

CARNEGIE CONSULTATION SNAP-SHOT

Stage Two: Transforming our neighbourhoods together

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. Throughout December 2016-February 2017 Council started the process by asking residents what they love about their shopping strip. The Carnegie survey was completed by 367 respondents, with responses used to develop a draft vision, objectives and concept project ideas.

Methodology

Stage two of consultation *transforming our neighbourhoods together* sought to test this vision, objectives and concept project ideas with the community. Consultation ran from 10 March – 9 April 2017. Details of how to provide feedback were mailed to Carnegie residents and emailed to those who completed the Stage one survey and also promoted in various Council publications. Feedback on the ideas was captured through an online survey, at community drop-in sessions, via mail/email submissions, Facebook comments and telephone calls.

The information has been analysed to identify specific patterns and themes in responses. The summaries have been generated from all forms of feedback however percentages only relate to surveys.



Stage two consultation

Surveys: 122

Drop-in sessions: 52

Email/mail submissions: 1

Facebook comments: 15

Concept one 'Create a new green space with additional car parking'

Strong support – 44.4%
 Some support – 44.4%
 Do not support – 9.4%
 Not fussed – 1.8%

Option A – Eastern car park

Strong support – 50%
 Some support – 35.2%
 Do not support – 10.2%
 Not fussed – 4.6%

Option B – Western car park

Strong support – 24%
 Some support – 45%
 Do not support – 22%
 Not fussed – 9%

No change

Strong support – 15.9%
 Some support – 17.4%
 Do not support – 50.7%
 Not fussed – 15.9%

There was widespread support for this concept. Most agreed that parking was an issue that would only get worse with further growth and as such needs to be addressed.

The highest level of support was for the Eastern car park, although most people supported the concept in general so would support either option with the eastern being their preferred. Reasons for supporting the Eastern car park included its bigger size, its close proximity to the library and other community facilities and it was seen as being easier to conceal. Others thought the western car park area needed upgrading anyway and would have less of an effect on the village feel and current amenities. Both options were seen to have potential traffic concerns with the congestion, residential amenity and safety among the most common concerns. Some liked the idea of more parking but didn't think a multi-storey option would work in practice, or would impact on the community/village feel. Alternative suggestions were posed such as underground or offsite with a shuttle bus. Others thought a focus on pedestrian, cycling and public transport access to the centre was more important than parking.

Concept two 'Transition Carnegie to a pedestrian friendly centre'

Strong support – 53.4%
 Some support – 31.4%
 Do not support – 11.0%
 Not fussed – 4.2%

Morton Avenue Option A - full closure

Strong support – 36.5%
 Some support – 24.0%
 Do not support – 34.4%
 Not fussed – 5.2%

Morton Avenue Option B – one-way treatment

Strong support – 18.9%
 Some support – 35.8%
 Do not support – 38.9%
 Not fussed – 6.3%

Morton Avenue Option C – shared zone treatment

Strong support – 32.3%
 Some support – 35.8%
 Do not support – 27.1%
 Not fussed – 5.2%

No change

Strong support – 18.5%
 Some support – 21.5%
 Do not support – 50.8%
 Not fussed – 9.2%

The majority of comments about this proposal were positive. Increasing pedestrian safety and having more of a focus on pedestrians rather than cars was seen as a benefit for the area and would make Morton Avenue accessible for all. Each option had mixed support. The main concern was the impact that changes to Morton Avenue would have on traffic. Morton Avenue is currently used as an alternative to Koornang Road with concern about access for residents and traffic being moved to other already busy streets. The shared zone was generally seen as an acceptable compromise, providing the greatest mix of amenity while still allowing essential access by car for those who need it. However some were concerned that shared zones can be dangerous and would end up being car dominated anyway. The one-way option was seen to cater well for the increased pedestrian traffic that will use the station.

Concept three 'Improve public transport connections'

Strong support – 41.2%
 Some support – 25.2%
 Do not support – 26.1%
 Not fussed – 7.6%

The concept of extending the tram line was well supported. Many participants felt that it would help moderate traffic and encourage a greater use of public transport. Some were concerned about the potential congestion on Koornang Road and the reduction in space for footpath, parking and greenery in Koornang Road. A number of alternatives were suggested including extending the tramline just to Neerim Rd, directing the tram up an

alternative street to Koornong Road or increasing bus frequency.

Development

Concern about the lack of town planning that has happened in Carnegie to date with ugly, sub-standard apartments going up with density increasing too quickly. Respondents felt development should be controlled and catered for with calls for a cap in heights between 3 and 7 storeys. Medium/high density housing is seen to limit the village feel and reduce livability. Respondents felt that any future development should be good quality, fit in with the character of the area and benefit the community rather than the developers. Development should also be well planned to consider safety and only be approved with allowances for parking. There were some suggestions to encourage commercial development along Dandenong Road and encourage residential development within the centre to stop it spreading out into residential areas.

