



## GLEN EIRA CITY COUNCIL

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CARNEGIE DRAFT STRUCTURE PLAN  
RAW FEEDBACK  
STAGE 6 - OCTOBER – DECEMBER 2017

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

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# CARNEGIE DRAFT STRUCTURE PLAN CONSULTATION OVERVIEW

## CONSULTATION

This was stage 6 of consultation in the development of the draft structure plan for Carnegie. Feedback was sought between 30 October and 11 December 2017.

Feedback was sought and recorded through:

- An online survey and forum on *HaveYourSay*;
- Community forum;
- Four drop in sessions held at Carnegie Library from 3-7pm
- By phone and at the planning counter
- One-on-one meetings were offered to residents living in the urban renewal area

Letters were sent to all owners and residents within the structure plan study area and also to residents in the surrounding areas likely to be most affected. This included residents in neighbouring Councils.

A second letter was sent to residents in the urban renewal areas reinforcing the importance of the plans and offering one-on-one meetings.

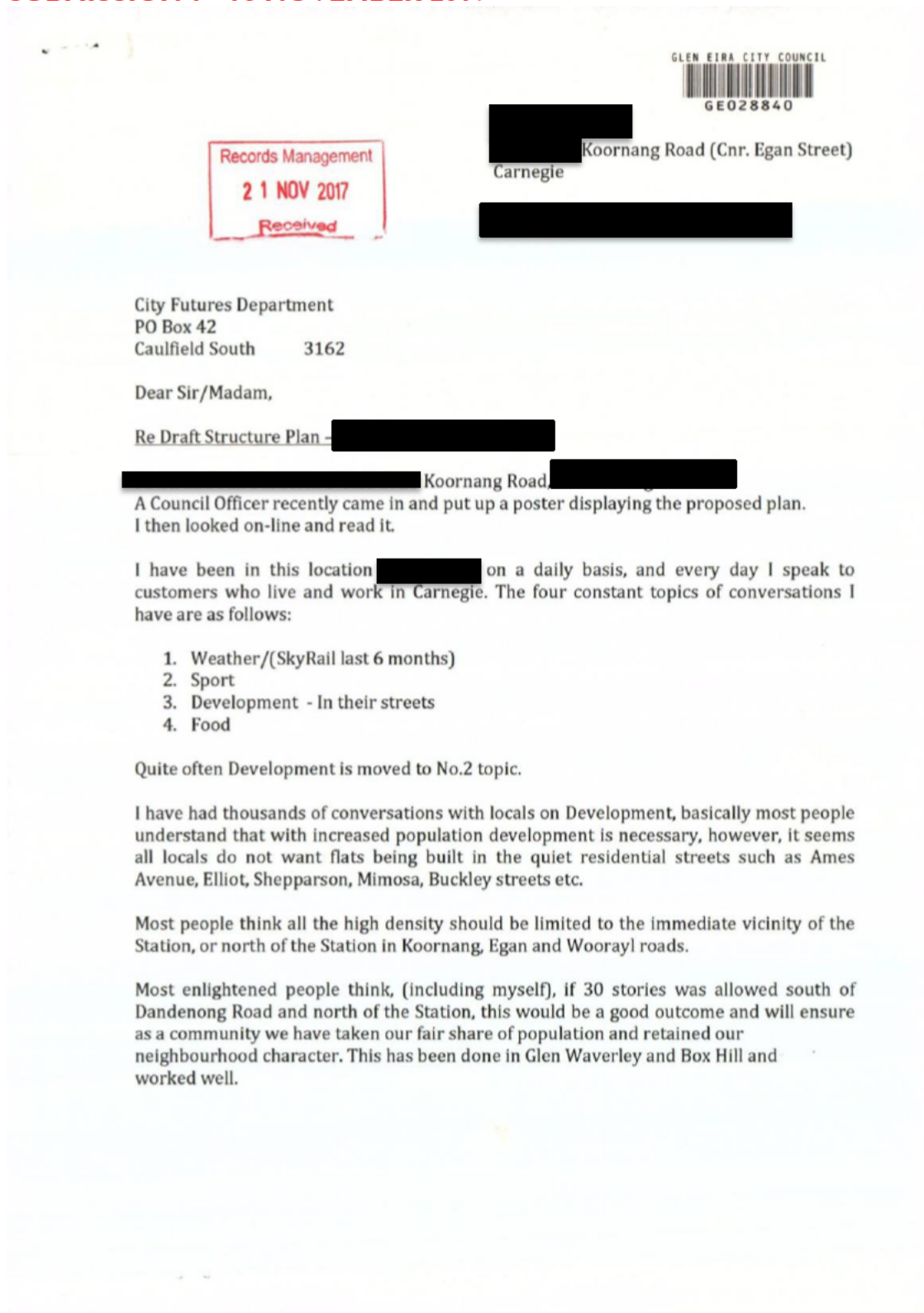
The plans were also promoted by Facebook posts and ads, in the Leader newspaper, a 4 page lift out in Glen Eira News, on Council's telephone message on hold, on the service centre TV screen and a table in the libraries and service centre.

## FEEDBACK RECEIVED

Community forum attendees: 51
Submissions: 66
Surveys: 62
Online forum submissions: 9
Facebook comments: 5
Drop-in sessions: 60

# EMAIL SUBMISSIONS

## SUBMISSION 1 - 16 NOVEMBER 2017





I think having a proposed 4 storey limit on Koornang Road north of the Station is bizarre and crazy. High density should be on Koornang Road as long as the retail is retained.

The two recent 12 storey buildings in Dandenong Road and Woorayl Street have created a lot of conversations with locals. Most people feel OK or accepting and very positive after seeing the Display Suites, as long as it is in that area.

I oppose your Draft Plan as there is too much low/medium density in the suburban streets and the urban renewal should be 20-40 stories including Koornang Road.

Yours faithfully,

A large black rectangular redaction box covering the signature and name of the submitter.

## SUBMISSION 2 - 9 NOVEMBER 2017

**From:** [REDACTED]  
**Sent:** Thursday, 9 November 2017 12:52 PM  
**To:** Tess Angarane  
**Subject:** Chestnut st, Carnegie

Hi Tess,

We reside at [REDACTED] Chestnut street, Carnegie. We have been at this property for over [REDACTED] years now. [REDACTED], and it would very much destroy us if we saw the Character/ heritage overlay taken off our lovely street. I understand from the plans i have seen there are two options. One is to keep overlay, and stop any massive high risers behind us. The other to take off overlay and basically destroy the beautiful character homes in this area, to accommodate more over the top appartments. As you can understand, of course we like the sound of option one. We would also like to see the land on our West and North side to be a max of 2 stories. If any higher, we loss all our sunlight and privacy. There is currently plan for 19 town houses to go up behind us [REDACTED] this looks ok, seeing as they are only proposing 2 stories behind our fence, but 4 on the next block over, which is a bit concerning. Still, its better than 12 or 13 (e.g. Pace). I will be coming along to meetings at Carnegie Library to confirm we want option one. KEEP THE CHARACTER OVERLAY.

Thanks  
[REDACTED]

### **SUBMISSION 3 - 6 NOVEMBER 2017**

**From:** [REDACTED]  
**Sent:** Monday, 6 November 2017 11:33 AM  
**To:** Glen Eira City Futures  
**Subject:** Re: IMPORTANT INFORMATION: Future plans for Carnegie

Hello,

Here is my feedback to "**Create new cycling link along Shepparson Avenue, connecting to the station precinct**";

If this was to be implemented now, this would be very unsafe for cyclists and drivers without consideration and amendments to;

- Current no right-hand turn from Shepparson to Neerim Rd. Forces cars to do U-turns on Shepparson ave and drive down McLaurin, etc.
- Current no right-hand turn from Neerim to Shepparson. Forces excess traffic to limited surrounding streets such as The Crossover, McLaurin, Belsize.
- Closure of laneway connecting Koornang and Shepparson to cars. Forces increased traffic to limited surrounding streets as per above.
- Inadequate parking for train commuters at station means that Shepparson Ave is very busy with cars moving and parking on the street. New parking restrictions do not address the whole issue. The short-term parking restrictions mean that there are even more cars moving, more regularly on the street.
- Large number of apartment dwellers parking on the street which increases the danger for cyclists.

Thanks,

## **SUBMISSION 4 - 2 NOVEMBER 2017**

**From:** [REDACTED]  
**Sent:** Thursday, 2 November 2017 9:41 AM  
**To:** Tess Angarane  
**Subject:** Re: IMPORTANT INFORMATION: Future plans for Carnegie

Hello Tess,

With great respect, the bull has bolted out of the gate. The Council is in a reactive mode as Council has approved an enormous number of developments without providing infrastructure, especially for car parking spaces. We can't park our car during peak meal times !!

In any case haven't the Council put forward this proposed Structure Plan in some similar form some 5 months ago? Can we have some action now please?

Regards

[REDACTED]

## **SUBMISSION 5 - 13 NOVEMBER 2017**

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

From: [REDACTED]

Sent: Monday, 13 November 2017 10:34 AM

To: Glen Eira City Futures

Subject: [REDACTED] Koornang Road Carnegie in the new structure plan

Hi.

I am the new owner of [REDACTED] Koornang Road Carnegie at the shopping strip end close to the Truganni Tram stops. This property is currently in commercial zone, with three shop fronts and attached residence at the back of one shop. There is a current planning permit at this location for 13 apartments and three retail offices on ground floor.

I have recently become aware of the Carnegie structure plan. It seems that [REDACTED] Koornang Road, are in garden apartment residential zone. It seems really strange that it had been moved away from commercial zone, with current shops and permit for new shops.

Can you please clarify the nature of zoning at [REDACTED] Koornang Road in the new structure plan? I believe it maybe a mistake in the drawing.

regards

[REDACTED]

## SUBMISSION 6 - 14 NOVEMBER 2017

**From:** [website@gleneira.vic.gov.au](mailto:website@gleneira.vic.gov.au) [mailto:[website@gleneira.vic.gov.au](mailto:website@gleneira.vic.gov.au)]

**Sent:** Tuesday, 14 November 2017 2:13 PM

**To:** Glen Eira City Council

**Subject:** Feedback Submitted

What kind of  
comment would      Suggestion  
you like to send?

What about  
Council do you      Other  
want to comment  
on?

Comments:  
(limit to 1,000  
characters)

Koornang Rd, in particular between Dandenong Rd and Neerim Rd is in need of some trees/greenery. It will not only make the street a lot more appealing (we all know it's not one of the prettiest shopping streets), it is actually almost unbearable for little children in prams on a sunny day as there is no shade/escape from the sun whatsoever. Similar area is near the railway crossing on Murrumbeena Rd in Murrumbeena, but you would expect that to hopefully change once the level crossing is removed. Thanks for reading my feedback - I do not necessarily need to be contacted about this any further.

Name:

[REDACTED]

Address:

[REDACTED]

Email:

[REDACTED]

Telephone  
business hours:

Please contact me  
as soon as  
possible regarding  
this matter.

## SUBMISSION 7 - 19 NOVEMBER 2017

**From:** [REDACTED]  
**Sent:** Sunday, 19 November 2017 8:56 AM  
**To:** Glen Eira City Futures  
**Subject:** Structure plan - feedback

Thank you for providing information about plans for Carnegie's future.  
The increased reliance of high density apartment living is a great concern to me as it seems just about everyone I speak to who live in Carnegie.

The poor, "cheap" looking quality of the apartments is one of my main concerns with boundary fences to these apartments constructed merely of rendered 'blueboard' which even months after completion look shabby and damaged and completely inappropriate as an options to weather time and use. These apartments although described in the marketing brochures and plans (on view at council) as having landscaping and 'garden living' are in fact so far from this reality as to be laughable at best - and a lie to most people's reason.

Such high development living eg corner Neerim Rd and Belsize Ave (South side) - the development by Stellar - is so overwhelmingly "concrete" with no money spent on landscaping design (except for more Hard landscaping onsiderations - concrete, 'eco wood' screens etc. There is no investment in aesthetic appeal, but merely the cheapest the developers can get away with and I fear for how poorly Carnegie will look in the future as these 'cheap constructions' start to perish over the next 10 years - much less in 20/50/75 years.

Although the Structure plan refers to large stretches of Belsize Ave, Elliott Ave etc on the South side of Neerim Rd as being mostly 1-2 dwellings - there are already in progress demolition of Beautiful Edwardian dwelling - eg 33 & 35 Belsize - by your drawings "Minimal change - one or two dwellings; 1-2 storeys" and now awaiting 3 and 4 storey construction to commence with scant set back and the loss of garden areas which have contributed to the 'residential amenity' of the street. So unless the council is prepared to place a halt on permissions for this development - what is the point of the plan as the landscape is ALREADY so highly dense..?

Overall I think the design and proposal of the Food market at Shepparson Ave is a wonderful idea and the open space at Kokaribb looks appealing.

The area on Neerim Rd between Koornang and Murrumbeena is devoid of all street trees and no plans have been proposed to address this oversight. Given teh large overwhelming hard surface development propsed both sides of this street - tree planting and nature strips seem to be more important than ever. This is my biggest concerns of the Structure plan

My name is [REDACTED] and I am a resident and home owner at [REDACTED] Belsize Ave Carnegie.

## **SUBMISSION 8 - 16 NOVEMBER 2017**

**From:** [REDACTED]  
**Sent:** Thursday, 16 November 2017 3:52 PM  
**To:** Glen Eira City Futures  
**Cc:** [REDACTED]  
**Subject:** Carnegie Structure Plan Submission

### **Proposed Carnegie Precinct Structure Plan**

First of all, we fully support the proposed changes and think the Council is doing a great job taking the initiative to develop a Structure Plan for the area. We are resident at [REDACTED] Koornang Rd, Carnegie which is a commercial property.

Carnegie has potential to become a hub for Glen Eira (like Glen Waverley is for Monash City Council, Box Hill is for Whitehorse Council and Richmond for Yarra Council). It has a diverse range of shops and great café culture.

### **Tram Stop – strategic sites around the last tram stop**

Firstly we support moving the Koornang Rd strip between our property to Neerim Road into garden apartments. It makes sense for properties along the Koornang Rd strip to be better used than 1 or 2 storey residential.

Overall, we feel that the Structure Plan mostly focuses on the Train Station and the area between the train station and Dandenong Rd. Some attention can be devoted to the last Tram Stop at the corner of Koornang Rd and Truganini Road, which is also a significant transportation hub, close to public facilities such as parks and swimming pool.

Wouldn't it make more sense for these commercial sites around the Tram Stop to become **Strategic Sites**? If you look at the commercial strip around the park and Truganini corner, there is pathology testing centre, training centre, pharmacy, milk bar, and cafes which are providing great facilities to the local community. If we allow them to become Strategic Sites, then they are more likely to be developed into buildings with two story commercial premises offering more facilities and services to the local community (eg, education and training institutions, Childcare centres, bigger retail stores, restaurants and cafes, Asian groceries, etc).

As Carnegie become more densely populated, they will need more facilities and retail and commercial shops. These facilities and shops in turn attract more residents to live in the area because people are attracted to areas with great cafes and shops. By turning the commercial sites around the Tram Stop into Strategic Sites, this would allow these sites to be better used and encourage development of commercial premises providing facilities to residents.

The tram stop should also be recognised as an important area suitable for high density development and have a few strategic sites around the tram stop. This is consistent with the theme that high density development around public transport hubs such as Train and Tram stops should be encouraged. This would also alleviate the traffic to the Train station side of the Koornang Rd. This is in fact already happening – there is a great café at the corner of the Tram stop and on the weekend, rather than heading to the more busy part of Carnegie, residents would enjoy a coffee and a weekend brunch at the café.



We feel strongly that the commercial strip around Truganini Road and the tram stop can also be better developed to allow commercial shops to flourish and service the growing population better by turning them into Strategic Sites.

While we are largely supportive of the structure plan, we feel the development around the tram stop can be further explored using this structure plan as an opportunity to (a) alleviate the development pressure around the Train station and Shepparton Ave and (b) allow the major development areas to be more connected and (c) allow for better use of the properties around the Tram stop and the Koornang Road.

We look forward to speaking to the townplanners and councillors regarding the proposed structure plan.

Regards

A black rectangular redaction box covering the signature of the person.

## SUBMISSION 9 - 22 NOVEMBER 2017

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

From: [REDACTED]

Sent: Wednesday, 22 November 2017 3:01 PM

To: Glen Eira City Futures

Subject: Draft structure plan feedback

Hi there,

Thanks for the opportunity to provide feedback on the draft structure plan.

I like

- the plan to make the koornang rd precinct green and leafy
- that there will be some protection of the heritage and character year of the area, although I think this could be more extensive.
- the plan to have a greater diversity of shops

I can't understand why Chestnut street is such a feature, and am wondering if someone important / vocal lives there.

The little parks on Kokaribb rd and mimosa seem far to small to be getting excited about. There needs to be more green, recreational space given all these apartments with no outdoor space.

I would also like to see

- the Nicholas building (south east corner of koornang and neerim road intersection) protected by the heritage overlay. This building is clearly part of a set on the corners of this intersection, and it would be a crying shame to lose another of them.

[REDACTED]

## **SUBMISSION 10 - 5 NOVEMBER 2017**

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

From: [REDACTED]

Sent: Sunday, 5 November 2017 5:32 PM

To: Glen Eira City Futures

Subject: Planning for the future Carnegie

The creation of a new food market in the Shepparton Ave carpark DOES NOT offer benefits as there will be no net benefit in carparking spaces. 100 spaces taken away in Shepparson Ave and added in Kokaribb Road.

[REDACTED]

Mimosa Road

Carnegie

## **SUBMISSION 11 - 2 NOVEMBER 2017**

**From:** [REDACTED]

**Sent:** Thursday, 2 November 2017 10:31 AM


**To:** Glen Eira City Futures

**Subject:** future plans for Carnegie

To whom it may concern

My feedback is, it's great there's planned more parking Kokaribb st however there's nothing planned for northern end of the strip that is in dire need of more spaces now. The sky rail project has closed down approximately 50 carpark along Egan st which are not planned to be re-instated, and there are more business growing on the north side of the strip and I project there will be a lot more business at the northern end of the strip once the sky rail project is completed.

Regards [REDACTED]



## SUBMISSION 12 - 14 NOVEMBER 2017

**From:** [REDACTED]

**Sent:** Tuesday, 14 November 2017 12:02 PM

**To:** Glen Eira City Futures

**Cc:** Cr. Margaret Esakoff; Cr. Clare Davey; Cr. Tony Athanasopoulos

**Subject:** Comments Re:- Draft Structure Plan - Carnegie

Dear Sir/Madam,

With the release of the LXRA open space and car parking plans for the rail corridor yesterday, I have become aware of a very concerning issue that also affects the Draft Structure plan for the Carnegie precinct.

The LXRA plans show only **one** entry/exit point to the new Carnegie Station car park from Woorayl Street with the previous car park access on Morton Ave being deleted to allow for an "Entertainment Area".

The problems with this are as follows:-

- The entry/exit point is located on a dangerous bend in the road along Woorayl Street. In the 10 years I have lived in Blackwood St I have already witnessed some near misses as cars cut the bend at great speed. To put an entry/exit to a car park here is an accident waiting to happen. It is dangerous for both vehicles and pedestrians also and I can't believe the council would agree to this dangerous design outcome;
- Woorayl Street is not a large enough street to solely accommodate the only entry/exit point to a 183 car space car park. This car park would result in an additional 400 vehicle movements along Woorayl Street on a daily basis. The Street is, for the most part, only a lane and a half width given that there is parking on the north side of the street opposite the station. This forces cars towards the middle of the road as they enter the bend here when heading east. Putting a car park entry here will be a dangerous outcome for vehicles and pedestrians;
- In addition, cars trying to exit Woorayl Street and turn right onto Koornang Rd will inevitably hold up all the traffic along the north side of the station, something that is already an issue. Turning right here is currently a little easier when the train gates are down however, when the gates are gone a right turn here will prove extremely difficult. This, combined with pedestrians constantly crossing at this intersection, will result in additional vehicle delay.
- The vehicle load of this car park needs to be shared with the south side of the station with an entry/exit elsewhere on Morton Avenue where it used to be. Not having an entry/exit point here cuts off ease of access for all residents living on the south side of the railway station (the largest catchment area of station users given those living on the north side would walk to the station). To make Morton Avenue an "Entertainment Area" at the expense of creating major traffic issues on the north side of the station in Woorayl Street is NOT a good design solution for the area.
- I can envisage in the future that the additional traffic will result in the need for traffic lights at Woorayl/Koornang Rd to allow for good traffic management. There will be four pedestrian crossings within the distance spanning Rosstown Road and Arawatta Street (about 60m) resulting in traffic chaos for users getting to and from the Station car park in Woorayl Street.

- In my opinion traffic will be forced to travel towards local streets to avoid the Koornang Rd area. Cars will inevitably travel east along Blackwood Street and also north along Chestnut Street to get out of the area.
- The future construction of the 11 storey tower on Woorayl Street, along with the LXRA “proposed development” site along Woorayl St will only further exacerbate issues regarding congestion and the dangerous location of the car park in Woorayl Street. It is NOT a good solution for the flow of pedestrians and traffic in the area. Arawatta Street is already an issue with the congestion caused by users of Carnegie Central and the poor traffic light timing and pedestrian crossing. Incorporating a car park here will only make things worse for all users.

In summary there will be several Entertainment precincts already located in the area including the Library forecourt area and the LXRA proposed area on the west side of Koornang Road so why is another one needed. Morton Ave has to remain as a Road for the purpose of providing access to existing apartment buildings and basements located there so why not make an additional entry/exit point to the car park here to share the load with Woorayl Street? In addition the location of the Woorayl Street entry/exit point should be reviewed due to its dangerous location.

Regards



## SUBMISSION 13 - 7 NOVEMBER 2017

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

From: [REDACTED]

Sent: Tuesday, 7 November 2017 2:57 AM

To: Glen Eira City Futures

Subject: carnegie draft plan feedback

Hi.

Referring the the Carnegie draft structure plan & specifically, Figure

1.0 Land use: Precincts:

How was it decided the "community precinct" would be in that location, where there are currently mostly residences there?

Also, What exactly is the "Housing opportunity Precinct" and is it something that current long term tenants of houses there (that are possibly at risk of "development") should be concerned about?

The plan suggests that current dwellings that dont fit into the ideal/expected storey height will be encouraged somehow to be re-developed.

Also, how can you deliver 100 more car parks on Kokarib Rd, while removing a car park & turning it into a green park? Will an underground car park building be developed & if so, where will we park during its construction? Parking is currently free around Woolworths, if this is developed, how can we be sure the future car parking there is still free?

I choose Figure 13.0 — Urban renewal: Option one.

Overall there is a lot of descriptive words in this plan, but little detail on timelines or how all this will be implemented.

Thanks,

[REDACTED]

## **SUBMISSION 14 - 8 NOVEMBER 2017**

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

From: [REDACTED]  
Sent: Wednesday, 8 November 2017 4:26 PM  
To: Glen Eira City Futures  
Subject: Carnegie future plans

to Rebecca Mc Kenzie

Dear Rebecca,

we are in receipt of your letter dated Nov. 6th 2017 regarding proposed future development of Carnegie and advise the following :

to allow an increase in dwelling density , based on our observations of recent developments , not enough is done to provide for off street car parking. It may be desirable to construct conveniently placed multi level car parks to deal with this problem, may be at the Woolies car park in Kokaribb road , and between the Library and Neerim Road.

we have noticed some streets in the vicinity have excessively wide nature strips , such as in Railway road , that could have the street widened to allow angle parking.

an audit of streets may reveal the existence of more opportunities to do the same there.

Centre Road is too narrow to allow vehicles passing one another , some widening of this Street would help traffic.

it is difficult to enter Neerim road from Truganini Road with a right hand turn , so a safer way to enter Truganini Road is with left hand turns out of Centre road.

The lack of diversity of shops in Carnegie is appalling, far too many similar Restaurants are allowed to operate there with few of them being viable as a result. Council should find a way to improve diversity.

Bring back a news agent, more clothes shops, another Deli and Butcher etc. Carnegie central is too hard to access from the south , by having to run the gauntlet of several traffic lights and slow speed required through the main shopping strip. A right turn lane of more capacity to turn into the side street for Carnegie central from Koornang rd south would help, and a right turn prohibition from north of Koornang Road into Rosstown road is needed to allow traffic to move along Koornang Rd.

low density Areas that adjoin high density development above 2 storeys should require developments above 2 storeys to have setbacks above 2 storeys to avoid shading of the low density areas especially where such low density areas are to the south, east and west of a proposed development that is above 2 storeys. Council should make representations to the Education department to make more efficient use of school property in the municipality, instead simply forcing school councils to accept standard one type fits all plans that is used to reduce design costs if a school is in need of more accommodation. Play ground areas of schools are treated like an easy victim by the Education department., hence these are dwindling fast. A case in point is Carnegie primary school , where the existing building should have been expended instead of plastering a new single storey building with little care of the impact on playground areas left over.



Typically the Education department says to a school you either accept our plan or you wont get a new building or funding for such. some choice for a school council ! Quality of the environment takes a beating as a result.

It would also make sense to ensure that council facilities are evenly spread through the municipality , instead of a few maxi installations that are the cause of of unecessary local parking congestion , which then lead to a clamour for extra car parks . By spreading these facilities around the pressure on car parking is much less. Examples where such has occurred is the Gesac centre and the Booran rd. playground at cnr Glen Huntly rd.

I hope this is of help

kind regards

[REDACTED]

[REDACTED]

Carnegie

## SUBMISSION 15 - 8 NOVEMBER 2017

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

From: [REDACTED]

Sent: Wednesday, 8 November 2017 9:21 PM

To: Glen Eira City Futures

Subject: Carnegie Structure Plan

We received Council's letter about the plan today. The hypocrisy of this Council is beyond belief!! To claim that Council "... looks at addressing things like..... the preservation and protection of neighbourhood character"

The first picture is of neighbourhood character in the process of being demolished. The second photo is of blocks of high rise that taken the place of the neighbourhood character. The third photo is from our backyard where the high rise will be at our back fence.

We've been on Council reference groups attended countless meetings, consultations, council meetings, meetings with Councillors & the previous CEO, VCAT hearings.

Now that we and countless others in Carnegie have been driven from our community we receive a letter which adds insult to injury.

Have you even been to Carnegie?? The proposed changes are way too little way too late. There's 4 stories already built or being built where the proposed plan is listed as 2-3 stories. Unbelievable!!!





## **SUBMISSION 16 - 9 NOVEMBER 2017**

**From:** [REDACTED]  
**Sent:** Thursday, 9 November 2017 2:25 PM  
**To:** Glen Eira City Futures  
**Subject:** Proposed Carnegie activity centre zoning,heights and overlays

Option One appears to be the better of the two options as the existing character of the area is preserved while the urban renewal and other proposals suggested in Option Two , other than the removal of the Neighbourhood Character overlay, are retained \

[REDACTED]

**SUBMISSION 17 - 27 NOVEMBER 2017**



City Futures Department  
PO Box 42  
Caulfield South 3162

Dear Sir/Madam,

Re Structure Plan Draft – Oppose

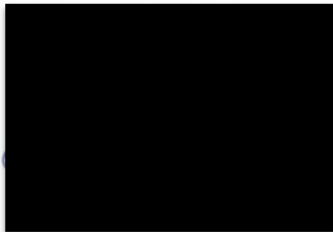
I have read the proposed plan, and I frequently shop in Koornang Road.

I think you should retain the character of the housing in the streets and have high density near the railway station.

High density apartments at the station, particularly 10-20 storeys will ensure our streets are saved from ugly low rise flats in all the streets.

I suggest you put all high-rise in the vicinity of the Station, ideally north of Carnegie Station between Dandenong Road.

You should allow 30 storeys on Koornang Road so our suburban streets are saved.





**SUBMISSION 18 - 25 NOVEMBER 2017**

25 November 2017



Ms Rebecca McKenzie  
Chief Executive Officer  
City of Glen Eira  
PO Box 42  
**CAULFIELD SOUTH VIC 3162**



Dear Ms McKenzie

***Carnegie Structure Plan***

[REDACTED] we'd like to  
provide Council with our feedback on the **Carnegie Structure Plan**.

We **support** *Urban Renewal: Option 2* in the Plan. We are **opposed** to *Option 1*.

**Option 1**

The heritage overlay that applies to our street has to be questioned in the first instance, as some of the houses in Chestnut St are either in a state of disrepair, (one is barely habitable), or they are of a design that lacks any real character. As to whatever relevance the heritage overlay might have, or what benefits it might deliver, the **Carnegie Structure Plan (Urban Renewal: Option 1)** certainly changes everything.

If four-storey buildings are going to be allowed to be erected along our back-fence line (even with the buffer of land as described in **Option 1**) this will surely make the Chestnut Street heritage overlay on the western side redundant. If our street block is to become an urban growth area, then we don't want our property to become a part of a mere (street-long) façade for it.

**Option 1** will neutralise any benefits the heritage overlay may have previously provided. Worse still, under **Option 1**, the heritage overlay would become a liability for Chestnut St

landholders, who will be unfairly constrained, and the value of their regulation-bound properties could stagnate or even decrease, being so close to high density housing.

We think that having a row of California bungalows sitting in the shadows of the urban renewal area would not be prudent town planning, and the heritage overlay would be pointless in this environment. Town planning wise, **Option 1** is “half-doing” things, in our view.

### **Option 2**

We support the “precinct” and “phased” approach that **Option 2** provides, and we also note that it addresses the need for Arawatta St to be brought through to Chestnut St, as a second point of entry to, and egress from, what will become a highly built up area. (We assume those affected by this roadway extension will be fairly treated).

We do accept the inevitability of the urban growth strategies that government must pursue across Melbourne, extending beyond the inner suburbs. As far as the Carnegie area goes, we can see that the land either side of Koornang Rd between the railway line and Dandenong Rd is the obvious and best choice for the City of Glen Eira, in discharging any urban growth planning obligations it might have to the state government.

Further, we believe the **Carnegie Structure Plan** might not even be far sighted enough – while **Option 2** should satisfy urban growth requirements for Carnegie for the next 10 – 12 years, what about after that? The triangular land west of Koornang Rd between the railway line and Dandenong Rd is quite a narrow strip, moving towards its point, and it doesn’t offer great scope for housing, especially because it will still have some level of commercial use. With this in mind, it would be better to ensure that the **Carnegie Structure Plan** addresses population growth needs for the next 15 – 20 years. To achieve this, we suggest the phased approach of **Option 2** could be **expanded**, as follows:

- Chestnut St (western side) – 6 storeys (adjacent to 8 storeys in the existing urban growth plan)
- Chestnut St (eastern side) – 4 storeys (across the street from 6 storeys, as above)

- Walnut St (both sides) – 2-3 storey garden townhouses (adjacent to 4 storeys, as above)
- Poplar St - unchanged

#### **Other Points**

We understand that some Chestnut St residents might prefer to support **Option 1** in the Plan, as they have every right to do, but we hope they would be cognitive of the following points:

1. **Option 2** does not force anyone off their property, (except in the case of the Arawatta St extension), or require them to develop their land; and
2. For residents on the western side, **Option 1** still puts a four-storey wall near their back fence, which can be just as bad as having one at their side fence; and
3. Under **Option 1**, the value of their property may stagnate or even decrease

[REDACTED] will be soon living on an urban growth street block, we hope that Council will agree that we should not be tied to a heritage overlay on our property that is slightly overrated anyway, and is no longer relevant or beneficial to our street, in the drastically changed landscape that is about to descend on our part of Carnegie, north of the Dandenong railway line, and to the immediate east of Koornang Rd.

In closing, we re-state our support for **Urban Renewal: Option 2** of the Carnegie Structure Plan.



## SUBMISSION 19 - 30 NOVEMBER 2017

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

From: Chris H [REDACTED]  
Sent: Thursday, 30 November 2017 9:17 AM  
To: Glen Eira City Futures  
Subject: Carnegie Structure Plan

### MY PROFILE:

[REDACTED] Dines at Koornang Road (South) regularly. Drives a vehicle & rides a bicycle.

### CARNEGIE/MURRUMBEENA

- Growing Asian (mainland Chinese) population who have ageing parents caring for the student-child or married-children.
- They go out to dinner together in a car. Hardly likely for ageing parents to cycle to restaurants or walk to restaurants.
- Advocating public non-car use is unrealistic under the circumstances.
- My prediction is that Carnegie/Murrumbeena will become a prominent mainland Chinese enclave in the southeast both to live and for education.

### CURRENT ISSUES:

1. Town planning has so far been reactive.
2. Council has approved rapid large numbers of high density developments without a commensurate improvement to infrastructure.
3. Council has not regulated the types of restaurants (mainly Korean and Chinese) hence significantly diminishing the variety and flavour of Koornang Road.
4. Further the increase in the number of like restaurants are creating pressure on the established restaurants.
4. Car parking during lunch and dinner times is nigh impossible both at the Kookarib Road and Shepperson Ave. car parks for the last 2 years.

### WAY FORWARD

- CARNEGIE DRAFT STRUCTURE PLAN is a positive way forward (albeit late).

### COMMENTS ON CARNEGIE DRAFT STRUCTURE PLAN

- Applaud Vision and Objectives
- Contradictory vision on 'embracing its authentic urban character and cultural identity'.  
Prior to the Asian influx the area is populated by Anglo-saxons, greeks and Russians - what do you mean by authenticity?

### 2.0 LAND USE

- Good consideration of 'Land Use' especially 'Urban Renewal' north of Carnegie Station.
- Representation of 'Retail' (p13) is inaccurate as 'retail' extends to the south side of Koornang/Neerim Road (p19).
- Strongly opposed to tram line between Carnegie Station and Neerim Road (noise and visual pollution, OH&S, congestion and street activities in the future).

### 3.0 BUILDINGS

- Support for proposed building types. Good variation for the greening of Carnegie.
- Allowing building height of 3-4 storeys from 2 storeys along Koornang Road is contrary to

'Enhancing the distinctive character of the Koornang Road retail strip' (p6).

3 Storeys would be more reasonable as an enhancement with displacement for third storey from the street.

Koornang Road is narrow and 4 storeys will cast a shadow on the street.

I would like to be able to eat and drink on the side-walk and be able to see the sky.

#### 4.0 PUBLIC PLACES

Creating an interconnected community.

Demographics: Sizeable number of Greeks and Indians gather in the Carnegie Lobby area as the Library forecourt area is unsheltered.

Model: Eaton Mall, Oakleigh.

-Proposing Shepperson Mall

Rezone west side of Shepperson Avenue between Jersey St and Neerim Road to 'commercial and mixed use'.

This will complement the proposed New Market development (pg 26) and in order to create a mall. Rezone west-side of land between Shepperson-Belsize Avenue-Jersey Parade and Neerim Road to 3 storeys

Create Shepperson Mall (much like Eaton Mall) which will provide a 'significant community benefit' (Objective pg6).

Achieving a new 'public plaza' (p27).

-Area C (p27) is too small to create a plaza in the model of Eaton Mall

#### 5.0 PARKING AND MOVEMENT

Model: study Glen Waverley.

Reducing speed limit to 30kph is not supported. 40kph is safe enough and is easy to control the car Carnegie starts with a low base for car parking (188 currently) compared to Bentleigh 915!!! (p38) Bentleigh is projecting car parking space of 1,179 while Carnegie a mere 311 !!! This is ridiculous. Consultants engaged to study car spaces on Koornang Road precinct obviously does not live in the area. I cannot find car parking space during lunch and dinner times

A ridiculous statistic ... imagine if the Transport Authority were to use the average daily occupancy of trains for peak hour traffic

Thank you for the opportunity to provide feedback to you from a local who enjoy living in the area.

-



## **SUBMISSION 20 – 21 DECEMBER 2017**

**From:** [REDACTED]  
**Sent:** Wednesday, 20 December 2017 9:28 PM  
**To:** Tess Angarane  
**Subject:** Re: IMPORTANT INFORMATION: Future plans for Carnegie

Dear Tess

Due to unforeseen circumstances we were unable to make a submission by the 11th Dec deadline but would like our feedback registered as a resident of Chestnut Street.

We feel that the neighborhood character that we have all been trying to preserve is already irretrievably lost by the ongoing and increasing development in the area. The additional development of multi level development at the immediate rear and in Arawatta Street and the increased traffic and congestion from the car park entrance for the new station car park forever destroys the character of chestnut street. It is our view therefore that option 2 removal of the character overlay be considered.

[REDACTED]

## SUBMISSION 21 - 16 NOVEMBER 2017

16 November 2017

Cr Margaret Esakoff  
Rosstown Ward  
City of Glen Eira  
PO Box 42  
CAULFIELD SOUTH VIC 3162

Dear Councillor

### *Chestnut Street Carnegie Existing Heritage Overlay*

Thank you for your considered reply to our letter to you of 10 September, in which we asked for your support in keeping the heritage overlay here in Chestnut Street, Carnegie.

At the time of our writing, we were **completely unaware** of a Council proposal to potentially allow 4 storey apartment blocks at our back gate, under an "urban growth" zoning for our street block. Such a plan would not only make the heritage overlay redundant, it would de-value properties along Chestnut Street, if they were to be constrained in the way they are now, for reasons that already will be obvious to you.

We are aware of the issues affecting greater Melbourne that come with future population growth, especially the extra demand it puts on infrastructure. Naturally, it becomes incumbent on local government to look at ways to optimise use of existing facilities and services. We accept that if you can't go out, you must go up, and you've got to do it close to public transport, shopping precincts and/or arterial roads.

We are confident that we and everyone else will have a chance to contribute to the development of the Carnegie Structure Plan in the coming months. So please disregard our request for support in preserving the Chestnut Street Carnegie heritage overlay. In our view, the future of our street is being cast to the four winds, so we will just enjoy the amenity in the meantime.

Thank you for your interest in this matter.

Yours faithfully

## **SUBMISSION 22 - 30 NOVEMBER 2017**

**From:** [REDACTED]  
**Sent:** Thursday, 30 November 2017 10:44 AM  
**To:** Glen Eira City Futures  
**Subject:** Carnegie Future

Dear Sir/Madam

I have lived on [REDACTED] Neerim Road Carnegie for over 25 years and feel the Council more recently has drastically changed our suburb. I understand there has to be changes over time but to start allowing demolition of beautiful period homes to make way for 72 apartments on 2-3 blocks seems crazy. There are lots of properties in the area that are terrible and yet they are stuck in existence. Also when the apartments have started to become occupied the narrow streets now have cars parked either side allowing only one car down at a time.

It is all very well increasing the number of people in our suburb but to continually not have improved infrastructure for e.g. I can't drive my car to the Koornang Road shopping area most times as simply no parking. This carpark was fine 20 years ago but now you have increased the numbers it simply is chaotic.

The other issue is the inconvenience of the development with the amount of trucks and workmen at these sites and they seem to be in full swing around school drop off which also causes lots of congestion.

With the shops now at Koornang Road I think there should also be some cap on the amount of Asian restaurants and shops as this too has got out of control with the one type of shop. I know the shops are catering for the university students but it should be indicative of the local residents and they shouldn't feel like it is being taken over by the university students either.

I hope you can see past the increase in income in rates to ensure Carnegie remains a very liveable city to live in for many years to come.

Regards

[REDACTED]

## **SUBMISSION 23 - 25 NOVEMBER 2017**

**From:** [REDACTED]

**Sent:** Saturday, 25 November 2017 5:38 PM

**To:** Glen Eira City Futures

**Subject:** Future plans for Carnegie

Dear Sir/Madam,

I have lived in Carnegie for nearly [REDACTED] here and hope to stay. The proposed plan seems reasonable in that there is a plan! Watching the suburb being demolished with little or no communication upto now is very disheartening.

In regards to some concerns or suggestions.

Traffic management

. McLaurin av. This is at times dangerous as more and more traffic use it as a short cut and parking area. It needs to have some partial barriers to slow traffic.

. Koornang RD cnr with Neerim needs arrow for right turns

. Create a 24 hour clear way in front of Rosstown Pub. There is plenty of parking behind the pub and the shopping complex. Koornang Rd. is Gridlock.

- How about supporting upgrade of the dilapidated verandahs along the Koornang rd. strip.
- Too many of the same type of Restaurant
- Shade Sales outside the library area. And provide permission for local traders to put tables outside Italian style
- More bicycle parking areas.
- Upgrading Sheparston Av. Area at back of shops. Great idea.

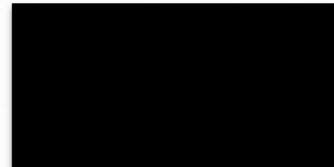
The trucks have done a lot of damage to the roads which are poorly maintained.

We Have the Skyrail hopefully finished soon and the developers and their teams dominating the streets When will it quieten down!! It feels as if the residents of Carnegie are the victims of poor town planning and developers rule.

Yours sincerely

[REDACTED]

**SUBMISSION 24 - 26 NOVEMBER 2017**



25<sup>th</sup> November 2017

City Futures Department  
PO Box 42  
Caulfield South 3162

Dear City Futures Department,

Re Carnegie Draft Plan – Urban Renewal

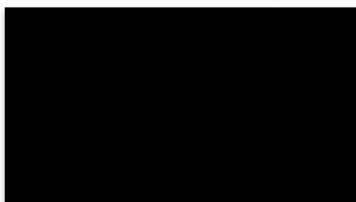
I wish to advise that 6 months ago I purchased an apartment at [REDACTED] Dandenong Road Carnegie on the [REDACTED]

I spoke to the Council at this time and was advised that this location north of the railway station was the Council's preferred location for high density.

This knowledge gave me confidence to buy in this location as I want to live in a high activity location with many residences.

I have read your Structure Plan and was surprised that you have limited the maximum height to 4 -12 stories. I feel this is too low and will not give the urban renewal area activity that Council assured me would be around my new home.

Maximum height of 5 stories on Koornang Road is too low and 12 stories in Egan Street is too low. Having taller and more density around the station will give much more safety and a cosmopolitan lifestyle.



## **SUBMISSION 25 - 8 DECEMBER 2017**

**From:** [REDACTED]

**Sent:** Friday, 8 December 2017 9:40 AM

**To:** Glen Eira City Futures

**Subject:** Submission

Thank you for the opportunity to make the attached submission on the Carnegie draft Structure Plan.

Yours

[REDACTED]

--

[REDACTED]



I have read the Carnegie Draft Structure Plan and the Quality Design Guidelines carefully, and welcome both the care that has gone into them and the opportunity to comment.

The proposals for more consistent building heights and styles are excellent, as is the creation of a new category of 'urban apartment' and the model of garden townhouses and garden apartments that preserve the green character of streets while allowing for more housing.

It is sensible to recognise the areas where neighbourhood character has already changed, such as at the northern end of Koornang Rd, opposite Carnegie Station, and along Neerim Rd, but to try to preserve diversity of housing and the character of remaining residential areas.

### 1. Chestnut Street

- I live in Chestnut St, and strongly favour protecting the existing Neighbourhood Character Overlay (Option 1). I was attracted to buy in this street precisely because of its low roof-lines, gardens, and the heritage features of many of the houses. I believe it is the only area in Carnegie that is protected in this way, and came to appreciate its value not long ago when we and our neighbours were able to use it to oppose an inappropriate development next door. My wife and I have invested a lot of time and energy in renovating in accordance with the period character of the house and the street, and we are very anxious to see it retained. If it is removed, we and our neighbours will soon be overshadowed by three-storey buildings.
- I believe it makes sense to allow further development along Dandenong Rd. and opposite Carnegie Station, where big changes have already occurred. These, however, have had minimal impact on our residential street. The transition proposed in Option 1 is excellent, provided Council gives careful attention to prevent overlooking, overshadowing, and excessive visual impact behind the properties on the western side of Chestnut St, most of which have little space behind the houses.
- I know there are a small and vocal number of residents of Chestnut St who wish to be able to renovate without regard to the character of the street. They have lobbied all of us! This is in their individual interest, but they do not speak for the residents as a whole.
- extending Arawatta St through to Chestnut St would enormously increase traffic in both streets, and also in Woorayl and Blackwood Streets, as visitors to the supermarket and proposed new apartments would seek to avoid the traffic lights and congestion in Koornang Rd by going in the other direction. This would not be appropriate for a residential area.
- Walnut St residents would also be greatly affected by a rezoning of the block between Chestnut and Walnut, with those on the west side being quite quickly affected by medium density development. I don't know if their attention has been drawn to this.

### 2. Carnegie Shopping Centre and Station

- I strongly support the retention of the existing strip character, which provides an important local amenity and attracts many people to shop in Carnegie.
- The proposed park in Kokaribb Rd is a very welcome suggestion.
- The proposed market and public plaza in Shepparson Ave are also very welcome.
- It would be desirable to encourage greater diversity in commercial premises. While having a range of restaurants is great, they have forced out retail food and services shops that bring people to Carnegie. I'm not convinced we need 8 dumpling restaurants!
- The continued success of Koornang Rd as a shopping precinct depends on keeping vehicle speeds low. I am concerned that with the removal of the level crossing we will see an increase in through traffic, and would like to see stronger proposals to manage this.
- Preserving the ancient trees and park to the north of the station is vital. The trees define Carnegie for all train travellers, and offer a vital green space (of which we have too little in the suburb).
- The proposal to make Morton Ave one-way is excellent.

### 3. Cycling

As an active cyclist, I am pleased to see this included in the Plan.

- A proper bicycle path from the station to Neerim Rd is an excellent idea (though it is unlikely to be used by cyclists who are going through to Darling Rd or heading further south along Koornang Rd).

- I strongly support the idea of a proper cycle path along Neerim Rd, particularly in the narrow stretch between Murrumbeena and Carnegie where the lines painted on the road provide no protection from speeding cars or dooring.

- I am concerned at the vagueness of plans for the cycle path beneath the elevated railway. I know this is not a Council responsibility, but it is relevant to traffic flow and local amenity. The latest plans I have seen did not indicate how or where cyclists would cross Koornang Rd or how they would move around the station. The cycle path seemed to simply end at the road and start again at the end of the station car-park.

Thank you once again for the consultation process and the opportunity to make a submission.

[REDACTED]

**Chestnut Street, Carnegie**  
**Protect our street please**

Option 1. Everyone will have a choice to either sell and move, or to stay and enjoy there protected street

Option 2. Everyone is forced to sell and leave!

To me option 1 looks like the fair choice for everyone. Don't you think?

Character/heritage overlay is already in place. Glen Eira has not removed this in the past. Why start now?

Sky Rail was meant to benefit the community, bring us open spaces and help with traffic flow. Now we may be pushed out of our street, and we will not experience this.

We don't want to move, this is our land. if option two passed, how will you control what is built around us?

Carnegians are being pushed out by development, which bring in a very transient community. who in my experience do not have a connection with the community.

We have put in the love and longevity into this community and our home only for the council/state to punish us out, take away our freedom to live on our street. We see the benefits of living close to all amenities. Why would we give this up to move somewhere else in Melbourne that may or mayn't be dealing with the same issues.

We do not want to live in an apartment.

House bring families, that stay. Appartments are dividing the neighbourhood .

Stop our suburb from turning into a getto.

We need to protect what is left. Please stop Chestnut street from being developed on.

Image from Gleneira wordpress. building permit proposals for the current financial year. July to end of October. thats just 4 months. This is Crazy!

COUNCIL	HOUSES	APARTMENTS	TOTAL
<b>GLEN EIRA</b>	<b>95</b>	<b>1228</b>	<b>1323</b>
BAYSIDE	191	234	425
BORWONG	155	144	299
STONINGTON	41	403	444
MURRAY	204	980	1184
KINGSFORD	121	408	529
MANNINGHAM	146	279	425
PORT PHILLIP	21	132	153
WILLIAMSBURG	152	413	565
<b>WESTERN AREAS</b>			
MCONEE VALLEY	74	406	480
MURRAY	99	477	576
BANYULE	90	259	349
MARIBYRN	80	314	394
MAHBYRON	50	143	193

**SUBMISSION 27 - 8 DECEMBER 2017**

Dear Reader

As owner/residents on the western side of Chestnut St, Carnegie, [REDACTED] we wish to provide Council with our feedback on the **Carnegie Structure Plan**.

We **strongly support Option 2** (Urban Growth) in the Plan, and we are opposed to Option 1.

We have sent a jointly signed detailed letter to the CEO of the City of Glen Eira that sets out our reasons for opposing Option 1, and for **supporting Option 2**, as well as our thoughts on how Option 2 can be expanded to make it more effective.

regards

[REDACTED]

## SUBMISSION 28 - 8 DECEMBER 2017

**From:** [REDACTED]  
**Sent:** Friday, 8 December 2017 8:54 PM  
**To:** Glen Eira City Futures  
**Cc:** [REDACTED]  
**Subject:** Submission - Carnegie Draft Structure Plan

To Whom it May Concern,

We are writing in response to Glen Eira Council's plans for Carnegie, with specific reference to the options being considered for the future of Chestnut Street. We strongly support Option One and we are alarmed by the proposal outlined in Option Two.

Isn't the whole point of a character overlay to protect the street from the kind of development proposed in the second option? A character overlay should ensure a resident, group of residents, councillors or developers cannot push their agenda for inappropriate development in a street like ours. This kind of proposal makes a farce of the concept of the overlay. If it can be struck out under these circumstances, you would have to question why it was ever there in the first place. Surely the decision to introduce the overlay was very well considered and it's there for good reason.

This has been a very difficult few months for our family. We purchased our home at [REDACTED] Chestnut Street in May, moving into the house in July after a large amount of renovation work. We absolutely love the house - it felt like home right away and it was a big relief to be here after more than two years of house hunting in the area. We wanted to live here to provide our two year old daughter with a home in a culturally diverse and friendly community. However, just two days after moving in, a fellow resident knocked on our door asking us to sign a petition to have the character overlay removed. We were horrified and immediately felt like we had made a huge error of judgment in buying the property. With a very large mortgage, it was not a good way to start our life in what we had believed would be our family home for 20 years. It is causing us a great deal of stress and anxiety.

The lovely, quiet, tree lined street full of period homes was the main appeal for our family. We also bought the house because we wanted to be close to the vibrancy of Koornang Road. We are looking forward to watching it grow - it's an exciting place to be! Our home already backs onto the rear of [REDACTED] but we were happy to make this compromise to get into the street. **The character overlay in Chestnut Street was a key factor in our purchase, as we believed it would give us peace of mind and protection against inappropriate development in our street.** We have already spent over \$100 000 on renovations and have more planned for the new year.

We believe Option One for Chestnut Street is a very sensible approach to blending the old with the new and ensuring inappropriate development does not impinge on what is currently a street filled with century-old, beautiful and well-maintained properties.

It does make sense to increase housing density directly adjacent to Carnegie Station. It is an under-developed, largely under-utilised space that should be used for higher density living in close proximity to public transport. However, extending this type of development into Chestnut Street is simply outrageous. We understand there is no imperative to do this, other than to meet the requests of a number of residents who are concerned about living alongside apartment buildings and an influx of residents.

We don't believe their arguments warrant the loss of a beautiful character street. Extending large development into this street would lead to:

- Loss of significant character homes, loss of established and well cared for character streetscape
- Destruction of good-will with long standing residents who want to keep the overlay, and those like ourselves who purchased here BECAUSE of the character element and overlay protection.
- Increased traffic in the street due to increased volume of residents – therefore increased noise and a reduction in safety for our children
- Likelihood of old established and well-cared for homes to be replaced by cookie cutter apartment blocks that may add to your rates revenue but will ruin the heritage of the area

We understand some home owners are concerned about their property prices if 3-4 storey apartments are built at the rear of their homes. We can reassure them that we have just purchased a property under these conditions and the presence of the residential block at the rear of our home did nothing to reduce the price/value of the property (unfortunately!).

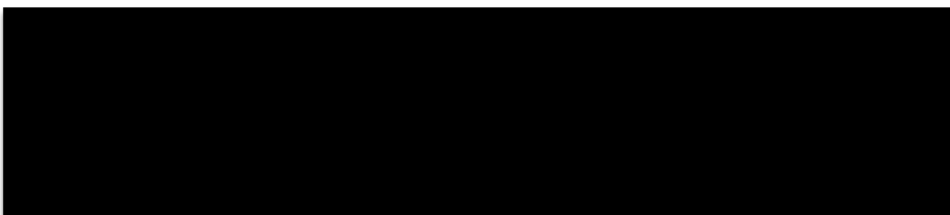
We know some residents are arguing that the adjoining development will destroy the character of the street. We have to stress to you that while these residents may be making a lot of noise, they do not represent the views of the entire street. We feel it is an opportunistic attempt to try to cash in on developer dollars. The existing overlay in the area between here and Koornang Rd has always allowed for the development they are now voicing concern about. Just because there are more people living in the space between here and Koornang Road does not mean this street cannot retain its character.

There has been a lot of rumour and innuendo attached to this process and many of our neighbours feel it's a forgone conclusion and the overlay will be removed. We sincerely hope they are wrong.

The character overlay was put in place for a reason and this should be respected. Please go with Option One – for our family's future and to maintain some history and character in Carnegie.

We are happy to discuss this further at any time.

Kindest regards,



## **SUBMISSION 29 – 9 DECEMBER 2017**

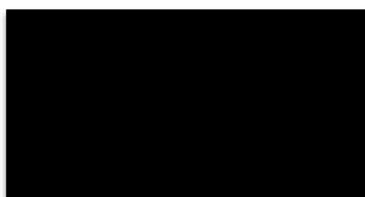
-----Original Message-----

From: [REDACTED]  
Sent: Saturday, 9 December 2017 9:44 AM  
To: Glen Eira City Futures  
Subject: protect our character

Dear Sir/Madam,

We need to protect our street character in Carnegie and stop development in Chesnut Street. It's not fair that residents are being asked to choose between selling and moving, and proposed development in the future.

Regards,



## **SUBMISSION 30 – 9 DECEMBER 2017**

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

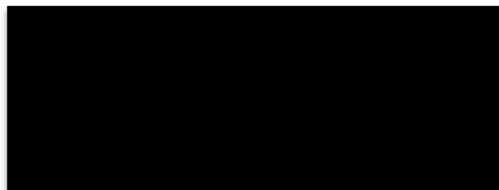
From:

Sent: Saturday, 9 December 2017 9:57 AM

To: Glen Eira City Futures

Subject: Carnegie draft Structure Plan

With reference to your letter of 23 November 2017 regarding proposed urban renewal and its effect on Chestnut street, we advise that we choose Option 1.





## **SUBMISSION 31 – 10 DECEMBER 2017**

**From:** [REDACTED]

**Sent:** Sunday, 10 December 2017 12:38 PM

**To:** Glen Eira City Futures

**Subject:** Carnegie draft plan

Dear Sir/Madam,

We would like to register our opposition to the proposed Option 2 in the draft plan for Carnegie. If the Character Overlay on Chestnut St is removed it opens another large block to developers, totally changing the character of the whole area, possibly up to Murrumbeena Rd. By retaining the Character Overlay Council maintains control over this whole block. Council believes that there needs to be a variety of housing options, not just endless apartment buildings. By opening up Chestnut and Walnut streets to 3 and 4 level buildings you lose more of this control. Let's keep our Edwardian and California Bungalows style housing in this area.

Thank you for considering our opinions.

[REDACTED]

## **SUBMISSION 32 – 10 DECEMBER 2017**

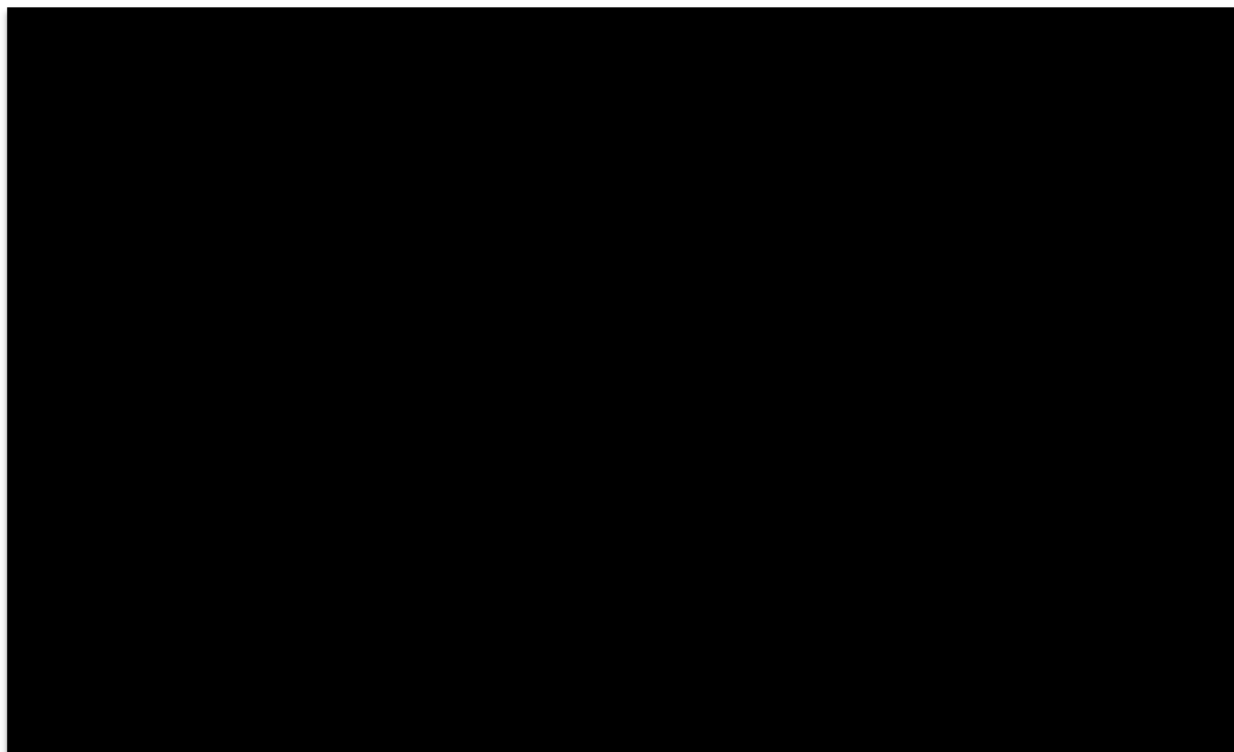
**From:** [REDACTED]

**Sent:** Sunday, 10 December 2017 6:23 PM

**To:** Glen Eira City Futures

**Subject:** submission on Carnegie draft structure plan

Please find attached my submission on the draft structure plan for Carnegie, expressing my very strong preference for Option 1 for Chestnut Street.



## Submission: Carnegie draft structure plan

I am making this submission as a long-time resident of Chestnut Street, Carnegie. I have chosen to make a written submission rather than complete the on-line survey, so that I can express my preference on the options for Chestnut Street. I appreciate having the opportunity to do so. It is clear that a lot of thought has gone into the draft plan, and I applaud the consultation process.

### 1. Focusing development north of the railway line

The urban renewal zone focusing on the commercial land north of the railway line seems to be a rational approach to managing development in Carnegie, as long as it is contained within the area west of Chestnut Street.

### 2. Options for Chestnut Street

#### **I am strongly in favour of Option 1: Protect existing Neighbourhood Character**

**Overlay area.** The fact that this is the only such street overlay in the planning area indicates its significance as a relatively unbroken streetscape of early twentieth-century houses, and it would be a great loss to sacrifice that character to development.

Option 1 provides a good transition between the urban renewal zone and the existing housing – in fact it gives greater protection from overlooking than the current planning regulations.

Option 2, in addition to opening the way for the destruction of the existing houses in the medium term, will also significantly decrease the amenity of the area through increased traffic if Arawatta Street is continued through to Chestnut Street.

I am aware that some residents of Chestnut Street have called for the overlay to be removed. This seems to be based on a short-sighted desire to alter their own properties, without regard for the long-term consequences for themselves and their neighbours, and indeed for the residents of Walnut Street.

### 3. Green and open spaces

Any initiative to provide more green space in Carnegie is welcome. The proposed new park on Kokaribb Road will transform that area.

It is also important to conserve the green spaces that already exist. The open land to the north of the station with its mature trees is central to the character of Carnegie and must be protected. I support the point made in the plan that it is necessary to advocate strongly to the State Government to protect that land from development.

### 4. Parking and movement

The reduced speed limit through the commercial centre is an excellent idea, as is the proposal to make Morton Avenue one-way.

### 5. Diversity in retail offerings

Like many Carnegie residents, I am disturbed by the increasing number of restaurants, many offering the same type of cuisine, in Koornang Road. As the plan says, Carnegie has long been a culinary destination, but it has also been a vibrant shopping strip, and that is decreasing with the loss of practical shops like newsagents, hardware and clothing shops. I am not sure that a food market on its own will counteract that.

### 6. Housing for families

The provision for a range of different residence types beyond standard apartment blocks is a very positive aspect of this plan.

### 7. Heritage character of Koornang Road shopping strip

The height limit seems appropriate.

#### **8. Community spaces**

I have reservations about the plan to relocate the family centre next to the Library. That centre, and the play space between it and the Library is already a “vibrant community space”, and it seems a waste of resources to demolish a purpose-built facility and reconstruct it somewhere else.

#### **9. Improved cycling**

Plans to improve cycling infrastructure are welcome. I hope attention will be given to separating cycle paths from car traffic.



6 December 2017

## SUBMISSION 33 – 10 DECEMBER 2017

**From:** [REDACTED]  
**Sent:** Sunday, 10 December 2017 10:24 PM  
**To:** Glen Eira City Futures  
**Subject:** Response to Carnegie Structure Plan Draft – [REDACTED]

Hello,

Please see the attached.

Kind regards,  
[REDACTED]

Please see my following comments on the Carnegie Structure Plan Draft (October 2017)

My feedback is specific to section 6.0 URBAN RENEWAL.

As a resident of Chestnut Street, I support **Option two: remove Neighbourhood Character Overlay and extend urban renewal area to east**

For a variety of reasons, I believe this is the best option.

### **Character Overlay**

Chestnut Street is approximately 220 meters long and runs north from the Skyrail to Dandenong Road. Option 1 is proposing 2-3 storeys on our back fence and 4, 6-8, 8-12 storeys within a very short distance from our back fence. The current four storey building on Koornang Rd is already highly visible from our home, so 12 storeys anywhere within that zone is going to override the streetscape and character of Chestnut Street. 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. This does not enable an appropriate transition.

There is no transition that can achieve both objectives of adequately maintaining character and encouraging an urban renewal area that would not manifestly and unreasonably impinge upon Chestnut Street residences.

I fully support Option 2 because it is utilising the road network to manage the transition. The published GECC documents indicate that the minimum transition between Urban Renewal Development and 1-2 storeys is via a 3-4 storey Garden Apartment and a road border.

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 destroy any character of existing dwellings.

### **Safety**

The traffic on Arawatta Street is already very dangerous with the level of traffic entering and exiting the Woolworths carpark, and motorist 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.

Option 2 suggests opening up Arawatta Street to Chestnut St which I fully support however in doing so the character of Chestnut St is decimated even further.

### **Skyrail and LXRA**

Skyrail and LXRA are already changing the character of the area. With recent notification to GECC that LXRA are wanting to develop the land opposite 26-38 Woorayl Street, it provides further concern that the character of the entire area is changing.

In summary, I agree that the most logical place to have an urban renewal area is between a major arterial and a train line. I have no objection to urban renewal. My objection all relates to maintaining a character overlay on the edge of an urban renewal.



Carnegie VIC 3163

## SUBMISSION 34 – 10 DECEMBER 2017

**From:** [REDACTED]  
**Sent:** Sunday, 10 December 2017 10:42 PM  
**To:** Glen Eira City Futures  
**Subject:** Re: Feedback for Carnegie Structure Draft plan

Dear planners involved in the Carnegie Structure Draft plan,

Thank-you for the opportunity to provide feedback and for your efforts in controlling the level of development happening in Carnegie.

My feedback is all to do with Garden Townhouse buildings.

### Introduction

The Garden Townhouse design requirements makes sense for properties that have a large frontage.

For the rest of the properties that have a standard 15.2m frontage or less, in my opinion, garden townhouses do not work and some of the restrictions are actually quite unfair.

There also seems to be an expectation to construct a basement car park.

Basement car parks are expensive and only viable if whatever is happening above ground can cover the costs. It is difficult for standard frontage properties to achieve this.

When requirements and expectations favour large frontage properties it may further promote the combining of neighbouring properties and thus reduce single site developments.

I think this is a bad outcome as it goes against what the community is asking you to achieve in garden townhouse zones?

### Suggested solution

Please make some minor tweaks to the design requirements by distinguishing between properties that are  $\leq 15.2\text{m}$  (or something).

For example, for properties with frontages  $\leq 15.2\text{m}$ :

- Allow side outlook living areas.
- Allow full width boundary to boundary development.

### My situation

My wife and I purchased, [REDACTED] Tranmere Ave in 2015 for a comparably high figure due to its development potential.

With some of the new Garden Townhouse requirements, I believe the development potential is in some ways more restrictive than a minimal change zone.

[REDACTED] Tranmere Ave has dimensions of 12.2m x 38m. When I assess the development options against the new requirements, it appears I do not have any good options anymore.

#### Option 1: Two side by side townhouses

Without approval to build full width boundary to boundary development, the popular two storey side by side townhouse option creates poor carpark and living spaces.

#### Option 2: Three on a block with above ground garages

Without side outlook living areas, which would be north facing btw, the preferred 3 x three storey dwellings with driveway running up the south side could get rejected.

#### Option 3: Four townhouses, two with front SPOS and two with rear SPOS

Basement car park required. Calculations show that it is non-viable because property is not wide enough to use a third storey. If dwellings were allowed to go one behind another, the 3rd storey can be utilised and the basement may just end up being viable.

Option 4: Combine with neighbours

Appreciate your time reading my feedback. Feel free to call me at any time.

Regards,

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**SUBMISSION 35 – 11 DECEMBER 2017**

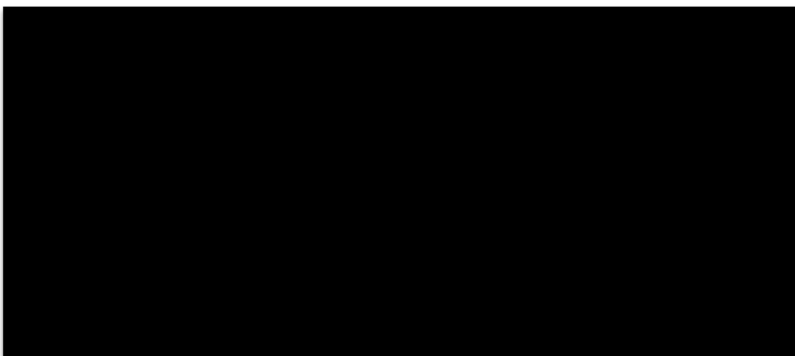
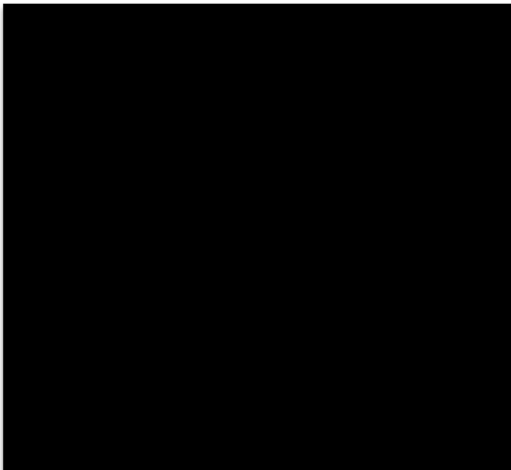
**From:** [REDACTED]  
**Sent:** Monday, 11 December 2017 10:42 AM  
**To:** Glen Eira City Futures  
**Cc:** [REDACTED]  
**Subject:** Carnegie Draft Structure Plan - Submission

Dear Sir / Madam,

We refer to the above matter and attach our submission regarding the Carnegie Draft Structure Plan, written on behalf of [REDACTED], the owner of the land at [REDACTED] Egan Street, Carnegie.

We request that all correspondence regarding this matter be sent to [REDACTED]  
[REDACTED]

Regards,



[REDACTED]

[REDACTED]

Dear Sir/Madam,

11 December 2017

City Futures Department  
Glen Eira City Council  
PO Box 42  
CAULFIELD SOUTH VIC 3162  
[cityfutures@glenepia.vic.gov.au](mailto:cityfutures@glenepia.vic.gov.au)  
*via email*

### **Response to Carnegie Draft Structure Plan**

We act on behalf of [REDACTED] the owner of the land at No. [REDACTED]

The ambit of this submission relates primarily to the Carnegie Draft Structure Plan (draft structure plan), however our submission also includes comments relating to the Draft Quality Design Guidelines (quality design guidelines) given this the document makes reference to elements of the draft structure plan (e.g. Urban Renewal Area A).

#### **The subject site**

Our client's site is [REDACTED] square metres in size, commercially zoned (C1Z) and is currently covered by the Design and Development Overlay – Schedule [REDACTED]. The site is abutted by other commercially zoned properties and has a frontage facing the railway line.

#### **What is proposed for the subject site?**

In summary, the draft structure plan sets out the following key guidelines / objectives for the subject site (not limited to):

- The site is identified as being within an **Urban Renewal precinct** which, in summary seeks to:
  - Concentrate on employment, housing and infrastructure;
  - Include commercial or mixed uses at ground floor, further employment uses above and residential uses at upper levels.
  - Provide a pedestrian link between Egan Street and Dandenong Road to give greater connectivity to the area;
  - Encourage taller buildings north of the railway line;
  - Provide an appropriate transition to the existing residential areas;
  - Provide new green open space opposite the site along the railway line;
  - Have a key focus on 'significant community benefit' on identified sites that can accommodate a higher scale form;

- The site is identified as being within Urban Renewal (A). In this precinct buildings heights of 8-12 storeys are sought with a 3 storey podium to the site's north, west and south boundaries;
- Provide an active frontage along the site's southern and western frontages, noting that the western frontage is where a pedestrian link is sought between Egan Street and Dandenong Road;
- The above Urban Renewal A area is also referenced in the quality design guidelines. This document seeks a preferred height of 8 storeys including a 3 storey street wall / podium and will allow up to 12 storeys if providing 'significant community benefit. Section 5 of the Quality Design Guidelines includes a section regarding Community Benefit.

### **Submission**

The key queries and concerns that our client has regarding the draft structure plan relate to (amongst other things);

- Proposed building heights;
- Significant Community Benefit;
- Location and activation of pedestrian Link to Dandenong Road (west of the site);
- Expectations regarding the proposed open space to the south.

These matters are discussed below in turn.

### **Proposed Building heights & 'Significant Community Benefit'**

As outlined above, Urban Renewal A is proposed to include a preferred height of 8 storeys and a maximum height of 12 storeys (in identified areas and providing significant community benefit). There does not appear to be any strategic basis for this height limit and it would be appropriate that a more strategic analysis of opportunities be undertaken to determine an appropriate preferred maximum height. Given that VCAT has previously found a building in the order of 16 stories suitable for the site, the 12 storey height control would be an underdevelopment of the precinct.

Given the relative absence of residentially zoned land in proximity to the area and the proximity to the railway station and Dandenong Road, our client is of the view that there is potential for greater height on the site and that 8 stories should not be been as the typical maximum height nor 12 stories the maximum height with uplift.

We are mindful that previously identified constraints on height, such as overshadowing of the linear park under the skyrail, is still open to debate. This is particularly given the recent approval by VCAT of a 9 story mixed use building at 99-121 Carinish Road, Clayton (Carinish Holdings Unit Trsut v Monash CC) that overshadows the linear park under the skyrail in similar circumstances.



At the very least the degree of overshadowing and its impact on public open space should be addressed relative to the role and function of that space.

Details around the heights stated within the draft structure plan are unclear. One concern relates to the way in which the site is depicted in the two maps (Options one and two) within Section 6.0 of the draft structure plan, noting that both options identify the same height for the subject site. Our concern with these options is that they imply [REDACTED] Street will be developed in conjunction with the adjoining properties to the west (shown as [REDACTED]). Our client intends to develop the site individually and it is unclear what built form outcomes Council envisage in cases such as this.

While it is implied, both the draft structure plan and draft quality design guidelines are unclear about whether nominated maximum heights will be mandatory. Reading between the lines (e.g. use of the word 'must' and 'maximum') it appears that Council are ultimately seeking to introduce mandatory controls (presumably through the introduction of a Design and Development Overlay).

We make the following general comments regarding mandatory controls;

- *Planning Practice Note 59: The Role of Mandatory Provisions in Planning Schemes* guides the use of mandatory controls. We recognise that this practice note supports mandatory controls in some circumstances, however it clearly states that mandatory provisions in the VPP are the exception.
- Further to the above, *Planning Practice Note 60: Height and Setback Controls for Activity Centres* states:  
*'Even where exceptional circumstances are identified, mandatory height and setback controls should only be applied where they are absolutely necessary to achieve the built form objectives or outcomes identified from the comprehensive built form analysis. Where mandatory controls are proposed, it will need to be demonstrated that discretionary controls could result in an unacceptable built form outcome.'*
- Based on the above, it is considered that careful consideration should be given to whether it is acceptable to introduce mandatory controls in any activity centre context, particularly where the criteria around departure from preferred controls is unclear.

Having regard to the above and based on the documentation being exhibited, it is not considered that there is sufficient justification that mandatory height controls be implemented. We note:

- In principle, it is our view that a site's ability to contribute to the broader objectives of the draft structure plan (and the state and local planning policy) should be based on its specific opportunities and constraints and all heights / built form controls within the activity



centre, including those that apply to the subject site, should be discretionary.

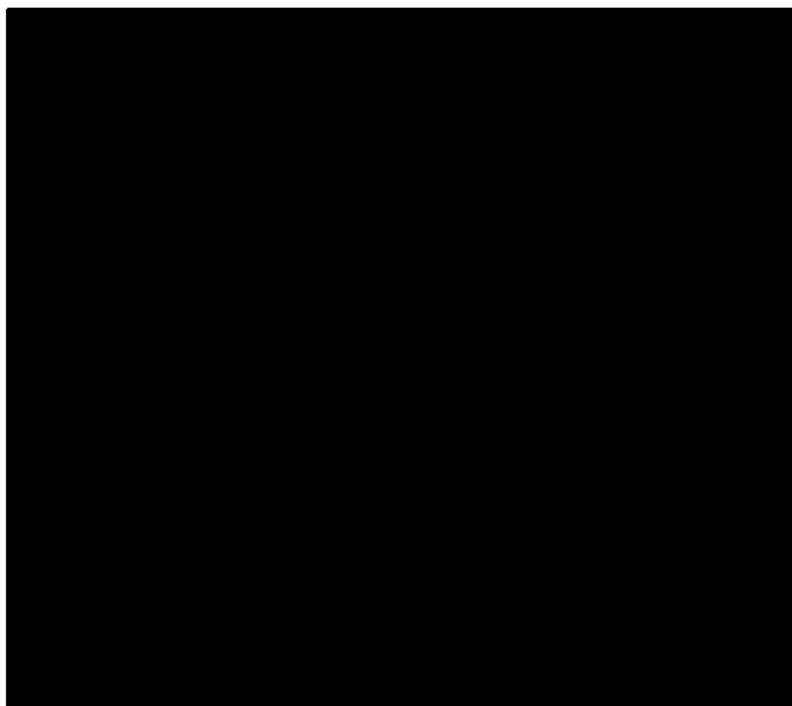
- The appropriateness of a proposal should be performance based, having regard to the suite of objectives and policies set out in the planning scheme.
- Within the draft structure plan (which refers to the quality design guidelines for more information) the only identified basis for exceeding the preferred height relates to the provision of a 'significant community benefit' and sites in 'identified areas'. Insufficient detail is provided with respect to either of these criteria.
- Regarding 'identified sites' is unclear as to what characteristics a site should possess to fall into this category. One could assume it relates to matters such as the zoning, size, location and interfaces of a site. Or, does simply being within an Urban Renewal precinct constitute an 'identified site'? This should be clearly defined in the structure plan and any corresponding documents where the term is used.
- The trade-off between community benefit and building uplift is a relatively new planning concept that is not defined in the planning scheme and is not clearly defined within the draft structure plan. A supporting document for the draft structure plan is the 'Community Benefits Discussion Paper' (Discussion Paper). This document sets out the principles of community benefit, examples of other community benefit schemes and recommendations for Glen Eira.
- We welcome the inclusion of such a paper, which goes further than other municipalities in looking to define the concept of community benefit. However, the recommendations of this Discussion Paper do not provide any further clarity regarding what could be considered appropriate in the context of the Carnegie Activity Centre and draft structure plan. This document proposes that further strategic work be undertaken, including a planning scheme amendment to include a Development Contributions Plan / Development Contributions Plan Overlay. Reliance on this Discussion Paper as a guide regarding community benefit is considered to be premature.
- We submit that given the approval for other buildings in the precinct for 10 stories, the introduction of community benefit as a trade-off for uplift on the site should not start at 8 stories but rather a greater height.
- While some reference to the concept of community benefit is made in Section 5 of the draft quality design guidelines, these examples are generic do not provide any clarity for applicants.
- Some examples of the community uplift align directly with outcomes sought by the draft structure plan. One example of 'community uplift' referenced at Page 5 of the draft quality design guidelines includes 'new street and laneway connections'. While only an example, given the draft structure plan already seeks this for Egan Street and other areas within the activity centre it raises the question as to what is



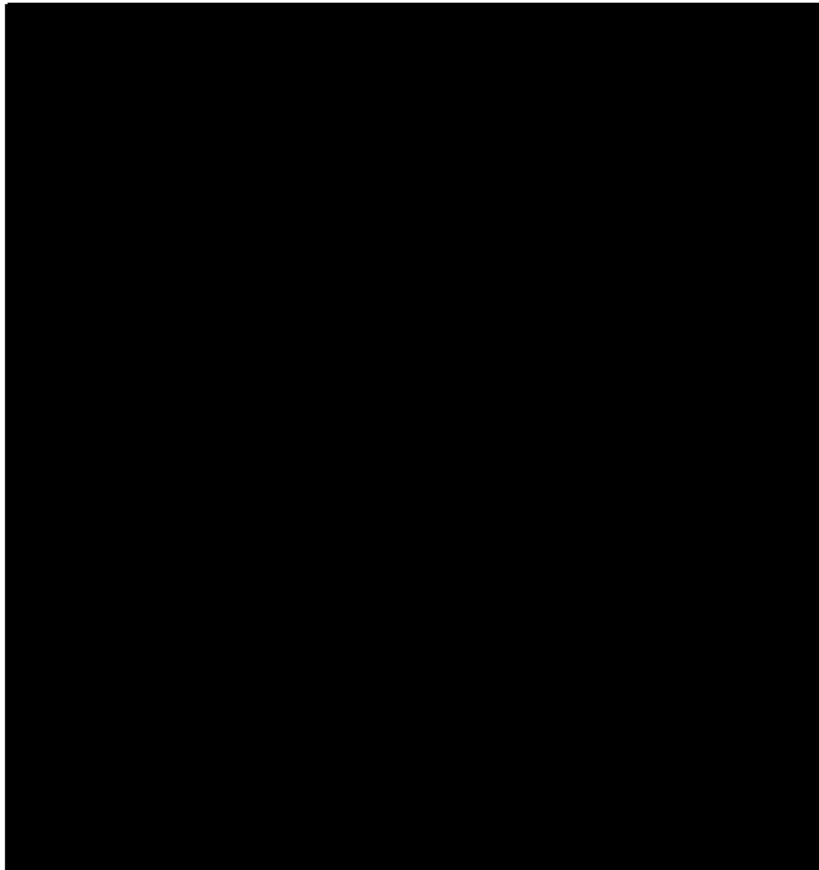
considered to be a 'standard' expectation for developments as opposed to 'significant community benefit' that results in uplift potential.

- Further to the above, the draft structure plan and quality design guidelines reference 'community benefit' and '~~significant~~ community benefit'. The difference between these terms needs to be measurable and understandable. 'Significant' is nebulous term that is open to interpretation. Detail needs to be provided around this term and it should proportionate to a site's attributes (e.g. location or size).
- In our view, the concept of community benefit should not be limited to providing broader benefit to the community in terms of urban infrastructure / facilities (e.g. public car parking, pedestrian links, parks, affordable housing), but also give consideration to built form matters such as exemplary architecture, maintaining solar access to the public realm, equitable development outcomes and ESD measures.

Given the draft structure plan is intended to be adopted and ultimately underpin a planning scheme amendment, we believe that more detailed information should be provided around building height, community benefit and how individual proposal will be assessed. The approach undertaken in the central city is one such example. We strongly consider the applicable of mandatory heights to be unfounded in this area, based on the information provided.



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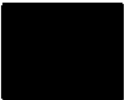


#### **Expectations regarding the proposed open space to the south**

The draft structure plan identifies a number of different public spaces which include 'New green open space' and 'Protected open space'. The land to the south of the subject site (on either side of the railway line) is identified as 'New green open space'.

Our client does not have an in-principle concern with the allocation of this land as new green open space. However, the intention for this space should be made clear in the structure plan and the difference between 'new green open space' and 'protected open space' should be clear.

At Page 44, the draft structure plan seeks to 'protect significant open spaces such as the green space on Woorayl Street from overshadowing'. Use of the term 'such as' suggests that other spaces may warrant protection from overshadowing or other impacts, such as the skyrail





linear park. This needs to be clearly stated within the structure plan as it is unclear whether protection is only warranted for 'protected open space'. Also, 'significant' open space is not reference in the mapping and should either be defined or removed.

Given the site's location within the Urban Renewal precinct and where building heights of up to 12 storeys are being proposed, some overshadowing should be expected. It is considered that the reasonable benchmark for measuring an appropriate level of overshadowing on the open space opposite the site should be September Equinox and consistent with other planning schemes, commence at 10 or 11 am.

#### **Conclusion**

Although our client supports the need for an overall strategy for the Carnegie Activity Centre, it is considered that the specific details set out in the draft structure plan and quality design guidelines requirements need to be furthered considered to provide greater clarity. This is the particularly the case as this document is intended to be used to provide strategic direction for a future planning scheme amendment.

We reserve the right to make additional submissions in the coming weeks.

Yours Sincerely



## SUBMISSION 36 – 11 DECEMBER 2017

[REDACTED]

### Response to Carnegie Structure Plan Draft – 6.0 Urban Renewal options

The area between Chestnut Street and Murrumbeena Road is an area with some of the best character properties in Carnegie, many sympathetically renovated and extended to meet the needs of modern families. Many of the houses in Chestnut Street are either Edwardian or 1920's, several dating from 1915. The great majority of these houses are owner occupied and most residents have lived here for many years. Also nearby Poplar Grove has the original homestead, which is recognised as having heritage value. All this is under threat if Option 2 is chosen. If we lose this character, it will be lost forever.

There is no doubt that the fear of the visual impact of potential development on Chestnut Street concerns residents. Some residents believe that the character of this area is already lost. Whilst the character of the area is changing we believe it can continue to be a vibrant and attractive community. It is important to protect the things that have attracted people to the area as well as provide increased opportunities for development.

We live in Chestnut Street, adjacent to a [REDACTED]. These flats adjoin the rear of 6 properties in Chestnut Street. There is a 6 metre corridor between the rear of our properties and the flats where a row of trees provide privacy to residents of the flats and provide a 'green barrier' between our properties and the flats. This 'green barrier' has reduced any visual impact of the flats from Chestnut Street. If a similar principle was employed along the western boundaries along the rest of Chestnut Street and the developments immediately adjacent to the rear of our properties were limited to 2 - 3 storeys, the character of the street would be protected with minimal impact on the development potential.



View from Chestnut Street to the west – 3 storey flats behind the houses are not visible from the street.

Option 2 includes extending Arrawatta Street into Chestnut Street. If this were to happen, traffic in Chestnut Street would be increased to an unacceptable level, without appreciably improving the

overall flow of traffic in the area. It would simply add to the bottleneck at Woorayl Street and add to the number of cars trying to enter Dandenong Road from Chestnut Street.

In our opinion option 2 would detrimentally and permanently change this whole area. The resulting loss of the original houses in this area would be a loss for all of Glen Eira.

We believe that development and the original residential housing can co-exist.

We urge the Council to select option 1.

## **SUBMISSION 37 – 11 DECEMBER 2017**

**From:** [REDACTED]  
**Sent:** Monday, 11 December 2017 11:41 AM  
**To:** Glen Eira City Futures  
**Subject:** Feedback on draft Structure Plan  
**Importance:** High

Dear Sir/ Madam

[REDACTED]

With the new proposal, all 3 properties will be zoned under townhouse and apartment mix ( 2-3 storeys). We feel that this will disadvantage and devalue the properties as the potential for development will be curbed due to reduction in height limit allowed. We understand that the council would like to protect existing neighbourhood character and prevent over development in areas that predominantly has 2 story houses and also to prevent uncertainty on planning issues.

However, Neerim Road, is a busy main road which currently has many 4 storeys apartment buildings being built already or they are in planning stage or in some cases permits have already been issued for 4 storeys apartment blocks. So by downgrading the Southern side of Neerim Road with lower density development potential, this will discriminate against the current property owners who may be looking to maximise their assets or investments and will lead to loss in value of their properties. The council should at the very least maintain the current zoning status/ development potential or make it consistent with the north side of Neerim Road by zoning it "Garden Apartment" ( 3-4 storeys). This will provide greater certainty and reduce the amount of resources and time of developers and council in deciding what development is possible there in future, reducing disgruntled protests and objections from similar property owners who would be adversely done by if the proposed Structure Plan goes ahead.

We hope the council will consider our feedback and zone the north side and the south side of Neerim Road with the same zoning status and rights.

Thank you.

Yours sincerely

## **SUBMISSION 38 – 10 DECEMBER 2017**

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

From: [REDACTED]  
Sent: Sunday, 10 December 2017 3:45 PM  
To: Glen Eira City Futures  
Cc: [REDACTED]  
Subject: Future plans for Carnegie

Dear Ms McKenzie, CEO, Glen Eira Council

We reside at [REDACTED] Belsize Avenue, Carnegie, on the south side of Neerim Road. We welcome Council's proposed changes to the Structure Plan.

Four storey development should never have been allowed south of Neerim Road and it is most unfortunate that these proposed zoning changes have come too late to save two beautiful heritage homes at 33 and 35 Belsize Avenue. We applauded Council's total opposition to the development on that site but, as is too often the case, VCAT overruled Council and sided with the developers. Our concern now is that it will be several months before the draft plan reaches the State Government for approval and during that time more inappropriate developments will be approved by VCAT.

By copy of this email we are asking our local State Government Member, Steve Dimopoulos, to support Council in its approach to Government and where possible to expedite the process.

Yours sincerely

[REDACTED]

## **SUBMISSION 39 – 11 DECEMBER 2017**

**From:** [REDACTED]  
**Sent:** Monday, 11 December 2017 11:47 AM  
**To:** Glen Eira City Futures  
**Subject:** CARNEGIE STRUCTURE PLAN DRAFT

Hello,

I have reviewed the Urban Renewal Precinct draft, specifically in relation to Chestnut St, and would like to advise that my preference is for Option 2.

Kind Regards,

[REDACTED]  
Murrumbeena 3163

## **SUBMISSION 40 – 11 DECEMBER 2017**

Hi City of Glen Eira,

Just a quick email to highlight our serious concerns about Option 2 of the Urban Renewal Plan. While we agree that it makes sense to increase housing density around Melbourne train stations, this proposal from our perspective proposal has gone way too far.

We bought our house in Poplar Grove [REDACTED] years ago now as a place to raise our daughter - she will soon be turning [REDACTED] - for the following reasons:

- Walking distance to Carnegie and Murrumbeena shopping centers / train stations
- Relatively close to the city and bayside beaches
- Access to great primary schools
- Tree lined streets
- Minimal traffic

In addition to ruining the aesthetic of what I consider to two of the nicest streets in Carnegie (i.e. Chestnut and Walnut Streets), the proposed changes in Option 2 would significantly increase the population and traffic in our immediate area which we see as a safety risk for all children living in that area. Clearly these narrow streets are not suitable for any increase in traffic and the overflow of parking issues would also be highly problematic.

Again we are not opposed to change and are comfortable with the proposed changes in Option 1 - however the proposed changes highlighted in Option 2 are way outside of what we would consider to be suitable for the area.

Hopefully common sense will prevail over the lobbying efforts of ambitious building developers in this instance. Obviously there is no turning back once critical decisions such as this have been made.

Please call [REDACTED] if you would like to discuss.

Regards,

[REDACTED]  
[REDACTED] - Carnegie

## **SUBMISSION 41 – 11 DECEMBER 2017**

**From:** [REDACTED]

**Sent:** Monday, 11 December 2017 1:15 PM

**To:** Glen Eira City Futures

**Subject:** Urban Renewal Draft Structure Plan

Hello,

I am a resident at [REDACTED] Arawatta Street, Carnegie.

If the plans are to change I would support option 2 to remove the character overlay and extend the urban renewal.

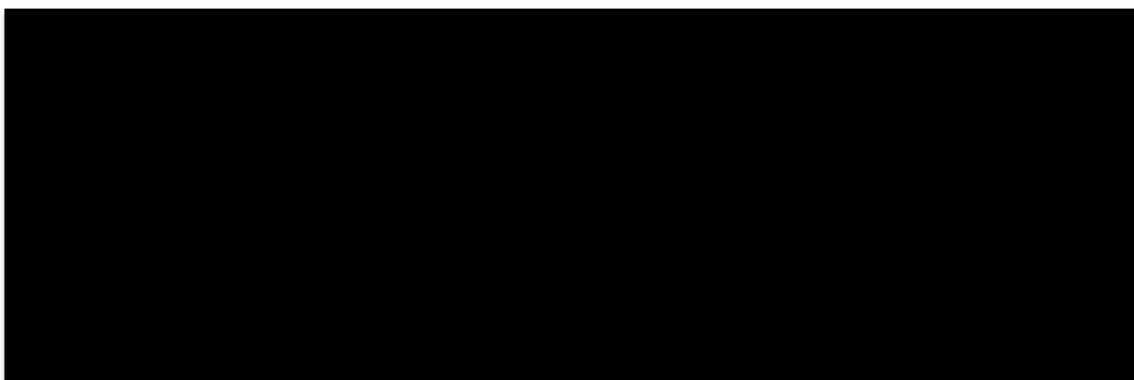
However there needs to be safeguards in place for the current residents and property owners in the streets affected.

This is our livelihoods at stake and if done incorrectly could result in financial ruin for us.

I am a realist and If we have no choice and have to sell to move out to allow the future developments to take place that is fine but we need to be protected so that we are not financially ruined nor life and wellbeing. For example development in the future should not be allowed to occur until all residents have moved out as we cannot be living in a constant construction zone. And two protected so that if we have not sold properties, a developer cannot begin to build next door a 8-12 story development which will create large shadowing and other factors to neighbouring properties as this would cause our property values to drop significantly. Hence to do this maybe only one large developer can be in charge of the whole project and have to have significant process in place to acquire properties and manage the logistics with it all.

I can appreciate the need to go down this avenue of urban renewal due to the future anticipated growth within the region, but please protect and ensure current residents are not destroyed by this. Our interests must be protected. It must be mutually beneficial. If you do it right residents will be more than accommodating I'm sure, but we cannot afford to face financial trauma as this would ruin livelihoods.

Thanks,



## SUBMISSION 42 – 11 DECEMBER 2017



Date: 10<sup>th</sup> December 2017

**City Futures**  
**Glen Eira City Council**  
**Cnr Glen Eira and Hawthorn Rds,**  
**Caulfield Vic 3162**

Dear Sir/ Madam,

**Re: Response to Structure Plan - [REDACTED] Koornang Rd Carnegie**

As an owner of [REDACTED] Koornang Rd Carnegie Victoria, I wish to strongly object to Council's proposal for a heritage/ character overlay affecting properties on the main shopping strip, on the following grounds:-

**1. Underlying Character:**

The properties on the main shopping strip vary in age, design and condition. There is no distinct character, historical, cultural or other significant attribute which would warrant a restrictive heritage listing, as proposed.

Furthermore consideration has not been given to the condition of these buildings and the costs and restrictions involved in maintaining the façades.

**2. Streetscape:**

There are numerous developments which have already been approved by Council and constructed on the main strip which are contrary to your outlook. Your proposal would create further inconsistency in the streetscape by having this blend of properties with no setbacks and varying levels (as already approved/ constructed) and those subject to a heritage overlay

**3. Restricted Development:**

The proposal is contrary to State Government guidelines which encourages higher density developments around existing infrastructure and precincts such as this. The proposal imposes unnecessary restrictions on the development of properties in this strip.

**4. Property Value** - The proposal would also diminish the opportunity and valuation of the properties in the strip by not allowing their development to their maximum potential. Any proposals must be amended to take this into consideration.

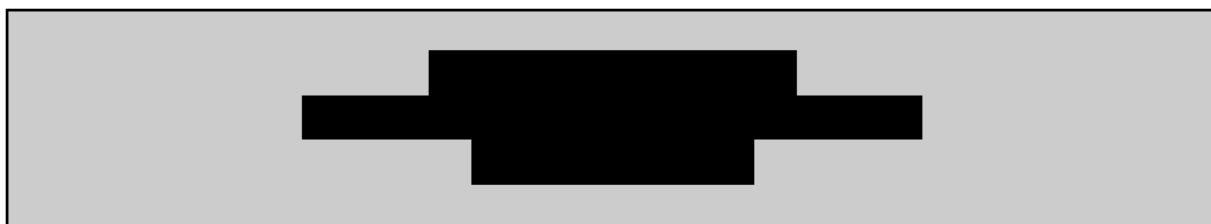
If you have any queries, please do not hesitate to contact me at your convenience.



**Yours sincerely,**



## SUBMISSION 43 – 11 DECEMBER 2017



Date: 10<sup>th</sup>

December 2017

**City Futures**  
**Glen Eira City Council**  
**Cnr Glen Eira and Hawthorn Rds,**  
**Caulfield Vic 3162**

Dear Sir/ Madam,

### **Re: Response to Structure Plan - [REDACTED] Koornang Rd Carnegie**

As an owner of [REDACTED] Koornang Rd Carnegie Victoria, I wish to strongly object to Council's proposal for a heritage/ character overlay affecting properties on the main shopping strip, on the following grounds:-

#### **1. Underlying Character:**

The properties on the main shopping strip vary in age, design and condition. There is no distinct character, historical, cultural or other significant attribute which would warrant a restrictive heritage listing, as proposed.

Furthermore consideration has not been given to the condition of these buildings and the costs and restrictions involved in maintaining the façades.

#### **2. Streetscape:**

There are numerous developments which have already been approved by Council and constructed on the main strip which are contrary to your outlook. Your proposal would create further inconsistency in the streetscape by having this blend of properties with no setbacks and varying levels (as already approved/ constructed) and those subject to a heritage overlay

#### **3. Restricted Development:**

The proposal is contrary to State Government guidelines which encourages higher density developments around existing infrastructure and precincts such as this. The proposal imposes unnecessary restrictions on the development of properties in this strip.

#### **4. Property Value:**

The proposal would also diminish the opportunity and valuation of the properties in the strip by not allowing their development to their maximum potential. Any proposals must be

amended to take this into consideration.

If you have any queries, please do not hesitate to contact my daughter Sofia on the above mentioned number.

.

**Yours sincerely,**

A solid black rectangular box used to redact the signature of the sender.

## SUBMISSION 44 – 10 DECEMBER 2017



Date: 10<sup>th</sup>

December 2017  
**City Futures**  
**Glen Eira City Council**  
**Cnr Glen Eira and Hawthorn Rds,**  
**Caulfield Vic 3162**

Dear Sir/ Madam,

### **Re: Response to Structure Plan - [REDACTED] Koornang Rd Carnegie**

As an owner of [REDACTED] Koornang Rd Carnegie Victoria, I wish to strongly object to Council's proposal for a heritage/ character overlay affecting properties on the main shopping strip, on the following grounds:-

#### **1. Underlying Character:**

The properties on the main shopping strip vary in age, design and condition. There is no distinct character, historical, cultural or other significant attribute which would warrant a restrictive heritage listing, as proposed.

Furthermore consideration has not been given to the condition of these buildings and the costs and restrictions involved in maintaining the façades.

#### **2. Streetscape:**

There are numerous developments which have already been approved by Council and constructed on the main strip which are contrary to your outlook. Your proposal would create further inconsistency in the streetscape by having this blend of properties with no setbacks and varying levels (as already approved/ constructed) and those subject to a heritage overlay

#### **3. Restricted Development:**

The proposal is contrary to State Government guidelines which encourages higher density developments around existing infrastructure and precincts such as this. The proposal imposes unnecessary restrictions on the development of properties in this strip.

#### **4. Property Value** - The proposal would also diminish the opportunity and valuation of the properties in the strip by not allowing their development to their maximum potential. Any proposals must be amended to take this into consideration.

If you have any queries, please do not hesitate to contact me at your convenience.

**Yours sincerely,**

A solid black rectangular box used to redact a signature.

## **SUBMISSION 45 – 11 DECEMBER 2017**

**From:** [REDACTED]  
**Sent:** Monday, 11 December 2017 5:55 PM  
**To:** Glen Eira City Futures  
**Subject:** carnegie structure plan

Dear council

Re new zone height limits

The new proposed building heights along Koornang rd south of Neerim rd do not go far enough , I have made some basic points below about the proposed structure plan .

- Koornang rd is THE main road in Carnegie
- Development should be encouraged with a 5 storey limit from Neerim rd down to centre rd then reducing down to the tram terminus.
- Government policy is to have more dense development on main roads which are close to public transport , Koornang rd south of Neerim rd falls well into the state governments policy.
- A proposed increase of only one storey over the existing limits makes no sense and will make little to no difference in housing the projected population explosion in Carnegie.
- I live on Koornang rd Carnegie between Neerim and Centre rd. Walking distance to the shops and public transport are incredibly close a car is not required.
- At 178 Koornang rd a 7 storey development is nearing completion . Your proposed limits opposite and further along are only 2 to 3 storey ???
- Plan for the future and plan for the huge future population.

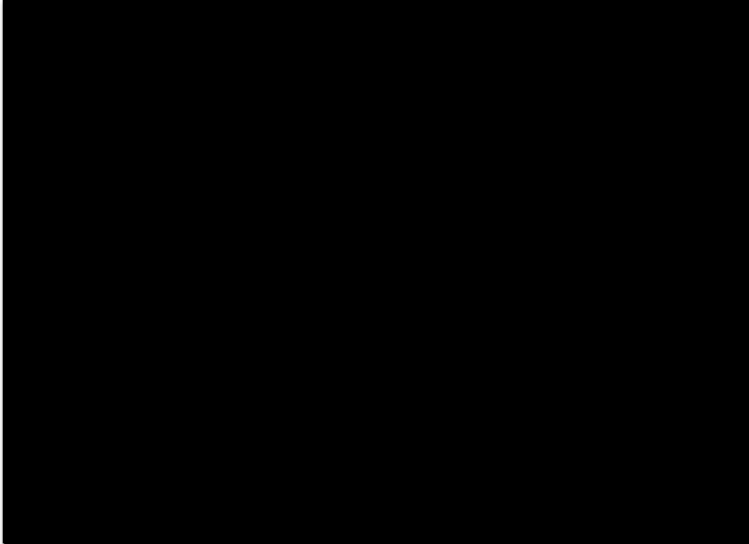
Regards [REDACTED]

**SUBMISSION 46 – 11 DECEMBER 2017**

Dear Sir/Madam

Please see attached submission to the draft Carnegie Structure Plan.

Kind regards





	Date:	11/12/2017
Company:		
RE:	Koomang Road, Carnegie	

Thank you for the opportunity to review the emerging Glen Eira Council strategic documents which will guide the future development at Koomang Road, Carnegie. We have reviewed the Urban Design Analysis (dated May 2017), The Carnegie Background Paper (dated 26<sup>th</sup> July 2017), the Carnegie Draft Concept Plans (dated July 2017), and the draft Carnegie Structure Plan (dated October 2017). As well, we have reviewed the relevant background information including the Glen Eira Planning Scheme and undertaken a site inspection of the land and surrounding context.

Our peer review of this material is provided below.

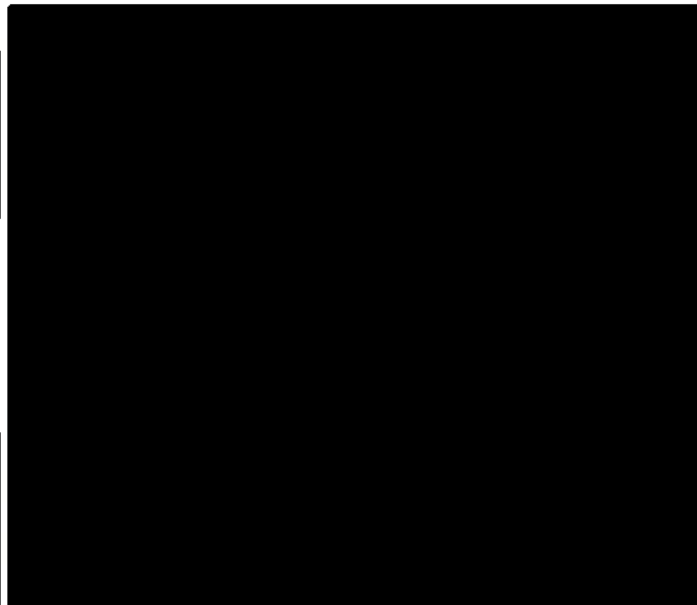
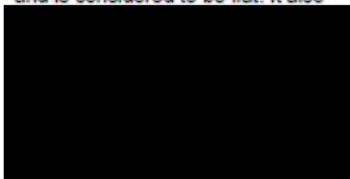
#### site and context

The subject site is located on the



otherwise well located, being within the Carnegie Activity Centre, occupying a prominent corner position, with frontage to the Koomang Road 'spine'.

The subject site is irregular in shape and is considered to be flat. It also



The site currently comprises a 2 storey commercial building.

The subject site is located within a built form context that has a predominantly low-scale 1 to 2 storey streetwall profile and a varied architectural forms, along Koomang Road, between the railway line and Dandenong Road.







### planning and design framework

The site is located within the Commercial 1 Zone (C1Z). The purpose of the C1Z comprises:

- *To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses; and*
- *To provide for residential uses at densities complementary to the role and scale of the commercial centre.*

The site is subject to the Design & Development Overlay Schedule 9 – Carnegie Urban Village, which contains the following objectives:

- *To ensure that development enhances the character of Carnegie Urban Village, including the scale, shape and rhythm of built form and the variety of building heights, roof forms, setbacks and building designs.*
- *To ensure that retail development that abuts a rear-ward facing car park provides pedestrian access to both the car park and Koornang Road.*
- *To ensure that development along any residential interface be sympathetic to the scale and amenity of the residential area.*
- *To ensure that development is designed to maintain safe and efficient vehicle movements.*
- *To ensure development optimises principles of environmentally sustainable design.*
- *To ensure high quality internal amenity for future residents.*


DDO9 locates the subject site within DD09-1 area and applies a discretionary preferred maximum height 23m – comprising 7 storeys.

DDO9 is also an interim control and expires on 31<sup>st</sup> December 2017.

The site is also subject to the Parking Overlay Schedule 2 – Student Housing in Specific Areas, which contains a parking rate of 0.4 to each bed available for area PO2-2.

The following State and Local planning policies are considered relevant from an urban design perspective:

- Clause 11.06 – Metropolitan Melbourne;
- Clause 15 – Built Environment and Heritage;
- Clause 16 – Housing;
- Clause 17 – Economic Development;
- Clause 21.01 – Municipal Profile;
- Clause 21.03 – Vision: Strategic Framework;
- Clause 21.04 – Housing and Residential Development;
- Clause 21.06 – Business; and
- Clause 22.05 – Urban Villages Policy;



Current Local policy identifies Carnegie as a suburb with a high proportion of flats and rental accommodation, mainly for young persons given the proximity to Monash University. Local policy also designates Carnegie Activity Centre as an 'urban village', which sits below the subregional shopping centre but above neighbourhood centres in the activity centre hierarchy and performs as 'community retail centre'. Carnegie is also marked as a 'housing diversity' area and a preferred location for 'highest residential densities' but also student housing, aged person housing and child care facilities given its proximity to Carnegie Station and main roads (Koonang Road and Princes Highway) through the area. The pocket of land defined by the railway line, Koonang Road and Princes Highway is also identified as a precinct for 'light industry/peripheral sales'.

The *Activity Centre, Housing and Local Economy Strategy* was adopted by Council on 25 July 2017 but is yet to be incorporated or referenced in the Glen Eira Planning Scheme. It provides the strategic context to update Council's Municipal Strategic Statement and for the preparation of Structure Plans for Activity Centres. This document identifies Carnegie as a Major Activity Centre with 'urban renewal' and a shared vision statement of:

*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 spaces that meet the needs of the local community.*

The objectives and key actions are summarised into 3 themes, as follows:

1. Well-connected and distinctive neighbourhoods
2. Vibrant activity centres with a thriving local economy
3. Quality housing and buildings for the future

Other relevant documents include:

- Urban Design Guidelines for Victoria (2017);
- Apartment Design Guidelines for Victoria (2017);
- Victorian Urban Design Charter (2017); and
- Plan Melbourne (2017).

## urban design assessment

Carnegie, like many activity centres across Melbourne has been experiencing built form change, consistent with State planning policy and directions. To date, the Glen Eira planning framework provided little strategic direction for Carnegie. This lack of clear guidance has resulted a market lead response which has resulted in the emerging built form environment and approval landscape. Now, in response the Council is undertaking a strategic planning process to determine the future planning controls for Carnegie. We commend the Council for undertaking such important strategic work. Currently, the Draft Carnegie Structure Plan is on exhibition, for public comment.

The following is our peer review and commentary on the Draft Structure Plan and the various strategic studies, which underpin it as they relate to the subject site. In order to best understand and explain the evolution of the strategic process, we have ordered our assessment of the documents chronological, as follows:

- Urban Design Analysis –Bentleigh, Carnegie & Elsternwick, May 2017;
- Carnegie – Background Report, July 2017;
- Draft Concept Plan, July 2017; and
- Draft Carnegie Structure Plan, October 2017.

### Urban Design Analysis –Bentleigh, Carnegie & Elsternwick, May 2017

We agreed with the observations made in relation to the existing built form and character of Carnegie, that the *'larger sites located behind the Koornang Road shops, north of the railway line and along the Neerim Road intersection, have a strong emerging and transforming character, due to the development of higher scale apartment buildings of up to 6 storeys. This provides a strong contrast with the historic retail core.'*

Further, we also agree that *'the elevated railway line will significantly change the character of the activity centre, and will be a highly visible element of hard infrastructure, of several storeys in scale'.*

The statement that: *'This area is in a transition stage and is dispersed with intermitted apartment style developments of up to 5 storeys'* is incorrect and misleading.

As evidence by the map of p8 the area north of the railway line, while predominantly 1-3 storeys in scale, and does contain a single site (1056 Dandenong Road) which has an approval for 11 storeys (as shown in purple).



Extract of Existing Building Heights – p8

We note that the area north of the railway line is ideally positioned to accommodate built form change. When compared to other areas within the activity centre it benefits from the following attributes:

- Proximity to the train station;
- Larger lots;
- Frontage to a broad arterial road;
- No heritage fabric;
- No consistent built form character; and
- Considerable spatial separation from other areas created by the rail corridor.

We agree that this section of the activity centre has significant potential to change and the ability to successfully accommodate larger and taller development and transition to a new character. However, we consider there to be a lack of underpinning rationale or justification provided which explains how the stated preferred maximum height of '9 storeys' is derived from.

Carnegie – Background Report, July 2017

Carnegie is identified as a Major Activity Centre with urban renewal which places Carnegie equal third on the hierarchy of Glen Eira's activity centres, behind Caulfield Station Precinct and East Village and equal with Elsternwick.

Objective: '*Maintain Carnegie's unique suburban character*'. It is unclear and not documented as to what defines or makes Carnegie's character significantly different or special from other suburban neighbourhoods. It is also not clear as to whether or not this objective is in relation to land within the activity centre area or the surrounding residential hinterland, where suburban character in the residential streetscape sense exists.

The site falls within the **Urban Renewal Area**, located north of the railway line. We agree that this precinct is an ideal location for urban renewal, given the existing condition attributes listed and can accommodate taller buildings while not unduly impacting on sensitive areas to south. The documents also states that lot consolidation is encouraged in order to achieve a taller building. We also agree with this notion. However, it then goes on to introduce the notion of developments providing community benefits and states that developments which do not provide such benefits would not be allowed to reach the maximum building height. But does not state what that maximum height would be or how it was devised.

It then states that the urban design analysis (undertaken in May 2017) identified an appropriate building height of 9 storeys for the urban renewal area, and with greater height achievable on consolidated sites. In principle, we agree with the notion of larger site (consolidated sites) being able to successfully accommodate taller forms. The document concludes with the statement that the preferred heights of 6-8 storeys and 8-12 storeys if proposals provide a benefit.

There is a lack of explanation or justification for either the 9 storey height for the renewal area or why it seems to have been reduced to 6-8 storeys and then pending either lot consolidation or provision of a community benefit being increased to 12 storeys. In short a 6 storey variation in future built form scale is considerable (in metres and depending on use that could vary between 18m and 24m in height) and there is a lack of underpinning rationale or documented built form testing which justifies the identified heights.

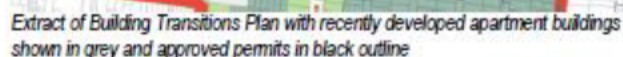


1

The Building Transitions Plan identifies 5 key outcomes for the Carnegie Activity Centre and identifies seemingly 'out of the blue' Preferred Building Types and associated heights.

- *Protect the character of the area.*
- *Encourage higher density buildings along key transport corridors.*
- *Allow for better transition along Koomang Road.*
- *Encourage redevelopment of strategic sites surrounding Koomang Road for community benefit.*
- *Encourage increased housing and employment opportunities between the railway line and Dandenong Road.*

The Building Transition Plan identifies a 'band' of strategic sites to both sides of Koornang Road (south of the railway line) to the rear of the 'core' commercial spine. The key outcome states that these sites are encouraged for redevelopment. However, a closer inspection of the sites, their existing use and condition reveals that many of these sites have already been redeveloped and contain mid-rise apartment buildings. We consider that such sites with recently realised developments should not be considered or identified as being strategic given the high likelihood of not being able to develop further within a 20-30 year timeframe. Therefore, much of the strategic site designation is misleading and does not represent the future development potential of the area.

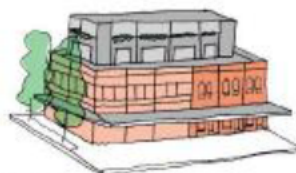


GLEN EIRA CITY COUNCIL  
CARNEGIE STRUCTURE PLAN SUBMISSIONS  
OCTOBER – DECEMBER 2017

To either end of Koornang Road a **shop top** typology. This typology (like the majority of typologies) lacks a clear purpose or objective within its description. It states 'commercial building that consists of ground floor retail or office with dwelling(s) located on upper levels'. The illustration then depicts a form with a 2 storey traditional and 3 storey contemporary streetwall with 2 recessive upper levels above. This depiction is consistent with the metric on the Building Transitions Plan which states 4-5 storeys.

#### Shop top

Commercial building that consists of ground floor retail or office with dwelling(s) located on upper levels.



Extract from Draft Concept Plan

We consider that there is questionable justification as to why this typology has been applied to the properties fronting Koornang Road (north of the railway line), including the subject site. These sites are all within an identified urban renewal area, located on key transport corridors and able to accommodate increased housing and employment opportunities. There is no valued character or heritage buildings which requires a more modest response to sensitively respond to or protect such features in this section of Koornang Road. Further, the 'skyrail' infrastructure has dramatically changed the visual relationship along Koornang Road, either side of the railway line. Its height, elevated mass and physical presence has unfortunately visually divorced either side of the railway corridor from the other. Therefore, the notion of allowing for better transitioning along Koornang Road is no longer necessary.

While traditional terrace stock to the north-east may warrant such definition, the subject site and others on the western side of Koornang Road are clearly not of the same format and could accommodate a more ambitious renewal built form typology.



Current photo of Koornang Road, looking south, past the subject site towards the 'skyrail' elevated railway line



A strategic site (mixed use) typology depicts the same 2 storey traditional and 3 storey contemporary streetwall outcome as the shop top typology, but then shows a 4 storey rising form, setback from the streetwall/s below. This depiction is broadly consistent with the metric on the Building Transitions Plan which states 5-6 storeys or 6-8 storeys if providing a community benefit.

As stated above, we consider the defined extent of this typology to not adequately consider the existing conditions of the area it is applied to. Further, we see no analysis or explanation as to why this typologies of development could not be applied to the shop top typology areas.

The urban renewal development typology is defined as being suitable for urban renewal sites with sufficient area to provide higher scale form without interface conditions. We note that the document does not define what site area would be considered sufficient. Further, the Building Transition Plan, does not define where these interface conditions area, but we assume at the direct interface with abutting residential areas. The illustration then depicts a form with (again) a 2 storey traditional and 3 storey contemporary streetwall with a 6 storey rising form above. This depiction is broadly consistent with the metric on the Building Transitions Plan which states 6-8 storeys or 8-12 storeys if providing a community benefit.

We consider the implication of the illustration that a 2-3 storey streetwall should be provided within an urban renewal area (such as this) to be overly restrictive, particularly for properties which front onto Dandenong Road.

#### Draft Carnegie Structure Plan, October 2017

The Draft Structure Plan seeks to build on the preceding strategic work. It states within its objectives that the strategic document (for an activity centre) has been designed to:

- *Better protect the unique character of the area;*
- *Achieve more consistency and clear rules around building heights and zone boundaries;*
- *Better utilise land around the railway line, which is in an ideal position for redevelopment with connections to employment, transport, retail and community services;*
- *Ensure new development provides significant community benefit; and*
- *Reduce development heights by introducing a new building type called 'urban apartment' which has a four storey height limit to provide transition between strategic sites (six to eight storeys) and garden apartments (three to four storeys).*

#### **Strategic site (mixed use)**

Mixed use building that consists of ground floor retail and ground floor office with dwellings located on upper levels.



*Extract from Draft Concept Plan*

#### **Urban renewal development**

Development in an area of urban renewal that has sufficient area to provide mixed use, higher scale form without interface constraints.



*Extract from Draft Concept Plan*

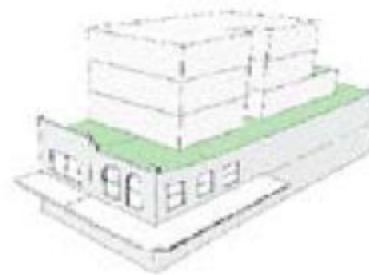


[REDACTED]

Given the strategic directions contained within Plan Melbourne and State Planning Policy, we do not consider it appropriate that an ambition and stated objective is to **reduce development capacity**, within an existing major activity centre, which benefits from its good public transport provision, being centred around an existing train station.

The Buildings Types have now been expanded from the previous 9 Types (Draft Concept Plan) to 10 Types, while their proposed height and graphic depicts have also been refined. The additional building type being 'Urban apartment', which is defined as an 'apartment building within a dense urban setting.

Further the 3D illustration of the building types has evolved and been graphically refined (since the Draft Concept Plan). In relation to shop top we note that the new depiction shows a 2 storey streetwall (presumably a retained façade) with a setback to a 3 further upper levels. Overall it shows a 5 storey form, which is consistent with the previous depiction, however the massing arrangement has changed from a 3 storey streetwall with 2 recessive upper levels to a 2 storey streetwall with a 3 recessive upper levels. It is unclear as to why the massing profile has been refined and there is no explanation within the document.



Shop-top (standard)

Extract from Draft Structure Plan

Chapter 6 focuses on the urban renewal precinct. It states that this precinct '*will rejuvenate existing underutilised land, and accommodate growth*'. We agree with this statement. It then precedes to list 8 objectives, the first being to: *encourage taller buildings north of the railway line*. Therefore, we do not agree that a maximum 5 storey form has been applied to the subject site. Also, none of the remaining 7 objectives make any mention or distinction between the wider renewal precinct and properties within it that front Koornang Road. Nor do the objectives discuss streetscape character along this section of Koornang Road. Therefore, we see limited basis for the recommended built form parameters in the Structure Plan which explains or underpins the designation of the shop top typology to the subject site.

## Conclusion


We commend the Glen Eira Council for undertaking this important strategic work to create a clear vision and future planning and built form controls for its activity centres, including Carnegie.

In relation to the subject site and the identified building typology and associated heights we are of the opinion that the Structure Plan and its background documents **unduly limit the potential of the site without providing clear built form or urban design rationale to underpin the proposed shop top designation.**

On this basis, we consider the current strategic work and documentation to be lacking in the necessary rigour to justify or explain the underpinning rationale for the new built form regime being proposed across the activity centre of Carnegie.

Yours faithfully,

[REDACTED]





11 December 2017

City Futures  
Glen Eira City Council


Email: [cityfutures@gleneira.vic.gov.au](mailto:cityfutures@gleneira.vic.gov.au)


Dear Sir/Madam,

**Submission to the draft Carnegie Structure Plan**

property affected by the proposed draft Carnegie Structure Plan.

Our client adopts as its submission to the draft Carnegie Structure Plan the attached memorandum of urban design advice prepared by 



Yours faithfully,



Encl.

## SUBMISSION 47 – 11 DECEMBER 2017

**From:** [REDACTED]  
**Sent:** Monday, 11 December 2017 10:16 PM  
**To:** Glen Eira City Futures  
**Subject:** Comment on Draft Carnegie Structure Plan

Hello,

I live in unit [REDACTED] Jersey Parade and have done so for the past 10 years. The character of the area has changed significantly since the re-zoning in 2013, with four storey apartments replacing single dwellings and this has pretty much destroyed the character and liveability of the area, so much so that I will probably be moving out soon. Anyway.....the area is strategically well located, so I guess I can understand the planning reasons for the intensified development, however the extent of four storey development was probably applied too far in the first instance with no consultation.

So thank you for providing this opportunity to comment.

Main points I'd like to make:

- I welcome the more balanced approach to residential densities that the Draft Structure Plan includes.
- The Draft Quality Design Guidelines document is a little confusing in how it depicts the garden/townhouse typology. The illustration shows fully attached three storey construction with shared basement car park. This suggests apartments. Perhaps amend the drawing to show "medium density town housing that maintains a low-scale residential form and garden setting".
- The parking section of the Draft Structure Plan is rather misleading as the diagrams appear to show the Shepparson and Kokaribb St current parking areas as being turned into markets, buildings and public open space - with no car parking at all. However the text accompanying purports many new car spaces. Not sure if I have completely missed something here. Parking provision at least equal to the current provision is required.
- What statutory mechanisms will be used to implement the new residential height/form restrictions? Rezoning of some parts back to GRZ? New Schedules to existing zones? DDO? What ever it is, it needs to be robust.

Cheers,

[REDACTED]

## **SUBMISSION 48 – 11 DECEMBER 2017**

I refer to Glen Eira City Council's (GECC) request for feedback on the Draft Carnegie Structure Plan. The comments outlined below have been made as a resident of [REDACTED] Chestnut Street Carnegie.

### **Key Issues**

The GECC has sought feedback on two options presented for Chestnut Street:

Option 1 – protect existing Neighbourhood Character Overlay area

Option 2 – remove Neighbourhood Character Overlay and extend urban renewal area to the east

### **Feedback**

The GECC should proceed with Option 2.

### **Reasoning**

It is accepted that the region between the railway line and Dandenong Road is an appropriate area for increased housing and higher density buildings, and that the stated aim is to transition the area to a new character. Option 2 provides the most sensible outcome to meet the objectives of the structure plan to increase housing and appropriately manage transition between building types through the use of the road network.

It is accepted that the creation of the urban renewal area is incompatible with the existence of the current neighbourhood character overlay on Chestnut Street, particularly when considered in conjunction with the existing Skyrail project and the real prospect that the current green zone on Woorayl Street will be developed by the LXRA– the neighbourhood has clearly already started transitioning to a new character. The pace of the transition is accelerating in line with existing development plans within the bounds of the proposed urban renewal zone, which are already incompatible with the proposed transition zones outlined in Option 1.

Whilst Option 1 provides a transition zone, it is inappropriate and ineffective when an 8 storey building can be built within two house blocks (approximately 30 metres) of the rear boundary of Chestnut Street residences restricted by a Neighbourhood Character Overlay. This is even more relevant when existing proposed developments already exceed the proposed transition zone building heights. The proposed transition zones fail to protect Chestnut Street, fail to meet the objectives of the Draft Structure Plan with respect to an increase in housing and building density, and cannot be delivered given existing planning applications within the transition zones – clearly an inappropriate and undesirable outcome.

The development which will occur on Arawatta Street will be completely inappropriate without an alternative exit to Chestnut Street as proposed in Option 2. Traffic on Arawatta Street already poses a significant safety threat, which will increase exponentially when existing developments (including Pace of Carnegie and 17 Arawatta Street) begin construction, let alone new developments which will follow as a result of the creation of the urban renewal area.

## **SUBMISSION 49 – 11 DECEMBER 2017**

**From:** [REDACTED]

**Sent:** Monday, 11 December 2017 10:39 PM

**To:** Glen Eira City Futures

**Subject:** draft structure plan

Good day

Just some brief feedback from us regarding the Draft Structure Plan for Carnegie.

Our townhouse (at [REDACTED] Dandenong Road) falls within the proposed urban renewal zone.

We feel that if the area to the west of us is going to be an urban renewal zone then this may as well include our property and extend eastwards too. Then transition can begin east of Chestnut Street. Option 2 makes the most sense for us.

At least that way, rather than be surrounded by tall buildings and lose our amenity and privacy, we might as well ourselves be zoned in an area with maximum development options in the future.

We would prefer for this submission to be anonymous but realise it helps council to come to decisions if they know where feedback is coming from.



## SUBMISSION 50 – 12 DECEMBER 2017

**From:** [REDACTED]  
**Sent:** Tuesday, 12 December 2017 8:42 AM  
**To:** Glen Eira City Futures  
**Subject:** Objection to proposed Carnegie Structure Plan - Option Two

11<sup>th</sup> November 2017

Attention: Aidan Mullen  
Manager City Futures  
Glen Eira City Council

Dear Aidan,

I have been a resident of [REDACTED] Woorayl Street for 10 years. In this time I have seen considerable development of the suburb. Over recent years we have seen an increase in high-rise developments, which has become a well-known concern for Carnegie residents.

I am directly affected by the proposed changes to Woorayl and Chestnut Street. My 2-bedroom 1st floor apartment has windows faces both west and east.

**After reviewing the proposed options, I strongly oppose Option two - remove Neighbourhood Character Overlay and extend urban renewal area to east.**

Option 2 plans to extend the urban renewal area into Chestnut Street with the western side of street to allow four story urban apartments. I am very concerned that a development of up to this height would severely reduce any morning light received into my living and dining area. There are multiple apartments that face the back of the Chestnut Street houses that could potentially be affected.

In your letter dated 23rd November it mentions 'our community consultation has clearly demonstrated that the heritage and character of Carnegie needs to be protected and enhanced'. This was the driving force behind the controls put in place previously to protect Chestnut Street. Removal of this overlay is not protecting the character of the street and the rear of my property, only enabling future developments.

I spoke with Julia today from your office, regarding my concerns. It is understood that residents from Chestnut Street had been invited to discuss the proposed changes and have received individual consultation on the matter. The only correspondence I have received are the letters dated the 6th and 23rd November. Given that any changes to Chestnut Street directly affect my apartment block I am concerned that I was not involved until now, in these proposed changes.

The letter received mentions under Option One 'We recognize that while the building bulk of adjacent development has sought to be limited, there may still be some visual impact on Chestnut Street' Any future planning needs to consider **all** residents affected not just those located in Chestnut Street. I believe that [REDACTED] Woorayl Street apartment block hasn't been fully considered in the proposed planning. I now fear that we will end up with a hybrid of these options which will result in my apartment block being built out on both sides, reducing light and tree views, increased local traffic, all affecting my living environment and future property prices in my block.



Through discussion with local residents I am aware that there has been interest from developers in the properties located to the west of my property although Julia has confirmed that there has not been any recent planning submissions for [REDACTED] Development on the west side of my place towards Koornang Road already has significant buildings being planned. Pace Carnegie at 18 Woorayl Street will be a huge 'sun block' on my street. The afternoon light in my two bedrooms will be significantly reduced. Given that there is potential for light being reduced at the back of my property, I am extremely concerned.

I also have concerns with the increased car and foot traffic these proposed changes will bring even with an extension of Attawatta Street. Woorayl Street already shows congestion and in addition to the new developments there will also be the placement of a new railway car park. This will directly impact residents and potentially limit access for emergency services vehicles. Congestion delays are what we were trying to reduce with the sky rail!

I love living in Carnegie. The surrounding streets and shopping district is what make this community and my home. I ask respectfully, that my above concerns be considered in the future planning of Carnegie.

Please feel free to contact me on mob. [REDACTED] for any further discussion.

Kind regards

[REDACTED]

## **SUBMISSION 51 – 11 DECEMBER 2017**

11<sup>th</sup> December 2017

Rebecca McKenzie  
CEO Glen Eira City Council  
P O Box 42  
Caulfield South 3162

Dear Rebecca,

**RE: FUTURE PLANS FOR CARNEGIE**  
[REDACTED] Koornang Road, Carnegie

In response to the documentation sent, please note that we have completed a response on the online survey.

In brief, we would like to see option one, no change to the overlay affecting our property.

We feel that the proposed changes under option two would significantly impact on our amenity, in a detrimental way.

Purely on the fact of orientation – given that Koornang Road is a north-south orientated Road – the proposed changes under option two would create a domino effect in impact along the streetscape. If a northern property chose to develop, the property to the south would immediately be impacted in a severe and irreversible manner. Properties which are homes to families would be left in shadow, have their lifestyles altered in response to a policy change.

If there are queries regarding our concerns contact [REDACTED]  
(Council online survey completed [REDACTED])

Yours sincerely,

[REDACTED]



## **SUBMISSION 52 – 3 DECEMBER 2017**

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

From: [REDACTED]

Sent: Sunday, 3 December 2017 6:06 PM

To: Glen Eira City Council

Subject: Draft Carnegie Structure Plan

Dear Sir/Madam,

I couldn't find where to submit comments the Draft Carnegie Structure Plan on your web site.

I hope you will forward my comments to the appropriate council department.

It appears to me that the aim to "better protect the unique urban character of the area" is in direct conflict with both option 1 (page 46) and option 2 (page 47) out of the plan. From a purely parochial point of view option 1 is slight less worse. The ability to build 3 or 4 storey building will change the whole character of my neighbourhood.

"In order to align with the State Government's objectives for growth in Carnegie, higher density development should be accommodated north of the railway line to avoid conflict with lower density areas" - this make no sense to me. It seems to me north of the railway line is one of the lower density areas and the introduction of a higher density will cause the conflict council says it wishes to avoid.

Regards

## SUBMISSION 53 – 11 DECEMBER 2017

**From:** [REDACTED]  
**Sent:** Monday, 11 December 2017 11:12 PM  
**To:** Tess Angarane  
**Subject:** Re: IMPORTANT INFORMATION: Future plans for Carnegie

Hi Tess,

I'm sending this letter about Carnegie Market. Please take our concerns in to consideration. Please open attachment. Thanks.



I am sending this email to you because I live at unit [REDACTED] Shepparson ave Carnegie, another family member lives in unit [REDACTED] Shepparson ave. This is the second email I have sent. I was reading how the community needs a market. The land under the sky rail should be utilised. It is an ideal position for a market and for car parking spaces, where people can also access the trains as well. I'm sure there is plenty of space under there. Add a nice green park with trees opposite our houses next to the library instead, so it will not affect "Us residence across the road". Don't ruin our sky view by putting high rise apartments or high rise car parking across the road of our homes. Our families of three generation and many residents live in this street since 1960. We all love living here. It will be awful if you build a market across the road. Do you realize how UNHYGIENIC and SMELLY it will be having a food market in our street. There will be rows of smelly bins which will be smellier in summer. The traffic will increase dramatically which is another big concern to us. Personally I haven't seen a market opposite residential homes. Residents and ratepayers should have the right to live in a clean, quiet and non smelly, environment. I noticed there is a bicycle track across Shepparson ave coming from Neerim rd? Why isn't the bicycle track starting from Morton ave and continuing under the sky rail bridge. There is loads of room under the sky rail. It's bad enough know driving out of our driveway with loads of drivers not considering the residents in the street. There will be more congestion, frustrated drivers and accidents that will also include bicycle riders. There is loads of room under the sky rail: for a bicycle track, for car parking, and for recreational purposes, without impacting on residents and lovely neighbours that live in our street. It would be greatly appreciated to focus on respecting existing residence as well as new families in the area.

Yours Truly

[REDACTED]

## **SUBMISSION 54 – 11 DECEMBER 2017**

**From:** [REDACTED]  
**Sent:** Sunday, 11 December 2017 10:47 AM  
**To:** Tess Angarane  
**Subject:** Chestnut st, Carnegie

I'm a house owner in Chestnut st Carnegie and would love to keep the character overlay option I thank you Sent from my iPhone

## SUBMISSION 55 – 2 DECEMBER 2017

**From:** [REDACTED]  
**Sent:** Saturday, 2 December 2017 5:35 PM  
**To:** Glen Eira City Futures  
**Subject:** Planning for the future of Carnegie - Feedback

Good afternoon,

I believe the areas allocated and considered 'Strategic site A' on Rosstown Road and Kokaribb Road, with an allowance of 6 - 8 storeys, are incorrectly zoned and should have further height restrictions imposed. The proposed height allowance is grossly excessive and unnecessary, it will only encourage greedy and opportunistic developers (e.g. the owners of the Dutch club at 60 Rosstown Road - with their 8 storey retirement facility recently approved). Restrictions of 5 storeys, similar to the 'Shop Top (Standard)' zone, seems more than reasonable and should be considered for the already highly dense areas on Rosstown Road and Kokaribb Road.

As an owner of an apartment at [REDACTED] Rosstown Road, if I wanted to live in a highly dense municipality I would have purchased in an inner-city suburb e.g. Richmond, Prahran, Collingwood, St Kilda etc. Carnegie is not inner city and should not have zoning, height and overlays policies encouraging and enabling the development of monstrosities in excess of 5 storeys.

The proposed infrastructure will also be grossly inadequate to cope with the level of development this plan proposes and encourages, specifically with the 'Urban Renewal Area'. One would concern that the number of vehicles would grow significantly, it is unrealistic to think residents will do away with vehicles and rely on bicycles - again this is not an inner city suburb, residents rely on vehicles to get around. Traffic will only get worse, irrespective of the removal of the railway crossing, particularly if residents from new 6 -12 storey monstrosities are thrown in the mix.

The council should also consider where these vehicles will park. New apartment developments generally provide one car park spot per apartment, regardless of the number of residents or the size of the apartment. I suspect the 311 proposed council car park spots will be grossly inadequate to cater for this. Where does the council propose these residents park their vehicles?

Should you have any questions please do not hesitate to contact me on [REDACTED]

[REDACTED]

## **SUBMISSION 56 – 12 DECEMBER 2017**

Hi Tess,

I had forwarded my comments to Aidan, but haven't heard from him.

Please allow me to send them to you directly as well, to include in the deliberations. The attached document contains reflections on how my comments on the Draft Concept Plan were used, as well as specific feedback on the Draft Structure Plan and the Better Design Guidelines.

Interestingly, the Traders' Association has been circulating plans for the open space created by the level crossing removal (using the LXRA plans). The site NE of the station, which is an important feature of council's submission (and was discussed at the meeting), is still shown as potential development site. (attached). I can see that there's a potential for conflict between LXRA/VicTrack and Council, which may lead to Council losing out. Maybe Council could, as "alternative" to the site NE of the station, include sites to the East and West of Koornang Road as alternatives for green space. This would put parkland closer to residences (at least those south of the station), and would also help find a win-win solution between Council and LXRA. On the West of Koornang Road, the site at 47-53 Rosstown Road could be earmarked for a park (as – from what I understand, the State Government already owns that site). I'm not sure which properties were acquired by the State Government on the East of Koornang Road, but there might be a similar opportunity on that side.

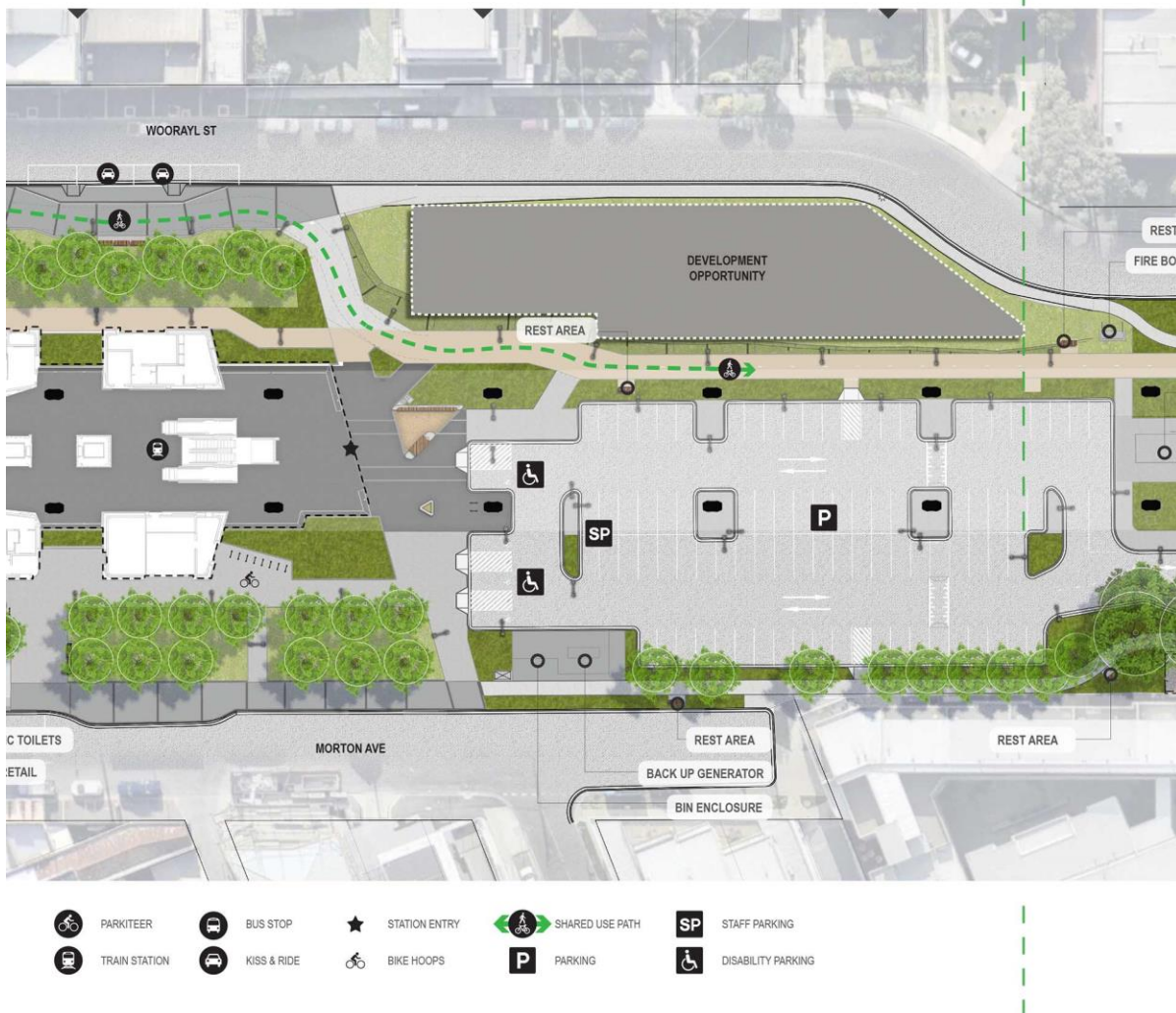
Anyway, please find my feedback attached. If you are interested in discussing any aspect of my feedback, please get in touch.

Kind regards,

[REDACTED]

[REDACTED]

[REDACTED]



### Reflections on implementation of my feedback to the Draft Concept Plan

I had reviewed the Draft Concept Plan and set up a survey which gathered feedback from 41 community members. The following list shows the feedback provided and what I found of it in the Draft Structure Plan.

Submission to Draft Concept Plan	Effect on Draft Structure Plan
Revisit the vision to ensure the suburban nature of Carnegie, and the importance of families and schooling is appropriately highlighted, and the current focus “nightlife” be reduced. (supported by 85% of survey responses)	Partial (shifted focus from “nightlife” to “entertainment”), but left out suburban natures of Carnegie and focus on families.
GE to produce reporting that shows changes in population and dwelling numbers (supported by 95% of survey responses)	Not sure what has happened with this feedback.
Close part of Morton Avenue between the laneway and Shepparson Avenue to increase pedestrianisation (79% support)	Partial (“improving pedestrian experience on Morton Avenue”. Making it one way and a shared space, but still not fully pedestrianised)
Do not proceed with lobbying for tram extension (66% agree)	None. Continue to lobby for tram line even though it seems doubtful Koornang Road would fit it.



To make Koornang Road more pedestrian friendly, make it one way from South towards the tramline (44% support, 17% qualified support, 39% against)	None. There is talk of additional pedestrian crossings and changing the streetscape, but not as fundamental as changing the traffic flow.
Require retention of current facades, with significant setback 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 (78% support, 5% qualified support)	Partial – setback of upper floors with visibility linked to view from across the road (though behind a 2-level podium).
Purchase properties at 47-53 Rosstown Road to provide green space and access to park under Skyrail (70% support)	None. “3-4 storey Garden Apartments” (p.19 Draft Structure Plan)
Rosstown Road – 2-3 stories along NW end of Rosstown Road (69% support) from Mile End Road to Cosy Gum Road	None. “3-4 storey Garden Apartments” (p.19 Draft Structure Plan)
Require sound absorption / direction for buildings N of the railway line (69% support)	None
Heritage / character shop overlay for 59-67 Rosstown Road (67% support)	None
In defining community benefit, require “significant community benefit” (63% support)	Yes.
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. (78% support)	Partial (publicly accessible such as additional public parking, new street or laneway connection, needed community uses and facilities). But not park / open space.
A minimum percentage of the property should be set aside for the community use (58% support)	Yes
Diverse housing and greater employment (office or health) should be covered as part of the zoning definitions; or included as vertical zoning (78% support)	Sort of.
Broader heritage protection – For streets where there are still significant pockets of old buildings, protection for the façade and first room back should be introduced (76% agree)	None
Or, for any building where the façade was built before 1950, heritage protection be introduced (55% support)	None
That side-by-side townhouses and terrace townhouses be discouraged for sites with existing pre 1950s buildings on them (55% support)	None

,

### **Feedback on the Draft Structure Plan:**

**Vision** (p.5) – doesn't contain anything about the population mix that will call Carnegie home. Just talks of cultural identity, local community.

**Community Precinct** (p.12) – dwellings in this precinct, as focus is on Carnegie Primary School and Carnegie Kindergarten (and the childcare centre in Toolambool Road), should have increased requirements for family-friendliness, including increases in storage for prams – scooters – bikes, light, open space, communal space for casual interaction and play)

**Open Space** (using the map on p.19) – looking at the amount of apartments proposed, the four proposed open space areas look tiny. What if there was a “Carnegie Day Celebration” for the community? Is there a space where the majority of residents could meet for a picnic in the park? The proposed open space – in my view – is inadequate. Lack of open space is identified on p.53 of the Draft Structure Plan as one of the Weaknesses of Carnegie: “The Carnegie Library and Community Centre Forecourt provides a small community space, but the activity centre itself has little to no open space. The nearby open spaces are Packer Park, Koornang Park and Lord Reserve.”

What I have seen done really well in the City of Sydney, for example, is an urban canopy, seeking to shade most of the streets. This changes the feeling of the neighbourhoods. Added with lots of micro-parks, this would change the feel of Carnegie. It still doesn't address the question of where everyone would meet for a celebration, but might help avoid a situation like Booran Reserve, which is an award-winning park, but just seems to overflow with children. We need more open space! The acquisition of 47-53 Rosstown Road and some of the vacant blocks along the South-side of Neerim Road between Truganini and Kokaribb Roads would be great.

**Shop-top (heritage / character)** (p.16) – Instead of just requiring a two-storey facade that “celebrates and respects the heritage or significant character precinct”, I would argue that the requirement should be to retain the existing façade (if the building was built before 1960).

**Improve the retail streetscape** (p.32) – The image shows a cycling path, but isn't the cycling route meant to run along Shepparson Avenue? Aside from some larger trees and green cycle paths, and no power lines, there appears to be little difference between the current and proposed streetscape. I believe more large street trees will be great. But maybe the space for the cycleways could be used to widen the footpaths?

**Parking and movement** (p.38) – I find it fascinating how much smaller the number of car parks is in Carnegie when compared to Bentleigh and Elsternwick. The idea of additional publicly accessible parking N of Egan Street will be good. The other issue that should be considered is the amount of parking that will be created as part of Skyrail.

**Context** (p. 52) – I like the emphasis of Carnegie's low-scale character. I believe it should be protected more strongly; if we are ahead of meeting our targeted population projections, shouldn't we be able to ask for greater quality etc. from our new buildings?

**Context** (p.54) – The Carnegie population increased by 9.7% in the five years from 2011 to 2016 (1.94% per year). It is projected to increase by another 29.2% over the 15 years to 2031 (a linear 1.94% increase per year). Housing is required for 6,545 people by 2031, or 463 per year. One potential issue with this projection: the 9.7% I suspect are largely from 2014, 2015 and 2016, giving a higher annual increase than the 1.94% which is used as basis for projections to 2031. There must be some way to look at affecting the pace of change.

Whilst the “predominant demographic” are 25-34 year olds (i.e. those with the highest percentage-contribution of the whole - they constitute 22.1% of the population), there are another 77.9% of the population which also need to be looked at. As the 25-34 year olds will move into the family formation stage, it would be great to put more emphasis on increasing the amount of affordable housing options for families, to enable the 25-34 year olds, who choose to have children in the next 15 years, to remain in their familiar area and use the childcare and schooling options available. I believe there should be more explicit statements about limiting further apartment development and putting much more emphasis on housing options for families.



It is interesting, the question arises whether it is necessary to concentrate all the population growth in Carnegie and the other Activity Centres. With the reduction in requirements of what can happen on normal blocks (i.e. more than 2 dwellings), wouldn't it be more sustainable from a community perspective to seek an equal distribution of new residents across the LGA, rather than concentrate it in a few areas. In those areas of concentrated population growth, the existing population and community will feel displaced. Effectively, if over 20 years there are almost 40% new people in a community, it seems that really you are talking about creating a new community. I would argue that such an increase is beyond an established community's ability to absorb.

**Looking Ahead** (p.57) – How will possible caretaker mode ahead of the State Election affect the Jun – Jul 2018 timeframe for new interim height controls?)

## Feedback on the Quality Design Guidelines

**Shared Rear Boundaries** (p.39-40) – I like the 45 degree rule of thumb. However, I suspect the definition implementation of the 45 degree rule of thumb described at the bottom of p.40 – in my opinion – won't really work. It being able to be met through "additional side or rear setbacks (as far as practical) , and variations in materials, colours and finishes." is an invitation to NOT "site and design upper levels responsive to and respectful of adjoining buildings". I would argue that within 3 VCAT decisions, there will be a precedent which pretty much says that variations in materials, colours and finishes, are fully sufficient to meet the 45 degree rule of thumb. I would ask that it be formulated much stronger, with variations in materials, colours and finishes only being available in very, very, very exceptional circumstances (such as being unable to meet fire regulations or something really serious).

I would also argue that the 45 degree rule of thumb should not only apply to minimal change areas, but would love to see it applied more broadly; including to Garden Townhouses, Town house Apartment Mix and Garden Apartments. Or at least one or two of these additional housing types.

**Boundary fence height** – In a number of instances a maximum fence height of 1.2m is mentioned. Especially for front fences. In the minimum change area this would be ok, but the other areas I believe it would be too low. Looking at my street and neighbourhood, there are quite a few properties which have higher fences. Especially facing parks, resident's subjective feeling of safety may decrease. I would advocate for higher (1.5 or 1.6m fence height), with some transparency.

**Building entries** (p.47) – Building entries should make room for incidental meetings, with opportunity for sitting down. There are a number of apartments West of Koornang Road along Neerim Road, where the entrance is virtually just a hallway. There's a village of 100 – 150 people living in the apartment block, with no place to meet. Especially for families with kids, this poses significant problems and affects the amenity and liveability of their home.

**Roof design** (p.48) – Pitched roofing to me is a defining feature of a residential roof form. The planning scheme should express a clear preference for angled roof forms. Making "more contemporary roof forms like flat roofing .... also .... appropriate ....." if they are using familiar materials and colours will, within a couple of VCAT appeals, end up as equivalent and equally acceptable roof form. Flat roofing from my understanding is predominantly commercial or industrial roofing. And – aside from the 60s apartments in Carnegie – not part of the typical roof forms. At least not of the roof forms of the building stock that gave Carnegie its character. On a different scale, architects are starting to voice concern that all major cities across the world are starting to lose their identity and become very similar-looking due to all the skyscrapers going up (and the same "templates" being re-used in difference cities across the globe). Similarly, all neighbourhoods will start to look the same if the Steller-esque "Garden Apartments" continue to be the template.

Council should have higher requirements for protecting the residential character of the neighbourhood.

I would argue that especially in Carnegie, pitched roofing should also be required of buildings of three or four storeys. For example, I would say that the roof form of 181 Neerim Road has merit (though I would like to see more greenery in the setbacks).



## Communal Open Space

(p.57) – I would argue that the requirements for communal open space should be expanded to capture developments where two or three blocks are merged.

**Shop-Top (Heritage / Character)** (p.80) – The two-storey podium is a start, but I would prefer if there is a clear requirement to retain old facades.

(p.87) I appreciate inclusion of the requirement that upper levels not be visible when viewed from standing eye level at the street frontage directly across the street. I would prefer to also see side setbacks introduced to retain clear visibility to the sky, especially in situations where two or more blocks along Koornang Road are merged. Though I do accept that retaining visibility over a two-storey podium is already a significant step in the right direction.

**Land Use and Commercial Mix** (p.155) – looking at commercial / concealed parking and “Commercial” / “Active Commercial” uses shown in the image on p.155. Could some sort of percentage be shown that gives the minimum distribution? Otherwise I can envisage a scenario where most space will go into concealed parking and only a sliver of commercial.

**Universal Design** (p.156) – I like the idea of requiring that bathrooms can be retrofitted. Maybe a requirement for aged / disability suitable apartments could be included (i.e. a set number of apartments in each development should be disability-standard with wider doors, etc).

**Colours** – Finally, I didn’t see colours of buildings mentioned. But I would be delighted if the planning scheme could include some requirements around colour scheme. I don’t want to see predominantly black or grey buildings in Carnegie. Especially some of the more recently constructed large buildings – through choice of colour scheme – do not add to keep Carnegie a warm, welcoming place. Inclusion of some guidance on colours would be great – earthy, red, or cream / white tones are my suggestions.

## **SUBMISSION 57 – 6 DECEMBER 2017**

**From:** [REDACTED]  
**Sent:** Wednesday, 6 December 2017 10:55 PM  
**To:** Glen Eira City Futures  
**Subject:** Carnegie activity centre draft plan

Dear Sir/Madam

My name [REDACTED], owner of [REDACTED] chestnut st Carnegie. I'm in favor of the option two to remove neighbourhood character overlay and extend urban renewal area to east.  
Reason 1, chestnut st close to public transports and activity Centre, very convenient, it good to have more people to live in the street, to share the convenience.  
Reason 2, neighbourhood character overlay mean the streetscape and buildings characters should be respected and protected. but skyrail next to the street, and upcoming high rise building will give the overlay big impact. the [REDACTED] chesnut st property is only my nest egg for my retirement, I'm really worry if the option one to be selected, the value of my investment will be ruined.  
Reason 3, chestnut street to be cover by the neighbourhood overlay was bit controversial, at least in my view, I don't see much value with the street character, and none of the the street residents proud of it.

KInd regards

[REDACTED]

[REDACTED]

## SUBMISSION 58 – 3 NOVEMBER 2017

**From:** [REDACTED]  
**Sent:** Sunday, 3 December 2017 9:57 AM  
**To:** Glen Eira City Futures  
**Cc:** [REDACTED]  
**Subject:** Feedback on the Carnegie draft Structure Plan.

Thank you for the opportunity to provide feedback on the Carnegie draft Structure Plan.

We are the owners and occupiers of [REDACTED] Chestnut St, Carnegie.  
Based on the two options provided in the Draft Plan, our preference is Option one.

We are very concerned with Option two for the following reasons:

1. Chestnut St is very narrow and the construction of multilevel dwellings (up to 4 storeys) is unacceptable.
2. The shadowing and lack of privacy over existing properties.
3. Chestnut St already lacks sufficient off street parking facilities. Further development in the street and the neighbouring Urban Renewal Zone will contribute to further traffic flow issues.
4. Creating a new street linkage by extending Arawatta St to Chestnut St will be dangerous due to increased traffic to and from the Dandenong Rd service lane and Blackwood St.
5. Speed humps and other traffic management plans need to be developed.
6. If the planned extension of Arawatta St goes ahead, our property will become a corner block with added noise, privacy and security concerns.
7. The impact and change of Character already happening in other areas of Carnegie ( eg.Elliott St) is a good example of the mess that will become Chestnut St.
8. The stress caused to residents with the concept of forced acquisitions and or over development is concerning.

As we stated, we prefer Option one. However, we have the following concerns with Option one:

1. The new train station carpark entrance will be coming from Blackwood St (between Chestnut St & Koornang Rd), therefore resulting in massive increases in traffic flow, both morning and afternoon as people try and gain access to the carpark. The impact on Chestnut St will be severe and a dangerous concern to young children residing in the street. Chestnut St residents already suffer with speeding motorists bypassing the Koornang Rd & Dandenong Rd intersection by using Chestnut St as a shortcut. Many cars have been damaged by passing traffic and although the Glen Eira Council have assessed the street traffic, it only takes one car to kill someone. (Note, this includes Option two as well as the risk of having more builders develop PACE in the Urban Renewal Zone).
2. Large developments in the Urban Renewal Zone, including the new PACE development in Woorayl St that will be 13 stories high will have massive overshadowing of the area. In addition, extra parking will be required for new PACE residents, thus putting pressure on the residential streets surrounding the development eg: Chestnut St, Walnut St etc...

We suggest council consider an urgent traffic action plan for Chestnut street and the surrounding area and not just patch bits together when complaints are made. Council must create an accessible and safe environment for everyone and ensure our streets are easy to navigate.

We purchased in Chestnut St [REDACTED] years ago because we loved the look and character of the street. We love the community aspect of the street and this will all be lost if council decides to go with Option 2 and allow mass development in the street.

Regards

[REDACTED]

## **SUBMISSION 59 – 3 DECEMBER 2017**

**From:** [REDACTED]

**Sent:** Sunday, 3 December 2017 4:08 PM

**To:** Glen Eira City Futures

**Subject:** Quality Design Guidelines Carnegie precinct

I wish to comment specifically in regard to the changes proposed for Chestnut St.

My preference is to retain the existing residential character of Chestnut St, rather than see it transformed into a street with multi-level apartments. As it stands, the street works as a logical buffer to the development that is encroaching on Arawatta St at the rear, and is effective as a well positioned demarcation to such development. If this were to be abandoned, in my view the status of other streets in this precinct, such as Walnut St and Poplar Gve, would become less clear and detract from the overall amenity of the area. I therefore support retaining the existing restrictions on the development of Chestnut St, and do not support the extension of Arawatta St into Chestnut St.

Thank you

[REDACTED]

Caulfield East 3145

## **SUBMISSION 60 – 1 DECEMBER 2017**

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

From: [REDACTED]

Sent: Friday, 1 December 2017 3:22 PM

To: Glen Eira City Futures

Subject: [REDACTED] Chestnut St

Dear Julia

Thank you for our meeting this afternoon re the Carnegie Structure Plan.

On the understanding that our names and address will not be made public, we are in favour of Option 2 for Chestnut St.,

my apologies to your colleague whose name we could not remember,

[REDACTED]



## SUBMISSION 61 – 2 DECEMBER 2017

**From:** [website@gleneira.vic.gov.au](mailto:website@gleneira.vic.gov.au) [mailto:[website@gleneira.vic.gov.au](mailto:website@gleneira.vic.gov.au)]

**Sent:** Saturday, 2 December 2017 1:51 PM

**To:** Glen Eira City Council

**Subject:** Feedback Submitted

What kind of comment  
would you like to send?

What about Council do you  
want to comment on? Council services

Comments:  
(limit to 1,000 characters)

Future Plans for Carnegie - What provision has been planned for a  
home with Solar Systems on roof when 2-3 garden townhouses are to  
be built close the house.

Name:

[REDACTED]

Address:

[REDACTED]

Email:

[REDACTED]

Telephone business hours:

Please contact me as soon  
as possible regarding this  
matter. Yes

## **SUBMISSION 62 – 16 NOVEMBER 2017**

**From:** [REDACTED]  
**Sent:** Thursday, 16 November 2017 7:40 PM  
**To:** Glen Eira City Futures  
**Subject:** Comments on Planning for the Future Documentation

We write to you to express our concerns, frustration and disappointment regarding the ongoing destruction of our home, Carnegie.

Architecturally poor low cost multi storey development, Skyrail, traffic grid lock, lack of green space, limited or no car parking, lack of amenities and complete disregard for Carnegie's heritage.

Motivation for present, proposed changes to zoning regulations and building approvals appear to demonstrate limited foresight to say the least. Our belief is that the underlying problem is due to a Victorian government and a local council that lacks respect for its residents. Combined with property developers who need to generate ongoing profit prior to moving on to their next project.

As a family we have lived in Carnegie for 31 years. Supported sporting clubs, local business, local schools and our neighbours. My point, I believe we are reasonable and honest citizens.

We do, however, understand that as a family we do not represent your target demographic and are, therefore, considered expendable.

Although convinced that writing or speaking to you is a waste of our time and yours. We hope you respect our right to ask questions and voice an opinion.

Our questions are as follows.

Please explain concisely, the precise impact on Edgewood St. Carnegie. A life time of restoring our Edwardian home - not deserving of a Heritage overlay?

Do you, your planners or any of our council representatives live in Carnegie?

Have you visited Neerim Rd., Mimosa Rd., Beena Ave, Rosstown Rd? Have you visited Carnegie? Your thoughts appreciated, appropriate development?

Did you notice that during building works in Mimosa Rd. In the afternoon gangs of builders were blocking the road drinking alcohol, is this the example we wish to set as school children pass by? Illegal parking, the road controlled with orange bollards to signify private builder parking? Dirt and debris in the street? Trucks and cranes working at 6.15am in the morning? Mimosa Rd blocked off without any approvals. If we contact the council to seek assistance we are listened to but offered little or no support. We offered to photograph issues but informed by your representatives people cheat by altering photos so not required, really?

Please respond with your plan to address or provide additional

- \*Schools.
- \*Medical Providers/Hospitals.
- \*Day Care facilities.
- \*Police.
- \*Ambulance.
- \*Fire Protection.

- \* Pre School.
- \* Increased public transport to cope with increased population density.
- \*Is there a population/car limit in Carnegie? In 2016 17,388 people resided in Carnegie, how many now? How many have you planned for going forward? The information in your flyer states 22,000 new residents in Glen Eira. What does this mean?
- \*Pollution control, your plan based on increased number of cars and trucks? Do we drive our cars on an odd and even number plate rotation basis?
- \* Air monitoring results in Carnegie. Last 10 years?
- \*Green areas? **An error in your flyer, indicates Sky rail as a green area** - incorrect ? Kids will play, adults will relax under trains?
- \*Storm water/ sewage plan.
- \* Anti graffiti plan.
- \*Parking.
- \*Traffic management plan . Any thoughts?
- \*Cost to print and distribute the latest zoning information received , who paid for this? Who approved it?

We understand that Melbourne is growing and the need to provide suitable homes for people. Having said that we fail to understand why Carnegie is being targeted in such a uncontrolled manner , please enlighten us. New zoning, are you asking or telling us?

As the paid CEO and one of our representatives we deserve answers, or at the very least an understanding as to why our council does not support its residents.

Please don't but.....

Assume you will blame someone else - VCAT/State Govt?

Assume you will tell us to attend a meeting so you can convince us why rows of 30-40 flats with limited car parking on 2 or 3 standard house blocks is appropriate? We have attended meetings in the past, your representatives don't listen and don't care. They have a message to sell and when pressed admit they do not live in Carnegie.

Perhaps you will tell us to sell our home of 31 years and find somewhere else to live .

You may even answer the questions we have asked.



**SUBMISSION 63 – 8 DECEMBER 2017**

**From:** [REDACTED]

**Sent:** Friday, 8 December 2017 1:05 PM

**To:** Glen Eira City Council

**Cc:** [REDACTED]

**Subject:** Feedback to proposed Structure Plan

**Importance:** High

Dear Sir/Madam

Please find out attached Feedback to proposed Structure Plan for your attention.

Kind Regards

[REDACTED]

[REDACTED]



Date: 08<sup>th</sup> December 2017

To Glen Eira City Council,

Subject: Feedback to proposed Structure Plan

We are representing the owner of [redacted] Toolambool Road, Carnegie VIC 3163 in response to the new Structure Plans for Carnegie.

We would like to inform you that our client is hesitant on the new scheme. They are concerned with the new building height controls and are currently seeking formal advice with a planning consultant.

A meeting with a heritage adviser also has been organised for the 16<sup>th</sup> of January on site to discuss the heritage overlay of the property. We will get back to you shortly after discussing with these consultants and provide our feedback on the new scheme in further detail.

Yours Sincerely,



## **SUBMISSION 64 – 13 DECEMBER 2017**

**From:** [REDACTED]  
**Sent:** Wednesday, 13 December 2017 4:08 PM  
**To:** Glen Eira City Council  
**Cc:** [REDACTED]  
**Subject:** Attn Aidan Mullen Arawatta St Resident feedback- Structure Plan

Dear Aidan,

I have reviewed the Structure Plan and met with a Council Representative at the Library to get more information on the proposed Options.

Of the two Options, I strongly suggest that Option 1 is preferable. I do not see that making Arawatta a through road and changing the nature of Chestnut St to 3or 4 storey as preserving the character of the area.

In addition, I strongly suggest that Council immediately investigate traffic management options with VicRoad to redirect more traffic from Spotlight complex directly into Dandenong Rd, rather than via Arawatta to Koornang Rd.. I also suggest council discourage the use of the Spotlight Right of Way to traffic heading west in Dandenong Rd as an alternative traffic route for cars wanting to turn left turn at Koornang/Dandenong Rd..

Lastly, traffic management in the west end of Arawatta St is currently a nightmare. With two lanes out and one lane in there are frequently queues that lead to impatient drivers taking dangerous actions.

Kind regards

[REDACTED]

[REDACTED] Arawatta Street CARNEGIE 3163

[REDACTED]

## **SUBMISSION 65 – 13 DECEMBER 2017**

**From:** [REDACTED]  
**Sent:** Wednesday, 13 December 2017 12:08 AM  
**To:** Glen Eira City Council  
**Subject:** Carnegie draft structure plan submission

Dear Madam/Sir,

Please find attached belated submission for the Carnegie draft structure plan for the attention of City Futures department.

Regards

[REDACTED]



10 December 2017

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

### Carnegie Concept Plans

Dear Madam/Sir,

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. 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

##### c. Concept on Private Property

Several key elements of the plan are reliant on private property owners participation. Contingent plans and concepts should be developed for the Kokaribb Road and urban renewal area to ensure developers negotiate and participate in good faith.

##### d. Relocation Market to Urban Renewal Area

Consideration should be given to develop the market in urban renewal area near Dandenong Road. The market would become a destination in precinct lacking focal points. Vehicle access from Dandenong Road, a major arterial road, could be simplified. The market could be developed with carparking in advance of



redevelopment of the existing eastern and western car parks to ease and simplify the redevelopment of both existing car parks.

## 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. Breslin Gallery

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

Revert to Council’s previously preferred height limit of 7 stories, which was subsequently gazetted by the Minister, to maintain consistency in height limits. 7 story should be made mandatory.

#### 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. Chestnut Street Options

It is my belief that option one should be implemented in the medium term and maybe longer to ensure higher height development occurs in the designated areas. Opening further areas to higher density development is likely to lead to further piecemeal development. Once other selected areas have been developed in accordance of the structure plan vision, option two maybe worthy of consideration depending on property owners’ preference and the area’s character.

#### 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

A solid black rectangular box used to redact a signature.

## SUBMISSION 66 – 13 DECEMBER 2017

**From:** [REDACTED]

**Sent:** Wednesday, 13 December 2017 3:23 PM

**To:** Glen Eira City Futures; Cr. Margaret Esakoff; Cr. Clare Davey; Cr. Tony Athanasopoulos

**Subject:** Carnegie Structure Plan Draft Feedback

We are landlords of [REDACTED] Dandenong Road Carnegie [REDACTED]

We have just today become aware of the document "Carnegie - Structure Plan Draft" - City of Glen Eira, Glen Eira City Council. Oct 2017. 65pp.

In Section 6 Urban Renewal, two Options are presented.

**We strongly urge the Council to adopt Option ONE.**

This is the option which preserves the heritage overlay in Chestnut Street. We urge this because we want to preserve the character and environment of the Chestnut Street (front gardens, building styles, family living) which we have sought, paid for and developed, at considerable expense in many cases, enhancing the charm and attractiveness of the area, which are reflected in the Council valuations and Council rates we pay.

We understand and accept the need to rationally develop plans for the suburb to cope with the increasing population density.

The plans described in the Draft appear to have been conceived in principle before the State government announced the elevated railway solution, as they delineate districts as if the railway were a rigid boundary. The Level Crossing Removal Authority is at great pains to emphasise the 'permeability' of the elevated railway, encouraging cross access as a major new advantage.

Therefore we are very critical of the Draft identifying the 'Activity Centre' as the triangular area between the railway and Dandenong Road.

With the elevated railway, the 'Activity Centre' can be readily extended southward across the railway, obviating the need for buildings up to five storeys and for removing the Chestnut Street Heritage Overlay (as in Option TWO).

Regards,

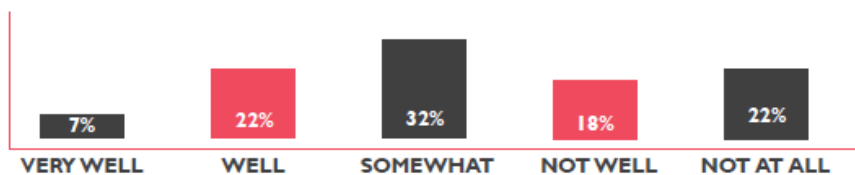
[REDACTED]

# SURVEYS

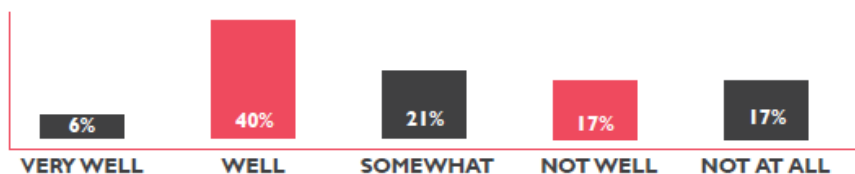
A total of 62 surveys were completed either online or at the community forum. Participants were asked to what extent they thought the proposed actions in the plan address the top 10 following community concerns raised during consultation. A summary of responses is provided below.

## CARNEGIE TOP 10 RANKINGS

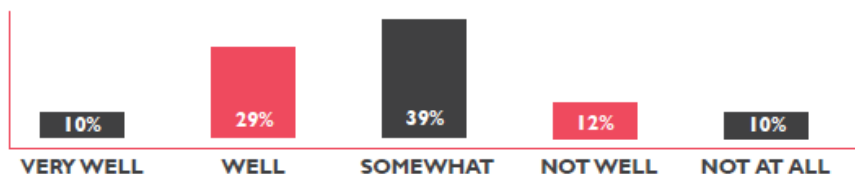
### 1. Concern about overdevelopment and loss of character in Carnegie



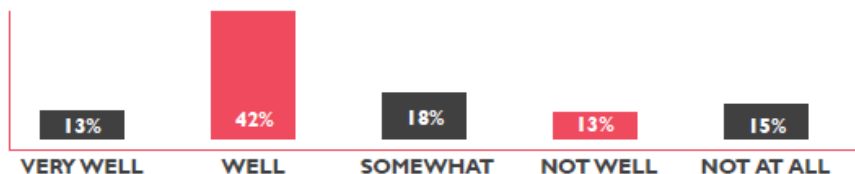
### 2. Improve transition between urban renewal area and Chestnut Street



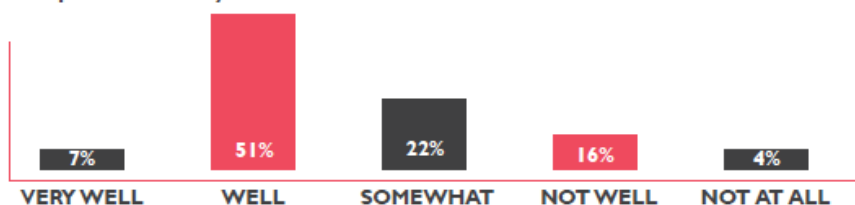
### 3. More parking is needed



### 4. More green and open spaces are needed

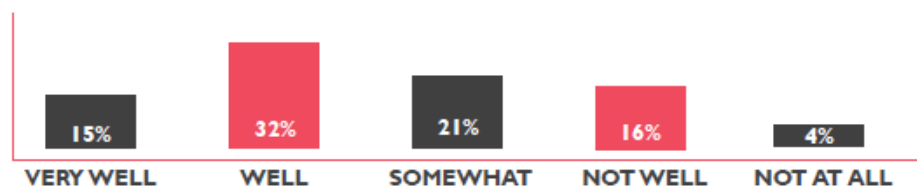


### 5. Improve walkability

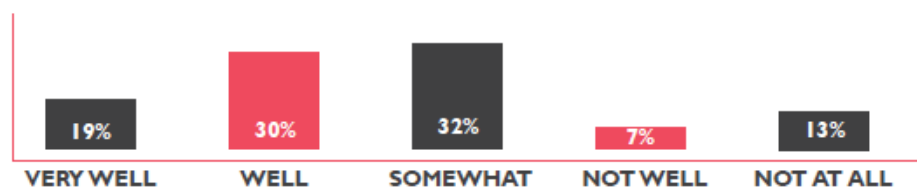


## CARNEGIE TOP 10 RANKINGS

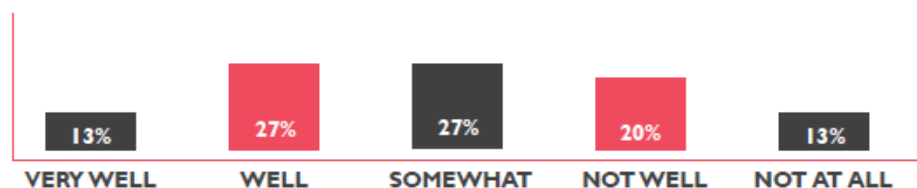
### 6. More diversity in retail offerings



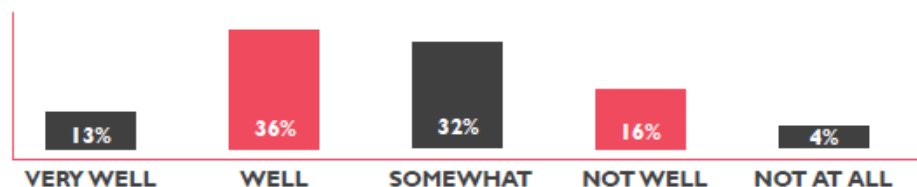
### 7. Provide more housing for families



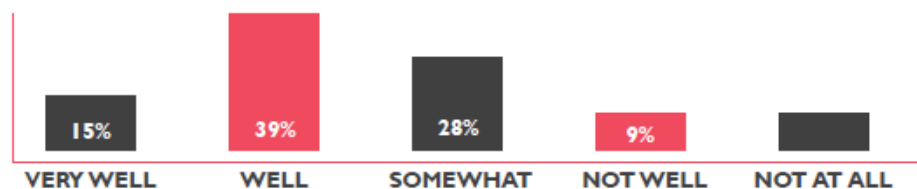
### 8. Preserve the heritage character of Koornang Road shopping strip



### 9. Carnegie needs vibrant spaces and places for people to gather



### 10. Improve cycling in the centre



## **SURVEY I**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about overdevelopment and loss of character in Carnegie:  
Improve transition between urban renewal area and Chestnut St:  
More parking is needed:  
More green and open spaces are needed:  
Improve walkability:  
More diversity in retail offerings:  
Provide more housing for families:  
Preserve the heritage character of the Koornang Rd shopping strip:  
Carnegie needs vibrant spaces and place for people to gather:  
Improve cycling in the centre:

**Please provide any comments about the proposed actions.**

The Andrew's Government has made it clear that it wants to do something about housing affordability, particularly around a major transport hub that is Carnegie. The GE Council according to Option 2, would substantially increase its income flow. Chestnut St is the meat in that sandwich. Your use of a professional facilitator on 20/11/17 merely confirmed all of this to give the appearance of a sympathetic response.

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53) .**

Option 2

**Please provide any comments about option one**

**Please provide any comments about option two**

It will allow me to maximise exiting Chestnut St because of the reasons below. Our family loves Carnegie but no longer wishes to be part of it on these terms.

**Further feedback**

I have option 2 as my preferred option because whatever happens (to Chestnut St) my reasons for living there no longer exist because of Skyrail. Yes, yes, I know as my family knows, change happens so this is not NIMBY. It is about substantially increased rail noise levels and chaotic parking and traffic congestion. We no longer wish to be part of this which is of course what has already been decided by Council.

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

CHESTNUT ST

## **SURVEY 2**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about overdevelopment and loss of character in Carnegie: Somewhat  
Improve transition between urban renewal area and Chestnut St: Somewhat  
More parking is needed: Not well  
More green and open spaces are needed: Well  
Improve walkability: Somewhat  
More diversity in retail offerings: Somewhat  
Provide more housing for families: Somewhat  
Preserve the heritage character of the Koornang Rd shopping strip: Somewhat  
Carnegie needs vibrant spaces and place for people to gather: Well  
Improve cycling in the centre: Well

**Please provide any comments about the proposed actions.**

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53) .**

**Please provide any comments about option one**

**Please provide any comments about option two**

**Further feedback**

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Rosstown Rd



### **SURVEY 3**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about overdevelopment and loss of character in Carnegie: Very well

Improve transition between urban renewal area and Chestnut St: Very well

More parking is needed: Very well

More green and open spaces are needed: Very well

Improve walkability: Very well

More diversity in retail offerings: Very well

Provide more housing for families: Very well

Preserve the heritage character of the Koornang Rd shopping strip: Very well

Carnegie needs vibrant spaces and place for people to gather: Very well

Improve cycling in the centre: Very well

**Please provide any comments about the proposed actions.**

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53) .**

**Please provide any comments about option one**

**Please provide any comments about option two**

**Further feedback**

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

## **SURVEY 4**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about overdevelopment and loss of character in Carnegie:

Improve transition between urban renewal area and Chestnut St:

More parking is needed:

More green and open spaces are needed:

Improve walkability:

More diversity in retail offerings:

Provide more housing for families:

Preserve the heritage character of the Koornang Rd shopping strip:

Carnegie needs vibrant spaces and place for people to gather:

Improve cycling in the centre:

**Please provide any comments about the proposed actions.**

Can you bring the piano back 😊

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53) .**

**Please provide any comments about option one**

**Please provide any comments about option two**

**Further feedback**

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

## **SURVEY 5**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about overdevelopment and loss of character in Carnegie: Somewhat  
Improve transition between urban renewal area and Chestnut St: Somewhat  
More parking is needed: Very well  
More green and open spaces are needed: Very well  
Improve walkability: Somewhat  
More diversity in retail offerings: Well  
Provide more housing for families: Somewhat  
Preserve the heritage character of the Koornang Rd shopping strip: Not well  
Carnegie needs vibrant spaces and place for people to gather: Somewhat  
Improve cycling in the centre: Well

**Please provide any comments about the proposed actions.**

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53).**

**Please provide any comments about option one**

**Please provide any comments about option two**

**Further feedback**

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

## **SURVEY 6**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Perhaps try to avoid too much development at the same time in narrow streets. Too much noise and truck movement creates a very uncomfortable environment.

**Please provide any comments about the proposed actions.**

Concern about overdevelopment and loss of character in Carnegie: Well

Improve transition between urban renewal area and Chestnut St: Well

More parking is needed: Somewhat

More green and open spaces are needed: Somewhat

Improve walkability: Well

More diversity in retail offerings: Very well

Provide more housing for families: Somewhat

Preserve the heritage character of the Koornang Rd shopping strip: Somewhat

Carnegie needs vibrant spaces and place for people to gather: Well

Improve cycling in the centre: Well

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53) .**

Option 1

**Please provide any comments about option one**

**Please provide any comments about option two**

**Further feedback**

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Belsize Ave

## **SURVEY 7**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

**Please provide any comments about the proposed actions.**

Concern about overdevelopment and loss of character in Carnegie: Well  
Improve transition between urban renewal area and Chestnut St:  
More parking is needed:  
More green and open spaces are needed: Well  
Improve walkability: Well  
More diversity in retail offerings:  
Provide more housing for families:  
Preserve the heritage character of the Koornang Rd shopping strip: Somewhat  
Carnegie needs vibrant spaces and place for people to gather: Well  
Improve cycling in the centre: Well

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53).**

Option 1

**Please provide any comments about option one**

There has already been significant/too much encroachment of new developments ie. Including apartments, large massive houses (usually 2 storeys) with demolition and loss of heritage homes and gardens. This has resulted in a loss of open/garden space and pre-existing trees, large shrubs and greenery generally. The new developments are overwhelmingly not in character with existing streetscapes, are often ugly and/or inappropriate and unsympathetic to the existing neighbourhood character and landscaped generally with little or no garden, trees etc, diminishing the amenity of the area. It is vital to protect what remnants are left of existing traditional neighbourhoods. Too much of the once beautiful, leafy, green and gracious period homes, streets and gardens have been forever lost and replaced with grossly substandard developments and design.

**Please provide any comments about option two**

**Further feedback**

The Carnegie Library Forecourt needs more shade. Since the Council removed several of the existing, mature (poplar?) trees the metal benches underneath them, virtually no seating in shade. The newly planted Jacarandas will not provide shade for several years and there are no remaining benches/seats under the remaining poplars. I used to regularly enjoy the shade provided by these trees and seats; suggest removing the little used stage/performance area and replacing with some more trees and benches. We need these simple basics, not some bureaucrats idea of a performance area of concrete steps, baking in the hot sun, unused. Thank you! This will also improve the cohesiveness and appearance of the space, which at present looks unbalanced, awkward and unattractive.

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

N/A

## **SURVEY 8**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about overdevelopment and loss of character in Carnegie: Somewhat  
Improve transition between urban renewal area and Chestnut St: Somewhat  
More parking is needed: Somewhat  
More green and open spaces are needed: Well  
Improve walkability: Well  
More diversity in retail offerings:  
Provide more housing for families: Well  
Preserve the heritage character of the Koornang Rd shopping strip: Not well  
Carnegie needs vibrant spaces and place for people to gather: Not well  
Improve cycling in the centre: Well

**Please provide any comments about the proposed actions.**

I honestly think that the suggestions are great in proposals of the benefit of our local communities. There are many local activities and events that bring the community closer as well as these new suggestions. These proposals will do great for the Glen Eira City insight as well as make and improve GECC.

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53).**

**Please provide any comments about option one**

**Please provide any comments about option two**

**Further feedback**

A suggestion I would like to make is that we can put out an old piano or a new one if we can get enough donations for the Council. A piano can engage kid's interests as well as bring them together. I am in knowledge that the previous time we had a piano it was taken away, but we can bolt the piano to the ground or to the wall so it doesn't get damaged.

**Please list your suburb**

ST KILDA EAST, VIC

**Please list your street name**

Loch Ave

## **SURVEY 9**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about overdevelopment and loss of character in Carnegie: Somewhat  
Improve transition between urban renewal area and Chestnut St: Not at all  
More parking is needed: Not at all  
More green and open spaces are needed: Not at all  
Improve walkability: Not at all  
More diversity in retail offerings: Not at all  
Provide more housing for families: Not at all  
Preserve the heritage character of the Koornang Rd shopping strip: Not at all  
Carnegie needs vibrant spaces and place for people to gather: Not at all  
Improve cycling in the centre: Not at all

**Please provide any comments about the proposed actions.**

Affordable housing is unattainable when money-grabbing big business dictates development to supposedly community-elected hand-puppets masquerading as 'Councillors'.

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53) .**

**Please provide any comments about option one**

Greed dictates outcomes!

**Please provide any comments about option two**

Greed dictates outcomes!

**Further feedback**

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Newman



## **SURVEY 10**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about overdevelopment and loss of character in Carnegie: Well  
Improve transition between urban renewal area and Chestnut St: Well  
More parking is needed: Somewhat  
More green and open spaces are needed: Somewhat  
Improve walkability: Very well  
More diversity in retail offerings: Well  
Provide more housing for families: Well  
Preserve the heritage character of the Koornang Rd shopping strip: Well  
Carnegie needs vibrant spaces and place for people to gather: Well  
Improve cycling in the centre: Very well

**Please provide any comments about the proposed actions.**

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53).**

**Please provide any comments about option one**

**Please provide any comments about option two**

**Further feedback**

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

## **SURVEY II**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about overdevelopment and loss of character in Carnegie: Not well  
Improve transition between urban renewal area and Chestnut St: Well  
More parking is needed: Well  
More green and open spaces are needed: Not well  
Improve walkability: Well  
More diversity in retail offerings: Somewhat  
Provide more housing for families: Well  
Preserve the heritage character of the Koornang Rd shopping strip: Well  
Carnegie needs vibrant spaces and place for people to gather: Somewhat  
Improve cycling in the centre: Well

**Please provide any comments about the proposed actions.**

Managing transition in car parking  
Developing open space in short/medium term  
What happens if Woolworths property does not want to share car park?

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53).**

Option 1

**Please provide any comments about option one**

Would like NCO to remain however do not live in area and residents should decide

**Please provide any comments about option two**

Other development area should be reduced

**Further feedback**

Increased height limits should not be extended across Rosstown Road. Girdwood Ave and McPherson Ave should have traffic treatment to reduce and slow traffic.

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

McPherson Ave

## **SURVEY 12**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about overdevelopment and loss of character in Carnegie: Well  
Improve transition between urban renewal area and Chestnut St: Well  
More parking is needed: Somewhat  
More green and open spaces are needed: Well  
Improve walkability: Well  
More diversity in retail offerings: Very well  
Provide more housing for families: Well  
Preserve the heritage character of the Koornang Rd shopping strip: Well  
Carnegie needs vibrant spaces and place for people to gather: Well  
Improve cycling in the centre: Very well

**Please provide any comments about the proposed actions.**

As well as the new market, there should be limits placed on how many restaurants can be opened on Koornang Road.

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53) .**

Option 1

**Please provide any comments about option one**

**Please provide any comments about option two**

**Further feedback**

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Elliott Ave

## **SURVEY 13**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about overdevelopment and loss of character in Carnegie:  
Improve transition between urban renewal area and Chestnut St: Somewhat  
More parking is needed: Well  
More green and open spaces are needed: Well  
Improve walkability: Somewhat  
More diversity in retail offerings: Not well  
Provide more housing for families: Well  
Preserve the heritage character of the Koornang Rd shopping strip: Well  
Carnegie needs vibrant spaces and place for people to gather: Somewhat  
Improve cycling in the centre: Somewhat

**Please provide any comments about the proposed actions.**

Climate change – over the next 25 years...?  
Including flash flooding with increased rain. And heat awnings on streets.

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53).**

Option 1

**Please provide any comments about option one**

**Please provide any comments about option two**

**Further feedback**

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Blackwood St

## **SURVEY 14**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about overdevelopment and loss of character in Carnegie: Well  
Improve transition between urban renewal area and Chestnut St: Well  
More parking is needed: Somewhat  
More green and open spaces are needed: Somewhat  
Improve walkability: Well  
More diversity in retail offerings: Well  
Provide more housing for families: Very well  
Preserve the heritage character of the Koornang Rd shopping strip: Well  
Carnegie needs vibrant spaces and place for people to gather: Somewhat  
Improve cycling in the centre: Well

**Please provide any comments about the proposed actions.**

I'm pleased to hear that car parking (street) will be removed so that a safe bike path can be installed.  
But I would like to see more attention to the coming issues (eg. Flash flooding, high energy use) relating to climate change. Does Council have a Policy – if not, why not?

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53).**

Option 1

**Please provide any comments about option one**

New developments might (or might not) include accommodation for elderly people like me – I'm happy to stay in my home until I have to leave for health reasons.  
Garden blocks like mine provide essential breathing spaces and greenery – not concrete!

**Please provide any comments about option two**

OK after I'm dead

**Further feedback**

Where is there mentioned any serious and deep consideration of environmental issues?  
Barely mentioned in the aesthetically-orientated 'Quality Design Principles' document!!!

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Blacktown St

## **SURVEY 15**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about overdevelopment and loss of character in Carnegie: Somewhat  
Improve transition between urban renewal area and Chestnut St: Not well  
More parking is needed: Somewhat  
More green and open spaces are needed: Well  
Improve walkability: Somewhat  
More diversity in retail offerings: Not at all  
Provide more housing for families: Well  
Preserve the heritage character of the Koornang Rd shopping strip: Somewhat  
Carnegie needs vibrant spaces and place for people to gather: Well  
Improve cycling in the centre: Not at all

**Please provide any comments about the proposed actions.**

Doesn't address my concerns about fairness, sustainability and is overly reliant of factors and institutions including political ones, outside of Council's control

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53).**

Option 1

**Please provide any comments about option one**

Council needs to maintain policies and regularity of its overlays. My amenity is being trashed to protect others.

**Please provide any comments about option two**

Haven't seen strategic justification for any particular scale of growth – no targets and no growth rates – seems unnecessary to advocate for the magnitude of change proposed.

**Further feedback**

There's a lack of justification for the expansion and increase in density proposed. Council has a poor record in ensuring fairness and amenity – waives compliance too easy. Plan is a reproduction of the past 15 years. Only 1 Councillor stood on platform of advocating for proposed scale of change.

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Rosstown Rd

## **SURVEY 16**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about overdevelopment and loss of character in Carnegie: Somewhat  
Improve transition between urban renewal area and Chestnut St: Somewhat  
More parking is needed: Not well  
More green and open spaces are needed: Well  
Improve walkability: Somewhat  
More diversity in retail offerings: Well  
Provide more housing for families: Somewhat  
Preserve the heritage character of the Koornang Rd shopping strip: Very well  
Carnegie needs vibrant spaces and place for people to gather: Very well  
Improve cycling in the centre: Very well

**Please provide any comments about the proposed actions.**

Apartment/retail developments need more parking so they don't use all the parking as their overflow.

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53) .**

**Please provide any comments about option one**

**Please provide any comments about option two**

**Further feedback**

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Kokaribb Rd

## **SURVEY 17**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about overdevelopment and loss of character in Carnegie: Not well  
Improve transition between urban renewal area and Chestnut St: Not well  
More parking is needed: Not well  
More green and open spaces are needed: Not at all  
Improve walkability: Not well  
More diversity in retail offerings: Not well  
Provide more housing for families: Not at all  
Preserve the heritage character of the Koornang Rd shopping strip: ?  
Carnegie needs vibrant spaces and place for people to gather: ?  
Improve cycling in the centre: ?

**Please provide any comments about the proposed actions.**

Re: retail – gone. Newsagent, optometrist, delicatessen, butcher

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53).**

**Please provide any comments about option one**

**Please provide any comments about option two**

**Further feedback**

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**



## **SURVEY 18**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about overdevelopment and loss of character in Carnegie: Not at all  
Improve transition between urban renewal area and Chestnut St: Not well  
More parking is needed: Not well  
More green and open spaces are needed: Not well  
Improve walkability: Not well  
More diversity in retail offerings: Not well  
Provide more housing for families: Not well  
Preserve the heritage character of the Koornang Rd shopping strip: Not well  
Carnegie needs vibrant spaces and place for people to gather: Not well  
Improve cycling in the centre: Somewhat

**Please provide any comments about the proposed actions.**

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53).**

**Please provide any comments about option one**

**Please provide any comments about option two**

**Further feedback**

Too many large developments at too fast a pace. No quality in building developments.

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

## **SURVEY 19**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about overdevelopment and loss of character in Carnegie: Somewhat  
Improve transition between urban renewal area and Chestnut St: Well  
More parking is needed: Well  
More green and open spaces are needed: Not well  
Improve walkability: Not well  
More diversity in retail offerings: Very well  
Provide more housing for families: Well  
Preserve the heritage character of the Koornang Rd shopping strip: Well  
Carnegie needs vibrant spaces and place for people to gather: Not well  
Improve cycling in the centre: Somewhat

**Please provide any comments about the proposed actions.**

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53) .**

Option 1

**Please provide any comments about option one**

There is a large difference between the 2 options

**Please provide any comments about option two**

This is an extreme option but for me it is a better long-term financial consideration.

**Further feedback**

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Blackwood St

## **SURVEY 20**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about overdevelopment and loss of character in Carnegie: Somewhat  
Improve transition between urban renewal area and Chestnut St: Well  
More parking is needed: Well  
More green and open spaces are needed: Well  
Improve walkability: Well  
More diversity in retail offerings: Well  
Provide more housing for families:  
Preserve the heritage character of the Koornang Rd shopping strip: Well  
Carnegie needs vibrant spaces and place for people to gather: Somewhat  
Improve cycling in the centre: Somewhat

**Please provide any comments about the proposed actions.**

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53).**

**Please provide any comments about option one**

I like the character overlay, however my own circumstances are disadvantaged by option 1

**Please provide any comments about option two**

This option is such an extreme and while it would suit me, it would be such a shame for the suburb and would probably drive me out.

**Further feedback**

Surely there is a half way solution. It would be unfair of me to put an opinion on Chestnut St – either option. It would be nice to get an answer from Council to our very detailed response to option 1.

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Blackwood St

## **SURVEY 21**

### **To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about overdevelopment and loss of character in Carnegie: Somewhat (but within 18 months the damage will be done)  
Improve transition between urban renewal area and Chestnut St:  
More parking is needed: Not at all (until Woolies redevelopment occurs (15yrs) we will lose parking spaces. 110 is not enough either)  
More green and open spaces are needed: Well  
Improve walkability: Well  
More diversity in retail offerings: Not at all  
Provide more housing for families: (townhouses are still basically only ground floor apartments)  
Preserve the heritage character of the Koornang Rd shopping strip: Somewhat  
Carnegie needs vibrant spaces and place for people to gather: Not well (already have but its too small)  
Improve cycling in the centre: Well

### **Please provide any comments about the proposed actions.**

We need a newsagent/bookshop, clothing shops, gift shops, other ethnic eating options (besides Asian). It would be great if there was an open community shop space.  
Environmental sustainability concerns need to be taken into account – overheating, sewage, stormwater pipes.  
Carnegie will look like every other generic, slummy suburb.  
No more cheap clothes shops or dumpling shops. Lets get some culture into Carnegie. We will turn into an Asian Lygon St.

### **Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53) .**

Option 1

### **Please provide any comments about option one**

There is very little heritage control left in Carnegie so what can be kept should be kept but this doesn't affect me so I feel like I shouldn't have any say in it.

### **Please provide any comments about option two**

It does provide some control by residents as to what they do with their property one Chestnut St is a lost cause.

### **Further feedback**

Developers should have to pay a levy to improve sewage and stormwater infrastructure. They are talking \$\$ but giving nothing. No more modern brutalist architecture.  
More underground parking with park and recreational space on top level. More greenery generally.

Koornang Rd looks very tired. Planned seating and greenery along the street. More varied shops, less junk shops.

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

McPherson Ave

## **SURVEY 22**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about overdevelopment and loss of character in Carnegie: Very well  
Improve transition between urban renewal area and Chestnut St: Very well  
More parking is needed: Very well  
More green and open spaces are needed: Very well  
Improve walkability: Very well  
More diversity in retail offerings: Very well  
Provide more housing for families: Very well  
Preserve the heritage character of the Koornang Rd shopping strip: Very well  
Carnegie needs vibrant spaces and place for people to gather: Very well  
Improve cycling in the centre: Very well

**Please provide any comments about the proposed actions.**

Decrease speed limit along Neerim Road in the crossing of Neerim Road/Koornang Road as its 40kph along Koornang Road but 60kph along Neerim Road.

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53).**

Option two: remove Neighbourhood Character Overlay and extend urban renewal area to the east.

**Please provide any comments about option one**

Arawatta Street is no through road. Too much pressure for the traffic. Option two releases some of the traffic pressure to Chestnut St.

**Please provide any comments about option two**

Creating new street is genius idea.

**Further feedback**

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Koornang Rd

## **SURVEY 23**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about overdevelopment and loss of character in Carnegie: Well  
Improve transition between urban renewal area and Chestnut St: Well  
More parking is needed: Very well  
More green and open spaces are needed: Very well  
Improve walkability: Well  
More diversity in retail offerings: Well  
Provide more housing for families: Very well  
Preserve the heritage character of the Koornang Rd shopping strip: Very well  
Carnegie needs vibrant spaces and place for people to gather: Very well  
Improve cycling in the centre: Very well

**Please provide any comments about the proposed actions.**

Preserve a community square for music, speech etc.

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53).**

**Please provide any comments about option one**

**Please provide any comments about option two**

**Further feedback**

Short list/definition of community benefits examples ie. Medical centre, professional suites.  
Establish a local commercial centre at south end of Koornang Rd within the centre.

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Koornang Rd

## **SURVEY 24**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about overdevelopment and loss of character in Carnegie: Somewhat  
Improve transition between urban renewal area and Chestnut St: Well  
More parking is needed: Somewhat  
More green and open spaces are needed: Well  
Improve walkability: Well  
More diversity in retail offerings: Somewhat  
Provide more housing for families: Very well  
Preserve the heritage character of the Koornang Rd shopping strip: Very well  
Carnegie needs vibrant spaces and place for people to gather: Well  
Improve cycling in the centre: Well

**Please provide any comments about the proposed actions.**

The triangle shaped section around Truganini Rd and Koornang Rd near the last tram stop can be better used to allow higher density development. The currently townhouse/apartment mix can be turned into Strategic Sites to encourage development around the corner.

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53).**

Option two: remove Neighbourhood Character Overlay and extend urban renewal area to the east.

**Please provide any comments about option one**

**Please provide any comments about option two**

**Further feedback**

Upgrade swimming pool  
Have a cinema  
More attention to the tramstop island site – strategic sites to encourage development into office!

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Koornang Rd



## **SURVEY 25**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about overdevelopment and loss of character in Carnegie: Not at all

Improve transition between urban renewal area and Chestnut St:

More parking is needed:

More green and open spaces are needed:

Improve walkability:

More diversity in retail offerings:

Provide more housing for families:

Preserve the heritage character of the Koornang Rd shopping strip:

Carnegie needs vibrant spaces and place for people to gather:

Improve cycling in the centre:

**Please provide any comments about the proposed actions.**

Laneways across Carnegie could improve movement

Neerim Road needs traffic islands between Koornang Road and Grange Roads as there are 3 large schools in the area.

Carnegie pool is also part of the community – what are the plans?

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53) .**

**Please provide any comments about option one**

**Please provide any comments about option two**

**Further feedback**

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

## **SURVEY 26**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about overdevelopment and loss of character in Carnegie:

Improve transition between urban renewal area and Chestnut St:

More parking is needed:

More green and open spaces are needed:

Improve walkability:

More diversity in retail offerings:

Provide more housing for families:

Preserve the heritage character of the Koornang Rd shopping strip:

Carnegie needs vibrant spaces and place for people to gather:

Improve cycling in the centre:

**Please provide any comments about the proposed actions.**

- Area around end of tram stop to be better utilised
- No character value of Chestnut St

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53) .**

**Please provide any comments about option one**

**Please provide any comments about option two**

**Further feedback**

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

## **SURVEY 27**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about overdevelopment and loss of character in Carnegie: Somewhat

Improve transition between urban renewal area and Chestnut St: Somewhat

More parking is needed: Somewhat

More green and open spaces are needed: Well

Improve walkability: Somewhat

More diversity in retail offerings: Well

Provide more housing for families: Somewhat

Preserve the heritage character of the Koornang Rd shopping strip: Well

Carnegie needs vibrant spaces and place for people to gather: Well

Improve cycling in the centre: Well

**Please provide any comments about the proposed actions.**

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53).**

Option 1

**Please provide any comments about option one**

**Please provide any comments about option two**

**Further feedback**

No plans on how to account for increased traffic and highly congested intersections at Neerim Rd/Koornang/Kokaribb. Only highlights that it needs looking at. Would be great to see some detail as its likely to be gridlock.

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

## **SURVEY 28**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about overdevelopment and loss of character in Carnegie: Well  
Improve transition between urban renewal area and Chestnut St: Well  
More parking is needed: Somewhat  
More green and open spaces are needed: Well  
Improve walkability: Well  
More diversity in retail offerings: Not well  
Provide more housing for families: Somewhat  
Preserve the heritage character of the Koornang Rd shopping strip: Not well  
Carnegie needs vibrant spaces and place for people to gather: Not well  
Improve cycling in the centre: Very well

**Please provide any comments about the proposed actions.**

Regarding more diverse retail I am against a Council run market. Do not agree with Council working against free market led retail.

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53).**

Option 1

**Please provide any comments about option one**

Support the phasing of heights and protection of character. Option 2 is still too drastic.

**Please provide any comments about option two**

**Further feedback**

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Kambrook Rd

## **SURVEY 29**

### **To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about overdevelopment and loss of character in Carnegie: Not well  
Improve transition between urban renewal area and Chestnut St: Not at all  
More parking is needed: Somewhat  
More green and open spaces are needed: Well  
Improve walkability: Well  
More diversity in retail offerings: Well  
Provide more housing for families: Somewhat  
Preserve the heritage character of the Koornang Rd shopping strip: Somewhat  
Carnegie needs vibrant spaces and place for people to gather: Well  
Improve cycling in the centre: Well

### **Please provide any comments about the proposed actions.**

Consideration needs to be given to parking controls in urban renewal areas surrounding streets, especially as large developments are built. Already we struggle to find parking in our street because of railway workers (despite signage – they still park in the street).

### **Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53).**

Option 1

### **Please provide any comments about option one**

Is clearly the most sensible transition between old and new. It protects an overlay that is there for good reason. It prevents unsuitable development in a quiet residential street. Consideration is still needed to parking restrictions in the street, and traffic controls such as speed humps to manage increase in traffic in the area.

### **Please provide any comments about option two**

This option is outrageous. It destroys the fabric of the street, It will drive families out and put many of us in very difficult financial positions. This option contradicts everything the Council is saying about maintaining/protecting the suburbs heritage.

### **Further feedback**

I will be writing a full submission in relation to the Chestnut St plans. Much of what was said at this meeting related to 'protecting heritage and character' yet option 2 for Chestnut St does the complete opposite. It's not even gradual development like townhouses – 4 storeys!!  
We purchased our house because we thought we would be protected from inappropriate development through the overlay. Please do not remove it!

### **Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Chestnut St

## **SURVEY 30**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about overdevelopment and loss of character in Carnegie: Not well  
Improve transition between urban renewal area and Chestnut St: Not at all  
More parking is needed: Somewhat  
More green and open spaces are needed: Somewhat  
Improve walkability: Somewhat  
More diversity in retail offerings: Somewhat  
Provide more housing for families: Somewhat  
Preserve the heritage character of the Koornang Rd shopping strip: Not well  
Carnegie needs vibrant spaces and place for people to gather: Not well  
Improve cycling in the centre: Somewhat

**Please provide any comments about the proposed actions.**

The two options for Chestnut St are polar opposites. If there was some mutual ground eg. Town houses instead of 4 storey dwellings and keeping a character overlay would be a workable compromise.  
Also need Chestnut St to have permit street parking and ways to slow down the speed of traffic in Chestnut St (given it is a through road from Dandenong Rd).

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53) .**

Option 1

**Please provide any comments about option one**

Need a compromise between the 2 options

**Please provide any comments about option two**

Not an option > can't go from character overlay to 4 storeys. Info speaker clearly said that Council wants to protect the character and heritage and then proposed option 2.

**Further feedback**

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Chestnut St

## **SURVEY 3 I**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about overdevelopment and loss of character in Carnegie: Well  
Improve transition between urban renewal area and Chestnut St: Somewhat  
More parking is needed: Somewhat  
More green and open spaces are needed: Somewhat  
Improve walkability: Well  
More diversity in retail offerings: Well  
Provide more housing for families: Well  
Preserve the heritage character of the Koornang Rd shopping strip: Well  
Carnegie needs vibrant spaces and place for people to gather: Well  
Improve cycling in the centre: Well

**Please provide any comments about the proposed actions.**

Leave Chestnut St alone! Been here over 20 years! Just restrict traffic flow. Too fast, not enough parking for residents.

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53).**

Option I

**Please provide any comments about option one**

Parking for residents. Speed humps in street.

**Please provide any comments about option two**

Who decides removal of overlay?

**Further feedback**

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Chestnut St



## **SURVEY 32**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about overdevelopment and loss of character in Carnegie: Not at all  
Improve transition between urban renewal area and Chestnut St: Not at all  
More parking is needed: Well  
More green and open spaces are needed: Somewhat  
Improve walkability: Somewhat  
More diversity in retail offerings: Not well  
Provide more housing for families: Somewhat  
Preserve the heritage character of the Koornang Rd shopping strip: Not at all  
Carnegie needs vibrant spaces and place for people to gather: Well  
Improve cycling in the centre: Somewhat

**Please provide any comments about the proposed actions.**

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53).**

Option 1

**Please provide any comments about option one**

Neighbourhood character is being encouraged in Koornang Rd. Maintaining character in Chestnut St should be a priority.

**Please provide any comments about option two**

Traffic concerns are real as urban renewal expands

**Further feedback**

We live in the area North of the railway line and are concerned that we have been targeted and our contribution to the character of Carnegie ignored

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Dandenong Rd

## **SURVEY 33**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about overdevelopment and loss of character in Carnegie: Not at all

Improve transition between urban renewal area and Chestnut St: Not at all

More parking is needed: Somewhat

More green and open spaces are needed: Not at all

Improve walkability: Somewhat

More diversity in retail offerings: Not well

Provide more housing for families: Not at all

Preserve the heritage character of the Koornang Rd shopping strip: Somewhat

Carnegie needs vibrant spaces and place for people to gather: Somewhat

Improve cycling in the centre: Somewhat

**Please provide any comments about the proposed actions.**

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53) .**

**Please provide any comments about option one**

**Please provide any comments about option two**

Neither, they are clearly ill conceived, in particular option two which will turn Arrawatta St into a rat run for cars avoiding the Koornang Rd intersection

**Further feedback**

Where is the traffic management plan for the area North of the railway line? Parking for residents is already very difficult in Dandenong Rd and the service road is already inadequate for resident parking and becoming dangerous with the traffic overload

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Dandenong Rd

## **SURVEY 34**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about overdevelopment and loss of character in Carnegie: Not at all  
Improve transition between urban renewal area and Chestnut St: Not at all  
More parking is needed: Somewhat  
More green and open spaces are needed: Not well  
Improve walkability: Not well  
More diversity in retail offerings: Not well  
Provide more housing for families: Not at all  
Preserve the heritage character of the Koornang Rd shopping strip: Not well  
Carnegie needs vibrant spaces and place for people to gather: Somewhat  
Improve cycling in the centre: Not well

**Please provide any comments about the proposed actions.**

They will destroy one of the last remaining pockets of post WWI houses in Glen Eira. Option 1 is unpalatable; Option 2 is a dreadful solution.  
It feels as though the residents of the railway north section are being sacrificed to the broader needs of Carnegie.

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53) .**

Option 1

**Please provide any comments about option one**

This is endangering the character of this area.

**Please provide any comments about option two**

This would destroy the character of this area.

**Further feedback**

Option 3 – an open space between Chestnut St and Woolworths – paid for out of a levy on rampant development.  
No consideration appears to have been given to the huge influx of vehicles into an already traffic choked zone. Not nearly enough open spaces provided for this huge number of people. Perhaps a park levy could be imposed on developments and the area behind Chestnut Street become a park!

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Chestnut St

## **SURVEY 35**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about over development and loss of character in Carnegie: Somewhat,  
Improve transition between urban renewal area and Chestnut Street: Well,  
More parking is needed.: Well,  
More green and open spaces are needed.: Well,  
Improve walkability.: Somewhat,  
More diversity in retail offerings.: Well,  
Provide more housing for families.: Somewhat,  
Preserve the heritage character of the Koornang Road shopping strip.: Somewhat,  
Carnegie needs vibrant community spaces and places for people to gather.: Well,  
Improve cycling safety in the centre.: Not well

**Please provide any comments about the proposed actions.**

Carnegie's on-road cycling conditions are currently very poor and dangerous. The current on-road markings are antiquated and give drivers full responsibility of cyclists safety.

Major routes like Koornang and Murrumbeena roads are high use, high-risk routes out of Carnegie. But are the only links to safer off-road cycleways (Merri Creek).

It should be high priority that there be a significant upgrade to current best practice on-road cycling to ensure safety and encourage greater use.

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53) .**

Option one: protect existing Neighbourhood Character Overlay area.

**Please provide any comments about option one**

**Please provide any comments about option two**

Residential streets are becoming car-logged and drivers are speeding. Would like to see greater action taken to address.

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Woornack Rd

## **SURVEY 36**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about over development and loss of character in Carnegie:  
Not at all, Improve transition between urban renewal area and Chestnut Street.: Well,  
More parking is needed.: Well,  
More green and open spaces are needed.: Well,  
Improve walkability.: Well,  
More diversity in retail offerings.: Somewhat,  
Provide more housing for families.: Very well,  
Preserve the heritage character of the Koornang Road shopping strip.: Not well,  
Carnegie needs vibrant community spaces and places for people to gather.: Somewhat, Improve  
cycling safety in the centre.: Well

**Please provide any comments about the proposed actions.**

The 6-8 level development is too high and over developed.  
The development zone spans too close to one-level, historical residential housing.

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53) .**

Option one: protect existing Neighbourhood Character Overlay area.

**Please provide any comments about option one**

**Please provide any comments about option two**

**Please list any further information you would like included in your submission.**

The 6-8 storey housing is too high.

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Grange Rd

## **SURVEY 37**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about over development and loss of character in Carnegie.: Very well, Improve transition between urban renewal area and Chestnut Street.: Well, More parking is needed.: Well, More green and open spaces are needed.: Well, Improve walkability.: Well, More diversity in retail offerings.: Somewhat, Provide more housing for families.: Somewhat, Preserve the heritage character of the Koornang Road shopping strip.: Well, Carnegie needs vibrant community spaces and places for people to gather.: Very well, Improve cycling safety in the centre.: Somewhat

**Please provide any comments about the proposed actions.**

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53) .**

Option two: remove Neighbourhood Character Overlay and extend urban renewal area to the east.

**Please provide any comments about option one**

While the preservation of Chestnut Street homes is a noble goal, it is incompatible with the higher-level goal of concentrating development north of the railway line to preserve the suburban character of the greater part of the suburb. Any limits imposed north of the line will translate to development pressures south of the line. I believe it is best to make full use of the area adjoining the station for higher density housing and mixed use development, and preserve character in other parts of Carnegie.

**Please provide any comments about option two**

In addition to solving the option 1 issues, option 2 removes the transition constraint. The area can be better utilised and, being near public transport, this is important.

**Please list any further information you would like included in your submission.**

Broadly the plan is well thought out and seems very sensible. I would like to see some of the activity centre matters - particularly transport connections - extrapolated into the broader suburb. Transport corridors have no context in a limited study area; they make sense when they connect areas and neighbourhoods. I am also interested in plans for north of the rail line but west of Cosy Gum Road. It seems higher density could be supported there as well, perhaps to 3-4 stories or mixed use, linking in to Caulfield North and the university precinct.

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

McPherson Avenue



## **SURVEY 38**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about over development and loss of character in Carnegie.: Not well,  
Improve transition between urban renewal area and Chestnut Street.: Not well,  
More parking is needed.: Somewhat,  
More green and open spaces are needed.: Not well,  
Improve walkability.: Somewhat, More diversity in retail offerings.: Well,  
Provide more housing for families.: Somewhat,  
Preserve the heritage character of the Koornang Road shopping strip.: Not well,  
Carnegie needs vibrant community spaces and places for people to gather.: Somewhat, Improve cycling safety in the centre.: Somewhat

**Please provide any comments about the proposed actions.**

Needs to be Less focus on development at the expensive of land and character of the area.

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53).**

Option one: protect existing Neighbourhood Character Overlay area.

**Please provide any comments about option one**

Developments are too high with permits being given for 4 and 5 stories. They are not meeting car park regs. Over Development is destroying the character.

**Please provide any comments about option two**

**Please list any further information you would like included in your submission.**

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Tranmere

## **SURVEY 39**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about over development and loss of character in Carnegie.: Somewhat,  
Improve transition between urban renewal area and Chestnut Street.: Well,  
More parking is needed.: Somewhat,  
More green and open spaces are needed.: Very well,  
Improve walkability.: Very well, More diversity in retail offerings.: Not at all,  
Provide more housing for families.: Very well,  
Preserve the heritage character of the Koornang Road shopping strip.: Very well,  
Carnegie needs vibrant community spaces and places for people to gather.: Very well, Improve  
cycling safety in the centre.: Very well

**Please provide any comments about the proposed actions.**

Heritage character must be maintained

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53) .**

**Please provide any comments about option one**

**Please provide any comments about option two**

**Please list any further information you would like included in your submission.**

More heritage protection

**Please list your suburb**

MURRUMBEENA, VIC

**Please list your street name**

Murrumbeena Road

## **SURVEY 40**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about over development and loss of character in Carnegie.: Well,  
Improve transition between urban renewal area and Chestnut Street.: Well,  
More parking is needed.: Well,  
More green and open spaces are needed.: Very well,  
Improve walkability.: Very well, More diversity in retail offerings.: Very well,  
Provide more housing for families.: Well,  
Preserve the heritage character of the Koornang Road shopping strip.: Well,  
Carnegie needs vibrant community spaces and places for people to gather.: Somewhat, Improve cycling safety in the centre.: Well

**Please provide any comments about the proposed actions.**

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53) .**

Option two: remove Neighbourhood Character Overlay and extend urban renewal area to the east.

**Please provide any comments about option one**

**Please provide any comments about option two**

**Please list any further information you would like included in your submission.**

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Kokaribb Road

## **SURVEY 41**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about over development and loss of character in Carnegie.: Not at all,  
Improve transition between urban renewal area and Chestnut Street.: Not at all,  
More diversity in retail offerings.: Somewhat,  
Provide more housing for families.: Not at all,  
Preserve the heritage character of the Koornang Road shopping strip.: Somewhat

**Please provide any comments about the proposed actions.**

1/ Why is north of the railway line being allowed to be over developed?  
The character of north of the railway line is no less valid than the character of any other part of Carnegie.

2/ The "improve" transition between urban renewal area and Chestnut Street read like forget about the heritage character here.

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53) .**

Option one: protect existing Neighbourhood Character Overlay area.

**Please provide any comments about option one**

I don't agree - stop messing with our neighbourhood.

**Please provide any comments about option two**

I don't agree - stop messing with our neighbourhood.

**Please list any further information you would like included in your submission.**

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Walnut St

## **SURVEY 42**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about over development and loss of character in Carnegie.: Somewhat,  
Improve transition between urban renewal area and Chestnut Street.: Not well,  
More parking is needed.: Somewhat,  
More green and open spaces are needed.: Somewhat,  
Improve walkability.: Well,  
More diversity in retail offerings.: Somewhat,  
Provide more housing for families.: Somewhat,  
Preserve the heritage character of the Koornang Road shopping strip.: Somewhat,  
Carnegie needs vibrant community spaces and places for people to gather.: Well,  
Improve cycling safety in the centre.: Well

**Please provide any comments about the proposed actions.**

We are worried about lifting the heritage listing on Chestnut St. Council has stated that it wants more diversity in housing, not just more apartments. Changing Chestnut St, in Proposal 2, to allow 4 story buildings, will mean more apartments and even fewer houses.

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53) .**

Option one: protect existing Neighbourhood Character Overlay area.

**Please provide any comments about option one**

Extending the urban 'renewal' area will mean even more apartments, further destroying the character of Carnegie. We need to retain some houses and provide a mixture of accommodation for the area.

**Please provide any comments about option two**

**Please list any further information you would like included in your submission.**

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Walnut St

## **SURVEY 43**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about over development and loss of character in Carnegie.: Not well,  
Improve transition between urban renewal area and Chestnut Street.: Not well,  
More green and open spaces are needed.: Well,  
Improve walkability.: Well,  
More diversity in retail offerings.: Somewhat,  
Provide more housing for families.: Well,  
Preserve the heritage character of the Koornang Road shopping strip.: Not well,  
Carnegie needs vibrant community spaces and places for people to gather.: Somewhat

**Please provide any comments about the proposed actions.**

Option 1 is preferred . Keep the character overlay

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53) .**

Option one: protect existing Neighbourhood Character Overlay area.

**Please provide any comments about option one**

Recommended

**Please provide any comments about option two**

Need some character buildings to stay in the area. Please don't destroy it

**Please list any further information you would like included in your submission.**

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Walnut Street

## **SURVEY 44**

### **To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about over development and loss of character in Carnegie.: Not at all,  
More parking is needed.: Not at all,  
More green and open spaces are needed.: Somewhat,  
Improve walkability.: Somewhat,  
More diversity in retail offerings.: Not at all,  
Provide more housing for families.: Somewhat,  
Preserve the heritage character of the Koornang Road shopping strip.: Not at all,  
Carnegie needs vibrant community spaces and places for people to gather.: Somewhat, Improve cycling safety in the centre.: Somewhat

### **Please provide any comments about the proposed actions.**

i really hope the council are listening to the concerns of local residents and shop owner.I read through over 70 comments about what they liked about carnegie shopping strip.Clearly it should have been title what they do not like.If the amount of restaurants allowed to open continues to rise than simply there will be no day trade.95% of the comments made were about asian restaurants etc.Hence so much develolment  
Following on from the structure plan who or what is exactly the council and state goverment looking to achieve.Lining their own pockets and destroying a very much loved local shopping strip.But its not really about the community is it.  
reading the parking pdf clearly is skewed.You mention the amount of public parking available.This is simply rubbish.You have well and truely overlooked the fact that the amount of development in the area adds to less public parking.If you are a resident and have more than 1 car than you can get a permit.Eg elliot street has at this time or in contruction 215 apparments.Lets be conservative and say 50% of them have 2 car.So that creates about 100 extra cars parked in public spaces leaving that amount less for others.more parking is needed and less of unnecassary development and open spaces .Why would people come to carnegie.Certainly note for the open areas but to shop local.We all know what happened to the glen waverley shopping area.Well get ready because in 10 years it will be no different.Start listening to the locals and stop thinking about all those involved and their bottom line.  
i will be attending and voicing my opinion on what this is doing right now to businesses and the local.

### **Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53).**

Option one: protect existing Neighbourhood Character Overlay area.

### **Please provide any comments about option one**

This is not box hill

### **Please provide any comments about option two**

### **Please list any further information you would like included in your submission.**

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Koornang Road



## **SURVEY 45**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about over development and loss of character in Carnegie.: Well,  
Improve transition between urban renewal area and Chestnut Street.: Well,  
More parking is needed.: Well,  
More green and open spaces are needed.: Well,  
Improve walkability.: Well,  
More diversity in retail offerings.: Very well,  
Provide more housing for families.: Very well,  
Preserve the heritage character of the Koornang Road shopping strip.: Very well,  
Carnegie needs vibrant community spaces and places for people to gather.: Very well, Improve cycling safety in the centre.: Very well

**Please provide any comments about the proposed actions.**

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53) .**

Option one: protect existing Neighbourhood Character Overlay area.

**Please provide any comments about option one**

**Please provide any comments about option two**

**Please list any further information you would like included in your submission.**

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

CARNEGIE, VIC

## **SURVEY 46**

### **To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about over development and loss of character in Carnegie.: Not at all,  
Improve transition between urban renewal area and Chestnut Street.: Not well,  
More parking is needed.: Somewhat,  
More green and open spaces are needed.: Not at all, Improve walkability.: Not well,  
More diversity in retail offerings.: Not at all,  
Provide more housing for families.: Not at all,  
Preserve the heritage character of the Koornang Road shopping strip.: Not at all,  
Carnegie needs vibrant community spaces and places for people to gather.: Somewhat, Improve cycling safety in the centre.: Not at all

### **Please provide any comments about the proposed actions.**

We should be encouraging people to walk & cycle in our areas rather than creating more traffic issues. I often see locals driving and parking for the train when they could walk. The proposed parking will be too big and overshadow the area plus encourages driving. You have the 'sky rail' new trails that are meant to be getting people easy walking access but then you counter this with the parking. The multi parking in the shopping centre on the corner is never full. People should be parking there and walking to food places, etc.

Creating more shops doesn't create diversity. The issue with Carnegie is that there has been a focus on Asian Cuisine and now there are over 6 shops that are just for express posting baby formula & vitamins to China. This isn't going to be solved by creating more shopping areas. It needs strict covenants on what can be in there to create that diverse environment. IF people don't have choice or it isn't catering to all residence needs (despite ethnicity) then people won't shop there. With the new plans the heritage of Carnegie is going to be lost as it has in St Kilda and many other high development areas.

You asked for peoples ideas but should have started this process by getting experts in traffic planning, etc to tell us what will be needed for the future and then the public address concerns they may have from that and contribute ideas to it. This process has not been great as we live in a place that has lots of tennants who don't care that you letter dropped things about this process as they are transient.

The level of development and the heights are another issue not addressed. We haven't got the infrastructure for your ideas. Our water system in this area is under immense pressure and the amount of trucks for development have been causing issues and damaging roads. With all the extra people in this area who should have been looking at reducing road speeds and putting in other measure to ensure people are being safe in the area.

### **Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53) .**

Option one: protect existing Neighbourhood Character Overlay area.

### **Please provide any comments about option one**

People came to this area for a reason and you seem to want to see it out to developers. Change is good but we should be valuing the heritage rather than making every suburb look generic.

**Please provide any comments about option two**

Nothing but issues will arise with this. As soon as you give a little here there is no stopping of where it might go.

**Please list any further information you would like included in your submission.**

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Tranmere Avenue

## **SURVEY 47**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about over development and loss of character in Carnegie.: Somewhat,  
Improve transition between urban renewal area and Chestnut Street.: Somewhat,  
More parking is needed.: Well,  
More green and open spaces are needed.: Well,  
Improve walkability.: Well,  
More diversity in retail offerings.: Not at all,  
Provide more housing for families.: Well,  
Preserve the heritage character of the Koornang Road shopping strip.: Somewhat,  
Carnegie needs vibrant community spaces and places for people to gather.: Well,  
Improve cycling safety in the centre.: Well

**Please provide any comments about the proposed actions.**

The retail offerings in Koornang Rd need to be more diverse. All there is at the moment is restaurants, cafes & hairdressers. A new food market, whilst welcome, there need to be more offerings in Koornang Rd, clothes, shoes, gifts, etc

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53).**

Option one: protect existing Neighbourhood Character Overlay area.

**Please provide any comments about option one**

Too many old houses being demolished for apartments.

**Please provide any comments about option two**

**Please list any further information you would like included in your submission.**

**Please list your suburb**

**Please list your street name**

Neerim Road

## **SURVEY 48**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about over development and loss of character in Carnegie.: Not at all,  
Improve transition between urban renewal area and Chestnut Street.: Not at all,  
More parking is needed.: Not at all,  
More green and open spaces are needed.: Not well,  
Improve walkability.: Not well,  
More diversity in retail offerings.: Not at all,  
Provide more housing for families.: Not well,  
Preserve the heritage character of the Koornang Road shopping strip.: Not at all,  
Carnegie needs vibrant community spaces and places for people to gather.: Not well, Improve  
cycling safety in the centre.: Not well

**Please provide any comments about the proposed actions.**

Stop the over development - we do not need to keep growing to accommodate more people - the infrastructure cannot cope with existing residents! Why does our population need to increase and keep increasing at this alarming rate? Are there no other regions for people to go? If you build it they will come - so don't build it!! Carnegie is no longer a village - you are turning it into a city!

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53) .**

Option one: protect existing Neighbourhood Character Overlay area.

**Please provide any comments about option one**

We do not need 12 story buildings in Carnegie!! I live in the area north of the railway line and I am being pushed out by developers. There are not enough Neighbour Character overlays left - we must keep them - there should be more not less. Chestnut St has a thriving community feel - it should be protected!

**Please provide any comments about option two**

**Please list any further information you would like included in your submission.**

There is no need to keep this destruction of community going - stop now! Soon Carnegie will have no community left - it will be transient residents all living in apartments - no one knowing their neighbours, no one helping the local community - it is so sad!

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Dandenong Rd

## **SURVEY 49**

### **To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about over development and loss of character in Carnegie.: Somewhat,  
Improve transition between urban renewal area and Chestnut Street.: Somewhat,  
More parking is needed.: Not well,  
More green and open spaces are needed.: Not at all,  
Improve walkability.: Well, More diversity in retail offerings.: Somewhat,  
Provide more housing for families.: Well,  
Preserve the heritage character of the Koornang Road shopping strip.: Well,  
Carnegie needs vibrant community spaces and places for people to gather.: Somewhat, Improve  
cycling safety in the centre.: Somewhat

### **Please provide any comments about the proposed actions.**

From looking at the Option A plan, there is alot of high rise buildings, and absolutely no greenery in the middle of any of them. Surely a small block of land should be purchased to make for a small park. It also seems an overdevelopment of units along Dandenong Highway.

### **Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53).**

Option one: protect existing Neighbourhood Character Overlay area.

### **Please provide any comments about option one**

Still seems too many large buildings along Dandenong Highway, and I can't see any small parkland areas between any of the units.

### **Please provide any comments about option two**

### **Please list any further information you would like included in your submission.**

### **Please list your suburb**

CARNEGIE, VIC

### **Please list your street name**

Phillips Ave

## **SURVEY 50**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about over development and loss of character in Carnegie.: Well,  
Improve transition between urban renewal area and Chestnut Street.: Well,  
More parking is needed.: Well,  
More green and open spaces are needed.: Somewhat,  
Improve walkability.: Not well,  
More diversity in retail offerings.: Somewhat,  
Provide more housing for families.: Somewhat,  
Preserve the heritage character of the Koornang Road shopping strip.: Well,  
Carnegie needs vibrant community spaces and places for people to gather.: Somewhat, Improve  
cycling safety in the centre.: Not at all

**Please provide any comments about the proposed actions.**

I would like to see the heritage character of the Koornang Road shops on the south east side of the Neerim Road intersection preserved, particularly the Nicholson building on the corner.

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53) .**

**Please provide any comments about option one**

**Please provide any comments about option two**

**Please list any further information you would like included in your submission.**

I wish this plan had been in place before some of the recent developments were approved. It would have made a big difference.

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Koornang Road

## SURVEY 51

### **To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about over development and loss of character in Carnegie.: Somewhat,  
Improve transition between urban renewal area and Chestnut Street.: Somewhat,  
More parking is needed.: Well,  
More green and open spaces are needed.: Well,  
Improve walkability.: Well, More diversity in retail offerings.: Well,  
Provide more housing for families.: Well,  
Preserve the heritage character of the Koornang Road shopping strip.: Well,  
Carnegie needs vibrant community spaces and places for people to gather.: Well,  
Improve cycling safety in the centre.: Well

### **Please provide any comments about the proposed actions.**

I'm concerned about removing the heritage overlay in Option two of the Urban renewal plan. I think the streets north of the railway line, especially walnut and chestnut street have some beautiful family homes, and a real community feel to the area. Kids even play footy and cricket in the streets. This will be reduced if there are more dense dwellings in this area, and more traffic, as it will seem more unsafe and busier as more people try to avoid the traffic congestion at Arawatta street/Koornang road by escaping into the side streets.

### **Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53) .**

Option one: protect existing Neighbourhood Character Overlay area.

### **Please provide any comments about option one**

The community feeling of our neighbourhood is enhanced by the heritage feel of the streets north of the railway line. While there are already flats in the streets, the character of the houses around them makes it feel like a community. Children play outside, and play football and cricket in the streets. With higher density housing, there will be fewer larger families around, and more single dwellers and more vehicles in the streets. Protecting the heritage and safety of our neighbourhood is important, as it links us with our histories and the stories of the people who lived in the beautiful houses before us. The Skyrail has impacted negatively on the community spirit of the area north of the railway line, and I feel that protecting the rest of what is there in our community should be considered important. Help locals feel proud of their community and their heritage and not burdened by over-development and increasing changes and urbanisation in the form of dense populations and increased vehicles just because they live north of the railway line.

### **Please provide any comments about option two**

While it would seem easier to begin adding more developments to one area, and since the Skyrail is there anyway people will cope with the extra development. This doesn't take into consideration the large number of family homes, and community feeling of this north of the railway side. Granted, the Arawatta street extension would ease the traffic congestion created by traffic exiting the Carnegie Central shopping centre, but so too would a dedicated right turn and left turn lane extended further down the street. The traffic congestion due to the level crossing at these traffic lights will also



be reduced once the level crossing is removed and Skyrail is in effect. Perhaps analysis of traffic flow and directions should be considered after Skyrail has been completed to provide a more thorough analysis.

**Please list any further information you would like included in your submission.**

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Walnut street

## **SURVEY 52**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about over development and loss of character in Carnegie.: Well,  
Improve transition between urban renewal area and Chestnut Street.: Well,  
More parking is needed.: Well, More green and open spaces are needed.: Well,  
Improve walkability.: Well,  
More diversity in retail offerings.: Well,  
Provide more housing for families.: Well,  
Preserve the heritage character of the Koornang Road shopping strip.: Well, Carnegie needs vibrant community spaces and places for people to gather.: Well, Improve cycling safety in the centre.: Well

**Please provide any comments about the proposed actions.**

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53) .**

Option two: remove Neighbourhood Character Overlay and extend urban renewal area to the east.

**Please provide any comments about option one**

**Please provide any comments about option two**

I am happy for whatever option is chosen by the residents in the immediate area

**Please list any further information you would like included in your submission.**

I understand that there is always a trade off between providing amenity and meeting the needs of a growing city. I believe the proposed plan tries to address the balance as much as possible

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Graceburn avenue

## **SURVEY 53**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about over development and loss of character in Carnegie.: Not well,  
Improve transition between urban renewal area and Chestnut Street.: Not at all,  
More parking is needed.: Somewhat,  
More green and open spaces are needed.: Somewhat,  
Improve walkability.: Well,  
More diversity in retail offerings.: Well,  
Provide more housing for families.: Not well,  
Preserve the heritage character of the Koornang Road shopping strip.: Not well,  
Carnegie needs vibrant community spaces and places for people to gather.: Well, Improve cycling safety in the centre.: Somewhat

**Please provide any comments about the proposed actions.**

I am against Option 2: remove neighborhood character overlay and extend urban renewal area to east. I vote for Option 1.

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53).**

Option one: protect existing Neighbourhood Character Overlay area.

**Please provide any comments about option one**

**Please provide any comments about option two**

**Please list any further information you would like included in your submission.**

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Blackwood St

## **SURVEY 54**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about over development and loss of character in Carnegie.: Not well,  
Improve transition between urban renewal area and Chestnut Street.: Well,  
More green and open spaces are needed.: Well,  
Improve walkability.: Well,  
More diversity in retail offerings.: Well,  
Provide more housing for families.: Very well,  
Preserve the heritage character of the Koornang Road shopping strip.: Somewhat,  
Carnegie needs vibrant community spaces and places for people to gather.: Well,  
Improve cycling safety in the centre.: Well

**Please provide any comments about the proposed actions.**

Need to implement heritage overlay's to protect the character of the area. Including houses and retail.

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53) .**

Option one: protect existing Neighbourhood Character Overlay area.

**Please provide any comments about option one**

Heritage homes need to be protected. They add charm and value to the area. The heritage overlay needs to be EXTENDED further not removed. Too much cheap housing is replacing stunning period homes.

**Please provide any comments about option two**

If people want to live in areas with new buildings they could choose a suburb further out in new suburbs.

**Please list any further information you would like included in your submission.**

**Please list your suburb**

ORMOND, VIC

**Please list your street name**

Wild Cherry

## SURVEY 55

### To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?

Concern about over development and loss of character in Carnegie.: Somewhat,  
Improve transition between urban renewal area and Chestnut Street.: Somewhat,  
More parking is needed.: Somewhat,  
More green and open spaces are needed.: Well,  
Improve walkability.: Well, More diversity in retail offerings.: Well,  
Provide more housing for families.: Not well,  
Preserve the heritage character of the Koornang Road shopping strip.: Not well,  
Carnegie needs vibrant community spaces and places for people to gather.: Well,  
Improve cycling safety in the centre.: Well

### Please provide any comments about the proposed actions.

1. What is special about Chestnut Street? There are other streets which have more character, however, I would like to see streets like this in wedges between the horrific blank wall of faceless and non-community atmosphere generating blocks. Individual blocks are fine but while streets of them are like New York.
  2. My main concern is old and disabled folk. The parking is all generated at the Neerim Road end, and if walking is a problem, even getting to the library is a concern. Unfortunately more parking is needed. You are bring more people into the area and already the parking is at catastrophic levels at periods of the day. Could ground floor level of car parks be allocated to people with parking permits?
  3. Morton Ave. plans sound good as do Egan Street, which will open onto the new rail corridor park.
  4. I am concerned for the specific children's play area beside the library going, is there something else specifically for small children? This are is well used by the Indian community and an important communal place plus essential for the children who live in small apartments. They need to have adventure and agility challenges, not just open space.
  5. The walk ways already exist and work fine, but need to be kept clean and well lit.
  6. Public Spaces (4). The Glen Eira Historical Society regularly use the Boyd Room, as does my GECC exercise class, moving the carpark further away has to be the design of a young, healthy person. If our oldish members have to park and walk to the library entrance, it will reduce the number attending. Facilities like that need close parking to enable them to be used by all of the community, not just the agile. Open spaces are good and I like the idea of car parking being off ground, but make it light and airy. Likewise, the carpark in Kokaribb Road should be beside the new park, at the walkway. The is the hub of the shopping strip, an sound apex. Keeping Woorayl Street open space and old tress is essential for ascetic, historic and visual reasons.
  6. Koornang Road shops, great to keep the original shop faces and buildings and the inclusion of more street and additional crossing places is excellent.
  7. Good luck with solving the entry to Neerim Road problem, it is a daily chore for those of us who live here. Not sure how Neerim Road will fit in a cycling corridor, although cyclists deserve better than they get along here. Maybe ban parking?? This would make entering Neerim Road from the side streets less of a danger.
  7. The proposed number of people coming into this area is frightening. I have lived here 12. years and have seem such a change (and I like change) that it is overwhelming. Maybe moderation is the answer.
- We do need a regular series of community buses like those that run around Port Phillip. Please investigate their long Erving, successful plan, taking people to shopping centres, libraries, etc,

without the use of a car and fostering great community togetherness.

Generally the plan is well considered but does need some tweaking to be inclusive.

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53) .**

Option one: protect existing Neighbourhood Character Overlay area.

**Please provide any comments about option one**

Some element of balance. It seems that residents are being pushed out of their homes to allow for these block of apartments. We need more that "character overlays" but KINDNESS overlays. Where do people go in the rush to accomodate a "new" society? Is there really a choice, financial or otherwise? Put yourself in th place of the current residents being squeezed out. Is it all happening too quickly?

**Please provide any comments about option two**

An architectural and cultural desert. Where is the beauty and soul? Will a bird fly, a flower bloom in this area. Is this really the plan for the future? There has to be. compromise.

**Please list any further information you would like included in your submission.**

People first then the natural environment, then a well considered build environment.

**Please list your suburb**

CARNEGIE, VIC

**Please list your street name**

Margaret Street

## SURVEY 56

### **To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about over development and loss of character in Carnegie.: Very well,  
Improve transition between urban renewal area and Chestnut Street.: Very well,  
More parking is needed.: Very well,  
More green and open spaces are needed.: Not at all,  
Improve walkability.: Well, More diversity in retail offerings.: Very well,  
Provide more housing for families.: Very well,  
Preserve the heritage character of the Koornang Road shopping strip.: Well,  
Carnegie needs vibrant community spaces and places for people to gather.: Not well, Improve cycling safety in the centre.: Not at all

### **Please provide any comments about the proposed actions.**

We own the property at ■ Arawatta street and we support the Urban Renewal Option 2 – which would place our property on “Strategic Site (B) – to be rezoned to 6 to 8 storeys” building type.

### **Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53) .**

Option two: remove Neighbourhood Character Overlay and extend urban renewal area to the east.

### **Please provide any comments about option one**

We would prefer ■ Arawatta street to be part of a strategic site they allows commercial building opportunities greater than 4 storeys

### **Please provide any comments about option two**

We would prefer that the rezoning of ■ Arawatta street allows commercial building opportunities greater than 8 storeys

### **Please list any further information you would like included in your submission.**

### **Please list your suburb**

CARNEGIE, VIC

### **Please list your street name**

Arawatta

## **SURVEY 57**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about over development and loss of character in Carnegie.: Not at all,  
Improve transition between urban renewal area and Chestnut Street.: Well,  
More green and open spaces are needed.: Not at all,  
Improve walkability.: Not at all,  
More diversity in retail offerings.: Not at all,  
Provide more housing for families.: Well,  
Preserve the heritage character of the Koornang Road shopping strip.: Somewhat,  
Carnegie needs vibrant community spaces and places for people to gather.: Somewhat, Improve  
cycling safety in the centre.: Somewhat

**Please provide any comments about the proposed actions.**

We need to increase apartment heights to 5-6 storeys in RGZI zones to aid capacity for expected population growth in the corridor as advised state government policies.

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53).**

**Please provide any comments about option one**

**Please provide any comments about option two**

**Please list any further information you would like included in your submission.**

**Please list your suburb**

**Please list your street name**

Jersey pde, Carnegie



## **SURVEY 58**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about over development and loss of character in Carnegie.  
Improve transition between urban renewal area and Chestnut Street.  
More green and open spaces are needed.  
Improve walkability.  
More diversity in retail offerings.  
Provide more housing for families.  
Preserve the heritage character of the Koornang Road shopping strip.  
Carnegie needs vibrant community spaces and places for people to gather  
Improve cycling safety in the centre.

**Please provide any comments about the proposed actions.**

We are rather concerned about the rampant constructions of units in Carnegie.  
The council looks to broaden its Urban Renewal area by removing the Character Overlay that exists in Chestnut Street. This will destroy the character of our once charming suburb as soulless apartments are replacing beautiful old world charming houses and destroying gardens with aged trees. Multi housing increases the population and creates a bleak environment, traffic congestion and a lack of a sense of community. Carnegie is a historical suburb and should remain so. Take the lead from European cities and appreciate our history. A disgruntled rate payer. [REDACTED] from Poplar Grove

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53).**

**Please provide any comments about option one**

**Please provide any comments about option two**

No further development in Chestnut , Walnut Streets right through to Murrumbeena Road  
Let remaining properties with suburban gardens and an appreciation of nature be.  
Let Carnegie be a suburb with a caring community.

**Please list any further information you would like included in your submission.**

Please listen to the views of the rare payers. We are important too!

**Please list your suburb**

**Please list your street name**

## **SURVEY 59**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about over development and loss of character in Carnegie.: Not at all,  
Improve transition between urban renewal area and Chestnut Street.: Well,  
More green and open spaces are needed.: Not at all, Improve walkability.: Not at all,  
More diversity in retail offerings.: Not at all,  
Provide more housing for families.: Well,  
Preserve the heritage character of the Koornang Road shopping strip.: Somewhat,  
Carnegie needs vibrant community spaces and places for people to gather.: Somewhat, Improve  
cycling safety in the centre.: Somewhat

**Please provide any comments about the proposed actions.**

Remember that there are also character homes and streets north of the railway line that need protection from big developments

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53).**

**Please provide any comments about option one**

**Please provide any comments about option two**

**Please list any further information you would like included in your submission.**

Shops shouldn't have another language only shown - they should also have the English translation.

**Please list your suburb**

**Please list your street name**

## **SURVEY 60**

### **To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about over development and loss of character in Carnegie.:  
Improve transition between urban renewal area and Chestnut Street.:  
More green and open spaces are needed.: Not at all, Improve walkability.:  
More diversity in retail offerings.:  
Provide more housing for families.:  
Preserve the heritage character of the Koornang Road shopping strip.:  
Carnegie needs vibrant community spaces and places for people to gather.:  
Improve cycling safety in the centre.:

### **Please provide any comments about the proposed actions.**

The character in Carnegie has changed dramatically over the past 10 years without these measures in place.  
Providing these extreme, lax planning measures will further change Carnegie beyond recognition. The area has become heavily congested and poorly planned in terms of parking and accessibility. The buildings that have been built in the area are of poor standard, with materials deteriorating within months of construction. (Neerim Road apartments - facade rotted through, 225-229 Koornang Road facade pieces detached and falling onto street)  
Most planning permits issued within the area (particularly Koornang Road) are issued with wavering or reduction of parking requirements.  
Proposal is strictly aimed at providing developers with opportunity for more apartments buildings, not family housing and open space.  
The congestion is overwhelming most days, how can that improve with such high density and provide safe walking and cycling for the community?

### **Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53).**

#### **Please provide any comments about option one**

We own a property within a clearly zoned Overlay. This overlay protects our amenity. We have made great effort in improving our home in keeping with the surrounding homes.  
Very little, to no development has taken place along Koornang Road between Neerim Road and The Crossover.

#### **Please provide any comments about option two**

To change the overlay as suggested under option two, would significantly and detrimentally affect our property.  
Koornang Road is a North to South orientated Road. The proposal stands to allow a neighbouring property to be developed at 3 storeys, with 2 storeys on the boundary. This is a dramatic change to the area impacting on those homes, established and to the south of a property being developed.  
We have invested in solar panels, which under this proposal, would be rendered ineffectual if our northern neighbour decided to develop. How could that be considered appropriate?  
Even without the argument of solar panels, we currently have approximately 60% of our property as secluded private open space, which remains unshadowed throughout the entirety of the day. Under

this proposal, this could be wiped out in a moment. Under current Building Regulations Part 4 (Option One) that would not be the case.

**Please list any further information you would like included in your submission.**

Parking is a concern in the area, yet consistently wavered in planning permits that are issued. Planning permits issued for apartments buildings in Truganini Road, Koornang Road (217-221 and 225-229) have reduced parking requirements.

Reality - all apartment dwellers have cars. They need to have car-parks they can access easily and actually use. If they don't they'll just park on the surrounding streets, local park car-park or shopping center car-parks.

Council should consider fining people who consistently dump furniture and oddments on their nature strip. It makes the area look unkempt. Option two proposal will increase this, as the number of apartments and tenants increase.

**Please list your suburb**

**Please list your street name**

## **SURVEY 6I**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about over development and loss of character in Carnegie.:  
Improve transition between urban renewal area and Chestnut Street.:  
More green and open spaces are needed.: Not at all, Improve walkability.:  
More diversity in retail offerings.:  
Provide more housing for families.:  
Preserve the heritage character of the Koornang Road shopping strip.:  
Carnegie needs vibrant community spaces and places for people to gather.:  
Improve cycling safety in the centre.:

**Please provide any comments about the proposed actions.**

I have difficulty with envisaging how 'provide more parking' relates to a) turning the Kokarrib Woolies car park into an actual green park and b) creating a new food market at the Shepparson Ave car park. I use both car parks regularly for both shopping and socialising and for accessing the library/community centre. As an older person with difficulty walking I would be extremely both to see any reduction in car spaces since this would curtail my outings! Please reconsider a reduction in parking close to the Koornang Rd shopping and library.

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53).**

**Please provide any comments about option one**

**Please provide any comments about option two**

**Please list any further information you would like included in your submission.**

**Please list your suburb**

**Please list your street name**

## **SURVEY 62**

**To what extent do you think the proposed actions (listed in the above table) address the following community concerns raised during consultation?**

Concern about over development and loss of character in Carnegie.:  
Improve transition between urban renewal area and Chestnut Street.:  
More green and open spaces are needed.: Not at all, Improve walkability.:  
More diversity in retail offerings.:  
Provide more housing for families.:  
Preserve the heritage character of the Koornang Road shopping strip.:  
Carnegie needs vibrant community spaces and places for people to gather.:  
Improve cycling safety in the centre.:

**Please provide any comments about the proposed actions.**

I do not agree with Carnegie proposal. Heights should be raised West past Mimosa Rd. Already Mimosa Rd is too crowded.

**Council is interested in feedback on the two proposed options for the urban renewal area. Please indicate which option you prefer (refer to pages 50-53).**

**Please provide any comments about option one**

**Please provide any comments about option two**

**Please list any further information you would like included in your submission.**

**Please list your suburb**

**Please list your street name**

# FORUM COMMENTS

## SUBMISSION 1

1		The building types confuse me as they are not exactly the same as the descriptions
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## SUBMISSION 2

2		Agreed. +10
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## SUBMISSION 3


3		<p>The new draft plan is good in that it restricts greater than 3 stories north of the railway. There are however many considerations not fully taken into overall consideration and all new development should bring a lot of benefit to the community not just 'some'. These considerations are for example: There is a need to use a portion of the profits from development to subsidise or offer incentives to bring back traditional retailers on Koornang road such as a newsagent, toy and gift shops and a florist. Further, shops should need to meet certain fit out requirements not just largely empty spaces being used for pack and post businesses. A food market in Shepparson does not add diversification in retail options for the area and parking should not need to be lost for better retail options. Land also needs to be appropriately reserved for parking at Carnegie station. There are much needed upgrades required to roads and footpaths along and around Koornang Road that again money being put into development needs to be allocated for. Established vegetation and open space should be a requirement of all new development to shield concrete views and maintain the leafy suburban feel. There should be occupancy controls so there are not vacant (for capital gain only) apartments in the area. There should be no or very limited demolition of established period homes anywhere in the suburb. It is great to see some heritage overlay considerations given but there needs to be more. There also needs to be consideration given to speed controls along McLaurin Rd to limit the increased cut through traffic and safety risks. Neerim road will also struggle to accommodate the increased traffic in its current state. A traffic and congestion plan should be part of this proposal.</p>
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## SUBMISSION 4


4		Building Transitions is important. The current chaotic mix of building types produces a poor environment for all. For high density housing
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		there is a lack of open space as apartment buildings occupy almost all the site. For low height housing, there is overshadowing and loss of privacy. This is not a good mix.
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
## SUBMISSION 5

5		<p>I live in Shepparson Ave, South of Neerim Rd. There are many elements of the plan that I am happy about but I would like to make a couple of comments.</p> <p>1. As the construction of the multistory monstrosities along the main thoroughfares of Neerim and Koornang Rd is well under way, it make sense to to allow that to continue (even if it has been at the expense of some beautiful old buildings. However, under no circumstances should dwellings higher than two stories be allowed in residential streets such as Shepparson Ave, Belsize St, etc along Neerim Rd Road. The impact of over shading and street congestion in these very narrow streets with relatively narrow blocks would be unbearable.</p> <p>2. Although I welcome the idea of a new ground floor market in the area, PLEASE give preference to produce sales over restaurants. The proliferation of restaurants in Koornang Rd has been a great addition to the strip, but it has come at the cost of butchers, fish shops, etc. Let the market be a produce market and encourage sellers of bread, fruit and vegetables, meat fish etc. That would make it a real market and it would encourage a whole new group of shoppers to Carnegie.</p> <p>3. Please ensure that enough parking is provided, but not down residential streets. Many houses have no off street parking and parking for residents has become more and more difficult. Have enough parking to accommodate increased patronage and confine it to the areas adjacent to where the shopping occurs.</p>
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## SUBMISSION 6

6		<p>The draft plan is a step in the right direction. It recognises that Carnegie has become a bit of hub because it has a great range of cafes and restaurants and great facilities. However, it focuses on the development around the Train station, what about the Tram stop at corner of Truganini Road and Koornang Rd? It is good though to have a forum to discuss development and also what infrastructure we need to keep up with the development so that Carnegie continues to be a place that everyone wants to live in and move into.</p>
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## SUBMISSION 7

7		Hi, surely there needs to be higher density development for RGZI
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		and CZI areas, higher stories. As there is currently more people and population flow around that corridor due to skyrail widening, this would be to cater for a population growth. Council needs to reflect state government initiatives on planning and development moving forward, and ensure it parallels government objectives.
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## SUBMISSION 8


8		Hello developer
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## SUBMISSION 9


9		The draft plan is very comprehensive; the market in Shepparson Avenue would be good
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# FACEBOOK SUBMISSIONS


## SUBMISSION 1 - 9 NOVEMBER 2017

	Some actual parking at a train station would be good instead of the revenue raising 2-4hr parking restrictions everywhere....	9 November
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## SUBMISSION 2 - 15 NOVEMBER 2017

	Consider the traffic condition at the main road, I would strongly suggest you to get rid of all the on street parking .	15 November
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## SUBMISSION 3 - 19 NOVEMBER 2017

	I've emailed a comment but have had no acknowledgment of its receipt yet, is that normal?	19 November
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## SUBMISSION 4 - 30 NOVEMBER 2017

	My comment relates to NO entry/exit proposed on sth side of new Carnegie station for the new car park....with the only single entry/exit being proposed from Woorayl Street on a dangerous bend in the road. A poor design response for this already busy area. To put all the traffic load on this small local street is outrageous and dangerous. A proposed 'Entertainment Area' for Morton Ave....with no vehicle access to Car Park....WHY?? It doesn't make sense to me to make access difficult for all those that live on sth side of the station, the stations main catchment area. Please explain!!!	30 November
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## SUBMISSION 5 - 7 DECEMBER 2017

	The footpaths in Carnegie shopping strip are a disgrace when are you going to fix them ?	7 December
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