



GLEN EIRA CITY COUNCIL

CARNEGIE CONCEPT PLAN CONSULTATION RESPONSES

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

Contents

SUMMARY	3
COMMUNITY FORUM.....	6
ONLINE SURVEY	10
TELL US WHAT YOU THINK OF THE TRANSFORMATION CONCEPTS.....	10
TELL US WHAT YOU THINK OF THE BUILDING TRANSITION PLANS?	13
DO YOU HAVE ANY OTHER FEEDBACK ON THE CONCEPT PLANS?	15
TRANSPORT, PARKING AND MOVEMENT WILL BE INCORPORATED INTO THE NEXT STAGE OF DEVELOPING A STRUCTURE PLAN. WHAT DO YOU THINK SHOULD BE CONSIDERED?.....	17
FORUM COMMENTS	21
FACEBOOK COMMENTS.....	22
EMAIL SUBMISSIONS.....	23

SUMMARY

CONSULTATION SNAPSHOT

44 surveys completed

4 forum comments

445 concept plan document downloads

17 Facebook comments

56 submissions

78 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 (367 responses), stage two: Transformation concepts (122 responses) and stage three: early structure planning (35 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. Some submissions were received after the closing date and have been included. All feedback has been considered and analysed to identify key themes.

KEY THEMES

- **Concept plans:** General support/agreement that the concept plan is a step in the right direction and welcome forward planning however many felt that it should have been done earlier as some damage has already been done and doesn't do enough to address overdevelopment. Some residents remain dubious of Council's intent, level of influence with developers and power against VCAT. General support for the building transitions plan but a desire for more information to be provided. Some felt

that the plan makes more sense than the previous plan, others felt it is inconsistent and messy and may encourage more development. Decreased value of homes was a common response for limiting higher building types or for decreased height of own property.

- **Urban Renewal:** Many felt that the urban renewal was in the right spot. Concern was raised over the transition – particularly backing onto Chestnut St and some felt that 12 storeys is too high and will impact on neighbours, put strain on narrow streets and further worsen traffic and parking. More information required about community benefit including weighting and quantifying benefit. There was some suggestion that any community benefit should be external to the building and available to all. It was felt that any developer contributions should go back into the area that it is paid.
- **Chestnut Street:** The majority of submissions received related to the proximity of urban renewal area to Chestnut Street with calls from residents of Chestnut and surrounding streets to remove the heritage overlay and incorporate the Western side of Chestnut Street into the urban renewal area. It was thought that heritage in this area has been significantly compromised already and would be further compromised by the urban renewal behind, that many homes had deteriorated beyond repair and that the area can accommodate growth. In contrast there were also submissions requesting to retain the heritage. Some residents would like to see images to illustrate how the transitions may look.
- **Study area:** Some questions raised at the community forum about the boundary/study area, particularly the expansion into the minimal change area and east of Mile End Road – near Buckley St.
- **Over-development:** Over-development is changing the character of Carnegie – the suburb is losing its sense of community. Concern about loss of amenity with further apartments and high-rise. Some felt that there was too much high-rise. Concerns that this will push people out of the area. Belief that Carnegie is already providing enough dwellings. Others felt that there was a good balance of density but need to ensure greater stock of 3+ bedroom homes. Concern over whether infrastructure will cope with future developments and how Council intends to plan for this (drainage, sewerage, internet).
- **Transformation projects:** there was a high level of general support for the transformation projects. Open space was seen as vital due to the increasing density of the suburb and should be further addressed in the plan including pocket parks. There was mixed support for increasing the tram line. Most feedback on this project came from a submission of a survey of 41 residents. Traffic congestion was the biggest concern along with other priorities for use of the space including cars, parking, cycling, pedestrians, wider footpaths, trees. Activating the laneways was well received with safety the only concern identified. General support shown for the market. Some concern about the impact on neighbouring residents – particularly in Shepparson Ave on relation to traffic, safety and waste/cleanliness. It was felt that all projects should consider residents abutting the projects and ensure access is maintained.

- **Parking:** Car parking initiatives were seen as essential. It was thought any multi-deck parking should be easily accessible, attractive and safe. Innovative ways should be sought to manage/review on-street parking and restrictions should be better enforced.
- **Traffic:** Calls to improve traffic between the station and Dandenong Road (including Chestnut St and Arawatta St) and on Koornang Road. Some suggestions to make Koornang Road one way to allow additional space for a cycle path, pedestrian space, wider footpaths or trees. Some respondents wanted to see a traffic flow analysis.
- **Pedestrianisation:** Support for making Shepparson Ave more pedestrian friendly – calls for Koornang Road to be more pedestrian friendly also. Some calls for pedestrian accessways from Rosstown Road through to the linear park under the railway. Pedestrian safety important – particularly near Carnegie Primary.
- **Environmental design:** calls for a greater focus on environmental design principles (such as solar power, water sensitive design, drainage) and retaining or providing mature/canopy trees.

COMMUNITY FORUM

BUILDING TRANSITIONS PLAN	
Boundary/study area	<ul style="list-style-type: none"> • Unhappy about the expansion of activity centre into minimal change area • Plan doesn't protect character of minimal change area • Concerned about the extent of the study area to east of Mile End road • Boundary expansion near Buckley Street is unclear – what is the justification/clarification?
Heights	<ul style="list-style-type: none"> • Loss of amenity from apartments and high rise development • 10-12 storeys would have less impact on the North side of Dandenong Road • Garden apartments would be overshadowed by 10-12 storeys • 12 storeys is too high <ul style="list-style-type: none"> ○ Will put a strain on narrow streets • Chestnut Street has no remaining character – urban renewal should be extended • Take away urban renewal development behind Chestnut Street to Spotlight centre – keep it 3 storeys only • What other considerations (not just height) have been considered to plan for population growth?
Transitions	<ul style="list-style-type: none"> • Transition between heights is too difficult <ul style="list-style-type: none"> ○ Concerned about the transition from 12 storeys to 1 • Dandenong Road residential zone is not a buffer zone- its already 4 storeys • Chestnut Street is not a buffer – how will transition be managed when 4 storeys have already been approved? • Glenhuntly Road – 6 storeys going up, no transition
Heritage	<ul style="list-style-type: none"> • Maintain heritage of Carnegie and Koornang Road • What frameworks are in place to protect older period homes from being bought in rows of 3 by developers? <ul style="list-style-type: none"> ○ Our character is being knocked down for corporate greed
Other comments	<ul style="list-style-type: none"> • Very unhappy about removal of NRZ1 restrictions on North side of Rosstown Road between no 1 and no 32. • Please can Council reject current applications in VCAT that won't meet the new requirements? <ul style="list-style-type: none"> ○ We can't take down 4 storey apartment block once it's built in a 1-2 storey residential street • We are going to have a Box Hill situation where residents will leave the area • Urban renewal area in a good spot • Over development is changing the character of Carnegie <ul style="list-style-type: none"> ○ Movement towards apartments that aren't in keeping with neighbourhood character ○ Losing sense of community – not maintaining our streets' cleanliness
BUILDING TYPES AND QUALITY DESIGN PRINCIPLES	
Design principles	<ul style="list-style-type: none"> • Quality of building materials in apartment developments needs improvement • Size of apartments is too small – need to encourage healthy mix of demographics • Encourage long term residents • Try to make larger/taller buildings appear lower in scale
Developer contributions/community	<ul style="list-style-type: none"> • Developer contributions should back into the area its paid • What does the community get from apartment developments that have already

benefit	<ul style="list-style-type: none"> • been approved/built and have caused a loss of community with increased population, traffic, loss of privacy, green space and no commitment to environmental principals, eg. solar, water, permeability • Could we require solar farms/green walls in larger developments? • Quantify community benefits and provide greater detail of what these could be to residents • Community benefit should apply to all developments • Should provide something that can't be paid for – get them to increase public amenity <ul style="list-style-type: none"> ○ Benefit should not be contained within the building envelope ○ Stagger the benefit, the greater the benefit, the higher the developer can go
Building types	<ul style="list-style-type: none"> • Need to be better explained – how do they apply to Carnegie vs Glen Eira • Provision of housing for aged people – where will they go? • Area between Toolambool Road and Mimosa Rd should be terrace townhouse, along Neerim road also to preserve character of corner church and gallery • Maintain shop facades – do not demolish • Garden apartment needs to provide more than 1 tree <ul style="list-style-type: none"> ○ Why are garden apartments proposed on Neerim road intersection backing onto housing when they are shallow blocks (36m)? • Would like to see something drawn to scale- garden apartment doesn't look like its 4 storeys <ul style="list-style-type: none"> ○ Would like to see what building types look like all in a row
Enforcement	<ul style="list-style-type: none"> • Need to enforce quality design <ul style="list-style-type: none"> ○ Garbage collection, smells, parking • Can we mandate green walls/roofs/garden space? <ul style="list-style-type: none"> ○ Does garden area include decking?
TRANSFORMATION PROJECTS	
Station precinct	<ul style="list-style-type: none"> • Needs to meet the need it generates
Night life precinct	<ul style="list-style-type: none"> • Traffic congestion caused by late night uses • How will this precinct compete with what Chadstone is offering? • Bars and restaurants are part of the problem – driving non-food services out • What does nightlife precinct mean? <ul style="list-style-type: none"> ○ Noise, rubbish, smell, bad demographic could be attracted
Retail	<ul style="list-style-type: none"> • Support for market and diversity of retail offerings • Concern of losing openness with the market hub – too many storeys • Why do we need more businesses? <ul style="list-style-type: none"> ○ We don't need more business space, we need to maintain the quality of the living spaces that we have ○ Lack of diversity of services and shops at the moment – all Asian restaurants • Looks like the retail areas on Koornang road are going to be replaced by restaurants <ul style="list-style-type: none"> ○ Need a mixture of shops and uses
Car parks	<ul style="list-style-type: none"> • Why is northern car park on the map if it isn't open to the public? • Why can't both car parks be underground in order to increase green space? • How much will parking cost in Council car parks? • How will water table drain below proposed car park/open space? • Safety concerns with multilevel carpark – needs lighting
Open space	<ul style="list-style-type: none"> • Parks are nice, but we need more sporting facilities- netball, squash, handball etc.

	<ul style="list-style-type: none"> • Need more pocket parks <ul style="list-style-type: none"> ○ Around the centre, in better locations – not necessarily near the station ○ Provision of open space and parks for kids and families is important
Other comments	<ul style="list-style-type: none"> • Need to address commercial properties • Develop laneway next to the library • Use commercial properties on east side of Koornang Road as an arcade • Appropriately placed green streets • Rooftop gardens?
TRANSPORT AND PARKING	
Movement	<ul style="list-style-type: none"> • Pedestrianise Koornang Road fully, make it a destination • Neerim Road and Koornang Road need more clearways, especially in peak hour • Round-about's and speed humps to improve traffic flow • Manage traffic flow along Koornang Road and Arawatta Street • Neerim Road – traffic calming treatments • Support closure of Morton Avenue to cars to improve pedestrian environment • Shepparson Avenue improvements required to provide safe cycling link • Increase in traffic – how will this be managed? <ul style="list-style-type: none"> ○ Mimosa road
Parking	<ul style="list-style-type: none"> • Car parking provision in apartment buildings? • Unrestricted parking in Neerim road needs to be reviewed (safety issues) • On street parking is unsafe for cyclists • Residents using public car parks for parking • Sufficient parking in general and near the station • Take out parking on one side of Koornang Road, put in tram line • Chestnut Street – parking is a problem with rail workers, there aren't enough spots for residents • More parking = more people driving • Need more disabled parking/better policing by parking officers <ul style="list-style-type: none"> ○ Disabled scooter parking must expand • Parking permits for home owners <ul style="list-style-type: none"> ○ Street parking exclusively for home owners, not for apartments should be considered
Transport connections	<ul style="list-style-type: none"> • Buses along Koornang Road don't need more stops- it will just cause more congestion • Community bus to service the less mobile? • We need a tram line connecting Carnegie with other hubs in Glen Eira <ul style="list-style-type: none"> ○ Access to the beach? • Facilitate better intersection/transfer between transport modes • Alternatives to driving <ul style="list-style-type: none"> ○ Bicycle amenity ○ Public transport infrastructure improvements
LXRA comments	<ul style="list-style-type: none"> • LXRA – parks and open space under viaduct? <ul style="list-style-type: none"> ○ Loss of trees caused by skyrail ○ Consider playground space, maybe handball/basketball half court under viaduct ○ Don't believe LXRA about fitting 4 tracks in under viaduct ○ Can't rely on amenity under rail tracks
OTHER THEMES	

Community services	<ul style="list-style-type: none"> • Community recycling stations? <ul style="list-style-type: none"> ○ Lots of rats around food waste • Childcare/ kindergartens <ul style="list-style-type: none"> ○ Are there enough to service increased density? Co-location of uses
Compliance	<ul style="list-style-type: none"> • Compliance and encouraging pride in where you live
Environment	<ul style="list-style-type: none"> • Provision of space for wide canopy trees and big gums for the Rosellas • Concern about gardens, rain water, tree drainage • Community gardens for all • How can we retain mature trees during development? <ul style="list-style-type: none"> ○ Community garden allotment? • Bird/wildlife corridors <ul style="list-style-type: none"> ○ Supporting native flora and fauna ○ Plant life facilitating wild life
Infrastructure	<ul style="list-style-type: none"> • Sewerage provision in new developments? • Can drainage cope with 100% site coverage in developments that are exempt from garden requirement? • Do we have the infrastructure to deal with these projects/developments? • Will we have the funds to spend on this infrastructure? • Internet infrastructure – improving the impact of high density living <ul style="list-style-type: none"> ○ NBN – when will that be rolled out in Carnegie?
Other comments	<ul style="list-style-type: none"> • What is commercial? What is mixed use? • What happens to current permits? • State Government expectations – what are these? How much discretion does council have? • We need better representation at VCAT <ul style="list-style-type: none"> ○ How can it be ensured that Council recommendations and resident concerns are heard and respected at VCAT? • Planning scheme needs to be clear and easy to understand in order to enforce and maintain what we have • Not make it vibrant- keep it vibrant • What is Council's definition of sustainability? Fairness? • NRZ- what controls are there for people who buy multiple lots? Will mandatory heights still apply?
More information	<ul style="list-style-type: none"> • What is happening to the houses on Rosstown Road next to the laundrette that have been bought by the State Government? • No target densities and no measure of existing density- we are working towards an unknown target

ONLINE SURVEY

TELL US WHAT YOU THINK OF THE TRANSFORMATION CONCEPTS

We need further feedback on the transition from Chestnut Street to twelve storeys.

Please bring suitable images to show this. I live at [redacted] Chestnut Street. Keen to see images of how my house looks with 12 storeys behind it. Please prepare them and bring on August 14.

Support the creation of market hub on east side of Koornang Rd as long as sufficient parking is maintained.

great, seems exciting.

The thinking behind the changes are more in-keeping with the challenges and opportunities for the area.

They are generally ok. Important to increase density in the right areas while balancing this with the increase and improvement of place and public areas.

Good to see connections into the broader cycling networks although further work needs to be done around the appropriateness of the cycling infrastructure along the routes and at the station interchange

Generally supportive

Love them!

Great

It think its great for the re haul of Carnegie especially with the skyrail going in.

I love them! My priorities would be to extend the tram line, create areas of greenery/parklands and more car parks.

Secondly, I like the idea of pedestrian laneways, a market (as long as it's not expensive), different shops, and a community facility.

I realise you say that parking is a part of the next stage of development but I am against the building of the multi-story buildings if you are planning on doing away with ground floor parking.

Urban laneway development sounds fantastic. I'm picturing South Yarra?

I'm glad there is a focus on introducing bars. Carnegie really is a gentrified suburb with quite a lot of young people looking for places to go for a quiet drink.

The residential growth zone 1 land needs to have their height limit increased to 5-6 levels, as these are areas close to Carnegie central and can support good population growth and minimise their travel time and need to have a car as it is a walkable distance to Carnegie central and train station

As a trader in Koornang Rd my concerns are:

-Please don't plant trees along Koornang Rd such that the canopies obscure shop signage. I worked in a shop in Lonsdale St Dandenong 10 years ago when Dandenong council revamped the space, adding canopy trees along the street. The impact on trade was quite devastating.

- please make sure increased car parking does go ahead. One of the main reasons that customers avoid Carnegie is that it's difficult to find parking.

- please be mindful when looking at Morton st - this is an access street for several apartment dwellers as well as many shop owners. We need to be able to drive on it and have access both out to Koornang Rd and Shepparson st. Years ago jersey parade was a street that ran through to Koornang. This was closed off when the library was built - please don't block off vehicle access even further.

There are many positives but it is years too late due to past planning slackness. In the meantime, the developers are rampaging through the area. I fear that the plans will finally be ready just as the apartment boom turns to bust!!

My biggest concern is that Carnegie will become an "urban canyon" with many small neighbourhood streets resembling the emerging character of Neerim Rd (East of Koornang). Also, excessive apartments will create messy streets - obviously there is far quicker turnover of apartment dwellers and those departing often seem to dump their unwanted belongings in the street.
The idea of multi level carparking at either current site could cause major traffic concerns in entering and leaving the site with such small side street entrances . Especially Kokarib St
<p>I hate that we lost our newsagency</p> <p>I like the additional sitting</p> <p>I don't like that more Asian packing places are opening</p> <p>I prefer shops with character and cafes with mojo</p>
<p>Plan fails to show impact of redevelopment on</p> <p>a) enrolments at Carnegie and Murrumbeena Primary Schools</p> <p>b) adequacy of existing open space and solutions</p> <p>c) gardens in redeveloped properties in lieu of existing</p>
Not perfect but okay
<p>I think the area immediately North of Dandenong Road/Darling Road needs to be added to the plan. I appreciate it is not part of Carnegie but given its proximity a complimentary plan should be pursued.</p> <p>I think any tram extension from Wattle tree Road should stop on the north side of Dandenong road. Bring trams across Dandenong road into the station precinct is just a traffic nightmare waiting to happen.</p>
<p>It's ridiculous to open up traffic along Koornang Road with sky rail and then jam it up with trams. Link public transport by all means - but not with trams. Small buses much more fitting.</p> <p>Need to encourage more shops and less restaurants. Restaurants do not promote community - just bring in people from other areas.</p>
It is wonderful to finally have a council who are addressing the poor planning that is dictating ghetto type over development in the Carnegie precinct. Whether it is too late to halt some developments it is difficult to predict. 'The lack of green space, the limited parking available and the lack of maintenance in the commercial area are some of the issues concerning residents.
All looks good but I would not encourage advocating for the extension of the tram to Carnegie station.
Transformation concepts generally supported except in keeping with Council's desired principles of maintain the urban character and cultural identity, I do not support:
<ol style="list-style-type: none"> 1. Mix Use and Urban Renewal building types south of the Carnegie railway line. 2. Shop top building style south of the railway line instead of the mix building types (pink) 3. Tram line anywhere along Koornang Road (north and south of the railway line)
Generally I like it, not sure that a Nightlife area sits well here, nothing happens after 8.30 but maybe that can change. Like the idea of the lanes being opened up and used. The new station will bring more life to the area.
On paper some of it looks positive. But developers will win out, council will bow down and give the developers what they want, not what the community want. Developers will use cheap substandard materials and shortcuts to maximise their profits.
I think that it is an interesting concept but does not adequately address overdevelopment or gentrification of the area. I think it is important not to lose the feel of the shopping strip and the sense Of community. I like the small suburb feel that the strip provides. I just get frustrated that parking is so difficult.
Further to your Improving Pedestrian Amenity around the Station Precinct, have you considered improving pedestrian amenity along Koornang Road. Pedestrianise the whole area or at least make it a one-way street, with Tram/Bus access when proposed extension of tram line is in situ. I was surprised to hear the planner at

the Carnegie consultation forum indicate that this was a 'radical' suggestion. The State Government's Urban Design Guidelines clearly set out under Clause 2.2 Pedestrian Priority Streets should be a major focus of Structure Planning exercises. I note the proposal for a laneway network - and a similar pedestrianisation scheme of Koornang Road could feed into this. There is good evidence that foot traffic in a "village" main street similar to Carnegie's (where traders don't rely on through-traffic) is good for local traders.

In relation to the multi-story carpark/market, I hope that the design can see a move away from the traditional cold concrete eye-sores such as the South Melbourne, Prahran, Camberwell markets. I am happy to see the proposed inclusion for a green roof-top. Will this be accessible by the public or is it just a sustainability feature.

I like the notion of more activated green space for amenity, recreation, micro-climate cooling etc.
I anticipate will be explicitly incorporated?

Really really great.

Can't wait for the bike tracks.

Very much in favour of a market

Overall supportive, a few points:

Please ensure lots of greeneries and trees to maintain neighbourhood characteristics, no one likes a concrete jungle. The most expensive/desirable suburbs in Melbourne and all over the world all have beautiful trees and parks.

Supportive of the idea of market hub and laneway network.

Please keep safety in mind when designing.

In principle some of the concepts seems good but I hope that these will be clearly specified and firmed up so that they can be enforced at VCAT. Also I do not agree with any 4 storeys being allowed on residential streets. 3 storeys is enough. See below - specific objection to zoning on corner of Neerim and Mimosa roads.

Whilst it is generally good, dispute need for it to become an entertainment precinct, whilst restaurants are OK . within limits, do not want bars etc changing the area to a seedy area where it will be unsafe of an evening. Need to retain mix of hospitality with retailers locals want, butchers, fruit shops, newsagent , supermarkets, chemist, bakeries etc. Do not want a shopping centre comprising only restaurants and bars , which will be marketed at non locals

Thanks for the opportunity to provide feedback. Overall thoughts are

- welcome some forward planning for the centre
- welcome the consideration of underground parking for open space. Must be well designed and not just be adjacent to the backs of shops, development to the north should have height restrictions to ensure no overshadowing
- really value the community hub around the library, including the children's play area and urban space. Could look for higher quality materials for streetscape in the centre
- interested to hear what mechanisms will be used to retain employment uses (and variety) in the centre, which I support
- support some later (night time) activity in Carnegie, as long as amenity is managed - need to celebrate the culture though, not sure fine dining would be a focus...
- lots of families as well as university students in the area, celebrate the diversity.

In general I support the Council on the approach to an effective transition of building types. I am very happy to see the option for town houses in Blackwood St, Carnegie.

Too much transition toward high density living. Make maximum title size, maximum height, minimum floor space.
When was the last time the PM had a drug test. Less checks in parkman.
TELL US WHAT YOU THINK OF THE BUILDING TRANSITION PLANS?
You have not provided enough information
Agree with intent to protect the local streets south of Neerim Road and focusing development in more appropriate locations to the north (between railway and Dandenong Rd).
EXCELLENT - about time. Need to be implemented asap.
The extension of higher height limits along the southern side of Rosstown Road is particularly sensible. This area is dominated by two-storey flats that might need more incentive for redevelopment; and the transition from the renewal zone needs to be stepped. A case could be made to allow three stories immediately adjacent the garden apartment zones outside of the area of scope - eg the opposite sides of Cosy Gum Road and Poplar Grove. Within the urban renewal zone and shop top precincts between the rail line and Dandenong Road, there is a case to allow a "central core" between the existing 12-storey and 13 storey developments where a higher limit is permitted for largely commercial buildings (say 15-20 storeys). This may help draw local employment to the area.
Good balance of high density near the station but reducing into the suburbs. Need to ensure that there is a good balance in these developments. There needs to be a great proportion in 3+ bedroom housing stock
I appreciate the need to transition the building heights and the intent of what is trying to be achieved. What doesn't seem logical is to abut an urban renewal (8 stories+) against Chestnut St character housing (2 stories). The maintain the character & vista from the street it will require a narrow separation strip (e.g garden apartments). I've noted the * (managed within site) however the suggested heights will be visible from the street & will affect the historical appearance of 1920's architecture. Please consider this small change.
Great.
Great
They look quite good but the bigger the buildings get the more cramped in you feel
Not sure
I think the buildings are too high. Carnegie will head towards become a "Box Hill" type suburb and there are already too many high buildings.
You have addressed the poor transition that exists near the corner of Mimosa Rd and neerim rds by changing all of the east side of Mimosa (north of neerim) to terraced style dwelling 2-3 storey. I note however that the north side of neerim Rd - abutting Mimosa Rd , is proposed to have 3/4 storey terraced apartments. This is not. Appropriate transition along neerim Rd. The building on the corner of toolombool and neerim is heritage listed. It won't be changed. Abutting this is a relatively recent development of 2 storey town houses. It is unlikely that this will change. Why then would the street scape elevate to 4 storey s for the next 3 hours blocks when it is at the end of the high density zone, is currently zoned for max 2 storey and is abutting a max 3 storey zone on Mimosa. It makes more sense to have those last 3 blocks along neerim to be zoned as 3 storey max, to match in with the abutting properties on Mimosa Rd and lead to a logical transition along neerim Rd .
Generally agree with the transition plans but the setbacks must be of significant size so as to allow light to reach ground level. I would recommend that each floor be required to be set back by no less that 2 metres from the floor below. This would have the added benefit of largely avoiding an "urban canyon" effect in the street.
Building Transition Plan: New town house developments including side-by-side must include off street parking!

Currently most heritage houses do not have parking reducing many streets to single car ways as parked cars on both sides reduce street size. Increasing density without requiring off street parking will exacerbate this issue as you will have so many more families/linear meter of street space. Traffic issues on Rosstown road etc will get worse as development density increases. There can be no exceptions to the maximum heights/scale of developments in these areas. Council will always loose to VCAT!
Can't understand it
Is it too late to change the current trend of four plus high rise developments? in some areas such as Belsize Street I would suggest it is, but any amendment to current planning is a plus and it is encouraging to see the suggested building types incorporated in the long term planning strategy. This is a vast improvement to the ugly, concrete edifices currently being erected in Carnegie. I would like to see the facade of significant commercial buildings maintained with development incorporated behind.
Already canvassed in previous feedback document.
They seem sensitive and sound, would still like to see more emphasis on single block, single storied freestanding places. People do want these yet not the 1/4 acre blocks and family homes of previous years. All ages and Staes of life and financial situations have to be accounted for in an inclusive society.
The council, like the developers are in it for the profits. You never listen to the community concerns for safety in streets that are being overdeveloped, with reduced or no additional visitor parking, making it near impossible to drive down some streets in Carnegie. Carnegie have been destroyed and ruined by the inaction of the council and the actions of the unscrupulous developers
The north side of the track along Woorayl street is in definite need of attention following the removal of the train line. With the obstruction of the track gone it would be a good idea to encourage good connection between the north and south side of the track.
I think that it has gone too far, you have destroyed the village feeling that people loved about Carnegie and the shopping strip has become just dumpling shops and Chinese imports, it has ruined the whole fabric of the suburb
I think there is too much development in carnies surrounding areas around the shopping strip. It's so busy and hard to find parking. Sometimes I go to Chadstone as it is easier to do my shopping. I feel sorry for the retailers. Council must consider more heritage overlay protections as there are many lovely houses that have been knocked down and apartments put in their place with little Regard for the heritage and neighbourhood character being affected.
Will be an improvement on current plan.
Am a little dubious...
I don't like the heights you are allowing apart. buildings to go to and too many close together
Generally supportive of proposed Building Transition Plan, I think it's good that building types are clustered into zones, and keeping high-storey apartments on the main roads/near the train station only - it does not make sense for a single storey house to exist next to a 4 storey apartment. Really supportive of changing west side of Ames Ave to side-by-side townhouse, it never made sense that was a 3 storey zone being so far away from the train station, and the east side of Tranmere Ave being 2 storey max meaning if any 3 storey building goes up on Ames Ave it'll be overbearing for east side of Tranmere Ave. Existing conditions plan doesn't make sense at all, new proposal much better. Please make sure the boundary offset is decent to maintain privacy of residents and backyards.. Please ensure apartment buildings are aesthetically pleasing with greeneries.

<p>Lastly, please use more distinctive colour coding for future plans, it's hard to distinguish between different zones.</p>
<p>The transitions should be carefully considered. There are many places where you have defined a 2 zone/density drop between properties.</p>
<p>The proposed height limits are too high. Glen Eira and Carnegie in particular are already providing far more new residences than needed to meet future plans. I don't see this level of development going on in Stonnington or Bayside, nor even Port Phillip (closer to the city and more accessible transport)</p>
<p>Our infrastructure, traffic, sewerage, drainage etc has not been updated to make provision for this massive increase in population and loss of ground to absorb rainwater</p> <p>Limit heights to 6 stories only in urban renewal. Community benefit a fluffy like pokies required to spend a certain percentage on community projects. just use it to build extensions to their buildings and pretending there is a community benefit</p>
<p>Shop top to 4 stories and all residential areas to 3 stories</p>
<p>Welcome growth in and around the centre - some taller forms closer to Dandenong Road may be appropriate where there is no / minimal impact on surrounding residential areas</p> <p>- good to transition the heights with areas close to the activity centre to accommodate a little growth</p>
<p>Given the close proximity to the Sky Rail and the properties over the road which are proposed "Terrace Town Houses", for the sake of a more even transition, it would be more appropriate to make 66-60 Blackwood St, Carnegie "Terrace Town Houses", as opposed to the proposed "Side-by-side townhouses". This will have minimal impact (if any) as there are large existing multi unit dwellings to the rear of these properties (20-22 Chestnut St). Better still, 66- 52 Blackwood St should be zoned to the 2-3 Terrace Town Houses, especially given the uncertainty of the development of the properties across the road. When the Sky Rail is widened (4 tracks) more properties are likely to be acquired on the South side of Blackwood St, which would support the case to build to the same height/density on the north side of Blackwood St to anticipate the likely changes.</p>
<p>All the old beautiful houses going. Too many multi-storey apartments from Murrumbeena and Carnegie not at McKinnon. Caulfield not at Elsternwick.</p>
<p>Too much shift toward commercial residential</p>
<p>DO YOU HAVE ANY OTHER FEEDBACK ON THE CONCEPT PLANS?</p>
<p>I cannot understand that you think 12 storeys is acceptable.</p> <p>What are you basing this on.</p> <p>If you do push through 12 storeys, you need to drop the NCO and DDO on Chestnut Street.</p>
<p>I think there needs to be consideration given to managing areas 'downgraded' from 4 storeys to 3. There is a case to continue to permit 4 storeys in those areas.</p>
<p>Would be interested to see further work around the tram connections to the train station and how the space dedicated to on road parking can be better used.</p>
<p>Concerned about the carpark access for 81 Koornang Rd. Carpark entrance for block of apartments is via Kokaribb Rd through what is going to be turned into an underground carpark and park on top. How will clearway to 81 Koornang Rds driveway be maintained???</p>
<p>Great</p>
<p>more greenery so that it feels like wide open space</p>
<p>I would like to see Koornang Rd and Shepparson Ave behind the strip of shops transformed – Shepparson Ave</p>

is well used and looking a bit dingey. When you walk to the station and look to your left behind the shops, it is a bit of an eyesore.
The quirky, communal character of Carnegie is in its broad demographics, older buildings, creative spaces and mix of shops. Apartment buildings have already threatened much of this, as well as the increase in housing and retail rent. Council should be very cautious to protect what exists, even if it means offering capping rates for older people living in their Carnegie homes, protecting businesses in Koornang Rd shops from massive hikes in rent and limit multi-stories to 3 and 4 stories high.
Greater site coverage for residential growth zone I land. An increase to 80-90%.
Positive aspects of the plans are to: <ul style="list-style-type: none"> - improve cycling tracks including links to the new Skyrail trail - improved shopping diversity especially the market concept - greater emphasis on office space in apartment blocks to boost local employment (note however that to qualify as commercial properties, buildings should have at least 50% of their floor are as commercial space, that is “fake commercial” buildings with one small ground floor shop should be outlawed)
Better lighting in public spaces around Carnegie
Encourage hi-rise 10-12 levels close to station and buses. This reduces the need for cars and parking demand. People can walk
Please don't allow any more Asian packing places
Maintain unique suburban character – what a joke
Underground car-park, whilst expensive, would be a welcome addition. Multilevel car-parks above ground should be carefully considered. Look at the results in such areas as Prahran Chapel Street Precinct etc. They are an eyesore, location for public littering etc.
They are not nearly as clear as the first round. Much harder to understand and comment on – but maybe that is on purpose??
The issue of green space, or lack of, is not addressed in the proposed concept plans. The area bounded by Neerim, Koornang & Murrumbeena roads does not have one square inch of green space, despite the increased density in this area. Also, why do we have to have the horrible trees on our nature strips – why are there no canopy trees? Perhaps Pin Oaks would beautify the area as these trees are beautiful, drought tolerant and hide ugly urban areas. And let winter sun into gardens.
Car parking space is not shown that is in need immediately since Council has permitted high density buildings without providing supporting car parking spaces.
I am concerned that 4 social groups are identified as living in the area, whoops, what an oversight, the oft forgotten group, older, single women, a huge group in this locality have been forgotten AGAIN. Not an inclusive view!! In my street alone we make up quite a proportion of the residents and similarly in the nearby streets. It is sad when the Women's Movement has done so much to be inclusive of this group that it has been so ignored. Please respond.
Overdevelopment, congested, overcrowding, ill thought out urban planning for a once lovely safe community.
I love the idea of creating underground parking at Kokaribb Road with a new park and open space on top. This would help encourage use of the small arcade through to Koornang. I think a similar concept on Shepparson Avenue near the library would also be good. The idea of a market on this area is also a good concept. I submitted a similar idea to the open space that may be created around the new elevated train line at Morton Avenue, which would be a good way to activate the new area.
I like the proposed advocacy to extend the tram line to Carnegie.
Still don't understand the need for additional parking (as proposed in the Market hub) – which seems contrary to state planning policy. Again, evidence clearly shows that providing incentive for driving (like wider roads,

more car parking) only serves to reinforce car-usage/congestion.
Activating laneways is crucial to connectivity
Understand there'll be lots of apartment buildings near the train station so will need a park there, please have family friendly public facilities like BBQ, playgrounds, basketball/netball courts and other fitness activity facilities in the shared public areas.
Specifically zoning of Neerim road between Toolambool and Mimosa roads allowing 4 storey garden apartment. The properties behind on Toolambool and Mimosa roads are proposed terraced townhouse and allowing 4 storey apartment on what are not very deep blocks has an unreasonable impact on the properties behind and makes a mockery off promoting terrace townhouses on these streets. This stretch of Neerim road should be zoned terraced townhouse the same as the properties behind. In addition as the properties on the corner of Neerim and Mimosa roads are established – renovated church and 2-storey town houses- it will result in an apartment block in isolation sticking out like a sore thumb on the corner of Neerim and Mimosa roads. There is no reason to allow this.
Generally still too high density being allowed. Why state 3-4 storeys when you know developers will always go for the upper limit. Stick with 3 storeys not 4. 4 storeys have too big an impact in residential streets.
Given the close proximity to the Sky Rail and the properties over the the road which are proposed “ Terrace Town Houses’ , for the sake of a more even transition, it would be more appropriate to make 66-60 Blackwood St, Carengie “Terrace Town Houses”, as opposed to the proposed “Side-by-side townhouses”. This will have minimal impact (if any) as there are large existing multi unit dwellings to the rear of these properties (20-22 Chestnut St). Better still, 66- 52 Blackwood St should be zoned to the 2-3 Terrace Town Houses, especially given the uncertainty of the development of the properties across the road. When the Sky Rail is widened (4 tracks) more properties are likely to be acquired on the South side of Blackwood St, which would support the case to build to the same height/density on the north side of Blackwood St to anticipate the likely changes.
TRANSPORT, PARKING AND MOVEMENT WILL BE INCORPORATED INTO THE NEXT STAGE OF DEVELOPING A STRUCTURE PLAN. WHAT DO YOU THINK SHOULD BE CONSIDERED?
Permit only parking on Chestnut Street. It is already too busy.
Multi-level carparking. Yellow bikes – could have a bike rake installed at many locations to encourage short trips on bikes instead of cars (eg – reduce the amount of people who live in I7oadI7ize having to drive up to koornang rd shops when they could ride the short distance)
I support the tram extension to Carnegie Station, and hope the Council is successful in lobbying for that to be done. It seems such an obvious gap in the network. The tram could potentially go further (into Malvern East). Carparking needs to be maintained (in terms of numbers) in the activity centre but options to get it off/under the ground and release public open space are also excellent. The more cycling options available, the better. Linking to the new paths on the elevated rail corridor will make a lot of sense (this could form the primary east-west link for the northern half of Carnegie).
Movement and Place need to be equally discussed and balanced against each other especially in a constrained/developed area
I like that you are considering ‘exploring ways to deliver publicly accessible parking on private-owned strategic sites’ as basements will provide the greatest opportunities. Explore the trade off between public use &

approved height, or is this what the 8-12 story community benefit actually already means?
As per above – what will happen to private driveway access for apartment blocks that back onto potential development sites?
Banning parking on the street for more than 2 hours for apartment residents
Easy access to the car parks to reduce congestion.
Extend the tram line and more car parks!
Ground floor parking adjacent to shops. Do not build out the existing ground floor parking- add to it below ground if necessary, but don't take any ground floor parking away.
Remove parallel parking on Koornang Rd and replace with off street parking, possibly a new multi-level? Cars attempting to parallel park really holds up traffic, especially during peak hour.
Great planning though. I am confident your solution for parking will be more than adequate.
The top priority is how to handle the parking challenge of a vast number of new cars owned by new apartment dwellers. I am strongly opposed to waiving the on-site parking requirements for new apartments and it seems to me that the only solution is for multi-level car parks being required to be included in each new building.
Improved provision for “soft local transport”, ie walking and cycling should also be given a high priority.
Neerim Road which is really a local road needs to be for locals and to discourage through traffic I would suggest Traffic Islands for easy crossing of Neerim Road this avoids the need for more pedestrian lights. I also liked the photo of Koornang Road Traffic Island in the concept plan. There are many laneways in Carnegie and Glen Eira generally. Some have been re surfaced which encourages use by pedestrians and bikes. Look at all the laneways that are derelect and re purpose them by connecting many of them as local bikepaths. It will take some innovative thinking but Im sure someone at council will be passionate enough to take on the challenge.
Car parking is desperate. Look at doubling it by adding another level or 2
Walking paths, greener paths
#67 tram should proceed to at least the corner of Koornang and Neerim Rd as its final stop. Consider sending #3 tram all the way down to Chadstone shopping centre via Dandenong Rd More frequent public bus service along Neerim Rd Re: bus 224 and 223 which connect to Chadstone Shopping Centre service or weekend is appalling. Increased flats and population in area demands more frequent bus service along Neerim Rd.
Maybe this should have been thought about 5+ years ago before Carnegies unique character started to be eroded by inappropriate unit development – blaming VCAT is not the answer. The Council needs to stand up and perform as rate payers expect. Sky rail is a classic example of a lazy Council. It's too late for Carnegie thanks to the Council, planning minister, VCAT and State Government. Show some strength and dig your heels in for once. This suburb could have been on a par with Camberwell and the like – now it's too late – shame on you!
Tram extensions should NOT RUN THE LENGTH OF KOORNANG ROAD Trams will cause unnecessary traffic issues in shopping centre. Tram lines should end at Neerim Road and the train station/Dandenong Road. It is only a short distance from Neerim Road to the train station- even for disabled people. Busses already stop along Neerim Road to bridge the gap if required. A tram is unnecessary, disruptive and will cause traffic nightmares once the apartments are fully occupied in the immediate area and additional traffic from the is generated.

All day street parking should be removed to encourage the usage of new car parks for commuters and long term visitors. Leave parking for shoppers and residents

Clearways should be considered in Koornang Road near Dandenong Road. People parking in front of the pub and lots of right hand turners into Dandenong Road create chaos in peak hours.

Bike lanes that link not only to the new path under the rail link, but also across to Darling Road – which leads to city bike trails should be considered. Clearway would help with this. Traffic Lights should be linked to enable smoother transition through Carnegie.

I love the options that have been presented. I walk from Carnegie station a couple of nights a week; and an improved pedestrian experience would be amazing. More lighting, easier access across busy roads and intersections and more dining, late shopping etc would be fantastic. Extended tram access is a great idea; although I'm still trying to imagine how that would work with such a car-congested road. But the level crossing removal may make a big difference in this space. The area around the library is not being used to it's full potential and a market here would be fantastic. A lot of these developments also hinge on the quality of the retail and dining options. I love the character of Koornang Rd and I would hate to lose it's unique-ness; but there seem to be a lot of one type of shop (hairdressers) and then very little of others (books, clothes). There are certainly a ton of Asian eateries, but they're always busy so clearly doing a good job! But a mix would be nice; Gertrude Street in Fitzroy/Collingwood has an amazing mix of restaurants, cafes, cheap eats, clothes, furniture, books etc.

But the ideas presented make me proud to be a Carnegian! Super excited to see what develops.

Transport is currently a nightmare, especially on Neerim Road which is so narrow with trucks and building paraphernalia limiting access for both pedestrians and cars – especially when exiting side streets. Parking is an issue that must be addressed. With the huge increase in population it will be extremely difficult to accommodate additional vehicles. Surely we can have a multi level car park near the commercial hub.

Despite Council's green agenda relating to vehicles, the population requires the use of motor vehicles and requires parking as Council has already permitted too many terrace Town House/Apartment consideration while failing to provide supporting infrastructure (car park). Clearly evidence by extreme shortage of car parks during lunch and meals times.

We will be using electric cars in the near future (evidence the popularity of electric cars in China) so pollution will be reduced.

Small Council run mimi/shuttle buses which do short trips around the area. Moving people who can then walk some distance, is they can yet less intrusive on the roads.

Absolutely, how this will be addressed is any ones guess. The streets are already congested with cars, trucks, where it is dangerous to drive if there is a bus hurtling towards you and no where to pull over. No parking as it appears the people who live in near by developments park their vehicles in council parking because there is no parking in their developments, because the council thinks if you live near a bus, train or tram you won't own a vehicle. Bullshit thinking. Bull shit council and planners.

It may be a difficult task but I think what may benefit the area would be to reduce to use of Koornang Road as a through road to Dandenong Road. The removal of the level crossing will encourage the flow of additional traffic that may be counter-productive to the character of the strip. For external visitors maintaining parking at the extremities of the site could discourage use of cars parking on the strip itself, that may make the flow of busses quicker and reducing over-all congestion. Creating small but numerous other routes between Dandenong and Neerim to better distribute the amount of through traffic.

There is in no

Way enough car parking around the area. It is becoming dangerous the amount of cars they are blocking

visibility of cars trying to turn from streets. Extra car parking should be a priority around the shopping district (without revenue raising) and developers should be made to allow for extra car parking rather than cutting amounts, the reality is that even though people live near train stations, they still own cars and those cars are blocking visibility and our streets
More parking but not at the expense of much disruption and construction work. There is so much if that it's skyrail.
Please see above. Better walkability and connectivity of cycle-lanes, pedestrian only areas. Extended tram line and bus hub will be great.
I don't know
An emphasis on pedestrian/cycle access. This is as a result an improvement to public transport so would not want to see the in-environmental car favoured.
Carnegie already has congested streets during peak hours and no car park space during meal times. Please ensure there's sufficient car park in your plan (supportive of multi-storey car park). Please ensure there's a big enough drop-off zone near the train station especially now there'll be no car-park there. Multiple entrances into the station will be good, it'll ease commuter traffic during busy times. With so many high rise apartments, terrace townhouse, terrace partment and garden apartment zones, please ensure there'll be sufficient car parks for the apartment residents within their buildings, and consider traffic flow as it can get quite congested in Carnegie streets already. They shouldn't park their cars on the streets, there's already limited public parking and the streets of Carnegie are already narrow enough.
I do not support paid council car park and I hope it's not on the table.
Putting on paper that residents of Carnegie are expected to use public transport not drive cars is meaningless. There is a culture of car ownership that is not going to change overnight and so far I have seen nothing to indicate that the council are trying to promote a cultural shift. Therefore it is necessary for council and state government to be realistic and honest about the numbers of cars that Carnegie's roads can sustain and to not promote so much further increase in density without addressing these issues first.
Whilst I generally support extension of tram line, do not support it if will involve loss of traffic space, parking or footpaths in Koornang Rd
need far better inter-modal connection, bus and train particularly bad - what is the rationale for more car parking? Would prefer to see it more pedestrian / cycle friendly. - where is the tram Carnegie proposed to be extended from? Unclear but in theory a Good objective don't forget links to north of Dandenong 20oad – a lot of potential good catchment to the centre from there - cannot understand need to increase car parking. Support facilitating improved pedestrians and cycle facilities and conditions
Bike Tracks in the Sky Rail Easement
Safety of crossing roads near public transport stops
I am extremely disabled. My carer does weekly shop at Woolworths often finds it very difficult to get park and sits there waiting as there are multi-storey apartments.

FORUM COMMENTS

Some elements of this plan are concerning to me. The idea of extending trams up along Koornang Rd to Carnegie station is just insane! Imagine such a narrow road with noisy & ugly trams, cables & tram tracks. There would be no where for cars to pass & probably no where for cars to park on the street. A terrible idea! Also, the plans to change the housing zones are inconsistent & messy.

It is disappointing that the council that was elected to help the community by preserving neighbourhood character is playing an active hand in destroying this promise. The removal of the neighbourhood residential zoning will allow 100+ year old cottages to be destroyed and replaced by "side by side townhouses" on blocks of land that average 370 sqm on hollywood, buckley and edgewood. The neighbourhood residential zone protects the character of these streets limiting only single houses to be built when replacing the original houses. These houses are just outside of the heritage / character zone, and whilst not protected they should be excluded from high density development to remind us of Carnegie of yesteryear.

The 'Building Transitions Plan' gives a false notion that there is a plan. The reality is that there is a hodge-podge mix of housing in all areas. There is no explanation or plan for mixed housing types in ALL areas. The Council is totally dependent on developers to actually build such buildings. The reality is that the developers are motivated by a need to make a profit and not by simplistic Council 'plans'. For many decades there will be very mixed building styles in most areas. What is the plan for a community or neighbourhood that has a jumble of 4 storey apartments, townhouses, terraces, heritage/character housing all mixed together?

Difficult to make reasonable comment due to lack of detail. The 'Building Types Explained' pictograms are vague and unrealistic. For example the 'Garden Apartment' is very misleading and gives a false impression of what these developments look like. The reality is that there are very small courtyards on the ground floor and very narrow setbacks from boundaries. The term 'garden' is laughable! The whole document is vague and lacks any reasonable detail.

FACEBOOK COMMENTS

Bulldoze it and build more high rise apartments.
Dont say that. They just might do it. Lo
Too many high rise apartments; with do-bias reasoning to be built! It's loosing the feel of 'the secret little village' to becoming a 'dormitory for rich Asian students' 😞😞
Same as Caulfield
Put a freeway through it
There's all sorts of action going on in Carnegie as it is. Freeway? Why not, but nothing will happen for at least 5 years
Polution pollution and more pollution.
Move to the sticks then!
I think a park would be nice
A think a freeway would be nice
More bike paths. Maybe even behind shops
Better outdoor seating options for restaurants and cafes to trade/serve street side tables. Some secure fencing/ noise dampening, something to dull the road noise and create a better walking vibe. There is lots to go and see on koornang road, but the traffic noise and pace that cars drive at makes it less pleasant to roam along or to sit outdoors and enjoy the passers by
Bulldoze the whole suburb.
Don't Lane ways = Mugging / Drug taking zones ?
What if we think its fine as it is? And we have much more of an issue with excess traffic due to inappropriate and excessive development. Will you be asking on FB about that? Nah.....thought not.
Footpaths on both sides in Koornang Road in the shopping area are terrible and need to be fixed urgently. About time council fixed them.
Bus that goes to Southland would be good, or alternatively one that goes to camberwell.

EMAIL SUBMISSIONS

SUBMISSION ONE

From: [REDACTED]
Sent: Sunday, 20 August 2017 10:10 PM
To: Glen Eira City Council
Subject: Feedback on concept plans for Carnegie

Hello. My name is [REDACTED] and I live at [REDACTED] have read over the draft concept plans for Carnegie and was very pleased to see the proposed change to the preferred building types in our street. We have all been very concerned that Belsize Avenue is going to become a row of 4 storey apartment blocks.

I'm not sure if this is the place to raise the issue, but we remain unimpressed by the vegetation plan of the development next to our property. There is very little in the way of vegetation along our boundary and we can't see how the plants that are there are going to provide any screening from the 4 storey building what-so-ever.

Can this be addressed?

Kind regards,

[REDACTED]

SUBMISSION TWO

From: [REDACTED]

Sent: Tuesday, 15 August 2017 10:49 PM

To: Glen Eira City Council

Subject: Response to Carnegie Draft Concept Plans - 3 Chestnut Street, Carnegie

Hello,

Please see the attached response.

Regards,



I refer to Glen Eira City Council's (GECC) request for feedback on its Draft Concept Plans for Carnegie. The comments outlined below have been made as a resident of [REDACTED] Carnegie having regard to the following documents prepared by GECC:

- Glen Eira City Council (GECC), Quality Design Principles
- Carnegie Draft Concept Plans
- Carnegie Background Report
- Planisphere Glen Eira Urban Design Analysis Report

Background

Chestnut Street is approximately 220 meters long and runs north from the Skyrail to Dandenong Road and forms the eastern boundary of a block with Koornang Road and Woorayl Road forming the western and southern boundaries respectively (the Block). Chestnut Street is currently zoned NRZ1 and covered by a neighbourhood character overlay NCO2 (imposed in 2013) which outlines extensive restrictions (to maintain the existing character of the streetscape) covering renovations to existing residences and any new residential developments.

Key Issues

The Draft Concept Plan currently proposes that all properties within the Block with the exception of those on Chestnut Street form a new "Urban Renewal Development" as part of a "Commercial/mixed area", enabling building heights of 6-8 storeys and up to 12 storeys where there is community benefit such as student housing or aged care. The Draft Concept Plan appears to retain the NRZ1 and clearly retains the NCO2 on Chestnut Street, enabling development of properties to 12 storeys (in the absence of any further dispensations) to abut detached residential homes restricted to 1-2 storeys.

Stated objectives of the Draft Concept Plan include:

- Managing transition between housing densities
- Maintaining Carnegie's unique suburban character.

Key outcomes stated within the Building Transition Plan include (amongst others):

- Protection of the character of the area
- Encourage higher density buildings along key transport corridors
- Encourage increased housing and employment between the railway line and Dandenong Road

Clearly the Draft Concept Plan fails many of its stated objectives and key outcomes when considering Chestnut Street.

Managing Transition

The Draft Concept Plan enables a 12 storey development to abut detached family residences in Chestnut Street which are restricted to a height of 1-2 storeys. This does not represent a transition at all, it is completely unreasonable and must be revisited. There are no other areas within the proposed Activity Centre's which have anything like this level of discrepancy in proposed building heights, let alone have the delineation on a restricted 1-2 storey residential property boundary. The transition from up to 12 storeys to 1-2 storeys on Chestnut Street is a fundamental flaw of the Draft Concept Plan.

Virtually all other areas within the Activity Centre Study Area's transition from one building type to another through transitions of 1 storey and utilise the road network to transition. The Building Transition Plan states that the preference is to utilise the road network to best manage transition between building types. Given that the transition from 12 storeys to 1-2 storeys is the greatest transition possible within the Draft Concept Plan, the use of Chestnut Street property boundaries as the transition rather than the road network not only contradicts the stated aims of the Building Transition Plan, but is completely and fundamentally unreasonable and inappropriate for Chestnut Street residences and must be revisited.

Of the four areas specified in NCO2 (McPherson, Prentice and Chestnut Streets and Derby Crescent) it is only Chestnut Street that is anywhere near (or within) an Urban Renewal Development. McPherson Street, Prentice Street and Derby Crescent are all surrounded by NRZ1. The Building Transition Plan recommends 3-4 storey Garden Apartments to the east of McPherson Street with a road/intersection as the border.

The Building Transition Plan states that sites abutting Chestnut Street can accommodate necessary transitions to adjoining properties within site. There is no reasonable manner in which the Quality Design Principles can address the transition from 12 storeys to 1-2 storey character residences through the use of setbacks within sites adjoining Chestnut Street. There is no level of setback which is capable of being achieved within a site adjoining Chestnut Street which would not manifestly and unreasonably impinge upon Chestnut Street residences under any circumstances.

Of the three Draft Concept Plans issued, only Carnegie and Elsternwick highlight Urban Renewal Development Zones. In Elsternwick the vast majority of the borders between Urban Renewal Development and other preferred building types is with 3-4 storey Garden Apartments. There is either a road or rail border between these building types and residences covered by NRZ1/NCO4.

On the western side of the Carnegie Urban Renewal Development, there is either a road or Skyrail border to 3-4 storey Garden Apartments and then a further road border to NRZ1 residences.

This indicates that the minimum transition between Urban Renewal Development and 1-2 storeys is via a 3-4 storey Garden Apartment and a road border.

Clearly, either adjustments to the proposed building type or a more appropriate transition plan, or a combination of both, needs to be considered which respects the rights of existing Chestnut Street residences, not to mention the maintenance of the capital value of the existing properties. No Chestnut Street residences were acquired with the prospect of 12 storeys being built on their back fence.

Maintaining Carnegie's Unique Suburban Character

Should the Draft Concept Plan proceed in its current form, the restricted 1-2 storey Chestnut Street residences would be bounded to the north by 3-4 storey developments on Dandenong Road (encroaching on approximately 20% of the length of Chestnut Street), 6-12 storey developments on the adjoining west boundary and 4 storey Skyrail to the south. Given the short length of Chestnut Street these developments will effectively box existing residences in and destroy any relevant neighbourhood character in the street to the extent it currently exists.

This is consistent with the Urban Design Analysis which indicates that the part of the Activity Centre between the railway line and Dandenong Road has significant potential for development and transition to a new character. The acknowledgement that the proposed concept plan will facilitate

the transition of the area to a new character is a key fact, and inconsistent with any misplaced efforts to maintain any existing character.

It seems inconceivable that residents of Chestnut Street should have to continue to abide by a zoning and overlay which limits residences to 2 storeys and seeks to ensure that any second storey development is set back sufficiently from the façade such that it cannot be seen from the street, when a 12 storey building can be developed on that properties rear boundary and dominate the skyline along with any view from Chestnut Street. Even a building at the lowest suggested height of 6 storeys (let alone a 12 storey development) would completely dwarf any residence on Chestnut Street regardless of set backs, block light and destroy any character of existing dwellings.

Clearly the Draft Concept Plan does not protect any existing character of Chestnut Street, rather in conjunction with the existing Skyrail project it completely changes (as envisaged in the Urban Design Analysis) the character of the surrounding region and Chestnut Street, significantly reducing the desirability and liveability of Chestnut Street and accordingly property values.

Encouraging Higher Density Buildings

The Draft Concept Plans maintenance of the existing zoning and neighbourhood character overlay on Chestnut Street makes no contribution towards the stated outcome of achieving higher density buildings, in a zone which has been labelled as being appropriate for intensification.

Other Issues

Building Height

GECC gazetted DD09 (04/04/17) indicates that the maximum preferred building height is 23 metres, comprising up to 7 storeys. The eastern border of DD09 is the Woolworths complex and the apartments at 26 Woorayl Street.

Pace of Carnegie, at 14-22 Woorayl Street received VCAT approval for 13 storeys setting a precedent for others.

In the area West of Chestnut Street (and North of Arawatta Street) the current height of any buildings that are constructed or have a permit is 4 storeys.

The Pace of Carnegie (13 storeys) has set a precedent for development that is likely to see more developments go through VCAT.

Lack of Buffer Zone

The comment "Appropriate transition to be managed within site" is used in the documentation

This needs to be thoroughly reviewed. Four storeys is already a very imposing structure to view from a back yard. 27 and 28 Arawatta Street also require an appropriate transition.

There are only six blocks from the rear of the homes on the Northern end of Chestnut Street to the apartments at 14 Arawatta Street. How do you think it is possible to appropriately transition 12 storeys into this area?

Traffic Management and Parking

The traffic on Arawatta Street is already very dangerous with the level of traffic entering and exiting the Safeway carpark, and motorists utilising the carpark as a shortcut from Dandenong Road to Koornang Road. There are already many incidents of near misses for residents both as pedestrians and motorists.

The Pace of Carnegie that has approximately 150 apartments will access their car park from Arawatta Street, significantly increasing traffic. If 17 Arawatta Street is approved, this again will significantly increase the flow of traffic.

The level of traffic travelling along and parking on Chestnut Street has already increased exponentially, as Chestnut Street is utilised as a shortcut between Dandenong Road and Koornang Road. The existing parking regulations are not policed, more vehicles (including construction workers vehicles) are being permanently parked on the street, encroaching on driveways and resulting in blind exits from residences driveways. There is growing concern amongst Chestnut Street residents at the growing number of near misses when exiting residential driveways, in particular in the morning peak when school age children are in many of the residents vehicles.

Exiting Chestnut Street to the North onto Dandenong Road is extremely dangerous. Vehicles park on the Dandenong Road service lane right up to the corner of Chestnut Street. This makes siting vehicles travelling in the service lane (including buses) extremely difficult without completely entering the service lane. We need to have a KEEP CLEAR zone on Dandenong Road at the end of Chestnut Street at a minimum.

The documents provided by GECC make no mention of how the significant increase in traffic around Arawatta Street and Chestnut Street is to be managed.

Waste Management and Utilities

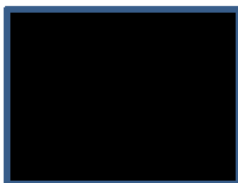
This has not been addressed in the provided documentation

Noise

The noise from any construction will be ongoing and continuous.

The noise from residents coming and going from their apartments will increase significantly.

Submission by



SUBMISSION THREE

We attended the meeting to view the Carnegie Draft Concept Plans.

We would like to express our opinion especially when it will affect us and our neighbours dramatically.

These ideas have been given without any thought of the residence that live in Shepparson Avenue, Carnegie. Most of my neighbours are ratepayers and have lived here for decades. There is three generations of our family living here from 1961. The reason we still live here is because we love Carnegie and our wonderful neighbours and great friends we have made throughout the years.

We have seen many changes in our street but nothing as dramatic as this concept plan.

We noticed that you are thinking of adding a market opposite were we live and also a high rise car parking. The amount of traffic it will bring will be enormous. Having the sky rail is bad enough but adding a market across our home will cause a lot more congestion and will double amount of accidents that occur here daily,(with people fighting and arguing over carparks and also blocking our drive ways, with no consideration for the residence who are living in their homes).

There is loads of space under the SKYRAIL for carparks or maybe even the market!!!. Residence should be considered. There will be an increase in carbon dioxide emissions coming from cars causing more pollution and also massive noise pollution from the elevated sky rail.

We noticed people wanted variety stores in Carnegie. By adding a market and a high rise car park in our street is not the solution. The solution is to limit the amount of (vitamin store post offices in Carnegie) and allow one or two only. Then you will have so many stores vacant for other variety shops to step in and sell maybe more giftware, clothing, delicatessen, butchers etc.

I have lived here all my life and we use to have the best shopping centre strip. We don't need a market. You just need to manage the shopping strip a lot better. Having the market there will be very unhygienic near the residence. There will be massive bins that will smell and overspill onto the road.

Since the high rise apartments Carnegie seams very claustrophobic and also when the sky rail is finished the suburb will be even more effected. Our beautiful sky will be gone and we will be looking at concrete.

Also how can a bicycle track be put through Shepparson Avenue?. The traffic is too dangerous for a bicycle track. There are too many cars driving through the street. We already get abused trying to drive out of our driveways. It's very dangerous to have more traffic in this street.

Yours truly

A black rectangular box used to redact the signature of the person submitting the feedback.

SUBMISSION FOUR

From: [REDACTED]
Sent: Friday, 1 September 2017 10:18 AM
To: Glen Eira City Council
Cc: [REDACTED]
Subject: Councils City Futures Department - Carnegie concept plans

Dear Sir/Madam,

I write in regards to the proposed "Draft Concept Plans" for Carnegie.

My wife and I have lived in Carnegie for circa the last 16/17 years.

We currently reside in our owner occupied premises situated [REDACTED] with our two young sons (8 & 11 years). This property requires significant capital works and we have largely outgrown this property (we only have two formal bedrooms, one bathroom and no formal laundry).

It was with dismay I noted the proposed amendment to the planning potential of our land and wish to voice my/our objection.

Over the years we have seen massive change in Carnegie. Our first house was in [REDACTED] near the corner of Neerim Rd, opposite what used to be Phillip Murphys liquor store (now a four level apartment block) and the rear of the Koornang Road, carpark. Indeed, a large part of this carpark and the now Library, were once lovely old residential properties which we watched being bought out and demolished. We out grew our house and moved around the corner.

We have lived in [REDACTED] for the past 11 years and particularly over the past 3 years we have seen enormous change to our street scape. What used to be a lovely residential street is now a mass of multi-level (4 level) apartments, constructions sites, broken roads, rubbish, tradesmen, noise and clutter (in particular all available parking taken by tradesmen). Even our trees have been cut back - most recently even encroaching well within our property's boundary with no consent sought nor given (would unlikely have been withheld for that matter but just another imposition). We have a gargantuan monstrosity in Skyrail about to come past our bedroom window. We live diagonally opposite a small open space that leads direct to the rail line which at the moment looks as though it will be a massive eyesore for years to come. That's without considering the noise impacts which the Andrews government insists (without providing any information/reports) will lessen. We have in the past had to alert the police to graffiti artists along the trainline – naturally this will no longer occur with Skrail..... Unlike our neighbours over the road who were able to sell to the government, we have no such

option. Likewise we have no idea what will happen to the residence directly opposite that was sold to the Government. Nor do we get any compensation despite being fewer than 25 meters from this “thing”.

Sorry to bore you with a long story.

In essence, the amenity of [REDACTED] as a young family environment is destroyed. There is currently only a handful of “houses” left in our street. However I do agree with your Background document that the area is ideal for singles (students) and young couples with less only one child (and young one at that).

Whilst this is the case, my wife and I recognised, many years ago, the potential our property has as a development site, and over the past three years have been in discussion with our neighbour in regards to doing what many of our neighbours have done– including close friends in Elliott Avenue (where three land owners teamed up to sell to developers significantly above market rates).

We have been waiting. Patiently. Allowing our current house to deteriorate without spending the required dollars on maintenance and upkeep, in the view, that in the near future we too would go down this path....but why rush???? Our time would come. As a family home, our market value has been reduced by Skyrail. However the infrastructure works would add to the value as a development site. Our view has been to hold off until this infrastructure is complete and capitalise. Likewise allowing the economic principal of Scarcity to play out in full with only a handful of suitable development sites now left along [REDACTED]

However, your proposed amendments now would take away our ability to maximise our lands value for highest and best and highest possible use – being 4 level high density residential. Indeed your proposal would allow only 2 maybe 3 level (and by third level this would seem almost attic type space) side by side Terraces...significantly reducing our value – perhaps by up to a third (when looking at development land \$ psqm for different development types and footprint utilisation)

I question the need to change the zoning from “Garden Apartment” to “Terrace Townhouse” in the pocket eEst of Elliott Avenue bounded by Tranmere and Neerim Roads. We note three residential properties side by side, basically over the road from us on Tranmere on the market (seeking 4 level development opportunity). Despite the current untidy state and disrepair of Jersey Parade, the developments being undertaken are aesthetically appealing, and with sound Council/Planning control, it can be ensured that future developments would be to the same or higher standard maintaining the integrity of the area. Indeed with the level of development already underway and proposed in the street, Terrace Townhouses would look ridiculous and would be out of place. Please maybe take a quick drive down our street and picture it in your own mind.

Your own information and studies have noted the following:

- *State Government policy direction seeks increased densities near to public transport and transport corridors (including major roads, arterial roads and tram routes). Neerim Road, Koornang Road and Glen Huntly Road are designated for higher densities on this basis.*
- *Dandenong Road is a major transport corridor that can accommodate larger developments with minimal surrounding impact.*

• *Completion of the elevated rail will enhance amenity around the railway line (Rosstown Road and Jersey Parade) — increased densities around this infrastructure will take advantage of these improvements.*

Our property is no more than a three minute walk to the Carnegie train station and the heart of Koornang Road. Likewise we are only a 7 minute walk to Murrumbeena station.

I'll not go one as I'm sure you see the point I'm making.

Our plan has, for a long time, been to sell to developers at significant profit to enable us to move to a larger house in a more family friendly pocket of Carnegie without the need to increase our mortgage exponentially. We do not wish to rush this decision nor be unfairly disadvantaged by decisions made. Perhaps transition timeframes should be considered over a period of say 3-5 years as I'm sure we would not be the only property owners adversely impacted.

Your thoughts and feedback are most welcome.

Kind regards



SUBMISSION FIVE

City Futures Department
PO Box 42
Caulfield VIC 3162

Monday 14th August, 2017

Re: Carnegie Draft Concept Plans

To Whom It May Concern,

We are writing to express concern about the Glen Eira City Council's Draft Concept Plan for Carnegie.

We recently purchased a family home at [REDACTED] We moved in just last week.

One of the reasons we loved the house and the street was the character element – which we believed would be preserved through the Neighbourhood Character Overlay. We were willing to pay above our preferred budget to get our foot in the door.

Our property has a three-story apartment building at the rear, but the nature of the building and the height of surrounding trees means it does not impose on our backyard.

Your planned changes would mean we have an Urban Renewal Development Zone at our back fence – so we could have a building of up to 12 storeys at the rear of our property. This is a completely different story and would have significant and detrimental impacts on our property, our family life and the value of our home.

The plans completely contradict the character overlay on Chestnut Street. How you can have one set of rules for the front of the property but completely contradictory rules at the rear?

In fact, your own design principles in your *Quality Design Principles for Engagement* document states that you wish to 'avoid oversized buildings that unreasonably impact neighbours' and 'Buildings that dominate the streetscape'. I would argue that this is exactly what your Draft Concept Plan is going to allow.

We do understand the principles around mixed density housing along rail corridors, but what you are planning will destroy the look and feel of our small pocket of

Carnegie.

We look forward to hearing from you.



SUBMISSION SIX

From: [REDACTED]
Sent: Sunday, 27 August 2017 5:43 PM
To: Cr. Tony Athanasopoulos; Cr. Clare Davey; Cr. Margaret Esakoff
Subject: Feedback on council's draft concept plans for Carnegie

Good evening,

Following a community meeting at Carnegie, on 14th August 2017, please see our attached response to the Glen Eira City Council's (GECC) request for feedback on its Draft Concept Plans for Carnegie. We submit this as residents of [REDACTED]

Our property at [REDACTED] Carnegie, is positioned on the corner [REDACTED] [REDACTED]. Houses that are in Chestnut St, at its northern end, but have a Dandenong Rd address, are not included in the Heritage/character housing.

Our property at the southern end of Chestnut Street, has been included in that heritage/character overlay NCO2, yet it is the only property included in the NRZI/NCO2 that does not face Chestnut Street.

Given its position and the nature of the new planning overlays that surround our property, we believe we are now seriously exposed and financially disadvantaged by its inclusion.

We are seeking your support as we ask that the Glen Eira Council change the overlay for [REDACTED] [REDACTED] from Heritage/Character to side-by-side townhouse.

Thanking you.

[REDACTED]

Response to Glen Eira City Council's Draft Concept Plans for Carnegie



Please see our following response to the Glen Eira City Council's (GECC) request for feedback on its Draft Concept Plans for Carnegie. We submit this as residents of [REDACTED]

Background

Our property at [REDACTED] Carnegie, is positioned on the corner south-east corner of Chestnut Street.

Chestnut Street is approximately 220 meters long and runs north from Blackwood Street to Dandenong Road. Chestnut Street is currently zoned NRZ1 and is covered by a neighbourhood heritage/character overlay NCO2, which outlines extensive restrictions covering renovations to existing residences and any new residential developments.

Houses that are in Chestnut St, at its northern end, but have a Dandenong Rd address, are not included in the Heritage/character housing

Our property at the southern end of Chestnut Street, has been included in that heritage/character overlay NCO2, yet it is the only property included in the NRZ1/NCO2 that does not face Chestnut Street.

Given its position and the nature of the new planning overlays that surround our property, we believe we are now seriously exposed and financially disadvantaged by its inclusion.

There are clearly inconsistencies in the Heritage/character overlay plans.

We respectfully request that the City of Glen Eira re-classify our property to a side-by-side townhouse, in keeping with the other properties to the east, from No.64 Blackwood Street.

Key Issues

The Draft Concept Plan appears to retain the NRZ1/NCO2 on Chestnut Street, including our property at [REDACTED] enabling growth all around us whilst maintaining heavy restrictions on our home.

Our property has the Edwardian character of many of the houses in Chestnut Street but given the position of our property we believe we are seriously exposed and financially disadvantaged by our inclusion in the NCO2 Heritage/Character overlay on Chestnut Street.

- Immediately behind us there is a block of units, No. 20 Chestnut Street, that has no Edwardian character, but has also been included in the Heritage/character overlay of Chestnut Street.
- On the opposite corner of Blackwood/Chestnut Street, there are 3 x 1960-1970 units, **1-3/25 Chestnut Street**, that have also been included in the Heritage/character overlay.
- To the East, and along the north side of Blackwood Street, from **64 Blackwood Street**, the houses are mostly similar in style to our property, but they have **not** been included in the Heritage/character overlay. They can be replaced by 1-2 storey Side-

by-Side Townhouses, on individual building blocks. As we have a Heritage/Character overlay on our place, we will not be able to take advantage of the development opportunity afforded the property at 64 Blackwood Street and those further to the east.

At this point it is unclear what will occur with the homes that back onto the Skyrail opposite us along the south side of Blackwood Street. Even if the GECC proposes 2-3 storey Terrace Townhouses, we are concerned that this will change in the not too distant future.

- Directly opposite our property, [REDACTED] has recently been bought by the Level Crossing Rail Authority in compensation for the impact of SkyRail. We have serious concerns about the future of that building, especially as the space behind that house will be a car park for the railway.
- The next building, **73 Blackwood Street**, is a 3-storey modern set of flats, the central floor of which has been sold to LXRA in compensation for the impact of SkyRail. Again we have concerns about the future of that building as the space behind that house will be a car park for the railway.
- All the properties along that south side of Blackwood Street have an overlay that allows for multiple 2-3 storey townhouse development, **across multiple building blocks**.
- To the West, Pace of Carnegie has approval for 13 storeys and the Urban Renewal Development proposes up to 12 storeys.

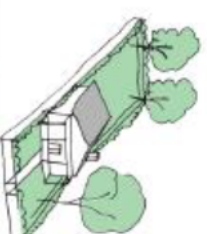
We feel that we are surrounded by enormous change but are shackled by a NRZ1 and a highly restrictive character overlay, that will seriously impact the value of our property.

In conclusion, we ask that the Glen Eira Council change the overlay for [REDACTED] Carnegie, from Heritage/Character to side-by-side townhouse.

Heritage / character house



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



Looking to our west

When looking west we see 1 of 3 1970's style units, which would be difficult to describe as heritage or character



Looking to our north



When looking north behind our property, there are 1970's two-story flats, again they would be difficult to describe as heritage / character

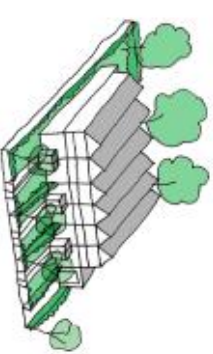


Looking to the south of us

The house directly in front of us now sits on land classified as 'Terrace townhouse'. This house has been sold to the Level Crossing Removal Authority, as the house is significantly impacted by 'Skyrail'. Sitting behind this house will be an extensive car park.



Blackwood Street



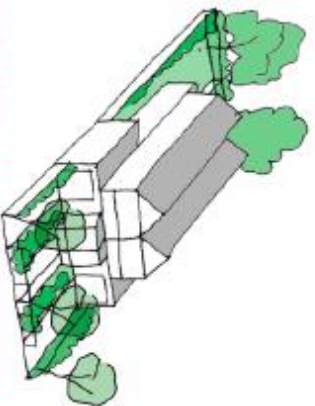
Terrace townhouse
Townhouses built in a row that are attached on both sides.

Looking to the west of us



Side-by-side townhouse

Townhouses side-by-side on one lot in a garden setting.



The houses next to us
are classified as Side-
by-side townhouse

SUBMISSION SEVEN

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

From:

[REDACTED]

Sent: Sunday, 16 July 2017 12:51 PM

To: Glen Eira City Council

Subject: Feedback

Hi, as a resident and home owner in Carnegie Imd like to see Carnegie central area transformed into a major hub, similar to the likes to Elsternwick, Box Hill and Glen Waverley. Especially with great restaurants, higher apartment developments and robust transport systems. These are all great examples of where major developments within a centralised and controlled area around a major transport system coupled with a variety of amenities in supermarkets, medical centres, restaurants and cafes functions highly well and sets a great example of how other major hubs like Carnegie could become or even exceed these areas.

Happy to provide any further thoughts of interest.

[REDACTED]

SUBMISSION EIGHT

From: [REDACTED]

Sent: Saturday, 5 August 2017 4:21 PM

To: Glen Eira City Futures

Subject: Feedback on Plan for Carnegie

Good afternoon,

Thank you for sending me the consultation documentation about your latest progress in planning for the future Carnegie.

I suggest that it would be a good idea to integrate such documentation with the existing plans for the future Carnegie Station, as it would highlight major design flaws in both the Station design and your proposals, as follows:

The area North of Egan Street is meant to accommodate high-density dwellings and businesses, with buildings going up to 12 storeys. This means that there could be a considerable influx of population in the triangle formed by Egan St., Dandenong Rd and Koornang Rd. Yet:

There is no provision for direct pedestrian access to Carnegie Station. As I interpret the limited information available, pedestrians will have to cross Koornang Road. We are removing a level crossing for vehicles and looking at causing pedestrian congestion instead! I would suggest that the elevated railway provides an opportunity for grade-separated pedestrian access to the future Carnegie station from the Western side of Koornang Rd.

There is no provision of public open space within that triangle, other than an unspecified 'mixed use' of Egan Street involving pedestrian access. No green spaces, no playground, no community 'square' with benches, just what threatens to be a Southbank-like concrete jungle.

I would strongly recommend that the amenity of the future residents of that triangle be re-assessed and improved, as it seems to me that all design effort and amenity provision has focused on the Eastern side of Koornang Rd.

Yours sincerely,

[REDACTED]



SUBMISSION NINE

From: [REDACTED]

Sent: Sunday, 6 August 2017 2:05 AM

To: Glen Eira City Futures

Subject: Feedback draft concept plans for Carnegie

Hi,

Some elements of this plan are concerning to me. The idea of extending trams up along Koornang Rd to Carnegie station is just insane! Imagine such a narrow road with noisy & ugly trams, cables & tram tracks. There would be no where for cars to pass & probably no where for cars to park on the street. A terrible idea! Also, the plans to change the housing zones are inconsistent & messy. Im concerned the changes would mean landlords would be incentivised to sell & have ordinary houses demolished to make way for featureless developments with no regard for Carnegie's character or current tenants living arrangements.

Thanks,

[REDACTED]

SUBMISSION TEN

To whom it May Concern,

As a resident of Glen Eira I would like to provide feedback on the Carnegie Draft Concept Plan with specific reference to Chestnut Street.

If the GECC is to meet the stated objectives of the Draft Concept Plan and key outcomes stated within the Building Transition Plan the NCO2 on Chestnut Street should be removed and the western side of Chestnut Street should be incorporated in the Urban Renewal Development area.

Regards,

A black rectangular box used to redact the signature of the submitter.

SUBMISSION ELEVEN

From: [REDACTED]
Sent: Sunday, 3 September 2017 6:25 AM
To: [REDACTED]
Cc: Glen Eira City Council
Subject: SUBJECT : Carnegie Draft Concept Plans - CHESTNUT STREET
Importance: High

As a resident of Glen Eira I would like to provide feedback on the Carnegie Draft Concept Plan with specific reference to Chestnut Street.

If the GECC is to meet the stated objectives of the Draft Concept Plan and key outcomes stated within the Building Transition Plan the NCO2 on Chestnut Street should be removed and the western side of Chestnut Street should be incorporated in the Urban Renewal Development area

[REDACTED]

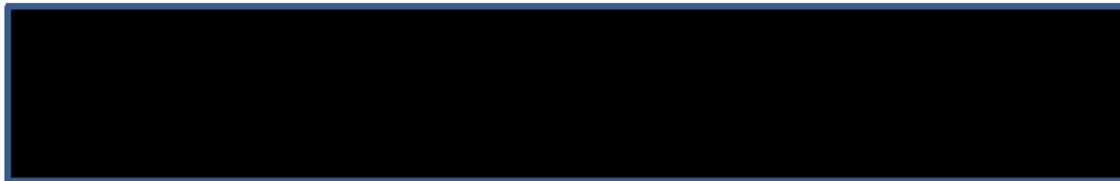
SUBMISSION TWELVE

Good Afternoon,

As a resident of Glen Eira I would like to provide feedback on the Carnegie Draft Concept Plan with specific reference to Chestnut Street.

If the GECC is to meet the stated objectives of the Draft Concept Plan and key outcomes stated within the Building Transition Plan the NCO2 on Chestnut Street should be removed and the western side of Chestnut Street should be incorporated in the Urban Renewal Development area.

Kind Regards,

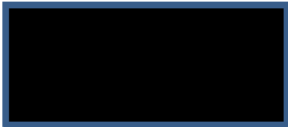


SUBMISSION THIRTEEN

SUBJECT : Carnegie Draft Concept Plans - CHESTNUT STREET

As a resident of Glen Eira I would like to provide feedback on the Carnegie Draft Concept Plan with specific reference to Chestnut Street.

If the GECC is to meet the stated objectives of the Draft Concept Plan and key outcomes stated within the Building Transition Plan the NCO2 on Chestnut Street should be removed and the western side of Chestnut Street should be incorporated in the Urban Renewal Development area.



SUBMISSION FOURTEEN

Dear Sir or Madam,

As a resident of Glen Eira I would like to provide feedback on the Carnegie Draft Concept Plan with specific reference to Chestnut Street.

If the GECC is to meet the stated objectives of the Draft Concept Plan and key outcomes stated within the Building Transition Plan the NCO2 on Chestnut Street should be removed and the western side of Chestnut Street should be incorporated in the Urban Renewal Development area.



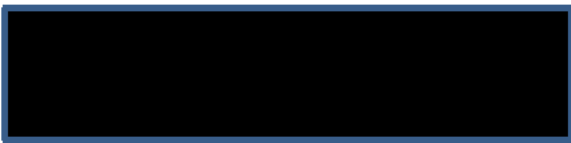
SUBMISSION FIFTEEN

As a resident of Glen Eira I would like to provide feedback on the Carnegie Draft Concept Plan with specific reference to Chestnut Street.

If the GECC is to meet the stated objectives of the Draft Concept Plan and key outcomes stated within the Building Transition Plan the NCO2 on Chestnut Street should be removed and the western side of Chestnut Street should be incorporated in the Urban Renewal Development area.

This is of particular concern to us as our street also has a similar overlay.

Kind Regards,



SUBMISSION SIXTEEN

Hi there,

I vigorously oppose any changes to the development overlay between Carnegie railway station and Dandenong Rd, that would allow building heights of 6-8 storeys and above. This will not only destroy the character of the area but also place the residents, which you are elected to serve and protect, in a totally untenable position. This proposal appears to be totally initiated and sponsored by developers, not your residents.

Sincerely,

A black rectangular box used to redact the signature of the submitter.

SUBMISSION SEVENTEEN

As a resident of Glen Eira I would like to provide feedback on the Carnegie Draft Concept Plan, with specific reference to Chestnut Street.

If the GECC is to meet the stated objectives of the Draft Concept Plan and key outcomes stated within the Building Transition Plan, the NCO2 on Chestnut Street should be removed and the western side of Chestnut Street should be incorporated in the Urban Renewal Development area.

Regards,



SUBMISSION EIGHTEEN

As a resident of Glen Eira I would like to provide feedback on the Carnegie Draft Concept Plan with specific reference to Chestnut Street.

If the GECC is to meet the stated objectives of the Draft Concept Plan and key outcomes stated within the Building Transition Plan the NCO2 on Chestnut Street should be removed and the western side of Chestnut Street should be incorporated in the Urban Renewal Development area



SUBMISSION NINETEEN

To Glen Eira Council

As a resident of Glen Eira I would like to provide feedback on the Carnegie Draft Concept Plan with specific reference to Chestnut Street.

If the GECC is to meet the stated objectives of the Draft Concept Plan and key outcomes stated within the Building Transition Plan the NCO2 on Chestnut Street should be removed and the western side of Chestnut Street should be incorporated in the Urban Renewal Development area.

Regards



SUBMISSION TWENTY

As a resident of Glen Eira I would like to provide feedback on the Carnegie Draft Concept Plan with specific reference to Chestnut Street.

If the GECC is to meet the stated objectives of the Draft Concept Plan and key outcomes stated within the Building Transition Plan the NCO2 on Chestnut Street should be removed and the western side of Chestnut Street should be incorporated in the Urban Renewal Development Project.

How can you expect people in a

residential street with overlays to cope with massive constructions in their back yard - please for once consider the real impact this has on families prior to finalizing any decisions.

 resident

SUBMISSION TWENTY ONE

As a concerned local resident I would like to provide feedback on the Carnegie Draft Concept Plan with specific reference to Chestnut Street.

If the GECC is to meet the stated objectives of the Draft Concept Plan and key outcomes stated within the Building Transition Plan the NCO2 on Chestnut Street should be removed and the western side of Chestnut Street should be incorporated in the Urban Renewal Development area.

Thank you



SUBMISSION TWENTY TWO

To whom it may concern,

As a resident of Glen Eira I would like to provide feedback on the Carnegie Draft Concept Plan with specific reference to Chestnut Street.

If the GECC is to meet the stated objectives of the Draft Concept Plan and key outcomes stated within the Building Transition Plan the NCO2 on Chestnut Street should be removed and the western side of Chestnut Street should be incorporated in the Urban Renewal Development area.

Thank you for your time.



SUBMISSION TWENTY THREE

Dear Sir/Madam,

SUBJECT : Carnegie Draft Concept Plans - CHESTNUT STREET

As a resident of Glen Eira I would like to provide feedback on the Carnegie Draft Concept Plan with specific reference to Chestnut Street.

If the GECC is to meet the stated objectives of the Draft Concept Plan and key outcomes stated within the Building Transition Plan, the NCO2 on Chestnut Street should be removed and the western side of Chestnut Street should be incorporated in the Urban Renewal Development area.

Regards

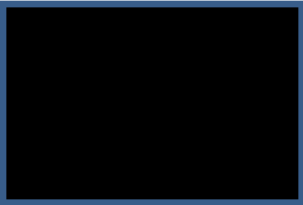
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SUBMISSION TWENTY FOUR

As a resident of Glen Eira I would like to provide feedback on the Carnegie Draft Concept Plan with specific reference to Chestnut Street.

If the GECC is to meet the stated objectives of the Draft Concept Plan and key outcomes stated within the Building Transition Plan the NCO2 on Chestnut Street should be removed and the western side of Chestnut Street should be incorporated in the Urban Renewal Development area.

Regards,



SUBMISSION TWENTY FIVE

As a resident of Glen Eira I would like to provide feedback on the Carnegie Draft Concept Plan with specific reference to Chestnut Street.

If the GECC is to meet the stated objectives of the Draft Concept Plan and key outcomes stated within the Building Transition Plan the NCO2 on Chestnut Street should be removed and the western side of Chestnut Street should be incorporated in the Urban Renewal Development area.

Kind Regards,



SUBMISSION TWENTY SIX

Hi Sophie

I have attached my response to the Carnegie Draft Concept Plan.

Regards



I refer to Glen Eira City Council's (GECC) request for feedback on its Draft Concept Plans for Carnegie. The comments outlined below have been made as a resident of Chestnut Street Carnegie having regard to the following documents prepared by GECC:

Glen Eira City Council (GECC), Quality Design Principles

Carnegie Draft Concept Plans

Carnegie Background Report

Planisphere Glen Eira Urban Design Analysis Report

Background

Chestnut Street is approximately 220 meters long and runs north from the Skyrail to Dandenong Road and forms the eastern boundary of a block with Koornang Road and Woorayl Road forming the western and southern boundaries respectively (the Block). Chestnut Street is currently zoned NRZ1 and covered by a neighbourhood character overlay NCO2 (imposed in 2013) which outlines extensive restrictions (to maintain the existing character of the streetscape) covering renovations to existing residences and any new residential developments.

Key Issues

The Draft Concept Plan currently proposes that all properties within the Block with the exception of those on Chestnut Street form a new "Urban Renewal Development" as part of a "Commercial/mixed area", enabling building heights of 6-

8 storeys and up to 12 storeys where there is community benefit such as student housing or aged care. The Draft Concept Plan appears to retain the NRZI and clearly retains the NCO2 on Chestnut Street, enabling development of properties to 12 storeys (in the absence of any further dispensations) to abut detached residential homes restricted to 1-2 storeys.

Stated objectives of the Draft Concept Plan include:

Managing transition between housing densities

Maintaining Carnegie's unique suburban character.

Key outcomes stated within the Building Transition Plan include (amongst others):

Protection of the character of the area

Encourage higher density buildings along key transport corridors

Encourage increased housing and employment between the railway line and Dandenong Road

Clearly the Draft Concept Plan fails many of its stated objectives and key outcomes when considering Chestnut Street.

Managing Transition

The Draft Concept Plan enables a 12 storey development to abut detached family residences in Chestnut Street which are restricted to a height of 1-2 storeys. This does not represent a transition at all, it is completely unreasonable and must be revisited. There are no other areas within the proposed Activity Centre's which have anything like this level of discrepancy in proposed building heights, let alone have the delineation on a restricted 1-2 storey residential property boundary. The transition from up to 12 storeys to 1-2 storeys on Chestnut Street is a fundamental flaw of the Draft Concept Plan.

Virtually all other areas within the Activity Centre Study Area's transition from one building type to another through transitions of 1 storey and utilise the road network to transition. The Building Transition Plan states that the preference is to utilise the road network to best manage transition between building types. Given that the transition from 12 storeys to 1-2 storeys is the greatest transition possible within the Draft Concept Plan, the use of Chestnut Street property boundaries as the transition rather than the road network not only contradicts the stated aims of the Building Transition Plan, but is completely and fundamentally unreasonable and inappropriate for Chestnut Street residences and must be revisited.

Of the four areas specified in NCO2 (McPherson, Prentice and Chestnut Streets and Derby Crescent) it is only Chestnut Street that is anywhere near (or within) an Urban Renewal Development. McPherson Street, Prentice Street and Derby Crescent are all surrounded by NRZI. The Building Transition Plan recommends 3-4 storey Garden Apartments to the east of McPherson Street with a road/intersection as the border.

The Building Transition Plan states that sites abutting Chestnut Street can accommodate necessary transitions to adjoining properties within site. There is no reasonable manner in which the Quality Design Principles can address the

transition from 12 storeys to 1-2 storey character residences through the use of setbacks within sites adjoining Chestnut Street. There is no level of setback which is capable of being achieved within a site adjoining Chestnut Street which would not manifestly and unreasonably impinge upon Chestnut Street residences under any circumstances.

Of the three Draft Concept Plans issued, only Carnegie and Elsternwick highlight Urban Renewal Development Zones. In Elsternwick the vast majority of the borders between Urban Renewal Development and other preferred building types is with 3-4 storey Garden Apartments. There is either a road or rail border between these building types and residences covered by NRZI/NCO4.

On the western side of the Carnegie Urban Renewal Development, there is either a road or Skyrail border to 3-4 storey Garden Apartments and then a further road border to NRZI residences.

This indicates that the minimum transition between Urban Renewal Development and 1-2 storeys is via a 3-4 storey Garden Apartment and a road border.

Clearly, removing the NCO2 on Chestnut Street and incorporating the western side of Chestnut Street as part of the Urban Renewal Development area would allow GECC to maximise the stated objectives of the Draft Concept Plan and key outcomes stated within the Building Transition Plan.

GECC should remove the NCO2 on Chestnut Street and incorporate the western side of Chestnut Street in the Urban Renewal Development area.

Maintaining Carnegie's Unique Suburban Character

Should the Draft Concept Plan proceed in its current form, the restricted 1-2 storey Chestnut Street residences would be bounded to the north by 3-4 storey developments on Dandenong Road (encroaching on approximately 20% of the length of Chestnut Street), 6-12 storey developments on the adjoining west boundary and 4 storey Skyrail to the south. Given the short length of Chestnut Street these developments will effectively box existing residences in and destroy any relevant neighbourhood character in the street to the extent it currently exists.

This is consistent with the Urban Design Analysis which indicates that the part of the Activity Centre between the railway line and Dandenong Road has significant potential for development and transition to a new character. The acknowledgement that the proposed concept plan will facilitate

the transition of the area to a new character is a key acknowledgement, and inconsistent with any misplaced efforts to maintain any existing Chestnut Street character.

It seems inconceivable that residents of Chestnut Street should have to continue to abide by a zoning and overlay which limits residences to 2 storey's and seeks to ensure that any second storey development is set back sufficiently from the façade such that it cannot be seen from the street, when a 12 storey building can be developed on that properties rear boundary and dominate the skyline along with any view from Chestnut Street. Even a building at the lowest suggested height of 6 storeys (let alone a 12 storey development) would completely dwarf any residence on Chestnut Street regardless of set backs, block light and be completely at odds, and further erode any character of existing dwellings.

Clearly the Draft Concept Plan does not protect any existing character of Chestnut Street, rather in conjunction with the existing Skyrail project it completely changes (as envisaged in the Urban Design Analysis) the character of the surrounding region and Chestnut Street.

Clearly, removing the NCO2 on Chestnut Street and incorporating the western side of Chestnut Street as part of the Urban Renewal Development area would allow GECC to maximise the stated objectives of the Draft Concept Plan and key outcomes stated within the Building Transition Plan.

GECC should remove the NCO2 on Chestnut Street and incorporate the western side of Chestnut Street in the Urban Renewal Development area.

Encouraging Higher Density Buildings

The Draft Concept Plans maintenance of the existing zoning and neighbourhood character overlay on Chestnut Street makes no contribution towards the stated outcome of achieving higher density buildings, in a zone which has been labelled as being appropriate for intensification.

Clearly, removing the NCO2 on Chestnut Street and incorporating the western side of Chestnut Street as part of the Urban Renewal Development area would allow GECC to maximise the stated objectives of the Draft Concept Plan and key outcomes stated within the Building Transition Plan.

GECC should remove the NCO2 on Chestnut Street and incorporate the western side of Chestnut Street in the Urban Renewal Development area.

Protection of the character of the area

As articulated above, any previous views on neighbourhood character held by GECC with respect to Chestnut Street have already been severely compromised with the introduction of Skyrail and the ongoing development of properties north of the railway line and along Dandenong Road. Again, this is consistent with the Urban Design Analysis which indicates that the part of the Activity Centre between the railway line and Dandenong Road has significant potential for development and transition to a new character.

Clearly, removing the NCO2 on Chestnut Street and incorporating the western side of Chestnut Street as part of the Urban Renewal Development area would be most consistent with the stated objectives of the Draft Concept Plan and key outcomes stated within the Building Transition Plan.

GECC should remove the NCO2 on Chestnut Street and incorporate the western side of Chestnut Street in the Urban Renewal Development area.

SUBMISSION TWENTY SEVEN

As a resident of Glen Eira I would like to provide feedback on the Carnegie Draft Concept Plan with specific reference to Chestnut Street.

If the GECC is to meet the stated objectives of the Draft Concept Plan and key outcomes stated within the Building Transition Plan the NCO2 on Chestnut Street should be removed and the western side of Chestnut Street should be incorporated in the Urban Renewal Development area.

Regards ,



SUBMISSION TWENTY EIGHT

To Whom it May Concern

I wish to provide the following feedback in relation to the Glen Eira Council consultation regarding draft concept plans for Carnegie.

In consultation with our neighbours at No.s 3, 5, 7 and 9 Chestnut Street Carnegie, I seek the removal of the current heritage/character overlay in Chestnut Street for the following reasons;

The stated purpose of the overlay is to "respect and celebrate the character of the area". Chestnut Street contains a number of single level early 20th century Edwardian style timber homes set back from the Street. Most homes are now approaching 100 years of age requiring attention/renovation to make them comfortable/habitable for 21st century living. Whilst preservation of such architecture would be ideal, the current plans for "Urban renewal Development" of up to 12 stories to the immediate rear boundary of Chestnut Street properties and to two boundaries of those at the Northern end of the street, substantially impact the setting and hence character of the homes.

The impact loss of character and setting is detrimental to the current streetscape and will over time lead to an inevitable and permanent loss of any character value. This situation is currently seen with No 7 where substantial deterioration in the dwelling is impacting the overall streetscape and character of the street.

In addition, there has already been loss of character within Chestnut Street due to existing developments including apartments and renovations not in keeping with early 20th century character.

The Urban renewal boundary immediately adjacent to a character overlay area is nonsensical. We propose that the Western side of Chestnut street be included in the urban renewal zone.

Sincerely

Helen Rayner



SUBMISSION TWENTY NINE

Dear Glen Eira Council

As a resident of Glen Eira I would like to provide feedback on the Carnegie Draft Concept Plan with specific reference to Chestnut Street.

If the GECC is to meet the stated objectives of the Draft Concept Plan and key outcomes stated within the Building Transition Plan the NCO2, Chestnut Street should be removed and the western side of Chestnut Street should be incorporated in the Urban Renewal Development area.

I attended the workshop last year where you asked what it was we loved about our suburb. Feedback was noted that residents loved that Carnegie was a family suburb and wanted to preserve heritage buildings and houses. Chestnut Street epitomises this very feedback and it would be disappointing to have this lovely street redeveloped. So much of Carnegie has been transformed into intensified living, especially on main roads. I ask you to reconsider the NCO2 plan and preserve one of Carnegie's lovely suburban streets.

Thank you for your consideration.
I look forward to your response.

Kind Regards,



SUBMISSION THIRTY

To Whom it May Concern

I wish to provide the following feedback in relation to the Glen Eira Council consultation regarding draft concept plans for Carnegie.

In consultation with our neighbours at No.s 3, 5, 7 and 9 Chestnut Street Carnegie, I seek the removal of the current heritage/character overlay in Chestnut Street for the following reasons;

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The impact loss of character and setting is detrimental to the current streetscape and will over time lead to an inevitable and permanent loss of any character value. This situation is currently seen with No 7 where substantial deterioration in the dwelling is impacting the overall streetscape and character of the street.

In addition, there has already been loss of character within Chestnut Street due to existing developments including apartments and renovations not in keeping with early 20th century character.

The Urban renewal boundary immediately adjacent to a character overlay area is nonsensical. We propose that the Western side of Chestnut street be included in the urban renewal zone.

Sincerely





SUBMISSION THIRTY ONE

Dear Sir/Madam,

As a resident of Glen Eira I would like to provide feedback on the Carnegie Draft Concept Plan with specific reference to Chestnut Street.

If the GECC is to meet the stated objectives of the Draft Concept Plan and key outcomes stated within the Building Transition Plan the NCO2 on Chestnut Street should be removed and the western side of Chestnut Street should be incorporated in the Urban Renewal Development area.

Like others potentially affected, we would collectively expect council to consider its plans accordingly.



Director

SUBMISSION THIRTY TWO

Dear Councillors,

As a resident of Glen Eira I would like to provide feedback on the Carnegie Draft Concept Plan with specific reference to Chestnut Street.

If the GECC is to meet the stated objectives of the Draft Concept Plan and key outcomes stated within the Building Transition Plan the NCO2 on Chestnut Street should be removed and the western side of Chestnut Street should be incorporated in the Urban Renewal Development area.

Regards,



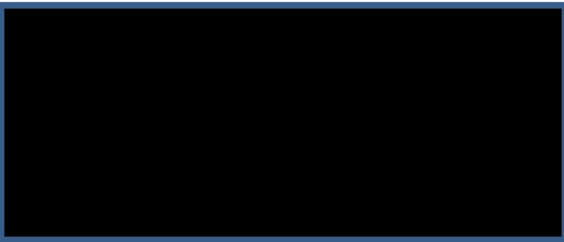
SUBMISSION THIRTY THREE

As a resident of Glen Eira, We would like to provide feedback on the Carnegie Draft Concept Plan with specific reference to Chestnut Street's classification as Character Overlay.

If the GECC is to meet the stated objectives of the Draft Concept Plan and key outcomes stated within the Building Transition Plan, then the NCO2 on Chestnut Street should be removed and the western side of Chestnut Street should be incorporated in the Urban Renewal Development area.

The draft proposal is both contradictory in its intentions that one side of the street has an urban Development and the next street is the only one in the neighbourhood with a character Residents overlay. As Residents of the neighbourhood this proposal has no basis. Please amend to be consistent or stop the over further development in the neighbourhood.

Regards



SUBMISSION THIRTY FOUR

As a resident of Glen Eira I would like to provide feedback on the Carnegie Draft Concept Plan with specific reference to Chestnut Street.

If the GECC is to meet the stated objectives of the Draft Concept Plan and key outcomes stated within the Building Transition Plan the NCO2 on Chestnut Street should be removed and the western side of Chestnut Street should be incorporated in the Urban Renewal Development area.

SUBMISSION THIRTY FIVE

Response to request for submissions relating to Draft Concept Plan – Carnegie

Whilst the overall Carnegie Concept plan shows considerable merit and foresight, the zoning of the section of the plan relating to our property and its environment is severely flawed. Unfortunately, we consider that previous decisions relating to our zone, plus the unique situation and environment of Chestnut Street (Carnegie) have made it extremely challenging to integrate into the broader landscape whilst in some fashion attempting to maintain a “character” overlay.

Major elements of concern with specific reference to Chestnut Street:

□ Complete absence of a buffer zone for residences on the western side of Chestnut Street

“Pace” in Woorayl Street is approved to 13 stories.

Proposed 4 story developments off Dandenong Rd back directly onto Chestnut Street properties, with no proposal to tier development. Three or four storey developments of this type will inevitably erode any “Character” significance of properties over which they will substantially tower. Already approved 3-4 storey “blocks” will also significantly diminish natural light into Chestnut Street properties. It is already too late to achieve the proposed “set-backs” described in the Draft Concept Plan and the suggested “natural boundaries” will not assist the western side of Chestnut Street. It is inevitable more large and imposing developments will be approved (by GECC or on appeal to VCAT) which surround the northern, southern and western borders of Chestnut Street.

□ Parking and through traffic

As more residents access Koornang Rd via Woorayl and Arawatta Streets, inevitably Chestnut Street will be used as a thoroughfare to Dandenong Rd. As the Carnegie Station is completed, so too will more and more commuters attempt to park in Chestnut Street. Noise levels will intensify considerably as traffic, construction and general activity continue to escalate in this once quiet precinct.

□ Chestnut Street “Character Overlay”

The Draft Concept Plan currently proposes that Chestnut Street residences, restricted 1 to 2 storey developments (the second storey not “visible to the street”), would have 3-4 storey developments to the north on Dandenong Road and extending deeply behind residences in Chestnut Street. There would most likely be 6 to 12 storey developments on the western boundary and 4 to 5 storey “Skyrail” at the southern end. Thus, we would consider attempts to maintain a “Character” label on this single street in this setting are already futile and inappropriate. Proposed and approved developments have usurped any such

classification. All other similar character classifications are considerably removed from adjacent Urban Renewal Development zones.

In summary, we would submit that the “character” overlay on the Chestnut street area is already inevitably significantly compromised and should be removed.

Signed



SUBMISSION THIRTY SIX

Dear 

SUBJECT : Carnegie Draft Concept Plans - CHESTNUT STREET

As

a resident of Glen Eira I would like to provide feedback on the Carnegie Draft Concept Plan with specific reference to Chestnut Street.

If the GECC is to meet the stated objectives of the Draft Concept Plan and key outcomes stated within the Building Transition Plan the NCO2 on Chestnut Street should be removed and the western side of Chestnut Street should be incorporated in the Urban Renewal Development area.

Regards



SUBMISSION THIRTY SEVEN

Dear 

SUBJECT : Carnegie Draft Concept Plans - CHESTNUT STREET

As a resident of Glen Eira I would like to provide feedback on the Carnegie Draft Concept Plan with specific reference to Chestnut Street.

If the GECC is to meet the stated objectives of the Draft Concept Plan and key outcomes stated within the Building Transition Plan the NCO2 on Chestnut Street should be removed and the western side of Chestnut Street should be incorporated in the Urban Renewal Development area.

Regards



SUBMISSION THIRTY EIGHT

As a resident of Glen Eira I would like to provide feedback on the Carnegie Draft Concept Plan with specific reference to Chestnut Street.

If the GECC is to meet the stated objectives of the Draft Concept Plan and key outcomes stated within the Building Transition Plan the NCO2 on Chestnut Street should be removed and the western side of Chestnut Street should be incorporated in the Urban Renewal Development area.

Yours sincerely

A black rectangular box used to redact the signature of the submitter.

SUBMISSION THIRTY NINE

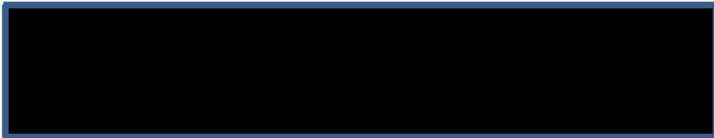
Dear Sir Madam.

As a resident of Glen Eira, I would like to provide feedback on the Carnegie Draft Concept Plan with specific reference to Chestnut Street.

If the GECC is to meet the stated objectives of the Draft Concept Plan and key outcomes stated within the Building Transition Plan the NCO2 on Chestnut Street should be removed and the western side of Chestnut Street should be incorporated in the Urban Renewal Development area.

I would appreciate your consideration of this request.

Yours sincerely,



SUBMISSION FORTY

From: [REDACTED]

Sent: Sunday, 3 September 2017 7:13 PM

To: Glen Eira City Council

Subject: City Future Development

Attention: city Future Department

Please accept my feedback in relation to the proposed development strategy zoning of Neerim Road between Mimosa and Toolambool Road Carnegie for Garden apartments.

I strongly object to this proposal for the following reasons.

Inadequate consideration for existing streetscape and zoning of the surrounding properties.

*The Breslin gallery on the corner of Toolambool Road has recently been renovated and sold and is currently up for lease there is no intention that this property will be changing in anyway. It is in fact one of the few beautiful buildings left in a suburb that has been violated by inappropriate development. The two storey townhouses closer to Mimosa Road are also new developments which are remaining. So the only possible space for a garden apartment is on the next 3 properties heading to the corner of Neerim and Mimosa Road.

*Four storey apartments in this area do not allow a natural transition point.

*The inappropriate 4 storey development is in contrast to the terraced townhouses on Mimosa and Toolambool Roads.

Unreasonable impact on the neighbouring properties.

*These 3 properties on Neerim Road are too shallow (36 metres approx). They would be an obtrusive and imposing feature for the properties behind them 84 and 86 Mimosa Road. This is in total opposition to principle 1 - "oversized buildings that unreasonably impact neighbours".

Traffic and parking.

*Traffic is already problematic due to the inappropriate developments at 100 and 90 Mimosa Road, this proposed inappropriate development will take parking beyond feasible capacity. I live at [REDACTED] Neerim Road and I can tell you that this corner is a death trap, dangerous and not monitored. It is not safe for local residents and children walking to school or playing in the street with the increase in traffic, it is your responsibility to provide residents with a safe place to live you are breaching this responsibility.

In summary Carnegie has been overdeveloped whether this be through a combination of greed and lack of foresight by council/State Government the damage has been done. A once beautiful area is becoming a suburb full of 4 storey dog boxes with no character many of which remain empty. There is not enough green space in the Urban village to meet the demand of increased density and residents. The local schools are at capacity and will not be able to take an increase in enrolments. Plans for increased car parking is insufficient with traffic already a huge problem. Koornang Rd is being slowly destroyed by valuable retail space being used for export shops to send goods to China a loophole that sees local residents suffering. How will the demands of an increasing population be met with the continued growth of this type of business. I want a council to show leadership and advocate for constituents to do what is right not what is easy. Thus far you as a council have been an ineffectual disappointment please take this opportunity to start to make things right and listen to local residents.

I look forward to your response and hopefully leadership.

Regards

[REDACTED]

ratio:

ratio:consultants

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T +61 3 9429 3111
F +61 3 9429 3011
E mail@ratio.com.au

Dear Sir / Madam

1 September 2017

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

cityfutures@gleneira.vic.gov.au

**Draft Carnegie Structure Plan
Submission**

We act on behalf of [REDACTED] the owner of [REDACTED]
[REDACTED] Carnegie.

We have had an opportunity to review the *Urban Design Analysis (Planisphere May 2017)*, *Carnegie Background Report* and *Carnegie Draft Concept Plans*. Council should be congratulated for undertaking a review of structure planning for activity centres, given the current reference document (*Urban Village Structure Plan*) dates from 1999. More specifically, any guidance regarding Precinct 1 (Dandenong Road Precinct) at Clause 22.05 (Urban Villages Policy) ceased being applicable after 30 September 2007.

Following our review of the documentation provided, we comment as follows:

- Acknowledgement of the elevated railway and associated amenity considerations to the new open space. We consider that the structure plan needs to provide clarification on what extent of overshadowing is deemed appropriate having regard to the linear park being created by the elevated rail. Evidently, any policy having regard to overshadowing will need to balance the provision of sunlight access to open space / linear park being created with the designation of the area north of the railway as an 'urban renewal' precinct.
- The preferred building heights for the precinct north of the railway are 6-8 storeys, or 8-12 storeys if a designated "community benefit" is provided. Given there is a 12 and a 13 storey building approved in the precinct, we consider that there are opportunities to increase building heights (particularly if buildings up to 12 storeys are ultimately deemed appropriate via the provision of "community benefit"). Additionally, as building heights are proposed to be reduced elsewhere within the activity centre (such as Tranmere Avenue), there should be an opportunity to absorb this elsewhere, to ensure the housing targets are able to be met.

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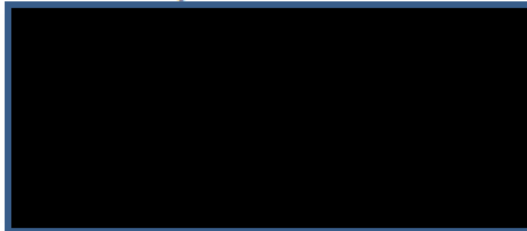
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- We also consider that further detail needs to be provided in relation to the community benefit. The Melbourne Planning Scheme is very prescriptive with regard to designated 'community benefit' and what the corresponding uplift is. In this instance, community benefits have been identified, but no details on what uplift correlates with the provision of such community benefits (ie – if office space is provided, will Council agree that it warrants another two storeys to the building height? How much office space needs to be provided etc? Is provision of an activated pedestrian walkway sufficient? We consider the provision of a single item – such as an activated pedestrian walkway – would be an appropriate community benefit).
- Clarification to be provided on how the structure plan will be implemented within the Glen Eira Planning Scheme.

We look forward to further resolution of the structure plan and being kept abreast of the process.

Should you wish to discuss further, please give me a call on 

Yours sincerely



ratio:

SUBMISSION FORTY TWO

Feedback for Carnegie Draft Concept plans

Whilst I commend the council on a move away from the Steller-esque 4-storey abominations on the east side of Mimosa Rd (which, through the wisdom of previous councils, we've been bequeathed at least 2 in perpetuity), one of the most nonsensical elements of the new map is the densification to 4 storeys of the three blocks on the northeast corner of the Mimosa Rd - Neerim Rd intersection (244 - 248 Neerim Rd).

Breslin Gallery is not going anywhere soon. Nor are the two-storey apartments at 250 Neerim Rd (these were built in recent years). Nor is the single-storey Headstart Early Learning Centre in Toolambool Rd

What this will do is create an "island" of 4-storey apartments.

On 36m deep blocks.

On one of Carnegie's most dangerous intersections.

On the corner of a road populated by residents who've had enough of Glen Eira planning blunders.

- 244-248 Neerim Rd currently have 9m setbacks – I sincerely hope this is not proposed to be reduced.
- 244 Neerim Rd currently has 11.5m clearance between the rear of the house and the back fence.
- 246 Neerim Rd currently has 10.7m clearance between the rear of the house and the back fence.
- 248 Neerim Rd currently has 7.5m clearance between the rear of the house and the back fence.

To quote from your own literature (Quality_design_principles_for_engagement):

p19, "Garden Apartments":

“OBJECTIVE

To provide apartment dwellings within low rise buildings for a range of households, while protecting the amenity of adjacent lots, maintaining a front and backyard corridor.“

- On these 36m deep blocks, there is approximately 16m available in the middle of the range without encroaching further to the front or the back. And you are proposing a height of up to 14 metres?

- **“While protecting the amenity of adjacent lots”** – how exactly? What did the residents at 84 Mimosa Rd have to say when you approached them about this idea? Or did you not consult with them?

□ **“Three-to-four storeys”** – oh come on, be specific! Three storeys? Or four storeys? We all know what happens when vague terminology like “three-to-four storeys” is presented at VCAT – the developer asks for four storeys, and he gets it.

p6, “Well Designed Buildings”:

“ENCOURAGE

..

3. Heights and setbacks that respect the existing character of the area.

AVOID

□ **Oversized buildings that unreasonably impact neighbours.**

□

□ **Buildings that dominate the streetscape.”**

o Well, this principle has been ignored here, hasn't it?

This is another major blunder by the Planning department that needs to be fixed. I have doubts that anyone from the council has even visited this site to determine whether this proposal makes any sort of sense.

Regards,



SUBMISSION FORTY THREE

1

City Futures Department (Glen Eira) P O Box 42, Caulfield South 3142

Feedback 29/8/17 on project development (as invited at public meeting 14/08/2017)

1. Thank you for the meeting in the Boyd Room, Carnegie, and the opportunity to provide comment. My feedback is based on the presentations given, as well as the documents made available (especially the *Carnegie Background Report* and the summary of *Plan Melbourne 2017 - 2050*). My understanding is that:
 1. Carnegie is identified as an area suited to major commercial and accommodation development within Melbourne's longer term planning; as residents, we appreciate that the environmental amenity of the Carnegie area is therefore likely to be compromised by economic imperatives
 2. A variety of authorities have responsibility for construction or services in the area. Council can at best just influence **their** policies and practices in achieving liveability conditions that match the preferences of local residents and business people; monitoring and enforcement of quality considerations is not solely in the hands of Council
2. My comments seek Council response to the following issues:
 1. **Improved management of traffic**

Council must work towards improved management of traffic congestion and danger between the Carnegie station area and Dandenong Road

 - Example (a): at present, anecdotal evidence shows that car parking under multi-storey apartments is inadequate as residents, for convenience, take up 'visitor' kerbside parking, especially near the station. The problem is exacerbated by apartment dwellers owning more than one car per apartment.
 - Can Glen Eira Council publicise the pro's and con's of attempts by other councils to combat such problems?

- Example (b): traffic takes short cuts from Dandenong Road via Chestnut or Poplar Streets before treating Blackwood Street as a speedway.
 - Can Council influence VicRoads or equivalent to conduct a proper survey now and later on to verify this observation?
 - Could Council lobby for **speed humps** in Blackwood Street, **especially east of the roundabout** (as has been done in Briggs Street, South Caulfield, which is also used as a short cut)?

2. Breakdown of infrastructure (pipes, etc) and amenity

Council should detail the ways in which it will meet excessive demands made of infrastructure and its likely inability to cope

- Example (a): flooding resulting from old underground pipes especially as a result of a significant jump in population.
 - Can Council help arrange for the relevant authorities to provide and publicise long term planning schedules for repair and reconstruction?
- Example (b): more wind tunnels (and decreased sunshine) will result from narrowing the interval between buildings.
 - Can Council 'lobby' authorities (perhaps, even VCAT) to require and enforce greater breathing space?
 - On top of on-going plans for small parks/playgrounds, can Council endeavour to add 'pocket handkerchief parks' in an area of much more dense population?

3. Linear park beneath the railway

Council should make clear the limitations on its power, relative to other authorities, in the funding and high quality maintenance of the linear park underneath the railway line. Only adequate guidelines will

ensure that are ways to guarantee an adequately 'un-compromised' safe but treed open space [***treed, what's more, with suitable trees***]

- In future years, what are the other authorities?
- Who is responsible for what, and where are the points of crossover or conflict?

Ongoing maintenance of the linear park must be guaranteed and management clearly defined to avoid blame shifting.

4. Towards ensuring compliance with Quality Design Principles

As part of the documentation following publication of the admirable Quality Design Principles report, Council should include a description of its capacity to influence and even seek enforcement of building design that complies with these principles (see also #2 above)

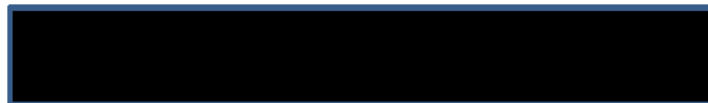
5. Diversity

Community consultation has highlighted 'diversity' as an objective. Council must expand and continually promote achievements made by Council [***as precedents***] in assisting those facilities and services in the Carnegie area that lead towards 'increased diversity'. Of course, to some extent, this happens already

6. Use of gleneiranews

Increased use of articles in the gleneiranews should build a 'history' of project development as well as a focus on current construction and issues. A 'lift out supplement' could then be made available to interested parties from time to time, at locations such as the public libraries, and especially at future community consultation meetings

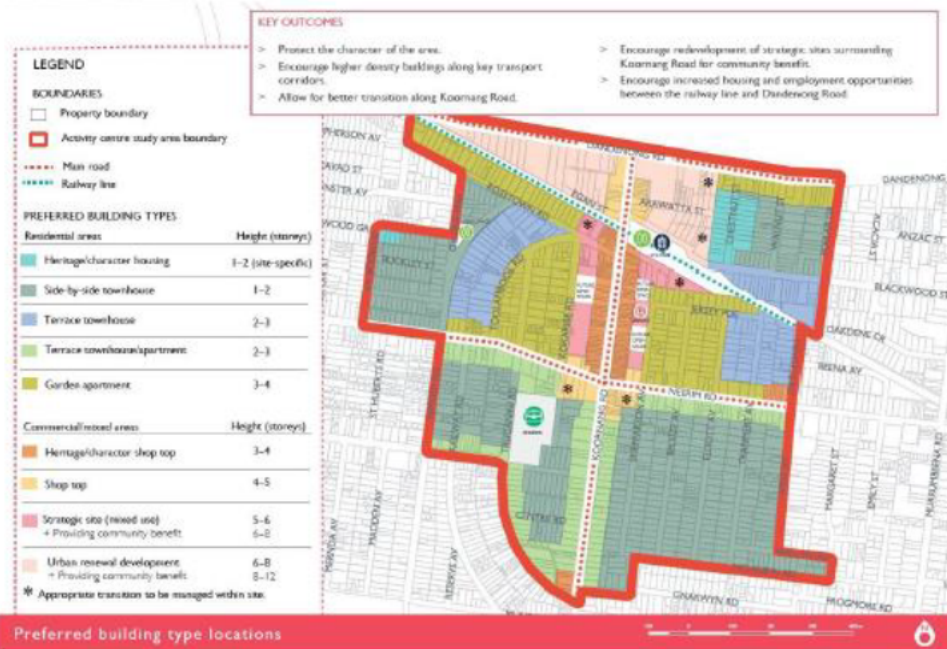
Thank you



Carnegie 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 centres 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, SS = 6).

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)
- Insufficient consideration given to movements/flows from proximate centres of Murrumbidgee and Glen Huntly
- 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 Carnegie Primary and in Koomang 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 in centre's core
 - 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 and one Parkland Acquisition Overlay is inadequate to meet current and future open space demand.
- Need greener and lower density development away for centre's core – residential areas reserved for residential developments.
- Nightlife – what does this mean
- Interface with Public Realm needs improvement.
- Urban Renewal interface with Chesnut Street heritage area, Skyrail and areas south of the rail line – need additional information.

- 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 Elsternwick forum presentation) we urge Council to expand the consultation schedule so that information can be presented to residents in "manageable chunks".



SUBMISSION FORTY FIVE

Dear 

Please find enclosed my submission and survey results regarding the Carnegie Draft Concept Plan.

Kind regards,



This document contains my responses to the Draft Concept Plan as well as results from a survey I ran, which gathered feedback from 41 community members. The survey was publicised through the Glen Eira Resident's Association, Glen Eira Debates, and the Carnegie Primary School PFA.

This document includes the results of the survey and any comments by survey participants in raw form. I am grateful for the diversity of views expressed and ask that Council consider the responses. Whilst I might not agree with everything that is said, the comments provide interesting lenses through which to look at the issues raised.

The vision

This question concerns the vision for the centre. Do you prefer the vision in the Draft Concept Plan or the suggested revisions?

The Draft Concept Plan contains the following vision for Carnegie:

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

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

A suggested revision based on reflections after the community meeting (additional text underlined):

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

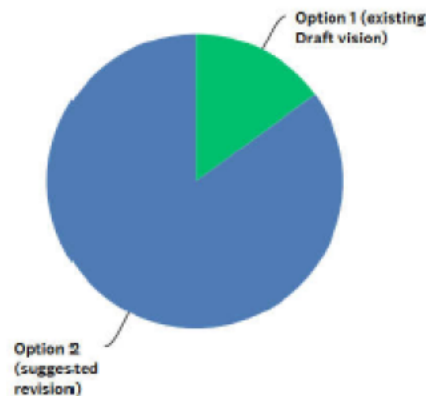
The centre will be a destination for families and people at all stages of life for dining, shopping, entertainment, primary schooling and employment.

It will encourage the creation of employment opportunities by providing spaces for businesses (including shops, offices and light industry / warehousing).

It will also provide interconnected, green public spaces that meet the needs of the local community and attract visitors"

This question concerns the vision for the centre. Do you prefer

Answered: 40 Skipped: 1



ANSWER CHOICES	RESPONSES
Option 1 (existing Draft vision)	15.00% 6
Option 2 (suggested revision)	85.00% 34
TOTAL	40

Showing 13 responses

Suggested version seems better. We in Carnegie community not very interested in night life. We are well connected to city and we can definitely reach there in no time. We are looking for safe, connected and welcoming center for all communities. We are looking for better primary school, more facility for kids and old age people. We want safe environment for everyone. We really want to see office space and light industry to grow around Carnegie. Once Sky Rail is in place we would like to see more green public space.

8/30/2017 2:54 PM

Would exclude "(including shops, offices and light industry / warehousing)"

8/29/2017 12:16 PM

Koornang Rd as a dining destination is enough. We do not want or need nightlife.

8/29/2017 4:42 AM

More Open Space that provides vegetation, water features and other habitat for native wildlife Limit on height to 2 stories in residential areas so powered lifts are not required At least 60% of area of residential land to be permeable open space

8/29/2017 1:42 AM

but I think urban should be retained, not suburban. the development in carnegie has gone beyond that already

8/28/2017 6:07 PM

Reporting on development and demographics

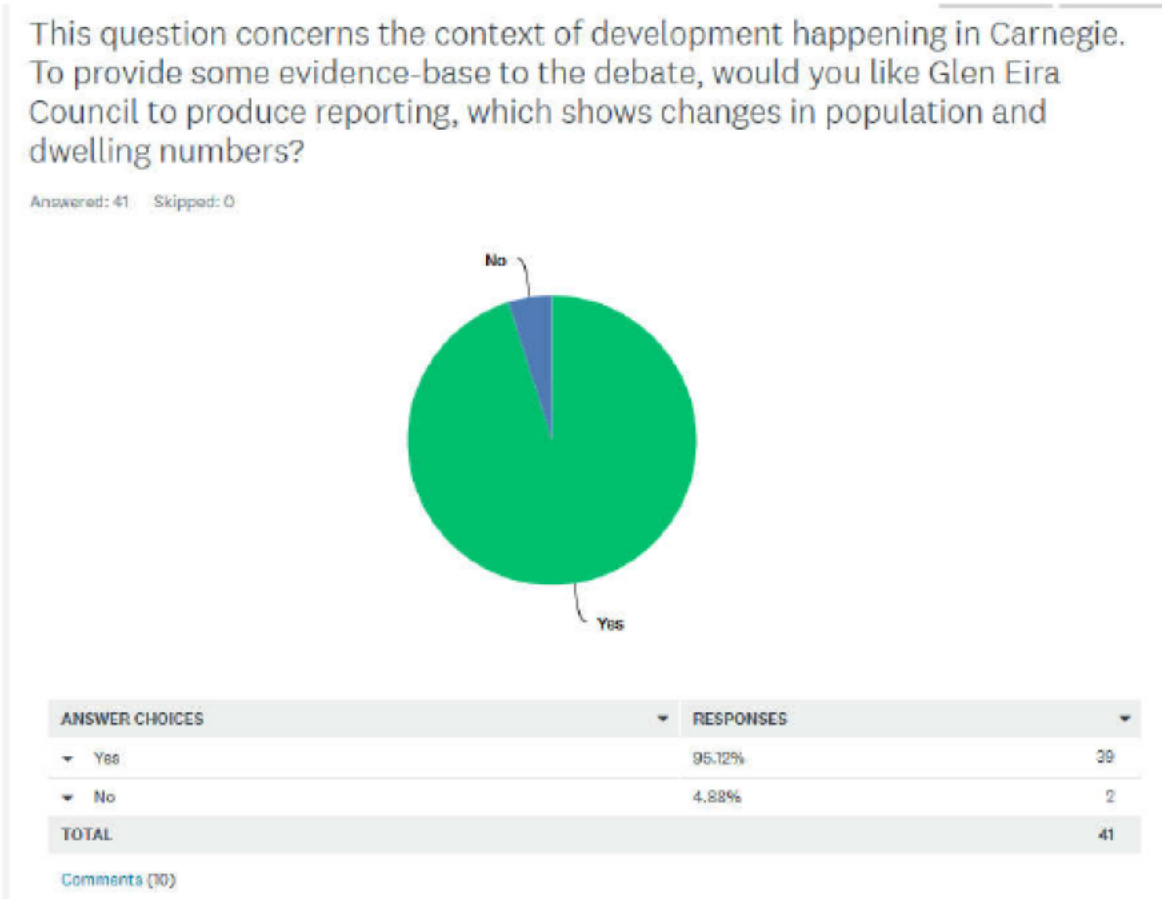
2. This question concerns the context of development happening in Carnegie.

To provide some evidence-base to the debate, would you like Glen Eira Council to produce reporting, which shows:

- **Population change in Australia / Victoria / Greater Melbourne / Inner SE Region / Glen Eira / Carnegie**
- **Change in number of dwellings**
- **Projected age profile of the community in 10, 20, 30 years**

Data should use the last and current census. Ideally, it should also cover the time since July 2013 in shorter intervals, e.g. quarterly.

I believe having this sort of reporting readily available will help us understand the changes in our community and argue whether Carnegie / Glen Eira is taking its fair share (or more than a fair share) of the increasing population.



Showing 10 responses

Expected % of permanent residents vs transient residents. If the vision is based on a higher proportion of people who have no long term plans to be part of the community, how will this benefit those who are - need to move away from short term visions!

Submission on the Draft Concept Plan (Carnegie) – [REDACTED]

8/30/2017 7:50 AM

Projected population/resident growth in activity centres, and surrounding areas

8/29/2017 12:16 PM

Open space to population ratio numbers in suburban areas

8/29/2017 1:42 AM

There is an unfortunate circularity in what "fair share" means. No other municipality in metropolitan Melbourne is expected to have as little open space for its residents as Glen Eira. Most of the Objectives of planning in Victoria are ignored.

8/28/2017 4:09 PM

Half yearly reporting would be sufficient, otherwise the cost of producing would be prohibitive.

8/28/2017 3:45 PM

Glen Eira Council making decisions based on data -that would be good.

8/28/2017 2:11 PM

no

8/28/2017 11:17 AM

As professional basically employed by ratepayer they should be able to supply these basic details

8/27/2017 11:47 PM

Carnegie should embrace the increase in population, change is hard but it can also be great

8/27/2017 9:47 PM

Should include: 1. The number of developments in each suburb/activity centre 2. How many of these are 2, 3 or 4 storeys 3. What impact the new legislation will have and how this has been factored into council's planning

8/27/2017 7:36 PM

⇒ Introduce regular reporting covering the measures mentioned

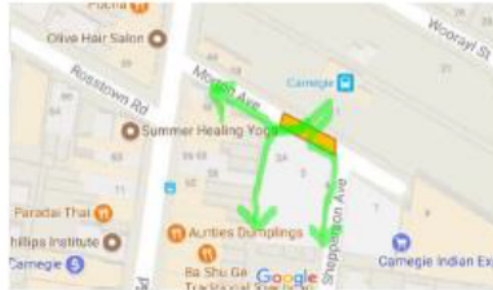
Pedestrianisation and Morton Avenue

3. I believe greater pedestrianisation and green spaces are important, especially as more and more people call Carnegie home.

This and the following questions seek to gauge your thoughts on a number of suggestions.

Pedestrianisation of Morton Avenue / Carnegie Station exit

Morton Avenue is a big barrier for pedestrians flowing from the Station into the shopping area. Would you support a suggestion to close part of Morton Avenue (between the laneway and Shepparson Avenue) and make this a place for people to pass from the Station to the shopping area?

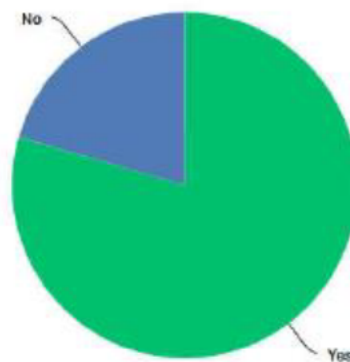


Q3

Customize Export

Would you support a suggestion to close part of Morton Avenue (between the laneway and Shepparson Avenue)?

Answered: 39 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	79.49%	31
No	20.51%	8
TOTAL		39

Comments (16)

Showing 16 responses

If you block this off for pedestrians only it would just cause traffic congestion at the end of Shepparson Ave. I often use this route to avoid busy Koornang Rd.

Submission on the Draft Concept Plan (Carnegie) – [REDACTED]

8/31/2017 8:41 PM

We can probably look for small walking bridge which can connect Carnegie Station and Shopping street. This will help people to directly land to the shopping street from station insted of creating more traffic on Morton Avenue.

8/30/2017 2:54 PM

It would remove people from koornang Rd and impact more on those living in the immediate area and removing cars access will make it difficult for disabled people who need closer access to the station entry when being dropped off

8/29/2017 10:40 PM

Carnegie is not the Melbourne CBD, so we need to ensure what is left is retained for families of all ages and stages or life.

8/29/2017 7:48 PM

Somewhat - would have been great for former/current temporary station. However, skyrail station entrance/exits will be under rail tracks at west (onto Koornang Road) and east end

8/29/2017 12:16 PM

Trees and the shade/ protection they provide are imperative for cities and suburbs. We need to have more greenery and shade NOT less.

8/28/2017 8:05 PM

The new train station has people spilling onto Koornang rd. Morton rd will be less walking traffic

8/28/2017 8:04 PM

I don't believe a decision can be definitively made until the sky rail is complete as the landscaping in that area is still unclear.

8/28/2017 7:58 PM

support increased pedestrian flow, however it is so slow driving down koornang rd sometimes that i think parked cars may have to be removed, I often drive down Morton Avenue and Shepparson Ave to avoid that section of Koornang

8/28/2017 6:07 PM

Would need to ensure increased traffic flows down Shep. and new flows under skyrail to Woorayl were managed.

8/28/2017 5:25 PM

It was always a poor traffic management strategy to have so many vehicles attempt to enter Koornang Rd from Morton Av at an unsignalized intersection. Neither VCAT nor Council cares. I'm not convinced complete closure is necessary [don't see Morton as a huge barrier to pedestrians] but would like to see No Right Turn introduced.

8/28/2017 4:09 PM

Anything that promotes the use of public transport in lieu of cars is a good thing. Lets be proactive and not reactive which in the G.E norm

8/28/2017 3:45 PM

A great deal more thought needs to be given to how residents can move around before any changes are made.

8/28/2017 2:11 PM

Will create even more traffic through to Shepparson Ave. We need to make sure traffic has more than one choice of thoroughfare

8/28/2017 11:17 AM

Morton should be west bound only

8/27/2017 9:47 PM

Can not do as there are residential areas close by people need to get to and just force more traffic down Koornang Rd past the shops abd then back up Shepparson. A fully developed pedestreian crossing would be better or an elevated crossing from sky rail and over Moreton Ave is better. Then cars and pedestrians are seperated

8/27/2017 9:41 PM

⇒ Further investigate closure of Morton Avenue, especially in light of pedestrian flows from the new station and the desired laneways activation.

Carnegie Tram Extension

4. Tram extension

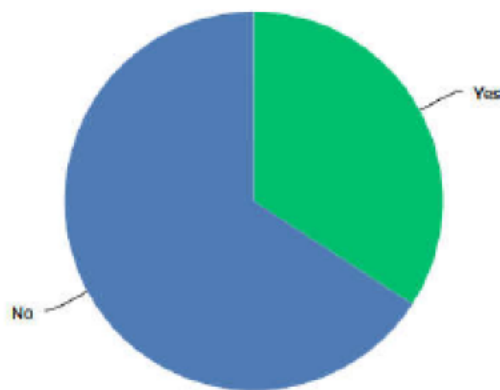
Do you support council lobbying for an extension of tram lines to Carnegie Station?

My personal opinion is that I would rather have more space for pedestrians and trees than a tram running through the middle of it. I see Caulfield / Glen Huntly more as the interchange stations for trams. I would rather council lobby for putting power lines along Koornang Road underground

Q4 Customize Export ▾

Do you support council lobbying for an extension of tram lines to Carnegie Station?

Answered: 41 Skipped: 0



ANSWER CHOICES ▾	RESPONSES ▾
▾ Yes	34.15% 14
▾ No	65.85% 27
TOTAL	41

Showing 15 responses

I don't believe there is room for a tram line down Koornang Rd and certainly isn't needed.

8/31/2017 8:41 PM

I dont see much benefit extending Tram to Carnegie Station. That will create more traffic along Koornang Road. Definitely putting power line underground will enhance the outlook of Carnegie.

8/30/2017 2:54 PM

Trams would add to the traffic congestion that the hideous sky rail is meant to improve and the road is not wide enough.

8/30/2017 1:37 PM

No need

8/30/2017 7:50 AM

Absolutely agree about putting power lines underground. Pedestrians & trees preferred. Not sure who the target audience for the tram would be. Doubt that it would create much, if any, mode switch. Maybe some people that walk to Carnegie from Koornang Park area would take tram.

8/29/2017 12:16 PM

No need for a slow moving tram causing traffic chaos. We have enough public transport options. And we all have two legs that we can and should use.

8/29/2017 4:42 AM

All the way down to Darling/Malvern would be even better.

8/28/2017 5:25 PM

This is a big hub now with building over 10 storeys, trams needed.

8/28/2017 5:09 PM

Given State Government and Council plans for Virginia Estate, maybe it'd make more sense for trams to turn south to North Road, to East Boundary Road. Public transport policy is stuffed, as decision-makers simply aren't focused on the number of jobs easily accessible, or the times of day required, or cross-city traffic.

8/28/2017 4:09 PM

We need the exercise especially if we will be living in such small places. It's not that far. Trams will just cause more congestion, take away parking and cars won't be able to move. Dumb idea at great cost. Not a solution.

8/28/2017 2:11 PM

We need to stop seeing Carnegie as an outer suburb. It is now an inner suburb and linking the tram line to the train line makes sense to those not driving

8/28/2017 11:17 AM

Extending the tramlines is not feasible given the physical constraints of the Koornang Road and is not economically viable given that buses adequately provide that service.

8/28/2017 7:21 AM

A tram would defeat the purpose of the rail/road separation. If this went ahead what was the purpose of the skyrail as the tram link would just create more congestion in Koornang Rd.

8/27/2017 11:12 PM

more pt connections the better

8/27/2017 9:47 PM

Just clog up Koornang Rd even more. The current terminus does end in a strange place

8/27/2017 9:41 PM

⇒ Do not proceed with lobbying for tram extension down Koornang Road.

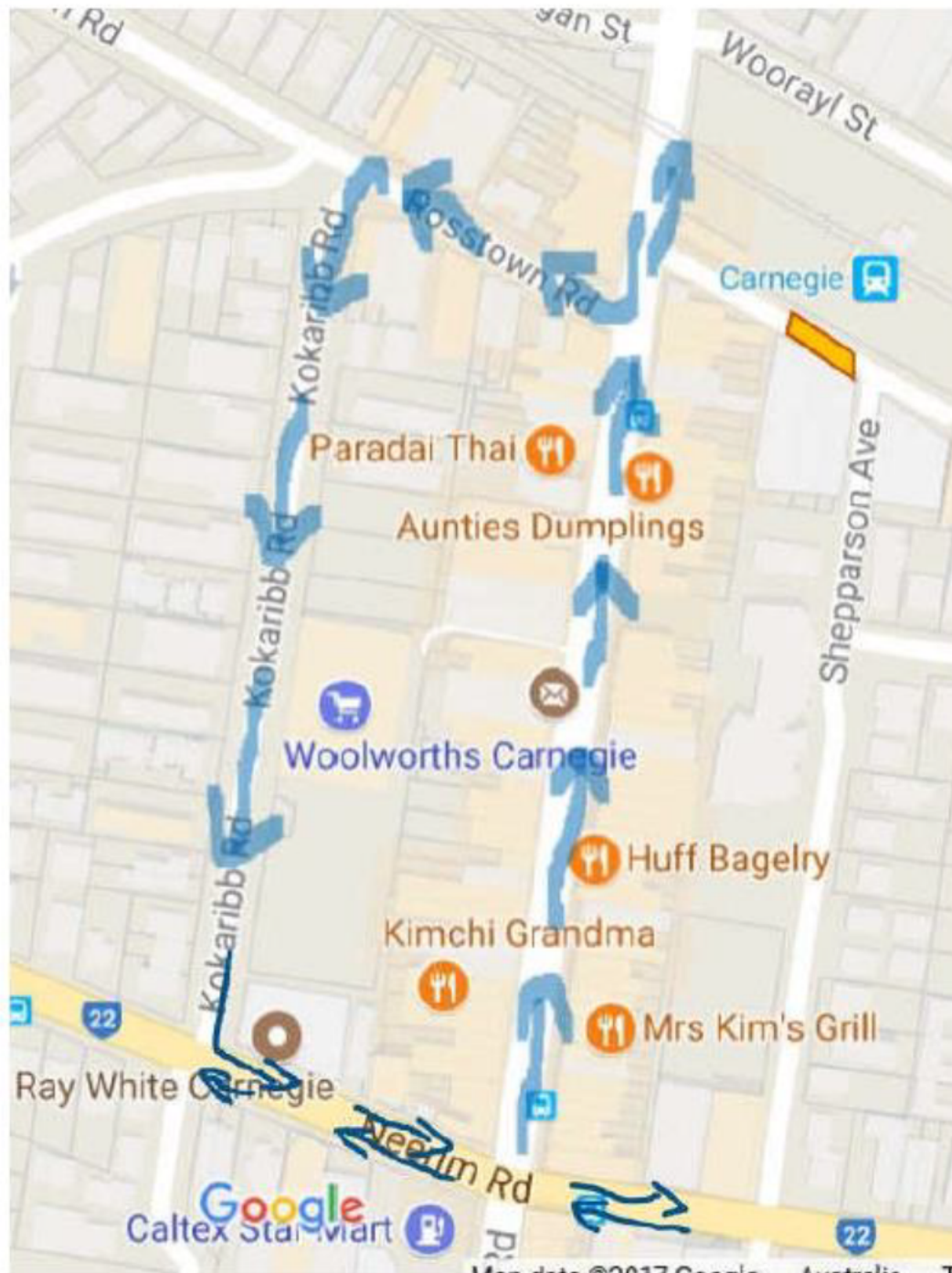
Pedestrianisation of Koornang Road

5. Improve Pedestrian Amenity

This is a big one. Having recently visited overseas, I love the feeling that trees can bring to an area.



Would you support a suggestion that creates more room on Koornang Road for pedestrians and trees / open space, whilst retaining most of the car parking?



The idea is to make Koornang Road one way from South towards the Train Line. This would allow broadening of the footpaths and having much more space for good canopy trees. Traffic from the North could be guided around the shopping area by turning Rosstown Road into a one-way street to Kokaribb Road and turning Kokaribb Road between Rosstown and Neerim Roads into a one-way street as well.

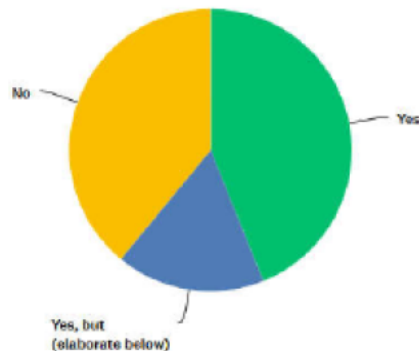
Q5

Customize

Export

Would you support the suggestion to make Koornang Road one way from South towards the Train Line?

Answered: 41 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	43.90% 18
Yes, but (elaborate below)	17.07% 7
No	39.02% 16
TOTAL	41

Comments (18)

Showing 18 responses

I think making Koornang Rd a one way street would just cause much more traffic congestion as cars coming from Dandenong rd have to turn into Rosstown rd and down Kokaribb. I would personally find that frustrating.

8/31/2017 8:41 PM

I would still want a tram to connect to Carnegie. The current tram stop is useless and in the middle of nowhere. People on the tram should be able to connect to a train station in case they need to continue their travel. I do think though that it's a great idea using Kokaribb Road for traffic as opposed to using both lanes along Koornang Road.

8/31/2017 12:10 AM

A one way on Koornang Rd would ever get approved Would be better to remove a few car spaces for reasonsabl spaced tees.

8/30/2017 7:50 AM

This will place immense pressure on those smaller streets and has the potential for more accidents outside the shopping thoroughfare of Woolworths it also detracts people from stopping in the Main Street which is meant to become more of a eating precinct.

8/29/2017 10:40 PM

100% agree with this suggestion. We don't want to live in a concrete jungle with towering apartment buildings and congested traffic. I love this open, airy and green option.

8/29/2017 7:48 PM

1. Probably improve existing pedestrian area first 2. Widen pedestrian area & remove some/all Koornang Road street parking Reassess and then probably 3. Make Koornang Road fully pedestrian Probably prefer fully pedestrian mall than one way street at this moment. However, one way would be better than current configuration

8/29/2017 12:16 PM

This suggestion will also depend on traffic decisions for shepparson /Morton ave

8/28/2017 7:58 PM

Create extra congestion on small side streets. Make it very difficult for those in the north to travel south. All the traffic from Dandenong rd will be forced into side streets.

8/28/2017 5:25 PM

Would love more trees but this would undermine rail crossing removal traffic improvements and slow down bus routes.....and seriously worsen Neerim road traffic issues.

8/28/2017 5:25 PM

I'm conscious of existing residents being pissed off [and I'm one myself]. Rosstown Rd at times has huge queues to exit into Koornang Rd. Requiring south-bound traffic to cross the path of north-bound traffic twice doesn't sound like a good idea. If one-way streets are introduced then it will require rethinking traffic flows over the entire precinct. Residents in Rosstown Rd, trapped as they are by the railway line, face having to go south in order to go north, or turning into Grange Rd at an unsignalized intersection.

8/28/2017 4:09 PM

The trees you are showing are not native which is good because we focus on natives and they have a relative short life span and are prone to storm damage due to their softer wood. Elms & Plan trees are a much better and safer option

8/28/2017 3:45 PM

We need trees to have clean air they provide shade and prevent erosion. Oxygen comes from trees everybody seems to have forgotten this scientific fact.

8/28/2017 2:11 PM

What do pedestrians want to do in this space? I don't ever see a need for more space to just hang around. People are busy and don't want / need to hang around all day. We need no more reduction in car parking. It pushes people to park in surrounding residential streets which increases danger for pedestrians and inconveniences residents.

8/28/2017 11:17 AM

Use of Kookaribb Street as an alternate route for southbound traffic is not feasible - too narrow and subject to significant pedestrian and vehicle usage. Will increase vehicle usage of residential streets to the west of Kookaribb. Doesn't address vehicles turning right from Kookaribb to Neerim.

8/28/2017 7:21 AM

Submission on the Draft Concept Plan (Carnegie) – [REDACTED]

This is a good way to think, as a lot of the open space problems we have now, are not open space problems at all, they are actually car problems. The hoax we are being sold is that greater density helps solve traffic problems. As far as I know nowhere in the world has demonstrated this. Greater density levels generates greater traffic numbers. This impacts detrimentally on air quality, noise pollution, visual clutter and stress and of course sometime injury to people.

8/27/2017 11:47 PM

it is an idea worth exploring further. I like it personally

8/27/2017 9:47 PM

Trying to make Carnegie like Sydney? One way streets do not work and the increase amount of traffic on to Kokaribb is unsustainable. The Kokaribb / Neerim Rd intersection is already bad enough and will result in another damn set of traffic lights installed!

8/27/2017 9:41 PM

Not enough to plant a few trees along the road. Tree protection on private property and some decent open space requirements for each development is essential

8/27/2017 7:36 PM

⇒ Seriously investigate if traffic flow concerns can be dealt with to turn Koornang Road into a one-way – either S->N, or, if not suitable maybe N->S. It would just allow a fantastic improvement in character / making Carnegie more of a destination.

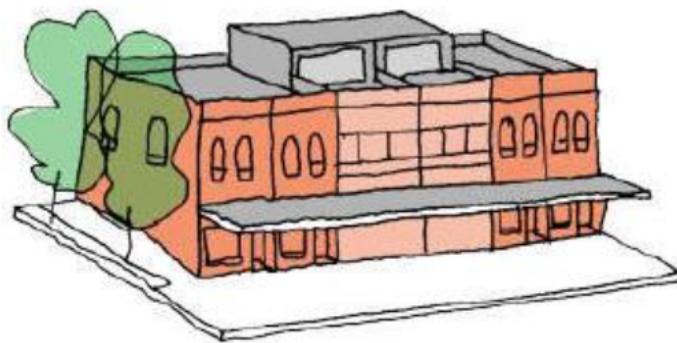
Heritage character of shopping strip

6. Preserving the heritage character of the shopping strip.

I think it is good that efforts are made to protect the heritage character of the shopping strip through the Heritage / Character Shop top classification.

Heritage/character shop top

Commercial building with ground floor retail and upper floor office/residential uses that is designed to celebrate and respect the heritage or significant character precinct in which it is located.



Part of the unique character of this suburban shopping strip is that if one stands on one side of Koornang Road and looks at the buildings across the road, one can see sky without much effort.

What I would like to see avoided is the creation of a continuous, unbroken 2- to 3-storey facade, which will take away some of the character of the facades; finding a way to avoid the impact of the building on the left and retain the skyview over the building on the right.



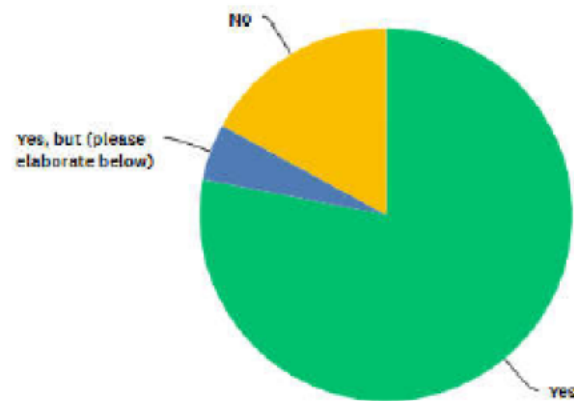
Would you support a requirement in the planning scheme that requires:

- retention of the current facades,
- with significant setbacks of upper floors behind the existing facades, as well as
- side setback requirements for upper floors so that sky is still clearly visible from across the road.

Submission on the Draft Concept Plan (Carnegie) – by [REDACTED]

Would you support a requirement in the planning scheme that requires for the shopping strip:- retention of the current facades, - with significant setbacks of upper floors behind the existing facades, as well as - side setback requirements for upper floors so that sky is still clearly visible from across the road.

Answered: 41 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	78.05% 32
Yes, but (please elaborate below)	4.88% 2
No	12.07% 7
TOTAL	41

[Comments \(9\)](#)

Showing 9 responses

Please retain what is left of the Heritage character of Carnegie and the shopping precinct.

8/29/2017 7:48 PM

Setbacks of upper floors Heritage protection of Rosstown Hotel

8/29/2017 12:16 PM

Our heritage is important and needs to be retained. Developers can work in with residents wishes or they can bugger off and ruin another suburb.

8/29/2017 4:42 AM

Solar access is important for residential and pedestrian amenity. I'm not convinced the entire streetscape is worthy of protecting, but there are pockets of 1920s shops that provide a character I'd like to retain. I'd be concerned at any attempt to justify increasing density elsewhere as a tradeoff for limiting built form in Koornang Rd: residential amenity should carry more weight than preservation of existing shop fronts.

8/28/2017 4:09 PM

Submission on the Draft Concept Plan (Carnegie) – by [REDACTED]

We must be open to progress and some of the older buildings are in such disrepair that to fix is expensive. What is important is to have mandatory height controls but that horse has already bolted in 2013, we need to remove some of the older councillors first so we can undo what has taken place

8/28/2017 3:45 PM

no comment

8/28/2017 11:17 AM

Yes, yes and yes.

8/27/2017 11:47 PM

I don't think there is much of a unique character/heritage value in the buildings in Koornang rd. Rather than destroying the surrounding neighbourhoods with 4 level apartments I'd rather see buildings in koornang rd be 4 levels with commercial/shops at ground level and accommodation above.

8/27/2017 11:12 PM

Not only from across the road. Properties in heritage areas at the back also need to be ensured that there is no overshadowing

8/27/2017 7:36 PM

⇒ Definitely introduce significant protections for heritage character along shopping strip.

Purchase 47-53 Rosstown Road

7. Open Space / Access to the park under Skyrail along Rosstown Road

Council should seek to ensure multiple laneways / accessways from Rosstown Road through to the park under Skyrail.

Council should work with the State Government to purchase the properties at 47-53 Rosstown Road to provide green space and access to the park under Skyrail.

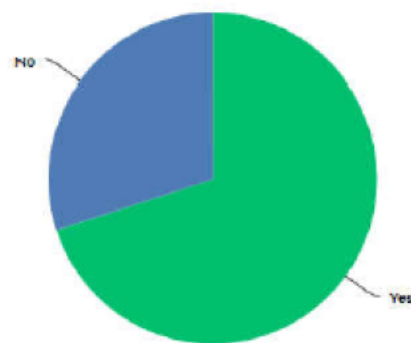
Q7

Customize

Export

Council should seek to ensure multiple laneways / accessways from Rosstown Road through to the park under Skyrail. Council should work with the State Government to purchase the properties at 47-53 Rosstown Road to provide green space and access to the park under Skyrail.

Answered: 40 Skipped: 1



ANSWER CHOICES	RESPONSES
Yes	70.00% 28
No	30.00% 12
TOTAL	40

Comments (14)

Unclear why those particular properties have been selected. But it is probably a good idea to have a connection between Rosstown Rd and Egan St under the elevated rail.

8/31/2017 12:10 AM

Highly agree.

8/30/2017 7:50 AM

I want the government to ensure the space under skyrail doesn't turn Carnegie into a ghetto.

8/29/2017 7:48 PM

Submission on the Draft Concept Plan (Carnegie) – by [REDACTED]

Laneway nearby that can be used for access Maybe okay to State Government to use land as open space/community facilities. Council ratepayer funds should be used for high quality green open space elsewhere

8/29/2017 12:16 PM

The more open space added to this corridor the better. Council stood by and watched all our of our trees be destroyed. They should now be doing anything they can to make up for this. More than any area in Glen Eira, the Rosstown corridor needs to be opened up and trees reinstated.

8/29/2017 4:42 AM

Open areas for community use are important and trees to soften and shade in summer are important.

8/28/2017 8:05 PM

The state govt is prevented under the Skyrail documents from transforming the acquired properties from residential to anything else. It was short sighted and narrow minded on their part.

8/28/2017 8:04 PM

I think any green space here will suffer from significant overshadowing from both the railway and multistorey development along Dandenong Rd. I would like the buildings to be bought by the council, however, and used for community purposes....child care, refugee housing, short term emergency housing. There are now so few of the contiguous weatherboard-type facades.

8/28/2017 5:25 PM

I am particularly aggrieved at Council's plan to rezone properties currently zoned NRZ, in Minimal Change areas, outside Carnegie Urban Village, to 4 storeys. The extraordinary logic used to justify it appalls me. Council should make accessing open space easier by providing a corridor for residents in the Urban Village to reach open space more directly, such as via 47-53 Rosstown Rd. Ideally it'd link with a similar link for reaching Dandenong Rd but VCAT doesn't agree. I'm concerned about what will happen in the future when State Government decides it needs 4 tracks for rail though. There may not be much open space left.

8/28/2017 4:09 PM

Skyrail is going to happen; people need to save money and change this Government

8/28/2017 3:45 PM

Why is this needed?

8/28/2017 11:17 AM

Need information on what is proposed for under skyrail on both sides of Koornang. i.e. Koornang to Grange and Koornang to Murrumbeena, both destined for high density development. Want to ensure access is provided to parkland not carparking. Also believe it raise issues re public safety and security, particularly at night

8/28/2017 7:21 AM

its on the wrong side

Submission on the Draft Concept Plan (Carnegie) – by [REDACTED]

8/27/2017 9:47 PM

And another road crossing for local traffic to help avoid congestion

8/27/2017 9:41 PM

⇒ Need to create multiple laneways / accessways to park under Skyrail. Seek purchase of the properties mentioned.

Rosstown Road

8. Rosstown Road and Skyrail

Due to the 10-question limit on the survey platform, I am packing a number of separate aspects into each of the following questions. This one deals with an additional three suggestions regarding Rosstown Road and Skyrail. For each suggestion, please indicate Agree / Do Not Agree below.

1) To manage the transition towards the neighbourhood areas, to not have 3-4 storey garden apartments right to Cosy Gum Road. It would be better to have maybe 2-3 storey "Terrace Townhouses" along the north side of Rosstown Road from Mile End Road to Cosy Gum Road.



2) Having four-storey buildings on the south side of the railway line and significantly higher buildings on the north side may reflect sound from trains into the residential area south of the railway line. The planning scheme should include a requirement that buildings north of the railway line do not reflect sound back south, but either absorb it or direct it upwards / towards Dandenong Road.

3) The Heritage / character shop top requirements should include the shops at 59-67 Rosstown Road (with the old facades).

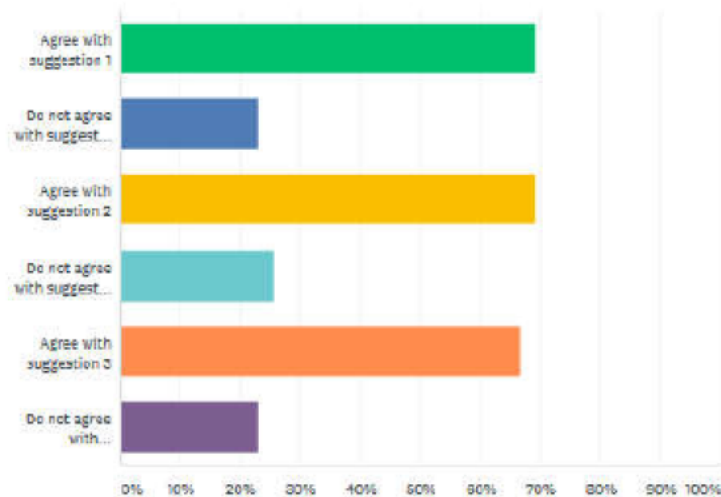
Q6

Customize

Export

Rosstown Road and Skyrail SUGGESTION 1: 2-3 stories along the NW end of Rosstown Road SUGGESTION 2: Requirement for sound absorption / direction for buildings N of the railway line SUGGESTION 3: Heritage / character shop overlay for 59-67 Rosstown Road

Answered: 39 Skipped: 2



ANSWER CHOICES	RESPONSES	
▼ Agree with suggestion 1	68.23%	27
▼ Do not agree with suggestion 1	23.08%	9
▼ Agree with suggestion 2	68.23%	27
▼ Do not agree with suggestion 2	23.08%	9
▼ Agree with suggestion 3	66.67%	26
▼ Do not agree with suggestions 3	22.06%	8
Total Respondents: 39		

[Comments \(7\)](#)

Noise "bouncing" is not an issue. Noise does not bounce. It's not a ball. The elevated rail will have sound barriers.

8/31/2017 12:10 AM

I think well noise insulated walls of apartment buildings alongside both sides of the railway might end up being the best long term option. Having been to Tokyo with 3 storey high train lines and 5 storey freeways I wouldn't want that here. However, if development is forced on us then forcing it to be along the actual rail corridor with current house owners compensated would seem to be one of the better options.

8/28/2017 5:25 PM

Submission on the Draft Concept Plan (Carnegie) – by [REDACTED]

Skyrail infuriates me. I expect fairness, not the trashing of amenity of existing residents, and not compounding problems those residents experience. There isn't a strategic justification for rezoning Minimal Change areas. Council has claimed it already has 85 years' supply.

8/28/2017 4:09 PM

Trees and sky. Tick.

8/28/2017 2:11 PM

I am not fussed about any of these

8/28/2017 11:17 AM

this question is super hard to understand , so im voting no. why not split this into 3 separate questions

8/27/2017 9:47 PM

Do not agree with changing any 2 storey areas into higher heights

8/27/2017 7:36 PM

⇒ If changes to the height limit along the NW end of Rosstown Road must be made, make it It 2-3 storey "Terrace Townhouses" along the north side of Rosstown Road from Mile End Road to Cosy Gum Road.

⇒ Investigate the need for and possible options, if required, for sound absorption or acoustic engineering along the North side of the railway line to minimise noise being reflected into the residential area south of the railway line.

⇒ Include 59-67 Rosstown Road in the heritage character shop overlay.

Definition of "Community Benefit"

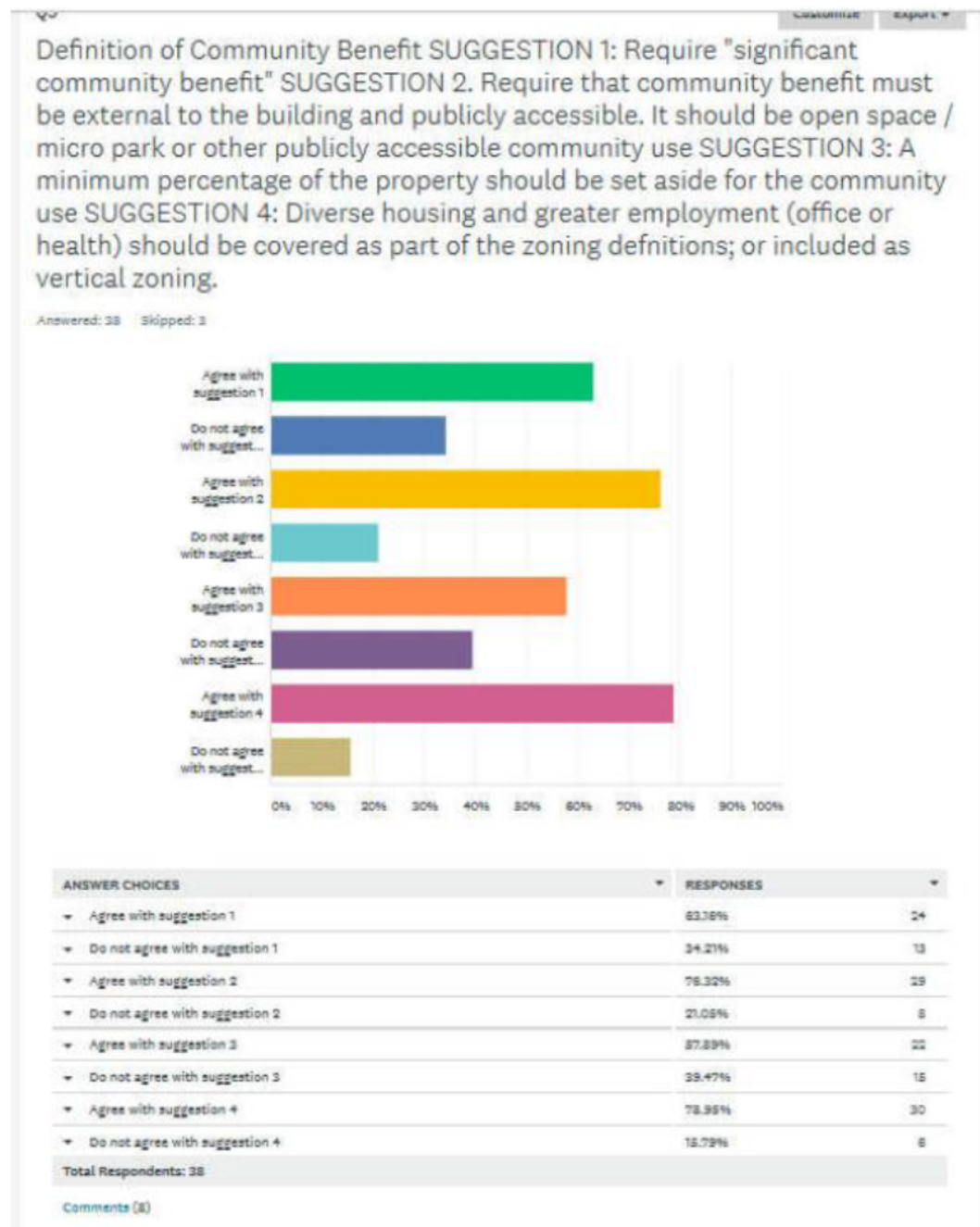
9. Definition of Community Benefit

The Draft Concept Plan allows for higher buildings in "Strategic sites" and "Urban Renewal Development". The "Quality Design Principles" define community benefit as including:

- greater employment (office or health)
- diverse housing (affordable, aged care, student, short-stay accommodation)
- additional public parking
- new street connections
- community uses.

What are your thoughts on the following suggestions:

1. Require "significant community benefit" instead of "community benefit"
2. Require that community benefit must be external to the building and publicly accessible. It should be open space / micro park or other publicly accessible community use
3. A minimum percentage of the property should be set aside for the community use
4. Diverse housing and greater employment (office or health) should be covered as part of the zoning definitions; or included as vertical zoning.



Showing 8 responses

We need to be careful as we cannot force a building to be publically accessible and force a micro park etc. Fine line between a wish list and reality/property rights.

8/31/2017 12:10 AM

Community benefit need to well defined, tangible and measurable. Should not include items that are a normal part of developments. Offices are not a community benefit. Benefit can be on the property or elsewhere but the community benefit provided should not remain owned by the developer

8/29/2017 12:16 PM

Community benefit must be measurable and benefits available to all

8/29/2017 1:42 AM

Community benefit should have no profitable opportunity for an entity who owns or operates the space. Elements like student accomodation, office space (that isn't given free to not for profits) and other areas not readily usable by the general public are not "for community benefit".

8/28/2017 8:04 PM

One statement: strict mandatory heights. No wiggle room. For every street. For every site.

8/28/2017 5:25 PM

"Community benefit" has already been abused by state government to do favours for mates. I don't support the idea of "facilitation payments" to secure a larger building envelope--that is wide open to corruption. We already have decision guidelines that are supposed to take these wider benefits into account in the decision-making process, but they're ignored. I've had enough of corruption. Ensure buildings meet amenity guidelines first, and don't trade off amenity for putative "benefits".

8/28/2017 4:09 PM

I am skeptical. What does community benefit mean in reality? I think it's just an excuse to justify going higher and higher.

8/28/2017 2:11 PM

suggestion 2 is limiting and not well thought out, all community benefit is external except maybe public car parking Suggestion 4 it is included in zoning, it commercial zone where housing is also allowed

8/27/2017 9:47 PM

⇒ "Community benefit" should be external to the building and publicly accessible.

⇒ Definitely include housing diversity and employment requirements in the zoning definitions, including vertical zoning.

Heritage protection

10. Broader heritage protection

Carnegie is unique because of its shopping strip as well as the significant number of houses from the 1930s and 1940s.

It seems a lot of them are getting knocked down and being replaced with modern homes (either a single large home or two side-by-side townhouses). If this trend continues, then within a few years Carnegie, aside from the shopping strip, will look like any other suburb, as the new homes that are being built are the same whether they are built in Carnegie, Cranbourne or Carrum Downs.

What are your thoughts on the following suggestions:

1. Especially for streets where there are still significant pockets of old buildings, protection for the facade and the first room back is introduced. That way the streetscape and unique character of Carnegie can be preserved for future generations
2. Or, that for any building where the facade was built before 1950, that heritage protection be introduced
3. That "Side-by-side Townhouses" and "Terrace Townhouses" be discouraged for sites with existing pre-1950s buildings on it.

Q10

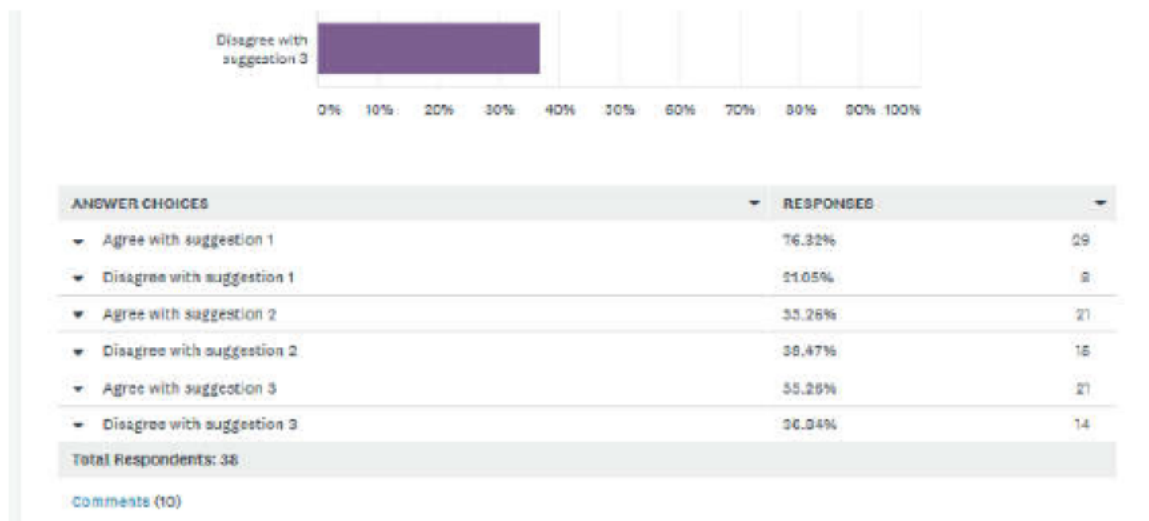
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Broader heritage protection SUGGESTION 1: Especially for streets where there are still significant pockets of old buildings, protection for the facade and the first room back is introduced. SUGGESTION 2: Or, that for any building where the facade was built before 1950, that heritage protection be introduced SUGGESTION 3: That "Side-by-side Townhouses" and "Terrace Townhouses" be discouraged for sites with existing pre-1950s buildings on it.

Answered: 38 Skipped: 3





Showing 10 responses

It seems that there is an underlying tone with many in the Carnegie community that they resent welcoming more people to the area in new houses. In order to grow and housing to be more economically viable more housing needs to be made available. The community has benefited from the introduction of many diverse people in Carnegie - and the extra rates from all the extra people has certainly benefited the broader community.

8/29/2017 10:40 PM

We have lost too much heritage as it is. We need to do everything we can to preserve Carnegie's character.

8/29/2017 4:42 AM

Compare with Parkville and Carlton North where whole areas of old houses are preserved - quality of the building should be a factor

8/29/2017 1:42 AM

I don't think it is fair to impose new restrictions on current residents but new purchasers should be aware of restrictions when they buy and agree to retain character.

8/28/2017 5:25 PM

+ include tree register, stop over building parks with car parking, no park improvement should reduce water permeable %age same for house blocks.

8/28/2017 5:25 PM

I like to see good examples of many periods but think it is going too far to expect every pre-1950 building to be preserved or have its facade retained. However I am against the current practice of huge 4-storey buildings being erected so close to existing 1- and 2-storey dwellings with backyard. If areas are to change, the rate of that change should be managed much more carefully than it currently is. Zones are a really poor tool given the way they are used by VCAT and Council to justify poor outcomes. Any Council that claims poor amenity is not a ground for refusal should be sacked.

8/28/2017 4:09 PM

Its a nice thought to leave it as it is but young families need to be able to afford to buy in the area. What is needed is a relaxing of the architectural controls so that we have a mix of old and new. It should be a requirement that only half of the street can be contemporary and the other half left as is (retain old look). We have infrastructure schools/ kindergartens but they are only good if young people can move into the area. Its no good saying we maintained the street scape if only the old folks can afford it.

8/28/2017 3:45 PM

We will have no heritage soon.

8/28/2017 2:11 PM

If people purchased these properties without heritage protection of any kind, then they should be allowed to do with them as they please. We (owners of houses built prior to 1920) purchased these properties in good faith that there was no heritage protection and would be free to use them as the investments they are. If heritage protection is introduced, then it should only apply for purchases after it is introduced. Otherwise you may see a significant and swift knocking down of older properties before this introduction!

8/28/2017 11:17 AM

Will discouraging townhouses specifically only tend to encourage larger apartment buildings? Need to be careful about banning anything specific - we may end up with something worse!

8/28/2017 8:13 AM

⇒ For streets where there are still significant pockets of old buildings, introduce heritage protection for the façade and first room

One area, for example, should be the southern end of Shepparson Avenue.

Other submissions

The following are ideas and additional reflections on the area:

- The North side of Neerim Road, between Toolambool Road and Mimosa Roads, should also be classified as Terrace Townhouse / Apartment (instead of 4-storey Garden Apartment). It will make for a nicer transition into Carnegie and will also respect the heritage building on the corner of Toolambool and Neerim (former church).
- I would also suggest that the heritage listing be retained for the old church, most recently Breslin Gallery. This building was an important public building when Carnegie was founded and replacing it with one of the typical Steller-esque buildings won't add anything to retaining the uniqueness of Carnegie. It would be great if the zoning for this building could be changed to allow a café or shop. The hours of operation would have to be very strictly regulated due to the shared wall in with the residence in the northern half of the building. But I believe this would add to the amenity of the area. There are "public" building with some retail / café at the Eastern end of the Activity Centre on Neerim Road, and at the Southern end of the Activity Centre on Koornang Road. It would be great if there was some shop / café serving the immediate neighbourhood on the Western side of the Activity Centre as well.
- In addition, I would suggest turning the split block on the North-East corner of the Toolambool / Neerim Road intersection also into a Heritage / Character shop top. This would make an interesting entrance to the Carnegie activity centre when approaching from the West. It might include a shared working space or some other local employment in the ground floor.

SUBMISSION FORTY SIX

From: [REDACTED]
Sent: Sunday, 3 September 2017 9:33 PM
To: Glen Eira City Council
Subject: City Future Development

Attention : City Future Development

Please accept my feedback in relation to the proposed development strategy zoning of Neerim Road between Mimosa and Toolambool Road Carnegie for Garden apartments.

I strongly object to this proposal for the following reasons.

Inadequate consideration for existing streetscape and zoning of the surrounding properties.

*The Breslin gallery on the corner of Toolambool Road has recently been renovated and sold and is currently up for lease there is no intention that this property will be changing in anyway. It is in fact one of the few beautiful buildings left in a suburb that has been violated by inappropriate development. The two storey townhouses closer to Mimosa Road are also new developments which are remaining. So the only possible space for a garden apartment is on the next 3 properties heading to the corner of Neerim and Mimosa Road.

*Four storey apartments in this area do not allow a natural transition point.

*The inappropriate 4 storey development is in contrast to the terraced townhouses on Mimosa and Toolambool Roads.

Unreasonable impact on the neighbouring properties.

*These 3 properties on Neerim Road are too shallow (36 metres approx). They would be an obtrusive and imposing feature for the properties behind them 84 and 86 Mimosa Road. This is in total opposition to principle 1 - "oversized buildings that unreasonably impact neighbours".

Traffic and parking.

*Traffic is already problematic due to the inappropriate developments at 100 and 90 Mimosa Road, this proposed inappropriate development will take parking beyond feasible capacity. I live at [REDACTED] and I can tell you that this corner is a death trap, dangerous and not monitored. It is not safe for local residents and children walking to school or playing in the street with the increase in traffic, it is your responsibility to provide residents with a safe place to live you are breaching this responsibility.

If all the proposed developments of three apparent blocks of 40-50 appartments on mimosa road will go ahead this would potentially mean another 150 cars and if the proposed blocks on Neerim road would see similar developments the amount of cars in this area would be enormous and just not sustainable. At least one of these apartment blocks on Mimosa road will have stacker parking system to be able to fit te cars in and I refer you to an article in the Age news paper, August the 15:th "driver feared for life in car stacker mishap". Where will all the cars park in this area when these developments go ahead? I have previously suggested parking permits for street parking only to be given to house owners as we haven't got any car park on our block at [REDACTED] Neerim road.

In summary Carnegie has been overdeveloped whether this be through a combination of greed and lack of foresight by council/State Government the damage has been done. A once beautiful area is becoming a suburb full of 4 storey dog boxes with no character many of which remain empty. There is not enough green space in the Urban village to meet the demand of increased density and residents. The local schools are at capacity and will not be able to take an increase in enrolments. Plans for increased car parking is insufficient with traffic already a huge problem. Koornang Rd is being slowly destroyed by valuable retail space being used for export shops to send goods to China a loophole that sees local residents suffering. How will the demands of an increasing population be met with the continued growth of this type of business. I want a council to show leadership and advocate for constituents to do what is right not what is easy. Thus far you as a council have been an ineffectual disappointment please take this opportunity to start to make things right and listen to local residents.

I look forward to your response and hopefully leadership. I am pleased to see that now it is at least some consultation and I sincerely hope that council can regulate and restrict this mad development of our once beautiful suburb with a character of period homes.did you to keep it with her so yeah I just added

Regards

[REDACTED]

SUBMISSION FORTY SEVEN (RECEIVED BY PHONE)

Shepparson Avenue - street is very narrow, can it accommodate a bike path, cars as well as pedestrians?

Morton Avenue can't take any more traffic, it is too congested already

With the proposal of new developments can the sewerage infrastructure cope with all the extra bathrooms? Carnegie is an area with old infrastructure, please consider limiting the number of bathrooms in new designs

Quality design principals -

Very little mention of environmental design principals, solar energy should be heavily encouraged as well as water sensitive urban design

What does Environmental barriers mean?

Eaves should be part of building principles

More trees but not trees that drop their leaves and clog up the storm water drains like the current Melaleuca trees

Allow different bedroom configurations not just 1 and 2 bedroom apartments

Provide good security in ground floor apartments for the elderly

SUBMISSION FORTY EIGHT


From: [REDACTED]
Sent: Sunday, 3 September 2017 9:26 PM
To: Glen Eira City Council
Subject: Carnegie Draft Concept Plan - Submission

Dear Madam/Sir,

Please find attached my submission for the Carnegie draft concept plan review.

Regards

[REDACTED]



3 September 2017

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

Carnegie Concept Plans

Dear Sir / Madam,

Please find below my comments on the Carnegie Concept Plans.

1. Transformation Concepts

Supportive of most transformational concepts as outlined on page 5 of the Carnegie draft concept plans July 2017.

a. Laneways

Priority should be to enhance east west linkages as they are already highly used and need improvement. North south linkages could transform the area but more difficult to activate and make desirable walking areas, particularly in comparison to Koornang Road itself. Properties backing onto laneways should be encouraged to become double fronted and new planning applications should be required to do so. Bins and other items may be relocated to a common shared services area(s).

b. Morton Avenue

Redeveloped Morton Avenue should be postponed until clarity on people and traffic flows resulting from the new elevated Carnegie station has been determined and analysed. Proposal would have been great for former at-grade station; however, entrances and exits will be relocated and movement will change significantly.

c. Egan Street to Dandenong Road laneway

Proposed laneway linkage should be further west to open long constrained skyrail linear park. The linkage would also open linear park to the north side and create future opportunities for linkages into Malvern East, and particularly Ardrie Park

d. Tram

Sceptical about increased patronage and improving positive mode switch by running a tram line along Koornang Road. Suspect most passengers would be pedestrians switching to tram or former Glen Huntly Road tram passengers travelling north. If desirable from operational basis, should be promoted by PTV. If desirable from a

Transit Oriented Development perspective, should be requested and fully paid by property owners directly benefitting.

e. Open Space

Core of activity centre should contain most/all of the areas high density facilities. If the western and eastern car parks are redeveloped community facilities buildings should be considered instead of open space. As an alternative, an enlarged open space/park should be considered as part of the Mimosa Road.

2. *Other Feedback on Draft Concept Plans*

a. Power poles and lines

Should be removed from Koornang Road and either put underground or serviced from the rear of properties (although not detracting from activated laneway idea)

b. Trees, Wider Footpaths and Removal of Street Parking

Planting of trees along Koornang Road between Neerim and Dandenong Roads would be desirable. When the community becomes comfortable with the overall development concept of the area and adequate alternative car parking has been provided, Koornang Road footpaths should be widened and consideration of street parking removal. Long term allowance should be made for possibly making Koornang Road between Neerim and Rosstown Roads fully pedestrian area closed to traffic with traffic rerouted via Kokaribb Road.

c. Preserving Heritage Character

Greater efforts should be made to preserve the character of the historical residential properties. Consolidation of predominately strata title units and apartments from 1950-70s rather than more historical individual homes should be encouraged. Replacement of the orange brick units with larger apartment buildings in the appropriately zoned areas would not be perceived a negative amenity impact on the area unlike removal of houses from 1900-40s with perceived high amenity value.

d. Skyrail Parkland Amenity

Building should be not allowed to overshadow the skyrail linear park. Amenity of the corridor is difficult enough without overshadowing from adjoining properties.

New developments should be double fronted to ensure amenity, activation and passive surveillance of the linear at former rear of properties.

e. Rosstown Hotel

Hotel provides iconic 'gateway' access to the Carnegie activity centre from Dandenong Road and its preservation should be ensured.

f. Side-By-Side Townhouse

Concept plans designates a large section of side-by-side townhouse in areas where single dwelling period homes exist. These areas should be designated single dwelling period homes only. Otherwise, the area should be designated as a combined single dwelling period homes or side by side town housing. This allows

residents the option of building single dwellings in the space and not limiting them to side by side town housing.

- g. Former Breslin gallery should be purchased or leased by Council, or given a suitable zoning to ensure that it is a community facility and/or public space. For example, an art gallery.

3. *Building Transition Plans*

a. Rosstown Road

Higher density zoning should not be extended westward along Rosstown Road. Existing height limits should be retained as this is a better reflection of the gradation of height limits towards the McPherson Ave character area.

Garden apartments in this area, and probably other areas, should not allow “small commercial space” or ground floor home office.

b. Urban Renewal Area – 7 Stories

Consider reverting to Council’s previously preferred height limit of 7 stories, which was subsequently gazetted by the Minister, to maintain consistency in height limits.

c. Community Benefit

Clearly define community benefit and provide transparency in determining community benefit, value derived and how much additional height is to be allowed.

Provision of offices, student and short-stay accommodation are normal commercial development opportunities and should not be considered as community benefits. Affordable housing and other community benefits need to be clearly defined to ensure clarity for the community, developers, council and its officers, and other stakeholders. Robust methodology is required for transparency and clarity, and have been developed in other jurisdictions.

d. Transitions

Some transitions between various zoning areas are dramatic, particularly between Chestnut Street and urban renewal area. Another, or two, zoning area should be inserted for a managed explicit transition between dramatic height differences rather than implicit hopeful transition.

e. Reduced Height Limits

The reduction of height limits in various areas unfairly reduces the flexibility of low rise property owners in those areas. If the residents and property owners in those areas wish to retain the character of the area and the area have not been affected by previously increased height limit, I would be agreeable on an area by area basis. However, I believe that it is unfortunately too late to reduce the height limits in the Mimosa Road/Toolambool Road and Tranmere Road areas with existing and approved 4 story buildings, and anticipated planning applications and approvals prior to the gazettal of the reduced height limits. This would result in a few property owners with a lower height limits in areas consisting of predominately higher buildings.

4. *Transport, Parking and Movement Plans*

a. Western side cycling path

Cycling path along Toolambool Road and Truganini Road to Carnegie Primary School, with possible future extension to Koornang Park and Lord Reserve. Neerim Road pedestrian crossing could be upgrade in the future and relocated to give priority to pedestrians and cyclists using smart sensors. Pedestrian and cycling connection should through laneway between Rosstown Road and skyrail linear park.

Bi-directional cycle path be considered between Egan Street and Dandenong Road along west wide of Koornang Road.

Regards



SUBMISSION FORTY NINE

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

From:



Sent: Sunday, 3 September 2017 11:59 PM

To: Glen Eira City Council

Subject: Feedback re Carnegie Structure Plan

[Second attempt at sending after encountering an error that appears to be spurious on first attempt]

I am not happy with the draft Carnegie "structure plans" as proposed.

I am in a Minimal Change Area, zoned NRZ, and Council is proposing to change the area to 4 storeys. The reasons it has given are either weak or spurious. Such a change would also represent a violation of long-standing Council policies and be a repudiation of the position it has taken at VCAT.

The justification given is that Council doesn't want street blocks with mixed zoning; that residents of 4-storey apartments would use the bike path underneath Skyrail whereas other residents wouldn't; and that some residents have asked Council to rezone the land to lift their property values as they are seeking to move out of the area.

Council is inconsistent on the street block issue. It has many many street blocks with mixed zoning, including along Koornang Rd south of Neerim Rd. It has existing 4-storey developments in Mimosa Rd yet proposes to reduce its height, whereas on the north side of Rosstown Rd there are no 4-storey or higher developments. If Council believes in the argument about encouraging use of the bike path, it would be establishing a link from Rosstown Rd to service the residents in the area it has zoned RGZ. Such a link would also act as a logical break rendering the continuous zone argument irrelevant. I don't believe it is appropriate to seek to give residents wishing to leave the area enhanced property values at the expense of amenity of existing residents who wish to remain.

I am also dubious about whether such "open space" can truly be said to be strategic. Government currently privately estimates the life to be around 20 years, at which point 4 tracks may be required. I have queried where the extra 2 tracks would go since LXRA documents suggest they won't fit in a 20m corridor. Council has not made clear which side of the existing corridor it prefers compulsory acquisitions to take place if for whatever reasons future government decides it needs 4 tracks but doesn't want to put them in the existing corridor.

I don't see the need for changing/rezoning my section of Rosstown Rd. Council has admitted it has "37 years" of supply without it, so comfortably meets the targets of the planning horizon. It can't rely on that "open space" being available into the future, and indeed the open space doesn't even exist yet.

There are many issues raised by the Planning Scheme that the proposal doesn't address. The MSS admits that there are an excessive number of apartments already, mostly 1- and 2-bedroom in size, and that is an unhealthy situation. Council is hopelessly inconsistent on the diversity front, arguing in the one meeting for diametrically opposed viewpoints.

It has never taken seriously existing policy around diversity.

I am unhappy about the suggestion of allowing a developer to exceed an established building envelope through a "community benefit" argument. This is wide open to abuse, and has been abused by current Labor government. Rather than encouraging such corruption of the planning system through "facilitation payments", there is existing policy that needs to be strengthened and actually applied. It is aggravating to here Council blame VCAT for failing to apply its policies when Council is just as guilty.

A key objective of planning in Victoria is allegedly fairness, but establishing very different amenity standards across existing residential areas is blatantly unfair. If Council believes the amenity RGZ offers is acceptable it can seek to have all residential areas rezoned RGZ.

The appalling Amendment C110 that was negotiated in secret by somebody without authorization, possibly Cr Hyams as Mayor. It is good that some of the worst aspects of that is being sought to be unwound. However 5 councillors who condoned this remain. If there are changes to the planning scheme as a result of this review, I hope and expect that those changes are exhibited. I cannot support something without seeing the detail, such as the actual amenity standards being proposed. I'll point out again though that the proposal is contrary to existing Council policy.

There are many other issues that haven't been given much detailed treatment. Council introduced timed parking in my Minimal Change area because the railway doesn't provide enough parking for its patronage. Council added to the problem by allowing developers to block off street parking for their own purposes, outside of Works Zones, without permits. The whole parking situation is broken and getting worse. Buses service Koornang Rd, Council believes they are adequate for 5000 people at Virginia Estate, yet Council isn't proposing densification along all bus routes. Something is wrong with this picture. Instead we have lousy traffic management at Morton Av, Arrawatta St, Egan St, and encourage people to drive through Carnegie rather than use Murrumbeena and Grange State Arterial roads.

Council acknowledges in its MSS that its drainage network isn't coping with modern density. I have been flooded, and I have sent photos illustrating the 20cm of water that forms over my crossover after heavy rain. I don't see anything in the proposal that would ensure the network has appropriate capacity.

Council has installed a substandard carparking arrangement along a stretch of Rosstown Rd, one that violates parking standards [reluctantly Council admitted it was substandard but then argued the standards are too generous]. Even the most basic of improvements--painting enclosed parking bays and a centre line--hasn't happened. Council claims the street is operating safely despite the flattened warning signs on top of its substandard traffic treatments, 6 casualty accidents over 5 years, and uncounted number of noncasualty accidents.

I think Council should fix outstanding problems before seeking to make things worse.

The proposal to seek 1:1 ratio for increase of jobs and people is welcome, but I have no confidence it will happen. It hasn't happened over the last 15 years. I've raised the issue repeatedly and Council has disagreed. As a consequence few people live and work in Glen Eira. It certainly won't happen if the jobs are all coming from the retail sector.

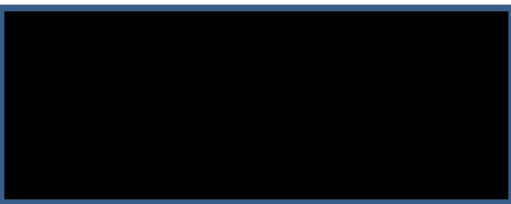
2018 is an election year. For democracy to work, decision-makers need to be accountable for their decisions. If loss of amenity is due to state government decisions, let them wear it. Liberals were a one-term government after they imposed their "Plan Melbourne" and amendments such as C110 on us. Labor has imposed Skyrail on us without even a proper planning process, having panicked at their poor performance. LXRA can't won't answer even basic questions. It remains a travesty of the planning process.

Whatever number somebody plucks from the air about Melbourne's future population, that is NOT what is expected. Nobody knows what our future population will be. Victoria in Future claims fertility of 1.8 for Victorian women, so population growth must be coming from immigration, and we don't know what future federal governments' immigration policies will be.

We do know that Victoria is denied its share of commonwealth infrastructure spending. Projections are not predictions.

In order to support the proposal for Carnegie, there really needs to be reform of both VCAT and how Council makes its decisions. It should be unacceptable to have an unelected unaccountable collection of members of the development industry that VCAT's Planning and Environment List is, having so much power to do as it likes regardless of what a planning scheme says. But Council isn't much better eg IA Kokaribb Rd decision, where it didn't consider matters that the Scheme says it **MUST** consider. If Council wants to increase heights dramatically for certain Minimal Change areas it really really really needs to do a much better job than it currently does. Establishing checklists of matters that must or should be considered would help.

Some parts of the Scheme refer to "preferred character". Council's reponse to my question about preferred character for IA Kokaribb Rd area was abysmal. "It depends" isn't good enough. A permit has now been granted for something that provides poor solar access at ground level, that violates the communal open space standard for its neighbours, and that sets a precedent that future decisions should also waive compliance with standards. In these circumstances I don't support massive increase in heights for myself or for anybody else.



SUBMISSION FIFTY

From: [REDACTED]
Sent: Wednesday, 13 September 2017 3:56 PM
To: Glen Eira City Futures
Subject: Carnegie draft concept plans feedback

Hi,

I saw the draft concept plans today at the library and wanted to share some feedback.

As a frequent bike rider, I applaud the inclusion of a "safe cycling link" between the station and Neerim Rd, following Shepparson Ave. However, the current plan fails to deliver cyclists directly to the shops and cafes that are their likely destination. I suggest a vastly better plan would be to direct cars instead down Shepparson Ave., and create the safe cycling route on Koornang Rd.

Southbound vehicle traffic could flow down Shepparson St (one-way), while northbound traffic would follow Koornang, which would be changed to one-way (northbound) for that portion of the block. This would also route the southbound traffic directly past the existing Council parking lot on Shepparson St., hopefully reducing the demand on parking in Koornang Rd.

With the removal of 2 entire lanes (southbound lane + car parks) from Koornang Rd., there would be plenty of space for separated bike lanes connecting directly to the station, Neerim Rd, and Koornang Rd. to the south. There would also be room for the possible tram extension to Carnegie Station.

This change would make the shopping strip much more pleasant and safe for pedestrians, by reducing traffic volume on Koornang Rd. The otherwise lovely experience of sitting and drinking coffee outside one of the many cafes is seriously marred by the constant flow of cars just a metre from your seat

In general I would urge you to come up with plans that prioritize pedestrians and cyclists over cars - otherwise the removal of the level crossing risks boosting traffic flow through the shopping strip, making it only more inimical to vulnerable road users. The Koornang Rd. shopping strip is great, but it could be so much nicer if we could just reduce the number of cars and give people better transport options for visiting!

Cheers



8 September 2017

Glen Eira City Council
PO Box 42
CAULFIELD SOUTH VIC 3162

Emailed to:

Dear

CARNEGIE TRANSFORMATION CONCEPT PLAN

Thank you for consulting the draft Transformation Concept Plan for the Carnegie Activity Centre.

We understand that the draft concept plan is intended to provide the basis of a new structure plan that is currently being prepared for the Carnegie Activity Centre.

The exhibited draft concept plan proposes an area of and immediately to the east of the new Carnegie Station as future urban public space. This is inconsistent with plans prepared and released by the Level Crossing Removal Authority that identify the land as an integrated development opportunity (refer below and to the Level Crossing Authority website at:

<https://your.levelcrossings.vic.gov.au/22107/documents/43794>).



On this basis Vic Track, as the owner of this land, respectfully requests that Council update the concept plan to maintain the opportunity for an integrated development of the subject land.

With the delivery of the Caulfield to Dandenong (CTD) Level Crossing Removal Project, 22.5 km of new open space area is being delivered under and adjacent to the elevated railway line. A 12 km new shared user path will also be built as part of the project and will provide cyclists and pedestrians a continuous 17-kilometre route.

The Victorian Government has developed a *Value Capture and Creation Framework* that sets out a consistent approach to assessing and increasing the economic, social and environmental benefits of Government investment - including in infrastructure. *Plan Melbourne* envisages that transit oriented development at railway stations are a key part of implementation. As such, opportunities for new development integrated with the new rail stations should be safeguarded, consistent with the *Value Capture and Creation Framework* and *Plan Melbourne*.

We trust that this letter gives you an understanding of our issue. If you would like to discuss this submission further, please contact [REDACTED]

Yours sincerely

[REDACTED]

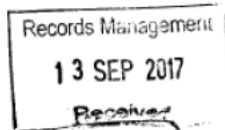
SUBMISSION FIFTY TWO




7/3144






P O Box 42
CAULFIELD SOUTH VIC 3162


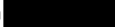


Dear 

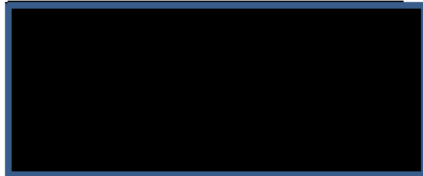
I am writing to you on behalf of my constituent 
Carnegie regarding the Draft Concept Plan for Carnegie.

 has provided a very detailed and concise letter regarding his concerns and I do not propose to repeat the information in this letter. However I have included a copy for your information.

 has asked that the City of Glen Eira change the overlay for 
Carnegie, from Heritage/Character to side-by-side townhouse.

I respectfully ask that  request be genuinely considered on the basis he has a property on  Street.

Yours sincerely,



12/9/17



[REDACTED]

From: [REDACTED]
Sent: Sunday, 27 August 2017 5:54 PM
To: [REDACTED]
Subject: Re-zoning issue
Attachments: [REDACTED]

Dear [REDACTED]

We met with you about 12-months ago, with neighbours at [REDACTED] Carnegie, regarding Skyrail. We now have another issue that concerns us greatly.

Following a community meeting at Carnegie, on 14th August 2017, please see our attached response to the Glen Eira City Council's (GECC) request for feedback on its Draft Concept Plans for Carnegie. We submit this as residents of [REDACTED]

Our property at [REDACTED] is positioned on the corner south-east corner of Chestnut Street. Houses that are in Chestnut St, at its northern end, but have a Dandenong Rd address, are not included in the Heritage/character housing.

Our property at the southern end of Chestnut Street, has been included in that heritage/character overlay NCO2, yet it is the only property included in the NRZ1/NCO2 that does not face Chestnut Street.

Given its position and the nature of the new planning overlays that surround our property, we believe we are now seriously exposed and financially disadvantaged by its inclusion.

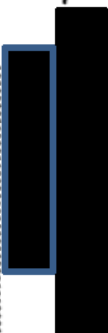
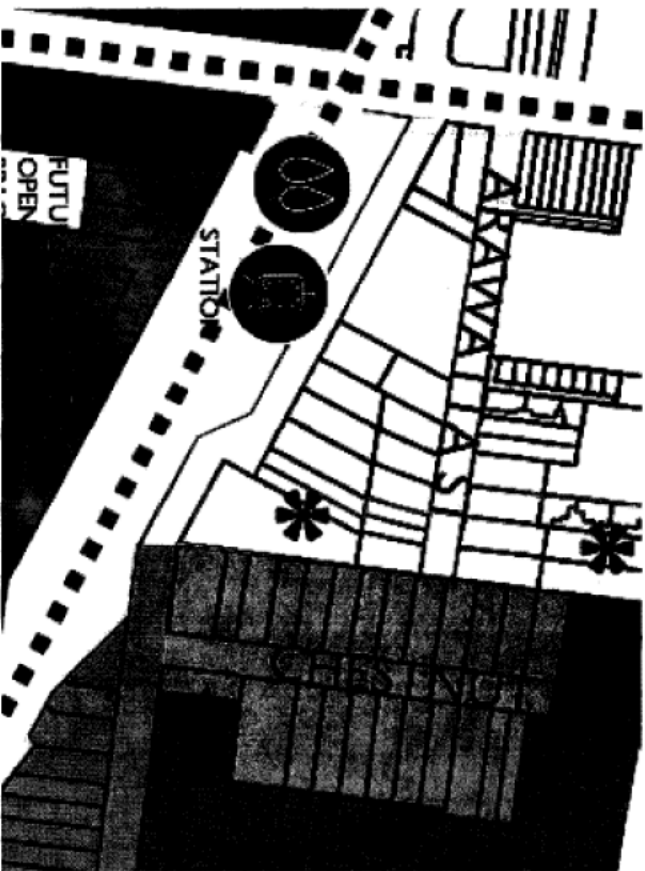
We would appreciate your support as we ask that the Glen Eira Council change the overlay for [REDACTED] Carnegie, from Heritage/Character to side-by-side townhouse.

Thanking you.

[REDACTED]



Heritage / character house

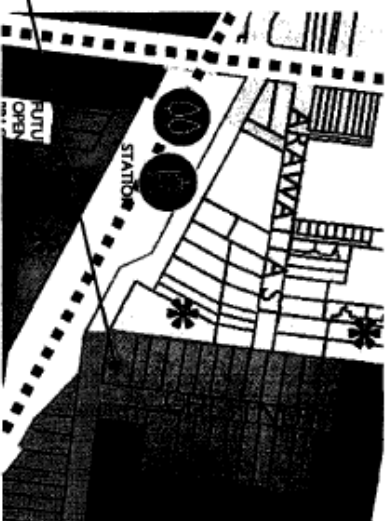


Heritage/character housing
New housing within land affected by a Heritage or Neighbourhood Character Overlay that respects and celebrates the character of the area.



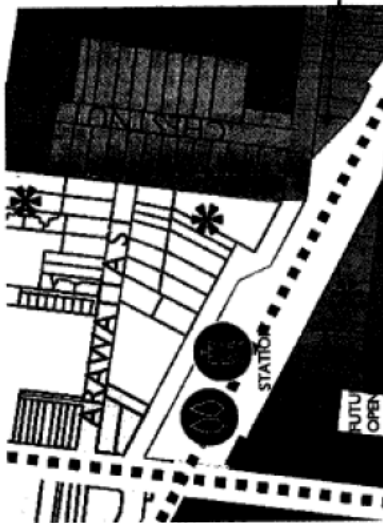
Looking to our west

When looking west we see 1 of 3 1970's style units, which would be difficult to describe as heritage or character



Looking to the south of us

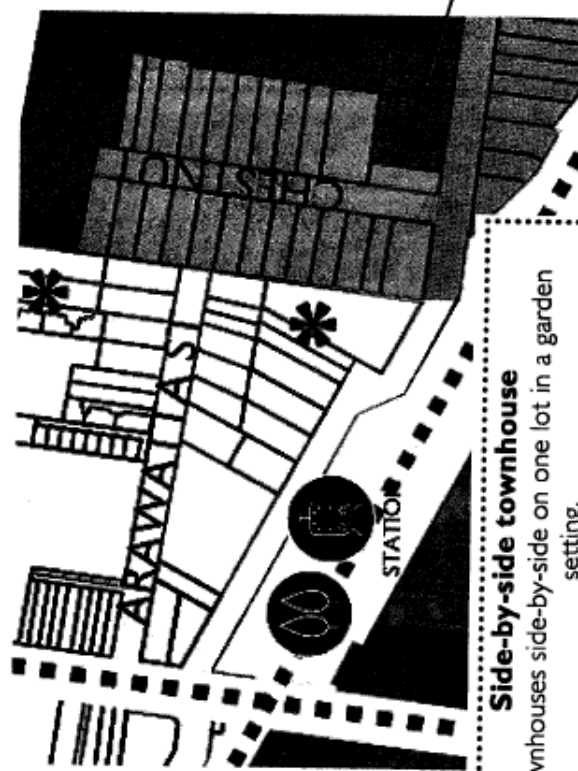
The house directly in front of us now sits on land classified as 'Terrace townhouse'. This house has been sold to the Level Crossing Removal Authority, as the house is significantly impacted by 'Skyrail'. Sitting behind this house will be an extensive car park.



Terrace townhouse
Townhouses built in a row that are attached on both sides.



Looking to the west of us

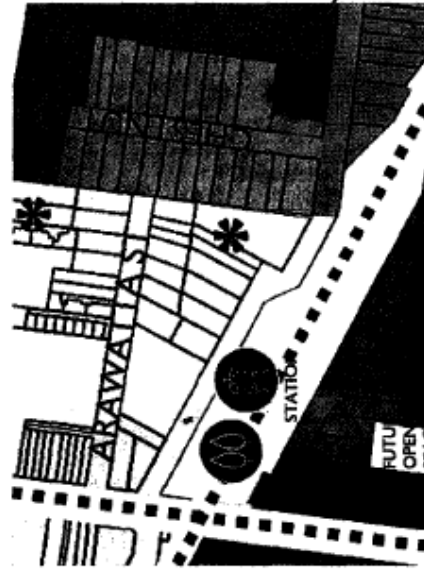


Side-by-side townhouse
Townhouses side-by-side on one lot in a garden setting.



The houses next to us
are classified as Side-
by-side townhouse

Looking to our north



When looking north behind our property, there are 1970's two-story flats, again they would be difficult to describe as heritage / character



Response to Glen Eira City Council's Draft Concept Plans for Carnegie

[REDACTED]
[REDACTED]

Please see our following response to the Glen Eira City Council's (GECC) request for feedback on its Draft Concept Plans for Carnegie. We submit this as residents of [REDACTED]
[REDACTED]

Background

Our property at [REDACTED] is positioned on the corner south-east corner of Chestnut Street.

Chestnut Street is approximately 220 meters long and runs north from Blackwood Street to Dandenong Road. Chestnut Street is currently zoned NRZ1 and is covered by a neighbourhood heritage/character overlay NCO2, which outlines extensive restrictions covering renovations to existing residences and any new residential developments.

Houses that are in Chestnut St, at its northern end, but have a Dandenong Rd address, are not included in the Heritage/character housing

Our property at the southern end of Chestnut Street, has been included in that heritage/character overlay NCO2, yet it is the only property included in the NRZ1/NCO2 that does not face Chestnut Street.

Given its position and the nature of the new planning overlays that surround our property, we believe we are now seriously exposed and financially disadvantaged by its inclusion.

There are clearly inconsistencies in the Heritage/character overlay plans.

We respectfully request that the City of Glen Eira re-classify our property to a side-by-side townhouse, in keeping with the other properties to the east, from No.64 Blackwood Street.

Key Issues

The Draft Concept Plan appears to retain the NRZ1/NCO2 on Chestnut Street, including our property at [REDACTED] enabling growth all around us whilst maintaining heavy restrictions on our home.

Our property has the Edwardian character of many of the houses in Chestnut Street but given the position of our property we believe we are seriously exposed and financially disadvantaged by our inclusion in the NCO2 Heritage/Character overlay on Chestnut Street.

- Immediately behind us there is a block of units, No. 20 Chestnut Street, that has no Edwardian character, but has also been included in the Heritage/character overlay of Chestnut Street.
- On the opposite corner of Blackwood/Chestnut Street, there are 3 x 1960-1970 units, **1-3/25 Chestnut Street**, that have also been included in the Heritage/character overlay.
- To the East, and along the north side of Blackwood Street, from **64 Blackwood Street**, the houses are mostly similar in style to our property, but they have not been included in the Heritage/character overlay. They can be replaced by 1-2 storey Side-

by-Side Townhouses, on individual building blocks. As we have a Heritage/Character overlay on our place, we will not be able to take advantage of the development opportunity afforded the property at [REDACTED] and those further to the east.

At this point it is unclear what will occur with the homes that back onto the Skyrail opposite us along the south side of Blackwood Street. Even if the GECC proposes 2-3 storey Terrace Townhouses, we are concerned that this will change in the not too distant future.

- Directly opposite our property, **75 Blackwood Street** has recently been bought by the Level Crossing Rail Authority in compensation for the impact of SkyRail. We have serious concerns about the future of that building, especially as the space behind that house will be a car park for the railway.
- The next building, **73 Blackwood Street**, is a 3-storey modern set of flats, the central floor of which has been sold to LXRA in compensation for the impact of SkyRail. Again we have concerns about the future of that building as the space behind that house will be a car park for the railway.
- All the properties along that south side of Blackwood Street have an overlay that allows for multiple 2-3 storey townhouse development, **across multiple building blocks**.
- To the West, Pace of Carnegie has approval for 13 storeys and the Urban Renewal Development proposes up to 12 storeys.

We feel that we are surrounded by enormous change but are shackled by a NRZ1 and a highly restrictive character overlay, that will seriously impact the value of our property.

In conclusion, we ask that the Glen Eira Council change the overlay for [REDACTED] Carnegie, from Heritage/Character to side-by-side townhouse.

SUBMISSION FIFTY TWO

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

From: [REDACTED]

Sent: Sunday, 16 July 2017 12:51 PM

To: Glen Eira City Council

Subject: Feedback

Hi, as a resident and home owner in Carnegie Imd like to see Carnegie central area transformed into a major hub, similar to the likes to Elsternwick, Box Hill and Glen Waverley. Especially with great restaurants, higher apartment developments and robust transport systems. These are all great examples of where major developments within a centralised and controlled area around a major transport system coupled with a variety of amenities in supermarkets, medical centres, restaurants and cafes functions highly well and sets a great example of how other major hubs like Carnegie could become or even exceed these areas.

Happy to provide any further thoughts of interest.

[REDACTED]

SUBMISSION FIFTY THREE

10 September 2017



City of Glen Eira
Po Box 42
CAULFIELD SOUTH VIC 3162

Dear Councillor

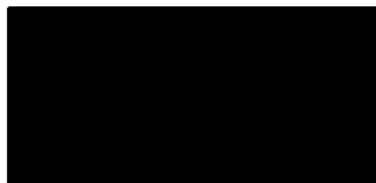
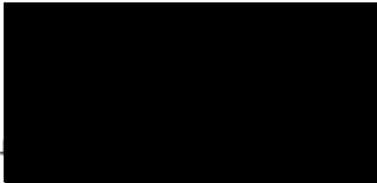
Chestnut Street Carnegie Existing Heritage Overlay

We understand that some representations (whether formal or not, we don't know) are being made to Council to remove the aforesaid heritage overlay.

As residents and homeowners in Chestnut St since 1984, we **object** very strongly to any suggestion, submission, proposal or plan to remove this street's heritage overlay, or to in any way diminish or relax it. We believe there are already enough streets in our suburb with blocks of apartments or other high structures, and we value the fact that Chestnut Street has only one, (whose construction presumably preceded the introduction of the heritage overlay).

Please consider our views on this issue if it comes to your notice in Council, or in your dealings with ratepayers.

Yours faithfully



SUBMISSION FIFTY FOUR

Dear [REDACTED]

Having returned from holidays, it's been an interesting journey arriving back in Carnegie.

I attended the community consultation meeting on Monday about the Carnegie Draft Concept Plans and have been thinking about the changes occurring in the neighbourhood. It dawned on me that the steamroller will likely continue until next year at least, until the new structure plans have been gazetted by the Minister. We'll have to see what the area looks like by that time.

It was great to see that council has bought the McKee warehouse as part of its open space strategy.

In terms of providing more open space for Carnegie, as well as for creating a great entrance to the parkland under the railway line, is there any way for the State Government and Council to work together to obtain the properties at 47-53 Rosstown Road, Carnegie (<http://m.realcommercial.com.au/property-land+development-vic-carnegie-502299982>)?

Kind regards,

[REDACTED]

[REDACTED]
Carnegie 3163
[REDACTED]
[REDACTED]

Attn: City Futures Department

My main feedback to the proposed strategy is the **zoning of Neerim Rd between Toolambool and Mimosa Rd, Carnegie** for Garden apartments. **I strongly object to this.**

I understand the logic that you are increasing the density on main roads and reducing it somewhat on side streets but in this particular location I believe that it is the wrong decision.

This section of Neerim Rd should be the same zoning as the properties behind on Toolambool and Mimosa roads which is proposed as Terrace townhouse. ***The 3-4 storey garden apartment zoning should stop on the east side of Toolambool Rd.***

My arguments for this are:

- 1) **Inadequate consideration has been given to the existing streetscape and zoning of the surrounding properties.**
 - On the corner of Toolambool Rd and Neerim Rd there is the converted church, formerly the Breslin gallery. To the west of this (closer to Mimosa Rd) is a development of 2-storey townhouses. It is fair to say that these properties will not be changing in the foreseeable future which means the only potential for a garden apartment is on the next 3 properties heading to the corner of Neerim and Mimosa Rds.
 - Firstly this is a missed opportunity for a natural transition point.
 - The proposed zoning will allow a 4 storey apartment block to be built in isolation on the corner of Mimosa and Neerim Rd makes no sense in the context of moving to terraced townhouses on Mimosa and Toolambool Rds.
- 2) **Unreasonable impact on neighbouring properties:**
 - These 3 properties on Neerim Rd are not deep blocks (approx. 36 metres). An apartment on these narrow blocks would look very imposing to the properties behind, 84 and 86 Mimosa Rd.

- I live at [REDACTED] and there is now a 4 storey apartment block being built at number 90-94 Mimosa Rd. Allowing a Garden apartment block (4 storey) to the south of us will completely close us in. This is in direct contradiction to Principle one – Well designed buildings in which it states that the following should be avoided – “Oversized buildings that unreasonably impact neighbours”.

3) Traffic and parking:

- Parking on Mimosa Rd will be at capacity once the 2 apartment blocks currently being built are completed. This is even before an expected application for a 3rd development at 100-104 Mimosa Rd.
- The traffic turning in and out of Mimosa / Neerim roads is already dangerous at times. I was almost run over crossing Mimosa Rd yesterday when someone hooned around the corner off Neerim Rd, obviously impatient with the Neerim Rd traffic. An apartment block on this corner will exacerbate the problem further.

I request a meeting with the City Futures Department and / or Planning department prior to finalisation of the zoning because the potential impact to my property is significant and for the reasons presented above, this zoning just makes no sense. *I am therefore quite suspicious of the motivation behind this proposed zoning and so I request full disclosure on any knowledge you have regarding discussions/enquiries by persons who have indicated an interest in developing this section of Neerim Rd.*

We were severely and unreasonably impacted by the previous zoning – and were never consulted on the rezoning - and therefore we are not going to sit back and allow the council and developers to benefit further at our expense.

I know that there are many residents on Mimosa Rd and Neerim Rd also concerned about the proposed zoning on the corner of Mimosa Rd and I hope that many of them have managed to put their concerns in writing to you. However if you require evidence of the numbers then I am happy to get concerned residents to sign a petition.

You can contact me at the email address or phone number at the top of this submission.

Other feedback I have is that:

- 1) There is just too much further increase in density being proposed. Carnegie has already seen a massive increase in density and it would be prudent to put a pause on this until it is clear what is required and what is sustainable. I believe that Glen Eira council should propose to state government an interim reduction / pause in density in Carnegie’s urban village rather than rushing in with a plan that proposes further significant increase in density just so that state government will approve the plans quickly. This was the mistake made the last time by Glen Eira council when and other councils held their ground and have protected their suburbs and ensured a more reasonable and sustainable rate of growth.
- 2) The amount of green area in the urban village and surrounding areas is still too little.
- 3) The plans for additional car parking is insufficient.

- 4) The increase in Chinese packing/export shops on and near Koornang Rd is using up valuable shop/restaurant space which is needed to support a growing population. Council should be approaching state government to address this issue.

Regards

[REDACTED]

SUBMISSION FIFTY SIX

From: [REDACTED]
Sent: Friday, 20 October 2017 2:34 PM
To: Glen Eira City Council
Subject: Attention: City Futures, Planning Department

Dear City Futures,

I am a 14 year old born and raised Carnegie resident. The reason I am talking to you right now, is because skateboarding is an important part of my life, and I am speaking for everyone else in the skateboarding and scootering community in Carnegie, young and old, that Carnegie is a growing suburb with more and more children getting into the hobby. Unfortunately, I have been skating for 3 years and have yet to find a local skatepark near me I can skate to. I find myself (and many others) having to catch various forms of public transport to arrive at a skatepark. Keeping in mind a lot of us skate almost every day of the week. With the increasing density, we are yet to have a sporting facility of any kind. If there is the space for playgrounds and bike tracks running under the skyrail, It would be a great addition to the suburb to add an accessible skatepark in Carnegie for young teenagers to adults so they can enjoy this growing hobby and sport. Skateboarding is growing fast with it already going to be in the 2020 olympics, which will lead it to being a more mainstream activity in the near future. Some people have the view that skateparks attract undesirable people. This is not true, it is much more to do with the suburb the skatepark lies in. You only need to look at Elwood/Elsternwick skatepark or St Kilda skatepark to see that young and old, male and female, all come together to share their passion for scootering and skateboarding.

I hope you consider making a skatepark in Carnegie. With the sky rail construction in motion, this space if used wisely could be used by children, teenagers and adults for a sport that keeps the community local, happy and healthy.

Thank you for your time.

[REDACTED]