds and any pedestrian plaza.
Consideration should be given to prevention of traffic overspill into surrounding residential areas from any significant redevelopment of the former ABC site
Nothing until the residents are consulted in person.
The next stage should seriously consider impacts of large numbers of new residential developments on public transport capacity, capacity of public schools (particularly secondary schools, which are an acknowledged area of need in Glen Eira). Council should also consider very seriously the need to enforce incorporation of adequate provision for car parking in all new residential and office developments to help curb the crowding problem of street congestion.
The trains are already packed at peak times, please increase amount of trains running. parking space is limited around the train station but also around alexandra and oak avenue because of the car yard staff and people that need to use the train. Elsternwick is already a dense suburb, if you need to add more residents because of the Plans Melbourne Scheme, there must be a better way than pin pointing 2 streets and filling them up. Why does all of the east have protection with a heritage charcter overlay. Our side should also have this protection.
A better connection between existing railway station and adjacent public areas. More off street car-parking provided for station.
Trains & trams are already under pressure and often at capacity. Current commuter parking near Elsternwick station spreads a km away & there is currently fierce competition for parking between residents, car yard employees & commuters. I dread to think of the impact of large numbers of residents in high rise apartments along Nepean Highway. Increased traffic, car parking etc will be an issue as our streets are narrow. NB residents have previously partitioned for closure of Oak Avenue to Nepean Hwy side road & I believe this should remain closed to maintain residents 'safety'described in GE concepts. There is insufficient recreation green space IN Elsternwick. Please ensure development of parks and gardens is prioritised along with pavements & railway footbridges. Thank you for this opportunity. Please keep me informed.
Traffic ingress and egress from the new Coles supermarket site onto Orrong Road. With only one entry/exit and no traffic lights movement will need to be restricted to left turn or right turn only to avoid blockages back to the corner. Access in and out of the council carpark onto Orrong Road north of Glenhuntly Road will also need to be considered in relation to the supermarket entry. Address the safety concerns of corner Riddell Parade and Glenhuntly Road - no right turn onto Glenhuntly Road or lights? This will become especially important with the redevelopment of the ABC centre for Woolworths. Parking must remain at western end of retail precinct to support retail, services and hospitality businesses.
I say no to your plans
Movement plans that are not close to cars speeding down highways need to be considered . Speed around our neighbourhoods is an issue . Our Lane way against oak and Alexandra ave is causing my family pain as people are using it as a through road and speeding down it ..
Leave it the way it is. Bigger off
Lots of parking but not at the expense of current green space
St James Pde, Denver Cres and other roads in this area are already stretched to their limit. At school drop of / pick up times these streets become a car park and are already extremely problematic. Adding another 2000 residents to the Car Yard Precinct is simply not an option. There is no pathway for the new resident traffic to access Elsternwick. Clearly no thought has gone into this.

I am puzzled how the transport, parking and movement plans would not be paramount to be considered at this stage not at the next stage
Major traffic impact study should be undertaken. Through traffic needs to be directed away from Glen Huntly retail precinct. A shopping mall between Riddell Pde and Orrong Rd may be an option, whilst closing local roads off to 'rat run' traffic through the suburb. School zones need to be reviewed with safe foot paths for students and regulated traffic flows i.e. one-way down some streets at peak times.
Where is the traffic impact assessment - why hasn't this been made available? Where is the environment assessment - why hasn't this been made available?
How can you propose to rezone a residential area for a 12 storey ghetto without first doing full and thorough traffic and environment assessments.
What should be considered? - completely re-think your 12 storey rezoning plan. It is not acceptable. The residents in this community EXPECT the same residential protections that you are giving to residents on the other side of the railway line - 2 STOREY HEIGHT LIMITS
see above comments
To develop more multi-storey car parks instead of on the street parking, to ease congestion and improve streetscape aesthetics
more parking is needed. Commercial buildings should not include motor shops. They use local streets to park smashed cars that are left for days or weeks in residential surrounding streets where there is already limited parking for residents. Segal Motors on Glen Eira Rd is the worst abuser.
The livability and desirability of any future developments. Where there are high rise buildings, there are parking issues for visitors. The current plans, as they exist will create a bottle neck area of congestion. Elsternwick has fantastic public transport options. What about building additional parking over the railway (on top). I see an important problem as not enough people riding their bikes locally due to the disconnect of bike paths. People will not ride their bikes until the paths are built - but the paths will not be built because some of us (me) are too afraid to ride with the cars and so the pressure is not there to replace dual lane roads with single lane car + 1 (wide) bike lane. Speaking of the future, I look for sustainability, innovation, smart living as important.
You should consider the fact that you cannot possibly cope with the increase in parking requirements that this plan will generate. Oak and Alexandra Avenues are already suffering from parking issues. Your plan will only aggravate the problem.
How do you develop a plan without first undertaking detailed impact assessments. It appears these plans will now be retro-fitted into your proposal rather than be the basis of the proposals as per best practice.
More parking is good
Not opening up Oak Avenue again! to allow more traffic. This new development will need more car parks for the increased residents. Where do we have the space for car parks?
What happens to traffic flow for Alexandra and Oak Ave. Flow would be directed to St James Parade and Riddell Parade - already very congested in school times.
Consideration to addressing greater availability of car parking around Elsternwick Station needs to be made. In addition, the opening of new restaurants in the past 12 months around the station precinct (Hanoi Hannah, 48 Hour, Bang Bang, Penta, Pizza Religion) has accelerated vehicle traffic in particular during peak times on weeknights and weekends. Car parking spots are also more difficult to find and therefore upgrading current car parking spaces to perhaps making them multi-story will become important and necessary moving forward. Replacing the car park near the corner of Riddell Parade and Stanley Street with a Strategic Site will have a significant impact on the transport, parking and movement plans and therefore needs to be avoided.
The relative scale and access to large scale development in the proposed urban renewal area. The streets such as Alexandra Avenue and Oak Avenue are currently very narrow and won't be able to accept traffic as envisaged by the development. If all access to podiums and towers is from Nepean Highway the the

Slip Roads will become extremely congested.
Council should acknowledge openly that no one can accurately model for the movement generated by the supermarkets and schools. This should be a very significant factor in generating traffic projections. Take a conservative approach - developers will push this in any case.
Need to ensure sufficient parking is provided throughout the whole community and that existing road bottlenecks, such as the corner of Orrong & Glenhuntly Rd, are sufficiently addressed to ensure they can accommodate the increase in traffic flow.
I would object very strongly to the placement of multi story carparks next to existing residential buildings and houses. The impact on the right to peaceful enjoyment of ones home caused by having a carpark level with or overlooking your home is totally unacceptable and other options must be found.
The existing lack of parking. Careful consideration needs to be given in proposed further reduction of parking with increasing population.
<p>* I am concerned with the proposal to build a multi-story car park on the cnr of Stanley St and Orrong Rd. I have monitored activity at the site and found that the current single level car park is never full to capacity, so building a multi-story car park is totally unnecessary and waste of ratepayers money. Additional parking near the Station would make more sense.</p> <p>An underutilised multi storey carpark will attract vagrants, crime activities and become a hotspot for car theft and graffiti crime</p> <p>A multi storey carpark within a heritage overlay is totally in contrast to the neighboring character streetscape and surrounding properties which are exclusively single dwelling character homes and also not in keeping with the intent of zoning heritage overlay and surrounding neighborhood character zone. It will be be an eyesore and deteriorate visual amenity of the local streetscape.</p> <p>* I am concerned closing Carre St to traffic will place further traffic pressure on Orrong Rd. At present, the intersections between Orrong Rd and Stanley St and Glenhuntly Rd are already heavily congested during peak times</p>
Sinclair Street should be transformed into a 24/7 permit parking zone, with a strip reserved for school pick up / drop off. Parking is often problematic, and the proposed supermarket / library / cultural centre will increase parking pressures immeasurably. To ensure that local residents' rights are respected, 24/7 permit zones will be needed so we can park near our residences.
Traffic management for the precinct will be a nightmare. Currently, people 'prowl' looking for car parks; stand or park in front of driveways and on corners; and buses idle noisily during the week. Greater protections and enforcement to ensure local residents can drive to and park in front of where they live will be vital.
as above.
Major consideration needs to be taken in regards to traffic management. The constant traffic flow from the car yards through St James Parade & Denver Crescent is overloaded already and the use of existing roads with any new development would be unworkable in this area and would require detailed thought and change!
Take in to consideration the size of the proposed dwelling and the width and length of the local streets. At present Oak Avenue is closed off to the highway, is Council considering opening the road - this would have a major impact to residents in Oak Avenue. Local parking is already at a premium, without enough spaces for local residents outside their houses, I would like serious consideration as to how you would deal with this, with an extra 2000 people in the area?
It is important to have a long term view while making these plans. At the moment, there are quite a few high density developments in place and the number of these are likely to increase in future. Along with this will come exponential population growth and therefore higher traffic congestion, coupled with the fact that most of these developments will only contain one parking spot for each apartment and most occupants are likely to have more than one vehicle. The further development of the Elsternwick area to create more retail and dining or entertainment precincts will also increase the number of visitors to the area, requiring more parking facilities. We are already experiencing increasing traffic congestion and higher difficulties in finding parking in the area. While the council claims to be providing a net increase in

<p>parking in their plans, it does not stipulate what the extent of the increase is. Existing car parks should not be removed, instead they should be developed into potentially multi-storey car parks to facilitate the current and future increases in visitors and/ or population growth. Putting in plans now to ensure the appropriate transport and parking infrastructure is in place will help to mitigate the future traffic congestion issues.</p>
<p>This should have been planned first. What is the plan for transport, parking, open spaces and infrastructure that the Council can afford and commit to and then allow the development in the area to proceed and to not overwhelm it.</p>
<p>See my comments related to parking and movement described under 'transformation concepts'. Additionally, in relation to the proposal to pedestrianise Selwyn street, this makes no sense given the proximity of the Woolworths supermarket and the need for delivery trucks to access the site from Glenhuntly Road WITHOUT intruding on residential streets such as Sinclair and St Georges Road. To do otherwise would cause an unacceptable road safety risk.</p> <p>All day parking is provided on one side of Gordon Street between Glenhuntly road and Sinclair street. The proposed 'improved pedestrian amenity' and 'traffic management and road treatments' suggests that this parking, which is essentially used by train commuters is likely to disappear. Parking is becoming a massive issue in Elsternwick, one which is increasingly having a negative impact on residents living in streets which are close to the station and close to Glenhuntly road. The plan needs to ensure that there is adequate levels of parking to accommodate the increase in commuters, the increase in traders and business employees which the Elsternwick plan is encouraging WITHOUT having a negative impact on the parking amenity of the local residents and ratepayers.</p>
<p>Transport, parking and movement is my greatest concern given the proposed alterations to Selwyn and Gordon St. There needs to be serious consideration to the protection of residents parking and the noise associated with traffic created by the entertainment precinct and Woolworths. Currently there is insufficient controls over residential parking on Sinclair and Gordon St. I have a permit to park in both Sinclair and Gordon St and yet this still does not guarantee me parking in permit zones. Just this week I observed the whole length of Gordon St with cars parked in permit zones during permit hours with parking fines. Great revenue raiser for the council but does not help residents with children and groceries. Under the current heritage overlay I am not allowed to put in a driveway at the front of my house yet an 8 storey building can be built and a school allowed to operate in a residential street without permit approval.</p> <p>Gordon St and Sinclair has become a rat run for cinema, restaurant and school attendees, this cannot continue and would only be exacerbated by the proposed Woolworths development and concept plans. Along with a number of residents we suggest creating traffic management techniques such as blocking off the end of Sinclair St (west end / Gordon St end) and the Sinclair St end of Selwyn St. This would provide some protection for the School and local residents and could be used to create some gardens/green areas. Consideration of how the Woolworths supermarket will be serviced will need to include how waste and deliveries will be managed. THIS CANNOT HAPPEN ALONG SINCLAIR ST given the residents and School due to the safety and noise issues. They must be made to use the laneway and Selwyn St access as close as possible to Glenhuntly Rd. Smaller trucks etc should be used, along with timing that doesn't impact on resident amenity i.e. between working hours only. Sinclair cannot be turned into the supermarket access street given the school and low level residential street character.</p> <p>There have been many restaurants and apartment blocks open recently in the rail precinct with reduction in parking requirements allowed. This has not been adequately addressed for residents. Additional parking on the Stanley St ground level carparks both at the Riddell Pde and Orrong Rd ends needs to be provided via multi story parking.</p>
<p>More access to parking and transport and less provision for crowding inducing over development around Oak Avenue.</p>
<p>As above</p>
<p>The narrowness of surrounding streets and the failure to prevent them being used as shortcuts between nepean highway and glenhuntly rd is already a massive problem to residents. This development will only exacerbate this .</p>

<p>We need more permit parking for residents in this area between the rail line and Nepean Hwy</p> <p>Along with all this future, dense urban development you are assuming that people will travel locally by foot or bicycle. I hate to say it but Elsternwick is certainly not the role model suburb for sustainable living. Whilst some of us are socially and environmantally aware there are so many residents that show no regard for this. Let us not live in a bubble.</p> <p>Surely the upgrade of public transport to and from the city is the responsibility of the state government. Do they really believe that all the new residents in the area won't drive or more to the point won' have 2 cars per household.</p> <p>Parking in residential streets is already at a premium. With increased office space and businesses in the area, you increase the need for parking. I understand this would be addressed by car parking facilities within developments but it will not suffice the capacity, it never does. Our street is full of worker's cars during the day even tho' we have a 2 hour parking restriction.</p>
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FACEBOOK COMMENTS

Why don't you fix the flooding problems in the municipalities before spending "our" monies on such projects ?
Great idea
That would be awesome.Elsternwik needs something new
Yeah I think that's a great idea... Spewing I moved away
Gordon st is already problem... you are making it worse
Love it!!
Great idea. Elsternwick is becoming a very hippy place. Great coffee places.
I love elsterwick ♥◻♥◻
Doesn't need more parking, already a traffic sewer.
Improved cycling facilities would be great. As would the green link to Rippon Lea Estate. State govt funding a plaza? I'm skeptical but it never hurts to ask.
Think you should clean the dog poo off the pavement first. It's all over Elsternwick, and would be a great start!
All the people who love it don't live in Bent st.
Thanks for the use to turn my quiet st into a thoroughfare!
It will now be full of traffic. Become unsafe. Be noisy as all buggery. You will squeeze out all of the parking!
It's residential and you are making into a shopping mall!
Bugger off!
As long as you provide ample parking

EMAIL SUBMISSIONS

SUBMISSION ONE

Thanks Tess for involving me.

It all sounds great but I do have concerns over the development that is planned to go up next to us (we're at [REDACTED] - and feel it does not adhere to many of the Principles outlined in your proposal....particularly in regards to 'protecting character of strip' (the building is oversized and does not keep in continuity of design of area) , 'well designed buildings' (the building will overshadow and again is oversized), and 'quality materials' (materials that don't fit in with neighbourhood)...

SUBMISSION TWO

Hi City Fixtures

It appears on the plan that the area of Carre Street and Glenhuntly Road is to be classed as a pedestrian safe space. Access to Renown Undercover parking via Carre Street would be impacted and it is already a difficult Driveway to enter and exit safely.

Thank you for the opportunity to respond.



SUBMISSION THREE



City Futures Department
Glen Eira City Council
PO Box 42
Caulfield South 3162

Dear Sir/Madam

LIFELONG LEARNING AND ACTIVITIES FOR SENIORS IN GLEN EIRA CITY

Glen Eira [REDACTED] is aware of work underway to plan the future of the city of Glen Eira. We would therefore like to bring to your attention the opportunity for the expansion of programs offered by Glen Eira [REDACTED]

Glen Eira [REDACTED] currently has more than 1100 members and we provide 135 courses in 2017. The demand for our courses is very high and we currently have 186 members on our wait lists for courses. In 2017, 230 new members joined Glen Eira [REDACTED]. We are fortunate to have a purpose-built building in Glen Huntly. However, we also use other venues and could provide more courses if other suitable venues were available.

Given the distribution of our members, we would be very interested to explore opportunities in the activity centres of Elsternwick, Caulfield South, Glenhuntly, and Carnegie. In particular, we are aware of discussion about the development of a community hub in Elsternwick, possibly in association with the development of the Woolworths supermarket.

In order to expand our programs into other locations, we would need access to classrooms with tables, chairs, whiteboard and possibly audio-visual equipment. In shared facilities, we would also need access to a lockable cupboard to store course materials and equipment.

We would be very happy to contribute to any discussions of future developments.

Yours sincerely

[REDACTED]
Secretary

SUBMISSION FOUR

Thanks for your contact Tess.

I generally thought the proposed Elsternwick plans looked reasonable and very well thought out.

My only concern was that there should be a very strict level of quality control in place - especially for the 'side-by-side' and 'terrace' townhouse projects, where cheap looking and inferior quality products can have a hugely detrimental effect over the entire suburb. Especially when these areas are usually located within lower lying residential heritage areas - where the quality and representation of architecture remains excellent.

My family and I have only moved to the neighbourhood within the last 12 months and are looking to sensitively restore our property that is within a heritage overlay, yet across the road from a proposed 'side-by-side' townhouse overlay.

I honestly believe Elsternwick has the potential (if not already) to be most culturally diverse and most-liveable neighbourhood in Melbourne - if we get it right.

If too many inferior quality smaller developments by 'Father and Son' developers occur in the neighbourhood - Elsternwick can quite easily lose this charm. Perhaps some form of architectural 'overseer' can help in the approval process, so that development plans aren't simply 'rubber-stamped' without meeting a high level of quality control put in place first? Just a thought.

I hope this feedback finds the right place.

Sincerely,

[REDACTED]

[REDACTED]

SUBMISSION FIVE

Dear Sir Aidan,

1 September 2017

Mr. Aidan Mullen
City Futures Department
Glen Eira City Council

Via Email:
cityfutures@gleneira.vic.gov.au

Submission to Elsternwick Draft Concept Plan and Quality Design Principles

We act on behalf of [REDACTED] the owner of [REDACTED] Elsternwick (the site).

We wish to make a submission relating to the Elsternwick Draft Concept Plan and Quality Design Principles that are open for public consultation.

The Site at a Glance

The site exhibits the following key physical attributes:

- The site is relatively large owing to the assembly of multiple lots, collectively yields approximately 1239 square metres;
- The site is extremely well serviced by public transport, including adjacency to the Elsternwick Train Station and bus and tram services;
- The site is not within (and does not have abuttal to) a Heritage Overlay, and is well distanced from heritage land on Glen Huntly Road.



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Strategic Snapshot

Strategically, Elsternwick is classified a Major Activity Centre.

In our view, the recently approved Plan Melbourne Refresh 2017 reinforces, if not strengthens, the strategic importance of developing activity centres (particularly higher order centres like Elsternwick) as a focal point for more growth. It is critical that strategic land be developed to its maximum potential in order to deliver on broader metropolitan directives of urban consolidation and promoting greater diversity of housing and job creation in accessible locations. This, in turn, will reduce pressure on residential hinterland areas where such growth is not encouraged.

Our client, in principle, welcomes the introduction of a Structure Plan for Elsternwick to provide more guidance on future development outcomes. We acknowledge the current LPPF is somewhat dated and offers little guidance for future land use and development vision for the area. Indeed a Structure Plan (and subsequent planning scheme amendment) provides an opportunity to fill this policy gap.

Urban Renewal Development

We strongly support the classification of the site within an Urban Renewal Precinct, which is the highest order of change and building typology proposed. According to the Building Transitions Plan, we observe the same classification is also applied to the surrounding land encompassing the site.

We seek more clarification on the nature of desired land uses for the site, the adjacent laneways to the side and rear of the site, as well as the properties opposite to the southwest in Ross Street.

It is our understanding (from meeting with Senior members of staff) that Council does not intend on extending the commercial uses along Horne Street through to Ross Street which is intended for high-density residential development. We are seeking clarification on how this differentiation will be made within the Urban Renewal Precinct (i.e. by way of sub-precincts or another means).

Preferred Heights

We understand that within the Urban Renewal Precinct of Elsternwick, the Council at this stage is seeking to focus on 'place making' by giving strong attention to the strategic and urban design opportunities afforded (urban design, land uses, community benefit, design quality etc). We commend this approach.

Notwithstanding this, the Draft Concept Plan refers to indicative building heights to guide the transition of each precinct. It is proposed to apply a preferred height limit of 6-8 storeys to the site, with the potential uplift to 12 storeys if 'community benefit' is achieved. Further, there is indication (within the QDP's) for the preferred street wall / podium height to be 3 storeys.

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We seek clarification on the rationale behind the preferred building and podium heights. Regrettably the preferred heights as mooted are not substantiated by any urban design justification and appear to lack the level of rigor that is demanded for activity centre planning, especially for a Major Activity Centre.

The site has significant potential that should be realised to its maximum in line with the expectations (and stated directives) of the policy context for a Major Activity Centre.

We submit that the Draft Concept Plans in their current form may unreasonably stifle / impede such opportunities, including arbitrary built form guidelines that lack sufficient justification.

We are firmly of the view that any future built form controls that may be imposed on the site should be discretionary in nature (not mandatory). We understand that Council, at this stage, will be intending to take such an approach in the Urban Renewal Precinct.

Community benefit

We note that 'community benefit' is broadly described within the Quality Design Principles, however, we are seeking better clarification regarding Council's intention, scope and implementation to require community benefits for Urban Renewal Developments. For example, how will it be measured and tested through the planning process (i.e. what planning tools?).

Conclusion

In summary, whilst we agree and support the concept of a Structure Plan for the Elsternwick Major Activity Centre and agree with the site being earmarked as part of an Urban Renewal Precinct, we do not support certain elements / particulars as outlined above.

We are currently undertaking a detailed urban design analysis of the site as part of preparing a future development application. As part of this exercise, we are eager to continue discussions with Council on the strategic / development opportunities of the site. This may include, if appropriate, the sharing and integration of further ideas, aspirations and urban design modelling with Council (and its external consultant, AECOM).



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We look forward to playing an active role in the remainder of this process and welcome the opportunity to discuss our submission further. Please do not hesitate to contact the undersigned at [REDACTED] or at [REDACTED].
Yours sincerely,



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SUBMISSION SIX

On 31 Aug 2017, at 9:26 pm, [REDACTED] wrote:

Cr M Delahunty (Mayor)

Dear Mary,

This week a neighbour drew our attention to Concept plans for the further development of Elsternwick. In [REDACTED] where we have lived for over 40 years, we have received no prior warning of this at all. Surely the next street to such a plan is entitled to receive communication from its Council of such important matters. We wish to list the follow serious concerns.

- The Council imposed on our street a Significant Heritage Overlay which requires residents to comply with strict planning requirements. Where does this concept take that into account?
- Glen Eira already has the lowest amount of open space per person in Melbourne, with a possible 2000+ residents this will only get worse.
- This increase in residents will cause even more congestion & the service entry road to our street will be an even more dangerous "rat run" to Glenhuntly Rd shops.
- Council has allowed development of the school in our street which now houses 600-700 students.
- The surrounding amenities eg schools, parks, public transport all need to be taken into consideration.

We trust you as Mayor/ Councillor representing our Ward will be against this development.

Yours sincerely

[REDACTED]

SUBMISSION SEVEN

From: [REDACTED]
Sent: Sunday, 3 September 2017 6:49 PM
To: Cr. Mary Delahunty; Cr. Joel Silver; Cr. Daniel Sztrajt
Subject: Elsternwick Concept Plans - Feedback


Dear Councillors,

Thank you for the opportunity to provide feedback on the Elsternwick Concept Plans. Please find attached my family's comments which have also provided in hard copy form to Council's reception.

We believe the Nepean Highway car yard sites offer an excellent opportunity to address Elsternwick's chronic shortage of open space while also providing the opportunity for existing residents to downsize into appropriately scaled apartment developments, thereby freeing up housing for a new generation of families. Council's strong leadership in managing future development will hopefully result in a precinct that we will all be proud of.

Kind regards

[REDACTED]


1 September 2017

City Futures Department
City of Glen Eira
PO Box 42
Caulfield South VIC 3162

Dear Sir / Madam

Re: Elsternwick Draft Concept Plans

Thank you for the opportunity to provide feedback on the above Concept Plans.

I am particularly interested in Council's vision for the Southern Urban Renewal Precinct, where the Nepean Highway car yards are currently located, with regard to:

- A new linear park that, if appropriately located and sized, would deliver significant benefits to existing and future residents of Elsternwick.
- Potential traffic impacts resulting from an increased number of residents within the precinct.
- The absence of any Urban Design Analysis being undertaken for the precinct.
- The use of developer contributions / value capture mechanisms rather than development bonuses to deliver land uses of 'public benefit'.

Council has the opportunity to provide leadership in achieving sustainable development outcomes for the precinct that meet the needs of existing and future residents. If done appropriately, the precinct has the potential to be a central focus for the wider community that leaves a legacy for future generations that Council may be proud of. However, poor planning of the precinct will result in a blighted area that is an embarrassment to Council and Glen Eira residents.

Linear Park

The Concept Plans note the opportunity for:

- A linear park connecting Rippon Lea Estate, Elsternwick station and the urban renewal precinct.
- A new park in the urban renewal precinct.
- A cycling connection along the railway line, connecting the station precinct to the southern urban renewal precinct.

A linear park immediately adjacent to the railway line at the rear of the Nepean Highway car yards represents an excellent opportunity to provide open space for residents of the precinct and surrounding area. As Glen Eira has the unenviable title of having the lowest amount of open space per person in Melbourne, and Elsternwick the second lowest within Glen Eira with only 3 m² per person, there is no opportunity for future residents of the precinct to be serviced by existing open space.

Council has the capacity to specify the developer's contribution of public open space within the Urban Renewal Precinct under Clause 52.01 of the Planning Scheme based upon the intensity of development proposed and the availability of public open space in the surrounding area. New residential estates in Melbourne's Growth Areas provide a useful comparison to the Urban

Renewal Precinct given that they also do not have any existing local open space. In these areas the state government requires 0.85 m² per person for local parks (passive open space)¹. This rate may be applied to the potential future population of the Southern Urban Renewal Precinct.

The attached scaled drawing is an example of what a linear park within the precinct may look like. Based upon the proposed 6 to 8 storeys for buildings, I have calculated that approximately 1,050 apartment residents² may live in the precinct which would generate a requirement for 0.9 ha of open space based upon 0.85 m² per person. The total area of the linear park as shown is only slightly greater at 1.02 ha based upon a width of 30 metres.

The location of a linear park along the railway line, rather than between apartment buildings, would provide a range of significant benefits for future and existing residents through:

- Taking advantage of the existing open space/separation offered by the rail corridor.
- Further separation from the Nepean Highway, with an additional row of apartments providing a significantly better noise buffer.
- An absence of any shadowing during the morning, and reduced shadowing in the afternoon if the adjacent apartments are lower than those along the Nepean Highway.
- Providing complete separation of park users from vehicle movements within the precinct.
- Exposure to the railway line creating greater awareness of the park amongst commuters, thereby increasing the number of visitors from outside the local area. These visitors may potentially also visit the Elsternwick activity centre, thereby supporting local businesses.
- Being more inclusive for residents of the surrounding area, as an internal park would most likely be perceived as being 'owned' by residents of the apartment buildings.
- Providing a linkage to the walkway along the railway line between Elm Avenue and Oak Avenue and the pedestrian bridge over the railway line to Riddell Parade to enable access to the park for residents across the wider area.
- Offering future apartment residents a view over a park rather than a railway line and the backyards of adjacent properties to the east. This would represent a more appropriate form of residential development than apartments immediately adjacent to the railway line.

More generally, some benefits of a linear park within the precinct would include:

- Providing a linkage to the bike path along Elster Canal, via the pedestrian bridge over the Nepean Highway. This will provide students at Elsternwick Primary School with greater opportunities to cycle to school, as well as promote cycling within the wider community.
- Encouraging increased levels of physical activity amongst local residents
- Offering the opportunity for a range of activities that may include walking and bike paths, playground, outdoor gym, basketball court, BBQs and picnic areas, with greater separation between these activities than would be achieved within a non-linear park.
- A greater level of visitation and activity within the park as it will be used as a pedestrian/cycle route.
- More immediate access to open space for future apartment residents within the precinct given that it is generally long and narrow. That is, no resident would have to walk more than perhaps 40 metres to the park.

¹ Department of Planning and Community Development (July 2012), A New Victorian Local Development Contribution System

² Building footprint 8,400 m² x average 7 levels = 58,800 m² of floor area ÷ average of 100 m² gross floor area per apartment = 588 apartments x 1.8 residents per apartment = 1,058 residents.

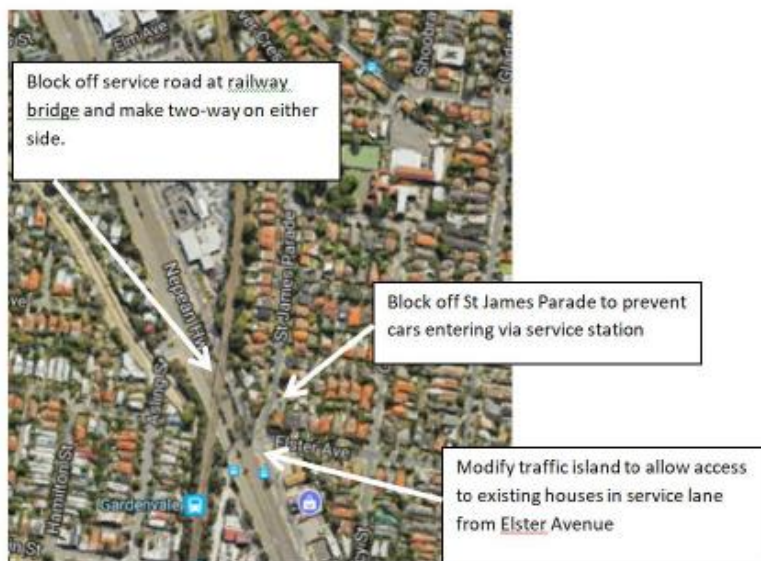
Importantly, a linear park would provide a linkage to the pedestrian bridge at the southern end of the precinct in Elster Avenue which connects to the bike path along the canal to Elsternwick Primary School and Elsternwick Park. The same footbridge also provides a connection to the bike path from the Gardenvale activity centre southwards along the Nepean Highway.

Traffic Impacts

The increased number of residents upon the site would be expected to impact upon local streets immediately to the east, particularly St James Parade and Denver Crescent. Both of these streets are currently used as a 'rat run' between other parts of Elsternwick and the Nepean Highway. These streets are generally narrow and have a number of blind corners that limit their capacity to accommodate additional traffic. In addition, Leibler Yavneh College in St James Parade also generates considerable traffic during drop off and pick up times.

Residents within the precinct would be expected to travel south along the existing Nepean Highway service lane, St James Parade and Denver Crescent to Orrong Road to access the Elsternwick activity centre. A more appropriate route would be either via the Nepean Highway, or via McMillan and Home streets which are not only significantly wider but also within the boundary of the Urban Renewal Precinct. This may be facilitated through:

- Making the service lane two-way and blocking it off at the southern end of the precinct with only one entrance point at the northern end, so that it functions as a dedicated street for the precinct.
- Blocking off the southern end of St James Parade.
- Modifying the traffic island in Elster Avenue to allow existing houses in the service lane to be accessed.



Developer Contributions / Value Capture

Council's 'Elsternwick: Background Report – Building Transition Plan' identifies a number of uses that are seen to be 'key community benefits' being: Office and other types of needed local employment; 'Anchor' commercial uses that drive economic sustainability; Community uses and

spaces; Needed housing such as affordable, student and/or aged-care housing; Additional public car parking; Additional public open space; New street connections. It goes on to indicate that *'developments that do provide these community benefits would be allowed to develop buildings to the maximum building height (subject to meeting all the relevant urban design measures)'*.

Council's vision for the Urban Renewal Precinct will generate significant windfall gains for existing landowners as a result of land being rezoned to allow residential development. It is therefore inappropriate to be providing 'development bonuses' particularly given that the identified uses would benefit the wider regional population while the amenity impacts fall upon residents within the precinct and adjacent areas, as well as users of any linear park.

Infrastructure Victoria's policy paper³ on the opportunities for value capture highlights the opportunity to *'increase the equity and efficiency of infrastructure funding by 'sharing' or 'capturing' a portion of windfall gains to help pay for infrastructure, rather than funding projects entirely from general government revenue'* where value capture is defined as *'a mechanism that captures a portion of the value created by a project, (such as a new or upgraded asset) or a planning change'*. Infrastructure Victoria also states that Victoria can make greater use of value capture funding mechanisms' and *'introduce other beneficiary charging mechanisms such as land betterment levies and major beneficiary contributions'*.

Given that the rezoning of the car yard sites will result in a significant increase in land values, there is considerable opportunity for Council to capture a portion of this increase to fund community uses elsewhere or require a portion of floorspace be allocated for the 'beneficial' uses via a Section 173 Agreement. This should occur without increasing height levels above the minimum height range.

It is my strong opinion that the lower height limits of 6-8 storeys will provide adequate opportunity to achieve a mix of residential, commercial and community uses without the need to increase heights given the significant land area within the precinct. Therefore there is no justification for 'development bonuses' and Council should seek to achieve the identified 'public benefits', either on-site or elsewhere, via 'value capture' or planning mechanisms. Given the overall scale of the precinct, any additional height will impact upon overall amenity for future residents within the precinct, park users and the adjacent residential area to the east.

Urban Design Analysis

The Urban Design Analysis prepared for Council by Planisphere did not extend to the Southern Urban Renewal Precinct. This raises the question of how the proposed heights for this precinct were arrived at. Deriving heights for the precinct based upon those within the Elsternwick activity centre would not take account of the overall scale of the precinct and the impact of a concentration of higher rise development in a single location.

Council needs to undertake an urban design analysis for the precinct, as there is no basis for the current proposed heights, and a poor planning outcome is likely. In the absence of this being undertaken, Council is misleading the community with regard to the amenity impacts of the proposed heights in the Concept Plans for the Southern Urban Renewal Precinct.

St James Parade Neighbourhood Character Area

As Council will be aware, St James Parade is the subject of a Neighbourhood Character Overlay with the Glen Eira Planning Scheme noting that it is *'significant as an intact collection of Interwar era dwellings set in well landscaped surrounds. Most buildings are Californian Bungalow style dwellings. The area has highly consistent neighbourhood character attributes of building form, scale, materials and regular front and side setbacks that allow space for substantial planting.'*

³ Infrastructure Victoria, Value Capture-Options, Challenges and Opportunities for Victoria: Policy Paper (October 2016)

Fences are also consistent in their height and style, with the exception of the properties on the south side of Riddell Parade between Shoobra Road and Orrong Road which have high fences.

Council's recognition of the existing character of this area should be taken into consideration in determining the height of buildings when viewed from within St James Parade. Any taller buildings (i.e. eight storeys) should be located along the Nepean Highway frontage. Consideration should also be given to reducing the height of buildings adjacent to a future linear park along the railway line to less than six storeys to provide a high amenity environment for users of the park, as well as protect the recognised neighbourhood character of St James Parade.

It is particularly notable that the Gasworks site located between the Nepean Highway and the Frankston railway line in Highett, which has similar characteristics to the Southern Urban Renewal Precinct, has an upper height limit of only four storeys adjacent to the railway line.

Summary

The Southern Urban Renewal Area provides a once-in-a-lifetime opportunity for Council to deliver a high amenity precinct that brings together existing and future residents of Elsternwick. It also offers the opportunity to address past planning mistakes in relation to the provision of open space within Elsternwick via a linear park adjacent to the railway line, while also valuing the recognised neighbourhood character of St James Parade.

Unfortunately, it appears that the proposed building heights for the precinct are not based upon any urban design analysis. Such analysis needs to be undertaken in order to take into consideration the overall scale and concentration of development that may occur within the precinct.

It is expected that potential traffic impacts should be able to be easily managed by Council through relatively minor capital works.

Council has the opportunity to show leadership in delivering 'public benefits' to the community through capturing a portion of the windfall gains that will accrue to the existing landowners, and the use of planning mechanisms. The provision of development bonuses will undermine the objective of achieving appropriate and sustainable mixed use development within the precinct.

Yours sincerely



SUBMISSION EIGHT

Dear Camden Ward Councillors Delahuntly, Silver and Strajt

I am writing to you in relation to the draft concept plan for Elsternwick.

The proposal, that the area encompassing Alexandra Ave and Oak Avenue be reclassified from a Neighbourhood Residential Zone, to "Urban Renewal Development", allowing for 6-8 storey and even 8-12 storey developments, is contrary to the Quality Design Principles outlined in the planning for the future liftout. Rather than preserving character by respecting and celebrating the unique character of our neighbourhood, this proposal would destroy the character of the neighbourhood.

I am a long time resident of [REDACTED] I have lived here for more than 20 years and lived in this neighbourhood for over 40 years. I live in, and own, one of a line of 9 Victorian houses in [REDACTED] from number 8, continuing around the corner to number 24 [REDACTED] These houses were built in the late 19th century and have been preserved, and restored, such that they represent a significant representation of the original subdivision. It is hard to think of a similar unbroken line of houses which are part of a late Nineteenth century boom residential subdivision (see Appendix A of Volume 4B of the Glen Eira Heritage Management Plan – late Nineteenth Century boom residential subdivisions are specifically mentioned as part of the fabric of the Elsternwick Historic Area, clearly [REDACTED] exhibits aspects of the same historic significance).

In addition, Oak Avenue contains a line of 6 historic brick Victorian residences (No 7 to No 17). Again, these are preserved and/or restored.

A further characteristic of the houses in Alexandra Ave and Oak Avenue is the fact that houses in these streets are home to very long term residents. It is rare that houses sell in Alexandra Ave, in the past 10 years only 1 of the line of 9 Victorian houses has been sold. None have been replaced, most have been restored by the residents in line with original Victorian design features.

In the Background Report to the Transition Plan for Elsternwick the houses in our street are described as "aged". There is no explanation as to why our Victorian boom residential housing is "aged" whereas residential areas north and south of Glenhuntly Road are described as "Heritage/Character housing". Given the similarities in the housing stock on either side of the railway line it is, at best, inconsistent to label our houses and the street I live in as having "aged" housing as opposed to "Heritage/character housing" and I would ask for some explanation for this inconsistency. I would also ask why, especially given the high proportion of surviving Victorian boom residences in [REDACTED] and Oak Ave, our street is not included as a heritage/character neighbourhood?

There is simply no reason, nor justification, for rezoning this area. It runs contrary to the heritage management plan and it contradicts the quality design principles. Clearly, I wish to voice my opposition to the proposal to rezone the area west of the railway line encompassing [REDACTED] and Oak Ave.

As our representatives on the council I would ask you to:

- Provide your response to the Elsternwick Draft Concept Plans particularly as they relate to rezoning [REDACTED] Oak Ave, do you intend to support this proposal?
- Support either a heritage overlay or a neighbourhood character overlay for the area west of the railway line including [REDACTED] Oak Ave, are you willing to support this?
- Ask for, and provide me with, an explanation as to why our houses are described as “aged” when similar, and newer, residences east of the railway line are described as “heritage/character” residences.
- Indicate whether you support the maintenance of the 2 storey height limit for our neighbourhood residential zone in regard to this draft proposal and in the future?

Regards

[REDACTED]

SUBMISSION NINE

>> On 29 Aug 2017, at 11:34 am, [REDACTED] wrote:

>>

>> Hello Councillor.

>>

>> I just wanted to contact you regarding the draft concept plans for Elsternwick. I am not going to go into immense detail as I have provided extensive feedback through the form already, but as you are one of my representatives from Camden Ward I wanted to raise a couple of issues with you.

>>

>> 1. The re zoning of Yorston Court.

>> One of the changes proposed is the rezoning of [REDACTED] a dead end court off Glen Huntley Road, from neighbourhood zoning to mixed use. This is the court in which I live, but this isn't just a case of 'not in my backyard'. There has already been one large development on the corner of the court which has made parking and even driving down the street extremely difficult. [REDACTED] becomes one way when there are parked cars and there is very little turning space. There is already another development slated for the other corner and it has been a derelict vacant lot for more than 12 months. If Yorston is rezoned it will become attractive to developers and any more development will simply make the street inaccessible. Allowing eight story development on a dead end street seem ludicrous. Additionally from experience with the mixed use zone on the edge of the street the council made some sensible restrictions to the proposed development but because it was mixed use VCAT gave the developers what they wanted. By rezoning a neighbourhood zone to mixed use the council is making it extremely difficult to enforce their own proposed design principles.

>>

>> 2. The heritage of the area.

>> I am very impressed that existing heritage is being given priority. There, however, doesn't seem to have been enough thought given to integrating the history of the area into any new developments and into the future of Glen Huntly shopping strip. The heritage of the area is a significant part of what makes the shops appealing. I am the [REDACTED] at the very near by [REDACTED] [REDACTED] and we'd be happy to work with council to integrate the history of the area into its future, as I'm sure would the Glen Eira Historical Society.

>>

>> Thank you for your time.

>>

[REDACTED]



Elsternwnick Concept Plan Feedback

Comments on the proposed Urban Renewal Zone

Area: North of Glenhuntly Road between Ripon Grove, Hotham Street and
Glenhuntly Rd with specific reference to McCombie Street.

Executive Summary

1. McCombie Street is situated in an area of iconic cultural and historical importance being surrounded by Ripon Lea Estate (1868), Elsternwick Hotel (1854), the original site of St Clements Church (1886), The Third Church of Christ the Scientist (1931, Heritage Listed) and early Heritage listed buildings along Glenhuntly Rd.
2. This area is the most densely populated region in Elsternwick with plans for a 15 story apartment block adjacent to Elements apartments (11 story) in Glenhuntly Rd currently being considered by Glen Eira City Council.
3. The area does not have access to Nepean highway. The area has narrow convoluted roads which have been established for road safety reasons and are currently at the threshold for causing major traffic congestion and/or disruption.
4. A detailed heritage assessment of this area should be conducted to inform the Elsternwick Concept Plan Urban Renewal Proposal.
5. Current streets and building under threat by increasing building heights as part of the Urban Renewal Zone in this area include the following:
 1. **McCombie Street** - This is a high value street with respect to its neighbourhood character and consistency of Edwardian and Victoria residential homes. The street is of heritage significance in that it displays a way of life in Elsternwick during the Edwardian era.

2. **St Clements Church** - This building is at the gateway to Elsternwick Village on the corner of Glenhuntly Rd and Brighton Rd and is of significant heritage value to Elsternwick and Victoria.
3. **10th Caulfield Scout Hall** - This centre is of high community value to the Jewish Community and is architecturally unique.
6. Consideration should be given for including **Residential Open Space Corridors** between high density apartments in Glenhuntly Rd and Gordon Street in the Urban renewal Zone.

Introduction

The purpose of this document is to provide feedback on the Elsternwick Concept Plan with reference to the area covered by the North side of Glenhuntly Rd between Ripon Grove, Hotham Street and Glenhuntly Rd.

The proposed Urban Renewal Zone proposes to increase building height limits from a maximum of 4 to a maximum of 8-12 story's in the following areas:

1. The boundary between McCombie Street, Millar Street, Hotham Rd and Glenhuntly Rd and
2. The boundary between Ripon Grove, Davis St and McCombie Street.

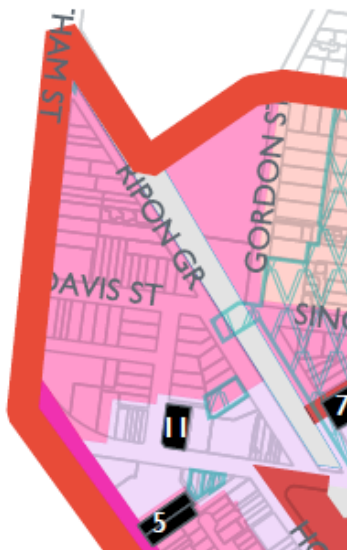
This feedback provides a rationale for retaining the current residential (RGZ) and commercial zones as described by the VPP and the Glen Eira Planning Scheme.

Specifically this document focuses on McCombie Street and surrounding streets as a high value area in respect to community centres and neighbourhood character which contains homes and buildings of historical and architectural importance to the village of Elsternwick.

This area also contains established high density residential apartments and small convoluted restricted roads which have been established for road safety reasons.

Area referred to in this document as depicted in the **Elsternwick Concept Plan**.

Current Residential Zones
heights (RGZ in bold pink)



Proposed Urban Renewal Zone - Proposed
increase in building heights from 4 to
8-12 in beige



The plan outlining the location of high density apartment buildings in the Elsternwick Concept Plan currently under-represents the near term future status of high density living.

The outline excludes a planning permit application for a 15 story (with multi-car parking permit) with rear access to Ripon Grove lodged this year between 233-247 Glenhuntly Rd (Glen Eira Planning Application: reference GE/PP-30917/2017).

The plan also excludes ongoing works at 12 Ripon Grove to convert the heritage listed "Third Church of Christ the Scientist" into apartments which is approximately 4 stories high. This building has a large footprint that connects with the 15 story high apartments planned for 233-247 Glenhuntly Rd

The plan also excludes the 5 story apartments located at 2 Gordon Street.

Coupled with future plans for the ABC Gordon Street site this area in the near term future is without question already the highest populated area in Elsternwick.

This is important because residential corridors between high density populations represents area of open space are a key objective of the Glen Eira City council.

The existing corridors along Ripon Grove, McCombie, Davis and Miller Streets link high density populations in Glenhuntly Rd and Gordon Street to Ripponlea Village and Estate, Elsternwick Park and Elwood.

These corridors take on additional significance to the future planning of Elsternwick because of the large number of homes from the late Victorian/early Edwardian period, the presence of heritage buildings such as St Clements Church and the community value and architectural importance of the 10th Caulfield Scout hall which services the Jewish community.

BACKGROUND TO THE HISTORICAL SIGNIFICANCE OF MCCOMBIE STREET

McCombie and Davis Street are the earliest to be constructed in Elsternwick.

McCombie Street is situated in an area of iconic cultural and historical importance being surrounded by Ripon Lea Estate (1868), Elsternwick Hotel (1854), the original site of St Clements Church (1886), The Third Church of Christ the Scientist (1931, Heritage Listed) and early Heritage listed buildings along Glenhuntly Rd.

The street is locally significant for its 19th and early 20th century residential homes to the extent that it demonstrates a past way of life. Some of the very earliest depictions of Elsternwick were captured from the McCombie Street area.

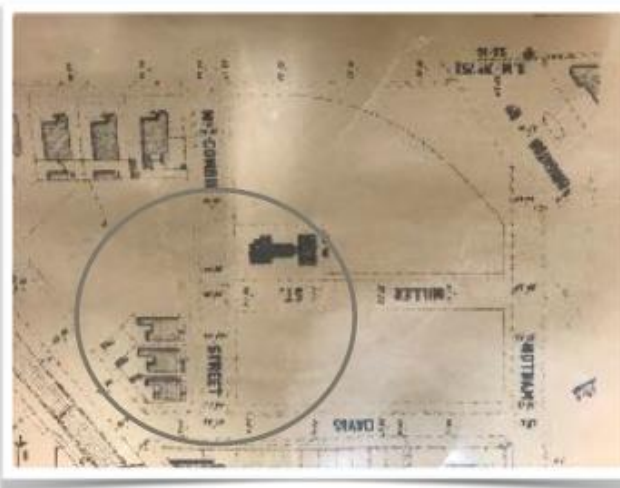


Sketch from McCombie Street looking west to the Elsternwick Hotel (1875) by Robert Russel the first surveyor of Melbourne.



McCombie Street 1854

Prahran Parish map. Source: National Library of Australia, MAP RM 1307 (1854).



McCombie Street 1899

Melbourne and Metropolitan Board of Works Map 49 (1899)

McCombie Street showing the first site of St Clements Church on the corner of McCombie and Miller Street.

The three houses on the opposite side of McCombie Street (East Side abutting Ripon Grove) were established prior to 1874 and named "Fairlie", "Edzell" and "Corralynn".



Glenhuntly Rd shopping strip opposite McCombie Street showing early Victorian buildings (photo taken 1938. These buildings are within a Heritage Overlay.

ST CLEMENTS CHURCH (1915) . LOCATED AT THE ENTRANCE TO ELSTERNWICK.

St Clements Church is located Corner of Glenhuntly Rd and Brighton Rd. It is currently included in the Elsternwick Concept Plan as a site designated for 8-12 story high building heights.



Saint Clements Church is of important, historical, cultural and community significance. Geographically it is situated at the entrance to the village of Elsternwick at the corner of Glenhuntly and Brighton Rd.

The church was the first to be established in Elsternwick in 1886. Construction of the current building was funded by the Elsternwick community and completed in 1915 at the outbreak of World War I. A number of architectural features of the church were funded by relatives of servicemen who died in WWI and serve as memorials to Australia's and the Elsternwick's communities sacrifice during this conflict. These include but are not limited to stain glass windows unveiled by the Governor General, a War Memorial Organ, a Tablet of Dedication to those who served and a book of remembrance to those who died in WWI.

The church therefore not only serves as a place for the Elsternwick community for over 102 years but also has strong links with the ANZAC tradition.

Its location is a critical point for council to consider in the context of the Elsternwick concept plan because it challenges the view on what Elsternwick should look like in the future.

Currently the Elsternwick Concept Plan supports major development with high rise buildings in place of St Clements Church.

The current concept plan should be amended to protect this site from future development by removing the Church and its grounds from the Urban Renewal precinct and the associated height limits.

MCCOMBIE STREET - VICTORIAN AND EDWARDIAN HERITAGE

Glen Eira's residential neighbourhoods include a number of distinct areas that have been identified for their high significant neighbourhood character however the last City of Glen Eira heritage management Plan was performed in 1996 and excluded the area North of Glenhuntly Rd between the railway line and Hotham Rd/Brighton Rd.

This residential area is deceiving at first glance as the important early houses are easily missed due to the Glenhuntly rd commercial zone and the Elements Apartments. Stepping away from the Glenhuntly Rd commercial zone the neighbourhood character is defined by many intact Victorian and Edwardian era dwellings that are consistent in building form, scale, materials, setbacks and established gardens.

Evidence of the cultural and historical importance of the area is found in a number of larger buildings which surround the street. These include the original site of St Clements Church (1886), The Third Church of Christ the Scientist (1931, Heritage Listed), St Clements Church (1915) , Elsternwick Hotel (1854), and Ripponlea Estate (1868).

The McCombie Street properties are highly consistent in terms of their scale, form and siting, with most buildings presenting a single storey height to the street, regular front and side setbacks and pitched roofs. Three homes are Victorian properties that were originally named "Fairlie", "Edzell" and "Corralynn" (MMBW amp of 1899 and 1874 AE Lillie Estate Agents) . The majority of the remaining homes are Edwardian of various styles which retain original features. Because this area is small and the turnover of properties has been infrequent all properties maintain their original features.

Despite not being included in the 1996 Glen Era heritage assessment McCombie street displays attributes consistent with significant neighbourhood character equal to streets included in Heritage Overlays to the east of the railway line.

A detailed neighbourhood character and heritage survey should be conducted in the area proposed as an Urban Renewal Zone.

The residential homes and neighbourhood character provide open space residential corridors between high density apartments in Glenhuntly Rd and Gordon Street.

Examples of architectural style of properties situated in McCombie Street. The street contains a mix of intact Victorian and Edwardian homes.

The street is located between the highest populated areas in Elsternwick and has significant neighbourhood character.

The street acts as an open space residential corridor between high density living apartments in Glenhuntly Rd and Gordon Street allowing pedestrian and bike access to Elwood/Elsternwick Park/Ripponlea Village and Estate.



10TH CAULFIELD SCOUT HALL (1959) - SIGNIFICANT COMMUNITY VALUE

Located in Millar Street Elsternwick

The 10th Caulfield first started in 1952 catering to the Jewish youth of the local community. The current building was formally opened on November 1st 1959 by Rabbi Danglow and various government and Scouting dignitaries. It is a site of enormous community value in an area which is deprived of open space.

Architecturally the 1959 facade and building with its unique "A" frame entrance is one of the most unique features of modernistic architecture in Elsternwick and is of significant heritage value.

The current concept plan should encourage the protection of this building both for the value it adds to the Elsternwick community and for its unique architecture. It should not be included in the Urban Renewal Growth Zone.



TRAFFIC CONDITIONS

The area has small convoluted restricted roads which have been established for road safety reasons which are suited to small residential traffic flows.

These narrow roads are ideally suited as corridors between high density apartment blocks situated on Glenhuntly Rd and Gordon Street for pedestrian and bike traffic.

The area does not have access to Nepean Highway.

Unlike the Urban Renewal Zone proposed to the south of Glenhuntly Rd along Horne Street there is no access from this area to Nepean Highway.

Current exit points to Glenhuntly Rd via Ripon Grove and McCombie Street are currently at the threshold for causing major traffic congestion and/or disruption. This will be further

exacerbated with approval of the planning application for the 15 story apartment building between 233-247 Glenhuntly Rd which will have vehicle access via Ripon Grove.

It is unreasonable to suggest that all occupants of high density living will not possess nor use a car as a mean of transportation even if they live near a station. The area along Ripon Grove and McCombie Street therefore does not support the building height changes proposed in the Urban Renewal Zone for this area in the Elsternwick Concept Plan.

Amendments to the current traffic conditions without expositing current or future residents, pedestrians and vehicle traffic to an increased risk of injury, road traffic accident or catastrophic event is not possible without exposing Glen Eira City Council to legal liability as the responsible party for creating the conditions for such events.

END

SUBMISSION ELEVEN

From: [REDACTED]
Sent: Thursday, 31 August 2017 11:19 PM
To: Cr. Mary Delahunty
Subject: Elsternwick Concept Plan Proposal

Dear Mayor Delahunty,

I write in relation to the Elsternwick Concept Plan proposal.

First, I am disappointed that the details of this plan to rezone my property were buried in a open letter to comment on the Elsternwick Shopping Precinct in the first instance.

Second, I am concerned that the heritage character of the housing in my street [REDACTED] [REDACTED] has not been considered in the proposed re-zoning of my street from Residential 1 to Urban Renewal Development. My house and those adjacent and directly opposite were built in 1888. I strongly believe this area of the west side of [REDACTED] with its uninterrupted row of 8 Victorian weatherboard houses of aesthetic character on the which are well maintained and of significant heritage value should be part of the Heritage Zone.

There has been little real estate action in this street in the 25 years I have lived here. Most neighbours have been here at least as long as myself - some upwards of 40 years. I am concerned with increased traffic volumes and congestion, overlooking, overshadowing. Increase in population with reduced open space and lack of community feel to an area that is a tight knit community. The residents of this street have been vocal in the past to various inappropriate developments adjacent to our properties from Pole dancing venue to inappropriate lighting and signage from the car yards. We have worked with council and VCAT in the past against similar inappropriate development

Third, the transition plans are not explicit. As it stands your concept plan has an asterix hovering over my house with the statement "Appropriate transition to be managed within this site" Although I appreciate that this applies to your new proposed Urban Renewal Development Zone, it is unclear how you propose to manage this transition. Your key outcomes appear to have devalued the significance of the residential properties between the railway line and Nepean highway. No single house is of appropriate size for dual occupancy. It is unclear how the amenity of long term ratepayers can be maintained if they choose to remain in their homes.

I think the Garden Apartment Zone is also inappropriate for this area because it relies on the demolition of historic homes (of east Alexandra Ave and Oak Avenue) that add to the character and streetscape of the community.

The density of the housing proposed between the railway line and Nepean Hwy will impact not only on residents in that zone but the amenity of those over the railway line. The proposal of 6-8 story buildings in the current commercial zone would increase Elsternwick's population by approx 20%. This would generate increased traffic volumes and congestion. The current residents of Alexandra and Oak Avenues are currently impacted by inappropriate usage to bluestone lanes being used as thoroughfares. The St James Ave and Ridell Pde are already a congestion nightmare in the mornings.

In addition there is no provision for Primary schooling or kindergarten places for the children in these new residential hubs. There is insufficient green space.

The residential houses in my street individually have too narrow a street frontage to develop anything other than a building type 1 in your proposed Quality Development Plan. The commercial zone directly behind my property (car yards) is perhaps a more appropriate site for Urban Renewal development however 6-8 level stories would severely impact the amenity of current residents. A limit of 4 stories with appropriate set back from existing residential properties would be more appropriate. Urban Renewal hubs would be better suited to the land bordered by Rusden, Horne St, Glenhuntly Rd and Nepean Hwy. In addition much more could be made of the Gardenvale Rd shopping precinct with its close access to Gardenvale Station. Height restrictions in keeping with the Freemason site redevelopment of what appears to be 4 stories would seem appropriate.

I am also deeply concerned about the proposed relocation of the Elsternwick library. It is unclear where such an important community asset is to be re-located. Libraries are so much more important these days with an aging population. They are a place for people to meet and learn ; to stay connected and involved with their communities. They foster interaction between the very young and the elderly. The library is a vital component of the Elsternwick Village feel. Please ensure this asset stays on Council land.

I strongly object to this current Elsternwick Concept Plan Proposal

Your sincerely





SUBMISSION TWELVE – RECEIVED BY PHONE

Feedback from [REDACTED] at [REDACTED]

[REDACTED] said she did not receive a letter informing her about the concept plan re urban development in the car yards

[REDACTED] strongly objects to the possibility of a 6-12 storey development going at the back of her property

There is too much traffic congestion in the area already further development will put a great strain on the area

[REDACTED] is very worried about noise pollution in the surrounding streets

[REDACTED] is intending to turn her back garden into a “peace garden” for the local community – it will be a place of peace and security for isolated women, elderly, refugees etc. Helen does not want a 6-12 storey building looking down on her community garden.

[REDACTED] would like the car yards to be turned into open space as Elsternwick is short of open space

SUBMISSION THIRTEEN

dear [REDACTED]

i hope my response to you is timely, and that you'll be able to add my comment to the mix..

i'm a wheelchair user, and elsternwick station, like so many others, is accessed by a ramp whose gradient is too steep for me to use safely. i have the impression that station ramps appear to have gained some kind of building standard exemption when building new ramps, and have also managed to get away with leaving steep old ramps unchanged. i'm raising this because if elsternwick will be enjoying a renewal, and the station appears to be part of that, that ramp gradient needs to be brought up to date. at present it is too terrifying for me to risk it.

[REDACTED]

SUBMISSION FOURTEEN

Dear Glen Eira,

I am very concerned at the proposal for future plans of Elsternwick for the area of land between the Nepean Highway and the Elsternwick railway, South of Glenhuntly Road. Currently this is a quiet residential area, with historically, very little real estate turnover, due to a happy community of residents. Our property is part a set of 6 Victorian homes in our street [REDACTED] we have improved our property and made a sustainable home. The ramifications of the 'Elsternwick Draft Concept Plans' are alarming for our area, to say the least.

I cannot find any detail on how the (proposed) changes would be enacted - and this is relevant to my attempt at a response to the Draft Plans.

I would welcome any additional information to the information provided in the Glen Eira website.

Sincerely

[REDACTED]

SUBMISSION FIFTEEN

Dear Mayor, Councillors, and Council City Futures Department,

I wish to give feedback on the Elsternwick Draft Concept Plans. My family and I have lived at [REDACTED] for the past twenty four years. The plans as drafted would have a tremendous negative impact on the living environment of the area between the Nepean Highway and the Elsternwick Railway line. Our renovated Victorian c1888 home is in this area.

The points that I would like to emphasize are:

- The residential homes, in Oak Avenue and Alexandra Avenue, create a streetscape of predominantly Victorian and turn of the century homes. Why is this beautiful streetscape not valued as highly as the other areas in Elsternwick that have been classified with current Heritage or Character overlay?
- The draft plans would result in increased traffic and parking issues in these small narrow streets. While residents in the new apartment blocks would probably have reserved parking, visitors to the proposed 3-4 storey or 6-12 storey redevelopments would need to park along the street. This would seriously add to the existing parking congestion.
- There is very little open or green space in the current Draft Plans. This seems to be a serious omission in the planning document.
- The shadow effect of 6-12 storey redevelopments across the road from the existing one level and even the proposed 3-4 level dwellings would create reduced light when compared with the current streetscape.
- The fact that developers will be able, even encouraged, to replace single storey family homes with apartment blocks will inevitably mean the loss of a group of 1880 to turn of the century Victorian homes. Once one home falls the rest will inevitably follow. Who wants to be surrounded by blocks of units? Why would a council wish to destroy beautiful historic homes in its electorate?
- Lastly and importantly, upon discussion this week with representatives of the Council, the representatives expressed surprise that the affected residents only learned, via an anonymous note, of the Elsternwick Draft Concept Plans this week. Of the twenty three residents who attended my home last night to discuss these plans, no-one had been consulted or alerted to the existence of these plans and how they would affect their property. This does not constitute consultation. Were the letters addressed to property owners in an envelope with the Glen Eira logo?
- The Council staff member at the Elsternwick library today stated that these plans would protect out residences, the reality is the exact opposite. It does not take much imagination to realize that it only takes one person to sell to a developer who erects a 6-12 storey property next door or across the road to initiate a cascade of property sales.

Sincerely



SUBMISSION SIXTEEN

24/8/2017

Dear City Futures Department

I attended the library meeting to find out about proposals for Elsternwick. My family has owned [REDACTED] since

1932. We have a residence and shop. At the rear we have an enclosed 3 car garage which directly leads onto the "Orangy Road - off street" car park. This car park is used by shoppers, other traders and is where our recycling and waste bins go on 'bin night'.

510.5/3/15
I am wondering what is going to happen to this car park? As a resident/shop owner we need 24 hour access to the off street car park. We need to be able to leave and enter our property via the 'Keep Clear' which is currently at the rear of our property.

58PT
The council officer was unsure what was going to happen to this car park. Is it to become part of the new community hub?

There are other traders who reside above their properties and who need to be able to safely drive their vehicles out of their properties. Also for waste bins to be able to be removed/emptied on a weekly basis.



What is happening to our car park? Our shoppers also need somewhere to be able to park.

With Thanks

P.S. Also if the car park
near the library is removed
this will disadvantage
many parents from St. Joseph's
school who park there
at school drop off + pick
up time and when mass
is on at St. Joseph's.

Also people who work in the
street park there in the
all day spots - which
are hard to get as there
are only a few of
them.

Please contact me once
you know what is
to happen to our
car park (particularly the
one behind my property)



SUBMISSION SEVENTEEN

Dear [REDACTED]

I have already issued my opinion on "have your say" section of the council's website about proposed draft concept plans. However I am not convinced that we will be heard. So I am writing to you to draw your attention to the subject.

There is nothing wrong about the quality design principles or commercial building types.

The "wrong" here is in the details, in the zoning as a blanket. In other words nominating an area as Urban Renewal Development (6-12 storey height) with no regard to the existing residential properties is not appropriate and will jeopardise all the existing residences quality of life, which is claimed to be the objective within the concept. The area is namely between Riddell Pde and Nepean Hwy - Rusden St and McMillan St. I mention this area specifically, as I am familiar with this area.

It is claimed on the "well designed principles" that to avoid:

- Oversized buildings that unreasonably impact neighbours.
- Large blank walls
- Services located within the street frontage, eg. substation, fire hose reel
- Overshadowing the opposite side of the street and public spaces, including public open space.

These are the controls already in place.

However a recent "Notice of Decision" to a childcare application @ 31 Nepean Hwy Elsternwick is issued with little regard to adjacent townhouses comments. Residents have suggested provision of vertical landscaping on the blank wall facing the townhouses and to see a landscaping plan; they have suggested a green / landscaped roof instead of a large expanse of metal roof sheeting; they have advised the applicant to work around the existing mature gum tree, which is housing a large amount of bird life and providing lushness and green separation between the buildings. Instead the conditions asks for relocation and retention of a couple of palm trees with no benefit to the environment.

Nothing prevented a permit to be issued despite the lack of landscaping plan and external finishes of the building. I suspect that the council has already decided to go ahead with the new zoning; that had a bearing on the decision.

What assurances do we have that this won't happen again with even higher buildings are nominated under this scheme? What are the Council's expectations specifically of this area? I hope that Glen Eira Council reviews what is being said and reconsiders the details of the new scheme.

I am all for progress, but it should be done with flare; with regard to the environment and with regard to the people...

Kind Regards



SUBMISSION EIGHTEEN

To the City Future's Department, (Re: ELsternwick
future Development)

I have tried several times to log on to your "Have your Say" at www.gleneira.vic.gov.au, but have been unsuccessful (after enrolling) to write to you. I have therefore decided to put my views to you, in writing. I am a trader in the street (over 35 years), and are now very concerned about your plans for the street.

① I generally support the types/scale except for the increases of up to 4 storeys for "community benefit". I believe that this would be far too high, especially towards the Coles Supermarket area. There may be suitable sites along Brighton Rd/ Nepean Highway, but only where no residential area is affected.

② public parking must remain spread throughout the strip, as it is currently. How can you even consider parking at one point, to service the entire strip? As it is, customers complain about lack of parking (you have already taken some spots away for bicycle parking). Customers come for brief visits to the centre, they want convenience!!

③ Many people with a disability, including older people, need good access to parking.

④ There is a fear that you are considering "clearway" to Glenhuntly Rd Elsternwick at peak times

We were traders in Bridge Rd Richmond for over 20 years. Look at the disaster that fell on the traders re: Clearways etc. Approx 40% of all traders (some being long term tenants) have moved out. The strip is like a ghost town.

- ⑤ Car parking behind the shops is vital to the success of traders, and local jobs.

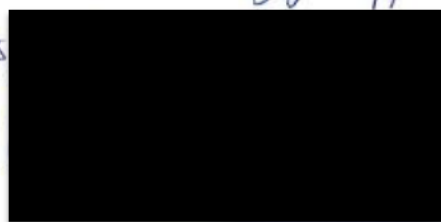
The retention of the laneways behind shops on both north and south sides, is necessary for deliveries to take place, and must be wide enough for trucks and vans to go through. Without being able to manage deliveries, would be the end of the shopping centre.

- ⑥ Any closure of Staniland Grove would not allow trucks to exit the laneway in a one-way manner. Are trucks meant to reverse out? In my opinion a ridiculous idea!
- ⑦ Business is tough enough already, with less people coming to the strip.

We should create more parking, easier access etc.

I will be attending the meetings, to hear your thoughts, and strongly oppose parking restrictions.

Regards



(Re: Elsternwick Development)

SUBMISSION NINETEEN

Hi [REDACTED]

I had this on my to do list for some time and I now see I have missed the deadline.. If it is at all possible for my comments to be included / considered, they are below:

- It is great to see the heritage element being considered. The developments to date are an eye sore and do not fit with the surrounding area at all.
- The amount of development is exceeding Glenhuntly rd's capacity regarding traffic and parking... Elsternwick used to be nice now it is just too busy! I live right on glenhunty rd and I shop and organise catch up's at cafe's elsewhere as it is too difficult for visitors...

Regards

[REDACTED]

SUBMISSION TWENTY

To the Council's City Futures Department,

I am writing to express my deep concern regarding the Elsternwick Draft Concept Plans.

I am particularly concerned about the proposed increase in maximum building heights up to a staggering 12 storeys in the area between Nepean Highway and the railway line.

In line with community feed-back the Draft Concept Plans rightly seek to protect and maintain Elsternwick's pristine **heritage character** while trying to accommodate a growing population. However, I believe that the Plan's blanket approach of only aiming to protect certain areas with existing heritage and neighbourhood character overlays, while concentrating major development with increased building heights within the so called "Urban Renewal Precinct", will instead ultimately lead to a substantial loss of Elsternwick's unique character and to the development of an unsightly ghetto at the entrance to Elsternwick.

While the current areas of heritage overlay certainly contain houses of significant heritage character which warrant and deserve protecting, there also are interspersed plots with buildings of no heritage value, which could be maintained at the existing four storey maximum height limit. At the same time, there are numerous areas of considerable heritage and character outside the currently existing heritage overlay areas which would be a substantial loss to Elsternwick if not protected. For example, there are numerous pockets of significant heritage and character in the proposed growth area between Nepean Highway and the railway line.

I would like to particularly draw your attention to the triangle between Hotham Street, Ripon Grove and Glenhuntly Road. This area contains several buildings of significant heritage and community benefit. Firstly, St Clements Church on the corner of Glenhuntly Road and Nepean Highway (see figure 1). This is the first church of Elsternwick, built between 1886 and 1915, with a number of architectural features funded by relatives of servicemen who died in World War I, and therefore is not only a place of considerable architectural but also community heritage. Secondly, the Scout Hall located in Miller Street (see figure 1); with its distinctive "A" frame, a unique example of modernist architecture, this hall is home to the well-attended 10th Caulfield Scout Group which has been catering to Jewish youth of the local community since 1952. In addition to these buildings of significance, there are nice pockets of residential housing with substantial heritage and neighbourhood character in this triangle. For example, McCombie Street is a street of fine neighbourhood character and home to some lovely examples of Edwardian and Victorian houses. In a bid to help protect Elsternwick's heritage for future generations, I believe the Draft Concept Plan should encourage protection of the buildings and neighbourhoods within the triangle between Hotham Street, Ripon Grove and Glenhuntly Road.

In addition, I have grave concerns about the increased pressure this resulting corridor of high density population will have on the already congested traffic around this area, likely resulting in a significant negative impact on **road safety**.

Again, I would like to draw your attention to the triangle between Hotham Street, Ripon Grove and Glenhuntly Road. The intersections of bordering Hotham Rd, Nepean Highway and Glenhuntly Road are already heavily congested, particularly during peak hour. Acknowledging the risk of through traffic often at high speeds, and trying to help increase road safety, traffic flow has been heavily restricted within this triangle (see figure 1); intersections between Ripon Grove and Hotham

Rd, and Miller Street and McCombie Street have been closed off; traffic on McCombie St coming from Glen Huntly Rd is not allowed to go beyond (the closed off) intersection with) Miller Street; and traffic on Davis St coming from Glen Huntly Rd via Ripon Grove can only turn left into McCombie St while traffic from Hotham Street via Davis St cannot enter McCombie Street and only turn left onto Ripon Grove (see figure 1).

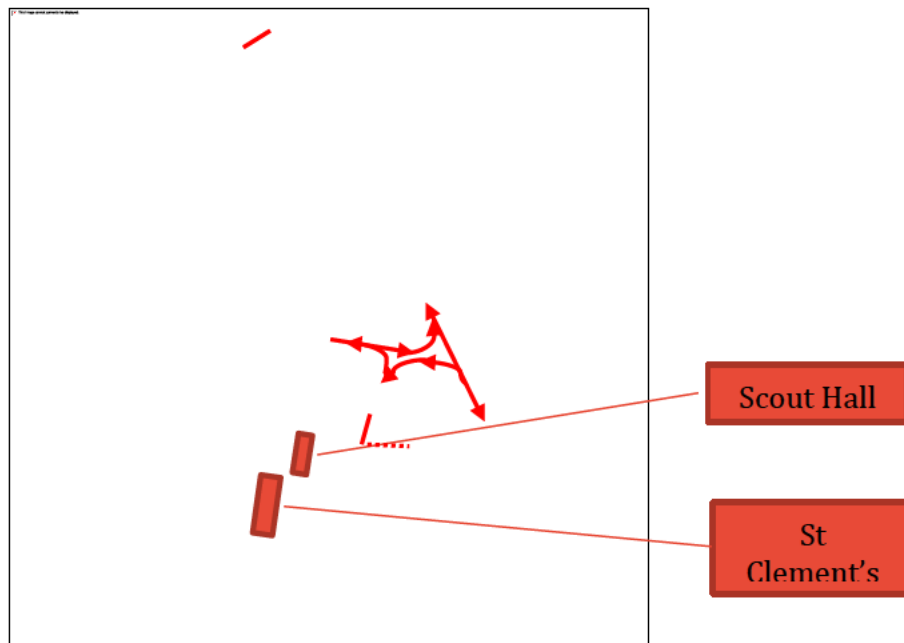


Figure 1: Triangle between Hotham St, Ripon Grove and Glen Huntly Rd

With the recent introduction of the 11-storey building at the corner of McCombie St and Glen Huntly Rd, traffic has already significantly increased at the intersection of McCombie Street and Glenhantly Road. The addition of the planned 15-storey building with multi-level car park (Glen Eira Planning Application reference: GE/PP-30917/2017) between 233-247 Glen Huntly Rd with rear access to Ripon Grove, will no doubt bring additional pressures to the intersection of Ripon Grove and Glen Huntly Rd. In summary, with the addition of these two major developments the current road infrastructure leading in and out of this triangle is already stretched beyond its limits, and I cannot imagine how it would cope with adding numerous, additional major developments of up to 12-storey buildings to this situation.

In summary, I urge the Council to reconsider these Draft Plans, taking into consideration heritage and neighbourhood character, both within and outside the current overlay areas. This will not only help protect pockets of substantial heritage and neighbourhood value outside the overlay areas, but these same pockets will in turn help decompress the burden of the proposed high density population areas on the existing infrastructure, and limit the negative impact on aesthetics and road safety. Maintaining the existing building height of four storeys for plots with buildings of no heritage value within the overlay areas would help take the pressure off the Residential Growth Zones and enable the protection of the above-mentioned pockets of heritage and neighbourhood within these growth zones.

Yours sincerely,

[Redacted Signature]

SUBMISSION TWENTY ONE

Elsternwick Draft concept Plans
Stage 5

03 Sep 2017

Dear Sir/Madam,

I have read through the draft plan for the redevelopment of the Elsternwick precinct. As a resident of one of the heritage properties on [REDACTED] I felt it important to highlight the importance of regard to the following points in planning for **any proposed redevelopment including**;

- The preservation of heritage properties be a priority;
- The visual impact of any proposed development be considered with regard to the significance, character and appearance of the heritage area
- We completely support to the proposed re-zoning plans of the area as shown in the "Buildings Transition Plan"
- Any re-development of the car park at Stanley St & Orrong Rd **MUST** have a height limit so that the transition to the Heritage and neighbourhood character properties to its immediate south and east are not impacted with inappropriate developments that visually conflict with the heritage character of the area
- The improvement to the street appeal of the area

With these points in mind in planning for further development I think the council should consider the following:

As proposed, remove the conflicting zoning on Heritage listed properties to avoid the future development of 3 & 4 story apartments such as has occurred at 45 Orrong Rd.

If an increase in parking is required*, carefully consider a plan that could provide adequate parking as well as greenspace and a sympathetic transition to the residential area. This could be achieved by:

- Providing underground parking in the large existing carpark on the corner of Stanley street and Orrong Rd;
- If above ground parking is required, frame the carpark and soften its impact with adequate green space to ensure a sympathetic and appropriate transition to surrounding heritage properties as well as provide an open green space for local residents, shoppers and retails workers to enjoy. This could be achieved by the relocation of the library with greenspace allocated to a portion of the ground floor and roof top of such a development. It would be critical that any heightened car park could **NOT** been seen from the south or east vantage points
- Better utilise the parking further along Stanley Street, behind what is already a multi storey development and **very close to the train station**.

*I would also like to see some evidence of a requirement to provide a significant increase in additional car parking. As a resident very close to the carpark on Stanley Street, I can assure you this carpark is **NEVER** at capacity. The two areas within the Elsternwick precinct that have significant parking shortage are:

- the cinema and train station area; and

- The Coles supermarket to the north of Glenhuntly Rd

My understanding is the redevelopment of the Coles site will already provide a significant increase in parking.

The increase of parking in the large carpark on the Stanley Street and Orrong Rd corner will not in my view ease the parking problem for the train station/ cinema area. It is simply too far away to have any practical impact. I do think an increase in parking capacity further along Stanley St at the rear of the multi-story development on Ridell Parade would achieve this.

With regard to the proposal to 'block off' part of Carre Street. I would like to see some metrics with regard to the impact this would have on surrounding intersections. The Orrong/Glenhuntly intersection already causes confusion with both motorists and pedestrians. I fear the removal of the Carre Street access would put increased pressure on this already busy intersection navigating both Bus and Trains, a confusing set of lights and a large and increasing number of pedestrians.

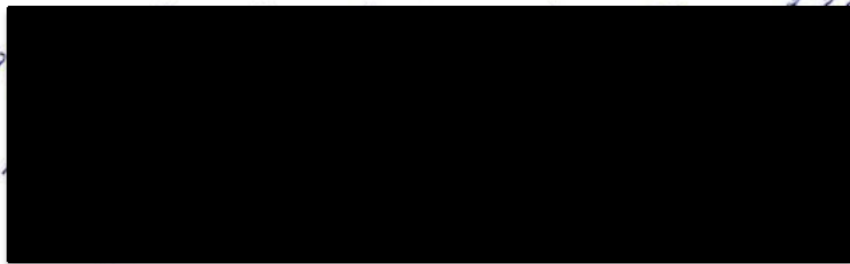
I look forward to making further contributions to these important initiatives involving council and the residents.



SUBMISSION TWENTY TWO

1.

Meeting
of



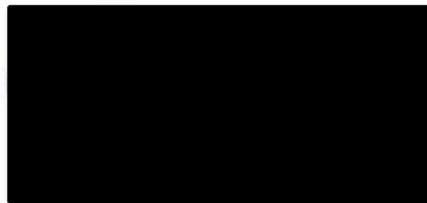
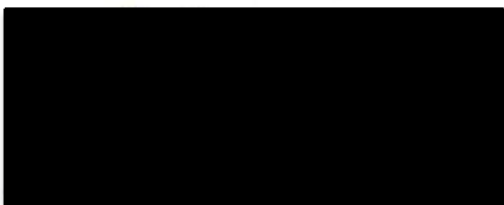
29/8/17

Main Concern:

- Live directly opposite the proposed strategic site (Woodworks).
- Lack of transition between the Heritage area on north side of Sinclair St & the south site (ABC site). (2 stories on north side & 6-8 on south side). Prefer a podium of 2 stories facing Sinclair St with street setback in line with neighbouring houses.
- No mention of Sinclair St as being vulnerable in terms of impact on Heritage area from higher developments to the south.
- Agree/encourage the closure of Selwyn St as a pedestrian precinct.
- Prefer to see speed humps in Sinclair St near School.

2.

- Concern with intersection of Regent & Sandhara St - There should be a roundabout.
- Concern with parking in the area. Should limit times from 4 Hrs to 2 Hrs (in Sinclair & Selwyn St) & "police" + other restrictions.
- Happy with proposal for "Urban renewal development" area to ~~see~~ occur along Nepean Hwy. (west side of railway) with protection of character on east side of railway.



SUBMISSION TWENTY THREE

Dear Councillors,

I am writing regarding the proposed 'Urban Renewal Project' which is to affect my neighbourhood in Elsternwick.

My partner and I have only moved into Elsternwick this month and chose this suburb because of it's tranquil and neighbourly atmosphere. These 12-storey apartments will look over my new garden, as well as my lovely new neighbours'. We are all extremely worried.

Glen Eira area, Elsternwick included, already suffers from a lack of open space per person. It is a wasted and shameful choice to build up to 12-storey apartments in a quiet and friendly area currently housing families in a Neighbourhood Residential Zone. This will no doubt ruin the 'village feel' of our beautiful neighbourhood, and our affected street [REDACTED] Elsternwick) are worried that they will lose their cherished lifestyles.

The construction time would cause disarray in our quiet, one-way streets and the broader area.

There is no foresight in increasing the number of residents in an already overcrowded Glen Eira city area. It would purely be an act of ignorance and greed.

I would recommend using the space available for parkland to relieve our busy community, as well as the potential for parking areas and simple shopfronts.

Regards,

[REDACTED]

SUBMISSION TWENTY FOUR

Hi [REDACTED]

Thank you for your recent letter dated 27 July 2017 regarding the Elsternwick Draft Concept Plans, it is great to see that the Glen Eira Council is planning to invest in the area. Unfortunately I am unable to make the community forum event this evening as I've got a prior commitment that I can't get out of.

I am the property owner of [REDACTED] I have taken the time to review the draft concept plans, and whilst I agree with some of your infrastructure proposals through the Glenhuntly Road area, I am very concerned with the proposal to increase the height restrictions on and around Ross Street in particular. Ross Street is a quiet residential cul-de-sac street with a number of townhouses (including my own, I've attached a picture) which showcase Elsternwick's charm and character. This would be destroyed if large multistory buildings surrounded and took over from these properties. In fact, the existing height conditions for the area are already very generous.

I ask that you reconsider these height plans, for [REDACTED] in particular, as I'm sure I speak on behalf of a number of residents that this would not be a good move for the area. I'm happy to discuss further with you, my contact details are below.



Regards,

[REDACTED]

[REDACTED]

[REDACTED]

SUBMISSION TWENTY FIVE

Dear Sir/ Madam

We received a newsletter(dated 26/08/2017),which was dropped off in our letterbox, a few days ago, from a "St James Parade Resident". This stated that we had until Sunday 03/09/2017 to find out about and give feedback regarding the Council Vision for the Nepean Highway car yard sites.

We feel this time frame for us is very poor. However we were able to speak to a Council Officer today at the Elsternwick Library. She tried her best to assist us with information on the matter, but was surrounded by many residents at the time. Despite her assistance, we still feel this process has been rushed. Nevertheless we would like to comment as follows as probably affected house owners and residents.

Since Bayside Council restricted parking on their local roads near Gardenvale Station, the Elsternwick side of Nepean Highway has become a carpark. As it is, it is not unusual for us to be unable to park in [REDACTED] where we live, let alone outside own house

Hence we consider that a 6-12 level apartment is far too big and quite unacceptable: The area should include a significant amount of **public open space** to address the current shortage within the local area

: The adjacent and local residential areas should not be impacted upon by **increased traffic along residential streets**

: The adjacent and local residential areas should not be impacted upon by **overlooking or shadowing**

With the proposed increase in Elsternwick's population, our local streets will be **even more congested and have increased traffic volumes.**

In our view, rather than as apartments, particularly of over 3-level, constructive use of the land would be a low-lying 2-3 storey car park surrounded by green space – indigenous shrubs and trees. We hope that the Council will take up this green and uncongested option.

Yours sincerely

[REDACTED]

SUBMISSION TWENTY SIX

Dear [REDACTED]

As a resident of [REDACTED] Elsternwick I was recently made aware that council is proposing to rezone the area west of rail line from Horne to St James Parade, Nepean and Rail Line as Urban Renewal Developments (up to 12 levels) and or Garden Apartments (4 levels).

I wish to express my concern for lack of consultation from council to notify residents in the west of rail line percent

(as council calls it) of this proposal/concept.

It is not good enough that a basic brochure that could be mistaken for junk mail was posted (without an envelope) to residents and

we need to know why the correspondence was not conveyed immediately to all affected residences by regular mail and individually addressed?

We have only received notification and advised that we have 3 days to provide feedback. Is it possible to be granted more time to provide feedback?

The council has been sneaky in their approach to this, knowing that if residents are not aware it will get through.

We are up to stage 5 of the proposal, yet most of the residents have not been consulted with any details at any of the 5 stages or aware of the overall proposal from 1-8.

As our Camden ward councillor and mayor - can you please explain why they feel the west side of rail line is appropriate for large scale development? I

This side of rail line should receive as much concern about heritage, respect as this area is recognised as part of the first development in Elsternwick.

The area between Alexandra Ave and Oak Ave is a unique cul de sac with many homes that date back from 1870 (Oak Ave) and 12 block fronted homes built in 1900. This area has 3 developments only that are out of heritage, built in 70's when planning/heritage was not appreciated. There are also many cal bungalow style homes in street. It is also a residential area with few real estate sales, which shows the integrity of the residents and how much they enjoy living in this area.

Sherbrooke ave is also a lovely cul de sac with all homes being from same period.

I object to councils flippant comments about the west of rail line - in the Elsternwick Background Report - see page 12.

I urge councillors, town planning officers, to take a walk down this area asap and view this treasured area that has a lot of heritage style homes that need preserving, cul de sac environments and that we are also a very unique part of the Elsternwick residential framework that should not be dismissed because we are not on the right side of the rail line.

Regards
[REDACTED]

SUBMISSION TWENTY SEVEN

Dear [REDACTED]

I have read the draft concept plans and have a specific concern. The street in which I live, [REDACTED] is in the "buffer zone" behind the car sales yard.

I wonder why this area is part of the urban renewal area rather than the heritage/character housing status as the majority of the street consists of original Victoria era homes.

According to the Heritage Management plan adopted by the council in 1996, houses of significance are those built in the nineteenth and early twentieth century and in particular those built during the late nineteenth century housing boom. The houses in Alexandra ave and Oak ave satisfy these criteria, as far as those directly across the railway line do.

Due to the aesthetic, architectural and socio-cultural significance of these houses, they should be included in the heritage/character housing area and have the height restrictions accordingly.

I have emailed you directly as my local representation rather than filling in the feedback form as in the case that this area has been neglected in heritage listing efforts and was therefore not considered in the housing/character section of this draft concept plan, I would like your assistance in gaining this area heritage listing with the Heritage Council of Victoria.

It is very important to myself and the other residents of the street, in particular those in the original Victorian homes that the area not be overshadowed by buildings over four stories.

Thank you for considering my concerns,
Kind Regards,
[REDACTED]

SUBMISSION TWENTY EIGHT

Good morning [REDACTED]

Thank you for the email.

I have been speaking with neighbours yesterday as many /most of them had no idea of the proposed plans unfortunately and quite upset with it all.

If we wanted to live in high density areas, we certainly wouldn't have bought in Elsternwick!!!!

We joked that it would be better for us to sell up and pay less rates in Glenhuntly if we are going to look the same??

My sister and neighbours have been in street for over 20 years.... I have been in street for 12 and have 2 properties here and now encouraging my parents to move to the street also so we can be there for eachother.

This little pocket of Elsternwick is quite different in its demographic but we are a tight unit and we actually know and talk to our neighbours.

Over the last 10 years, Elsternwick has certainly lost its village/community appeal with shops looking so neglected, let alone the caliber of shops in the strip.

Gone are baby shops and lingerie shops and shops for teens , all 3 make up a huge part of what is needed in area.

Most shop fronts are shocking with broken steps and narrow doorways that do not allow for prams , frames or wheelchairs!

The rent is ridiculous and the amount of tenants that come and go shows something needs to be done.

I recall the lovely Tin Pan Alley store and Kids things and the lingerie store that serviced young and old....they were community shops that had regulars.

We now have nail shops, massage, junk shops and why on earth do we have 2 Tobacco shops???

It is looking like a derelict area with derelict visitors.
There are no shops to attract anyone to come here .

With all this development, it is starting to look so cheap.

The park near the station was a disaster and the play equipment embarrassing! They actually spent money to do this, take out beautiful shady trees for all people to sit under during hot sunny days, plastic seating that heats up and looks cheap.
Paving and walk ways that are constantly breaking or under repair????

We went to a lovely little park in William st Balaclava that has been updated so well and looks amazing for a small pocket of land. Its enclosed and safe and actually looks nice.

Am not sure why this was done as the park was fine before. Yes it was old and maybe a few things needed repair but it didn't need a revamp of this magnitude to lose all shade etc.

Anyway- I have digressed am sorry.

A huge plus is our cinema thankfully!!!!!! Plus Vodka bar. A few saving graces holding the fort!

I have pleaded on a few occasions to have speed humps or traffic diverted down Rusden St from Horne St but to no avail.

I have

[REDACTED]

And

[REDACTED]

Cars come speeding down Mcmillan St, cutting through to Nepean Hwy.

It's a daily struggle to slow down to drive into my driveway as we get tooted at, screamed at and mostly nearly hit!

There is a child care centre in the street plus as I understand, a new one opening near McDonalds down road from us.

PLEASE, how will the traffic of all this develop flow????

What are you going to do to allow for all this new traffic.

I believe it could 5000 new residents in the car yard area alone- RIDICULOUS GREED.

I totally understand it is valuable land and could be used better.

High rise is absolutely unnecessary.

Sure, maybe townhouses, village style BUT we want to see how services and traffic will be affected. Can our area, roads even take this surge and weight.

I DO NOT WANT MORE TRAFFIC FLOW!!!! It is bad enough as it is and I am definitely regretting buying this house due to traffic and noise already but am next door to my sister so we can support eachother.

I look at all the empty shops everywhere and how ugly a lot of the new buildings are and have it has impacted on a once very quaint lovely suburb that is now close to being in ruins due to greed.

Happy to have our rates reduced if we are to continue to live in an overdeveloped area.

I do not want towers next to my family home looking into my small garden , dropping rubbish, bottles over balconies, cigarette butts etc.

The noise is bad enough here as it is now with cars speeding down McMillan and Nepean Hwy.

There really needs to be more service road openings to get back onto Nepean Hwy so we do not become a thorough fare.

This is a residential pocket, just like the other side of railway. Why are we not being protected and looked after???

Sure, build 2 stories above the shops--- HOW MANY PEOPLE DO WE NEED TO PUT HERE??

There are so many empty apartments and shops everywhere.

I certainly hope some of our beautiful buildings along Glenhuntly Rd will be looked after.

Sometimes when we are walking in mornings, we look above in awe of the grandness and styles of some of the old shops. Oh how lovely if they were restored and looked after and the style embraced.

Yes, we need bigger better library and parks with trees that blend the environment. Not steel and plastic. Places to be shielded from extreme weather where locals can sit and meet and chat.

We have so many elderly in area and many young families that roam the street and enjoy chatting with other locals- who may be on their own and lonely.

Our strip has always been a comfort to many in that way who are either stuck inside with young children or aged and alone.

This area used to nurture that demographic.

It was a good family area but now it has changed.

I go to Bentleigh or Ripponlea for shops and cafes and to admire the streetscape. We should be holding onto the history and architecture of the area and keeping its class.

There are so many things wrong with even contemplating anything above 4 storeys.....That horrible Ship building near Nepean Hwy was the beginning of the end for Elsternwick.

We don't even have a decent supermarket to service this area, its embarrassing!

I would rather have the car wash next door than an 8 storey block of dog boxes to house am certainly not a snob by any means!!!!

We love our Bronx of Elsternwick and we are very down to earth bunch here and not unreasonable but there are so many aspects to this and high rise buildings do not belong here-shame on anyone that even allows the concept.

Have some respect for the area and the prices we are paying to live here!!!! I just renovated and we work very hard to provide a safe home for the family and be close to amenities.

We would've bought in the city if we wanted high rise.

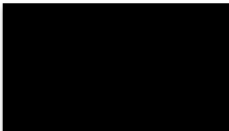
We know development is going to happen but it really needs to be thought out and we need to know our way of living, our privacy, our safety is going to be enhanced- NOT compromised.

I couldn't see anything in the plans about traffic conditions- A HUGE issue for me in this street and this pocket of Nepean Hwy.

Thank you for letting us rant and put forward our thoughts. I know you have a difficult job to do but we have to be vocal. This is our home, our community.

Have a wonderful day.

Cheers



SUBMISSION TWENTY NINE

Stage 5 – Elsternwick Concept Plans

I have made the point above that developments need to protect the absolutely critical element of Elsternwick, namely that it has a significant and extremely attractive heritage component. Once damaged, the heritage cannot be recreated. In this regard, the four storey proposal for shop top developments is too much.

The area for development is certainly west of the railway line for the reasons given above.

The opinion of residents should be given great weight, greater than traders and developers. Residents are in Elsternwick for the long haul. They send their children to local schools. They walk up and down the streets. They negotiate drivers speeding on local roads. They bring a balanced perspective, partly because they have put down their roots here. Traders do not make their lives here. Their interest is in making money, not that there is anything wrong with that, but it skews their views. They seem to think that paying a small levy means that they own the car parks! And parking is almost the only thing they talk about. As for developers, they seek to develop a property to within an inch of its life, regardless of how it looks. We have a few quite remarkably ugly examples here in Elsternwick unfortunately. No more please!

The safety of children attending local schools, and their parents dropping them off and collecting them, needs to receive a bit more attention in my opinion. Sholem Aleichem, St Joseph's and Adass Israel are the ones in my mind.

I also suggest to you that the movement of trams needs to be explicitly in your thinking. I don't remember seeing this discussed in the documents so far.

I think the idea of more green space in Elsternwick is good.

I realise that traffic and parking is for further consultation so I will not talk about that now.

SUBMISSION THIRTY

1-9-2017

2

Have your say

Tell us what you think of the Elsternwick Concept Plans

Tell us what you think of the transformation concepts

Height of development is worrying
Any affordable housing included in this "proposed"
development?

Do you have any other feedback on the draft concept plans?

Traveller that would travel south down service road, turn
left onto ST. JAMES PARADE, pass GAYNEH JEWELL College
(nightmare at drop off + pick-up times), Brentanni Avenue
then continue up Riddell Parade to Glenhewley Road.
It is already a bottleneck

Tell us what you think of the building transition plans

Transport, parking and movement plans will be incorporated into the next stage of
developing a structure plan. What do you think should be considered? THIS INFO SHOULD
BE PROVIDED UP FRONT!

How many off-street parking per dwelling needs to be
provided by developers. Does the off-street parking
required per dwelling increase with size of dwelling
(eg. 3 bedrooms / 3 off-street parking spaces provided)

If you would like to receive updates about Elsternwick please leave your email address below

Consultation closes Sunday 3 September.

NOT ENOUGH TIME

For further information, visit www.gleneira.vic.gov.au/elsternwick
or contact Council's City Futures Department on 9524 3333.

Blonard, Lucy, Elster Avenue, Duffy are already
being used for parking during working hours so people
can use the Gardenvale Station as their transport
starting point. These roads are not that wide!

SUBMISSION THIRTY ONE

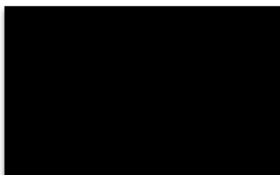
Dear 

I write to you as mayor of Glen Eira and as my ward councillor to express my strongest objection to the council's proposal to change zoning to allow 12-storey developments in a neighbourhood where till now two and four storeys have been the rule.

More than this, I am extremely disappointed that the council you lead did not properly advertise this, that it disguised your proposals in a disingenuous 'tell us what you think about Elsternwick' mock-consultation with residents. You should be ashamed of yourself. This is deceitful behaviour and someone on the council should have alerted you (if you did not know) that this was going on.

I will be alerting the press and hope a public storm erupts over this craven courting of developers in place of the interests of residents.

Yours,



SUBMISSION THIRTY TWO

From: [REDACTED]
Sent: Friday, 1 September 2017 11:19 AM
To: Glen Eira City Futures
Subject: Elsternwick Draft Concept Plans

Hi,

Attached are two documents detailing the background to these plan as I see it and how specifically it affects my property at [REDACTED]

To say the very least I am violently opposed to these plans and consider them a new jerk response to residents complaints about past and future development.

I expect to make additions to these documents and have a meeting with the mayor at 5.00pm next Tuesday however I wanted to make sure that something was lodged before the September 3rd deadline.

My neighbour at [REDACTED] was only made aware of these plans by myself yesterday - he will be lodging comments himself, however probably after the September 3rd deadline.

Regards. [REDACTED]

SUBMISSION THIRTY THREE

A few years ago under pressure from the State Government Glen Eira Council , as did all the local councils, came up with a planning design to allow more dense development in key areas to allow for future expected population growth.

The zones decided, descending in height and density allowed were the Residential Growth Zone (RGZ), General Residential Zone (GRZ) and Neighbourhood Residential Zone (NRZ).

The RGZ were predominantly in areas close to public transport, main roads, shopping centres and other amenities, GRZ on lesser main roads or where not as well serviced by the other main drivers and the rest was defined as NRZ. This of course precludes some of the buildings on the main roads themselves which are Commercial or Mixed Use zones.

The Elsternwick Draft Concept Plans, currently up for discussion, creates new building types descending in height and I assume density of Garden apartment, Terrace townhouse / apartment, Terrace townhouse, Side-by-side townhouse and Heritage/character housing.

It also puts a large slice of the less fashionable Elsternwick properties between Horne Street and it's extensions to Nepean Highway into Urban renewal development as a Commercial/mixed area allowing development of 6-8 stories and if providing community benefit to between 8 and 12 stories. This area is close to transport, however not as much as parts of the current growth zone, close to a main road but not the sort of main road that lends itself to community interests, however it is a long way from the shopping centre and the major amenities of Elsternwick.

The Elsternwick Draft Concept Plans are not well known of by the residents. I would be surprised if a quarter of the residents in Elsternwick have any idea of these dramatic changes. My sole next door neighbour had no idea until I passed on the bad news to him yesterday when he came back from holidays – he is now in a state of shock but will be voicing his opinion in the near future.

The Concept plan community forum was also not well known of – I found out about it by accident looking for something else connected to the council and in chasing that up was told of it by an Elsternwick library staff member.

The meeting itself was misleading – the Building Transitions Plan was glossed over with the emphasis placed on the new commercial zones between Horne Street and its' extension and Nepean Highway – I thought from the meeting that there was little change to the current RGZ, GRZ and NRZ zones – this opinion was echoed by a member of the council I spoke to later on. Nearly all of the questions from the floor were from Elsternwick traders and not relating to the Building Transitions Plan.

It wasn't until Thursday afternoon when I spoke to the council representative at the Elsternwick library and received a copy of the documentation that I realised the truly drastic changes recommended in the Elsternwick Draft Concept Plans. Even the advertising

at the Elsternwick library is misleading stating 'Let us plan for the future of Elsternwick shopping strip'.

If this Elsternwick Draft Concept Plan is enacted and as I expect doesn't achieve the expected planning results are we going to have another Draft Concept plan in two or three years time. Don't you think that us residents have the right to forward plan.

All the feedback I have had, both from the public and council staff is that this Plan has not been at all well received by the residents

I am extremely surprised that the Elsternwick Draft Concept Plans fit within the Rescode parameters.

My property is located at [REDACTED] on the corner of [REDACTED]
My property is currently in the Growth Zone, in fact a very senior councillor stated that my property is in the Super Growth Zone.

To the east of my property is the four storey residential building which is known as the Renown Apartments. After the lane is the four storey development at 1-3 Carre Street with three restaurants on the ground floor. The last building on the corner of Stanley Street at 5 Carre Street will be developed to 4 stories once the 84 year old current owner passes away – his son is a developer. Behind this is a huge car park which no doubt will be developed in the future.

To my north is a 3 storey block of flats built in the 1960s I believe.

To my west are 4 other properties followed by a car park and an 8 storey development on the corner of Stanley Street and Riddell Parade. To the north of this 8 storey building up to the laneway is a site approved for an 11 storey development which is beginning soon.

To my north after the laneway behind my property, are a 2 storey commercial development which also contains a café in Carre Street and next to that a 3 storey commercial development.

Another significant 4 storey development close handy is at 45 Orrong Road (corner of Stanley Street and opposite the eastern car park) which is to begin soon.

I am currently in negotiations with my sole next door neighbour at [REDACTED] to develop both properties together. He bought his property in May 2016 with the intention of developing his block and at the moment he is away and completely unaware of the proposed changes. In addition no 16 is interested in joining the development and number 18 is extremely interested although his property is subject to a heritage listing. If and when this development eventuates and 5 Carre Street is developed this would leave only between one and three undeveloped properties on the north side of Stanley Street.

I do not live in a true residential zone and haven't for some time. There is continual noise including reversing trick beeps from deliveries down the laneway to the shops in Glenhuntly Road and to the restaurants in Carre Street. There is consistent noise from young children left unattended running up and down and screaming outside the restaurants and even noise every day when the plastic chairs of the Pound Restaurant are dropped onto the pavement. In addition there are buses travelling the full length of Stanley Street and a lot more recent traffic since the 8 storey development on the corner of Stanley Street and Riddell Parade which has its car park entrance on Stanley Street, was built. This will be further enhanced when the 11 storey approved neighbouring property which will utilise the same car park is built.

Finally there is a New Plaza envisaged for Carre Street - not quite sure how long it is envisaged to be, however it would run to Stanley Street at least. This would appear to support restaurants on the Carre Street (long side) [REDACTED]

Slightly to the west of Carre Street is stop number 45 on the tram route 67 to Carnegie – this stop is known as Elsternwick Shopping Centre which implies that it sits close to the middle of the current shopping strip and is an ideal area for future development.

I have attended nearly every Council meeting for the past 2 years learning all I can to assist in developing my property in the future but now it appears that you want to take this opportunity away from me.

I am looking for the north side Stanley Street to be zoned Shop top Commercial/mixed area – currently in approximate distances Stanley Street is 141 metres between Orrong Road and Carre Street and planned to be shop top, 37 metres west of Riddell Parade appear to be planned to be Heritage/shop top of 3-4 stories although an 8 storey building exists and the building next to it has a current valid 11 storey permit. To the west of these buildings is a car park of 56 metres which is planned to be shop top. This leaves 5 properties of 92 metres which are planned to be Heritage/character housing which only supports a 1-2 storey site-specific development. A total of 92 metres or 28.2% of the street are classed as residential and numbers [REDACTED] covering 39.5 metres (12.1 %) of the street are well into negotiations for development. This would leave a little over 16% of the street as residential and I firmly believe that numbers [REDACTED] will join the development in the long term. Number [REDACTED] is on holidays at the moment (his driveway is double padlocked), myself and [REDACTED] from number [REDACTED] will approach him as soon as he arrives home to add his comments.

If numbers 12 to 20 receive planning for Shop top Commercial/mixed area then I believe that the pedestrian friendly New Plaza along Carre Street should extend at least as far as Stanley Street.

Regards, [REDACTED]

SUBMISSION THIRTY FOUR

Dear Sir/Madam

Firstly, I understand that closure for feedback is due 3 September 2017 however, there has been no notification to myself or any other of my household of these planned changes. I therefore reserve the right to provide further feedback pending additional investigation. As a resident of [REDACTED] I am alarmed that the proposed zoning for the area bounded by The Nepean Highway and the railway line could attract developments of up to 12 stories in height.

[REDACTED] lies in a residential pocket which features Victorian era and early twentieth century homes. Any multi story development would attract a much larger number of residents would significantly alter the streetscape, character of the neighbourhood and challenge already limited parking amenity.

I note that the published Quality Design Principles state.

Principle 1 – Well designed building

Encourage - Heights and setbacks that respect the existing character of the area.

Avoid – Oversize buildings that unreasonable impact neighbours

Buildings that Dominate the Landscape

It is difficult to reconcile multi storey development with the resultant high numbers of new residents and loss of light and green space with these design principles.

Cheers

[REDACTED]

SUBMISSION THIRTY FIVE

Hi [REDACTED] I live in a street [REDACTED] that is directly impacted by these proposals.

Our street is 100% family houses (not one townhouse or apartment block) - which is now proposed to have 12 story apartment approval as part of the rezone.

Not one resident in this street was aware of this proposal - until a resident 3 streets away did a letter drop of her concerns.

Can you please advise how the council is notifying directly impacted residents of this proposal and how they are inviting feedback from these residents?

Thank you,
[REDACTED]

SUBMISSION THIRTY SIX



Elsternwick Draft Concept Plan

Hello Glen Eira,

We live at [REDACTED] but our daughter lives at our Elsternwick flat at [REDACTED] and we note that [REDACTED] is proposed in the concept plans to be incorporated into a contiguous "Strategic Site (mixed use)" zone stretching from Orrong Road to Hopetoun Street. This area is the focus of our submission, as this zoning will allow development of 5-6 storeys or 6-8 with 'Community Benefit'.

I have a special affection for Elsternwick, having been born at the hospital that was then in Hopetoun Street. As a child in the 50s I lived at [REDACTED] and started school at St Joseph's in Orrong Road. I played on the massive cannons, went to the Renown Theatre and visited Uncle Alan who ran the basement billiard parlour in the shopping area. On weekends we'd go for family walks looking at all the beautiful old houses, many of which are still intact.

So far, Elsternwick, while having lots of low-rise blocks of flats built since the 50s, has remained relatively free of the multi-level multi-unit developments that have transformed so many close-to-the-city suburbs, and not in a good way!

One of these odious multi-storey developments has recently been completed at 483 Glenhuntly Road, on the corner of Yorston Court. Another has been approved by VCAT at 495-501 Glenhuntly Road, which is the other corner of Yorston Court.

We were able to observe the construction of 483 Glenhuntly Road in which period concrete trucks sat idling at the north end of Yorston Court with agitator drums turning from 6am, waking all nearby residents. The Yorston/Glenhuntly corner was frequently blocked by construction vehicles. Construction noise was oppressive, street parking in Yorston was taken up with worker's vehicles from 6.30 am and in spite of strenuous requests from residents, Council were unable or unprepared to do anything about it until construction was nearly finished. For all this disruption and motherhood statements in the planning scheme about design quality, the quality of the design stands for all to see: just by looking at it and by looking at the floor plans on the internet. Already street parking in Yorston Court is all being taken up by owners/tenants who don't want to go through the tedious process of using the basement car lifts. A recent fire evacuation showed that 483 Glenhuntly Road is far from fully occupied. When it is full we imagine the impact on parking in Yorston Court and surrounding streets will be much worse.

We had considerable involvement in the planning approval process for the other multi-storey block at 495-501 Glenhuntly. Although Council had serious reservations about many aspects of the design and only issued a planning permit subject to many sensible conditions, Council was overturned by VCAT. One important condition that survived was that owners/tenants would not be

given permits for Yorston Court street parking. This won't help if all street parking is still taken up by 483.

Illustrations in the concept plans show a profusion of green , a mass of planting. Advertisements for the 483 Glenhuntly block point to the lovely trees in Elsternwick, yet both 483 Glenhuntly and 495-501 Glenhuntly have been allowed to build right up to the property boundaries, eliminating any possibility of planting and relying instead on borrowed amenity.

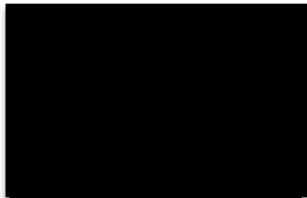
VCAT gave no importance to the overshadowing aspect of multi-storey buildings or of complete blocking of the sun to properties opposite on the south side of Glenhuntly Road and we presume that the multi-storey blocks that will inevitably result from rezoning will show similar disregard for their neighbours.

From our observations the Glenhuntly Road shopping area is not prospering and we question the sense of creating more shops in Glenhuntly Road. We have no idea of whether there is a market for office space. Current news reports point out the slow demise of strip shopping centres. Should however the proposals in the draft concept plans revitalise the shopping precinct there will be a major increase in the number of vehicles using Glenhuntly Road whether they be shoppers, trams, owners/tenants, construction vehicles and workers or people just driving through. We find it hard to imagine that Council can provide enough parking to unclog Glenhuntly Road. And even if they do, no matter what Council tries, we see Glenhuntly Road which is already unpleasant to negotiate becoming a 'no go' area.

Of particular concern to a number of people we have spoken to is the possibility of compulsory acquisition of existing properties to provide parking or to allow multi-storey developments. The draft concept plan should include a statement as to whether or not compulsory acquisition is proposed.

One of the consequences of allowing multi-level development is that at the boundary of newly created zone you have new multi-storey buildings close to existing low rise buildings. The houses in Hopetoun Street for instance would end up with a multi-storey block right up against the back fence. The students at the Adass Israel school will be subject to dramatic over shadowing.

We presume that the conclusion of Council's deliberations will be some sort of major amendment to the planning scheme. We think Council in its draft concept plans should now give some indication when the result might be expected. We know of some older people becoming distressed at the possibility of having to move should the rezoning eventuate.



SUBMISSION THIRTY SEVEN

Dear 


I wish to place my strong objection to the above proposal - NO

If the above plans proceed, your council will turn the environs of the Elsternwick station, particularly the area of Horne Street to Nepean Highway into the appalling mess that now clutters South Yarra station.

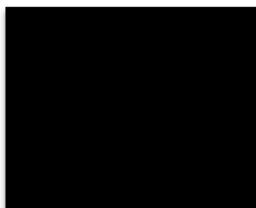
Twelve storeys is not appropriate for the existing community. If it were, why would you not propose to amend zoning to allow same in Riddell Parade?"

It smacks of “not in my backyard” by the council and those you make decisions.

Regarding your 'Tell us what you think' survey, how is asking respondents whether they regard Glenhuntly Road as 'awesome' – is this serious consultation? **NO**

As property owner of  the family property for over 100 years, this is not my great uncle had intended.

Get real and observe residents wishes and not of the Developers and the councillors who have a bias who push this development.



SUBMISSION THIRTY EIGHT – PHONE SUBMISSION

- Generally supportive of concept.
- Would prefer if new commercial developments (shoptop, strategic and urban renewal sites) weren't required to all have commercial tenancy's at ground floor, as there are high vacancy rates along main streets. A more mixed use approach is preferred. Suggested that high density apartment buildings could be included in the mix and noted [REDACTED] example that has a restaurant and dwellings at ground floor.

SUBMISSION THIRTY NINE



Elsternwick Concept Plan Submission September, 2017

- General agreement that Concept Plan is an improvement on the inadequacies of the current planning scheme. However, scant and questionable information/data and limited change analysis for the overall activity centre, and in particular for the Urban Renewal Area and Strategic Sites, restricts residents ability to comment or make informed decisions.
- Not only is information scant as per above, but information presented
 - contains inaccuracies and does not reflect the life span of redevelopments that have occurred prior to and post the 2013 zone implementation.
 - No strategic justification provided for expansion of centre's boundaries or increased heights
 - Does not mention the planning tools to be implemented to achieve the preferred housing types as outlined in the Concept Plan.
- What justifications support the designated Urban Renewal Area and Strategic Sites and their excessive maximum height limits (with community benefit URA = 12 stories, SS = 8 stories, without community benefit URA= 8 stories, SS = 6 stories).

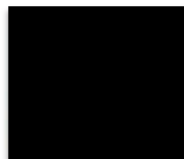
BUILDING TRANSITIONS PLAN



- What is the definition of community benefit and their weighting (eg. which community benefit warrants an additional 2 stories vs. an additional 4 stories)
- Heritage and Neighbourhood Character – the proposed municipal wide review of heritage is long overdue (last undertaken in 1996) and needs to also include a review of Neighbourhood Character (last undertaken in 2012). Current Neighbourhood Character Areas are likely future heritage areas.
 - Wording of existing overlays should be strengthened
 - Core retail area redevelopments to retain/incorporate historic facades.
- Traffic and parking requirements are not discussed in the documents, yet these are current significant issues that will increase as development and planned pedestrianisation occurs. Pedestrian safety, particularly around schools and in Glen Huntly Road, needs to be highlighted.
- Current inadequate parking (Council car parks and on street) provisions are adversely impacting
 - Traders - need to
 - enforce parking and loading bay requirements for developments.
 - Maximise on street parking via painted parking lines and introduction of short stay parking times (15 mins) near “drop in” retailers, eg. bakery, florist, drycleaner.
 - Residents – need to enforce parking and loading bay requirements for developments in residential areas and expand time restricted parking in residential streets
- Council car parks and/or their airspace should not be sold to fund future car park or parkland purchases.
- No analysis of traffic flows provided in Concept Plans. Vehicular traffic should be directed to main roads and away from residential streets.
- How does Council propose to encourage
 - Increased and appropriate employment opportunities for residents
 - Encourage “specialty” retailing
- To provide for trees and landscaping, Garden Apartments below ground basement car parking should not exceed the above ground building footprint.
- No mention of planned acquisition or location of new parkland. Conversion of existing carparks is inadequate to meet current and future open space demand.
- The Library should not be moved.
- Need greener and lower density development away for centre’s core – residential areas reserved for residential developments.
- Development outstripping infrastructure and services resulting in decreased amenity in centre’s core and surrounding residential areas.

GERA is becoming increasingly concerned about the limited data and detail provided so far. The current community consultation schedule only provides one more planned consultation in October-November. Since this last consultation is “when the rubber hits the road” and will include significant volumes of data and planning scheme changes (as stated by Aiden Mullen during the forum presentation) we urge Council to expand the consultation schedule so that information can be presented to residents in “manageable chunks”.





Station Precinct Feedback



Photo looking South from Davis Street to Glenhuntly Rd Overpass. This is the current area designated for the Station precinct in the Elsternwick Concept Plan (ie North side of Glenhuntly Rd). The rail line rises sharply from Glenhuntly Rd northbound whilst the land along Ripon Grove (to the right) declines. This results in a lack of height above the rail line over which to construct a precinct.

I am writing to provide feedback on the Station Precinct proposal described in the Elsternwick concept design.

The proposal aims to lobby the Victorian Government to seek to build over the Sandringham train line on the North side of Glenhuntly Rd.

This feedback on the Station Precinct concept plan provides a short description comparing the South and North sides of the Glenhuntly Rd overpass as a potential site for a future development.

Summary

The area above the railway line South of Glenhuntly Rd strategically offers greater value than the North side as a proposed site for a Station precinct for the following reasons.

1. It connects established high density residential areas, public transport and public car parking sites along Horne Street directly to the Elsternwick shopping strip via Elsternwick Plaza.
2. It allows for alternative access points to the station other than via Glenhuntly Rd whereas the North side does not.
3. There is a greater height level from the railway line to the land surface over which to build compared to the North side
4. It allows for a greater footprint for future development (ie surface area) than can be achieved on the North side.
5. Construction above the railway line on the south side of Glenhuntly road would not affect the open space of Elsternwick Plaza.

For these reasons, a site South of Glenhuntly Rd above the railway line is likely to attract greater interest from the Planning Minister than the North side of Glenhuntly Rd and would be more likely to attract capital funding both from the State Government and the private sector.

South Side of Glenhuntly Rd - Connecting Horne Street/ Elsternwick Plaza

The area South of the Glenhuntly Rd above the train line offers a number of advantages as future site as a Station Precinct to meet both the State Governments objective for housing and accomodation and the Glen Eira city council vision for Elsternwick.

Height levels above the railway line are substantial and consistent along much of the Railway line from Glenhuntly Rd to the a point extending beyond Stanley Street.

Construction above the rail line south of Glenhuntly Rd would allow for alternative access points to Elsternwick Station other then via Glenhuntly Rd. Access to the station would not be possible as a result of construction above the railway line on the North side of Glenhuntly Rd.

Photos taken from Elsternwick Plaza looking down onto the railway line. Development of the area above this site results in connecting Horne Street with Elsternwick Plaza. Construction above the rail line allows for access to the station other than via Glenhuntly Rd. Lower left photo shows Horne street public car parking and residential apartments which would be connected to Elsternwick centre by construction over the train line.



Building across the railway line on the south side of Glenhuntly Rd would also result in the connection of Horne Street with the open space of Elsternwick Plaza. The area along Horne street adjacent to the railway line is currently occupied by apartments, public car parking and a bus stop. This area also has roads which connect directly with Nepean Highway.

Whether the area constructed above the railway line to the south of Glenhuntly Rd is used in part for open space, residential or commercial purposes it strategically opens up new corridors of access to public transport (bus and train) and Elsternwick shopping strip.

There would be no impact to the open space of Elsternwick Plaza. Any development above the railway line at the interface of Elsternwick Plaza would be partially disguised by established trees currently lining the railway side of the Plaza.

A station precinct located south of Glenhuntly Rd above the railway line is likely to attract significant interest from the Planning Minister and attract capital funding from the State Government and the private sector.

North Side of Glenhuntly Rd - Connecting Gordon Street/ Ripon Grove.

Photos taken at the Ripon Grove/Davis St intersection looking toward Glenhuntly Rd. Note that the rail line rises rapidly from Glenhuntly Rd to Davis Street whilst the land along Ripon Grove declines (top left photo). A dedicated access site for line maintenance (indicated by the orange barrier netting) is located at the corner of Davis St and Ripon Gve (other 3 photos). These features limit the area for building over the railway line. Construction over the railway line would not support an alternative entry point to the station.



The area designated in the concept plan North of Glenhuntly Rd is limited by the height between the railway line and the road surface along Ripon Grove. The height between the railway line and land surface is greatest at the Glenhuntly Rd overpass and lowest at the intersection of Davis Street and Ripon Grove (see top left photo). This feature limits the surface area for constructing over the railway line North of Glenhuntly Rd.

The site at the corner of Ripon grove and Davis Street is currently a designated site of entry for moving train line maintenance machinery and equipment on and off the Sandringham train line (top right photo). The site was designated for this purpose because the train line is at the same level of the road

The area available to build across the railway line north of Glenhuntly road is restricted by these features. It may be possible to build a small section across the railway line nearest to Glenhuntly Rd however the total surface area available would be minimal.

Construction over the railway line to the area north of Glenhuntly Rd would not provide alternative routes of access to the station.

For these reasons, a site north of Glenhuntly Rd above the railway line is unlikely to attract interest from the Planning Minister and would not attract funding from either the State Government nor the private sector.

Declaration of interest: I declare that I am not a developer and have no political preferences. This feedback has been provided in the interests of the future development of Elsternwick.

SUBMISSION FORTY ONE



31 August, 2017

City Futures Department
City of Glen Eira
Caulfield South
3162

Email: [REDACTED]

Copy: Camden Ward Councillors

Subject: Submission on Elsternwick Draft Concept Plan

I refer to the *Elsternwick Draft Concept Plans (July 2017 for Consultation)* documents as outlined on your web site.

This has been brought to my attention through neighbours alerting my family to the exhibition of this document. It is noted that the caryards in Nepean Highway are shown in these documents as urban renewal areas.

It is concerning that the residents along St James Parade, Denver Crescent, and Brentani Avenue have not been specifically notified of the Council strategic documents that are on exhibition as any major redevelopment of those caryards will have some impact on the properties in these streets through, at minimum, amenity and traffic matters.

Whilst it is accepted that the caryard land is appropriate for 'possible future redevelopment' it is the scale of that development and the urban design, planning, amenity, traffic and community infrastructure that must be very carefully considered. It appears that this analysis is simply not present in the work to date.

In this regard, there seems to be no basis for the mooted scale of development in this document. It is also noted that the Urban Design Analysis document on your web site (for this Elsternwick Concept Plan work) does not refer to the caryard sites; and yet the caryard site is shown in the concept plans as a redevelopment area with significant heights with no strategic basis shown or provided. The 'Building Transitions Plan' also simply applies a major higher building height notation of 8-12 storeys as a simple statement in the legend with no strategic justification at all. That level of differential to the notation 'normal' heights of 5-6 storeys is simply unexplained and not appropriate.

These caryard sites are a very significant resource for the municipality and demand a very thorough investigation regarding both landuse; and also in relation to urban design, community infrastructure and planning outcomes and also the associated traffic flows and workability. In short, a major urban

context analysis and also *site analysis* is essential before any commitments be given to heights and layouts of any development.

In this regard, that work is fundamentally required and yet has not been undertaken from what is noted from the material on your web site.

These sites needs to be simply shown as a '*Further Investigation Sites*' in the Council strategic '*concept plan*' and not tagged with heights that have no known strategic basis or obvious justification. It is then through further strategic investigative work (including economic, housing, community facilities, traffic and urban design elements etc) that a meaningful strategic outcome can be pursued.

This '*Further Investigation*' approach can reasonably flag a redevelopment potential in this '*concept plan*' and also the next stage of a Structure Plan; but not indicate a scale or degree of development until that further analysis is undertaken and consideration from a multi objective perspective is reconciled. That is, the building heights should be simply removed off the concept plan and instead the words shown as '*Further Investigation Site*'.

Looking forward, once the further investigation work is undertaken the Council could then work towards a planning scheme amendment for a rezoning with an *Incorporated Plan Overlay* for the Glen Eira Planning Scheme that calls up the required specific strategic analysis that underpins a well considered layout and provision of facilities and heights.

This *Incorporated Plan Overlay* (or *Development Plan Overlay*) should specify the strategic work that a proponent must provide to the satisfaction of the Responsible Authority – this can include a requirement for the following types of analytical reports to be lodged as part of a submission seeking approval of an '*Incorporated Plan*' pursuant to the Planning Scheme provisions:

- Public Open Space requirements (such as, say, 8 %)
- Decontamination
- Key setbacks
- Housing typology including a specific percentage of affordable housing provision (say 5 %)
- Community Facilities provision
- Key pedestrian access areas
- Vehicle entry points
- Urban Design principles
- Public access and linkages
- Site access, parking, traffic and sustainable transport initiatives
- Staging of the development, and
- Demolition and Construction Management including hours of demolition / construction

It should also set a stated *Vision* and a Site Master Plan to steer the redevelopment – this should include an *Indicative Framework Plan* highlighting particular elements that come through the Council '*Further Investigation*' and urban context and site analysis. The Planning Scheme provisions in this *Indicative Framework Plan* should then include matters such as:

- Building Heights including where mandatory heights are required (and transitional building heights for urban design outcomes),
- Mandatory setbacks for sensitive Interface boundaries, and
- Public Open Space location(s)

The Planning Scheme Overlay should require the submission of the numerous subject matter reports to cause the required analysis by the proponent and to enable the thorough assessment of those aspects; this should include matters such as:

- A planning report
- Site Masterplan
- Design Guidelines
- Landscape Concept Plans
- Economic Assessment report
- Housing Diversity Report
- Community Infrastructure Report
- Ecological Sustainable Development Strategy
- Site remediation Strategy
- Traffic Management Plan
- Integrated Transport Plan
- Acoustic Report
- Services and Engineering Infrastructure Report, and
- Development Staging

A *Building Heights Plan* should also be specified which can include mandatory heights for building podiums and overall heights; or where appropriate, preferred heights but with an upper specified limit for the certainty for all.

The uplift of the value in the land and the very major increase in population (through, say, a mixed use zone) should see the Council benefit through the provision of specific community facilities and contributions to the public.

The Development Plan Overlay and approved Development Plan for the former AMCOR site in Alphington (Schedule 11 in the Yarra Planning Scheme) provides a good illustration of how this can be packaged to drive a sound and well researched outcome (see attached).

In this regard, a well considered and balanced redevelopment can occur on the site following the required analysis on the key components provided to Council by the proponent, enabling Council to then make an informed judgement before approving an Incorporated Plan (or Development Plan) which then lays out the approach to be undertaken in delivery of the major project.

This approach would enable the broad community to firstly understand that there is a future proposal for the caryard site to be redeveloped, via a Structure Plan designation, but that a redevelopment can only occur (as specified in the ultimate Planning Scheme Amendment) after the proponent provides the full analysis as specified in the Incorporated Plan Overlay schedule (such as outlined in the former AMCOR site mentioned above).

This approach would set up a *framework* for future action and be transparent;

- firstly, by the Council designation of it as a 'redevelopment site' in a Structure Plan with a specific notation that it is a site for *Further Investigation*, and
- then a draft Planning Scheme Amendment being placed on exhibition, having specific parameters for submission of subject matter analysis, and also making specific outcomes as requirements (by virtue of those stated categorically in the Schedule of the Incorporated Plan Overlay).

Further, a significant public open space contribution should apply to such as large site and in the context of the minimum amount of open space in the City of Glen Eira. In this regard, Clause 52-01 of the planning scheme should be changed to require this site to have a contribution of say 8 % of the total site area (or higher).

In this manner, the community would be able to then engage on the Planning Scheme Amendment at the exhibition stage in the knowledge of the strategic justification / analysis put forward and also via a Planning Panel hearing.

In summary, there are many aspects and elements that demand very careful and deliberate consideration on such a major site; and it is incumbent on the Council to set up a process that this analysis is carried out thoroughly for the benefit of the community (eg community facilities provision by the developer) and also to drive certain elements in a design for the protection of neighbours and those living in the near vicinity that are materially affected.

In short, it is inappropriate to designate any heights on this redevelopment opportunity at this stage as there is no urban design and site analysis that provides a basis for the specification of heights. Further, it is not acceptable that the additional heights of 8-12 storey be stated on any plans at this stage with no basis of that very major increase being applicable.

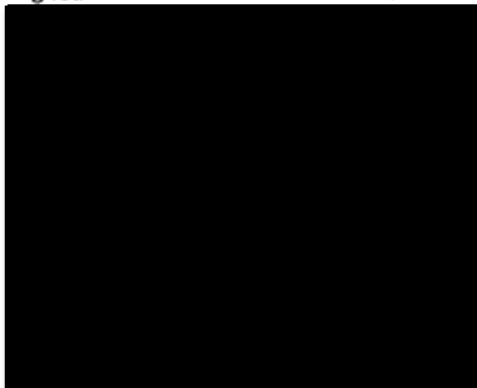
The structure of the documentation needs to change to simply illustrate the site as a development opportunity subject to further investigation; the process can then flow once the solid analysis is undertaken and a planning scheme amendment prepared for exhibition which would then cause the provision of documentation by a proponent as specified in an Incorporated Plan Overlay (or a Development Plan Overlay).

You are urged to modify the process being pursued for the redevelopment opportunity of the caryards sites to enable an orderly and proper planning process to unfold and a good urban design outcome being produced.

I may be contacted further if you seek clarification of this submission.

Yours faithfully,

Signed

A large black rectangular box redacting the signature of the person.

18/07/2013
C200

SCHEDULE 11 TO THE DEVELOPMENT PLAN OVERLAY

Shown on the planning scheme map as **DPO11**.

AMCOR SITE, HEIDELBERG ROAD, ALPHINGTON

This schedule applies to the Amcor site which is bounded by Heidelberg Road, Parkview Road (including No 28 Parkview Road) Chandler Highway and the Yarra River.

1.0

--18/07/2013--
/20-C123C200

Requirements before a permit is granted

A permit may be granted before a development plan has been approved for the following:

- Earthworks and site preparation works provided the works are carried out in accordance with a Construction Management Plan prepared in accordance with this Schedule;
- The removal or demolition of any building provided the demolition or works are carried out in accordance with a Construction Management Plan prepared in accordance with this Schedule;
- The construction of minor buildings or works provided the buildings or works are carried out in accordance with a Construction Management Plan prepared in accordance with this Schedule;
- Consolidation or subdivision of land; and
- Removal or creation of easements or restrictions.

Before granting a permit the responsible authority must be satisfied that the permit will not prejudice the future use and development of the land in an integrated manner and will contribute to the vision for the Amcor site.

The land may be developed in stages.

2.0

18/07/2013
C200

Conditions and requirements for permits

Except for a permit issued as provided for under Clause 1.0, a permit must contain conditions or requirements which give effect to the provisions and requirements of the approved Development Plan.

Before granting any permit in accordance with an approved development plan, the owner/s of the land must enter into an agreement with the responsible authority under Section 173 of the Planning and Environment Act 1987 which must provide, to the satisfaction of the responsible authority that the owners will:

- Provide 5% of the total number of dwellings for the purpose of affordable housing developed in association with an accredited housing association;
- Provide the first 30 metres of land from the Yarra River, measured from the edge of the river bank, to maintain ongoing public access, protect riparian vegetation and maintain landscape values along the Yarra River; and
- Construct a pedestrian and bicycle path along the Yarra River frontage of the site connecting with existing pedestrian and bicycle accessways.

The cost of preparing and lodging the agreement, including any Land Titles Office registration fees, must be paid for in full by the owner(s).

▪ Prior to the commencement of any permitted demolition, buildings or works, a detailed Construction Management Plan as relevant demolition or those buildings or works must be prepared to the satisfaction of the responsible authority. In considering the Construction Management Plan, the responsible authority must take into account any comments received from VicRoads and Public Transport Victoria within 21 days of the date of referral of the Construction Management Plan to the relevant authorities. The Construction Management Plan must include, but is not limited to, the following:

- Staging of construction;
- Protection of heritage fabric consistent with any conditions attached to any permit or exemption issued for the relevant demolition, subdivision, buildings or works;
- Protection of identified significant vegetation;
- Management of public access and linkages around the site during construction;
- Site access, parking and traffic management;
- Any works within the Heidelberg Road, Chandler Highway, LaTrobe Avenue, Lugton Street or Parkview Road road reserve;
- Sediment control and site drainage;
- Hours of construction;
- Control of noise, dust and soiling of roadways;
- Discharge of polluted waters;
- Demolition & excavation;
- Storage of construction materials;
- Location of site offices, & cranes;
- Public safety;
- Management of potentially contaminated materials;
- Collection and disposal of building and construction waste;
- Methodology for responding to complaints associated with the construction works; and
 - Site manager contact details.

All development must be carried out in accordance with the approved Construction Management Plan to the satisfaction of the responsible authority.

3.0
18/07/2013
C200

Requirements for development plan

A development plan must be generally in accordance with the *Indicative Framework Plan* as shown in Figure 1 to the satisfaction of the responsible authority. The development plan must be consistent with the following vision for the site:

Vision

- The Amcor site will become a sustainable, predominantly residential community.
- The Amcor site will be redeveloped to provide a predominantly medium to higher density residential development, providing homes for a diversity of households including affordable housing, supported by convenience retailing services and community facilities, with employment opportunities in offices and showrooms along the Heidelberg Road frontage.

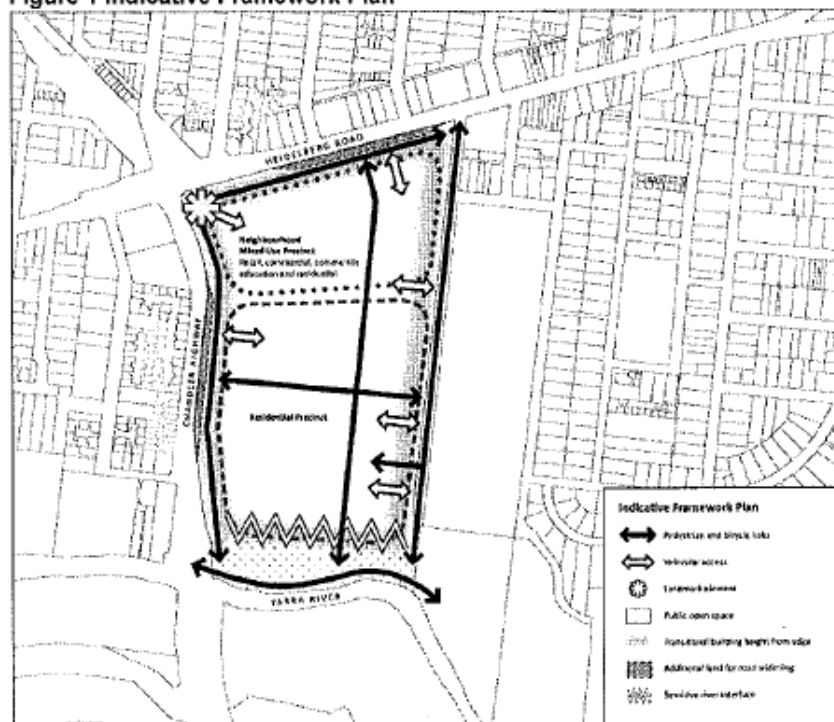
- The development will provide a transition in the scale of buildings from Heidelberg Road and Chandler Highway stepping down to the Yarra River in the south and Parkview Road as appropriate.

The development will demonstrate a high quality architectural response, implement innovative ESD features, provide opportunities for best practice in environmental management, and provide a high standard of internal amenity.

- The development will protect and enhance the Yarra River environs.
- The development will create a cohesive community across south Alphington and south Fairfield.
- The development will retain some links to the site's industrial past.

The development plan may be prepared in stages.

Figure 1 Indicative Framework Plan



The development plan must include the following documents, reports, guidelines and plans, prepared to the satisfaction of the responsible authority:

Planning Report

A planning report that includes:

- A site analysis that identifies the key attributes of the land, its context, the surrounding area and its relationship with existing or proposed uses on adjoining land;
- A context analysis identifying the surrounding area, existing or proposed uses on adjoining land, and other neighbourhood features such as public transport, neighbourhood centres, walking and cycling connections;
- Identification of important views to be protected and enhanced, including views of the site and views from the site;

- Details of any known contamination (a certificate or statement of environmental audit for the land covered by the Environmental Audit Overlay will be required to be prepared by a suitably qualified environmental auditor before any construction associated with a sensitive use can commence);
- Demonstrates how the recommendations of the Conservation Management Plan, Housing Diversity Report, Community Infrastructure Report, ESD Strategy, and Site Remediation Strategy have been incorporated into the proposed development of the land; and
- An assessment of any air emissions and odour buffer requirements affecting the site.

Site Master Plan

A site master plan must be provided that includes, but is not limited to:

- The proposed uses of each building and estimated floor area for each use;
- An indication of the approximate residential yield for the site, comprising a range of residential development densities and dwelling types as identified in the Housing Diversity Report, and including affordable housing;
- The location of a neighbourhood based community hub consisting of a range of community uses including meeting rooms and community spaces and facilities;
- The location of neighbourhood retail facilities to service new and existing residents, and small offices/commercial development to generate employment opportunities;
 - An interface with the Yarra River that:
 - Enhances the bushland character of the river corridor;
 - Protects significant stands of remnant and native vegetation present in various locations abutting the site; and
 - Integrates with planting along the Yarra River wetlands;
- The location of open space and recreation facilities to be provided on the site, including areas available to the public; and.
- The location of heritage buildings and significant vegetation.

Design Guidelines

Design guidelines and principles for the site (or part of the site) must include, but are not limited to:

- Development concept plans including indicative:
 - Building heights and setbacks;
 - Elevations and cross sections;
 - Building materials, treatments, including reflectivity details, and architectural styles throughout the site;
 - Siting and orientation of buildings having regard to passive energy efficiency techniques and spacing between buildings;
 - Treatments for key interface areas – between open space areas and proposed development, within existing streetscapes, and between residential and nonresidential land uses and the proposed development; and
 - Viewlines from the Yarra River (north side from the portion of the path in Willsmere Park opposite the Amcor Site), Chandler Highway, Heidelberg Road and Parkview Road.

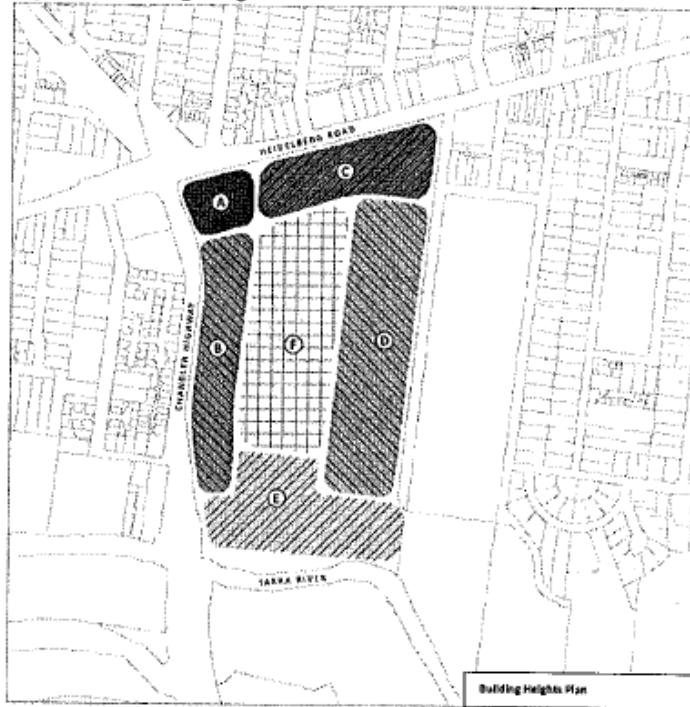
- - Shadow diagrams internal and external to the site for the equinox between 11.00am and 2.00pm based on the building envelopes or arrangement shown in the proposed Development Plan;
 - Indicative waste storage and collection points;
 - Interfaces between the site and adjacent sites and streets;
- Any particular and relevant design measures recommended by the Activity Centre Design Guidelines (DSE 2005), the Design Guidelines for Higher Density Residential Development (DSE 2004) and Safer Design Guidelines for Victoria (Crime Prevention Victoria and DSE 2005); and
- Any particular and relevant design measure recommended by the Heritage Plan, ESD Strategy, Transport Management Plan and the Site Remediation Strategy, as appropriate.

The Guidelines must be consistent with the Vision for the site and the following objectives:

- To promote urban legibility and public access to and through the site;
- To ensure new buildings are well spaced and offset to distribute access to outlook and sunlight between built forms and manage overlooking between habitable room windows where possible;
- To provide for diverse built form;
- To demonstrate high quality built form outcomes that contribute to the built form character of the neighbourhood and its surrounds;
- To ensure that building heights consider and respond to the over shadowing effects within the site and on adjoining land;
- To ensure that building heights provide an appropriate transition to site interfaces;
- To incorporate a landmark building element which displays design excellence to mark the Heidelberg Road and Chandler Highway intersection;
- To ensure street level interface treatments contribute to high levels of pedestrian amenity and safety;
- To provide wind climate design to ameliorate adverse wind conditions at street level, public spaces, balconies and adjoining properties;
- To provide acoustic design treatments that addresses the impact of existing and potential noise particularly from road traffic;
- To collectively form a coherent and identifiable precinct;
- To provide for safe and convenient vehicular and pedestrian access;
- To minimise, where practical, the impact of vehicles on public space;
- To ensure that above ground parking is suitably concealed by appropriate building features such as active podium frontages or within buildings that display a high level of architectural resolution;
- To improve the amenity of and accessibility to the Yarra River frontage of the site; and
- To incorporate recognised and proven ESD measures to aid in the reduction of energy and water consumption, the generation of waste and greenhouse emissions.

The following requirements must be reflected in the design guidelines:

- Building heights for new buildings must not exceed the maximum building heights specified in the Building Heights Plan (Figure 2) and the AMCOR Building heights (Table 1);

Figure 2 Building Heights Plan**Table 1 AMCOR Building Heights**

Precinct	Maximum building height	Preferred building heights	Street wall
A		14 storeys	3 storeys
B		5 storeys	3 storeys
C		6 -8 storeys	6 storeys
D	4 storeys		3 storeys, setback from Parkview Road
E	3 storeys		2 storey river interface, setback from crest line of the Yarra River
F	4 storeys		2-3 storeys

- Buildings along major roads to be generally of medium height as appropriate, stepping down to a lower height along the Yarra River interface and Parkview Road;
- Development should generally not extend above the tree line when viewed from the path in Willsmere-Chandler Park and the Yarra River;

- Built form and articulation should avoid long and continuous facades;
- Building setbacks along Parkview Road should be a minimum of 3 metres;
- Development in the residential precinct at the southern edge of the site near the Yarra River should be appropriately sited and designed and in particular:
Visually dominant buildings must be avoided through the use of discontinuous forms, well articulated facades, and natural or recessive materials;
- Buildings must be set within a landscaped garden setting which allows for visual connections to the river corridor;
- Buildings must be oriented to front the Yarra River to provide visually interesting facades to and passive surveillance of the open space corridor and
- Buildings must be setback 10 metres from the river crest line to provide protection of the tree canopy and reduce the visual impact of the buildings;
- Treatment of the interface with the Yarra River and environs must demonstrate:
 - Maintenance and enhancement of the natural landscape and native vegetation along the river edge; and
 - Continuation of the public linear parkland and walking and cycling linkages along the river corridor.

Heritage Conservation Management and Interpretation

A Heritage Assessment Report must assess the cultural heritage of the site and identify any sites, buildings or structures of significance. The plan must include consideration of aboriginal heritage.

A Conservation Management Plan, including a Heritage Interpretation Plan must:

- Identify sites, buildings or structures which have been assessed as significant;
- Assess the extent to which a significant site, building or structure can be incorporated in the site's redevelopment;
- Identify how the site's industrial heritage is interpreted in the future development of the site; and
- Provide guidance on the on-going maintenance and management of the heritage places to be retained.

Landscape Concept Plan

A Landscape Concept Plan must be prepared for the site that includes:

- An assessment of existing vegetation on the land by a suitably qualified arborist;
- opportunities to retain mature trees with adequate setbacks to development;
- Appropriate treatment of the interface with the Yarra River;
- Opportunities for revegetation of the river bank and interface with the development;
- Typical street cross-sections;
- An overall landscape master plan for the site that complements the neighbourhood character and is in accordance with the proposed staging plan in the Development Plan;
- The management of landscaped areas, including sustainable irrigation treatments such as water sensitive urban design opportunities; and

- Details of how the Landscape Concept Plan responds to any requirements of the site remediation strategy for the land.

Economic Assessment Report

An Economic Assessment Report must be prepared which identifies viable employment generating uses for the site and assesses the value to the local economy of these proposed uses.

The report must also provide an economic assessment of proposed land uses for the site, and the viability of a neighbourhood activity centre on the site.

Housing Diversity Report

A Housing Diversity Report must be prepared explaining the mix of housing on the site including how it is proposed to provide 5% of the overall housing stock as affordable housing. The report must also include criteria for determining affordable housing stock.

Community Infrastructure Report

A Community Facilities Audit and Analysis must be prepared which identifies the following:

- Existing and planned services in the surrounding area and the impact the development of the site will have on these services.
- The need to provide additional community facilities on site or whether any existing community facilities in the local area should be upgraded or extended;
- The location of any new community facilities on site or in the surrounding area;
- Funding and implementation mechanisms for the provision of appropriate community infrastructure including developer contributions (monetary or building) towards the upgrading or extension of existing community facilities; or provision of new facilities in the surrounding local area; and
- Timing of the provision of any required community facilities coordinated with the overall development of the site.

Ecologically Sustainable Development (ESD) Strategy

An Ecologically Sustainable Design Strategy (ESD Strategy) must be prepared which considers and responds to the major components of the proposed development and construction processes and:

- Demonstrates the incorporation of recognised technologies and best practice;
- Demonstrates how compliance with all relevant statutory obligations in environmental sustainability is achieved;
- Identifies and nominates the level of sustainability performance standards to be adopted;
- Assesses options by which the agreed level of sustainable performance standards will be achieved.

The ESD Strategy must be based upon the following principles:

- Energy conservation with the objective of contributing to industry standards of national and international efforts to reduce energy usage and greenhouse gas emissions;
- Water conservation, ensuring that water resources are managed in a sustainable way;
- Water sensitive urban design and options ensuring the reduction of the impacts of stormwater on bays and catchments;

-
- Transport planning with the aim of encouraging walking, cycling and use of public transport;
- Land use and transport planning and infrastructure provision to contribute where practical to improved air quality;
- Options to reduce the amount of waste generated and encourage increased reuse and recycling of waste materials;
- Building materials conservation;
Sustainability options in demolition and construction practices;
- Landscaping considering the provision of habitat, green spaces, and climate control as appropriate; and
- Indoor environmental quality.

The ESD Strategy must have regard to the following:

- Whether it is appropriate for individual plans to be prepared dealing with different aspects of the use and development;
- The need to clearly identify responsibilities for implementation, review, monitoring and maintenance;
- New resident awareness and education to promote the objectives of sustainability.

Site Remediation Strategy

Unless a Certificate or Statement of Environmental Audit has been issued, a Site Remediation Strategy must be prepared to the satisfaction of the responsible authority.

The Site Remediation Strategy must address and make recommendations in relation to:

- Potential impacts of any land or ground water contamination(including the potential for vapour intrusion or gas migration) on the proposed land use, the arrangement of land use across the land and any particular design requirement the development may be subject to;
- Heritage issues relevant to the remediation strategy;
- Options and a preferred approach to the testing and remediation of soil and groundwater;
- Proposed pattern of land uses across the site;
- Targeted condition of the site as required and specified by the Auditor to suit the proposed range of land uses or development;
- An indicative site map showing locations across the site of any identified contamination and any proposed clean up work;
- Options for remediation technologies taking into account logistics, technology options currently available and likely effectiveness;
- A schedule of proposed remediation activities;
- Expected pattern/staging and indicative timeframes for signed Certificates or Statements of Environmental Audit across the site following the clean up of the site;
- Indicative site management and monitoring controls that will be necessary following each clean up activity; and
- Identifying the parties responsible for key activities and for subsequent site management and monitoring.

- The Site Remediation Strategy may be prepared in stages where the development plan is prepared in stages.

The Site Remediation Strategy will be amended as required to reflect the recommendation or requirement of the Certificate or Statement of Environment Audit.

Traffic Management Plan

A Traffic Management Plan (TMP) must be prepared which provides the following details:

- The likely traffic generation by residents, staff and visitors, and for deliveries and service vehicles to the site;

- The likely traffic impacts of the proposed development on the land and the broader road network;
- A road safety audit of the design and proposed traffic management measures and incorporating the recommendations;
- Road layouts, widths and reserves and site access;
- The design of the footpaths, bicycle paths and shared pathways network;
- Traffic management measures and signalisation;
- Public transport routes and stops within the site and surrounds;
- Recommended car parking and bicycle parking rates and the location of on-site car and bicycle parking; and ▪ Loading bays.

Integrated Transport Plan

An Integrated Transport Plan (ITP) must be prepared based on the transport analysis and impact assessment which includes appropriate measures to address the transport, traffic, pedestrian and bicycle access needs of the development, and impacts on the existing road network, in particular:

- An indicative hierarchy of internal local roads proposed for the site that:
 - Complements the form and structure of the surrounding network;
 - Recognises the primacy of pedestrian and bicycle access within the site;
 - Provides a high level of amenity and connectivity, whilst managing the movement of vehicles travelling between Heidelberg Road and Chandler Highway through the site;
 - Allows for appropriate levels of manoeuvrability for emergency and service vehicles; and
 - Are of sufficient width to accommodate wide footpaths, new trees and bicycle lanes;
- The provision of a network of safe and convenient pedestrian and bicycle accessways through the site and connecting with the surrounding area, and encouraging the use of sustainable travel modes to local amenities;
- The location and layout of all car and bicycle parking areas and access to and from them;
- Opportunities for the provision of a car share system;
- Provision for loading and unloading of vehicles and means of access to them, including waste collection and delivery vehicles;
- Green Travel Plan initiatives, including a new resident awareness and education program;
- The means proposed to address the impacts of traffic generated by the development on the surrounding road network including any required upgrades or modifications, including road widening, parking restrictions, traffic and pedestrian signals and public transport improvements; and
- Opportunities for providing improved public transport services and facilities.

Acoustic Report

An Acoustic Report is required to be prepared by a suitably qualified person(s) to the satisfaction of the Responsible Authority after seeking and considering the views of the Environment Protection Authority and VicRoads. The report must identify:

PAGE

- Whether the proposed use and development of the site is likely to be affected by noise from nearby uses or abutting roads;
- The likely effect of non-residential uses on the site on the amenity of nearby residential uses; and
- Methods to address the issues identified.

Services and Engineering Infrastructure Report

The Services and Engineering Infrastructure Report must be prepared and include:

- An assessment of the existing engineering infrastructure servicing the site and its capacity to service the proposed development;
- A description of the proposed provision of all appropriate utility services to development parcels;
- Preparation of a stormwater drainage master plan, including measures to ensure appropriate protection of the Yarra River adjacent to the land; and
- The identification of the location of any on-site drainage retention facilities.

Development Staging

A Staging Plan to provide an indication of the likely staging and anticipated timing of the development of the land, specifically:

- The proposed sequencing of development;
- Vehicle access points, road infrastructure works and traffic management for each stage of development; and
- Interface / access treatments.

Community Engagement Strategy

A Community Engagement Strategy which establishes the mechanisms by which the community will be provided with information and opportunities for feedback in relation to the prepared development plan.

The development plan shall be available for public inspection for 28 days prior to its consideration by the responsible authority.

4.0

18/07/2013 C200

Decision guidelines

Before deciding on a request to approve or amend a Development Plan, the responsible authority must consider as appropriate:

- any written comments received in response to the display of the development plan;
- any views of Public Transport Victoria;
- any views of VicRoads;
- any views of the Department of Education and Early Childhood Development;
- any views of Parks Victoria;
- any views of Melbourne Water; and
- any views of the Cities of Banyule, Boroondara and Darebin; that are received by the responsible authority.

SUBMISSION FORTY TWO

From: [REDACTED]
Sent: Tuesday, 29 August 2017 9:55 AM
To: Tess Angarane
Subject: Re: Elsternwick consultation - frequently asked questions

Hi,

Is there any thoughts about making Selwyn Street a dead end street where it terminates with Sinclair Street?

What is going to happen with the proposed community hub once Woolworths lodges their application for a supermarket?

Cheers [REDACTED]

SUBMISSION FORTY THREE

From: [REDACTED]
Sent: Sunday, 3 September 2017 8:42 PM
To: Glen Eira City Futures
Cc: [REDACTED]
Subject: Elsternwick Concept Plan - Proposal for Selwyn Street Elsternwick FireBrigade Building - Heritage Listed

Dear Sir/Madam,

Thank you for the opportunity to provide feedback on the Elsternwick Concept Plan.

The Heritage listed Fire Brigade Building located in Selwyn Street Elsternwick is of high heritage value and is located in the proposed cultural precinct in the Elsternwick Concept Plan opposite the Jewish Holocaust Museum.

This proposal aims to convert the Selwyn Street Fire Brigade Building into a Local Museum of History, with community facilities to conduct ancestry research or historical research into the City of Glen Eira. The Museum would also be the headquarters for the Glen Eira historical society to allow volunteers to assist the community and provide education and advice.

Importantly this proposal requires Woolworths to fully fund this community project in consultation with Glen Eira City Council. It is appropriate that an organisation as large as Woolworths makes a significant contribution to the cultural future of Elsternwick and more broadly for the city of Glen Eira.

Glen Eira City Council now have the opportunity to take a leadership role in shaping the cultural vision for Elsternwick through negotiation with Woolworths for this proposal.

I would be interested in your feedback on this proposal

Thank you for considering this request.

Kind Regards



SUBMISSION FORTY FOUR

Dear Sir/Madam

I, [REDACTED] and my spouse [REDACTED] strongly object to the proposed rezoning and high rise apartments between Nepean Highway and the Railway line precinct in Elsternwick.

This development will have a great impact on our home style living as well as creating further street parking problems and substantial over crowding in our normally quiet suburban residential street.

This particular area and especially the urban renewal shaded section has been unfairly singled out and doomed for high rise multi storey apartments,overcrowding and placing our families at risk.

Most of the houses in our Street and neighbouring Oak Avenue are Heritage homes built in the 1880's to 1905 and should be protected rather than be demolished to give rise to up to twelve level apartments.

There was also a lack of consultation from the Glen Eira Council as we had only become aware of this proposal on the 29/8/17 from my neighbour who only become aware the same day.

Yours Sincerely

[REDACTED]

3/9/17

SUBMISSION FORTY FIVE

From: [REDACTED]
Sent: Saturday, 2 September 2017 1:54 PM
To: Glen Eira City Futures
Subject: Elsternwick draft concept plan request for extension

Dear City Futures team

I am a local resident. I would like to request an extension for a response/submission and also request a meeting time with a Glen Eira planner.

Extension for submission

As per my phone call with Sarah today, I wish to submit a comment on the Elsternwick draft plan, but I cannot get it in by the due date of [3 Sept 2017](#).

Sarah informed me that submissions would be accepted through next week. Please let me know the exact due date for this.

Meeting with planner

I also discussed with Sarah that the neighbours in our little cul-de-sac would like the opportunity to meet with a Glen Eira planner to find out the implications of the proposed re-zoning of our historic houses from Neighbourhood residential zone to Urban renewal development. As this re-zoning would precipitate our homes from the lowest end of the development scale to the highest end, we feel it merits more consultation with the affected ratepayers than we have had. With no knowledge or experience of commercial and high-rise apartment developments, we are struggling to find out what the likely timeline and scale of such developments are likely to be, their likely effect on our amenity, our property values, and the decisions that residents in these situations will have to face. This is where we hope a Planner can help us give informed feedback.

I am happy to discuss meeting times.

Regards

[REDACTED]

SUBMISSION FORTY SIX

From: [REDACTED]
Sent: Thursday, 7 September 2017 10:47 AM
To: [REDACTED]
Cc: Glen Eira City Futures
Subject: Elsternwick rezone feedback

Dear [REDACTED]

Firstly let me say how disappointed I am to have been notified about the proposed 12-storey rezone in my street and surrounding neighbourhood by an anonymous letter from a concerned neighbour. It is astounding that you are 5 stages through an 8 stage process and no one in the impacted community has received council notification that a 12-storey replan was on the cards. You need to address the serious failings of your organisation in relation to this consultation process.

Please find below my feedback about the plan. I understand you have provided a commitment to residents that you will accept late feedback for stage 5.

Council vision

This plan is completely at odds with the council's vision is for 'Elsternwick to be a safe, accessible and liveable centre that embraces its historic character and strong cultural and village feel' for the following reasons:

Architectural significance

- The residential area in the proposed 12-story rezone area has rich architectural history with a significant amount of original heritage and character housing dating back to the 1880s – many of which have been meticulously restored. There are also many original art deco houses and California bungalows scattered throughout the area.
- In my street ([REDACTED]), 50% of the houses will built circa 1880 and in the adjoining Alexandra Aven [REDACTED] original Victorian cottages build in the early 1900s.
- Council is increasing restrictions for streets around the strip of shops – which don't have architectural history and easily could be developed – while sacrificing a neighbourhood with significant number of character houses.
- High rises are also not in keeping with ANY current street scape in Elsternwick – or our surrounding neighbours on the other side of the highway in Brighton and Elwood.

Traffic

- The main route to the Elsternwick train station and Glen Huntly Road shopping strip is via a couple of residential roads, one which has a school. These streets are already busy and are not designed for such an increase in additional traffic.
- There will be a significant increase in traffic and traffic congestion in many Elsternwick's suburban streets, in particular the around St James Parade, Denver Crescent, Riddell Parade and Orrong Road – and a dangerous situation as traffic cuts over Nepean Highway to get to the city.

- The neighbourhood streets in Oak Avenue and Alexander Ave are narrow – only one car fits at a time – these streets will not cope with traffic following the development of high rises.
- Where is the Traffic Impact Assessment? Why are you asking for feedback before this has been done and is considered viable?

Community/Village feel

- The residential area between the Elsternwick Railway line and Nepean Highway is a quiet, tight knit community and a mix of new young families who have bought into the area, established families and the elderly. A significant number of residents have lived in this area for 20 year to 40 years.
- All properties in this area have the same street scape – and the apartment blocks are in keeping with the street scape heights for the most part.
- Putting in 12 storey highrises scattered throughout this neighbourhood will provide considerable overshadowing across many existing properties and has major privacy concerns.
- Hardly any green space highlighted in the plans – its just a free for all for developers. And I believe Elsternwick already has the lowest amount of open space per person in Melbourne – this plan will make it significantly worse.
- Elsternwick currently attracts families and is set up for family living. High rises are not built for family living and do not address Melbourne's housing shortage of family accommodation. Of the small number of highrises that were approved in Elsternwick, they do not cater for 3 and 4 bedroom accommodation – and this would be more of the same. The flow on effects is you then change the Elsternwick demographic which changes the Elsternwick village feel.
- Recent research also shows highrises are bad for residences and bad for the community.

<http://theconversation.com/retrofitted-cities-are-forcing-residents-to-live-with-planning-failures-were-due-for-a-rethink-83216>

Other

- Massive impact on our quality of living.
- Huge economic impact on property prices in this neighbourhood.

As our elected representative, you need to have a major re-think of this proposal and put forward a more appropriate plan that is in line with the expectations of the rate payers in this community.



SUBMISSION FORTY SEVEN

From: [REDACTED]
Sent: Tuesday, 5 September 2017 11:34 AM
To: Glen Eira City Futures
Subject: elsternwick concept plan

A few points

Over all the plan could be more visionary and ambitious about the future of the centre.

1. Ripponlea house- there is plan to remove the back fence of Ripponlea house along Gordon street, this will activate this space and create a new entrance to Ripponlea house, I believe there is also a plan for a cafe and cultural centre. This will create a great opportunity to link Ripponlea to the activity centre. Certainly this will become a destination in Elsternwick.
2. Should council seek to close/ or create street treatments in Selwyn street around the library. Perhaps the part of Selwyn Street that fronts the library could become one way street. The street could be pacified with more passive recreation space. The Selwyn Street civic area needs its own vision and imagination. It has a lot of potential to be transformed as a community asset but that needs to be communicated and envisioned.
3. Should council seek to create a four way road crossing system at Orrong and Glen huntly road (a barnes crossing?), the entire crossing is suited to a four way crossing that would add efficiency to the pedestrian network.
4. Where should council seek to incentivise the amalgamation of lots to deliver a new form. I think there is significant opportunity between Horn Street and Neapen Highway and between Rippon Grove and Nepean Highway. The form here is already very eclectic and could be subject to a long term vision that encourages larger sites delivering density and mixed uses with garden area as per the new zones.

SUBMISSION FORTY EIGHT

From: [REDACTED]
Sent: Sunday, 3 September 2017 6:03 PM
To: Cr. Mary Delahunty; Cr. Joel Silver; Cr. Daniel Sztrajt
Subject: Concerns over Elsternwick Draft Concept Plan Consultation

Crs Mary Delahunty, Joel Silver, Dan Sztrajt
Glen Eira Council

Dear Councillors,

Please find attached our submission to the Glen Eira Council City Futures Department on the Elsternwick Draft Concept Plans.

As residents of Camden ward, we would like to make you aware that we are very disappointed Council choose not to make direct contact with us or our neighbours regarding the consultation process on the Elsternwick Draft Concept Plans. Unfortunately we do not have time to regularly read the local press or multipage council publicity magazines and expect that when something has a direct impact on us the Council would make the effort to directly notify us.


It is hard to believe that the Council officers would not see that the potential of 12 storey buildings on land separated from our property by the mere distance of a railway line would not be of significant interest to us and surrounding property owners.

As our representatives, we urge you to take this matter up with the Council City Futures Department and ensure that all residents of [REDACTED] [REDACTED] are contacted and made aware of the consultation process and encouraged to make their views know. This would require an extension of the consultation period, but given the oversights in the process we believe this would be an appropriate step.

We also encourage you to take the time to read and consider the detailed alternative process outlined in a submission by our neighbour [REDACTED] (mailed to you individually last week). We believe the process suggested by [REDACTED] would be much more transparent and give the community and Council a greater say in this important matter.

I trust you will be representing our concerns when this matter comes before Council.

[REDACTED]



31 August 2017

City Futures Department
City of Glen Eira
PO Box 42
CAULFIELD SOUTH VIC 3162

Dear Sir / Madam,

RE: ELSTERNWICK DRAFT CONCEPT PLANS

The Elsternwick Draft Concept Plans on Council's website have very recently been brought to our attention. Given the proximity of the current Nepean Highway car yards to our property and the potential impact any development on that site would have on our property, we are disappointed Glen Eira Council has not contacted us directly regarding either the concept plans or consultation process.

In the Elsternwick Draft Concept Plans document on your website, while other neighbourhood character overlays are marked, the neighbourhood character overlay in the St James Parade area is not marked. Buildings of potentially 12 levels backing on to the St James Parade neighbourhood would be an over bearing backdrop to St James Parade, and a major negative to its established character.


As well as having a negative impact on the neighbourhood character, tall buildings would overlook properties in St James Parade and a high population density would add to noise levels. This would reduce the amenity of our property and the properties of our neighbours.

A more appropriate use of the land would be low rise townhouses and apartments, which would be more likely to attract families, owner occupiers and older residents. The proposed high rise buildings are more likely to attract investors keen to put tenants into the complex.

We are also concerned about the impact the proposed land use would have on traffic in St James Parade, Denver Crescent and Brentani Avenue. These are narrow residential streets not designed or equipped for high traffic volumes. Rather than doing a U-turn on Nepean Highway, it is likely residents living on the subject land would access the Elsternwick activity district via these suburban streets. This would result in congestion, danger to pedestrians and families living on those streets.

Open space also needs to be better considered in the plans. A linear park directly adjacent to the railway line would link the Elsternwick and Gardenvale activity centres for pedestrians and cyclists and provide some much-needed open space within the municipality of Glen Eira. It could also provide some setback so buildings are further away from the houses in St James Parade.

Yours faithfully,



SUBMISSION FORTY NINE - COMPLAINT

The elsternwick draft concept plans. It is at stage 5 and we have not had enough consultation. we need more time to process this. We cannot be expected to reply by this Sunday . This Sunday is Father's Day . I am a busy working parent and will be affected greatly by this potential draft. Not only do I request more time but I would like to complain about how poor the communication of this draft has been.

SUBMISSION FIFTY - COMPLAINT

As a new resident to [REDACTED] we have been recently updated by our neighbours about the re zoning and potential to have up to a 12 storey apartment block right next to us taking all of our afternoon sun and being inundated with up to 2000 extra residents. The most frustrating thing, is the proposal is up to stage 5 and we are all just finding out now!! The lack of consultation on this matter is just unheard of and had we known about this prior to buying here, we probably wouldn't have. We need at a minimum an extension of time to talk/ negotiate on this matter.

SUBMISSION FIFTY ONE - COMPLAINT

Dear Mayor Ms Delahunty, Please advise why council has not directly contacted residents "west of the railway line" in Elsternwick of plans to rezone our properties? Long term residents (we've been here 23 yrs & our neighbours 47yrs) may not closely review GE council's website h/e we value our homes as much as people on the east side of the railway line who will maintain a heritage overlay as per draft plans. By chance I was alerted to Elsternwick Draft concept plans on Monday this week. I request you extend the feedback completion date from 3rd Sept to end of September and also ask you to notify all residents in the affected area by mail. I have spoken with many neighbours in the past 3 days - all of whom were shocked and dismayed to learn their treasured homes -some Victorian heritage (built in 1880-1920's) were considered 'ideal for redevelopment'. Thanks, [REDACTED]

[REDACTED]

SUBMISSION FIFTY TWO - COMPLAINT

I wish to make a complaint about the lack of consultation and seemingly total disregard to residents most affected by the proposed Draft Concept Plans for Elsternwick and moreso the deadline for feedback. As an Elsternwick resident of 12 years, I have recently moved within the local community to [REDACTED] and therefore into a home that has direct impact should rezoning occur in this most historical residential area. I was only informed of this Draft Concept Plan by a neighbour and advised of the deadline for Stage 5 feedback this week. It seems irresponsible and unacceptable of the council not to address residents directly of a plan that could have huge impacts on the living standards of so many of us that live in this totally underestimated pocket of Elsternwick. I would like to think that you will extend the deadline so more local residents can 'have their say'. It should be an embarrassment to the council that local residents have had to do letter drops to advise of this.

SUBMISSION FIFTY THREE – COMPLAINT



Delay or failure of service

Other

This week I discovered the council is planning to re-zone my residential street (filled with Victorian era houses) to allow 12 storey developments (currently the limit is 2 storeys). I have received no clear information from the council was occurring - nor has anyone in my area. It appears the council has disguised this plan into a generic 'have your say about Elsternwick'. Why has the council not properly informed or consulted with the directly impacted residents? All the residents along Oak Avenue and Alexandra Avenue only found out about this due to a letter drop from a resident who isn't even impacted by the rezone. I request that the deadline for feedback is pushed back and proper consultation with impacted residents occur so that all impacted residents have time to review the plan and provide feedback. It is also astounding that we are already in Stage 5 of an 8 stage process and you haven't clearly told the residents in this area this is occurring.

SUBMISSION FIFTY FOUR

We submit this document at this late date because we believe the closure date for comments on this far reaching, and to us potentially devastating plan, were inadequately advertised and communicated to affected residents. The document is difficult to comment on due to its lack of detail. We believe our area (West of the Railway) has many Heritage houses, great amenity and has been unfairly dealt with in your plan in an effort to sacrifice it in favour of other areas particularly those East of the Railway.

Our comments are as follows:

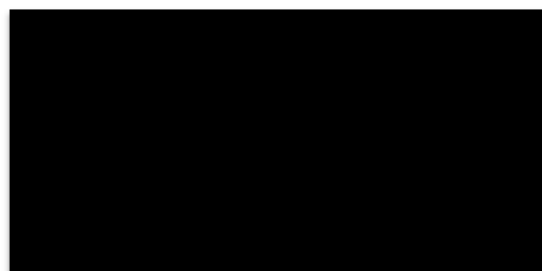
1. You use the Term “Active Streets” but do not define what this means.
2. You might want to encourage landscaping and greenery but how could this possibly happen with such a huge redevelopment with high rise buildings up to 12 stories high in a relatively small area? Would you mandate that the developers provide landscaping and greenery. We are also worried about our existing gardens (which we lovingly maintain and enjoy) should a high development be built and thus stop our sunlight. Lack of sunlight not only stops plants thriving, it also stops people enjoying their living space.
3. Community Benefit. It is true that if parts of this plan go ahead more people will get a roof over their heads in Elsternwick but at a cost to those already living in the area, which at the present is a very desirable place to live, but will that be the case when all the building is finished in the “Urban Renewal Precinct” and elsewhere in the plan. We chose to come to live in Elsternwick (hopefully till the end of our days) because of the charm and character of the “village” and the home we chose to live in. We live in one of 4 Edwardian homes (three of which are lovingly maintained in the Edwardian style. The 4th, although needing some attention could easily be a beautiful home (or if you have your way a 12 storey building overlooking our home and destroying our way of life and the end of our beautiful garden). We have added water tanks to assist with our gardening, solar panelling (which would be useless with any overshadowing) to help with electricity costs and all this would be to no avail if our lives were impacted in the manner you are choosing.
4. The request for “Night Time Activity” does this mean: encourage all night venues such as clubs and bars. Would this be of benefit to most residents of Elsternwick, or is it intended to alter the whole character of the place to be more like St Kilda. We love

that we can now walk up the street, talk to the shop owners and safely walk the street at night. We would not like to see the more “seedier” and anti-social aspects of club activity come to Elsternwick and we certainly do not want night noise.

5. “Innovative Approaches to Parking” What does this actually mean. For example a Bayside development uses car lifts, please define. There is already a distinct shortage of parking in Horne Street and surrounding areas. Cannot even imagine how it would be with large extra numbers of people living in the vicinity, especially if parking was not provided in the actual buildings.
6. Your heading “The Right Buildings in the Right Locations” is ominous to us as it takes no account of the History of Settlement of Elsternwick and the Heritage of it being a comfortable middle class suburb. I am sure this wasn’t on the radar of your Urban Consultants. It sure is on our radar. As far as we know, we have not seen any evidence that we elected the new Council and told them to go ahead and ruin our neighbourhood.
7. How would it be possible to make a safe cycling path from your so called “Southern Urban Renewal Precinct” without substantial resumption of existing properties? Would like to know more details of this idea.
8. Surely a Plaza on the North side of Glenhuntly Road at the Station would have considerable impact on some **iconic** Elsternwick businesses such as “the Classic” and do away with even more open air space.
9. Your Transport and Parking proposal includes what sounds like a relocation of the Elsternwick Station Car Park which already is undersized for the amount of people using the station. If this is the case it would be a disaster for residents in nearby streets including Horne and McMillan Street where currently parking is chaotic and traffic flow is extremely high and dangerous. We would like to see speed humps to stop the mad dash down Horne Street to the highway.
10. Urban Renewal Precinct has a focus on employment. Does this mean a greater variety of businesses would be permitted in such an area? We believe this would adversely affect residents in Horne, McMillan and surrounding streets bringing even more traffic, exacerbating parking problems and increasing noise.
11. You say that in the new Commercial mixed areas, a Developer would be able to apply for permission to build extraordinarily high buildings (up to 8 stories). Does the

“Providing Community Benefit” allow a developer to go even higher (4 stories more) if they provide some communal facility. **This is an extraordinary concession.** How is this defined, controlled and executed? More details need to be provided.

12. The definitions of the new zones are extremely loose. **We think this once again shows that the new plan pays no attention to the existing amenity of residents and the historic nature of the suburb which attracted us to the area in the first place.**
13. In all, the new Plan there is no attention, given to the impact on infrastructure (apart from vague statements about Parking) of all this potential development and population increase. Is there provision by Council for concomitant development of water reticulation, sewer, electricity supply and drainage or will it be assumed the money for all these necessary upgrades will be provided by the Residents through increased charges from the various utilities?



SUBMISSION FIFTY FIVE

Have you



Tell us what you think of the Elsternwick Concept Plans

Tell us what you think of the transformation concepts

Please do not build high rise apartments on the Kindergarten site behind the shops. I do not want my backyard having apartments looking over it

Do you have any other feedback on the draft concept plans?

Have diverse housing at the Nepean Hwy end. Not where the library, Kindergarten & old health and maternal site.

Tell us what you think of the building transition plans

High density to be located where the train station is situated. Build over the train station apartments. Close to amenities and transport.

Transport, parking and movement plans will be incorporated into the next stage of developing a structure plan. What do you think should be considered?

Do not sell public land to developers eg Library, Kindergarten and carpark off Orrong Rd. Spread single level car parking

If you would like to receive updates about Elsternwick please leave your email address below

Yes. Can you leave a SMS please

Consultation closes Sunday 3 September.

For further information, visit www.gleneira.vic.gov.au/elsternwick or contact Council's City Futures Department on 9524 3333.

Thank you

SUBMISSION FIFTY FSIX

Have your say

Tell us what you think of the Elsternwick Concept Plans

Tell us what you think of the transformation concepts

Records Management

- 5 SEP 2017

Received

GLEN EIRA CITY COUNCIL



GE024171

Do you have any other feedback on the draft concept plans?

We live behind [redacted]. We are opposed to three level / four level apartments encroaching and affecting our enjoyment of our space. Pls do not ~~sell~~ the kindergarten to build diverse housing / medium density apartments.

Tell us what you think of the building transition plans

We are generally supportive of the transition plans, however have concerns about areas where large scale shop top structures are planned to be built immediately next to single level character heritage housing (e.g. current kindergarten site on Orrong Rd). This will create a poor aesthetic due to the large contrast

Transport, parking and movement plans will be incorporated into the next stage of developing a structure plan. What do you think should be considered?

Need to ensure sufficient parking is provided throughout the whole community + that existing road bottlenecks, such as the corner of Orrong Rd + Glenhuntly Rd, are sufficiently addressed to ensure they can accommodate the increase in traffic flow.

If you would like to receive updates about Elsternwick please leave your email address below

[redacted]

Consultation closes Sunday 3 September.

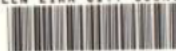
For further information, visit www.gleneira.vic.gov.au/elsternwick or contact Council's City Futures Department on 9524 3333.

in architectural style + building heights. Consideration also needs to be given to the fact that these large buildings will significantly infringe on the privacy + natural light of the single level housing (e.g. in Maysbury Ave) + diminish their heritage character appeal.

SUBMISSION FIFTY SEVEN

Have your say

GLEN EIRA CITY COUNCIL



GE022690

Tell us what you think of the Elsternwick Concept Plans

Tell us what you think of the transformation concepts - 5 SEP 2017

Haven't seen it as not shared with us through a consultation process which involves actually directly informing impacted residents. thru a direct mail ~~process~~

Do you have any other feedback on the draft concept plans?

No - one actually directly contacted the neighbourhood thru a letter box drop - particularly if actually seeking to rezone the area. I think this is most inappropriate and is NOT consultative.

Tell us what you think of the building transition plans

I have been very clear over the page here and do not want further density imposed on the area. We object to high density living (8-12 stories) replacing the car yards (unless it is in the garden/park) because it will impact on residents in the vicinity. Transport, parking and movement plans will be incorporated into the next stage of developing a structure plan. What do you think should be considered?

Congestion, underground permanent parking.
~~Not necessary~~

If you would like to receive updates about Elsternwick please leave your email address below

[Redacted email address]

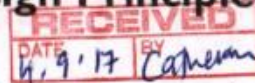
Consultation closes Sunday 3 September.

For further information, visit www.gleneira.vic.gov.au/elsternwick or contact Council's City Futures Department on 9524 3333.

[Redacted contact information]

Tell us what you think of the Quality Design Principles

Tell us what you think of the residential principles



Principles re: residential areas are sound to a point - however our street (Sherbrooke Ave) is not "old stock" and should not be rezoned. We (as with every house in our street) have a single dwelling covenant and strongly object to its removal.

Tell us what you think of the residential building types

Hate it > let Elsternwick retain its character and beauty > let the houses (Sherbrooke Ave, Oak Ave) ~~remain~~ alone in these streets.
Hate the 3-4 stories high > leave it alone.

Tell us what you think of the commercial principles

There is no character in Horne St + M^cMittan because ~~the~~ the commercial areas are messy and the streets have constant hard rubbish.

Tell us what you think of the commercial building types

I don't like "Strategic Site" or "Urban renewal" development building types > they are too high and destroy the integrity and character of Elsternwick.

Is there anything that we have missed?

DO NOT UNDER ANY CIRCUMSTANCES, RE-ZONE OUR STREET ~~as~~ (A SINGLE DWELLING COVENANT) TO INCLUDE INCREASED density HOUSING. THIS IS STRONGLY OPPOSED BY THE RESIDENTS.

Do you have any other comments about quality design principles?

+ unique quality

If you want to retain the character of the neighbourhood then leave our street alone. All the houses + gardens in our street are well kept and maintained and should be preserved under the single dwelling covenant.

SUBMISSION FIFTY EIGHT



Elsternwick, 2nd September 2017

City Futures Department
City Futures
PO Box 42
Caulfield South VIV 3162



Dear [REDACTED]

This is our reply to the Elsternwick Concept Plan:

We live in Sherbrooke Ave, Elsternwick and will be directly affected by the Elsternwick Draft Concept Plans. You appear to be interested in feedback from the community, however, you don't bother asking us. We have been living here for nearly 40 years and get all sorts of leaflets and notifications from council but not about these plans. By accident we found out about them yesterday, and today is the deadline for community feedback.

To Vision. It contains platitudes and motherhood statements.

If you want to embrace its village character etc,you don't destroy the existing houses between the railway line and Nepean Highway to replace them with 3-4 storey "Garden apartments", a term from the real estate industry to embellish a 3-4 storey monstrosity jammed into an existing housing block. The existing houses in this area are well maintained brick residences built around the turn of the century with beautiful gardens and provide a village atmosphere. This would all be destroyed by the "Garden apartments" thereby destroying the "historic character and strong cultural village feel" envisaged in your Vision. In addition, the area around Sherbrooke Ave is not suitable for higher density development because the narrow streets couldn't cope with more traffic.

The term Urban Renewal Precinct implies that a renewal is necessary. This is not the case. The area consists of sound housing stock which is well maintained. It doesn't need renewal, except for the long stretch of car yards along Nepean Highway.

Further under Vision, re range of quality local retail outlets. Along Glenhuntly Road are many opportunity shops, party supply shops and cheap retail outlets. The architecture of the buildings along the shopping strip is a hotchpotch of cheap crumbling facades of shops. There doesn't appear to be any consistency nor compliance with building regulations.

Council's aim seems to be to increase housing density leading to an increased number of rate payers leading to an increased income for the council and the councilors.

In Summary, we strongly object to the rezoning of the area around Sherbrooke Avenue to Garden apartments and commercial/mixed area.

The undersigned are the owners of 6 Sherbrooke Avenue
[REDACTED]

Reply to Elsternwick Concept Plan.doc

SUBMISSION FIFTY NINE

[REDACTED]
ELSTERNWICK VIC 3185

31 August 2017

City Futures Department
City of Glen Eira
PO Box 42
CAULFIELD SOUTH VIC 3162



Dear Sir / Madam,

RE: ELSTERNWICK DRAFT CONCEPT PLANS

I would like to provide feedback on the Elsternwick Draft Concept Plans currently displayed on the City of Glen Eira website.

High rise buildings

I feel that buildings of either 6-8 or 8-12 storeys are excessive for the existing car yard site in Nepean Highway. These buildings would dominate the skyline behind the St James Parade neighbourhood which has been identified by Glen Eira Council as having a significant character worthy of preservation. These buildings would also overlook houses in the St James Parade area.

Townhouses or apartments of a lower height would be more appropriate for the area and would be more likely to attract a more diverse (family, elderly) resident base.

I also feel there is a lack of transparency in the process described for council determining the height of the buildings suitable for the site.

Traffic in St James Parade and surrounding streets

With a large number of residents occupying the current car yard site, traffic would be dramatically increased in St James Parade and surrounding residential streets. It is the obvious route for these residents to get to shopping and recreation facilities in Elsternwick. These small streets are not designed to cope with such traffic volumes and the increased traffic would pose a danger to local families and makes exiting properties in St James Parade even more difficult.

Open Space

With the low amount of public open space in Glen Eira, I believe more attention needs to be given to providing space for recreation. The open space in any proposal needs to be maximised. A linear space rather than an enclosed space would be more accessible and could provide a pedestrian link between the Elsternwick and Gardenvale centres. If it were along the railway line, it could provide a better setback to protect properties in St James Parade.

Yours faithfully,
[REDACTED]

SUBMISSION SIXTY

City Futures Department,
City of Glen Eira,
P.O. Box 42,
Caulfield South. Vic. 3162.



Elsternwick, Vic. 3185

1st September 2017

RE : ELSTERNWICK DRAFT CONCEPT PLAN

Dear Sir/ Madam,



Elsternwick, Vic. 3185

We would like to take the opportunity to provide feedback on the Elsternwick Draft Concept Plan, particularly the Council's Plan for the Southern Urban Renewal Precinct where the Nepean Highway Car Yards are currently located.

As St. James Parade residents we are particularly concerned with regard to –

Size of the proposed development –

The proposed 6 – 12 story height of the construction would impact on the west side of St. James Parade, causing considerable overshadowing of our blocks, and also impacting on the privacy of our homes and back yards.

What was the basis for the decision of 8-12 stories – far higher than anything in this historically residential area, and has the impact of the scale and concentration of this development within the precinct been taken into account. Has any consideration been given to the overall neighbourhood character of St. James Parade, which is recognised as having a Neighbourhood character overlay, with the Glen Eira planning Scheme noting it is "significant as an intact collection of interwar dwellings set in landscaped surrounds. Most buildings are Californian Bungalow style dwellings. The area has highly consistent neighbourhood character attributes of building form, scale, materials and regular front and side setbacks that allow space for substantial planting". The Council's recognition of the existing character of this area should be taken into consideration in determining the height of buildings when viewed from St. James Parade. The Key Outcomes in your "Building Transition Plans" state a key outcome is – "Preserve the low scale heritage character of the Glen Huntly Road retail core and surrounding areas" and also to "Maintain Elsternwick's pristine heritage and character residential areas". Any high rise development would alter the character of the whole area. High Rise Apartments encourage investors and tenants, whereas lower rise town houses / apartments would appeal to families and owner occupiers, who would be more likely to be involved in the community as a whole.

Traffic implications of this Proposal -

These traffic implications would be considerable as the traffic would require access to the Elsternwick Shopping Precinct and the obvious way to do this is by St. James Parade, Denver Crescent, Brentani Ave, and Riddell Parade. These roads which were designed for residential traffic only, are already unable to cope with the increased traffic, and are often dangerous with blind corners and blocked vision in some parts. This is also impacted by the location of Liebler Yavneh College and the volume of cars and often buses which occurs. The streets are already impacted by the parking of train travellers to both Gardenvale and Elsternwick Stations.

Should this development go ahead, plans would need to be put in place to counteract these problems, perhaps by blocking the Service Lane under the Railway Bridge and creating a 2 way street to McMillan St. Which would leave access from Horne St and Rusden St. Also to block off the

south end of St. James Parade and Elster Ave. to accommodate access to Nepean highway houses south of the Railway line.

Green Areas –

As Glen Eira has the lowest amount of open space per person in Melbourne, and Elsternwick has the second lowest amount in Glen Eira, plans need to be put in place to make the best use of the areas, and would be an opportunity to provide additional open space that could be within this proposed concept which should include a significant amount of public open space. A Linear park adjacent to the Railway line would allow opportunities for green parkland space, planting of trees, provision of playground spaces and equipment to cater for family use, and a bike path and pedestrian access between Gardenvale and Elsternwick Centres – these would add significant benefit to existing and future residents of Elsternwick.

As this is such a significant area changing concept – the Council has the opportunity to show their ability to meet the needs of both existing and future residents, and enhance this wonderful area, bad planning of the precinct would result in a wasted opportunity, and would ruin the character of this historic area.

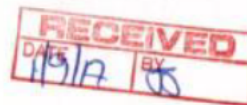
We would also stress the importance of clearly informing the present residents of any plans or proposed changes, so they may have an opportunity to be involved in the process.

Yours sincerely,



SUBMISSION SIXTY ONE

Have your say



Tell us what you think of the Elsternwick Concept Plans

Tell us what you think of the transformation concepts

I Don't think enough thought has been
put into siting and traffic movement
these two (2) items should be addressed
with allowing multiple high buildings

Do you have any other feedback on the draft concept plans?

AS ABOVE

Tell us what you think of the building transition plans

AS ABOVE

Transport, parking and movement plans will be incorporated into the next stage of developing a structure plan. What do you think should be considered?

TRAFFIC MOVEMENT in Peak Times and School
Drop off & Pick up in Elsternwick should
have serious consideration as the street
width & double lined play a large part in this area.

If you would like to receive updates about Elsternwick please leave your email address below

[REDACTED]

Consultation closes Sunday 3 September.

For further information, visit www.gleneira.vic.gov.au/elsternwick
or contact Council's City Futures Department on 9524 3333.

Tell us what you think of the Quality Design Principles

Tell us what you think of the residential principles

In The Appointed Location (on) However
The Tenure is Being Pushed Into Low Rise
Areas With out Proper Consideration.

Tell us what you think of the residential building types

on. In correct Position - Location.

Tell us what you think of the commercial principles

on In correct Position - Location

Tell us what you think of the commercial building types

on In correct Position - Location

Is there anything that we have missed?

NOTIFICATION — SOMETHING OF THIS MAGNITUDE SHOULD
HAVE MORE NOTIFICATION —
E.G. NOTICES SHOULD BE SENT OUT WITH
RATE NOTICES NOT JUST THE LOCAL PAPER.

Do you have any other comments about quality design principles?

MORE MORE NOTIFICATION IN A WIDER AREA.
ITS NOT GOING TO COST MUCH TO SEND NOTICES
and FOR THIS TYPE OF CHANGE WITH RATE NOTICES
YOU MUST KNOW IN ADVANCE, YOU WERE GOING
TO PLAN THIS AHEAD!! SO WHY NOT TELL THE RESIDENTS!!

SUBMISSION SIXTY TWO

-----Original Message-----

From: [REDACTED]

Sent: Sunday, 17 September 2017 4:49 PM

To: Cr. Tony Athanasopoulos

Subject: Glen Eira draft Concept Plans

Dear Cr Athanasopoulos

I am writing to express my concern about the draft Concept Plans for rezoning and planning in Glen Eira. I realise you represent Rosstown ward, but I wonder if you are aware that the Elsternwick concept plan includes a new 'Urban Renewal Development' zone which will allow 12 storey apartment blocks over what is now a Neighbourhood residential zone with a 2 storey limit. This would destroy a historic neighbourhood of Victorian and Edwardian homes which exemplifies the strong, family-friendly community identity that Glen Eira is says it wants to create.

12 storey tower blocks are completely out of scale for this area between the Nepean Highway and the railway line. Apart from destroying the charming neighbourhood that is thriving in such streets as Alexandra Avenue, Oak Avenue and Sherbrooke Avenue, such development would create an isolated strip of extremely dense housing that would not relate to the rest of Glen Eira. I do not believe it is possibly for this area to provide the parking, traffic flow, open space or quality of life for families that 2000 and more new residents would need.

Current residents have not been sufficiently notified about this drastic change. None of the many people I have spoken to in Elsternwick even realised this plan exists. A leaflet was delivered to some homes mentioning 'upgrades to parks, streets, car parks and community hubs' and saying 'these concepts may affect you'. This is such a gross understatement, with no mention of 're-zoning', 'urban development' or '12-storey', that I can only assume that the Council's planning department are trying to conceal the real nature of the changes they are trying to push through.

If the Concept Plan is a good one, there should be no need to conceal it or be secretive about it. I am appealing to you, not only to my own Camden councillors, as I think it is important that you are aware that 12 storey development is an unwelcome surprise to Elsternwick residents. We will be looking to you to vote only for changes that you will be proud to put your name to; not changes that destroy the amenity of this corner of Elsternwick and sacrifice the ratepayers who live here.

with regards

[REDACTED]

SUBMISSION SIXTY THREE

From: [REDACTED]
Sent: Friday, 15 September 2017 11:50 AM
To: Cr. Nina Taylor
Subject: HPRM: Draft concept plan

Dear Ms Taylor,

As a Glen Eira Councillor, I wanted to draw your attention to the **complete lack of notification to residents** and the **deceptive consultation process** that is occurring as part of the Glen Eira Council's consultation on the Elsternwick Draft Concept plans.

As I'm sure you are aware, the Elsternwick Draft Concept plan proposes to re-zone a large number of residential streets in Elsternwick to **allow excessive 12-storey development** and create a **high rise city on the Elsternwick fringe**.

- The majority of residents in the 12-storey rezone area have received **NO notification at all from Council**. We found out at the end of August from an anonymous letter (from a resident outside of the zone) – at 5 stages through the 8 stage consultation process!
- Of the 50+ residents from Oak Ave and Alexandra Streets who met with Mary Delahunty last week, only 1 had received the mailbox drop – and even then it had nothing in it advising a 12 storey rezone. Mary was unable to explain why residents in these streets (and the broader rezone area – yes, we have done a big door knock) did not know about the rezone.
- **Investors** with property in the 12 storey rezone area have **not been notified at all by council** (this was confirmed by your planning dept) and as such have had no opportunity to provide feedback – how are you notifying them and gaining their feedback?
- **Residents who live outside of the rezone area**, but will be significantly impacted by traffic, overshadowing and privacy issues (eg. St James Pde and surrounding streets) have also **not received any notification about the rezone**. The planning dept told these residents only people in the rezone area were being advised. As well as it being unacceptable not to notify ALL Elsternwick residents about this plan, it is certainly not true to say directly impacted residents have been notified.
- **Messaging about the 12 storey rezone** has been **disguised** under a 'Help us shape the future of the shopping strip' survey. My house is nowhere near the Glen Huntley Road shopping strip! Where is the transparency?

Either Council is deliberately trying to hide this plan, or the staff running the consultation are woefully incompetent.

In relation to the actual plan, there are serious faults:

- Traffic chaos in St James Parade (which has a school) and Horne Street/Glen Huntley Road intersection – there is no traffic impact assessment and plan has no information about how this will be managed.

- Loss of significant heritage/character properties – in my street, 50% of properties are circa 1880 and in the adjoining street three are 15 original Edwardians from the turn of the century. Why are you allowing developers to destroy Elsternwick's history?
- Massive overshadowing and loss of privacy issue – how will you manage this when a developer puts a 12-storey apartment block next to me? I have young children and this is completely unacceptable.
- Additional impacts to our already over-crowded train, tram and bus facilities – plan has no information about how this will be managed.
- Objectives of plan said you want to support a network of active streets and shared community open spaces – where are these additional open spaces and parkland in the plan?? Elsternwick already has the lowest amount of parkland per resident. Again, there is nothing on the plan.

Is this what you want to be remembered for? Will this be your legacy as our elected representative? Don't turn our municipality into another Port Melbourne / Docklands disaster!

The plan is excessive and completely out of character with this suburb and the reason people choose to live here.

Regards,

[REDACTED]

Elsternwick resident for 10+ years (with 2 properties in Elsternwick)

To Glen Eira Council.

I have lived in [REDACTED] for over eighty years and my house is still beautifully maintained, as is our garden.

I have seen a lot of urban development over the years and I do not like the mess and congestion it has created in the neighbourhood. If the council wants to retain the unique character of our streets (which are not old stock) then the single dwelling covenant should be retained.

I also oppose the use of the car yards being made into 8-12 stories high, this area should be parkland or for better benefit to the community.

Yours sincerely
[REDACTED]

Records Management
- 5 SEP 2017
Received

3rd Sept.

RECEIVED
DATE 4.9.17 BY Catharine

30/11/2017

SUBMISSION SIXTY FIVE

From: [REDACTED]
Sent: Monday, 18 September 2017 12:31 PM
To: Cr. Daniel Sztrajt
Subject: Resident feedback to the Elsternwick Draft Concept Plans

Dear Councillor Sztrajt,

I am [REDACTED] and I live with my family at [REDACTED] [REDACTED] in the area bounded by the Nepean Highway and the Sandringham Railway line, in Elsternwick, and you are my Councillor for the Camden Ward. I emailed you briefly yesterday to ask if we could please discuss the impact of Elsternwick Draft Concept Plan. I understand if you are very busy, so I thought that I would try to put my feedback in writing to you. The Elsternwick Draft Concept Plans will have a huge impact on this mostly residential area and the amenities of my family and our neighbours. This location has the caryards along the highway and the remainder is a quiet residential area. The concept plans, as sketched predict height limits to either 4 or 12 storeys. These plans estimate a huge increase in population (~2000 residents), do not include green areas (why?) and the plans are so vague as to not adequately indicate the end result - what would the proposed building footprint % be? How would traffic be managed? As the trains are already standing room only to the city at most times of the day. How would overshadowing be managed? Alexandra and Oak Avenue are both narrow streets, how will this area function both with a larger population? - and particularly during an expansion period with builders trucks pausing in 1-lane streets? Alexandra Ave has a sharp corner in it and is already somewhat hazardous at the bend.

The Background Report says 'The strip of land between the railway line and Nepean Highway has been identified as an ideal location for increased development intensity, given:-The Nepean Highway and railway line provide a clear buffer that minimises adverse impacts to low scale surrounding areas'. It seems to me (and my neighbours) that we are to be sacrificed to protect our neighbours across the railway line and elsewhere in Elsternwick. Currently, I know my neighbours in the surrounding streets, historically there has been very little residential real estate turnover in these streets - you would be able to verify this in Council documents. This low real estate turnover is not serendipity - it is because when people buy into this area, they are welcomed, celebrated with end of year parties and welcome parties, and the residents stay. It is a happy quiet area, we moved here in 1994 to live in Elsternwick because of the many amenities, the beautiful Victorian streetscape, we are 1 of 6 Victorian homes in Oak Ave, Alexandra Ave also is predominantly renovated Victorian homes.

The Background Report also states 'The existing built form and neighbourhood character is mixed, with no built form protections (excluding some individually listed heritage sites that will continue to be protected). The existing residential building stock is aged and the location ideal for redevelopment.' what makes a Victorian home aged rather than worthy of preservation? Our home is fully renovated with double brick throughout, double-glazing, solar panels, solar assisted hot water, water tanks - need I go on? Most of the housing stock in our surrounding streets has also been renovated.

Furthermore, these plans contravene the Council's own Elsternwick Draft Concept Plans 'Place-Making' goals to '>> Enhance Elsternwick's reputation as a cultural and entertainment hub.>> Celebrate the historic character and village feel of the Glenhuntly Road retail strip.>> Support a network of active streets and shared community and open spaces. >> Encourage landscaping and greenery. >> Promote high quality urban design and architecture. >> Support safe, accessible and friendly streets. >> Encourage development that provides a community benefit'.

Nor do the Elsternwick Draft Concept Plans meet the stated objectives in the 'Glen Eira Quality design Principals, July 2017, ' heights and setbacks that respect the existing character of the street'.

We, the residents had a visit from our Mayor, Mary Delahunty on Saturday the 9th of October, Our Mayor said that Elsternwick was meeting its population objectives to date - then why not leave our area alone?

I find it difficult to reconcile your campaign intentions of environmental sustainability - more open spaces and (against) inappropriate development with the inevitable outcomes from the Elsternwick Draft Concept Plans

I implore you to please vote against this change, please ensure that your legacy on the Glen Eira Council is a sustainable legacy for both the residents and the land.

You would be most welcome to come and visit us, in our home, if this would be helpful for you.

Sincerely,



SUBMISSION SIXTY SIX

From: [REDACTED]
Sent: Sunday, 17 September 2017 9:33 PM
To: Glen Eira City Futures
Subject: Elsternwick concept plans

Hi,

Attached is a document stating how the new property plans for Elsternwick affect myself and my property.

I am not happy with these changes and expect the council to review the planned zoning in my area.

My neighbour at number 12 let you know that I would be entering a late submission so please consider my thoughts carefully.

Cheers,

[REDACTED]

I am [REDACTED] and I live at [REDACTED]

I purchased my property in May 2016 with the intention of enjoying the lifestyle Elsternwick has to offer but eventually wanting to develop my property which currently sits in a growth zone. I paid a premium for my property based on the opportunity for future development. Also I received a hefty raise in my council rates for the year in which I purchased the property whereas as far as I am aware other residents in the immediate area received a very modest raise.

Also I was made aware by business contacts that my next door neighbour to the east was interested in developing his property in the future making a large scale development a future possibility. My property of 908 SQM and his of 881 SQM makes a total development area of 1789 SQM. The property to my west at [REDACTED] owned by the Anglican Church has some interest in future development and the one next door to it at [REDACTED] is very interested in future development.

My property is surrounded by large scale developments and therefore doesn't exist in a traditional residential area.

I believe that the planned heritage/character housing of 1 to 2 storeys in height is not in keeping with the area and a far more development friendly zoning should apply, at least to the north side of Stanley Street.

SUBMISSION SIXTY SEVEN



Delay or failure of action

Other

Having just returned from overseas I find that I should have received from you in the mail information concerning the Elsternwick Draft Concept Plans and how this affects my residence. Apparently no-one in this street has received any such information from the council. I hereby formally complain about this lack of correct action by the council.

SUBMISSION SIXTY EIGHT

-----Original Message-----

From: [REDACTED]
Sent: Saturday, 16 September 2017 1:08 PM
To: Glen Eira City Futures
Subject: Support

Hello team,

Just wanted to say the draft for Elstenwick looks very good and we support it.

[REDACTED]

SUBMISSION SIXTY NINE

-----Original Message-----

From: [REDACTED]

Sent: Monday, 18 September 2017 12:05 PM

To: Cr. Mary Delahunty

Subject: Elsternwick rezoning

Please reconsider this irresponsible decision that will impact our future in our suburbs. We do not need more cheaply built and badly designed 12 storey buildings in our area at the expense of destroying our housing that represents some semblance of history in our area. Unlike other countries we do not value our history and only look to pleasing greedy developers that scar our suburbs with their ugly buildings. It causes more traffic congestion, more overcrowding and the present infrastructure will not cope with so many extra residents that come into our area. Sure you get more rates but at what expense. Our suburbs do not need this kind of development. Council should look to improve our suburbs not let them be dictated by money-making developments that only serve the people who build these nasty buildings for mega profits. Keep some history and maintain some beauty in our streets before it all goes forever.

This makes me very angry. It is a family friendly suburb and we need grass, trees and space for a healthy lifestyle and environment and character. Pursue this rather than allowing high rise buildings which will no doubt be the slums of the future as they decay and run down.

[REDACTED]

Elsternwick VIC 3185
Australia

SUBMISSION SEVENTY

From: [REDACTED]
Sent: Sunday, 17 September 2017 1:19 PM
To: Cr. Jamie Hyams
Subject: Elsternwick Draft Concept Plan

Dear Councillor Hyams,

I live at [REDACTED] Elsternwick and I write to express my concern about the Elsternwick Draft Concept Plan. If ever there was a plan to destroy a neighbourhood this is it. The language of the Background Report document indicates to me that any adverse impact on our neighbourhood is nothing to be concerned about. I quote :-

'The strip of land between the railway line and Nepean Highway has been identified as an ideal location for increased development intensity, given:-

The Nepean Highway and railway line provide a clear buffer that minimises adverse impacts to low scale surrounding areas. '

Why should we with our low scale properties be the buffer? Why shouldn't the other side of the line be a buffer? More to the point why not leave well alone?

Further down the same document states:-

' The existing residential building stock is aged and the location ideal for redevelopment.'

Oak Avenue is a very short street. One side of it consists of a row of six double fronted double brick Victorian 1880's houses in good condition.

The adjacent Alexandra Avenue has most of one side consisting of original predominantly weatherboard 1880's houses in excellent condition.

Other streets in this wedge of land, I am not so familiar with, but look to me to contain many period houses.

Is Elsternwick so crowded with period houses that it can produce a plan that will inevitably lead to the destruction of these properties? Let's not pretend it will be otherwise. If there are four, six, eight or twelve storey buildings raised next to your Victorian property you are going to sell, no matter how much you love your home. Inevitably, it will be to a developer, since no one else will buy such a property. The 'domino effect' will soon eliminate all existing homes in this area.

The residents of Oak and Alexandra Avenues know each other. We are typical Australians. We are a mixture of Greek, English, Scottish, Israeli and Polish migrants and native born Australians. We meet and talk and watch over each others homes. We have street parties together. Some residents have lived here for forty plus year. We have spent many hundreds of thousands of dollars on our homes. We are proud of our neighbourhood. Let's not destroy it.

I am not immune to the need for more housing in our country, but is the destruction of existing suburbs the way to solve this issue? I am aware the state government is behind all this. We have new suburbs sprouting alongside our highways, but I see the usual single storey housing. Why can the State Government insist on only limited height multi storey housing in the new areas? If the buildings and facilities are well designed they will be bought by proud young couples who will look after and treasure them for generations.

These multi storey buildings will not serve our community. Please vote against these plans

Yours faithfully,

A black rectangular box redacting the signature of the respondent.

P.S. Please feel free to contact me if you would like a guided tour of our neighbourhood.

SUBMISSION SEVENTY ONE

-----Original Message-----

From: [REDACTED]

Sent: Saturday, 16 September 2017 3:49 PM

To: Glen Eira City Futures

Subject:

Well done to Glen Eira Council.

High rise to be located on the Elwood side of Glenhuntly rd & Nepean Hwy. Include diverse housing in this location away from the already congested Orrong Rd/ Glenhuntly rd end.

With thanks.

[REDACTED]

SUBMISSION SEVENTY TWO

From: [REDACTED]
Sent: Wednesday, 13 September 2017 11:28 AM
To: Glen Eira City Council
Subject: Official Complaint: Elsternwick, Carnegie, Bentleigh Concept Plans

I am writing to lodge an official complaint in regards to the Concept Plan submitted by this council for Carnegie, Elsternwick and Bentleigh.

Having been overseas, I have only just been made aware of these and as a ratepayer of Glen Eira, I am deeply concerned with the proposal and process. From my understanding, the plans all feature:

- expansion of the centre boundaries and significant changes to height limits (particularly for newly defined Urban Renewal Areas and Strategic Sites)
- no strategic justification for these changes
- scant detailed information on expected population densities, government targets and
- no information on the planning tools to be implemented to achieve desired outcomes
- disregard for heritage and neighbourhood character

The changes are significant and have far reaching implications for all residents who live in, nearby or frequent these activity centres. From my own research, I understand that, and using Elsternwick as an example, many residents were unaware of the plan to rezone and not formally notified. Why? With only one more planned community consultation (October-November), will we either be swamped with information and limited time to assess or still lacking the data, justifications and analysis required to make an informed decision ?

I am deeply concerned and disappointed with the apparent disregard for your ratepayers. There seems to be a continued and inherent lack of transparency and consultation with this council.

According to your website, and I quote, you work with and for the community. I see no evidence of this here.

I am using this forum to voice my objection given that submissions are now closed. To that end, I request acknowledgement of my complaint and the opportunity to discuss this further with an appropriate representative of your organisation.

Yours sincerely,

[REDACTED]

SUBMISSION SEVENTY THREE

From: [REDACTED]
Sent: Wednesday, 13 September 2017 11:44 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: [REDACTED]

Dear Julia Wilson

RE: [REDACTED]
[REDACTED]

LAND OWNER: [REDACTED]
[REDACTED]

My name is [REDACTED] Director and Shareholder of the above company which owns the subject site known as [REDACTED]. Together with my Partner [REDACTED] we make the following comments in relation to your email and telephone discussion with my General Manager [REDACTED] on 31 August 2017.

Firstly, we commend Council and associated stakeholders in their vision to recognise that there is, in time, a need for inevitable change in the structure and future use of the Elsternwick Structure Plan precinct. We most certainly agree that the identified urban renewal precinct (of which our site is subject to) between the railway line and the highway has a uniquely different character to the retail heart of the activity centre. We believe that it can more than accommodate substantial change to the aesthetics and use of the subject area (including ours).

At this juncture it is also important to point out that the modern Car Retailing environment (of which we are a major player both in Victoria and nationally) is undergoing slow but substantial change. The requirement for large allotments of land displaying a large array of cars and enormous showrooms are slowly being replaced with consolidated showrooms, often as part of a wider mix of retail and/or ancillary businesses, along with an increase in offsite storage locations (for vehicles) and smaller and more conveniently located satellite service centres. Accordingly, it is our view that the future car retailing environment will mirror what is already occurring in larger cities like London, New York and Tokyo where it is common to see a car dealership at Ground Floor Level, amongst occasionally other retail businesses, with offices/housing above in a vertical fashion.

We believe that the Nepean Highway precinct being referred to in the Structure Plan is at a unique advantage. Given its location it has the potential to accommodate maximum development with minimal impact to amenity and also from a traffic and overshadowing perspective. To that end, we also note that the site currently is not subject to any height controls. Any proposed controls, in our view, should accommodate a reasonable height and weighing in a wide main road frontage, dedicated service lanes for ease of access etc we believe that such height of the proposed 12 levels would provide a reasonable baseline on which to work. We note that the 6-8 level heights that are also being considered may be an

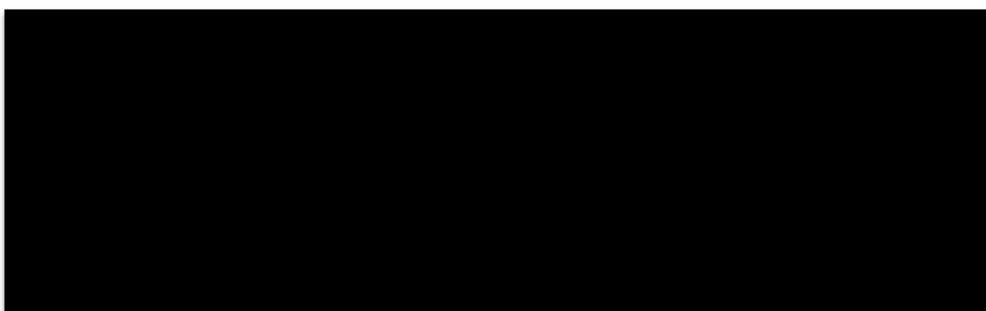
underdevelopment of strategically located land, that again, even at 12 plus levels will have minimal to nil impact following its development. We further note that in our opinion any additional height associated with providing community benefit should be directly linked to the value of the contributions provided. Accordingly, this could even be a marginal floor area uplift above the reasonable baseline (12 levels) given the context and location of the subject site.

We again thank council for its foresight in identifying the site under the Structure Plan and wish to be kept abreast of any developments that are associated with the subject site.

I am happy to answer any further questions or provide any further commentary in respect of the plans and indeed this email.

My contact details are embedded below so please feel free to contact me at any time.

Thank you.



SUBMISSION SEVENTY FOUR

From: [REDACTED]
Sent: Wednesday, 20 September 2017 2:19 PM
To: Cr. Joel Silver
Subject: CR12521 -HPRM: Elsternwick draft concept plans

Dear Mr Silver,

I am writing to you to express my strong objection to the proposed 12-storey re-zone on the Elwood side of the railway line and my astonishment at the **complete lack of notification to residents** and the **deceptive consultation process**.

On your council profile it is listed that "consultation with the community is a priority for you". Are you aware of how badly the consultation for the Draft Concept Plan is being conducted by council?

- The majority of residents in the 12-storey rezone area have received **NO notification at all from Council**. We found out at the end of August from an anonymous letter (from a resident outside of the zone) – at 5 stages through the 8 stage consultation process!
- Of the 50+ residents from Oak Ave and Alexandra Streets who met with Mary Delahunty last week, only 1 had received the mailbox drop – and even then it had nothing in it advising a 12 storey rezone. Mary was unable to explain why residents in these streets (and the broader rezone area – yes, we have done a big door knock) did not know about the rezone.
- **Investors** with property in the 12 storey rezone area have **not been notified at all by council** (this was confirmed by your planning dept.) and as such have had no opportunity to provide feedback – how are you notifying them and gaining their feedback?
- **Residents who live outside of the rezone area**, but will be significantly impacted by traffic, overshadowing and privacy issues (eg. St James Pde and surrounding streets) have also **not received any notification about the rezone**. The planning dept. told these residents only people in the rezone area were being advised – which as detailed above is not true.
- **Messaging about the 12 storey rezone** has been **disguised** under a 'Help us shape the future of the shopping strip' survey. My house is nowhere near the Glen Huntley Road shopping strip! Where is the transparency?

Either Council is deliberately trying to hide this plan, or the staff running the consultation are woefully incompetent.

In relation to the actual plan, there are serious faults:

- Traffic chaos in St James Parade (which has a school) and Horne Street/Glen Huntley Road intersection – there is no traffic impact assessment and plan has no information about how this will be managed.

- Loss of significant heritage/character properties – in my street, 50% of properties are circa 1880 and in the adjoining street three are 15 original Edwardians from the turn of the century. Why are you allowing developers to destroy Elsternwick's history?
- Massive overshadowing and loss of privacy issue – how will you manage this when a developer puts a 12-storey apartment block next to me? I have young children and this is completely unacceptable.
- Additional impacts to our already over-crowded train, tram and bus facilities – plan has no information about how this will be managed.
- Objectives of plan said you want to support a network of active streets and shared community open spaces – where are these additional open spaces and parkland in the plan?? Elsternwick already has the lowest amount of parkland per resident. Again, there is nothing on the plan.

How does creating a **high rise city on the Elsternwick fringe** “embrace Elsternwick's historic character and strong cultural and village feel”???

Is this what you want to be remembered for? Will this be your legacy as our elected representative?

Don't turn us into another Port Melbourne / Docklands disaster!

The plan is excessive and completely out of character with this suburb and the reason people choose to live here.

Kind regards,



SUBMISSION SEVENTY FIVE

From: [REDACTED]

Sent: Wednesday, 9 August 2017 5:11 PM

To: Cr. Jamie Hyams

Cc: [REDACTED]

Subject: draft concept plans - Elsternwick

Hi Jamie

I hope all is well with you on this Winters day.

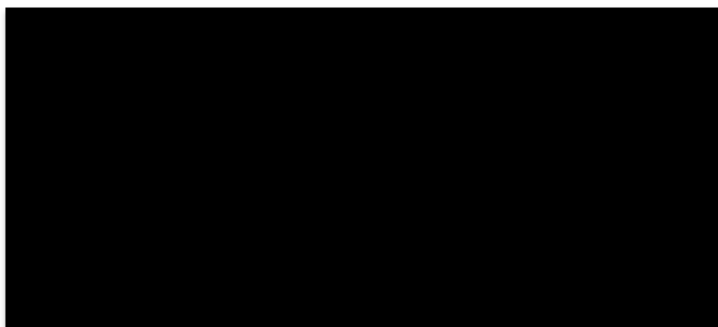
A neighbour to our [REDACTED] alerted me to new council draft plans for Elsternwick. On which our [REDACTED] falls inside a zone for "Urban Renewal Development". (see below)

I totally understand this is a draft for discussion plan.

Our lease with council lasts another 8 odd years. But it does raise concern about the long term prospect for our hall.

Should I be concerned? And should we attend the Aug 21 meeting to voice that concern?

I'd value and appreciate your opinion if possible.



Extract from: <http://www.haveyoursaygleneira.com.au/projects/Elsternwick>



Commercial/mixed areas	Height (storeys)
■ Heritage/character shop top	3-4
■ Shop top	4-5
■ Strategic site (mixed use) + Providing community benefit	5-6 6-8
■ Urban renewal development + Providing community benefit	6-8 8-12
* Appropriate transition to be managed within site.	

SUBMISSION SEVENTY SIX

-----Original Message-----

From: [REDACTED]

Sent: Sunday, 10 September 2017 10:05 PM

To: Cr. Mary Delahunty

Cc: Glen Eira City Futures

Subject: Belated ELSTERNWICK DRAFT CONCEPT PLANS Stage 5 Feedback

Dear Lord Mayor,

Thank you for the opportunity to provide a late submission to Feedback to the ELSTERNWICK DRAFT CONCEPT PLANS (Stage 5).

As a resident of Horne Street, which falls in the 'Urban renewal development' area of Elsternwick, I feel some distress at what is proposed. I'm sure that you have received many submissions criticising what is proposed for our area of Elsternwick, on technical grounds, with which I would be in agreement but won't repeat.

I do wish to say that the term 'Urban renewal development' itself is somewhat offensive and suggests that we live in some wasteland or abandoned, once industrial, land. And also that a perception pervades that we are being 'sacrificed' to protect other parts of Elsternwick, those deemed more 'desirable'.

Yours faithfully

[REDACTED]

SUBMISSION SEVENTY SEVEN

From: [REDACTED]
Sent: Saturday, 23 September 2017 4:14 PM
To: Cr. Joel Silver
Subject: No to Elsternwick High Rise Rezone.

23 September 2017

The Mayor – Mary Delahuntly

Councillor Joel Silver

Councillor Nina Taylor

Dear Councillors

RE: No Elsternwick High Rise rezone

I would like to protest the lack of transparency and poor communication for the changing of this zone from Residential to Urban Renewal Development.

We have lived at our current address in Elsternwick for in excess of 30 years. When we purchased our home, we felt the advantages were a quiet small street, with at the time many very long term residents who had brought families up in their homes. There was a feeling of community within the street. Since that time a lot of these residents have moved on and been replaced by young family people. The street has always had a community feel, but now with children living here and attending local schools and playing that spirit has been enhanced. We have a Christmas street party each year and regular interaction with our neighbours.

We had no notification of the proposal to rezone this area, although it crossed our minds when property developers purchased many buildings in Horne Street.. At the time, I cannot remember the source of the information but I heard the purchaser proposed to build an 11 storey building on the site, although this was not zoned for high rise at that time.

There are many heritage buildings in this area. Some of the houses in my street, and others have been renovated and extended at the back but have maintained their original frontages.

If the rezoning goes ahead we will lose our privacy, with buildings looking into our backyard. Overshadowing will be an issue. At this time we spend many relaxing hours in our backyard. As do many other residents in the proposed rezoning area.

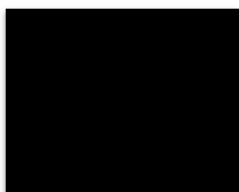
I have read in local papers many times that the City of Glen Eira lacks open space and parkland, surely by building high density accommodation in the area, increasing the population by an estimated 20%, the need for open spaces will become a major issue. Residents in high rise accommodation need spaces to walk play with children and relax outside of high rise buildings.

Parking in the area has always been an issue. With the increased amount of traffic from the larger population of the area, this will only increase this problem, as well as cause increased congestion. currently the traffic flow is slow at peak times and this can only get worse.

Elsternwick is a great place to live. We have no intention to move as we get older. I fear that with the increase in population and high rise buildings our property will be devalued, and our life style altered in a negative manner.

In summary, the issues that I see are: overshadowing, , loss of heritage, lack of open space and parkland, traffic congestion as well as devaluing of community and potential devaluation of properties. I am particularly disappointed as some councillors have made a point of stressing their commitments to community consultation.

Yours sincerely



Elsternwick 3185

SUBMISSION SEVENTY EIGHT

From: website@gleneira.vic.gov.au [mailto:website@gleneira.vic.gov.au]

Sent: Thursday, 5 October 2017 5:10 PM

To: Glen Eira City Council

Subject: Make a complaint Submitted

Name:

[REDACTED]

Address:

[REDACTED]

Email:

[REDACTED]

Telephone business
hours:

[REDACTED]

Please provide any
request or enquiry
numbers you have been
given from Council in
relation to this matter:

Type of complaint?

Quality of decision

Complaint topic:

Other

Details of complaint:
(limit to 1,000
characters)

I did not receive any notices of the intention to build 12 story high rises on the Elsternwick Fringe and although I understand that change is inevitable this completely destroys the Elsternwick village. It diminishes the value of my home and I do not believe that council alerted the neighbors at all. I am deeply disappointing with the direction that council wishes to take and stand with residents on fighting this matter.

SUBMISSION SEVENTY NINE

To Whom It may Concern

I was concerned to read through Council's letter and its intentions regarding the development of the Nepean Highway Car Yard sites.

The proposed scale of the development would dramatically impact the properties surrounding and behind these sites both from a safety point of view and financially.

Council should be aware of the pressure under which St James Parade is already under as it used as a thoroughfare and associated school zone in the mornings and early afternoons.

Increased traffic through the back streets would cause an additional danger and chaotic traffic management.

Increased development, particularly of the proposed height and scale that Council is suggesting would cripple the value of our homes.

Many of us have spent huge sums of money to buy into the neighbourhood and build family homes and family environments for our children in this area.

The car yard sites are owned by already wealthy families so, to reward them further with a massive scale development is to the detriment of all neighbours, not to mention Council's own height limitations and Planning Controls.

Further, the distraction of high rise apartments to the volumes of Nepean Highway traffic (higher than those already nearing completion on the corner of North Road and Nepean Highway) seem irresponsible to say the least.

SUBMISSION EIGHTY

From: [REDACTED]
Sent: Monday, 11 September 2017 1:21 PM
To: Cr. Mary Delahunty; Glen Eira City Council; Cr. Joel Silver; Cr. Daniel Sztrajt
Subject: Response to draft Concept Plan for Elsternwick

Dear Mayor Mary Delahunty, Camden councillors and City futures planning team, Thank you for responsiveness to residents' questions and concerns about the draft concept plan for Elsternwick. Please find attached my response to the plan.
regards
[REDACTED]

To Glen Eira City futures planning team and Mayor Mary Delahunty,

I wish to respond to the Draft Concept Plan for Elsternwick.

Here's the short version:

The draft plan has such a drastic effect on my street that I will not talk about the other aspects of the plan, many of which are commendable, but only about its effects on the little residential neighbourhood of Alexandra Ave and Oak Ave, between Nepean Highway and the railway line. We planned to live here forever; we don't want to develop or move out. However, being adjacent to the Nepean Highway strip it looks like development is going to come to us, like it or not. In which case, these are my preferences:

My first preference would be for a minimal change from the existing zones: both sides of Alexandra Ave and Oak Ave would remain zoned *Neighbourhood residential* and the developments would be confined to a strip along the highway. Because of its proximity to single houses, this strip should be reduced in density and height to 2 storey townhouses or, at most, 3-4 storey apartments fronting the highway. 4 storey is actually very high, especially next to 8 Alexandra Ave and 7 Oak Ave, so even this might need further thought. My fear with this possibility is that developers will push to increase any height limits and we will end up fighting and then living next to higher developments and our single houses will become unpleasant to live in and difficult to sell.

If, however, there is no choice but to have 8-12-storey apartments zoned along the highway as far north as Macmillan St and beyond, then I find myself in the strange situation of preferring to be part of the 12-storey zone, as per the draft plan, and facing eventual sale to a developer and demolition of our house. We will eventually find this preferable to remaining in a built-up area. I am concerned though, that two rows of 12 storey buildings won't fit in the designated zone. The rear row, where the Alexandra Ave houses now are, would be so shadowed and hemmed in that it would not be desirable to develop anyway, thus leaving us zoned for redevelopment in theory, but trapped behind a wall of high-rises in practice. Better, if we must move, to be part of the apartment complex from the start. Footprints should be imposed that require development of the entire depth of the 12-storey zone at once. This footprint would not only lead to better building design, but it would also mean that current residents are given some control over the timing of the developments: they could not occur until we are ready to sell and move on. I think this is the least that council could guarantee us if a plan for Elsternwick is adopted that, in effect, evicts us.

And here's the long version:

The draft Concept Plan

Overall the plan seems to be a good attempt to maintain the character of Elsternwick, add to parks and bike paths and increase walkability and controlling development to create attractive streetscapes and appropriate interfaces.

Effect on residents in the proposed Urban Renewal zone

These benefits described in the draft concept plan accrue to most of the community, but at a massive cost to a small part of the community: the historic residential neighbourhood east of the railway line, particularly Alexandra Ave, where I live, and Oak Ave. This area, which is currently in the lowest density of 7 zones (*Neighbourhood Residential*: 1-2 storeys) will become the highest-density of 9 zones (*Urban Renewal Development*: 6-12 storeys). On the east side of Alexandra Ave the density will be 'only' 4 storey apartments to interface to the neighbourhood east of the railway line and buffer them from the 12 storey developments.

Development on this scale is out of proportion with the current character of this precinct, and would cause huge loss of amenity for ratepayers in this area who are, by this plan, being expected to bear the entire burden of population increase for a large part of Glen Eira. The astonishing change in zoning for this area is based on a description of this area in the Background Report as 'aged and ideal for redevelopment' (p.12). I agree that our homes are old: more than 100 years old. My house is one of a row of 4 identical 1912 block-fronted Edwardian homes, all of them in pristine, well-maintained condition, all renovated within original rooflines and facades. Backing on to these houses, around Alexandra Ave's tight 90 degree corner, the row continues with 5 more identical Edwardian houses. Opposite these are 3 Victorian homes and immediately adjacent to them in the Oak Avenue cul-de-sac are 5 grander Victorian homes built in the 1880s. Houses in other parts of Elsternwick that are of equal age, many in poorer condition or compromised by inappropriate renovations, will actually enjoy increased protection from encroaching development: the Concept Plan re-zones many of them from *General Residential schedule 1* or *schedule 2* (3 storeys) or even *Residential Growth* (4 storeys) to the new *Heritage/character Housing* (1-2 storeys). Other areas that currently have the same zoning and overlays as us (e.g. east of Shooobra Rd) are to become side-by-side townhouse of 1-2 storeys. What makes us different is our proximity to the prime development strip along the Nepean Highway.

So it is clearly not the age or the condition of our houses that really motivates this rezoning: the residential neighbourhood of Alexandra Ave and Oak Ave is obviously being sacrificed to meet development targets while protecting the precinct east of the railway line. It makes it a bit awkward to respond to a plan to 'encourage development that benefits the community' when the plan actually writes my neighbours and me out of that community. The parks and bike paths that we are helping to pay for are not to be for our benefit. Our departure is, in fact, part of the plan. The Building Transition Plan does not even recognise that we exist. It states that the Urban Renewal Development will be along existing car yards while 'the remainder of the precinct is identified for garden apartments' (p.12). As 8-26 Alexandra Ave are neither car yards nor in the 4-storey apartment zone, we seem simply not to exist. The plan states that 'any sensitive interfaces [will be] appropriately managed' (p.11): as a sensitive interface between us and an immediately-adjacent 12-storey building is obviously impossible, it is clear that we ourselves are the interface.

In short, these planning documents downplay the negative effects that will be borne by our streets by either dismissing us as having little existing amenity or disregarding our existence altogether. Although we pay the same rates as other Elsternwick residents, we do not warrant the same protection as others, or indeed, the same right to exist in an ideal future Elsternwick. We are set to be squeezed out of the area in order to improve the quality of living for others. Indeed, I even wonder if our neighbourhood is dispensable because we are on the border of two councils. Any negative effects of development to the west will affect Bayside residents, which is no concern of Glen Eira's, and the eastward effects are insulated by the railway line. Sandwiched as we are between Bayside and the railway line, it seems easy to regard us as a lesser part of Elsternwick.

Residents' wariness of development

The sad history of contemporary development in Melbourne strongly suggests that all developers will attempt to skimp on meeting setbacks and adhering to streetscapes. They will provide the cheapest community benefit possible in order to qualify for additional storeys. They will attempt to build more storeys than the zone allows. They will bend the rules and push for exemptions. Not only do ratepayers have to fund council to police and enforce planning rules, but the onus is on local residents to detect breaches and shortcuts and spend time and money fighting them in VCAT. This gives residents no incentive to make concessions or allowances at this early planning stage: whatever the final plan for Elsternwick, we have to assume it will be compromised in execution.

If Melbourne had a track record of building quality, sustainable, well-designed, liveable apartments, perhaps the community wouldn't be so opposed to development. But in Melbourne, high-rise apartment towers are a by-word for junky, sometimes lethal construction, and the development process is well known for imposing its negative externalities on the community at large, and neighbours in particular. In the future, when we discover any unanticipated consequences of rezoning, it will be too late for recourse. That is why residents in my area are so alarmed and resistant to this and are looking suspiciously for hidden agendas. For example, given that Alexandra Ave is a narrow cul-de-sac with a 90 degree bend, one wonders if it is actually possible to build a series of 4 storey apartments on one side and 8-12 story apartments on the other: could the purpose of rezoning Alexandra Ave be less in the expectation that apartments will be built on this street, but more to deny residents the right to object to tower developments along the highway? A high rise zoning over our houses might remove the requirement for highway developments to avoid overlooking or overshadowing or any other restrictions that might apply if our houses retained residential neighbourhood zoning.

Certainty for residents

This rezoning would be life changing for us, in a negative way. Like most of my neighbours, until our recent shock discovery of this proposal, I had every expectation of living in my home forever. Like all of my neighbours, I have invested heavily in recent years in renovation. Unfortunately for my family, the timing of the concept plan could not have been worse: on 17 May I attended a Community forum about parks, parking and Glen Huntley Rd streetscaping. Reassured that the council had good ideas for improving Elsternwick's amenity, my husband and I signed the contract for a major renovation that same week. 3 months into that renovation, on Monday 28 August, before we had even moved back into our house, we learned the devastating news that all our trouble and expense might be wasted: our house is basically marked for demolition. We might as well have let the house fall into decay all these years instead of lovingly maintaining it.

Although the plan states that it aims to create certainty for residents (and developers, presumably), that seems to apply, yet again, only to residents east of the railway line. For those west of the railway line, we are now thrown into uncertainty. We do not know how soon these changes will start to impact on our area, but one change will be instant: renovation and home improvement will cease. Houses that sell will go to land bankers or developers instead of owner-occupiers, to be rented out while they await consolidation with neighbouring properties. The report's condemnation of this area as 'aged and ideal for redevelopment' will become a self-fulfilling prophecy. Local amenity will diminish through neglect even before the first development breaks ground.

Questions to be addressed in the structure plan

There are many more uncertainties at this stage of the proposal. I would like to see the following clarified in the structure plan so that community feedback is based on information instead of panicked supposition:

- What exactly will count as a 'community benefit' for the apartment towers? What quantum of 'benefit' will earn one additional storey?
- How will these community benefits be weighted if the benefit is accrued to the wider Elsternwick/ Glen Eira community at the cost of loss of amenity to the existing immediate neighbours? There is the sense that, once again, the intangible price of these benefits will be paid solely by the immediate neighbours.
- What exactly will qualify as 'open space' in developments? It should NOT include street verges, bin yards, rooftops, vertical gardens, indoor open space, small scale paved areas and so on.
- What is the likely speed of development? I realize this is dependent on landowners' and developers' private decisions, but planners must have an expectation of how many years comparable changes elsewhere have taken. This will give affected residents a broad

indication of how quickly we will have to change our life plans.

- What is the footprint required for each type of development? How many of our neighbouring houses would need to be demolished for a 4,6,8, or 12 storey development? This will help us estimate how quickly development could happen, and how vulnerable we are to the decisions of a single neighbour.
- What will the effect of re-zoning be on rates? If our land has increased nominal value, and rates rise, we could be in the sad situation of being charged higher rates than other residents and thus paying more to develop Elsternwick's infrastructure, even though we are not included as part of Elsternwick's future.

Projected population increases:

- What is the projected, or target population increase? It would be useful to have a map which shows projected population for each neighbourhood or block.
- How many residents per square metre of land footprint does each development type represent?
- How many square metres of open space per resident does Elsternwick currently have? What will this figure be after the projected population increase? It is implausible that this number will go up. It seems most likely that there will be less open space per head in the future.

And thinking about the projected increase in population along the Nepean Highway strip:

- What percentage of Elsternwick residents work locally now? What will be the projected percentage after redevelopment? How readily will the loss of jobs in the car yards be offset by new jobs in the apartment blocks? Given that the apartments will greatly increase population, how many new local jobs will be required simply to maintain current local employment rates for Glen Eira? As most new apartment-dwellers won't work locally (hence their need to be on a commuter train line), it is quite likely that the net percentage of residents employed locally will fall rather than rise.
- What is the expected increase in train commuter numbers? Will the extra train services resulting from the future city tunnel be sufficient to absorb natural increase in Elsternwick patronage as well as these new residents? Currently, commuter services are usually standing room only. What will be the knock-on effects to residents in other parts of Glen Eira, who will suffer from overcrowded trains further up and down Sandringham line?
- How many of the future new residents will drive to work?

We need clearer definitions, e.g.

- My property is starred 'appropriate transition to be managed on site'. This is not defined in the Concept document or in the Council's Planning Glossary at <http://www.gleneira.vic.gov.au/Planning-and-business/Our-Citys-future/Planning-glossary>
- How does a garden apartment differ from a regular 4-storey apartment block such as the one at Elsternwick station? This must be defined in a measurable way: what percentage of land area must be garden? Will existing street trees and nature strips count as 'gardens'? Will the set back measurements be any different?

Preferred outcomes

My preferred outcome is for the older houses on Alexandra Ave to be retained and the surrounding areas to be redeveloped only in keeping with this scale. That means Heritage/character housing on the eastern side of the street. On the eastern side of the street, side-by-side townhouses would be appropriate. On the Nepean Highway, garden apartments would be appropriate south of Elm St, where they do not interface with houses. North of Elm St, terrace townhouse apartments would be appropriate in the now-narrower development strip. This fits with the suburban scale of existing highway apartments north of Macmillan St, which are 3 storeys. Garden apartments are app My concern here is that developers will

However, if council or the state government is determined to impose larger scale development on Nepean Hwy, then it could, paradoxically, be better for our street to bow to the inevitable and become incorporated into the development ourselves, as per the draft concept plan zoning. This means we would acknowledge that there is no way that our existing houses can retain enough amenity if they become surrounded by development: we'd be better to sell for demolition and leave. In this case, the largest scale rezoning, 8-12 storey, could be preferable to lower scale zoning because each development requires more land. This means land consolidation would happen over a longer period of time, giving residents the opportunity to choose the time of their departure. In this case, it council should impose footprints that prevent a narrow row of 12 storey apartment towers being built along the highway that cuts off the rear side of the development area. Instead, footprints that span the entire depth of the development area should be required.

regards



SUBMISSION EIGHTY ONE

From: [REDACTED]
Sent: Thursday, 7 September 2017 5:10 PM
To: Cr. Mary Delahunty
Subject: Concerns re changes to Elsternwick

Dear Mayor (Cr) Delahunty,

Thank you for attending the forum for the Elsternwick Concept Plan at the RSL.
I have grave concerns for any proposal of selling public land to finance works mentioned in the concept plan for Elsternwick.
Please do not sell the site of the existing kindergarten on Orrong Road or the Elsternwick library. The location is perfect as it is waking distance from the many surroundings schools, eg St Joseph's.
The residents of Maysbury Ave will be impacted if Council sell the land as four of our rear properties face the kinder. (We share the common fence with the kindergarten).
Please do not allow diverse housing on that site. Diverse housing should be located on the Nepean Hwy end of Glenhuntly Rd.
Our quality of life & well being will be severely impacted if a multi storey building is built overlooking our back yards.
Concerned resident,

[REDACTED]

SUBMISSION EIGHTY TWO

From: [REDACTED]
Sent: Sunday, 10 September 2017 7:47 AM
To: Glen Eira City Futures
Subject: Elsternwick concept plan feedback

Dear City Futures team,

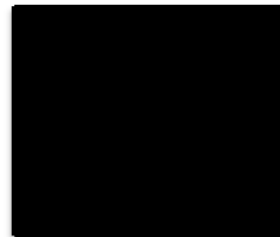
Thank you for the information session on Monday 21 August at Caulfield RSL.

This is my feedback, from a local resident's point of view.

kind regards,
[REDACTED]

1. Great idea to provide pedestrian access on Staniland Grove, leading to the library, allow the road to commence after that.
2. Rebuild the library in the existing site. The new building to incorporate Kindergarten, Child care Centre, New Library to be zoned for reading, study and recreational use, Cafe, Rooms for hire at nominal rates for local community and Maternal and Child Health Centre.
3. Incorporate multi-level car park to the west of the Library to provide parking for Customers using the Library site in its new form, St Joseph's parents at pick up and drop off time, shoppers on Glenhuntly Road, employees of local council and local businesses, RSL and The Elsternwick Club, and Classic Cinema and customers.
4. In the new car parks, provide parking permits for all local residents and charge non-residents for parking - revenue raising for Council.
5. Keep Selwyn Street open to traffic should there be a Woolworths supermarket at the end.
6. Build a multi-level car park behind the shops on Glenhuntly Road, bounded by Orrong Road to the east, Stanley Street to the south and the rear of the building incorporating Tommy Ruff Fishbar to the east. Again, provide free parking for Glen Eira residents and charge non-residents for parking.

SUBMISSION EIGHTY THREE



01 September 2017

Mr Aidan Mullen
Manager City Futures
Glen Eira City Council
Corner Glen Eira and Hawthorn Roads
CAULFIELD VIC 3162

Dear Aidan,

ELSTERNWICK DRAFT CONCEPT PLANS - JULY 2017 FOR CONSULTATION SUBMISSION

1. INTRODUCTION

Urbis continue to act on behalf of [REDACTED] with regard to the land at [REDACTED] (referred to as the Selwyn Street site from this point forward), Elsternwick and have been instructed to lodge a submission to the draft *Elsternwick Draft Concept Plans: July 2017 for consultation*.

Our client commends council on undertaking the task of preparing the Elsternwick Structure Plan and supports the Selwyn Street site being a strategic site. It is understood that Council are keen to see development and improvement in the area. This is reflected in the short-time frame applied to the preparation of the Elsternwick Structure Plan. We agree that the precinct and the Selwyn Street site have the necessary characteristics supportive of substantial change.

Our client is anxious that the document is prepared in a manner that enables additional analysis and evidence be assembled to optimise the unique opportunity for transit enabled mixed-use development to be facilitated on this important key strategic site and broadly in this neighbourhood within the Activity Centre.

The short time-frame undertaken to prepare the Structure Plan raises concern that the background research and any investigations undertaken are insufficient, with questions raised as to how the draft concepts will actually be delivered and the associated timing and costs, as well as the processes required for delivering the concepts.

The site sits within a broader metropolitan context of substantial change that should be referenced and inform decision making. Within the St Kilda Road and Nepean Highway corridors and along the rail corridor, Planning Panel and VCAT determinations have provided very useful guidance on appropriate scale in locations of similar main road and transport interchange abutments. Similarly, useful benchmarks can be established for activity centres wherein the available footprints and nature of development differ to either side of the main street. If used as benchmarks, these might demonstrate to stakeholders more clearly the precinct and Activity Centre potential within a broader metropolitan as well as regional context.

MA10793 - Iett005 - Concept Plan Submission



To date, very little, if any, information has been provided throughout the various stages of the structure plan process on the deliverance, timing, processes and associated costs of the structure plan concepts.

It is clear from the information provided to date that Council still have a substantial amount of work to undertake prior to finalising a draft concept and that possibly the time-frame for the intended adoption of the structure plan needs to be extended to allow for this.

This submission discusses the various elements of the draft concept plan and includes recommendations as appropriate.

2. SUBMISSION

The draft *Elsternwick Draft Concept Plans: July 2017 for consultation* contains information around:

- Elsternwick Activity Centre Framework
- Transformation concepts
- Building heights and building types

Our feedback on the above is discussed below.

2.1. TRANSFORMATION CONCEPTS

Activity Centre Framework

The analysis identifies the characteristics of land use, planning approvals and completed projects within the Activity Centre and appropriately seeks to identify areas of change. Encouragingly the concept identifies substantial development opportunities in proximity to the Elsternwick station and transport interchange environs including the Selwyn Street site and along the zone between the Nepean Highway and the Rail reserve.

We agree in broad terms that the eastern end of the activity centre is more constrained than the western end of the Activity Centre by the agencies of intact residential neighbourhoods. The area south of the Glenhuntly Road corridor and east of the rail similarly is more constrained in the ability to mediate changes in scale due to the juxtaposition of adjoining low rise residential developments. In contrast the urban character of the areas in the environs north of the Selwyn Street site incorporate a range of institutional and educational facilities that provide a more diverse streetscape environment along with large at grade carpark areas. Despite this, as the draft document notes, permits have been issued in the eastern end of the precinct for development of 7-8 levels in a number of instances whilst developments of 10+ stories have been successfully realised or approved in the west end of the Activity Centre (station / entertainment precinct).

The draft Structure Plan process post-dates these earlier decisions and decisions on projects and Structure Plans for Nepean Highway/Karen Street/Mathieson Street Cheltenham, St Kilda Road South and the Caulfield Station and Ormond Station precincts. These subsequent projects would suggest that the Nepean Highway frontage could be anticipated to accommodate development of 8-12 storeys as preferred outcomes dependant on distance from the station and that a similar preferred maximum might be considered in the environs of the station. Within these criteria some opportunities for increased height on a floor to area ratio type model could be explored to help provide opportunities for



increase above preferred heights for developments that deliver a range of preferred development outcomes that might include for additional employment. These uplift opportunities may be considered where offsite impacts can be reasonably mitigated.

Community Hub

Our client is supportive of a community hub with the benefits afforded to the community intangible. That said, our client is concerned that the draft concept in its current format identifies the Selwyn Street site exclusively for this purpose when a number of other sites previously identified for investigation have not been included. Our client queries whether the other potential community hub sites identified in the document *'Elsternwick: Transforming our neighbourhood together – our concepts based on your ideas'* have been given full consideration or if Council have proceeded on the assumption that the community hub will be located on the Selwyn Street site. The current concept will likely cause the community to expect the community hub to be located on the Selwyn Street site.

Council are encouraged to complete due diligence with an identifiable set of key decision-making criteria for the Selwyn Street site and other potential community hub sites identified in the *'Elsternwick: Transforming our neighbourhood together – our concepts based on your ideas'*.

The Selwyn Street site is a privately-owned site and in our client's view it is unreasonable to pre-empt or impose the inclusion of a public use on this land at this early stage. It is more appropriate that the Selwyn Street site be identified as one of the sites for investigation. Consent is required from the land owner to be able to locate a community hub on their land. No agreement has been reached. There is no certainty that Council will be able to locate their asset on privately owned land, with many matters outstanding which would first need to be resolved, and should be given consideration before moving forward with any further concepts.

Pedestrian amenity

Our client is supportive of improving pedestrian amenity. The draft transformation concepts identify widening the Selwyn Street footpath, and using traffic management and road treatments.

Selwyn Street is a dual carriageway (approx. 20m) with parallel parking and a footpath on both sides. There is the opportunity to widen the Selwyn Street footpath (one or both sides) and maintain two-way access, whilst achieving Council's vision for the area. There are significant stakeholders along Selwyn Street which require two-way access. Any changes to Selwyn Street will need to consider the impacts to the sites off Selwyn Street, in particular site access.

Building transitions plan

The draft concepts proposed do not adequately address the anticipated growth of the area, with the proposed building heights further limiting the growth than currently allowed. This is in contradiction to the role of activity centres which is to accommodate growth with higher density developments encouraged and is reflected in State Planning Policy.

The proposed building heights, as demonstrated in the building transition plan, do not present an appropriate or logical pattern. The current controls allow for a staggering in building heights, affording an appropriate transition from the residential areas to the retail core. To properly utilise the strategic transport assets (train and tram) and activity centre amenity that Elsternwick offers, the Structure Plan should be aspiring for a significant intensification of housing and jobs. Where the majority of the catchment areas of these assets (typically 400m and 800m walkable catchment) is relatively difficult to



intensification due to the established residential character and the role of larger and strategic redevelopment sites in providing for intensification is magnified.

The proposed building heights of 6 storeys on the Selwyn Street site and other strategic sites are very low when considering the role activity centres play. The additional height afforded if community benefit is delivered should be above what is the reasonable development potential of a site as an offset for the cost of providing community benefit. There is no apparent relationship between the expectations for community benefit and the additional height. The existing development in the area and permit approvals allow for building heights 10+ storeys. This is appropriate for the area, especially the strategic sites and those sites more central to Glen Huntly Road and in close proximity to the train station. 12 storeys (exclusive of community benefit) should be the allowed building height on strategic sites. A height of 12 storeys is a reasonable compromise given the unlimited height currently allowed under the Commercial 1 Zone and the Mixed Use Zone.

The Selwyn Street site is a large strategic site which is close to various modes of public transport and presents substantial development opportunities. The Selwyn Street site has the capability of delivering a development with a minimum of 12 storeys and achieving a positive urban design outcome. The height proposed for the Selwyn Street site should be 12 storeys with any additional height commensurate to the community benefit provided.

The community hub will require a substantial footprint of the Selwyn Street site (if located there) and will significantly reduce the sites redevelopment potential. It would be over and beyond the community benefits expected from other strategic sites. Subject to how Council intends to procure the community hub the Selwyn Street site should not be restricted to the same arbitrary height limitations as the other strategic sites should the community hub be located there.

3. RECOMMENDATIONS

The following recommendations are made with respect to the *Elsternwick: Draft Concept Plans July 2017*:

- Council identify the other potential community hub sites in any concept plans, with all sites to be labelled as 'potential community hub site' and remove any reference to a preferred site until further investigations have been undertaken.
- Council further investigate and undertake due diligence on the viability of the other potential community hub sites as identified in the draft *Elsternwick: Transforming our neighbourhood together – our concepts based on your ideas*.
- Council undertake a feasibility assessment around the costs associated with developing a community hub for each potential site and articulate principles about how this and other community benefit will be funded and owned, including the public investment required.
- Council further investigate issues surrounding the development of the community hub on the Selwyn Street site and obtain consent from the land owner before identifying the Selwyn Street site as the preferred / final community hub site and proceeding with the structure plan concepts.
- Council prepare schemes that maintain the two-way vehicle movement role of Selwyn Street whilst still providing pedestrian access.



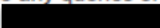
- Council enter engagement with the site owners adjoining Selwyn Street regarding its potential re-design so that any propositions put out for public consultation have at least preliminary support from stakeholders and a reasonable probability of being able to be implemented.
- The proposed building heights be re-considered to provide for appropriate building height transition.
- The building heights along Glen Huntly Road and strategic (mixed use sites) be afforded a height of 12 storeys and appropriate additional height commensurate to the community benefit contributions.
- Ensure that the potential of existing logically located Residential Growth Zones are not diminished.
- Further investigation be undertaken by an independent firm regarding the built form potential of the activity centre catchment to meet Elsternwick's contribution to Melbourne's intensification, population growth and State Government policy.
- Council post-pone the intended adoption date of the structure plan until sufficient background research and investigations have been completed.
- Council provide information on the anticipated timing for delivering various aspects of the structure plan, associated costs (and how they will delivery will be funded) as well as the timing and consents required for any associated processes.

4. CONCLUSION

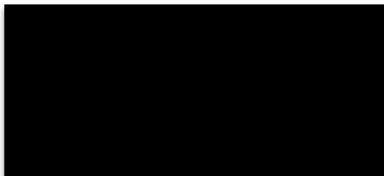
Our client commends council on taking the initiative to prepare the Elsternwick Structure Plan to encourage development in the area.

With respect to the concepts put forward it is considered that the proposed building heights are lower than established precedents and existing controls, and not aspirational in encouraging and accommodating the future population growth that this precinct should support.

Overall it is considered that substantial work is required from Council for them to deliver an attractive Structure Plan which realistic delivery targets and concepts. This may require the finalisation and adoption of the Elsternwick Structure plan is delayed until sufficient information is provided.

Should you have any queries or wish to discuss any of the above please don't hesitate to contact the undersigned on 

Yours sincerely,



SUBMISSION EIGHTY FOUR

From: [REDACTED]
Sent: Sunday, 10 September 2017 10:20 PM
To: Glen Eira City Futures
Subject: Comments and Objections

Further to our phone conversation with Julia Wilson please find a document we have prepared discussing the impacts on us as owner/ residents of your *Elsternwick Draft Concept Plans*. We submit this document late because we believe the closure date for comments on this far reaching and to us potentially devastating Plan were inadequately advertised. We as with many other residents did not imagine that such important matters and adverse changes were being contemplated.

The full text is to be found in the accompanying Attachment.

Yours sincerely

[REDACTED]

The Elsternwick Draft Concept Plans July 2017 and also with reference to the
Elsternwick Background Report Building Transition Plan

[REDACTED]
Owners of the Property at [REDACTED] Street Elsternwick.

We submit this document late because we believe the closure date for comments on this far reaching and to us potentially devastating Plan were inadequately advertised. We as with many other residents did not imagine that such important matters and adverse changes were being contemplated. We believe as long time owners and residents, Council, should be working in our interests. The Document outlining the Plan is difficult to comment on due to its lack of detail. The Elsternwick Background Report Building Transition Plan on which much of the Plan is based, is much more detailed but makes some erroneous assumptions, and as a result, deals very unfairly with our area (West of the Railway)

Our comments are as follows:

1. You might want to encourage landscaping and greenery but how could this possibly happen with such a huge redevelopment with high rise buildings up to 12 stories high? Would you mandate that the Developers provide landscaping and greenery. Would Council resume some existing houses to provide the required open space and amenity of living?
2. Community Benefit sounds comforting but is not defined. It is true that if parts of this plan go ahead more people will get a roof over their heads in Elsternwick, which at the present is a very desirable place to live, but will that be the case when all the building is finished in the "Urban Renewal Precinct" or will you have produced a ghetto of under-privileged people on the West side of the tracks? This would be in stark contrast to the stated Glen Eira –city vision which aims for a vibrant, socially inclusive community.
3. The request for "Night Time Activity" does mean: encourage all night venues such as clubs and bars? It is hard to see how this would benefit to most residents of Elsternwick? Or is it intended to alter the whole character of the place to be more like St Kilda.

4. “Innovative Approaches to Parking” What does this actually mean. The *Elsternwick Background Report* implies you intend to build on at least one of the crucial open air carparks in Stanley Street. The whole Plan is vague as to how the parking issue which is already critical, will be addressed.
5. The Plan leans heavily on utilizing the Metro train link as if it has unlimited capacity. The reality is that the system is already near saturation (ask Metro) and could not cope with a doubling of the population of Elsternwick.
6. Your heading “The Right Buildings in the Right Locations” is ominous to us as it implies there are “wrong buildings and houses”. It takes no account of the rich History of Settlement of Elsternwick and the Heritage of it being a comfortable middle class suburb. You state in *Elsternwick Background Report* that most of the Elsternwick study area is protected under the Neighbourhood Residential Zone in which our property is currently in. You say this protects residential areas and yet your new Plan appears in direct contradiction of this statement.
7. How would it be possible to make a safe cycling path from your so called “Southern Urban Renewal Precinct” without substantial Resumption of existing properties?
8. Surely a Plaza on the North side of Glenhuntly Road at the Station would have considerable impact on some **iconic** Elsternwick businesses such as “the Classic” and do away with even more open air space.
9. You’re Transport and parking proposal includes what sounds like a relocation of the Elsternwick Station Car Park. If this is the case it would be a disaster for residents in nearby streets including us in McMillan Street.
10. Urban Renewal Precinct has a focus on employment. Does this mean a greater variety of businesses would be permitted in such an area? We believe this would adversely affect residents in McMillan Street bringing even more traffic, exacerbating parking problems and increasing noise.
11. You say that in the new Commercial mixed areas, a Developer would be able to apply for permission to build extraordinarily high buildings (up to 8 stories). Does the “Providing Community Benefit” allow a developer to go even higher (4 stories more) if they provide some communal facility. **This is an extraordinary concession.** How is this defined, controlled and executed?

12. The definitions of the new zones are extremely loose. In our own case we would come under “Garden Apartment” and this could allow up to four story apartments, which would not only be devastating for us, but would be in conflict with the protective Covenant on our land as part of the Sherbrooke Estate. **We think this once again shows that the new plan plays no attention to the existing amenity of residents and the historic nature of the suburb which attracted us to the area in the first place.**
13. In all the new Plan there is no attention given to the impact on infrastructure (apart from vague statements about parking) of all this potential development and population increase. Is there provision by Council for concomitant development of water reticulation, sewer, electricity supply and drainage or will it be assumed the money for all these necessary upgrades will be provided by the Residents through increased charges from the various utilities?
14. The *Urban Design Analysis* document prepared by Planisphere has completely ignored the heritage and communal nature of the quality housing on the West side of the railway and in an **ad hoc** way identified it as an ideal location for increased development intensity. No where do they explain how they assess that eight storey or even 12 storey building would be appropriate.

SUBMISSION EIGHTY FIVE – PHONE SUBMISSION

Submitter contact details.



- No email.

Submission:

- Lives locally along Nepean Highway.
- Opposes the 12 storey building height in the Urban Renewal Area nominated for Elsternwick.

SUBMISSION EIGHTY SIX

From: [REDACTED]
Sent: Tuesday, 26 September 2017 1:58 PM
To: Cr. Nina Taylor
Subject: Draft Concept Plan for Elsternwick

Dear Cr Taylor

I am writing to express my concern about the draft Concept Plans for rezoning and planning in Glen Eira. I realise you represent Tucker ward, but I wonder if you are aware that the Elsternwick concept plan includes a new 'Urban Renewal Development' zone which will allow 12 storey apartment blocks over what is now a Neighbourhood residential zone with a 2 storey limit. This would destroy a historic neighbourhood of Victorian and Edwardian homes which exemplifies the strong, family-friendly community identity that Glen Eira is says it wants to create.

12 storey tower blocks are completely out of scale for this area between the Nepean Highway and the railway line, on small back streets such as Alexandra Avenue, Oak Avenue and Sherbrooke Avenue. Such development would create an isolated strip of extremely dense housing that would not relate to the rest of Glen Eira. I do not believe it is possibly for this area to provide the parking, traffic flow, open space or quality of life for families that 2000 and more new residents would need.

Current residents have not been sufficiently notified about this drastic change. A leaflet was delivered to some homes mentioning 'upgrades to parks, streets, car parks and community hubs' and saying 'these concepts may affect you'. This is such a gross understatement, with no mention of 're-zoning', 'urban development' or '12-storey'.

Community consultations earlier this year concluded that residents do not want high rise developments on the Glen Huntly Rd shopping strip. True; however, we were not told that if we chose to save the shopping strip we would have to sacrifice our own homes and streets instead! If it is a case of one location or the other, then perhaps it has to be Glen Huntly Rd after all.

I am appealing to you, not only to my own Camden councillors, as I think it is important that you are aware that 12 storey development is an unwelcome surprise to Elsternwick residents. We will be looking to you to vote only for changes that you will be proud to put your name to; not changes that destroy the amenity of this corner of Elsternwick and sacrifice the ratepayers who live here.

with regards

[REDACTED]
Alexandra Ave, Elsternwick

SUBMISSION EIGHTY SEVEN

From: [REDACTED]
Sent: Monday, 25 September 2017 6:06 PM
To: Cr. Joel Silver
Subject: Request for your support

Dear Councillor Silver,

I am writing to implore you to vote against the high rise development proposed for our land and adjacent area west of Elsternwick railway line and east of Nepean Hwy.

My family live in Elsternwick where we have made our home for the past 23 years. We were devastated to find out through a neighbour that the Elsternwick council plans to rezone our home and is already at Stage 5 of the draft planning process.

We received our rates notice but no word arrived to advise us of the plans to re zone our land!

I find it very strange that our council should tread so thoughtlessly upon the residents and rate payers who vote for you to care for us??!

Not one of my neighbours, and I've spoken to many in the past couple of weeks, was notified by council of the 're zone' process. It seems council has not actually managed to follow the proposed communication and feedback described in your online documents! Yes I've now read the documents. However we didn't find out until one week before the end of feedback for stage 5. Not much time to get organised to give feedback....

It also seems the language used in the ads placed in local papers and the Glen Eira News is deliberately misleading..... as most of us are not town planners or architects "Elsternwick Draft Concept Plan" does not define clearly your "rezone" & "urban renewal" ideas. I now understand the plan indicates a desire to remove our homes and rebuild our quiet homely village neighbourhood so you can replace us with a 20% increase in population. This will allow developers to make \$\$\$ and displace current resident with ? international purchasers???

How unbelievable... the audacity of the council and planners.

Yes I am now angry.

We and our neighbours have spent our life savings in purchasing and maintaining our land and roof over our heads. This is very distressing news.

I would like you to advise you that I and my family and in fact many of my neighbours find the proposed 12 storey high rise directly opposite my home, totally unacceptable!

I am also very unhappy with the proposed 3-4 storey garden apartment re zone of our land.

My apologies if I seem to be emotionally driven in my statements, however I am really very worried by the recent developments.

I beg you please to oppose the council plans to rezone the west side of Elsternwick railway line to include 12 storey high rise development.

This so called "buffer zone" contains houses some older housing – many renovated - from 1880 to mid 1920's. We have a wonderful community of supportive neighbours. The true 'village feel' with excellent neighbourhood watch. When recently ill my neighbours were there to support me in hospital and upon return home; we actually do have street parties and gatherings; we care for our neighbours pets and gardens. This is not your average community – it is exceptionally supportive!

By all means , if the council must rezone the current commercial zone to allow for increased residential accommodation, please keep the zoning at low rise 2-4 storey with gardens , parks and environmentally friendly developments to be in keeping with green Melbourne – the most liveable city. I have read numerous articles leading to concerns about the detrimental effects of dwellings upon human wellbeing.

I could go on... however I am sure you have seen enough of my thoughts.

I would be pleased to speak with you should you be available.

Thank you for taking the time to read my email.



Elsternwick 3185

Sent from [Mail](#) for Windows 10

SUBMISSION EIGHTY EIGHT

To:

MDelahunty@gleneira.vic.gov.au

Cc:

cityfutures@gleneira.vic.gov

Sent:

Tue, 19 Sep 2017 12:58:46 +0800

Subject:

Council re zoning concerns

Dear Ms Delahuntly

I am writing to you as Mayor to express my concerns over a situation about council rezoning that seems to be considering and is very confusing and worrying and which has now evolved into a protest group being formed to counter this (see attached document)

I need to say up front that have nothing to do with the protest letter attached , merely a resident who received this along with all residents in the affected zones .

My name is [REDACTED] Elsternwick , a resident for 30 plus years in a cottage that was built in 1895 apparently and my cottage is the last standing one of that vintage certainly in my street and one of the few in Elsternwick still standing .

As a resident I have paid my rates for 30 plus years and have enjoyed the basically very quiet tranquillities of my suburb without prying eyes overlooking our backyards or properties .

However according to the letter it seems that this may all about to change with possible 12 storey apartments being considered to be built which would not please me , nor any of my fellow residents in Ross St , and so I went to the Council offices to find out more

So today , September 19 I went to your offices and at 8 .45 I spoke with John at your reception who put me on to your planning department .

A lady called Kim arrive at 8 .55 and told me that it was not her department and she would call someone from City Futures Department to help me .

Another 10 minutes later lady called Sophie arrive at the counter .

I showed the letter to Sophie and asked about the assertion that 12 storey apartments were being considered and that apparently 5 out of 8 parts of the consultation process had been completed .

Sophie advised me that all residents had been advised about this and that many resident focus groups had occurred , which I explained I thought strange as none of my neighbours knew anything about this .

Not sure she believed me .

She told m that another round of consultations was due soon in October , and when I asked when and where and what format , Sophie did not seem to be able to answer all these what seemed like basic questions which residents presumably should be advised of .

Did you know that this process had apparently gone so far without many residents involvement ?

If there has been residents agreement to this , why is there now what seems like a protest group forming to challenge this ?

As a long standing resident in Ross Street I along with neighbours are very concerned about now being possibly surrounded by 8 - 12 storey apartments that would at the very least take away some of the heritage aspects of Elsternwick , cause possible traffic chaos , parking problems , overshadowing and certainly privacy issues , and indeed devaluation of property values . Who would want to buy a property that has possible overshadowing and privacy into back yard etc issues from apartments?

Personally my 1895 cottage now seems that it may be of no interest to anyone possibly looking to buy it .

Ms Delahunty , after my visit to your Council offices , I cannot say I am any more the wiser about what is happening and indeed now concerned that I may never find out unless by default

I am hoping that you may be able to instigate a more clear and transparent way of advising relevant residents about what is going on and not only by email as Sophie seemed to suggest .

As I said earlier I only found out what was going on about these possible apartments when I received the attached letter , so I know I am only one voice , but if whoever has taken the time to write this letter , form Elsternwick Residents against the 12 storey High Rise re zone group and deliver and talk to all resents within the concerned area , I am sure they wild not be letting this issue go .

As you can see I have copied the City Futures Department as I said to Sophie that I would be writing to you and so have done so as a matter of courtesy .

I have attached my mobile number as I am open to finding out what is going on and indeed should you . or anyone who can advise me about the concerns I have , wish to talk with me please call me on [REDACTED]

Many thanks for your time

[REDACTED]

SUBMISSION EIGHTY NINE

From: [REDACTED]
Sent: Monday, 25 September 2017 4:27 PM
To: Cr. Joel Silver; Cr. Nina Taylor
Subject: Fwd: Council re zoning concerns

Dear Councilor Silver and Taylor

I am writing to both of you as you are both councilors in Glen Eira , and in your election manifesto's you stated that

(a) Councilor Silverengaging with the community is your priority and you encourage residents to be in touch with you on any matter .

(b) Councilor Taylorsays that you have a long term commitment to meaningful community engagement

On both keeping you informed and meaningful community engagement I feel the following is very relevant

As you will see from the attached email I sent the Mayor last week , I am a long term resident of Elsternwick with a great amount of concern about the proposed 12 storey apartments before the council for all the reasons highlighted in my email .

To the credit of the Mayor she has replied to me saying that she will note my concerns and pass them on to the appropriate people , however as a matter of courtesy as councilors I am copying it to you so you are aware of its contents .

I am merely a lone voice , however it would be fair to say that this proposed raft of planning permission's being sought is causing all sorts of reactions to many residents , to so such an extent that a group called Elsternwick Residents against the high rise rezone has been formed (see attached note)

As a resident I had no idea of this project nor that this rezoning issue was now at stage 5 of 8 which concerns me personally as looking at the plans Ross Street could be adversely affected by these proposed apartments .

Councilors ., I urge you to ensure that all residents are kept informed about all stages that may affect our quiet streets in the suburb of Elsternwick , and also to be in no doubt that should these planning approvals go through , and certainly with no residents input , there will be many many very unhappy residents , and voters at next election time , in Elsternwick.

I trust that you will look at this and all the concerns it is causing and bring it at the next appropriate council meeting .

Above all please ensure that all residents are aware of what is happening .

Thank you



SUBMISSION NINETY

From: [REDACTED]
Sent: Sunday, 24 September 2017 9:50 PM
To: Cr. Jim Magee
Subject: Resident feedback to the Elsternwick Draft Concept Plans

Dear Councillor Magee,

I am [REDACTED] and I live with my family at [REDACTED] in the area bounded by the Nepean Highway and the Sandringham Railway line, in Elsternwick.

I am writing to you today, in your capacity as a Glen Eira Councillor, to give you my feedback on the Elsternwick Draft Concept Plans, and the effect of the implementation of these plans on my immediate surroundings should the plans be adopted. I also want to offer some alternate strategies that would be a preferable outcome for my family and neighbours.

The area under examination has the car-yards along the highway and the remainder is a quiet residential area. The concept plans, as sketched, predict height limits to either 4 on my side of the street and 12 storeys across the road and nearby my home. These plans predict a huge increase in population, do not include green areas, and the current sketched concept plans are so vague as to not adequately indicate the quality or topography of end result - what would the proposed building % footprint be? How would traffic be managed? The trains are already standing room only to the city at most times of the day. How would overshadowing be managed? Alexandra and Oak Avenue are both narrow streets, how will this area function with a larger population? - and particularly during an expansion period with builders trucks pausing in 1-lane streets? Alexandra Ave has a sharp corner in it and is already somewhat hazardous at the bend.

The Background Report says ' *The strip of land between the railway line and Nepean Highway has been identified as an ideal location for increased development intensity, given:-The Nepean Highway and railway line provide a clear buffer that minimises adverse impacts to low scale surrounding areas*'. It seems to me (and my neighbours) that we are to be sacrificed to protect our neighbours across the railway line and elsewhere in Elsternwick. Currently, I know my neighbours in the surrounding streets, historically, there has been very little residential real estate turnover in these streets - you would be able to verify this in Council documents. This low real estate turnover is not serendipity - it is because when people buy into this area, they are welcomed, celebrated with end of year parties and welcome parties, and the residents stay. It is a happy quiet area, we moved here in 1994 to live in Elsternwick because of the many amenities, the public transport and the attractive beautiful Victorian streetscape. We are 1 of 6 side by side Victorian homes in Oak Ave. Alexandra Ave also is predominantly renovated Victorian homes.

The Background Report also states ' *The Elsternwick Draft Concept Plans, The existing built form and neighbourhood character is mixed with no built form protections (excluding some individually listed heritage sites that will continue to be protected). The existing residential building*

stock is aged and the location ideal for redevelopment. 'what makes a Victorian home aged rather than worthy of preservation? Our home is fully renovated with double brick throughout, double-glazing, solar panels, solar assisted hot water, water tanks - need I go on? Most of the housing stock in our surrounding streets has also been renovated. Importantly, streets such as Sandham street meet the criteria for *'existing built form and neighbourhood character is mixed'* and *this this street* is exempt from these changes.

Furthermore, these plans contravene the Councils own Elsternwick Draft Concept Plans 'Place-Making' goals to *'Enhance Elsternwick's reputation as a cultural and entertainment hub. Celebrate the historic character and village feel of the Glenhuntly Road retail strip. Support a network of active streets and shared community and open spaces. Encourage landscaping and greenery. Promote high quality urban design and architecture. Support safe, accessible and friendly streets. Encourage development that provides a community benefit'*.

Nor do the Elsternwick Draft Concept Plans meet the stated objectives in the 'Glen Eira Quality design Principals, July 2017, *' heights and setbacks that respect the existing character of the street'*. The existing character of Oak Avenue and Alexandra Avenue is of heritage and harmonious homes in quiet narrow streets, where people are currently happy to reside for lengthy periods.

We, the residents had a visit from our Mayor, Mary Delahunty on Saturday the 9th of September, Our Mayor said that Elsternwick was meeting its population objectives to date - then why not leave our area alone? I note that the zone of higher storey development along Glenhuntly Road, slide 7, Elsternwick Draft Concept Plans Existing Conditions Plan, has been narrowed on slide 8, the Building transitions Plan, July 2017, which further protects the Southern end of Streets such as St Georges Road - at the expense of my immediate area. I can find no written reason for this change - nor can I understand the reasoning behind the transition to build up a residential area rather than along an existing bustling commercial street-cape and adjacent buildings.

The impact of the Elsternwick Draft Concept Plans on the future traffic in this area and on the remaining population will be profound as the population density occurs. I realize that the transport, parking and movement report is not out yet. I would also value your input on the current plans and the lack of detail in these particular shortcomings. As you can gather, I would much prefer that these changes to the zoning heights either do not proceed or rather, proceed along the existing shopping zone of Glenhuntly Road, where carparking and green strips could be incorporated - Ideally, I believe that moderate height residences of up to 4 storeys could be built in totally new suburbs where the appropriate infrastructure and green spaces can be incorporated at the time of the initial development. Taking all this on board, at the very least please consider the sketchy/poor quality of these Elsternwick Draft Concept Plans and vote to have a new set of more detailed and environmentally sustainable set of quality concept ideas that people will actually want to live in and that will be a legacy of your time as a Councillor that you can be proud of.

I implore you to please vote against these Elsternwick Draft Concept Plans, in their current form.

You would be most welcome to come and visit us, in our home, if this would be helpful for you, my husband Peter and I would value an interaction with you and to hear your advice and opinions on this matter.



SUBMISSION NINETY ONE

From: [REDACTED]
Sent: Sunday, 24 September 2017 5:18 PM
To: Cr. Daniel Sztrajt
Subject: Elsternwick Draft Concept Plans

Cr Dan Sztrajt,

Dear Councillor,

This communication deals with our on-going concerns about zoning proposals outlined in the *Elsternwick Draft Concept Plans July 2017*.

We believe if these become law, we as Owner /Residents and many other citizens of Glen Eira would be very adversely affected:

1. Consultant (Planisphere) has completely ignored the heritage and communal nature of the quality housing on the West side of the railway (where we live) and in an **ad hoc** way identified it as an ideal location for increased development intensity.
2. "Urban Renewal Precinct" could produce a ghetto of under-privileged people on the West side of the tracks in contrast to the stated Glen Eira –city vision which aims for a vibrant, socially inclusive community .
3. We in McMillan street are already heavily impacted by lack of parking, this has not been addressed in any detailed way in either the *Elsternwick Background Report* or in the *Elsternwick Draft Concept Plan*. The Plan leans heavily on utilizing the Metro train link **as if it has** unlimited capacity. The reality is that the system is already near saturation and could not cope with a doubling of the population of Elsternwick.
4. A heading in the Plan "The Right Buildings in the Right Locations" is ominous to us as it implies there are "wrong buildings and houses". It is stated in *Elsternwick Background Report* that most of the Elsternwick study area is protected under the Neighbourhood Residential Zone which our property is currently in. The writer of this same *Document* says this protects residential areas and yet the new *Plan* appears in direct contradiction of this statement.
5. The definitions of the new zones are extremely loose and ill-defined. In our own case we would come under "Garden Apartment" and this could allow up to four story apartments, which would not only be devastating for us, but would be in conflict with the protective Covenant on our land as part of the Sherbrooke Estate. **We think this once again shows that the new plan pays no attention to the existing amenity of residents and the historic nature of the suburb which attracted us to the area in the first place.**

[REDACTED] and I hope that our comments will be considered.

Yours sincerely,

[REDACTED]



SUBMISSION NINETY TWO

From: [REDACTED]
Sent: Sunday, 24 September 2017 5:42 PM
To: Cr. Mary Delahunty
Subject: Elsternwick Draft Concept Plans

Cr Mary Delahunty

Mayor of the City of Glen Eira.

Your Worship,

This communication deals with our on-going concerns about zoning proposals outlined in the *Elsternwick Draft Concept Plans July 2017*. We believe if these become law, we as Owner /Residents and many other citizens of Glen Eira would be very adversely affected.

The *Urban Design Analysis* document prepared by Planisphere (which presumably had influence on creation of the plan) has completely ignored the heritage and communal nature of the quality housing on the West side of the railway (where we live) and in an *ad hoc* way identified it as an ideal location for increased development intensity. Nowhere do they explain how they assess that eight storey or even 12 storey building would be appropriate.


Community Benefit sounds comforting but is not defined. It is true that if parts of this plan go ahead more people will get a roof over their heads in Elsternwick, which at the present is a very desirable place to live, but will that be the case when all the building is finished in the "Urban Renewal Precinct" or will we have produced a ghetto of under-privileged people on the West side of the tracks? This would be in stark contrast to the stated Glen Eira –city vision which aims for a vibrant, socially inclusive community and your own stated vision of people in the community feeling connected.

We in McMillan Street are already heavily impacted by lack of parking. This has not been addressed in any detailed way in either the *Elsternwick Background Report* or in the *Elsternwick Draft Concept Plan*. Furthermore no attention is ever given to the impact on other infrastructure (drainage, sewerage, water, power) of all this potential development and population increase. There seems to be an assumption that the money for all these necessary upgrades will be provided by the residents through increased charges from the various utilities. The Plan leans heavily on utilizing the Metro train link **as if it has** unlimited capacity. The reality is that the system is already near saturation (ask Metro) and could not cope with a doubling of the population of Elsternwick.

A heading in the Plan "The Right Buildings in the Right Locations" is ominous to us as it implies there are "wrong buildings and houses". It takes no account of the rich History of Settlement of Elsternwick and the Heritage of it being a comfortable middle class suburb. It is stated in *Elsternwick Background Report* that most of the Elsternwick study area is protected under the Neighbourhood Residential Zone which our property is currently in. The writer of this Document says this protects residential areas and yet the new Plan appears in direct contradiction of this statement.

The definitions of the new zones are extremely loose and ill-defined. In our own case we would come under "Garden Apartment" and this could allow up to four story apartments,

which would not only be devastating for us, but would be in conflict with the protective Covenant on our land as part of the Sherbrooke Estate. **We think this once again shows that the new plan plays no attention to the existing amenity of residents and the historic nature of the suburb which attracted us to the area in the first place.**

 and I hope that our comments will be considered.

Yours sincerely,



SUBMISSION NINETY THREE

From: [REDACTED]
Sent: Sunday, 24 September 2017 3:06 PM
To: Cr. Mary Delahunty
Subject: Elsternwick rezoning

Dear Mayor Delahunty,

I'm writing to let you know of my concern in regard to the Elsternwick rezoning of the car yards on Napean Highway.

We live on St James Parade (SJP). We bought our house a few years ago in this lovely, safe suburb of beautiful old homes and village atmosphere. We thought this was the spot for us to spend our retirement. The planning I've viewed was high level and I found hard to add any useful comments. The thought of buildings in the beautiful suburb from 6 to 12 storeys high is depressing. I was quite shocked to hear from a neighbour letter drop of the council's plans. I read that the council sent out notices to the surrounding area. Neither my partner nor I can recall any of this information being sent to us by the council. Redevelopment of the car yards would certainly have received our attention. For so many to be upset it appears that something has gone seriously awry in the consultation and transparency of this process.

I fear the loss of the village feel. I understood that the council was intent on increasing open space in Elsternwick not adding high rise development. There are already traffic issues (mainly due to the local school) from time to time on SJP. On occasion it hasn't been possible for us to access and park in our own driveway. Drivers have even fought in front of my home over whose parking space it is. I can envisage these sort of incidents increasing. I have spent time in one of Sydney's beautiful high rise areas. These developments have underground parking for residents. Even with available resident parking there is an overflow and trying to find a carpark in the area is very difficult. SJP and other nearby streets are likely to become a key overflow parking area.

The loss of privacy from high storey buildings is a key element for us. It seems that residents of high-rise apartments will have a good view of our backyard and maybe even into our home. Surely this is an excellent opportunity to add green space rather than increasing Melbourne's oversupply high-rise apartments.

Thank you for reading my email.

[REDACTED]

SUBMISSION NINETY FOUR

From: [REDACTED]

Sent: Sunday, 24 September 2017 1:35 PM

To: Cr. Daniel Sztrajt

Subject: Appeal for your support

Dear Daniel,

Wishing you and your family a Shana Tova, a good happy healthy year filled with prosperity and nachas. May you also have an easy fast! And your name be inscribed in the book of long life!

I am writing to appeal to you for your support in opposition to councils plans to rezone not only my home but that of my dear neighbours and friends living on the west side of Elsternwick railway line.

It has been loosely described in council documents as the "Buffer Zone".

My husband and I bought in this area – [REDACTED] to be precise, 23 years ago to establish our family home and be within walking distance of the Ripponlea community and a couple of other shuls and schools in the area.

We were devastated to find out from a neighbour of councils plans to rezone our home and that of our neighbours. Not even a letter in the rates evaluation & notice? Our streets currently have the most wonderful village feel and supportive neighbourhood environment. Yes we actually do have a street party each year, take care of each others pets and a neighbour in trouble with a broken bone finds meals delivered and lawns mowed by neighbours. Where else does that happen? I've recently had surgery and my neighbours have been my support people when family could not communicate on Shabbat..... We are very close friends

I'll be as brief as possible re my concerns Daniel as I believe you will be supportive of the key issues

1. Council has had very poor(no) communication with the residents in the most affected rezone area.
2. Residents have had less than adequate time to give feedback (we found out 1 week before closure of feedback dates)
3. All information in public places spoke to Draft concept design- laymen not initiated in planning speak do not understand that to mean "RE ZONE" your home.
4. Our neighbours require interpreters – Greek speaking who have lived here for 43+ years and paid rates! It is a really good multicultural area 😊 I often read documents for them – especially medical as I have been nursing for 40 years (currently Psychiatry at Alfred)
5. Edwardian and Victorian character and heritage older housing is being completely ignored by councils draft for rezoning. Our gardens support a wild life corridor -not recognised for the support it offers to a fabulous bird population which includes native silver eyes and butcher birds; we are on the bat feeding pathway and opossum corridor.
6. Building designs in the Council documents do not include realistic design pictures of buildings and there is NO GREEN Space – sadly lacking in our area!

7. If accommodation is paramount to meet state government goals – surely we should be building the best in ideal environmentally friendly & sustainable housing; when the car yards do sell off – we are supposedly trying to remain the worlds most liveable city!

I implore you to represent our views – the local people ask you and I ask you to “Say No” to 12 storey high rise buildings in the coming council meetings.

We can understand that the commercial area currently mainly car yards is ripe for future development however our street is a narrow peaceful place, albeit often filled by cars from the workers in nearby automotive yards. Maximum 2-4 story 'environmentally friendly green buildings' with networks of grass and park, bike paths and garden spaces is surely the most ideal space to create as dwellings.

Sorry if I am a bit wordy..... Thank you Daniel for taking time to read my plea.

Kind regards,



SUBMISSION NINETY FIVE

Sent: Wednesday, 27 September 2017 10:13 PM

To: Glen Eira City Council

Subject: Make a complaint Submitted

Name: [REDACTED]

Address: [REDACTED]

Email: [REDACTED]

Please provide any request or enquiry numbers you have been given from Council in relation to this matter:

Type of complaint? Quality of action

Complaint topic: Other

Details of complaint:

(limit to 1,000 characters) I am complaining about the process used by Council in seeking feedback in the lead-up (Stages 1-4) and present stages 5 and 6 of the Elsternwick Draft Concept Plans. An early general letter we received in the post, which just invited input into issues of general living in Elsternwick, was misleading, as there was no inkling that Council was proposing such overwhelming and far reaching changes to the Planning Zones of Elsternwick. There has been inadequate notification of all affected residents of the Time points in the process (you shouldn't have to search Council's Web site in fine detail to find this, we expect letters). The poor consultative process has put us owner/residents at serious disadvantage. The use of jargon such as "activity" centres without definition made it difficult for us to understand the gravity of what was being proposed. We think the whole process is being rushed through Council and that the Time line should be extended to allow us a better say.

SUBMISSION NINETY SIX

I wanted to add that it doesn't hurt to have good will from the council. There is no place to pick up or drop off by car at the train stations or supermarket. It is designed thus so residents can be fined for trying to live normally in the area. Evidence? I received an infringement for a 10 second pick up. How is it possible there are no drop off areas like in other suburbs. Guess what my perception of the council is!!?

Thanks



SUBMISSION NINETY SEVEN – PHONE SUBMISSION

Feedback:

- [REDACTED] opposes the urban renewal (8-12 storey) development adjoining her property at [REDACTED] Elsternwick as it would impact on the heritage significance of the building if large towers were built in such close proximity.
- However, [REDACTED] also wishes to explore whether there is any chance that the building can be re-evaluated in terms of heritage significance, with the intent of removing heritage overlay protection and including the property in the Urban Renewal Area. Essentially, she does not oppose urban renewal if her property can be included.

SUBMISSION NINETY EIGHT

From: [REDACTED]
Sent: Sunday, 1 October 2017 9:15 PM
To: [REDACTED]
Subject: Feedback on the Elsternwick Draft Concept Plans

Dear Councillor Athanasopoulos,

I am [REDACTED] and I live with my family at [REDACTED] [Elsternwick](#) in the area bounded by the Nepean Highway and the Sandringham Railway line, in Elsternwick. recently, my husband, [REDACTED] wrote to you about the Elsternwick Draft Concept Plans. I also wish to add my views on these plans to you and the effect of the implementation of these plans on my immediate surroundings should the plans be adopted. I also want to offer some alternate strategies that would be a preferable outcome for my family.

The area under examination has the car-yards along the highway and the remainder is a quiet residential area. The concept plans, as sketched, predict height limits to either 4 on my side of the street and 12 storeys across the road and nearby my home. These plans predict a huge increase in population, do not include green areas, and the current sketched concept plans are so vague as to not adequately indicate the quality or topography of end result - what would the proposed building % footprint be? How would traffic be managed? The trains are already standing room only to the city at most times of the day. How would overshadowing be managed? Alexandra and Oak Avenue are both narrow streets, how will this area function with a larger population? - and particularly during an expansion period with builders trucks pausing in 1-lane streets? Alexandra Ave has a sharp corner in it and is already somewhat hazardous at the bend.

The Background Report says ' *The strip of land between the railway line and Nepean Highway has been identified as an ideal location for increased development intensity, given:-The Nepean Highway and railway line provide a clear buffer that minimises adverse impacts to low scale surrounding areas*'. It seems to me (and my neighbours) that we are to be sacrificed to protect our neighbours across the railway line and elsewhere in Elsternwick. Currently, I know my neighbours in the surrounding streets, historically, there has been very little residential real estate turnover in these streets - you would be able to verify this in Council documents. This low real estate turnover is not serendipity - it is because when people buy into this area, they are welcomed, celebrated with end of year parties and welcome parties, and the residents stay. It is a happy quiet area, we moved here in 1994 to live in Elsternwick because of the many amenities, the public transport and the attractive beautiful Victorian streetscape. We are 1 of 6 side by side Victorian homes in [REDACTED]. Alexandra Ave also is predominantly renovated Victorian homes.

The Background Report also states ' *The Elsternwick Draft Concept Plans, The existing built form and neighbourhood character is mixed with no built form protections (excluding some individually listed heritage sites that will continue to be protected). The existing residential building stock is aged and the location ideal for redevelopment.*' what makes a Victorian home aged rather than worthy of preservation? Our home is fully renovated with double brick

throughout, double-glazing, solar panels, solar assisted hot water, water tanks - need I go on? Most of the housing stock in our surrounding streets has also been renovated. Importantly, streets such as Sandham street meet the criteria for *'existing built form and neighbourhood character is mixed'* and *this this street* is exempt from these changes.

Furthermore, these plans contravene the Councils own Elsternwick Draft Concept Plans *'Place-Making'* goals to *'Enhance Elsternwick's reputation as a cultural and entertainment hub. Celebrate the historic character and village feel of the Glenhuntly Road retail strip. Support a network of active streets and shared community and open spaces. Encourage landscaping and greenery. Promote high quality urban design and architecture. Support safe, accessible and friendly streets. Encourage development that provides a community benefit'*.

Nor do the Elsternwick Draft Concept Plans meet the stated objectives in the 'Glen Eira Quality design Principals, July 2017, *'heights and setbacks that respect the existing character of the street'*. The existing character of Oak Avenue and Alexandra Avenue is of heritage and harmonious homes in quiet narrow streets, where people are currently happy to reside for lengthy periods.

We, the residents had a visit from our Mayor, Mary Delahunty on Saturday the 9th of September, Our Mayor said that Elsternwick was meeting its population objectives to date - then why not leave our area alone? I note that the zone of higher storey development along Glenhuntly Road, slide 7, Elsternwick Draft Concept Plans Existing Conditions Plan, has been narrowed on slide 8, the Building transitions Plan, July 2017, which further protects the Southern end of Streets such as St Georges Road - at the expense of my immediate area. I can find no written reason for this change - nor can I understand the reasoning behind the transition to build up a residential area rather than along an existing bustling commercial street-cape and adjacent buildings.

The impact of the Elsternwick Draft Concept Plans on the future traffic in this area and on the remaining population will be profound as the population density increases. I realize that the transport, parking and movement report is not out yet. I would also value your input on the current plans and the lack of detail in these particular shortcomings. As you can gather, I would much prefer that these changes to the zoning heights either do not proceed or rather, proceed along the existing shopping zone of Glenhuntly Road, where carparking and green strips could be incorporated - Ideally, I believe that moderate height residences of up to 4 storeys could be built in totally new suburbs where the appropriate infrastructure and green spaces can be incorporated at the time of the initial development. Taking all this on board, at the very least please consider the sketchy/poor quality of these Elsternwick Draft Concept Plans and vote to have a new set of more detailed and environmentally sustainable set of quality concept ideas that people will actually want to live in and that will be a legacy of your time as a Councillor that you can be proud of.

I *implore* you to please vote against these Elsternwick Draft Concept Plans, in their current form. Earlier this year, I provided feedback to the survey on what I liked about Glen Eira and the Elsternwick shopping precinct. My feedback was that I valued the shopping strip and its character - there was no indication in the survey that this sentiment would block a density increase behind the existing facades and that the growth zone would be transferred to my own quiet livable backyard.

You would be most welcome to come and visit us, in our home, if this would be helpful for you, my husband [REDACTED] and I would value an interaction with you and to hear your advice and opinions on this matter, [REDACTED] mentioned that you were to be away for a while, please contact us again, if you can spare the time. We are fully aware that Councils are under pressure from the State Government to accommodate more residents, however, the Elsternwick Draft Concept Plans are a complete change to what has been voted as a 'livable city'.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

SUBMISSION NINETY NINE

From: [REDACTED]
Sent: Saturday, 7 October 2017 8:22 PM
To: Cr. Nina Taylor
Subject: HPE CM: Re: Feedback on the Elsternwick Draft Concept Plans

Dear Councillor Taylor,

I am writing to give my perspective on the July 2017 Elsternwick Draft concept Plans. The existence of these plans was brought to my attention by a letter from an unaffected resident, into my letterbox, at the end of August. Without this letter, I would be living most happily in Elsternwick oblivious to the potential changes to the height of buildings in my area.

I have lived in Elsternwick for 23 years, with my family, at [REDACTED] [Elsternwick](#) in the area bounded by the Nepean Highway and the Sandringham Railway line, I want to offer some alternate strategies that would be a preferable outcome for my family.

Just some background, I did complete the survey earlier this year asking what I liked about my shopping area, Glenhuntly Road. I completed the survey saying that I find Elsternwick shops meet most of my shopping needs and that with some improvements/additional bike lanes, Elsternwick is a very wonderful place to be able to live.

I want to stress that my comments *did not mean* that I was against development along Glenhuntly Road. The heritage and quaint facades could be retained while developing the immediate and further rear of these shops and adjacent buildings. Glenhuntly Road is ideally suited to have apartments behind the shops, with all essential amenities, including public transport virtually on the doorstep.

It was interesting that at the last Council Meeting on 26th of September, a Councillor stated that 'the focus is on development to meet economic needs – rather than sustainability, at this stage'. As you have indicated that your values include 'to minimize carbon output involving a focus on public transport usage, energy efficiency and sustainable gardening practices', surely there is conflict here between your values as stated and the new developments as shown in the sketches of the Elsternwick Draft Concept Plans. I also share your values, my husband and I have our renovated our 1888 Victorian home (1 of a continuous row of 6 Victorian double-fronted homes) with a double brick extension, double-glazing, solar panels, solar assisted hot water, 2 rain-water tanks – need I go on?

Contrary to Glenhuntly Road, my immediate neighborhood is a quiet residential area. The concept plans, as sketched, predict height limits to either 4 on my side of the street and 12 storeys across the road and nearby my home. These plans predict a huge increase in population, do not include green areas, and the current sketched concept plans are so vague as to not adequately indicate the quality or topography of end result - what would the proposed building % footprint be? How would traffic be managed? The trains are already standing room only to the city at most times of the day. How would overshadowing be managed? Alexandra and Oak Avenue are both narrow streets, how will this area

function with a larger population? - and particularly during an expansion period with builders trucks pausing in 1-lane streets? Alexandra Ave has a sharp corner in it and is already somewhat hazardous at the bend.

The Background Report says ' *The strip of land between the railway line and Nepean Highway has been identified as an ideal location for increased development intensity, given:-The Nepean Highway and railway line provide a clear buffer that minimises adverse impacts to low scale surrounding areas*'. It seems to me (and my neighbours) that we are to be sacrificed to protect our neighbours across the railway line and elsewhere in Elsternwick. Currently, I know my neighbours in the surrounding streets, historically, there has been very little residential real estate turnover in these streets - you would be able to verify this in Council documents. This low real estate turnover is not serendipity - it is because when people buy into this area, they are welcomed, celebrated with end of year parties and welcome parties, and the residents stay. It is a happy quiet area, we moved here in 1994 to live in Elsternwick because of the many amenities, the public transport and the attractive beautiful Victorian streetscape. We are 1 of 6 side by side Victorian homes in [REDACTED] Alexandra Ave also is predominantly renovated Victorian homes.

The Background Report also states ' *The Elsternwick Draft Concept Plans, The existing built form and neighbourhood character is mixed with no built form protections (excluding some individually listed heritage sites that will continue to be protected). The existing residential building stock is aged and the location ideal for redevelopment.*' what makes a Victorian home aged rather than worthy of preservation? Our home is fully renovated with double brick throughout, double-glazing, solar panels, solar assisted hot water, 2 rain-water tanks - need I go on? Most of the housing stock in our surrounding streets has also been renovated. Importantly, streets such as Sandham street meet the criteria for 'existing built form and neighbourhood character is mixed' and yet Sandham Street is exempt from these changes.

Furthermore, these plans contravene the Councils own Elsternwick Draft Concept Plans 'Place-Making' goals to 'Enhance Elsternwick's reputation as a cultural and entertainment hub. Celebrate the historic character and village feel of the Glenhuntly Road retail strip. Support a network of active streets and shared community and open spaces. Encourage landscaping and greenery. Promote high quality urban design and architecture. Support safe, accessible and friendly streets. Encourage development that provides a community benefit'.

Nor do the Elsternwick Draft Concept Plans meet the stated objectives in the 'Glen Eira Quality design Principals, July 2017, ' *heights and setbacks that respect the existing character of the street*'. The existing character of Oak Avenue and Alexandra Avenue is of heritage and harmonious homes in quiet narrow streets, where people are currently happy to reside for lengthy periods.

We, the residents had a visit from our Mayor, Mary Delahunty on Saturday the 9th of September, Our Mayor said that Elsternwick was meeting its population objectives to date - then why not leave our area alone? I note that the zone of higher storey development along Glenhuntly Road, slide 7, Elsternwick Draft Concept Plans Existing Conditions Plan, has been narrowed on slide 8, the Building transitions Plan, July 2017, which further protects the Southern end of Streets such as St Georges Road - at the expense of my immediate area. I can find no written reason for this change - nor can I understand the reasoning behind the transition to build up a residential area rather than along an existing bustling commercial street-cape and adjacent buildings.

The impact of the Elsternwick Draft Concept Plans on the future traffic in this area and on the remaining population will be profound as the population density occurs. I realize that a detailed transport, parking and movement report is not out yet. I would also value your input on the current plans and the lack of detail in these particular shortcomings. As you can gather, I would much prefer that these changes to the zoning heights either do not proceed or rather, proceed along the existing shopping zone of Glenhuntly Road, where carparking and green strips could be incorporated - Ideally, I believe that moderate height residences of up to 4 storeys could be built in totally new suburbs where the appropriate infrastructure and green spaces can be incorporated at the time of the initial development. Taking all this on board, at the very least please consider the sketchy/poor quality of these Elsternwick Draft Concept Plans and vote to have a new set of more detailed and environmentally sustainable set of quality concept ideas that people will actually want to live in and that will be a legacy of your time as a Councillor that you can be proud of.

You would be most welcome to come and visit us, in our home, if this would be helpful for you, my husband [REDACTED] and I would value an interaction with you and to hear your advice and opinions on this matter. We are fully aware that Councils are under pressure from the State Government to accommodate more residents, however, the Elsternwick Draft Concept Plans are a complete change to what has been voted as a 'livable city' and I cannot see their suitability in this beautiful residential location.

I *implore* you to please vote against these Elsternwick Draft Concept Plans, in their current placement.

Sincerely,

[REDACTED]

[REDACTED]

Elsternwick

SUBMISSION ONE HUNDRED

Tell us what you think of the transformation concepts

Transformation concepts are quite good - especially more green areas. It is imperative that the heritage character of the residential and retail areas is maintained.

Tell us what you think of the building transition plans

Urban renewal area is a suitable location for larger scale development. Once a heritage area is damaged, that is irreparable. This places a heavy burden on Council to avoid damage.

Do you have any other feedback on the draft concept plans?

Keep building heights to a minimum in sensitive areas and areas abutting heritage areas. Four storeys is too high. Consideration of financial profits from changes should not outweigh the importance of the village/community ambience that pervades Elsternwick currently. Unsuitable development can easily ruin an area forever.

Transport, parking and movement plans will be incorporated into the next stage of developing a structure plan. What do you think should be considered?

New developments have to provide parking for residents and their visitors, and Council must insist on full compliance with its car parking ratios, not cash in lieu. Glenhuntly Rd gets congested so keep this in mind. Multi-storey car parks are ugly so put underground parking wherever possible. Shoppers (other than supermarkets) have to be prepared to walk and not expect parking outside the shop. Parking needs easy access to main roads. Ensure Woolworths provides enough car parking for the supermarket and any other land use on their site. They cannot use parking in local streets.

Kind regards

██████

SUBMISSION ONE HUNDRED AND ONE

From: [REDACTED]

Sent: Sunday, 24 September 2017 11:00 PM

To: Glen Eira City Futures

Subject: Elsternwick Draft Concept Plans

Hi,

First I'd like to express my disappointment at the level of consultation and notice provided to residents that stand to be impacted by this draft plan.

Secondly, I'll like to register my strong objection to this plan! I believe I am a reasonable resident and see that there is some scope and community benefit to increase the housing density in the Urban renewal/transport hub zone. However to propose up to 12 storeys is just outrageous. I could not see in your documentation any description of what might constitute a development that is "providing community benefit" and I'm sure I can't think of any benefit to any one but the developer in having a 9th, 10th, 11th and 12th storey. These are high rise developments and is simply excessive and greedy in a neighbourhood like Elsternwick.

I recently went through a planning process and was given a very clear instruction that there was "no scope" to increase the overshadowing on my neighbours in adding a second storey. How can Council now, a mere 6 months later, think it is OK for 12 storeys to be constructed less than 3 meters from my building and plunge most of my site in the shade until mid morning.

I bought a house in this zone that had clear rules around over looking and overshadowing and I want to know how Council intends to protect our investments? I also want a very clear definition on what constitutes "providing community benefit".

Elsternwick can retain it's community feel with sensitive medium density housing e.g. up to 6 storeys with appropriate setbacks to stop over shadowing but to double that does not benefit this community - it devalues and erodes it!

Please respond to my questions and let me know how you intend to improve the consultation level with your rate payers around this draft concept plan going forward.

Regards,

[REDACTED]

SUBMISSION ONE HUNDRED AND TWO

From: [REDACTED]
Sent: Friday, 6 October 2017 8:55 AM
To: Cr. Mary Delahunty; Glen Eira City Futures
Cc: [REDACTED]
Subject: High rise proposal [DLM=Sensitive:Personal]

Sensitive: Personal

Good morning Ms Delahunty and Councillors

I received yesterday via the Owners Corporation Manager an email from a location resident alerting me to the proposed planning changes for Elsternwick.

First, I think it is disgusting that changes so drastic to the amenity and lives of current home-owners and residents appear to be proceeding by stealth. I am grateful to have heard about it from a fellow resident, enabling me the opportunity to express my complete opposition to the proposed developments.

I will be personally affected by the proposed amendments in that where my surrounding buildings are restricted currently to 3 storeys, it appears it is proposed that development from 6 – 12 storeys be allowed. ***This would completely destroy the amenity of my home and the entire area.*** I purchased my property based specifically on the fact that it could not be built in; that I would not lose my light, my vision of the sky and my privacy. I can potentially be surrounded on three sides by 12 storey buildings.

I am sure everyone in this area purchased their homes in this area for many of the same reasons. A huge part of the charm of this area is the peaceful, treed, open ambience and you appear to be proposing a ghetto - boosting “night-time activity... and entertainment.”

Parking is already at a premium and access to Elsternwick shopping strip is becoming increasingly difficult with the already increased apartment development.

The Objectives stated in your draft concept plans are weasel-words rubbish. Greed. Greed. Greed.

Instead of looking to line your coffers, you should be considering your duty to protect the lifestyles and amenity of the current residents who elected you to protect their interests.

Why don't you walk around the streets, Ms Delahunty, and tell your constituents in clear language what you are proposing to inflict on them. Councils know that sending out letters may comply with what they are required to do, but they also know very well that the majority of people are unlikely to read and absorb what is in those letters. Do you honestly think that you and your fellow councillors would have been elected had you told voters that you were going to introduce this high rise development?

Shame Ms Delahunty. Shame on you and your colleagues.



SUBMISSION ONE HUNDRED AND THREE

From: [REDACTED]
Sent: Wednesday, 4 October 2017 6:58 AM
To: Glen Eira City Futures
Subject: Twelve storey limit

Dear City Planners,

are you aware of forecasts for temperatures in Melbourne by century end?

Are you aware of the heat sinks that will be created if the proposals go ahead to allow concentrations of blocks of apartments twelve storeys tall?

If not, please read this from the ABC:

<http://www.abc.net.au/news/2017-10-04/sydney-melbourne-urged-to-prepare-for-50c-days-by-end-of-century/9012640>

Regards,

[REDACTED]

SUBMISSION ONE HUNDRED AND FOUR

From: [REDACTED]

Sent: Thursday, 5 October 2017 6:09 PM

To: Glen Eira City Futures

Subject: Feedback re Elsternwick concept draft

Hi

I have already previously given feedback however I would like to top it up.

Firstly the first stages of this consultation did not context the extent of this concept . It was headlined Elsternwick shopping area and therefore was misleading the public and my family and our street .How fair is that ? How legal is that? Conclusions from this consultation are flawed given the lack of broader feedback from other area affected by this concept now . I would be all for more development on glenhuntly Rd shops vs my street but never got to have that say.

If the development near the highway goes ahead , our preference would be to add the park / green zone in and nearer oak Avenue .the green park or green area would be welcome by more residents affected by this potential urban renewal near Oak vs Elm and therefore would be a great buffet and escape from any potential over shadowing .Please consider placement of this nearer my home .

If Ford or Toyota 's land develops into high rise then we would also want this choice to go higher eg . In the event we need to sell we can assume that option would favour us also .

Regards

[REDACTED]

Regards

[REDACTED]

SUBMISSION ONE HUNDRED AND FIVE

From: [REDACTED]
Sent: Tuesday, 3 October 2017 1:20 PM
To: Glen Eira City Futures
Subject: STOP the 12 STOREY RE-ZONE in ELSTERNWICK

Dear Sir/Madam

I have just learned (not from the council's notification) of the city council's proposal to change the zoning so that 12 Storey apartment blocks will be approved for construction in the Elsternwick area. I understand that many of the residents and small business owners in the area are strongly opposed to such a development.

I think substantial majority of residents and owners in this area will be clearly against the 12-storey High Rise re-zone. The reasons are clear:

1. concerns around traffic chaos;
2. overshadowing;
3. privacy;
4. loss of heritage/character property;
5. already over-crowded parking, streets, train and bus facilities;
6. loss of village feel;
7. lack of open space and parkland;
8. stretching of Elsternwick amenities; and
9. a very vague, poorly planned and poorly communicated proposal.

The simple question here will be what the public interest of this proposal is?

Planning Policies, Area Plans and Guidance

Section 4(1) of the *Planning & Environment Act 1987* Objectives: "To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria".

It is apparent that additional high rises building will create additional noise, traffic of locals and its visitors. It will also create scenario where street car parking will be occupied by occupiers and visitors of these additional buildings. I understand that proposed plan does not allow for creation of additional parking spaces on the streets.

Reference to other issues which affect current community of occupiers as a whole, rather than individual interests:

The proposed development is particularly ill-considered namely where developer is making money the others i.e. current owners losing money and creation of inconvenience. Perhaps developers contribute to build parking's on its sites.

Reference to sites considerations:

Proposed development will lead to over development in different shape and colour.

These potential developments may have an adverse impact on the neighbourhood character of the precinct due to its:

- a. height and mass;
- b. materials, shapes, colour and bulkiness,
- c. roof form;
- d. proximity to boundaries, continual built form covering nearly the entire site;
- e. and many other detailed elements of the design.

It is no doubt; this development will also have effect on infrastructure such as electricity, gas, water delivery, and drainage and sewerage services.

Reference to surrounding areas:

The proposed developments will be dominating nearby buildings; it will be in conflict with the pattern of development and character of this beautiful area of Elsternwick.

The massively oversized proposed development would be an all-pervading overbearing presence to residents and visitors.

Widescale Impact

Due to the size of this development and importance of current status quo as the focal point of the neighbourhood, the detrimental impact to current value and existing neighbourhood character is felt not just in the streets immediately bordering this site, but for many blocks in all directions.

Reference to Glen Eira Planning Scheme

- Proposal is not consistent with the clause 22.05: “a higher density would be encouraged for shop top housing within a commercial centre.”
- Proposal is not consistent with this clause 52.06; this project will create additional demand for additional car parking spaces however it appears new spaces cannot be delivered therefore people will park on the street which adversely affect the amenity of the locality.

Summary

Non-Compliance

The objections are maintained on the failure of the Application to comply with the following:

- a. Neighbourhood Character
- b. Design – observance of current design.
- c. Scale/Amenity – park/community character/development.

- d. Car parking - Insufficient parking on public owned sites, impact on current residents' street parking amenity.
- e. Sustainability - The proposed development most probably does not meet best practice guidelines for sustainable development.
- f. Traffic congestion

It should be noted that the objectives of Planning in Victoria as set out in Section 4(1) of the *Planning & Environment Act 1987*, amongst other things, is "To balance the present and future interests of all Victorians". It is clearly does not support council proposal which is obviously subject to others objections.

Kind Regards

[REDACTED]

[REDACTED]

SUBMISSION ONE HUNDRED AND SIX

From: [REDACTED]
Sent: Monday, 9 October 2017 6:57 PM
To: Glen Eira City Futures
Subject: Elsternwick Draft Concept

As an owner of a property in [REDACTED] Elsternwick, I wish to strongly protest the new building height limits that are being pushed through the council with little or no reference to the public.

I have only just heard about the proposed plans. No direct mail out was provided to me which is disturbing. I have owned my property for over 15 years and am very upset at the Council's total lack of consultation.

I wish to confirm my disagreement with high rise in this area. Who will benefit from making a beautiful suburb look like a bunch of glass towers.

Shame on the Council for not advising me of such a radical change to Elsternwick.

[REDACTED]

SUBMISSION ONE HUNDRED AND SEVEN

From: [REDACTED]
Sent: Wednesday, 11 October 2017 10:11 AM
To: Glen Eira City Futures
Subject: elsternwick structure plan - [REDACTED] elsternwick

Hello

I own the property, [REDACTED] Elsternwick. As they are rented I was not aware of the proposed amendments to the area. My property is located within the proposed urban renewal zone however my property has a local heritage overlay on it. The property has actually been altered significantly over the years and so it is hard to understand where its heritage value lies.

The proposed planning changes (which I support) will further erode any residual heritage significance. The site is almost 1000 sqm with only one neighbour abutting it and as such would make a very good higher density site as envisaged within the zone.

Currently my site will not be rezoned and I feel this should be reviewed as part of the current review and proposed planning amendments to allow for future development. I believe allowing the site to be redeveloped will be of greater benefit to the area and will align with council objectives in relation to increasing the density along the train line. I do not believe this will result in any loss of heritage value as the existing building has been altered so significantly over the years.

I would be keen to discuss my site and the proposed rezoning further at the earliest opportunity.

Kind regards

[REDACTED]
[REDACTED]

SUBMISSION ONE HUNDRED AND EIGHT

From: [REDACTED]
Sent: Wednesday, 11 October 2017 10:11 AM
To: Glen Eira City Futures
Subject: elsternwick structure plan - [REDACTED] elsternwick

Hello

I own the property, [REDACTED] Elsternwick. As they are rented I was not aware of the proposed amendments to the area. My property is located within the proposed urban renewal zone however my property has a local heritage overlay on it. The property has actually been altered significantly over the years and so it is hard to understand where its heritage value lies.

The proposed planning changes (which I support) will further erode any residual heritage significance. The site is almost 1000 sqm with only one neighbour abutting it and as such would make a very good higher density site as envisaged within the zone.

Currently my site will not be rezoned and I feel this should be reviewed as part of the current review and proposed planning amendments to allow for future development. I believe allowing the site to be redeveloped will be of greater benefit to the area and will align with council objectives in relation to increasing the density along the train line. I do not believe this will result in any loss of heritage value as the existing building has been altered so significantly over the years.

I would be keen to discuss my site and the proposed rezoning further at the earliest opportunity.

Kind regards

[REDACTED]
[REDACTED]

SUBMISSION ONE HUNDRED AND NINE

-----Original Message-----

From: [REDACTED]

Sent: Monday, 14 August 2017 7:13 PM

To: Glen Eira City Futures

Subject: Elsternwick Integrated Transport Feedback - Bike and Pedestrian Infrastructure - Glenhuntly Rd

Dear Sir/Madam,

Thank you for the opportunity to provide feedback on the Transport and Parking Consultation document for Elsternwick.

I have attached a short report for consideration.

Please do not hesitate to contact me if you have any questions or require further information.

Kind Regards

[REDACTED]

Elsternwick

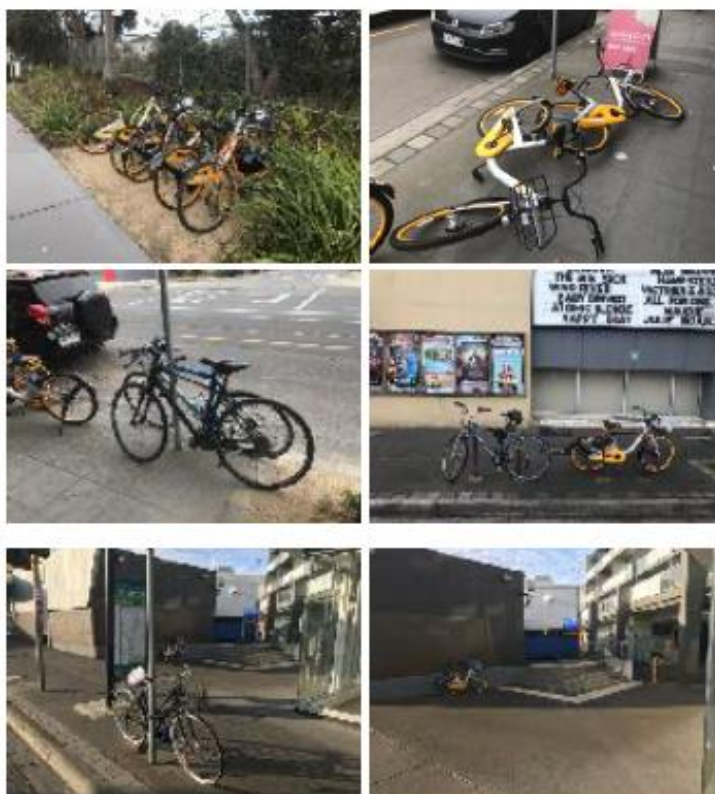


Enhanced bike access and pedestrian Safety - Glenhuntly Rd



The purpose of this document is to provide feedback on bike access and infrastructure and pedestrian safety along Glenhuntly Rd .

Infrastructure in the form of a dedicated bike lane along Glenhuntly Rd and bike racks in public spaces are required to enhance use of bikes as a form of transport. Specifically Elsternwick Station is key site for the addition of bike racks.



Bike Infrastructure

Recently, publicly accessible bikes have been placed along Glenhuntly Rd. This is a fantastic initiative however it does highlight infrastructure deficiencies and additional action which needs to be taken to enhance bike access to the village of Elsternwick.

1. Dedicated Bike Lane along Glenhuntly Rd. This is required to ensure safe passage for people intending to ride bikes to the station, cinema, cafe/restraunts or shopping centre.
2. Bike Racks. Bike racks are desperately required to enhance the use of public and privately owned bikes. The bottom 2 photos shown above are at Elsternwick Station. There is not a single bike rack to safely secure a bike. The addition of dedicated bike racks would allow bikes to securely stored thereby encourage bike riding to the station. At the time these photos were taken (Aug 13) one publicly accessible bike was at the station and one privately owned bike was secured to a no standing sign. In other areas along Glenhuntly most privately owned bikes are secure to no standing signs (Classic #2Cinema and Mother Instinct Cafe) . In many cases the publicly accessible yellow bikes had collapsed on the ground other than those observed at Elsternwick Plaza (top left photo) where there were dedicated bike racks.
3. Elsternwick has a great opportunity to enhance the use of bikes as a preferred form of transport. A key site for adding bike racks is at Elsternwick Station. This is because it is the key public transport centre to service areas such as Elwood and the Eastern areas of Elsternwick. In Europe bike racks at railway stations are plentiful and are a means to support the use of public transport.

Pedestrian Safety - Glenhuntly Rd from Brighton Rd to Gordon Street.

There is an urgent need to improve pedestrian safety along Glenhuntly Rd.

Specifically the areas which require improvement include the intersections of McCombie Street and Glenhuntly Rd; Ripon Grove and Glenhuntly Rd, Horne Street and Glenhuntly Rd and Gordon Street and Glenhuntly Rd.

At each of these intersections pedestrians are at high risk of road trauma due to the absence of clearly defined pedestrian walkways.

This definition is required for vehicles, trucks and pedestrians.

Current pedestrian crossings are inadequate. Pedestrian crossings need to be clearly marked and elevated.



Photo above: Gordon Street Glenhuntly Rd intersection Elsternwick.

The example above has been used to describe the issue. Firstly vehicles do not slow down until they reach the white line to the right. There is no clearly defined markings on the road to define a pedestrian crossing. The crossing is not elevated to slow traffic prior to reaching the crossing.

Potential solutions.

1. Mark the pedestrian crossing
2. Elevate the pedestrian crossing to slow traffic prior to reaching the pedestrian crossing.

Areas which are in great need include key intersections along Glenhuntly Rd between Elsternwick Station and Brighton Rd. The amount of foot traffic from Elwood is substantial. The reason for this is that residents of Elwood travel by foot to Elsternwick Station.

SUBMISSION ONE HUNDRED AND TEN

On 31 Aug 2017, at 8:54 pm, [REDACTED]

[REDACTED] wrote:

Dear Mary

Thank you for your [REDACTED] reply, I understand your time is valuable the question is Why was there no consultation on the re-zoning nepean highway urban precinct 6-12 storey? As a resident of 46 years in oak avenue it is daunting to be faced with the possibility of having a 12 storey tower literally on my doorstep. The infrastructure is grossly inadequate at the moment by adding another two thousand residents will not help. By constantly erecting these apartments that are becoming the new council revenue, you don't appear to be adhering to your mantra.

("I will apply my skills for social good and I truly believe government is a place of change. I want to make sure the change being created by Local Government is for the better. I want to add to this great City and continue to build on the strong foundation we have at Glen Eira to create a safe and connected community."

Cr Delahunty is passionate about open space and community participation in government decisions.")

Elsternwick is renowned for its historic homes and community, that's certainly slowly diminishing! Please take into consideration these are people's homes, their havens you are taking away the aesthetics and value by making glen eira into a concrete jungle.

Kind regards

[REDACTED]

PETITION – SIGNED BY 88 RESIDENTS

Format for petitions to Council

TO HIS/HER WORSHIP THE MAYOR AND COUNCILLORS OF THE CITY OF GLEN
EIRA

This petition draws to the attention of the Council to our objection to the Elsternwick Draft Concept Plans, July 2017.

We the undersigned residents request that Council: STOP THE ELSTERNWICK HIGH RISE RE-ZONE, we reject and oppose the proposed high rise re-zone of the residential area between the Elsternwick Railway line and Nepean Highway as detailed in the Glen Eira Council's Elsternwick Draft Concept Plans.

The plans propose to remove the existing 'Neighbourhood Residential Zone' with 2-storey height limits and replace it 4 and 12 storey height limits; and remove the existing 'Residential Growth Zone' (in the streets closer to Hotham Road) with existing 4-storey height limits and replace it with 12 storey height limits.

This part of Elsternwick has a rich architectural history with many original Victorian houses dating back to the 1880s. These changes are designed to allow for high rise development and are expected to increase the overall Elsternwick population by at least 20 per cent.

The Glen Eira Council has not consulted with impacted property owners of this historic village area, despite being 5 stages through an 8 stage consultation process. Residents have also not received correspondence that the council claims was issued six weeks ago.

These draft plans are in conflict with Glen Eira Council's vision 'that Elsternwick will be a safe, accessible and liveable centre that embraces its historic character and strong cultural and village
feel'

