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Part B: Suburb profiles

Why consider Glen Eira's suburbs?

Each suburb in Glen Eira is different in terms of who lives there, housing types and styles, shopping and community facilities and neighbourhood character. Each suburb has its own character that the community would like to protect and enhance.

An aim of the Strategy is to develop planning policy that better reflects Glen Eira's different suburbs. The *Planning Scheme* needs to consider local detail to:

- recognise that not all the suburbs in Glen Eira are the same (eg, a development in Elsternwick will not be suitable in Bentleigh);
- help to determine what outcomes are wanted in different areas; and
- ensure better planning outcomes are achieved.

A local policy in the Planning Scheme will be developed that describes the preferred neighbourhood character of different suburbs and includes framework plans for each suburb that identify areas for multi-units, constraints to development and special character areas.

The suburbs

In the Housing and Residential Development Strategy, statistical information for some of the suburbs was amalgamated because some suburbs have a small residential populations.

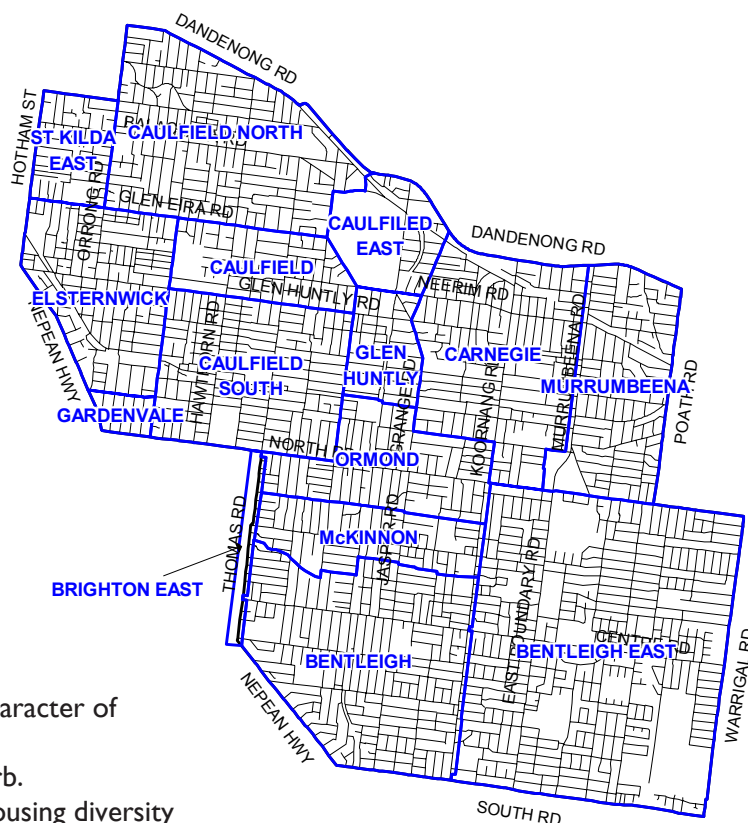
The suburbs of Glen Eira include:

- Bentleigh
- Bentleigh East
- Carnegie
- Caulfield
- Caulfield North and Caulfield East
- Caulfield South
- Elsternwick and Gardenvale
- Glen Huntly
- McKinnon
- Murrumbeena
- Ormond
- St Kilda East

Elements of the suburb profile

Part B of the Strategy contains the following for each suburb.

- A brief description of the suburb and its facilities (eg, schools, parks).
- A summary of population and housing trends.
- A description of the neighbourhood character of the suburb.
- Visions and opportunities for the suburb.
- A suburb framework plan describing housing diversity areas (eg, urban villages, Phoenix Precinct, neighbourhood centres, local centres, tram routes, selected main roads and key development sites).
- Minimal change areas (including Significant Character Areas).
- Heritage Areas.
- Special Building Overlay Areas.



How were the suburb profiles developed?

Information from the community on each suburb was developed from the suburb workshops and questionnaire (see 4.6 and Background paper 5). Technical work was also undertaken including analysing statistics, identifying the boundaries for housing diversity areas, identifying significant character areas and determining neighbourhood character elements.

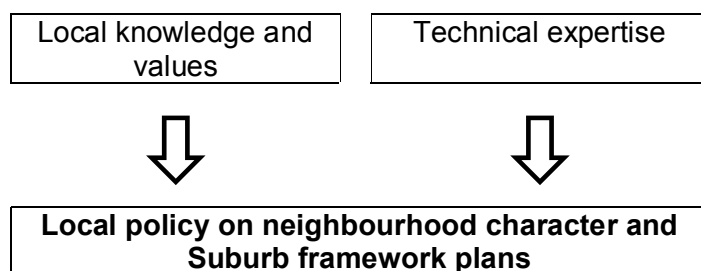


Figure 1. Process to develop suburbs information

How will Part B will be implemented?

Neighbourhood character

The important elements of neighbourhood character will be included in a Planning Scheme Amendment to ensure they are taken into account when new development is proposed. Once a detailed character study is undertaken, more detailed character outcomes can be developed for small areas within each suburb. These will ultimately be included in the *Planning Scheme*.

Visions and opportunities

The visions and opportunities for each suburb, emerged from the consultation phase of the Strategy. Whilst consultation focused on housing, residential development and neighbourhood character issues, many people saw neighbourhood character in a broader context. Many people felt it was important that the visions for their suburbs should go beyond traditional land use and development issues and, consequently, made comments about a whole range of factors which affect their urban environment. These visions have been captured for consideration and possible implementation by numerous sections of Council.

Sections 2.2 and 2.3 in Part A of the Strategy translate some of these visions and opportunities into possible actions.

Suburb framework plans

The suburb framework plans are more detailed versions of the City-wide framework plan in Section 2.4 of the Strategy. The City-wide framework plan describes the type of development considered desirable in each of the different areas (eg, neighbourhood centres). The suburb framework plans provide more detail at the suburb level. The individual suburb framework plans will be included in the *Planning Scheme* and a planning policy will be developed to broadly guide development.

1.0 Bentleigh

Located north of Nepean Highway and South Road, Bentleigh is a residential suburb developed predominantly in the inter-war period. Bentleigh is 4.7km² in area.

Bentleigh features Glen Eira's largest commercial centre — Bentleigh Urban Village on Centre Road. Bentleigh Urban Village has a large range of shops, services and community facilities such as child care centre, library, banks and post office. Patterson shopping centre on Patterson Road, has a high number of vacant shops and now features a couple of convenience shops, offices and new residential developments. Both Bentleigh Urban Village and Patterson have train stations. Bentleigh is also serviced by bus routes along most of the main roads in the suburb. A small section of the Moorabbin shopping centre is located in Bentleigh although the majority is in the City of Kingston.

Bentleigh has a range of education facilities including Bentleigh Preschool, Bentleigh West Primary School, St Paul's Primary School and Our Lady of the Sacred Heart College. Bentleigh also has a wide range of recreation areas and parks and community facilities. A large retirement village, Brighton Classic Residences, is located on the corner of Thomas and Brewer Streets.

Bentleigh has a significant heritage area which offers a good example of inter-war housing and the garden suburb philosophy in a compact area.



Population and housing

Bentleigh's population has remained relatively stable at 12,600 between 1981 and 1996.

The area is characterised by significant numbers of lone person households and couples with children. The largest age group in Bentleigh is 35–49 year olds — the baby boomers — comprising 24 per cent of the population (in Glen Eira as a whole, 23 per cent were in this age group). In 1996, 22 per cent of Bentleigh's population was aged 0–17 years — slightly above the Glen Eira average (20 per cent).

The number of dwellings remained relatively stable between 1981 and 1996. At 79 per cent Bentleigh had the highest proportion of separate houses in Glen Eira (across Glen Eira as a whole, 60 per cent of dwellings were separate houses). The number of separate houses has declined in Bentleigh since 1981.

Building trends in the suburb and neighbouring suburbs, Ormond and McKinnon, have shown high levels of building activity (about 90 new dwellings per year have been approved between 1997 and 2000). An average of 240 existing houses per year were renovated in Bentleigh, Ormond and McKinnon.

Average house prices in Bentleigh rose substantially from \$170,000 in 1995 to \$365,000 in 2000 — a 115 per cent increase. The average house price in Metropolitan Melbourne rose from \$128,000 to \$300,000 — a 134 per cent increase.

In 1996, 55 per cent of the population owned their own home, 24 per cent were purchasing their homes, while 21 per cent privately rented. Compared to Glen Eira, more Bentleigh residents owned or were in the process of purchasing their homes and less people were privately renting.

Neighbourhood character

The major elements of neighbourhood character in Bentleigh are:

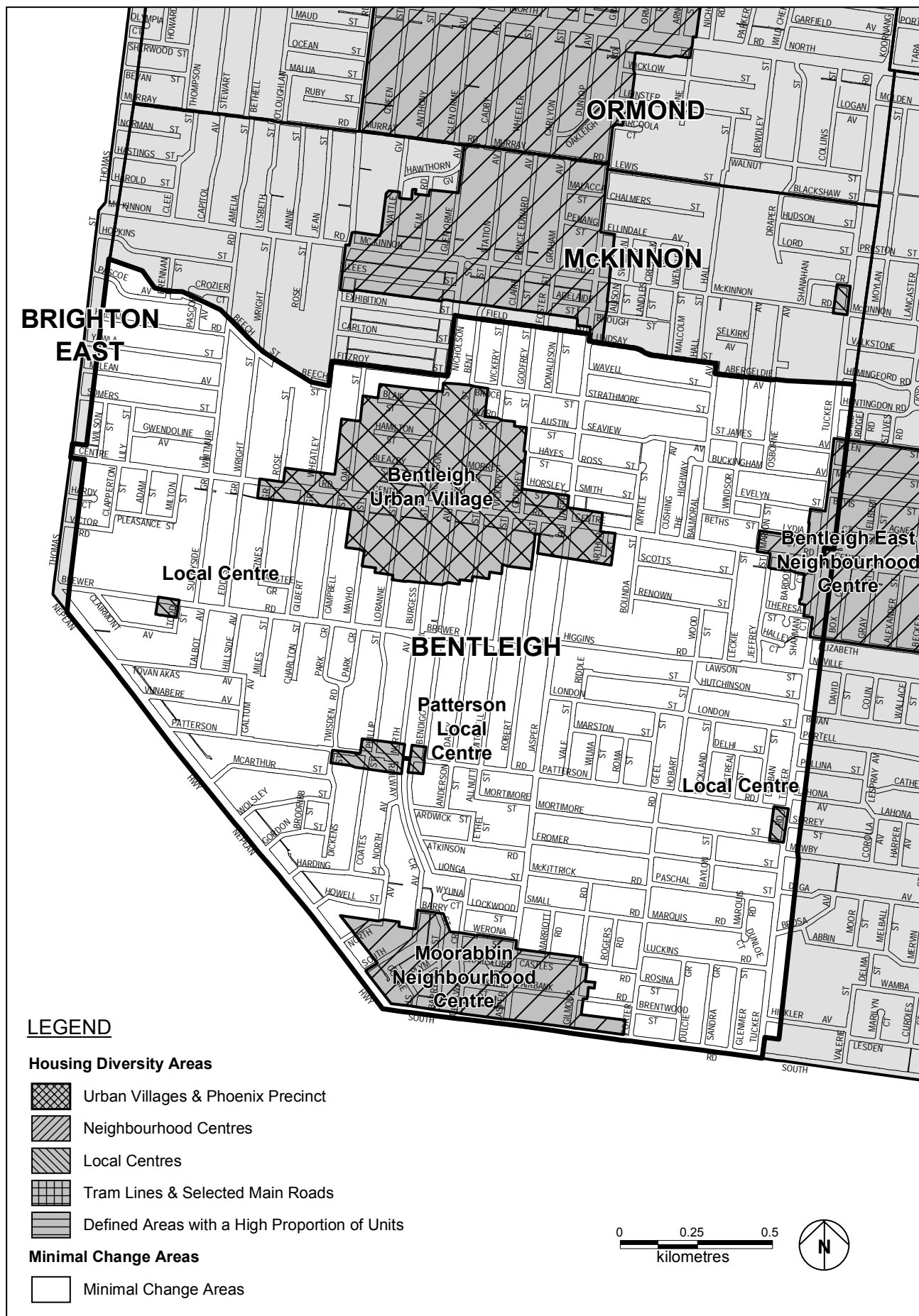
- the relatively flat topography;
- the grid subdivision pattern;
- the predominantly single storey scale of development in established residential areas;
- the highly uniform lot sizes and generous setbacks in the residential areas;
- the concentration of detached Californian bungalows of timber or brick with tiled roofs, immediately north and south of the Bentleigh Urban Village, many of recognised heritage significance;
- the presence of modern (post-war) detached villa homes constructed of brick with tiled roofs set in well-established gardens with low and medium scale planting and with low and medium height front fences;
- the presence of some detached contemporary dwellings;
- generally, one driveway crossing per allotment;
- well-established domestic gardens containing low and medium scale planting;
- the presence of the wide main roads of the Nepean Highway and South Road which also mark the boundary of the suburb and municipality;
- the presence of overhead electricity and communication services, and nature strips, with low and medium scale planting; and
- the variety of parkland, recreational spaces and other community facilities.

Visions and opportunities

The visions and opportunities identified for Bentleigh, include:

- investigating the issue of congestion on Centre Road and use of side streets as thoroughfares;
- promoting the rotunda area in Bentleigh Shopping Centre as a village square;
- ensuring future development on existing car parks sensitively interfaces with neighbouring residential properties;
- improving the appearance of existing car parking areas in the Bentleigh Urban Village;
- improving the streetscape of Jasper and Tucker Roads;
- enhancing the Patterson local centre through streetscape improvements and encouraging further residential development in the centre to replace vacant shops and offices;
- upgrading the Patterson railway station and its surrounds;
- protecting and promoting the Bentleigh Heritage Area as an example of a discrete area of inter-war housing with characteristic large front gardens;
- encouraging more street planting, especially native species; and
- promoting the open garden layout of the suburb by encouraging large setbacks, front gardens and trees and adequate space around the houses.

Bentleigh framework plan



Housing diversity areas

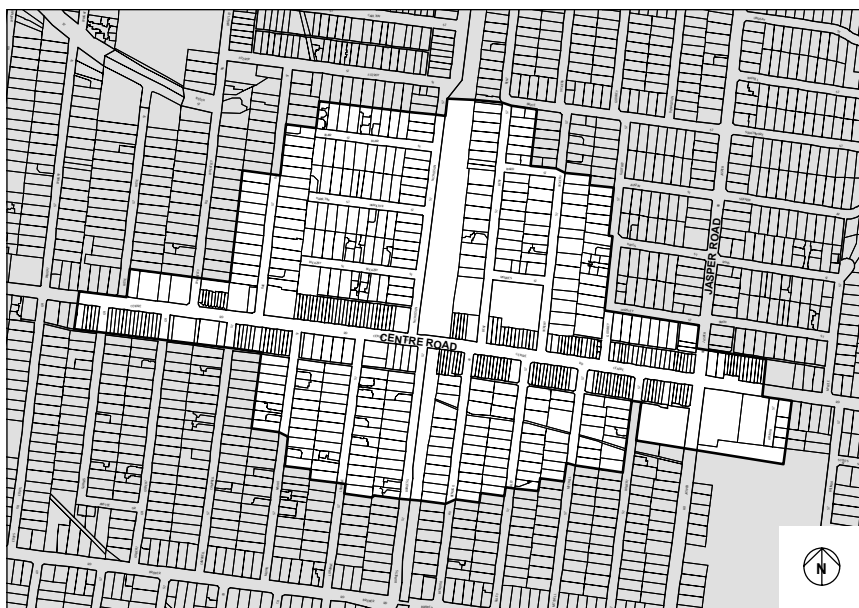
Bentleigh Urban Village

Bentleigh is an attractive shopping strip with a range of both retail and non-retail services such as child care centre, library, banks and post office. It is centred around a railway station and bus network.

The *Urban Village Local Planning Policy* provides further detail on the form and location of residential development in Bentleigh Urban Village. Bentleigh Urban Village comprises a number of precincts including; the community precinct, retail hub, car park and mixed-use and residential area. A Heritage Area exists to the south of Centre Road which contributes to the area's character. The greatest potential for residential

development exists with shop-top/mixed-use developments along Centre Road itself. Multi-unit developments are encouraged in the residential areas surrounding the centre.

Council is in the process of developing a detailed Urban Design Framework for the centre.



Moorabbin Neighbourhood Centre Commercial area of the centre

Within the Glen Eira section of Moorabbin, limited opportunities exist for shop-top housing. The car park to the rear of shops on South Road provides an appropriate transitional interface between potential shop-top housing and immediately surrounding residential properties to the north. Significant development opportunities exist in the Kingston and Bayside sections of the centre.



Residential area of the centre

Due to the size of the lots in the immediately surrounding area, the almost intact nature of low density, and predominantly single storey residential development in the surrounding area, the level of change should be gradual. The prevailing lot size, existing character and type and condition of dwelling stock would suggest that a mix of single dwellings and single and double storey multi-unit development could be supported on appropriate sites.



Heritage Areas

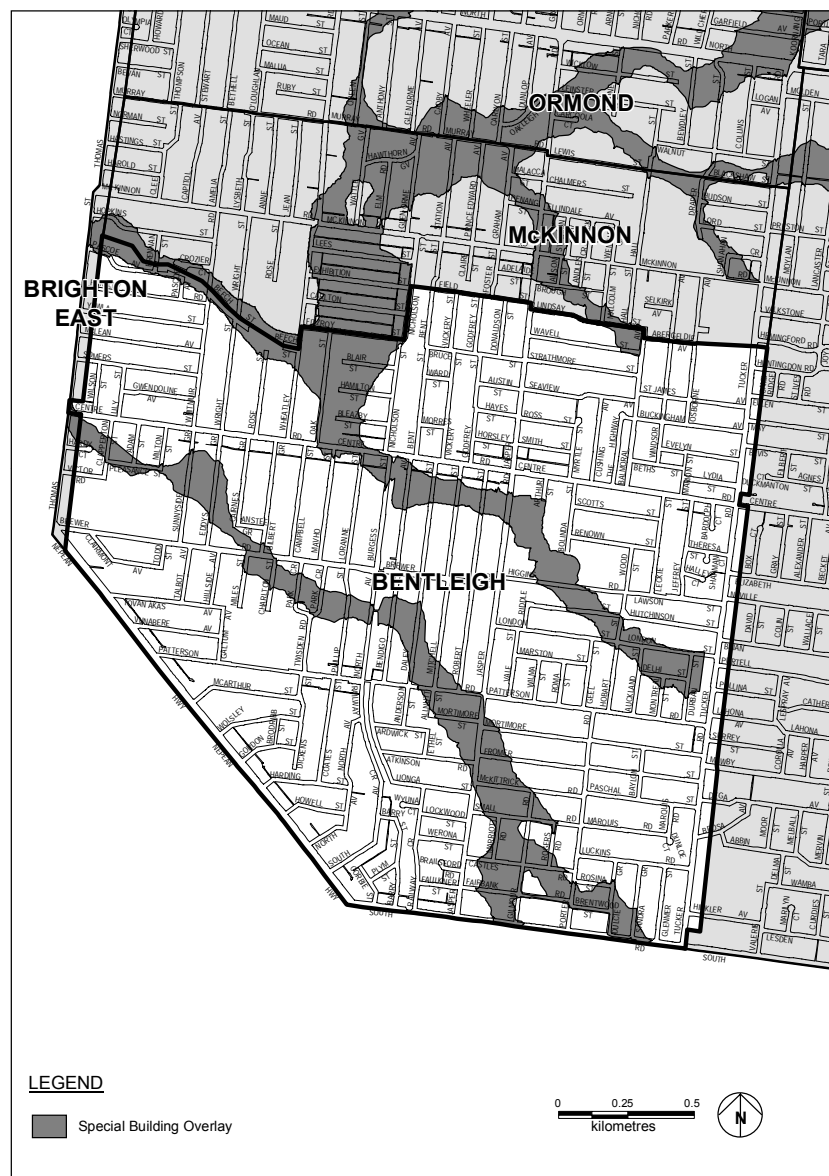
Bentleigh Heritage Area

Two significant heritage areas exist in Bentleigh between Brewer and Centre Roads. Constructed in the inter-war period, the houses are mainly brick and timber Californian bungalows, interspersed with Spanish Mission, Old English and other houses. The area is important as a good example of inter-war housing and the garden suburb philosophy in a compact area.

Where the Bentleigh Heritage Area is within a housing diversity area, the requirements of the Heritage Overlay and respect for the heritage values of the area are the priority. Because of this, development expectations in these areas will be lower than the rest of the housing diversity area. Multi-unit developments will only be considered where heritage values are not compromised. Development which incorporates retention of contributory buildings is encouraged.

Special Building Overlay Areas

Some areas of Bentleigh have been identified as prone to overland flooding by a one in 100 year storm event and are included in the Special Building Overlay (SBO). Where these areas are in a housing diversity area (eg, Bentleigh Urban Village and Moorabbin Neighbourhood Centre), this area could have lower development expectations. Developments in the SBO area will be referred to Melbourne Water to determine whether the level of development is appropriate and how the design takes the potential flooding into account.



2.0 Bentleigh East

Bentleigh East is primarily a residential suburb largely developed in the 1950s. It is family-orientated with parks and schools. Several education facilities cater for school aged children and younger. The suburb includes a large number of sporting grounds and parks, including Bailey Reserve, Centenary Park and King George VI Reserve as well as a number of smaller parks. The East Bentleigh Swim Centre is located in Bailey Reserve.

Bentleigh East Shopping Centre is on Centre Road and mainly provides convenience shopping and cafe/take away facilities. A significant number of other small groups of shops exist throughout the suburb.



Bentleigh East has a small pocket of industrial activity on East Boundary Road and features the Monash Medical Centre Moorabbin Campus. The Yarra Yarra Golf Club occupies a large part of the suburb in the south east corner.

While the suburb features a number of bus routes, it is not well served by public transport having no tram routes or train stations.

Population and housing

As with other parts of Melbourne, the population of Bentleigh East has decreased and aged significantly from 1981 to 1996. During this period, the population dropped from 26,000 to 22,500.

Bentleigh East had a large number of families in 1996, although this was less than there were in 1981. Many families in Bentleigh East are emerging empty nesters, ie, families with older children still at home. This is indicative of the age of residential development in the area (post-war) and the large number of settled families. However, a relatively large number of young family households also exists — attracted to the suburb because of its housing prices and facilities. Between 1981 and 1996, the number of lone person households increased.

Bentleigh East had the lowest proportion of households with no cars in Glen Eira — only 9 per cent of households had no car, while in Glen Eira 15 per cent of households had no car. Car ownership in Bentleigh East is high, perhaps due to poor access to public transport.

The number of dwellings increased between 1981 and 1996 from 8900 to 9300. The majority of housing stock in Bentleigh East are separate houses (89 per cent), the highest proportion in Glen Eira. However, this pattern has been changing as the proportion of separate houses has declined over the past 20 years. About half the dwellings in Bentleigh East have two bedrooms which may account for the high numbers of renovations and alterations.

Bentleigh East had the highest proportion of people who owned their own home (55 per cent), while only 45 per cent of the population across Glen Eira owned their own home. About 26 per cent of Bentleigh East residents were purchasing their home — again a high proportion compared to overall Glen Eira. Bentleigh East had the lowest proportion of people who privately rented in Glen Eira (15 per cent compared to 28 per cent for Glen Eira).

Bentleigh East is the most affordable suburb in Glen Eira in terms of houses, however, flats and units have become expensive. From 1995 to 2001, median house prices rose by 85 per cent in Bentleigh East from \$140,000 to \$315,000. Metropolitan Melbourne experienced a similar increase in property values. But unit prices in Bentleigh East rose to \$293,000 — a 138 per cent increase on 1995 prices.

The level of development has increased substantially in Bentleigh East over the past couple of years. Extensions and alterations to existing homes have increased from 154 in 1998 to 225 in 2000. Similarly the number of new dwellings increased between 1998 (58) and 2000 (85).

Neighbourhood character

The major elements of neighbourhood character in Bentleigh East are:

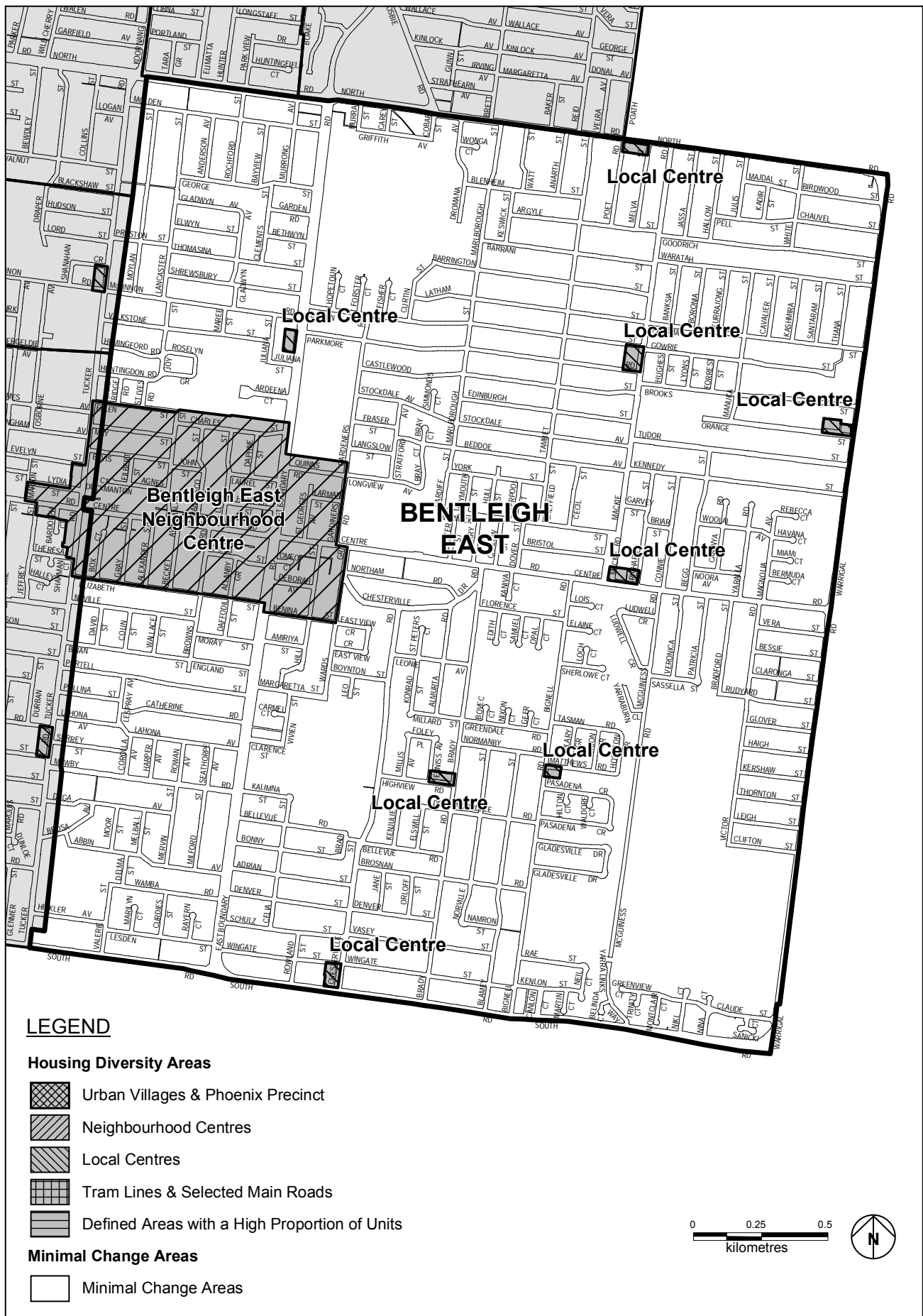
- the relatively flat topography;
- the grid subdivision pattern and a number of crescents;
- the predominantly single storey scale of development in established residential areas;
- the highly uniform lot sizes and generous setbacks in the residential areas;
- the predominance of modern (post-war) detached villa homes constructed of cream brick with tiled roofs set in well-established gardens with low and medium scale planting and with low and medium height front fences;
- the presence of some contemporary dwellings
- generally, one driveway crossing per allotment
- well-established domestic gardens containing low and medium scale planting;
- the presence of overhead services, and nature strips, with low and medium scale planting;
- the presence of the Centre Road shopping strip and smaller shopping centres;
- the presence of the wide main roads of North Road, South Road, Warrigal Road, and East Boundary Road;
- the presence of the Yarra Yarra Golf Club, Virginia Park industrial estate on the eastern side of East Boundary Road and the Monash Medical Centre; and
- the variety of parkland, recreational spaces and other community facilities.

Visions and opportunities

The visions and opportunities that have been identified for Bentleigh East, include:

- enhancing and upgrading the Bentleigh East Shopping Centre by improving the attractiveness of parking areas, improving the appearance of shops and streetscape enhancements;
- ensuring any new development in the Monash Medical Centre Precinct complements the character of the residential streetscape and amenity of neighbouring residential properties;
- continuing to enhance the Virginia Park industrial area, especially along boundaries with residential properties;
- ensuring new developments incorporate front gardens and enhance the leafy garden setting of the suburb;
- enhancing the streetscape of East Boundary Road;
- ensuring existing street trees are well maintained and further street tree planting is undertaken;
- reducing the amount of through traffic in quiet residential streets;
- enhancing the suburb's parks with more children's playgrounds, planting and fencing;
- improving public transport options for residents and linkages between different modes of transport especially for the journey to work;
- enhance the leafy garden setting of the neighbourhood by encouraging the planting of trees in new developments and protecting existing trees; and
- promoting a more "modern" look to housing in the suburb while ensuring that new development is in character with the existing post-war housing.

Bentleigh East framework plan



Housing diversity areas

Bentleigh East Neighbourhood centre **Commercial area of the centre**

Several opportunities exist for shop-top housing and apartment style development in the commercial area of the centre.

In the Business 1 Zone, ground floors should be retained for commercial activity and any residential development should take place above ground floor or to the rear. In the longer term, at the western end of the centre and east of East Boundary Road, ground floor residential/mixed use activity fronting Centre Road and East Boundary Road could be considered. The centre is predominantly single and double storey. Additional storeys may be appropriate but new development should ensure a transition in heights exists between the existing and the new buildings. New buildings should not dominate the street and neighbouring properties.



Several public car parks provide transitional interfaces between potential residential development in the commercial areas and immediately surrounding residential areas.

Residential area of the centre

The prevailing lot size, existing character and type and condition of dwelling stock would suggest that a mix of single dwellings and single and double storey multi-unit development could be supported.

Local centres

Shop-top housing will be encouraged in the commercial area of the following local centres:

- Poath Road and North Road;
- McKinnon Road and East Boundary Road;
- Mackie Road;
- Orange Road and Warrigal Road;
- Mackie Road and Centre Road;
- Bignell Road and Matthews Road;
- Brady Road and Highview Road; and
- Chesterville Road and South Road.

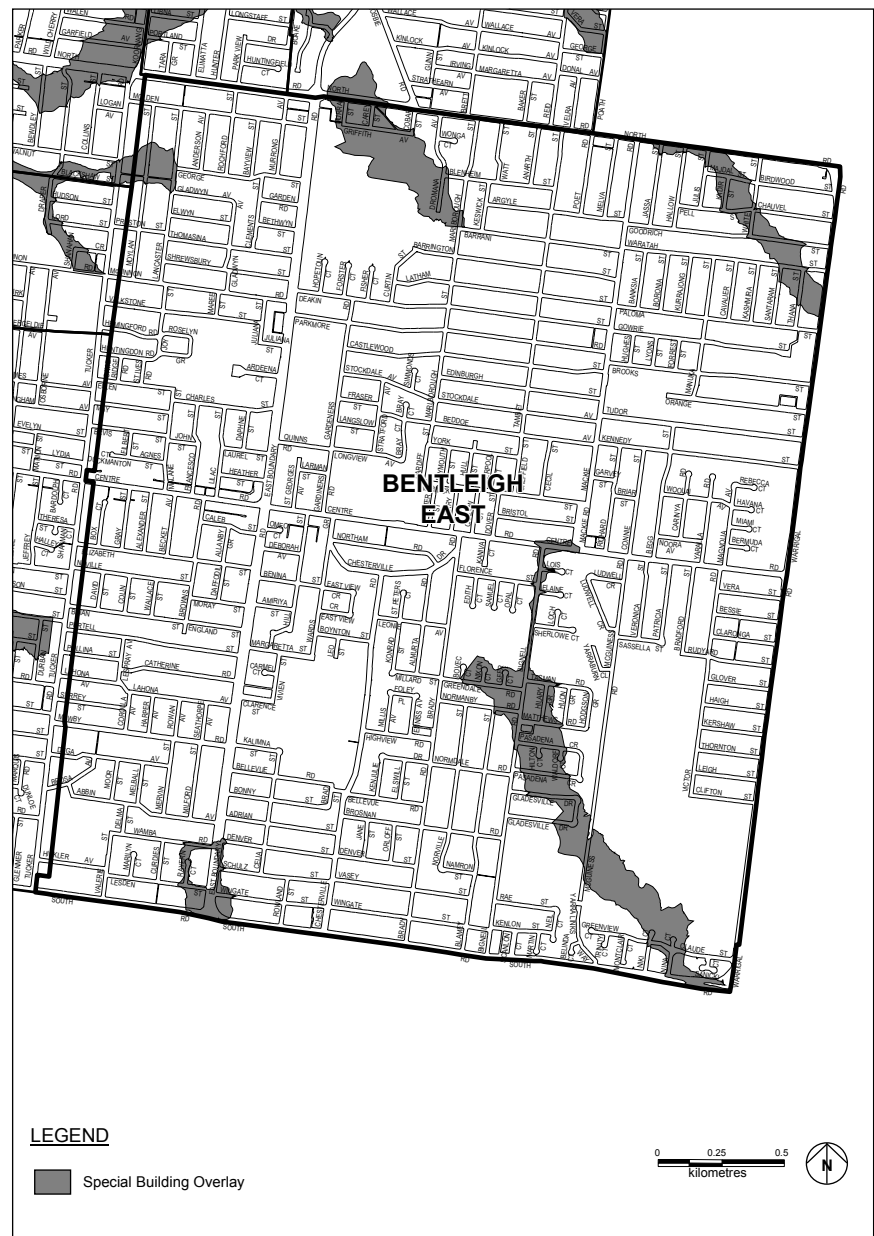
This will include the development of new dwellings on top of existing shops (ie, small numbers of dwellings and generally not in excess of existing building heights). The refurbishment of existing shop-top housing will also be encouraged. Some ground floor mixed use/residential development may be considered where the site is located on the edge of the centre.

Minimal change areas

In minimal change areas, protection of existing neighbourhood character is the primary objective. In these areas new single dwellings, extensions to existing dwellings and dual occupancies (two dwelling developments) could be developed on an average sized lot (providing the new development is consistent with the surrounding scale and character of the area).

Special Building Overlay Areas

An area of Bentleigh East has been identified as prone to overland flooding by a one in 100 year storm event and is covered by the Special Building Overlay (SBO). Developments in the SBO area will be referred to Melbourne Water to determine whether the level of development is appropriate and how the design takes the potential flooding into account.



3.0 Carnegie

Carnegie is 3.7km² in area. It is predominantly a residential area and has a greater mix of housing types than the rest of Glen Eira. It has undergone development over time — some areas have seen major redevelopment, while other areas feature older style housing and period homes. It is close to Monash University and is attractive to students.

Carnegie has a vibrant and lively shopping centre centered around the railway station. Carnegie Urban Village has a retail mix with mainly food, convenience retailing, a selection of banks, a supermarket and a number of community facilities including a library.

In the south of the suburb, Carnegie features a number of areas of open space, including Lord Reserve, and Packer and Koornang Parks. Carnegie has a number of preschools and Carnegie Primary School.

The suburb is well served by public transport with a train line in the north of the suburb. Carnegie Railway Station is located on Koornang Road. The Glen Huntly Road tram line terminates at Koornang Road and buses run throughout the suburb.

The Glen Huntly Park Estate Heritage Area is situated immediately south of Lord Reserve. Developed in the inter-war period in the garden style, it features low front fences, open gardens, concrete road pavement and wide nature strips.



Population and housing

Carnegie's population increased by 505 people between 1981 and 1996 — from 13,490 to 13,995.

In 1996, Carnegie had a lower proportion of children (17 years old and younger) than the Glen Eira average. The largest age group was 35–49 year olds — the baby boomers — which accounted for 23 per cent of the Carnegie population (a similar proportion to the rest of Glen Eira).

About 71 per cent of households were one and two person households. The major household groups were lone person households (40 per cent) followed by families with children (23 per cent). In Glen Eira, these groups accounted for 31 per cent and 29 per cent of households respectively.

In 1996, Carnegie had the highest percentage of Glen Eira suburbs (18 per cent) of people using the train as their mode of transport to work. There was also a high proportion of people with no cars.

In 1981, Carnegie had 6436 private dwellings, which increased to 6949 private dwellings in 1996. Multi-units made up 62 per cent of dwellings in 1996 (in Glen Eira, only 40 per cent of the dwelling stock was multi-units). The proportion of separate houses in Carnegie declined from 45 per cent in 1981 to 38 per cent in 1996. Reflecting housing types, Carnegie had a high percentage (39 per cent) of people who privately rented in 1996 compared to the Glen Eira average of 28 per cent.

From 1995 to 2001, the median house price in Carnegie rose by 125 per cent, from \$165,000 to \$367,500 — a similar pattern to Metropolitan Melbourne.

Building statistics for Carnegie and neighbouring suburbs, Murrumbeena and Glen Huntly, show a high number of extensions/alterations have been carried out over the last three years — about 220 per year. Housing construction has remained steady at about 90 new dwellings per year.

Neighbourhood character

The major elements of neighbourhood character in Carnegie are:

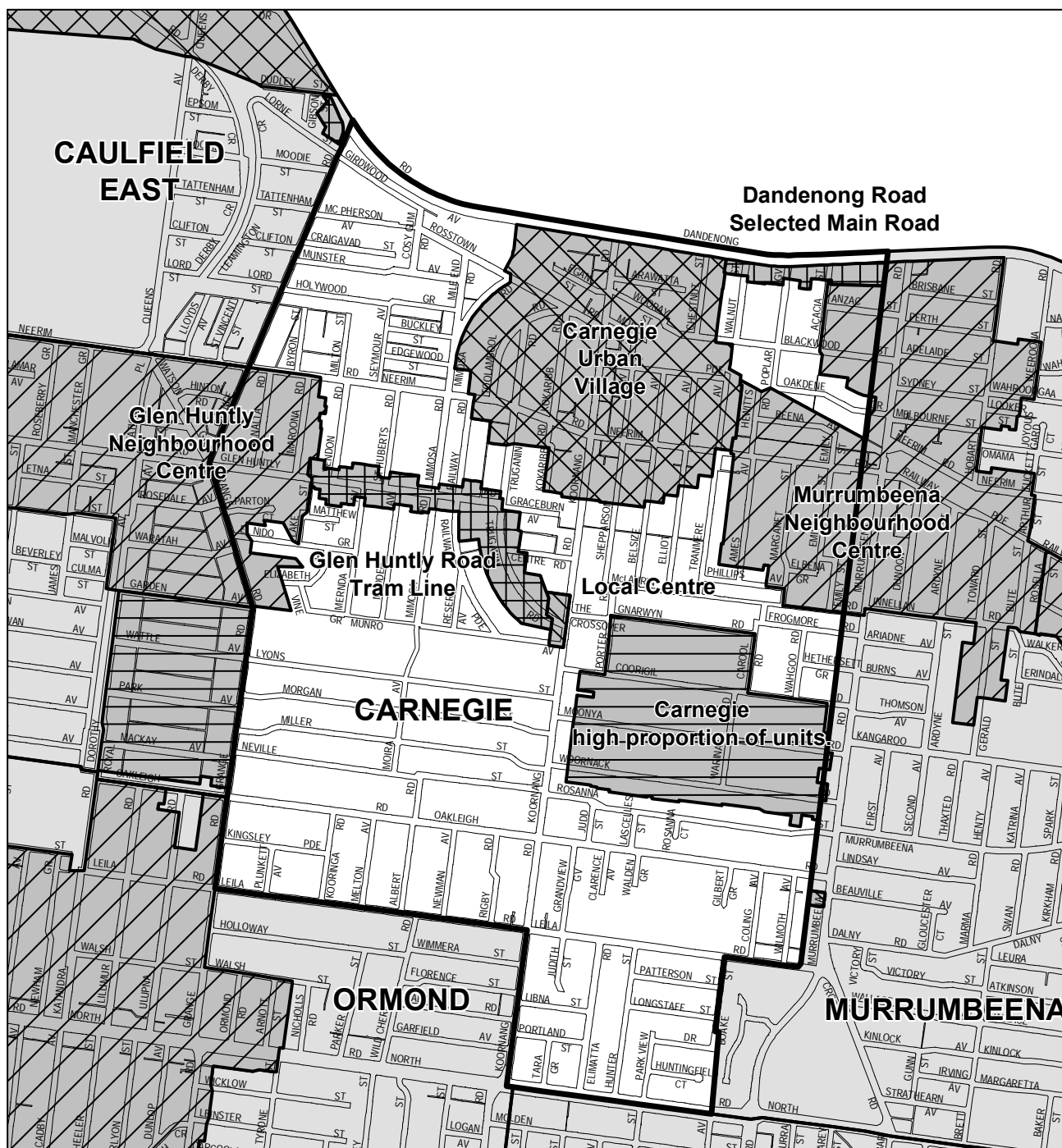
- the flat topography;
- the grid subdivision pattern;
- the predominantly single and double storey scale of development in established residential areas;
- a variety of lot sizes;
- generally consistent setbacks in the residential areas;
- a variety of residential architectural styles;
- a concentration of villa unit development and walk up flats, particularly in Toolambool, Truganini, Kokkarib, Shepparson, Belsize, Elliot and Tranmere Roads, both north and south of Neerim Road surrounding the Carnegie Shopping Centre. Similar development is found in the area bounded by Grange and Neerim Road, Railway and Munro Avenues;
- a concentration of villa units with some walk up flats in the area between Koornang and Murrumbeena Roads, Gnarwyn and Woornack Roads;
- more recent subdivision and contemporary dwellings in the area bounded by Leila, Hunter, North and Murrumbeena Roads including redevelopment of the old Murrumbeena Secondary School Site;
- generally one driveway crossing per allotment;
- well-established domestic gardens containing low and medium scale planting;
- some strong avenue planting with large canopy trees;
- the presence of overhead services, and nature strips, with low and medium scale planting;
- the presence of the Koornang Road (Carnegie) shopping strip and a number of smaller shopping centres;
- the presence of the main roads of Murrumbeena Road, the Princes Highway (Dandenong Road), North Road, Neerim Road, and Grange Road;
- The presence of the Carnegie railway station and railway line;
- the presence of the Glen Huntly Road–Truganini Road tram line;
- the presence of industry north and south of the railway line, west of Koornang Road;
- the variety of parkland and recreational spaces, several of which have a strong linear expression, and other community facilities;
- inter-war and post-war schools; and
- proximity to Princes Highway.

Visions and opportunities

The visions and opportunities that have been identified for Carnegie, include:





- In Carnegie shopping centre, upgrading the Carnegie Station and integrating it into the retail centre;
- redeveloping off-street parking areas within the Carnegie Urban Village for car parking, residential development and mixed use developments;
- ensuring the vibrancy and character of the Carnegie Urban Village is maintained to encourage neighbourhood and community interaction;
- encouraging low fences at front of houses;
- ensuring a mix of housing types is maintained in Carnegie, including single dwellings for families;
- enhancing the suburb's parks with more children's play areas;
- ensuring existing open space is protected and enhanced;
- encouraging the planting of more trees (both native and introduced species) to improve the streetscape;
- ensuring new developments incorporate canopy trees in gardens to replace trees that have been removed during development;
- encouraging the clean up of commercial and industrial properties, eg, commercial sites in Glen Huntly Road or along the railway line;
- using development as an opportunity to add to open space in Carnegie, eg, in the development of the community centre;
- encouraging the retention and renovation of period homes rather than demolishing them;
- developing a village common, ie, parks next to shops and train station to provide space for the community to interact;
- maintaining and promoting the use of public transport for the suburb; and
- developing more extensively linked bike paths in Carnegie.

Carnegie framework plan




LEGEND

Housing Diversity Areas

-  Urban Villages & Phoenix Precinct
-  Neighbourhood Centres
-  Local Centres
-  Tram Lines & Selected Main Roads
-  Defined Areas with a High Proportion of Units

Minimal Change Areas

-  Minimal Change Areas

0 0.25 0.5
kilometres



Housing diversity areas

Carnegie Urban Village

Carnegie is a traditional shopping centre surrounded by a well-established residential area containing a mix of flats, units and detached houses that cater for the mixed community. The centre consists of a number of precincts comprising mixed uses, industrial and recreation, a retail hub and a community centre.

The *Urban Village Local Planning Policy* provides further detail on the form and location of residential development in the Carnegie Urban Village. The retail focus along Koornang Road should be strengthened with retail being the principal ground floor use. Medium to high density housing is encouraged in the residential areas of this centre.



Council is in the process of developing a detailed urban design framework for the centre.

Neighbourhood centres

Two neighbourhood centres are partly located within Carnegie — Murrumbeena and Glen Huntly. However, as the majority of these centres falls in the suburbs of Murrumbeena and Glen Huntly they are discussed in those sections:

- Murrumbeena Neighbourhood Centre — see 10.0 Murrumbeena; and
- Glen Huntly Neighbourhood Centre — see 9.0 Glen Huntly.

Local centres

Shop-top housing is encouraged in the commercial area of the Koornang Road and Truganini Road local centre.

This includes the development of new dwellings on top of existing shops (ie, small numbers of dwellings and generally not in excess of existing building heights) as well as encouraging the refurbishment of existing shop-top housing. Some ground floor mixed use/residential development may be considered where the site is located on the edge of the centre.

Tram routes

Multi-unit developments are encouraged on properties directly abutting the Glen Huntly Road and Truganini Road tram route. The design of these developments should ensure that the interface with residential developments to the rear, is carefully designed to protect the amenity of these properties. Significant changes in building height between existing dwellings and new development should be avoided by reducing the visibility of the extra storey(s).

Selected main roads

Multi-unit development will be encouraged along Dandenong Road between Grange Road and Murrumbeena Road.

The interface between development along the main road and housing in the side streets should be carefully considered. Significant changes in building height between existing dwellings and new development should be avoided by reducing the visibility of the extra storey(s).

Key development sites

Several key development sites are indicated in the structure plan for the Carnegie Urban Village. These include land in Woorayl Street, Arawatta Street and Morton Avenue, currently used for light industry, storage and warehousing. This land is envisaged in the long term for multi-unit housing.

Defined areas with an already high proportion of multi-unit development

The area between Gnarwyn Road, Coorigil Road, Moonya Road, Woornack Road, Warina Road has been identified as an area of the City with an extraordinarily high proportion of multi-unit developments. In this area, some further multi-unit development will be supported.

The intensity of development should not be as high as the existing residential development in the area (eg, walk up flats), but some flexibility is envisaged provided the amenity of occupants and neighbours can be adequately protected. New development should generally not be in excess of the prevailing building height in the area. As the existing flats and units in these areas are unlikely to be demolished and redeveloped in the next 20 years, the Strategy aims to encourage their refurbishment.



Minimal change areas

In minimal change areas, protection of existing neighbourhood character is the primary objective. In these areas new single dwellings, extensions to existing dwellings and dual occupancies (two dwelling developments) could be developed on an average sized lot (providing the new development is consistent with the surrounding scale and character of the area).

Significant Character Areas



Chestnut and Walnut Streets, Carnegie

Chestnut and Walnut Streets are significant due to the coherence and quality of the streets and the high visual consonance of the period homes (predominantly picturesque inter-war homes) and gardens which give them special character.



McPherson Avenue, Carnegie
 McPherson Avenue is significant as a small subdivision containing a picturesque concentration of Edwardian and inter-war homes. Cosy Gum Road and Munster Avenue are lined with substantial street trees.

These areas will be treated like other minimal change areas and development should respect the important elements that make up their character.

Heritage areas

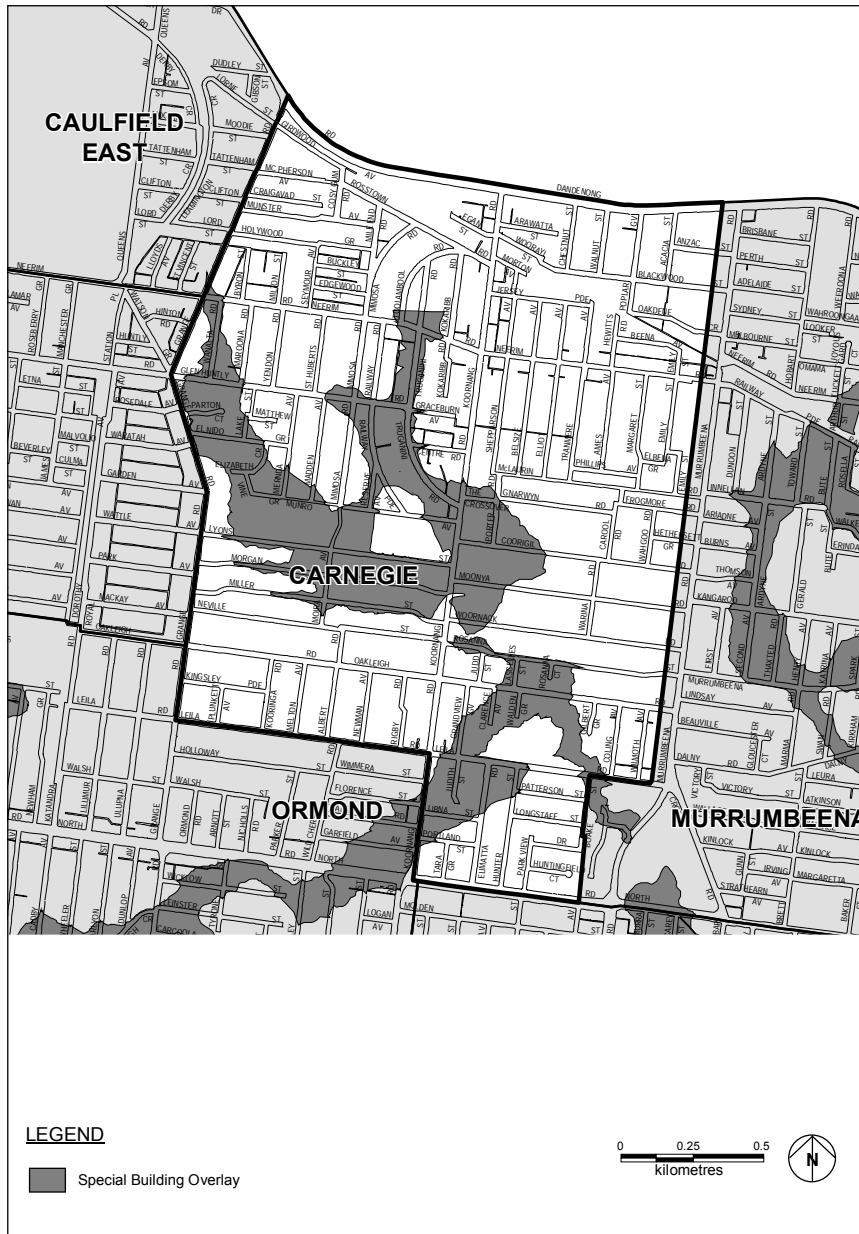
Glen Huntly Park Estate

The Glen Huntly Park Estate Heritage Area is situated immediately to the south of Lord Reserve, on land bounded by Grange Road in the west, Moira Avenue in the east, Lyons Street to the north and Neville Street to the south. Glen Huntly Park Estate demonstrates the principles of the Garden Suburb Movement which was popular in the inter-war period. This includes low front fences, open gardens and wide nature strips. Sales of the estate began in 1931.



Special Building Overlay Areas

Areas of Carnegie have been identified as prone to overland flooding by a one in 100 year storm event and are covered by the Special Building Overlay (SBO). Where these areas are in a Housing diversity area (eg, Carnegie Urban Village), development could have lower development expectations. Developments in the SBO area will be referred to Melbourne Water to determine whether the level of development is appropriate and how the design takes the potential flooding into account.



4.0 Caulfield



Caulfield is located between Glen Eira and Glen Huntly Roads. The area was subdivided and developed in the 1850s and occupies 1.5km². It features the Caulfield General Medical Centre, as well as a number of nursing homes and hostel care. Caulfield also features the Glen Eira City Council Offices, library and art gallery. Glen Eira College, a State Secondary School with 400 pupils is also located within Caulfield.

The Caulfield South shopping strip centres around the intersection of Glen Huntly and Hawthorn Roads and has a retail mix with mainly food and other convenience retailing, commercial offices, banks, a small supermarket and a post office. Parts of the shopping area are a heritage area.

The tram runs through Caulfield along Glen Huntly and Hawthorn Roads. The area is also served by buses along Glen Eira, Booran and Kooyong Roads.

Caulfield has less open space than other suburbs, although it adjoins the Caulfield Racecourse.

Caulfield has a number of significant heritage areas including, Glen Eira Road and Environs Heritage Area which has a variety of inter-war houses of high architectural quality and differing styles. The Chloris Crescent Heritage Area is a group of inter-war villas constructed in a range of styles. The area also includes the tram depot built in 1924.

Housing and population

The population has remained relatively stable at 4800 people, between 1981 and 1996. The biggest household group in Caulfield in 1996 was lone persons — 31 per cent (the same proportion as Glen Eira). Caulfield had a high number of elderly residents aged over 75 years. This is linked to the underlying aged population in the area and the presence of important medical and aged care institutions in this part of the City.

Families are the next largest group — consisting of emerging empty nester households (families with older children at home) and mature family households (families with one child above 15 and one below). Caulfield, and its neighbouring suburbs, tends to attract second and third home buyers seeking the lifestyle of the area, with good access to schools, employment and other services.

The proportion of the population born overseas increased between 1981 and 1996 to nearly 50 per cent. In Glen Eira, 36 per cent of the population was born overseas. There is also a high proportion of Jewish residents — nearly 30 per cent of the population was Jewish.

Caulfield has seen an increase in people using the train to travel to work and also features a high percentage of people using the tram.

Caulfield has about 1900 dwellings, offering a mix of dwelling types — 57 per cent of dwellings are separate houses (a similar proportion to Glen Eira as a whole). The proportion of multi-units increased between 1981 and 1996. In Caulfield in 1996, more than half the population own their own home, 15 per cent were purchasing their home, while 28 per cent privately rent.

Caulfield and Caulfield South featured a high number of extensions and alterations — about 170 per year between 1998 and 2000. The number of new dwellings has also remained steady at about 100 per year. The number of demolitions and removals decreased from 100 in 1998 to 57 in 2000.

Neighbourhood character

The major elements of neighbourhood character in Caulfield are:

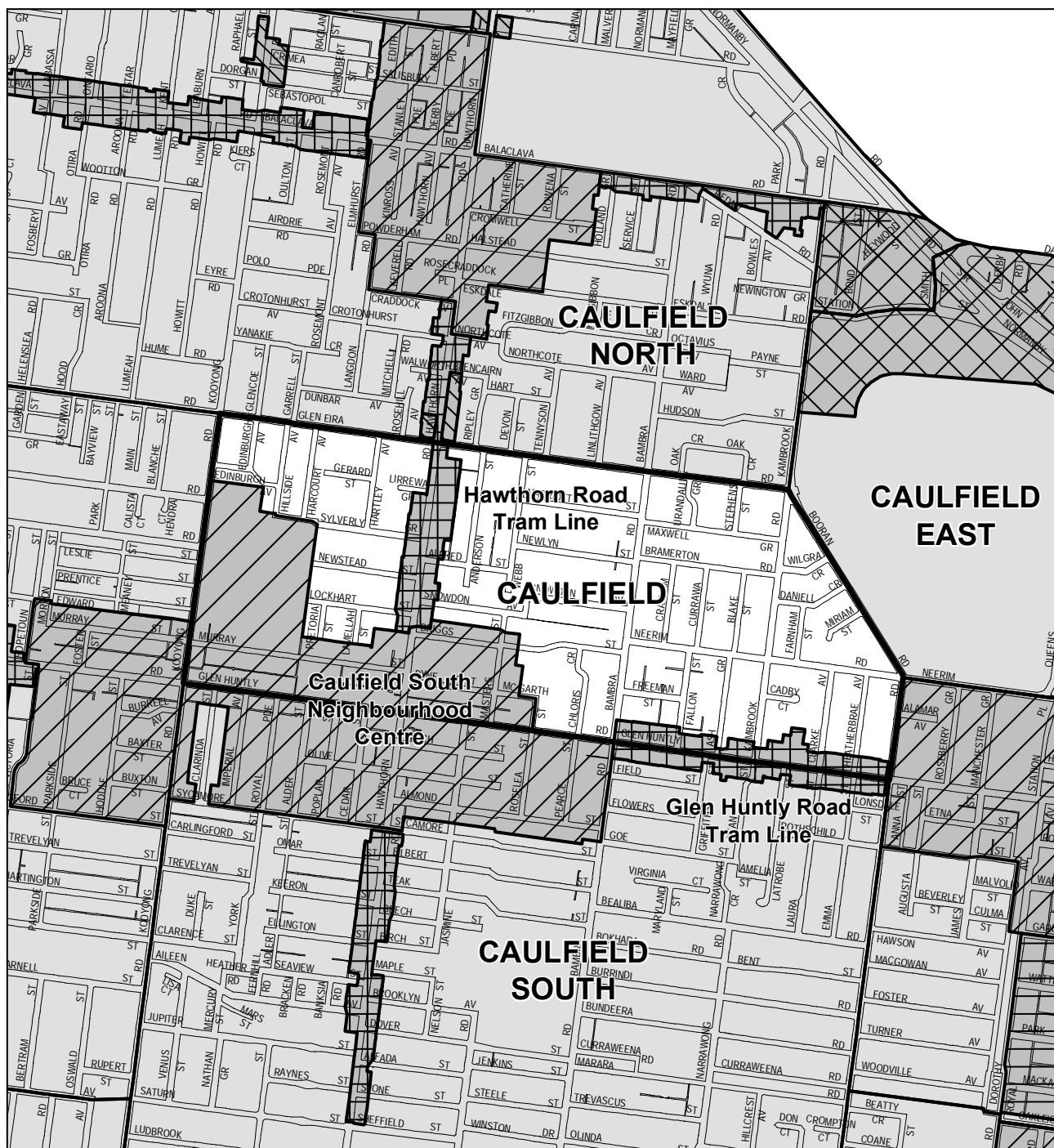
- the relatively flat topography;
- the predominance of a grid subdivision pattern;
- the predominantly single and double storey scale of development in established residential areas;
- a mixture of allotment sizes and widths west of Bambra Road;
- generally consistent setbacks;
- predominantly a mixture of Californian bungalow and Contemporary-style dwellings, with some detached inter-war dwellings, and fewer Edwardian style dwellings;
- the predominance of brick dwellings with tile construction;
- generally one driveway crossing per allotment;
- well-established domestic gardens containing low and medium scale planting;
- domestic gardens that contribute to the leafy character of streets;
- the presence of the Caulfield South Shopping Centre and small strip shopping centres;
- the presence of the main roads of Hawthorn Road, Glen Eira Road and Booran Road (part), and the secondary arterial roads of Booran Road (part), Bambra Road, Glen Huntly Road, and Kooyong Road, which create the main axis and thoroughfares;
- the presence of the Glen Huntly Road and Hawthorn Road tram lines; and
- the presence of schools, hospitals and places of worship and other community facilities.

Visions and opportunities

The visions and opportunities identified for Caulfield, include:

- consolidating and improving the Caulfield South Shopping Centre area along Glen Huntly Road;
- ensuring the vibrancy and character of the Caulfield South Shopping Centre is maintained;
- ensuring development within the Caulfield General Medical Centre maintains the green landscape character of the site and is compatible with residential properties that adjoin it;
- improve the interface between the service industries on Glen Huntly Road and the residential development adjoining them;
- enhancing access to open space in the centre of Caulfield Racecourse;
- recognising the lack of public open space within Caulfield and if the opportunity arises, developing a neighbourhood park;
- ensuring developments do not take up the whole of the site by providing set backs to the rear, side and front boundaries;
- ensuring new residential development is in scale with surrounding dwellings, well articulated and not box-like;
- promoting the retention of existing trees on properties and planting of trees with spreading canopies, especially in areas of the suburb where vegetation has been lost and
- encouraging the planting of avenues of street trees.

Caulfield framework plan




LEGEND

Housing Diversity Areas

-  Urban Villages & Phoenix Precinct
-  Neighbourhood Centres
-  Local Centres
-  Tram Lines & Selected Main Roads
-  Defined Areas with a High Proportion of Units

Minimal Change Areas

-  Minimal Change Areas

0 0.25 0.5
kilometres



Housing diversity areas

Neighbourhood centre

The Caulfield South shopping strip is partly located within Caulfield. However, as the majority of the centre is located in Caulfield South it is discussed in Section 5.0.

Tram routes

Multi-unit developments are encouraged on properties directly abutting the Glen Huntly Road and Hawthorn Road tram routes.

The design of these developments should ensure the interface with residential developments to the rear is carefully designed to protect the amenity of these properties. Significant changes in building height between existing dwellings and new development should be avoided by reducing the visibility of the extra storey(s).

Minimal change areas

In minimal change areas, protection of existing neighbourhood character is the primary objective. In these areas new single dwellings, extensions to existing dwellings and dual occupancies (two dwelling developments) could be developed on an average sized lot (providing the new development is consistent with the surrounding scale and character of the area).

Significant Character Areas

Urandaline Grove, Caulfield

Urandaline Grove is significant as a short curving street containing relatively intact inter-war homes including fine examples of Spanish Mission villas, adjoining the Glen Eira Road Heritage Area.

This area will be treated like other minimal change areas and development should respect the important elements that make up its character.



Heritage areas



Glen Eira Road and Environs

Glen Eira Road and Environs Heritage Area is located on both sides of Glen Eira Road between Linlithgow Avenue and Kambrook Road. It is distinguished by the variety of inter-war houses of high architectural quality and differing styles.

Chloris Crescent

Chloris Crescent Heritage Area is a group of inter-war period middle class villas constructed in the 1920s in a range of styles. The area also includes the Melbourne and Metropolitan Tramways Board tram depot built in 1924.



Caulfield South Shopping Strip

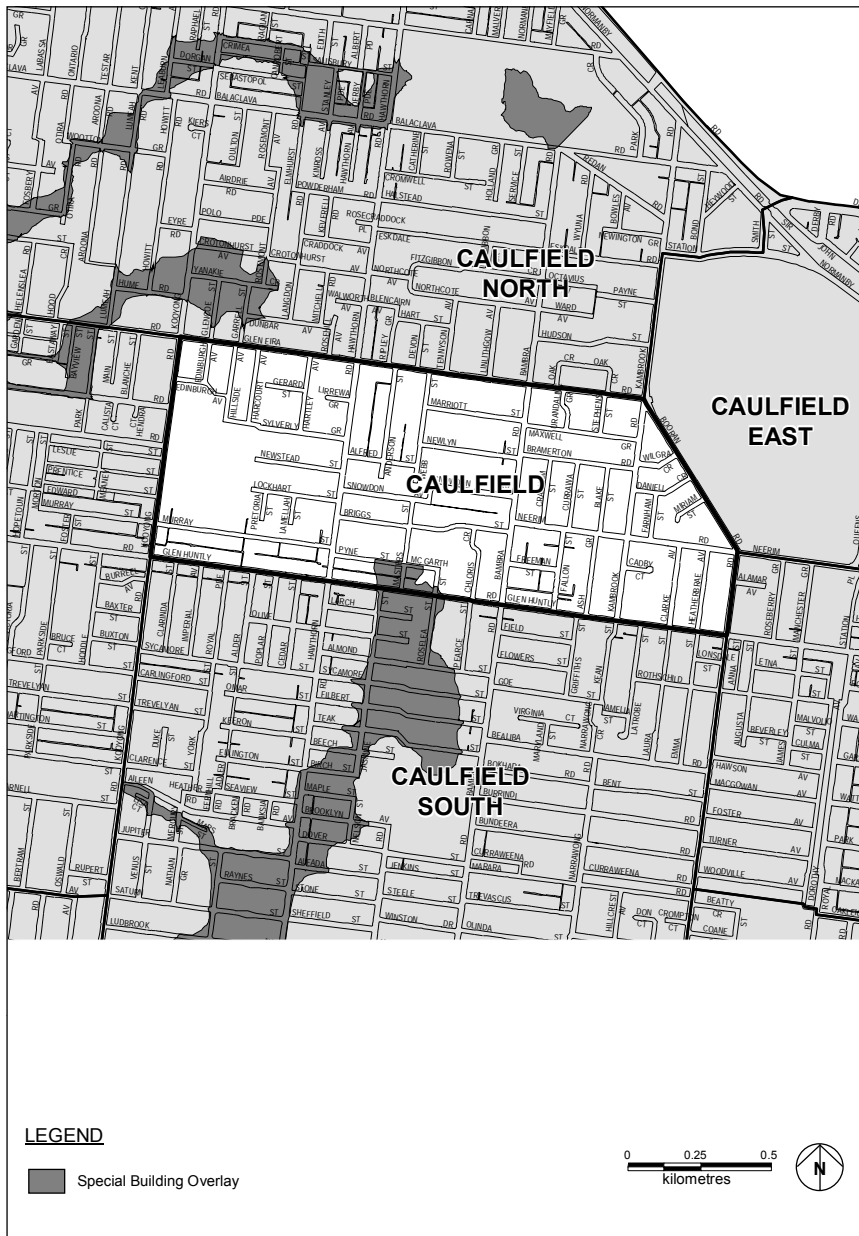


The Caulfield South Shopping Strip was busy from the 1860s onwards, and was the main shopping centre for Caulfield for a period. By 1924, it was almost fully developed. It has architectural importance as an inter-war shopping centre and has some prominent buildings (eg, Church of the Holy Cross and the former State Savings Bank).

The Caulfield South Heritage Area is also within a housing diversity area. Because of this, the requirements of the Heritage Overlay and respect for the heritage values of the area are the priority. Development expectations in these areas will be

lower than the rest of the housing diversity area. Multi-unit developments will only be considered where heritage values are not compromised. Development which incorporates retention of contributory buildings is encouraged.

Special Building Overlay Areas



An area of Caulfield has been identified as prone to overland flooding by a one in 100 year storm event and is covered by the Special Building Overlay (SBO). Where these areas are in a housing diversity area (eg, Caulfield South Shopping Centre), this area could have lower development expectations. Developments in the SBO area will be referred to Melbourne Water to determine whether the level of development is appropriate and how the design takes the potential flooding into account.

5.0 Caulfield North and Caulfield East

Caulfield North, initially a pastoral area, was surveyed and subdivided in the 1850s and together with Caulfield East covers 5.5 km² in area. Caulfield North has areas with large allotments and big homes and other areas of Victorian and Edwardian subdivisions, interspersed with infill housing from the inter-war and post-war period. Caulfield East also has a strong neighbourhood character, heritage values, established gardens and historic links with Caulfield Racecourse.

Caulfield North and Caulfield East have a wide range of schools including playgroups, primary schools and high schools. Monash University Caulfield

Campus with about 9000 students is located in the Phoenix Precinct — an area centred on the university, Caulfield Racecourse and Caulfield Railway Station.

Caulfield North and Caulfield East are well served by public transport with trams, trains and buses. High proportions of residents use public transport to work compared to the Glen Eira average.



A number of shopping centres are located in Caulfield North and Caulfield East. Derby Road Shopping Centre includes a traditional shopping strip along Derby Road and Caulfield Plaza. The shopping strip along Derby Road is recognised as a heritage area. Opposite Caulfield Park is a traditional strip shopping centre with a range of convenience goods and services. Alma Village on Orrong Road is a smaller centre with mainly convenience shops.

Caulfield North and Caulfield East have large areas of open space including Caulfield Park, the Caulfield Racecourse and East Caulfield Reserve.

A large number of significant heritage areas and buildings exist, eg, Labassa is a nationally important late Victorian Boom style residence. Part of Caulfield Park has also been recognised as a heritage area. Other heritage areas include the Caulfield North Estate Heritage Area (an intact residential area established during the late 19th century and developed up to World War I), the Park Crescent Heritage Area (important for its row of late inter-war houses), and the Glen Eira Road Heritage Area (which features a variety of inter-war houses of high architectural quality and differing styles).

Population and housing

Note: The Department of Infrastructure that provides statistical data on Melbourne's suburbs amalgamates Caulfield East and Caulfield North because of Caulfield East's small residential population.

Population has remained relatively steady since 1981 with 14,000 people. However, the number of households has decreased and household size (or the number of people per household) has increased — an unusual trend, as household sizes are generally decreasing in Glen Eira and Metropolitan Melbourne.

Caulfield North and Caulfield East have an ageing population. The largest change in the population was the increase in baby boomers (people aged 35–49 years old) who form the largest age group.

Lone person households are the biggest group in the community — this is linked to an ageing population. Families are the next largest group and like other Caulfield suburbs are mainly families with older children who were attracted to the area for its access to schools and other facilities.

A large proportion of residents were overseas born — 41 per cent compared to the Glen Eira average of 36 per cent. The top four countries of birth were Poland, Countries of the former USSR and the United Kingdom and Israel. About 40 per cent of the population in Caulfield North are of the Jewish faith. This area has the highest proportion of Jewish residents in Australia.

The number of dwellings has remained steady at about 6500 since 1981. Caulfield North and Caulfield East have a mix of dwelling types. In 1996, 54 per cent were separate houses, compared to the Glen Eira average of 60 per cent. In Caulfield North and Caulfield East, a high proportion of the population privately rented — perhaps linked to the student population from Monash University (32 per cent compared to 28 per cent for Glen Eira).

Over the last three years, development trends in Caulfield North have remained static. Most building activity has been extensions and alterations — 220 extensions or alterations were carried out. About 50 dwellings per year were removed or demolished and 80 new buildings were constructed.

Caulfield North is the most expensive suburb for houses in Glen Eira. In 1995, the average house price in Caulfield North was \$270,000. By 2001, this had increased to \$554,000 — a rise of 105 per cent. The median price in Metropolitan Melbourne was \$300,000.

Neighbourhood character — Caulfield North

The major elements of neighbourhood character in Caulfield North are:

- the flat topography;
- the predominance of a grid subdivision pattern and presence of the curvilinear subdivision pattern of Orrong Crescent;
- a variety of allotment sizes and setbacks in different parts of the suburb;
- a mixture of different allotment sizes and widths north of Balaclava Road;
- the established residential streets, some of which contain only single storey detached dwellings, others contain a mixture of one and two storey detached dwellings, and two and three storey walk up flats;
- a mixture of Californian bungalow and inter-war style dwellings south of Balaclava Road;
- a mixture of Edwardian, Californian bungalow, inter-war and post-war dwellings north of Balaclava Road. In the area bounded by Wanda Road, Kooyong Road, Inkerman Road and Hawthorn Road and the area north of Alma Road east of Kooyong Road there is a mixture of Edwardian and Californian bungalow style dwellings. North of Inkerman Road, east of Hawthorn Road there is a mixture of Edwardian and Californian bungalow style dwellings;
- the presence of a few Victorian dwellings;
- the predominance of brick with tile construction;
- generally, one driveway crossing per allotment;
- well-established domestic gardens containing low, medium and large scale planting;
- domestic gardens that contribute to the leafy character of streets;
- some strong avenue planting with large canopy trees;
- the presence of overhead electricity and communication services;
- the presence of schools, hospitals and places of worship and other community facilities;
- the presence of Caulfield Park;
- the presence of the Alma Village Shopping Centre, Caulfield Park Shopping Centre and other small strip shopping centres;

- the presence of the main roads of Dandenong Road, Hawthorn Road and Balaclava Road, and the secondary arterial roads of Alma, Inkerman and Orrong, Kooyong, Bambra and Kambrook Roads, which create the main axis and thoroughfares; and
- the presence of tram lines along Dandenong Road, Balaclava Road and Hawthorn Road.

Neighbourhood character — Caulfield East

The major elements of neighbourhood character in Caulfield East are:

- the relatively flat topography;
- the predominance of a highly modified grid subdivision pattern resulting in a diagonal and curvilinear road network;
- a mixture of allotment sizes and widths;
- generally consistent setbacks;
- the predominantly single and double storey a mixture of single and double storey dwellings;
- predominantly a mixture of Edwardian, Californian bungalow and inter-war dwellings;
- the predominance of brick with tile construction;
- generally, one driveway crossing per allotment;
- well-established domestic gardens containing low, medium and large scale planting;
- domestic gardens that contribute to the leafy character of streets;
- the presence of the main roads of Dandenong Road, Booran Road, Neerim Road and Grange Road which are the main thoroughfares;
- the presence of the Dandenong Road and Derby Road tram lines;
- the presence of the Caulfield Racecourse, Monash University and Derby Road Shopping Strip.

Visions and opportunities — Caulfield North

The visions and opportunities that have been identified for Caulfield North, include:

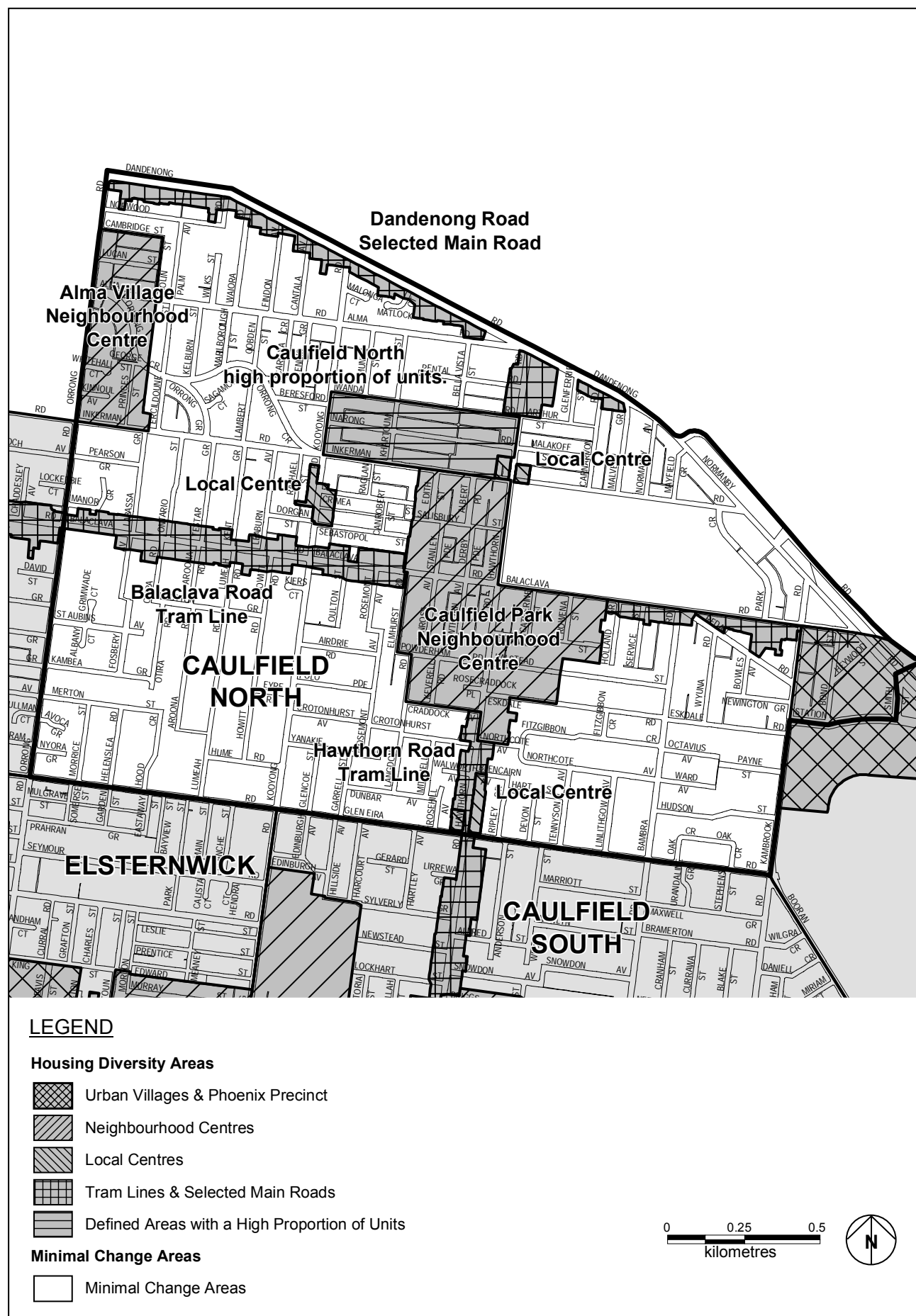
- improve the public realm by:
- placing power and television cables underground to clear the skyline,
- planting more mature trees on nature strips and encouraging more uniform street tree planting, and
- improving street lighting;
- improve the local retail/commercial areas in Orrong, Inkerman, Kooyong and Hawthorn Roads;
- enhance Caulfield Park Shopping Centre area by improving parking, the streetscape and building appearance;
- ensure the vibrancy and character of the Caulfield Park Shopping Centre is maintained;
- ensure a balance is maintained in Caulfield Park between passive and active recreational activities and that the attractive leafy character of the park is maintained;
- preserve and enhance the garden surrounds of dwellings;
- ensure new buildings are developed with large front gardens and substantial side and rear setbacks;
- encourage low or no front fences to enhance the garden character of the suburb;
- improve traffic management in local streets;
- encourage modern style developments where they are high quality and in scale with the street; and
- encourage the retention and restoration of older dwellings.

Visions and opportunities — Caulfield East

The visions and opportunities identified for Caulfield East, include:

- retaining original historic homes and their established gardens;
- encouraging the renovation of historic homes;
- investigating a heritage overlay for Queens Avenue and Derby Crescent to maintain heritage value;
- restricting university parking in residential streets close to Monash University;
- develop the Ministry of Housing car park in Lloyds Avenue into a useable space for the residents of the street;
- Improving railway crossings at Neerim and Grange Roads.
- developing tree-lined avenues along Leamington Crescent and Queens Avenue;
- beautifying and cleaning up the train line with planting, removal of graffiti and rubbish;
- acknowledging the history of the homes, trainees, and owners who lived in Queens Avenue; and
- enhancing the distinctive and heritage character of Derby Road by improving the streetscape and maintenance.

Caulfield North framework plan



Housing diversity areas — Caulfield North

Phoenix Precinct

Some of Phoenix Precinct is located in Caulfield North, however as the majority of it is located in Caulfield East it is discussed in the Caulfield East Framework Plan.

Caulfield Park Neighbourhood Centre Commercial area of the centre



Numerous opportunities exist for shop-top housing and apartment style development along both Balaclava and Hawthorn Roads. Ground floors, particularly along Hawthorn Road, should remain commercial with any residential development taking place above ground or to the rear. In the Business 2 Zone, located along Balaclava Road, some ground floor residential/mixed use activity fronting Balaclava Road could be considered. As a smaller neighbourhood centre, the scale of development should

be in keeping with the centre's role. Additional storeys may be appropriate but new development should ensure a transition in heights exists between the existing and the new buildings. New buildings should not dominate the street and neighbouring properties.

Residential area of the centre

The prevailing lot size, existing character and type and condition of dwelling stock would suggest that a mix of single dwellings and single and double storey multi-unit development could be supported.

Alma Village Neighbourhood Centre Commercial area of the centre

Numerous opportunities exist for shop-top housing and apartment style development fronting Orrong Road and the commercially zoned section of Orrong Crescent. Ground floors should remain commercial with any residential development taking place above ground or to the rear. As a smaller neighbourhood centre, development should be at a scale in keeping with the centre's role. Two to three storey would be considered appropriate. A public car park at the rear of the shops provides a transition between the commercial area and surrounding residential area.



Residential area of the centre

The prevailing lot size, existing character and type and condition of dwelling stock would suggest that a mix of single dwellings and single and double storey multi-unit development could be supported. Sites abutting Orrong Road may offer significant further development potential, particularly given the interface with large multi-storey flats on the opposite side of Orrong Road.

Local centres

Shop-top housing could be developed in the commercial areas of the following local centres:

- Crimea, Kooyong Road;
- Town Hall, corner of Glen Eira Road and Hawthorn Roads; and
- Hawthorn Road and Inkerman Road.

This includes the development of new dwellings on top of existing shops (ie, small numbers of dwellings and generally not in excess of existing building heights) as well as encouraging the refurbishment of existing shop-top housing. Some ground floor mixed use/residential development may be considered where the site is located on the edge of the centre.

Tram routes

Multi-unit developments are encouraged on properties directly abutting the following tram routes:

- Dandenong Road,
- Balaclava Road, and
- Hawthorn Road.

The design of these developments should ensure that the interface with residential developments to the rear is carefully designed to protect the amenity of these properties. Significant changes in building height between existing dwellings and new development should be avoided by reducing the visibility of the extra storey(s).

Selected main roads

Multi-unit development will be encouraged along Dandenong Road between Orrong and Grange Roads.

The interface between development along the main road and housing in the side streets should be carefully considered. Significant changes in building height between existing dwellings and new development should be avoided by reducing the visibility of the extra storey(s).

Key development sites

The Phoenix Precinct Local Planning Policy identifies two key development sites in Caulfield North.

The Local Planning Policy identifies the Melbourne Racing Club — Members Car Park No 1 as suitable for mixed uses, including multi-unit residential developments and possibly aged care or retirement accommodation. Residential developments should be between two and three storeys depending on their location.

Melbourne Racing Club — Members Car Park No 2 is identified for multi-unit housing but mainly two storeys in height.

These sites could accommodate several hundred additional dwellings.

Defined areas with an already high proportion of multi-unit development

Wanda Road, Narong Road, Inkerman Road has been identified as an area of the City with an extraordinarily high proportion of multi-unit developments. In this area, some further multi-unit development will be supported. The intensity of development should not be as high as the existing residential development in the area (eg, walk-up flats) but some flexibility is envisaged provided the amenity of occupants and neighbours can be adequately protected. New development should generally not be in excess of the prevailing building height in the area.



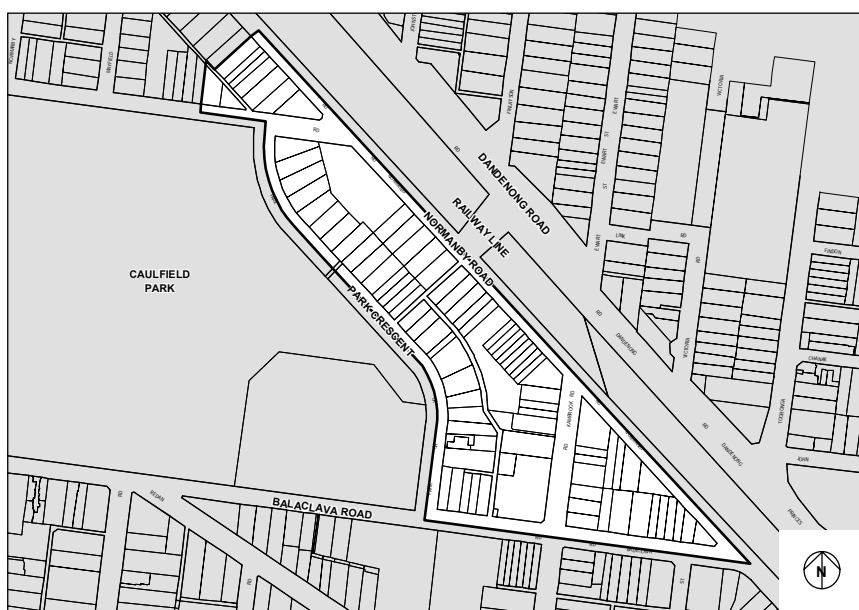
As the existing flats and units in these areas are unlikely to be demolished and redeveloped in the next 20 years, the Strategy aims to encourage their refurbishment.

Minimal change areas

In minimal change areas, protection of existing neighbourhood character is the primary objective. In these areas new single dwellings, extensions to existing dwellings and dual occupancies (two dwelling developments) could be developed on an average sized lot (providing the new development is consistent with the surrounding scale and character of the area).

Significant Character Areas

Normanby Road/Park Crescent, Caulfield North



Normanby Road/Park Crescent is significant due to their alignment (influenced by the eastern edge of Caulfield Park and the raised railway embankment), varied subdivision and a range of dwellings (small to medium Victorian Terraces and homes along Normanby Road and inter-war homes opposite the Park).

This area will be treated like other minimal change areas and development should respect the important elements that make up its character.

Heritage areas

Glen Eira Road

Glen Eira Road Heritage Area is located on both sides of Glen Eira Road between Linlithgow Avenue and Kambrook Road. It is distinguished by the variety of inter-war houses of high architectural quality and differing styles.



Park Crescent

Park Crescent Heritage Area is locally important for its aesthetic value as a prominent row of late inter-war houses in the Classical, Mediterranean and Spanish Mission styles in a landscaped setting.



Caulfield North Estate

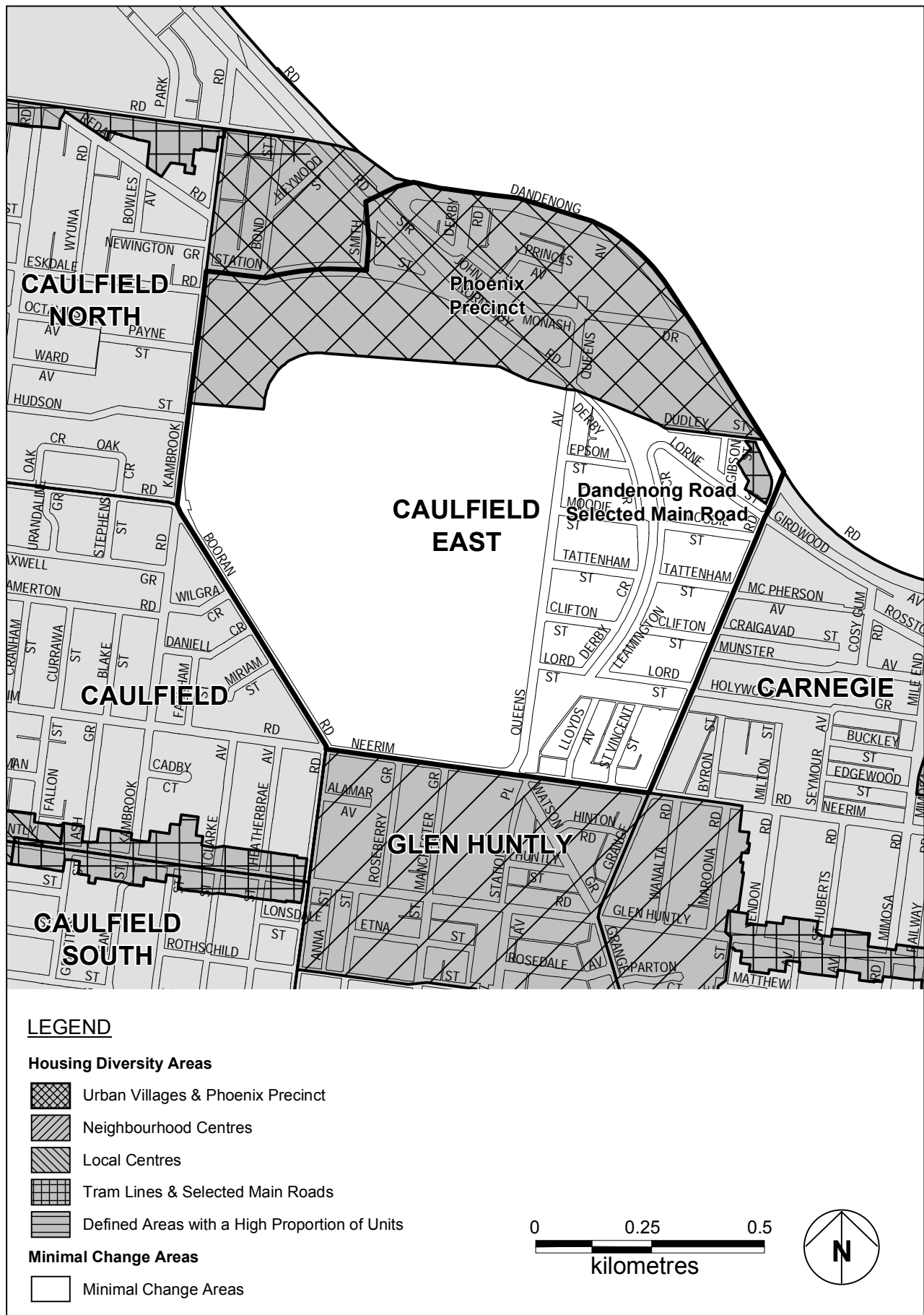
Caulfield North Estate Heritage Area is a substantially intact residential area, established during the late 19th century and developed up to World War I (1914). The area is situated between Hawthorn, Inkerman, Normanby and Dandenong Roads.



Special Building Overlay Areas

Areas of Caulfield North have been identified as prone to overland flooding by a one in 100 year storm event and are included in the Special Building Overlay (SBO). Where these areas are in a housing diversity area (eg Caulfield Park Shopping Centre), development could have lower development expectations. Developments in the SBO area will be referred to Melbourne Water to determine whether the level of development is appropriate and how the design takes the potential flooding into account.





Housing diversity areas — Caulfield East

Phoenix Precinct

The Phoenix Precinct is generally bounded by the Princess Highway, Dudley Street, the northern side of the Caulfield Racing Track, Kambrook Road and Balaclava Road. The Phoenix Precinct is recognised as a major activity centre for the City containing a mix of regional, commercial, educational, recreational and transport services.

The precinct is a preferred location for multi-unit residential development on Melbourne Racing Club land and student accommodation within the Caulfield Plaza and Monash University areas. Shop-top housing is identified as desirable along Derby Road. The Phoenix Precinct Local Planning Policy provides greater detail on the location and type of residential development envisaged for the area.



Minimal change areas

In minimal change areas, protection of existing neighbourhood character is the primary objective. In these areas new single dwellings, extensions to existing dwellings and dual occupancies (two dwelling developments) could be developed on an average sized lot (providing the new development is consistent with the surrounding scale and character of the area).

Significant Character Areas

Queens Avenue Precinct, Caulfield East



The Queens Avenue Precinct is significant due to its road pattern which is influenced by the eastern edge of the Caulfield racecourse and the curvature of the Frankston railway line. It is also significant, due to its historic associations with the Caulfield Racecourse, and the substantial federation and inter-war villas along Queens Avenue with the more modest homes in the streets behind.

This area will be treated like other minimal change areas and development should respect the important elements that make up its character.



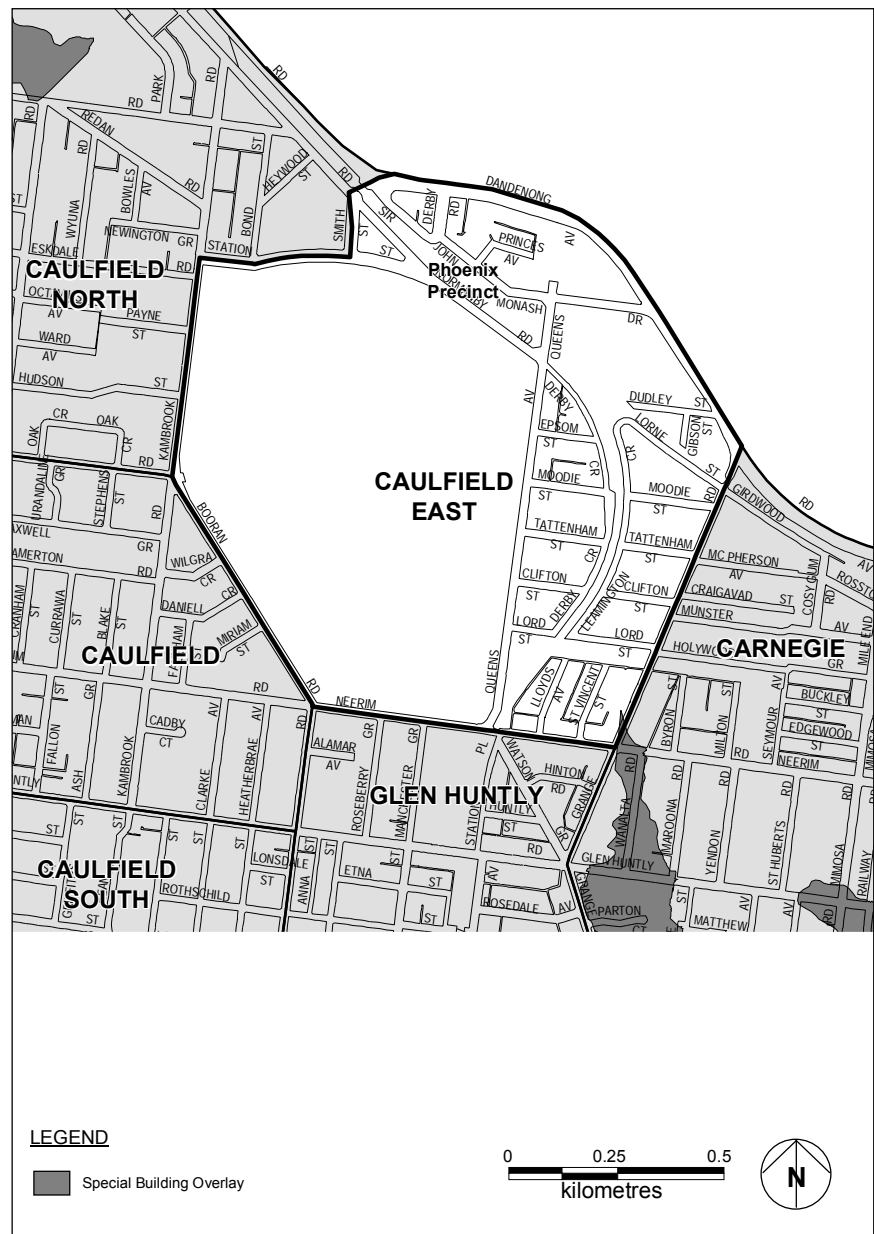
Heritage areas

Derby Road

Derby Road Heritage Area is predominantly an Edwardian shopping centre associated with the Caulfield Racecourse. It is distinctive because of its short length and double length of tram lines.

Special Building Overlay Areas

A small area of Caulfield East has been identified as prone to overland flooding by a one in 100 year storm event and is covered by the Special Building Overlay (SBO). Developments in the SBO area will be referred to Melbourne Water to determine whether the level of development is appropriate and how the design takes the potential flooding into account.



6.0 Caulfield South

Bounded by Glen Huntly, Kooyong and Booran Roads, Caulfield South was first developed in the 1850s. The suburb is mainly residential and has some commercial areas. Caulfield South also features the heritage-listed Brighton Cemetery, Bethlehem Hospital and Princes Park. Caulfield South is 3.2km² in area.

A number of educational facilities are located in Caulfield South, including kindergartens, primary schools, secondary colleges and the Japanese School of Melbourne.



The Caulfield South shopping strip is located around the intersection of Glen Huntly and Hawthorn Roads. The centre has a retail mix with mainly food and other convenience retailing and offices. Parts of the centre are heritage listed.

Caulfield South has trams along Hawthorn and Glen Huntly Roads and buses throughout the suburb. It encompasses a number of heritage areas including The Hillcrest Estate, the first housing estate undertaken by AV Jennings Construction Co, and Crompton Court, an area of six similar brick villas in the Spanish Mission Style.

Population and housing

Population has remained stable at 9500 people. Nearly a quarter of the population is aged 35–49 years (ie, baby boomers or people born after World War II and up until the 1970s). Like its neighbouring suburbs, Caulfield South's largest household group is couples with children, followed by lone persons and couples without children. This reflects the ageing population and the large number of families with older children attracted to the area for its housing stock and facilities.

Nearly 30 per cent of the population is Jewish. A high proportion of the population was born overseas. The number of residents born overseas rose from 31 per cent in 1981, to 40 per cent in 1996, following a Glen Eira wide trend.

Caulfield South has a high rate of vehicle ownership, only 12 per cent of residents did not own cars compared to 15 per cent in Glen Eira. However, Caulfield South also has a high proportion of people taking the tram, to work compared to Glen Eira and Metropolitan Melbourne.

*Major migration moves,
Glen Eira, 1991–1996*

The number of private dwellings in Caulfield South has risen by nearly 300 dwellings since 1981. In 1996 there were 4300 dwellings. The majority of the housing stock is separate houses (63 per cent) but this proportion has decreased since 1981. The number of dwellings with four or more bedrooms increased between 1981 and 1996.

Caulfield South and Caulfield is seeing continual development activity. Over the past three years, a high number of extensions and alterations have been made — 170 per year. The number of new dwellings has also remained steady at about 100 per year.

Neighbourhood character

The major elements of neighbourhood character in Caulfield South are:

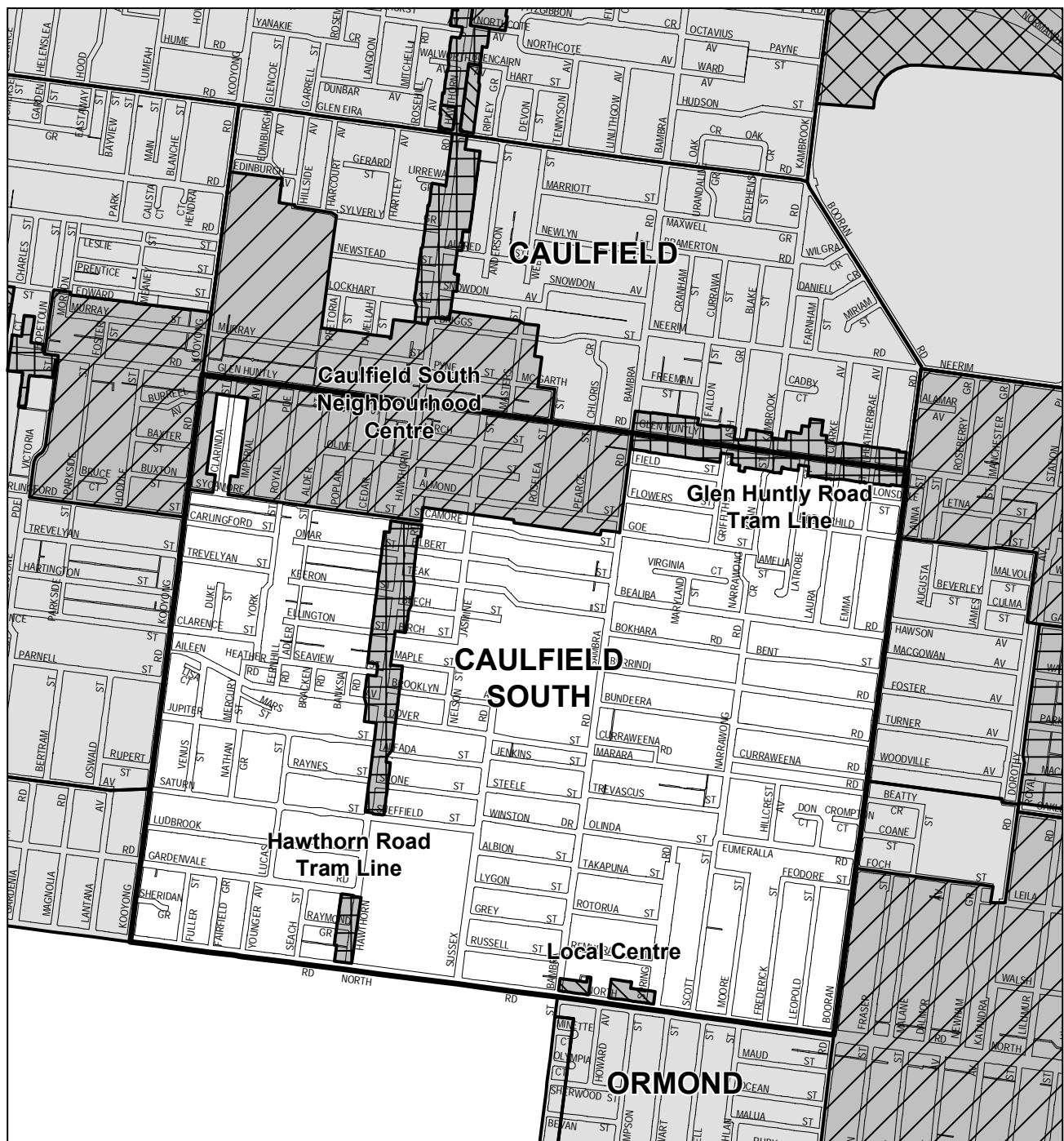
- The relatively flat topography;
- The predominance of a grid subdivision pattern;
- A mixture of allotment sizes and widths west of Bambra Road, north of Princes Park;
- Generally consistent setbacks;
- The established residential streets, predominantly single storey dwellings, with some pockets of double storey development;
- Predominantly, a mixture of Californian bungalow and Contemporary-style dwellings, with some inter-war dwellings and fewer Edwardian style dwellings;
- The predominance of brick with tile construction, with some timber construction, mainly immediately south of Glen Huntly Road;
- Generally one driveway crossing per allotment;
- Well-established domestic gardens containing low, medium and large scale planting;
- Domestic gardens that contribute to the leafy character of streets;
- Some strong avenue planting with large canopy trees;
- The presence of overhead electricity and communication services;
- The presence of the Caulfield South Shopping Centre in Glen Huntly Road and small strip shopping centres;
- The presence of the main roads of Hawthorn Road and North Road, and the secondary arterial roads of Glen Huntly Road, Kooyong Road and Bambra Roads, which create the main axis and thoroughfares;
- The presence of the Glen Huntly Road and Hawthorn Road tram lines;
- The presence of schools, hospitals and places of worship and other community facilities;
- The presence of the Glen Eira Town Hall and Glen Eira Municipal Offices;
- The presence of the Brighton Cemetery; and
- The presence of Princes Park and some smaller linear parks.

Visions and opportunities

The visions and opportunities that have been identified for Caulfield South, include:






- upgrading fencing, car parking and planting in Princes Park to improve the visual quality of the park;
- ensuring any major facilities in Princes Park are designed to minimise impacts on neighbouring residents;
- improving the interface of the service industry along Glen Huntly Road with residential properties to the rear;
- ensuring any future development of the Bethlehem Hospital or the site complements the neighbourhood character of the area and the amenity of neighbouring properties;
- encouraging multi-unit development in the area immediately surrounding Caulfield South shopping centre and along the Glen Huntly Road and Hawthorn Road tram lines and North Road;
- building on the historic character of the Caulfield South shopping centre through streetscape improvements and improvements to parking areas eg landscaping.
- ensuring the Caulfield South Shopping Centre remains a vibrant and community oriented shopping area;
- preventing moonscaping of properties in Caulfield South during development and encourage planting in the front gardens; and
- ensuring new single dwellings and dual occupancies are in scale with surrounding dwellings.

Caulfield South framework plan




LEGEND

Housing Diversity Areas

-  Urban Villages & Phoenix Precinct
-  Neighbourhood Centres
-  Local Centres
-  Tram Lines & Selected Main Roads
-  Defined Areas with a High Proportion of Units

Minimal Change Areas

-  Minimal Change Areas

0 0.25 0.5
kilometres

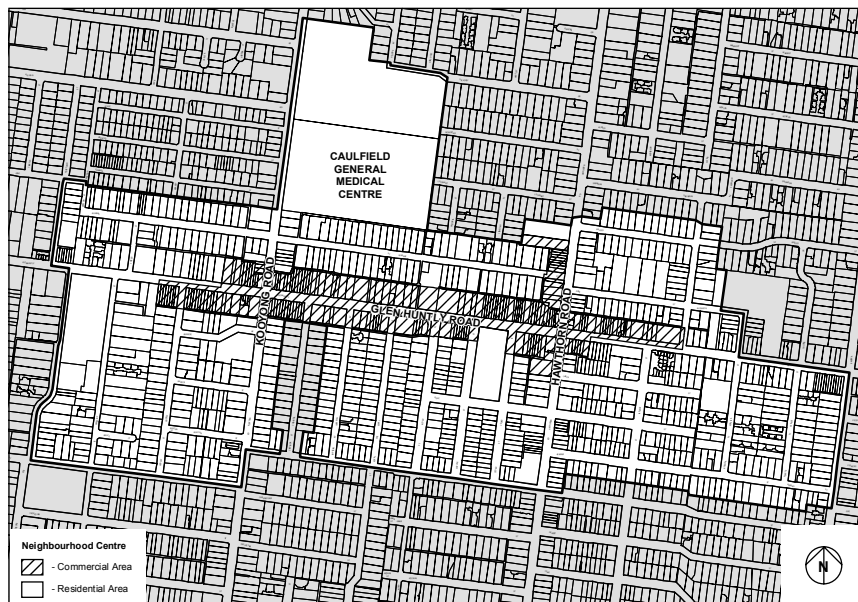


Housing diversity areas

Caulfield South Neighbourhood centre

Commercial area of the centre

Numerous opportunities exist for shop-top housing and apartment style development along Glen Huntly Road itself. In the Business 1 Zone, ground floors should be retained for commercial activity and any residential development should take place above ground floor or to the rear. In the Business 5 Zone, ground floor residential/mixed use activity fronting Glen Huntly Road could be considered. As a large part of Caulfield South shopping centre is located in a Heritage Overlay, development in this area should be sympathetic and should be limited to prevailing building height.



Residential area of the centre

The prevailing lot size, existing character and type and condition of dwelling stock would suggest a mix of single dwellings and single and double storey multi-unit development could be supported. Exceptionally large sites are located in Parkside Street.

Local centres

Encourage shop-top housing in commercial areas of the local centre at the corner of North Road and Bamba Road.

This includes the development of new dwellings on top of existing shops (ie, small numbers of dwellings and generally not in excess of existing building heights) as well as encouraging the refurbishment of existing shop-top housing. Some ground floor mixed use/residential development may be considered where the site is located on the edge of the centre.

Tram routes

Multi-unit developments are encouraged on properties directly abutting the Hawthorn Road and Glen Huntly Road tram lines.

The design of these developments should ensure the interface with residential developments to the rear is carefully designed to protect the amenity of these properties. Significant changes in building height between existing dwellings and new development should be avoided by reducing the visibility of the extra storey(s).

Key redevelopment sites

The Caulfield General Medical Centre (CGMC), owners of the Bethlehem Hospital (at 476 Kooyong Road), have recently flagged an intention to relocate the medical activities on the site to the Caulfield Medical Centre and to sell the Bethlehem Hospital site. This is subject to State Government approval. The site zoned Residential 1 Zone, could be developed for a range of residential developments including multi-unit developments.

Minimal change areas

In minimal change areas, protection of existing neighbourhood character is the primary objective. In these areas new single dwellings, extensions to existing dwellings and dual occupancies (two dwelling developments) could be developed on an average sized lot (providing the new development is consistent with the surrounding scale and character of the area).

Significant Character Areas Clarinda Street, Caulfield South

Is significant for its intact pre-war and inter-war cottages, including a number of renovated Victorian homes.



Hawthorn Road Tramway Estate, Caulfield South

Is significant due to its unusual subdivision pattern (circa 1920) with triangular allotments at intersections, and sections of widened road pavement mid-block with many of the original inter-war homes remaining.

These areas will be treated like other minimal change areas and development should respect the important elements that make up their character.

Heritage areas

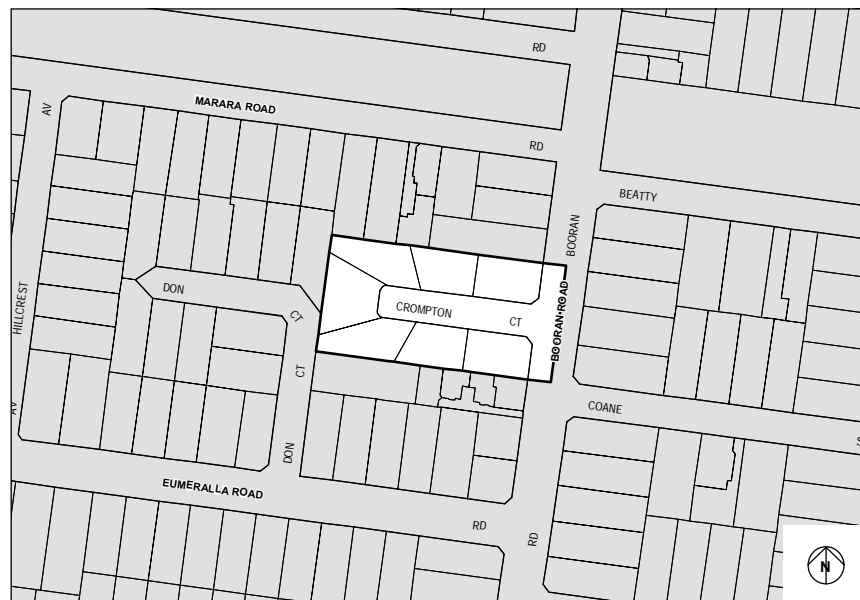
Hillcrest Estate

The Hillcrest Estate is noteworthy as the first housing estate undertaken by AV Jennings Construction Co. It has historic value as an early planned housing estate associated with the Depression years. It is distinguished by the combination of diverse house styles and the landscaped garden house environment. The area includes 11 houses in Hillcrest Avenue, two facing Marara Road.



Crompton Court

Crompton Court is a small court off Booran Road in Caulfield South. It comprises six similar brick villas. The Court is locally important as an example of an early garden estate, with the design of houses consistent in the Spanish Mission Style.



Caulfield South Shopping Strip

The Caulfield South Shopping Strip was busy from the 1860s on and was the main shopping centre for Caulfield for a period. By 1924, it was almost fully developed. It has architectural importance as an inter-war shopping centre and has some prominent buildings (eg. Church of the Holy Cross and the former State Savings Bank).

The Caulfield South Heritage Area is also within a housing diversity area. Because of this, the requirements of the Heritage Overlay and respecting the heritage values of the area are the priority.

Development expectations in these areas will be lower than the rest of the housing diversity area. Multi-unit developments will only be considered where heritage values are not compromised. Development which incorporates retention of contributory buildings is encouraged.



Areas of Caulfield South have been identified as prone to overland flooding by a one in 100 year storm event and are included in the Special Building Overlay (SBO). Where these areas are in a housing diversity area (eg, Caulfield South Shopping Centre), this area could have lower development expectations. Developments in the SBO area will be referred to Melbourne Water to determine whether the level of development is appropriate and how the design takes the potential flooding into account.



7.0 Elsternwick and Gardenvale



Elsternwick and Gardenvale is 2.9km² in area in total. Elsternwick has historic residential areas, while Gardenvale is an intact area with inter-war houses.

The Sandringham railway line traverses the area. A train station is located at Elsternwick on the Sandringham line. Gardenvale station is located across the Nepean Highway in the neighbouring municipality of Bayside. Trams run along Glen Huntly Road and buses run throughout Elsternwick and Gardenvale.

Elsternwick and Gardenvale have a large number of community facilities. They feature many educational facilities, including Government, Catholic and Jewish Schools.

Elsternwick and Gardenvale have significant commercial areas along Glen Huntly Road and the Nepean Highway. Elsternwick is one of three urban villages in Glen Eira. There is a range of shopping, service, education, entertainment and community facilities, including the Classic Cinema, Coles supermarket, cafes and restaurants, the Jewish Holocaust Museum and the ABC Studios. The Gardenvale shopping strip on

Gardenvale Road

is a local centre. With a few small convenience shops, it has become mainly an office precinct. The majority of the Gardenvale centre is on the eastern side of the Nepean Highway in the City of Bayside.

Elsternwick features the Hopetoun Gardens, Harleston Park and the historic mansion Rippon Lea. Elsternwick features some of Melbourne's best late Nineteenth Century heritage properties in the Elsternwick Heritage Area. Gladstone Parade is another heritage area which has a number of two storeyed 19th century grand villas in a variety of styles.



Population and housing

The State Government provides statistical data on Melbourne's suburbs amalgamates Elsternwick and Gardenvale because of Gardenvale's small residential population.

The population in Elsternwick and Gardenvale decreased by 430 people between 1981 and 1996, to 10,000. Elsternwick and Gardenvale in 1996, had a very similar age structure to Glen Eira as a whole. It had an ageing population with a large number of baby boomers (people 35–49 years old) and a higher proportion of people aged over 75 than Glen Eira. It also featured a very high proportion of lone person households — indicative of the aged population (37 per cent compared with 31 per cent for Glen Eira).

Elsternwick and Gardenvale had 4662 dwellings in 1996. This has remained stable since 1981. Less than half (45 per cent) of the stock in 1996 was separate houses. In Glen Eira, 60 per cent of the housing stock is separate houses. However the dwelling stock figure is for Elsternwick and Gardenvale it does not recognise that Elsternwick's housing stock is more mixed, while Gardenvale is mainly separate houses. Some 44 per cent of the population owned their own homes in 1996, 20 per cent were purchasing their homes while one-third of the population privately rented — similar to Glen Eira as a whole.

Elsternwick, Gardenvale and neighbouring suburb, Ripponlea (in Port Phillip) saw a low number of new dwellings developed in the past three years — 38 in 1998 to 24 in 2000. The number of extensions and alterations are higher and have remained steady at an average of 107 dwellings per year.

The median house price rose from \$227,000 in 1995 to \$545,000 in 2002 — a 140 per cent increase, making Elsternwick one of the most expensive suburbs in Glen Eira.

Because of Elsternwick and Gardenvale's access to public transport, there was a high proportion of the population using it to travel to work.

Neighbourhood character — Elsternwick

The major elements of neighbourhood character in Elsternwick are:

- The gently sloping topography;
- The predominance of a grid subdivision pattern, modified by the diagonal alignment of the Sandringham railway line and the Nepean Highway;
- Generally consistent setbacks;
- A variety of allotment sizes and widths in much of the suburb with some fine grained subdivision north of Glen Huntly Road;
- The predominantly single and double storey scale of development in established residential areas;
- The established residential streets, some of which contain only single storey detached dwellings, others contain a mixture of one and two storey detached dwellings and two and three storey brick walk-up flats;
- The predominance of brick with tile construction throughout the suburb;
- A predominance of Victorian, Edwardian Californian bungalow and contemporary dwellings west of Kooyong Road, north of Glen Huntly Road, and between Orrong Road, Glen Huntly Road and the railway line;
- A mixture of Edwardian, Californian bungalow, inter-war and contemporary dwellings south of Glen Huntly Road between the Nepean Highway and the railway line and between Glen Huntly Road, Orrong Road, Kooyong Road and Riddell and Parnell Streets;
- A predominance of Californian bungalow and contemporary dwellings west of Kooyong Road and south of Glen Eira Road;
- A predominance of Californian bungalow dwellings west of Begonia Road and College Street;
- Generally, one driveway crossing per allotment;
- Generally well-established domestic gardens containing medium and large scale planting;
- Domestic gardens that contribute to the leafy character of streets;
- Some strong avenue planting with large canopy trees;
- Glen Huntly Road shopping strip with its predominance of pre-war and inter-war shops on narrow allotments;
- Key landmark sites — ABC and Ripponlea, churches and schools;
- The presence of tram lines along Glen Huntly Road;
- The presence of schools, hospitals and places of worship and other community facilities;
- The presence of parks and open spaces;
- The presence of a small group of shops at the Glen Huntly Road–Kooyong Road intersection;
- The presence of the Nepean Highway — a main road, and the secondary arterial roads of Orrong, Kooyong, and Glen Huntly Roads, which create the main axis and thoroughfares.

Neighbourhood character — Gardenvale

The major elements of neighbourhood character in Gardenvale are:

- The relatively flat topography;
- The predominance of a grid subdivision pattern;
- Generally consistent setbacks;
- A variety of fencing heights;
- A predominance of single storey dwellings;
- A predominance of Californian bungalow, inter-war and contemporary dwellings;
- The predominance of brick, and timber with tiled roofs;
- Generally, one driveway crossing per allotment;
- Domestic gardens that contribute to leafy character of streets;
- The presence of overhead electricity and communication services;
- The presence of parkland;
- The presence of Elster Creek;
- The presence of the Gardenvale Shopping Centre and its proximity to the Gardenvale railway station; and
- The presence of North Road and the Nepean Highway — main roads, and the secondary arterial road of Kooyong Road which create the main axis and thoroughfares.

Visions and opportunities — Elsternwick

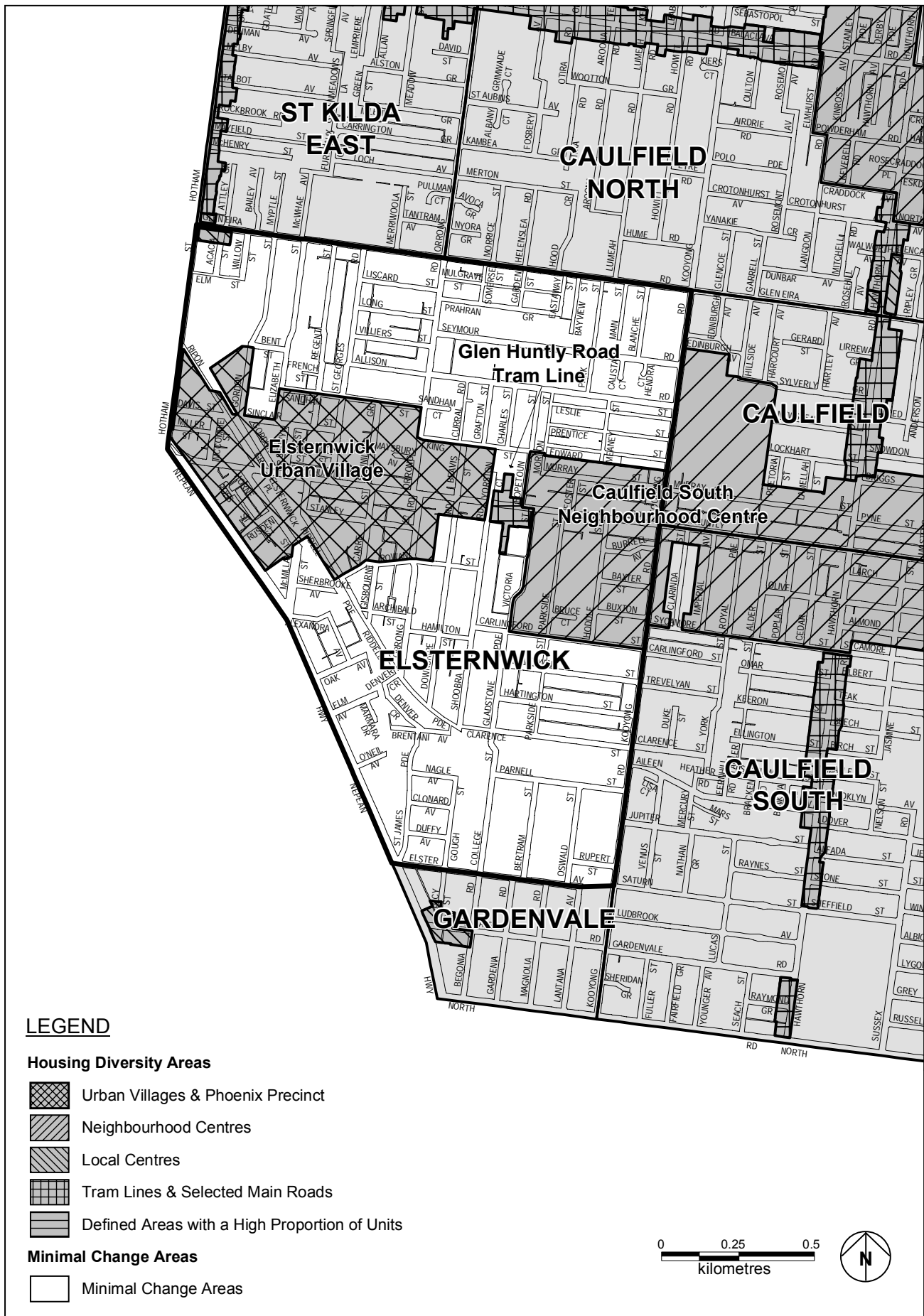
The visions and opportunities that have been identified for Elsternwick, include:

- ensuring new developments outside heritage areas respect the historic character of Elsternwick's residential streets;
- protecting the distinct character of heritage areas in Elsternwick;
- ensuring any redevelopment associated with the schools located in Orrong Road, Beavis Street, King Street and Sinclair Street are in keeping with the residential nature of the suburb;
- encouraging low fences at front of houses;
- retaining and enhancing Elsternwick's parks;
- ensuring any redevelopment of the ABC site is compatible with the surrounding residential properties and Rippon Lea;
- ensuring development around the Rippon Lea Estate complements the historic significance of the property and its gardens;
- promoting the urban village concept in Elsternwick by encouraging mixed use developments, higher density residential developments, integration of public transport and streetscape improvements;
- ensuring the vibrancy and character of the Elsternwick Urban Village is maintained; and
- upgrading Elsternwick Plaza on Glen Huntly Road as an attractive place for shoppers, residents and traders to enjoy.

Visions and opportunities — Gardenvale

The visions and opportunities that have been identified for Gardenvale, include:

- maintaining the unique features and feel of Gardenvale;
- preserving the significant architectural features of the area such as timber and brick dwellings with terracotta roofs that are predominantly single storey;
- encouraging the greening of nature strips with appropriate street trees;
- investigating applying a Neighbourhood Character Overlay to the area;
- protecting significant trees on properties, especially trees with spreading crowns;
- ensuring traffic is minimised in quiet side streets;
- improving and enhancing street tree planting through a more uniform planting scheme;
- encouraging the use of run down shops in the Gardenvale shopping strip for multi-unit developments; and
- improving the streetscape of the Gardenvale commercial area.



Housing diversity areas – Elsternwick

Elsternwick Urban Village

Elsternwick Urban Village is a traditional shopping strip surrounded by a residential area containing sites of heritage significance that must be protected. The Elsternwick Urban Village comprises of a retail hub, multi-unit housing areas and a community/heritage precinct. The retail hub encourages the occurrence of residential uses and offices in upper levels of buildings and the preservation of the character of the shopping strip. The Urban Villages Local Planning Policy provides greater detail on the location and type of residential development envisaged for the area.



Council is in the process of developing a detailed Urban Design Framework for the centre.

Caulfield South neighbourhood centre

The Caulfield South shopping strip is partly located within the suburb of Elsternwick. However, as the majority of the centre is located in Caulfield South it is discussed in Section 5.0.

Local centres

Encourage shop-top housing in the commercial area of the local centre at the corner of Glen Eira Road and Hotham Street.

This includes the development of new dwellings on top of existing shops (ie, small numbers of dwellings and generally not in excess of existing building heights) as well as encouraging the refurbishment of existing shop-top housing. Some ground floor mixed use/residential development may be considered where the site is located on the edge of the centre.

Tram routes

Multi-unit developments are encouraged on properties directly abutting the Glen Huntly Road tram line.

The design of these developments should ensure the interface with residential developments to the rear is designed carefully designed to protect the amenity of these properties. Significant changes in building height between existing dwellings and new development should be avoided by reducing the visibility of the extra storey(s).

Key development sites

The Elsternwick Urban Village Structure Plan and Local Planning Policy identifies a number of key development sites within Elsternwick.

In the Urban Village Local Planning Policy, the ABC site at 60 Gordon Street is identified as a major opportunity site in the Elsternwick Urban Village. The site is 11,700m² and offers significant potential for future residential development.

Minimal change areas

In minimal change areas, protection of existing neighbourhood character is the primary objective. In these areas new single dwellings, extensions to existing dwellings and dual occupancies (two dwelling developments) could be developed on an average sized lot (providing the new development is consistent with the surrounding scale and character of the area).

Significant Character Areas

St James Parade/Downshire Road, Elsternwick

The St James Parade/Downshire Road area is significant due to the confluence of roads, influenced by the Sandringham railway line and the intersection of different subdivisions, with straight, angled and curved streets. North of Riddell Parade there is a concentration of detached Victorian and Edwardian villas. South of Riddell Parade, there is a predominance of inter-war homes.

This area will be treated like other minimal change areas and development should respect the important elements that make up its character.



Heritage areas

Elsternwick Heritage Area

Elsternwick Heritage Area is a large heritage area featuring 19th and early 20th century residential and commercial areas. The village of Elsternwick was surveyed in 1851. The 1860s saw the construction of large villas such as Glenmoore in St Georges Road. A large amount of development occurred in the area in the 1880s and 1890s with the construction of kerb and channelling and the development of a large number of suburban villas in Villiers, Long, Allison, Regent and Sandham Streets. Later in the 1880s, commercial development east of the Railway crossing was vigorously pursued. But it was not until the inter-war period that the centre was fully built up. The tramway linking Elsternwick with Glen Huntly was opened in 1889.

Where the Elsternwick Heritage Area is within a housing diversity area, the requirements of the Heritage Overlay and respecting the heritage values of the area are the priority. Because of this, development expectations in these areas will be lower than the rest of the housing diversity area. Multi-unit developments will only be considered where heritage values are not compromised. Development which

incorporates retention of contributory buildings is encouraged.



Gladstone Parade

Gladstone Parade is locally significant as Glen Eira's most imposing Land Boom subdivision. It was subdivided as part of the Kooyong Park Estate in 1888. Located on a hill, it has bay views to the west. It has a number of two storeyed 19th century grand villas in a variety of styles including Italianate, Queen Anne and Elizabethan.

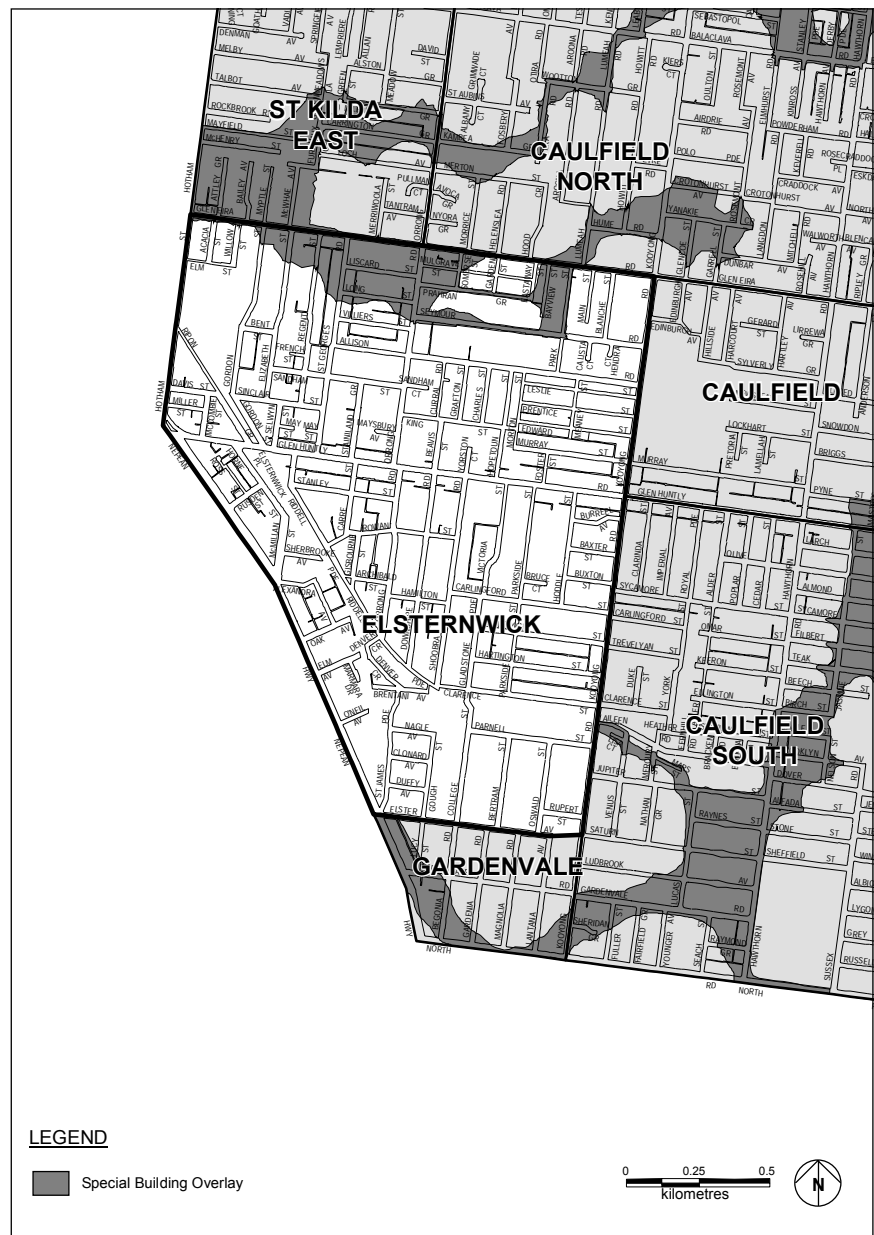


Bruce Court

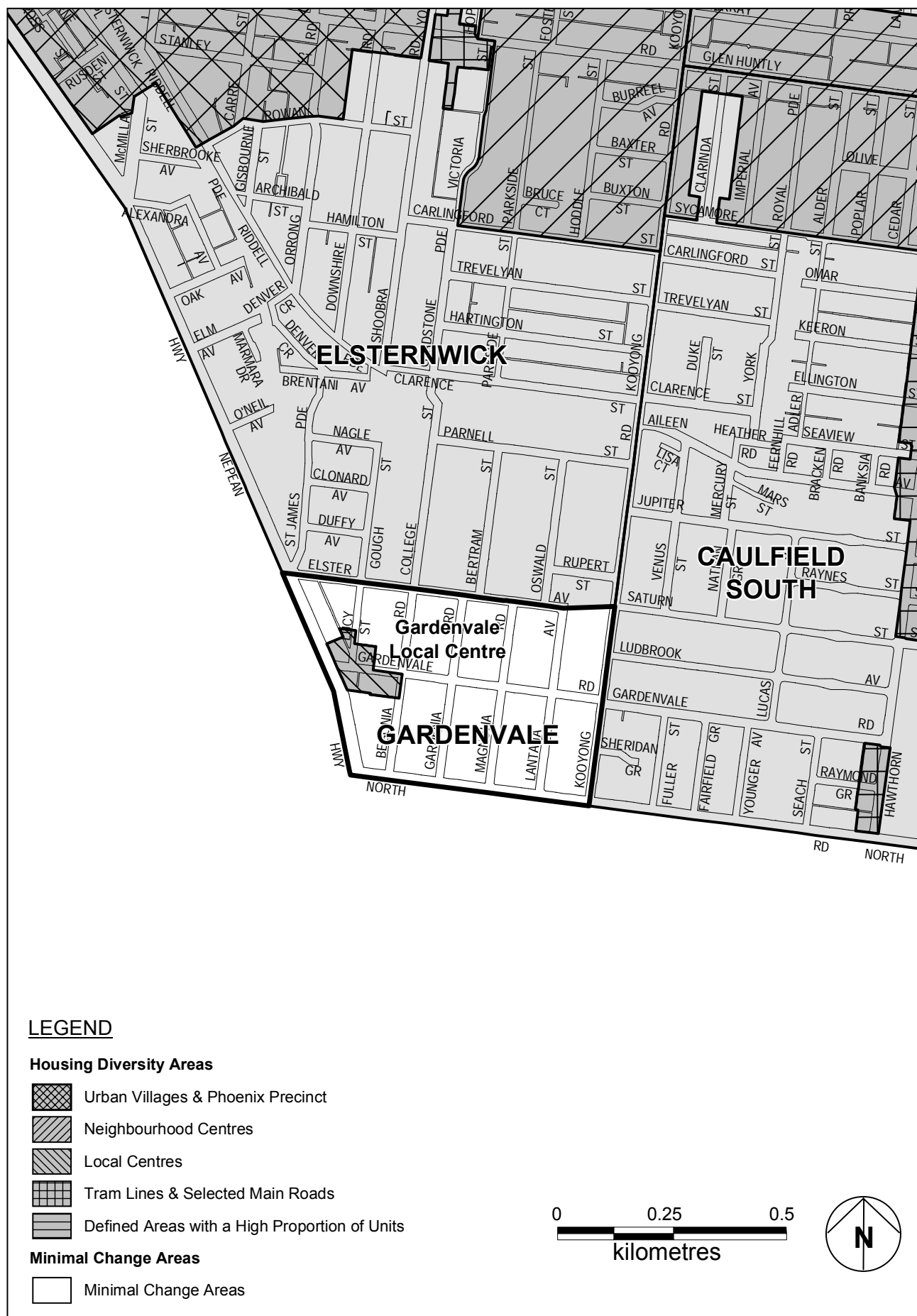
Bruce Court, Elsternwick is a small court of 6 dwellings and corner properties developed between 1928 and 1933 as an early Garden Suburb subdivision (eg, landscaped front gardens and streets, low front fences and uniform street tree planting).

Special Building Overlay Areas

Areas of Elsternwick have been identified as prone to overland flooding by a one in 100 year storm event and are included in the Special Building Overlay (SBO). Developments in the SBO area will be referred to Melbourne Water to determine whether the level of development is appropriate and how the design takes the potential flooding into account.



Gardenvale framework plan



8.0 Glen Huntly

Glen Huntly is a small residential suburb of 0.9km². It is one of the more densely settled suburbs away from the inner city with among the highest proportion of multi-unit developments in Glen Eira. It includes many small households, with almost three quarters comprising one and two persons.

Glen Huntly has a significant commercial district located on Glen Huntly Road providing goods and services for the immediate resident population. Anchored by Safeway, it has a selection of small shops with the train station located in the heart of the centre.



The suburb also features the Glen Huntly Reserve, Garden Avenue Reserve and Oakleigh Road Reserve. Glen Huntly is close to the Caulfield Racecourse. Several education facilities catering for school age children and younger are also located in Glen Huntly.

The former Council depot site on the corner of Neerim Road and Manchester Grove is a major redevelopment site in the area.

The suburb has excellent access to public transport — served by bus routes along Neerim Road and Booran Road, the Glen Huntly railway station, and a tram line along Glen Huntly Road. The train line divides the suburb.

Population and housing

The population has increased slightly between 1981 and 1996. In 1996, the population was 3675. Glen Huntly has a lower proportion of children (aged 0 to 17) than the Glen Eira average. The largest age group was the baby boomers (35–49 year olds) but a high proportion of people were aged 75+ (10 per cent of the population compared to 8 per cent for Glen Eira.)

About 74 per cent of households in Glen Huntly were one and two person households compared with 64 per cent for Glen Eira as a whole. The proportion of lone person households was high — 47 per cent. In Glen Eira, 31 per cent of the population are lone person households. Correspondingly, there was a low proportion of couples with children — 20 per cent compared to the Glen Eira average of 29 per cent.

Glen Huntly had the highest proportion of people using the train to travel to work — 23 per cent. It also had the highest proportion of households in Glen Eira with no cars (27 per cent). This may reflect excellent access to public transport in Glen Huntly. Only 15 per cent of Glen Eira residents have no car.

Glen Huntly saw an increase in private dwellings between 1981 and 1996 from 1871 to 2013 dwellings. This is linked to the development of large numbers of villa units and dual occupancies in the suburb. As a result, 72 per cent of the dwellings in Glen Huntly were multi-units in 1996 — a much higher proportion than for Glen Eira as a whole (40 per cent). The area also had one of the highest proportions of private rentals in Glen Eira — 41 per cent. This is linked with the form of housing. (The Glen Eira average is 28 per cent.)

House prices in Glen Huntly increased from \$170,000 in 1995 to \$407,000 in 2001 — a 139 per cent increase. The average house price in Metropolitan Melbourne rose from \$128,000 to \$300,000 — a 134 per cent increase.

Neighbourhood character

The major elements of neighbourhood character in Glen Huntly are:

- the relatively flat topography;
- the predominance of a grid subdivision pattern;
- generally consistent setbacks;
- the predominantly single and double storey scale of development in established residential areas;
- a large area of villa units between Rosedale Avenue, south to Mackay Avenue, between the railway line and Grange Road;
- a predominance of detached Edwardian and Californian bungalow dwellings west of the railway line between Glen Huntly Road and Hawson Avenue;
- a predominance of detached Edwardian, Californian bungalow and contemporary style dwellings west of the railway line and south of Hawson Avenue;
- a predominance of detached Californian bungalow, inter-war and contemporary dwellings east of the railway line and north of Glen Huntly Road;
- the predominance of brick with tile construction;
- generally, one driveway crossing per allotment;
- well-established domestic gardens containing low and medium scale planting;
- domestic gardens that contribute to the leafy character of streets;
- some strong avenue planting with large canopy trees;
- the presence of overhead electricity and communication services;
- the presence of the Glen Huntly Shopping Centre and small groups of shops;
- the presence of the main roads of Neerim Road and Grange Road, and the secondary arterial roads of Glen Huntly Road and Booran Road which create the main axis and thoroughfares;
- the presence of the Glen Huntly Road tram line;
- The presence of the Frankston railway line;
- the presence of schools, places of worship and other community facilities; and
- the presence of the former Council depot site and reservoir.

Visions and opportunities

The visions and opportunities that have been identified for Glen Huntly, include:

- improving the Glen Huntly Station area as a critical node for trains and trams;
- upgrading public realm of Glen Huntly shopping area;
- enhancing the vibrancy and character of the Glen Huntly Shopping Centre;
- improving the amenity of the car park and public toilets adjoining Glen Huntly Station on the eastern side of the railway line;
- encouraging new dwellings to respect the style of Edwardian, Californian bungalow and similar styles to blend in with current surroundings;
- enhancing the treed avenues along the railway line in Royal Avenue and Dorothy Avenue;
- enhancing the streetscape in area of villa units bounded by Waratah Avenue, Mackay Avenue, Royal Avenue and Grange Road; and
- preserving and enhancing the Garden Avenue Reserve an oasis in an area of villa units.

Glen Huntly framework plan



Housing diversity areas

Glen Huntly Neighbourhood Centre Commercial area of the centre

Numerous opportunities exist for shop-top housing and apartment style development fronting Glen Huntly Road in the centre itself. Ground floors should remain commercial with any residential development taking place above ground or to the rear. As a larger neighbourhood centre, development should be at a scale in keeping with the centre's role. Two to three storey would be considered appropriate.

Residential area of the centre

The prevailing lot size, existing character and type and condition of dwelling stock would suggest that a mix of single dwellings and single and double storey multi-unit development could be supported.

Refurbishment of existing flat and apartment style development could be supported in the area to the south of Glen Huntly Road and east of the railway line (bounded by Glen Huntly Road, Grange Road, Oakleigh Road and the railway line). This area offers a higher development yield because of the size of lots and the almost total domination of multi-storey flat development. A

number of exceptionally large sites are also located along the east side of Grange Road.



Key development sites

The former Council depot has been sold for residential development. Development on this site is going through the planning process and over the next few years could see in excess of 200 units developed on the site.

The other site identified for possible residential development is the Melbourne Water Reservoir at 1051 Glen Huntly Road. There are no plans for development of this site in the near future but its location and size makes it a potential development option.

Defined areas with an already high proportion of multi-unit development

Garden Avenue, Wattle Avenue, Park Avenue, Mackay Avenue have been identified as an area of the City with an extraordinarily high proportion of multi-unit developments. In this area, some further multi-unit

development will be supported. The intensity of development should not be as high as the existing residential development in the area (eg, walk-up flats) but some flexibility is envisaged, provided the amenity of occupants and neighbours can be adequately protected. New development should generally not be in excess of the prevailing building height in the area.

As the existing flats and units in these areas are unlikely to be demolished and redeveloped in the next 20 years, the Strategy aims to encourage their refurbishment.



Minimal change areas

In minimal change areas, protection of existing neighbourhood character is the primary objective. In these areas new single dwellings, extensions to existing dwellings and dual occupancies (two dwelling developments) could be developed on an average sized lot (providing the new development is consistent with the surrounding scale and character of the area).

9.0 McKinnon

McKinnon is a small residential suburb in Melbourne's south east. It is mainly single dwellings, although there are multi-unit developments along Wheatley Road around Allnutt Park and to the north of Wattle Grove. Residents consider it quiet, settled, treed and well maintained.

The suburb has a small commercial district on McKinnon Road — a small neighbourhood centre consisting of specialty outlets and convenience stores.

McKinnon also features a large amount of open space including Wattle Grove, McKinnon Reserve and Allnutt Park. McKinnon Kindergarten and McKinnon Secondary College are education facilities in the suburb.



The suburb is served by bus routes along McKinnon Road, Thomas Street, and Tucker Street and the McKinnon railway station.

Part of McKinnon is within the Ormond Heritage Area. The area largely comprises inter-war houses. However, in Hawthorn Grove some houses are Victorian. McKinnon Road has a remarkably long terrace of two-storey shops and residences.

Population and housing

McKinnon's population increased slightly between 1981 and 1996 to 5016 people. It has a high proportion of children compared to other Glen Eira suburbs — a quarter of the population was aged 0 to 17 years old. Like other suburbs in Glen Eira, the largest population group in 1996 was 35–49 year olds, the baby boomers. Reflected by the high number of school age children, McKinnon had a high number of families (36 per cent). In Glen Eira, 29 per cent of households are families with children.

McKinnon saw a slight increase in the number of private dwellings between 1981 and 1996, to 2115 in 1996. The dwellings were mainly separate houses, only 22 per cent of the stock were multi-units. In Glen Eira, multi-units account for 40 per cent of the dwelling stock. Nearly 50 per cent of the population in McKinnon owned their homes, high compared to the Glen Eira average of 45 per cent. About 28 per cent were purchasing their homes, but in Glen Eira, only 21 per cent were in the process of purchasing. McKinnon had one the lowest percentages of people who rent (19 per cent compared to 28 per cent for Glen Eira).

Median house prices for McKinnon rose from \$166,750 in 1995 to \$327,000 in 2000 — a 96 per cent increase.

McKinnon and its neighbouring suburbs of Ormond and Bentleigh saw a high number of demolitions and removals between 1998 (357) and 2000 (258). Extensions and alterations increased from 201 in 1998 to 253 in 2000. Similarly, new dwellings have increased from 80 in 1998 to 97 in 2000.

Neighbourhood character

The major elements of neighbourhood character in McKinnon are:

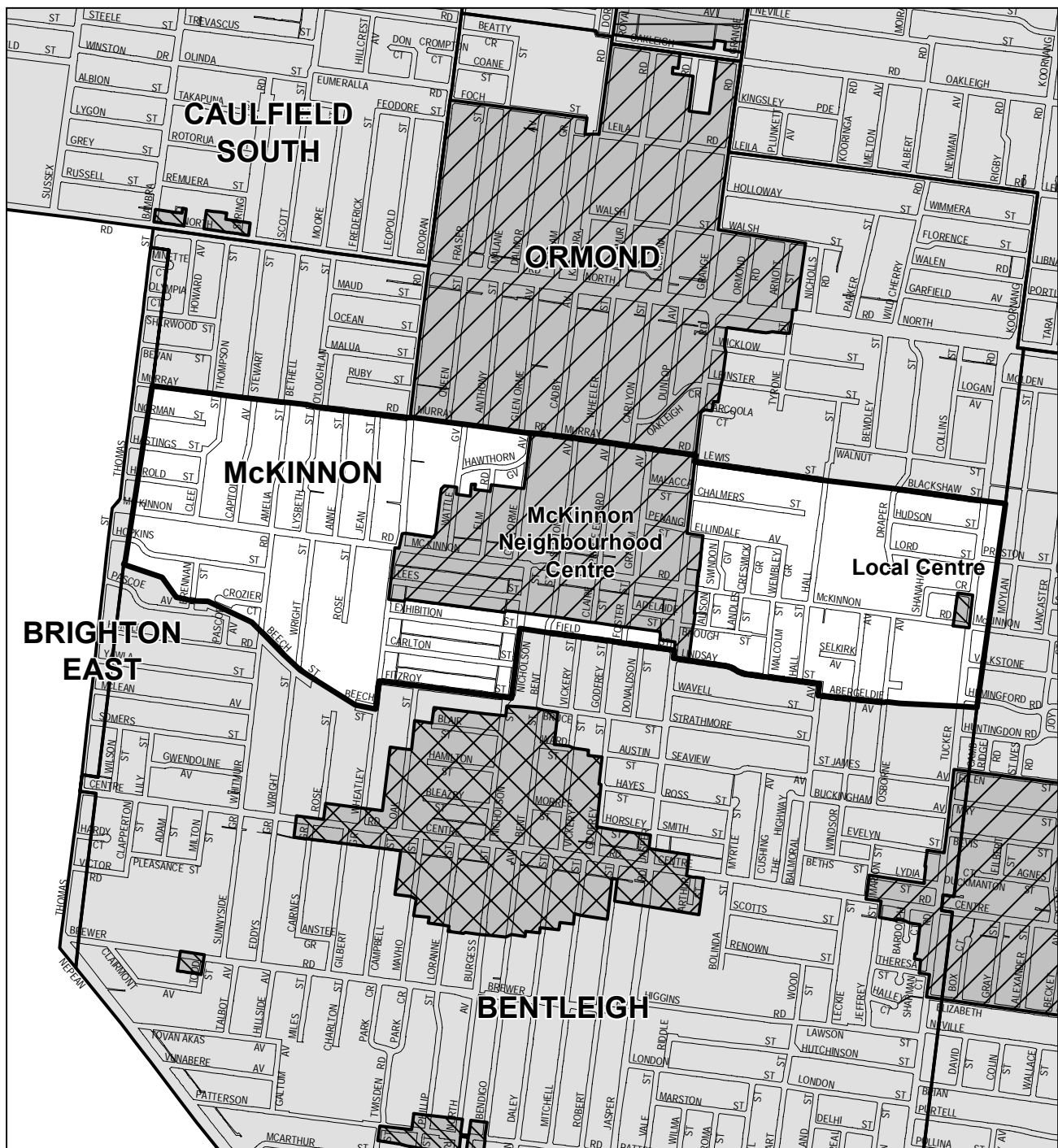
- the gently undulating topography;
- the predominance of a grid subdivision pattern;
- generally, consistent setbacks and allotment sizes;
- the predominantly single storey scale of development in established residential areas;
- a predominance of Californian bungalow and inter-war style dwellings;
- the predominance of brick with tile construction;
- generally, one driveway crossing per allotment;
- well-established domestic gardens containing low and medium scale planting;
- domestic gardens that contribute to the leafy character of streets;
- some strong avenue planting with large canopy trees;
- the presence of overhead electricity and communication services;
- the presence of the McKinnon Shopping Centre in McKinnon Road and small groups of shops;
- the presence of Tucker Road (main road) and the secondary arterial roads of McKinnon Road, Thomas Street and Murray Road which create the main axis and thoroughfares;
- the presence of the Frankston railway line; and
- the presence of schools, places of worship and other community facilities.

Visions and opportunities

The visions and opportunities that have been identified for McKinnon, include:




- upgrading the railway crossing at McKinnon Road to provide a better link between the two sides of the shopping centre;
- improving the amenity and character of McKinnon railway station, especially the parking area for the station to the west;
- promoting a range of land uses in the McKinnon shopping centre to reduce derelict and vacant shops and enhance its vibrancy;
- improving the streetscape of the McKinnon Shopping centre;
- encouraging the renovation of houses to restore their original appearance;
- encouraging a mix of period and contemporary architectural design of housing;
- ensuring new developments, both single dwellings or multi-unit developments are sympathetic to the style and period of existing houses;
- protecting the garden suburb ambience of McKinnon;
- improving the planning and planting of street trees so they can co-exist with overhead cabling;
- enhancing the areas along the railway line through tree planting; and
- enhancing the Elster Creek Trail, that passes along the southern boundary of the suburb through Allnutt Park, as an environmental open space.

McKinnon framework plan




LEGEND

Housing Diversity Areas

-  Urban Villages & Phoenix Precinct
-  Neighbourhood Centres
-  Local Centres
-  Tram Lines & Selected Main Roads
-  Defined Areas with a High Proportion of Units

Minimal Change Areas

-  Minimal Change Areas

0 0.25 0.5
kilometres



Housing diversity areas

McKinnon Neighbourhood Centre Commercial area of the centre

Some opportunities exist for mixed use/residential activity and shop-top housing. Any apartment style development would have to be small scale to be in keeping with the centre. Development in excess of two-storey could be out of scale with the centre, third storeys would only be appropriate for certain sites and would need to be significantly recessed.



Residential area of the centre

Due to the size of the lots in the immediately surrounding area and the almost intact nature of low density, predominantly single storey residential development in the surrounding area, the level of change should be gradual. The prevailing lot size, existing character, and type and condition of dwelling stock would suggest that a mix of single dwellings and single and double storey multi-unit development could be supported on appropriate sites.

Local centres

Encourage shop-top housing in the commercial area of the local centre at the corner of McKinnon Road and Tucker Road.

This includes the development of new dwellings on top of existing shops (ie, small numbers of dwellings and generally not in excess of existing building heights) as well as encouraging the refurbishment of existing shop-top housing. Some ground floor mixed use/residential development may be considered where the site is located on the edge of the centre.

Minimal change areas

In minimal change areas, protection of existing neighbourhood character is the primary objective. In these areas new single dwellings, extensions to existing dwellings and dual occupancies (two dwelling developments) could be developed on an average sized lot (providing the new development is consistent with the surrounding scale and character of the area).

Significant Character Areas

Field Street, McKinnon

Field Street is significant as a street of mostly intact inter-war homes with uniform setbacks, low front fences and well vegetated gardens.

Exhibition Street, McKinnon

Exhibition Street is significant as a street of mostly intact inter-war homes with uniform setbacks, low front fences and well vegetated gardens.

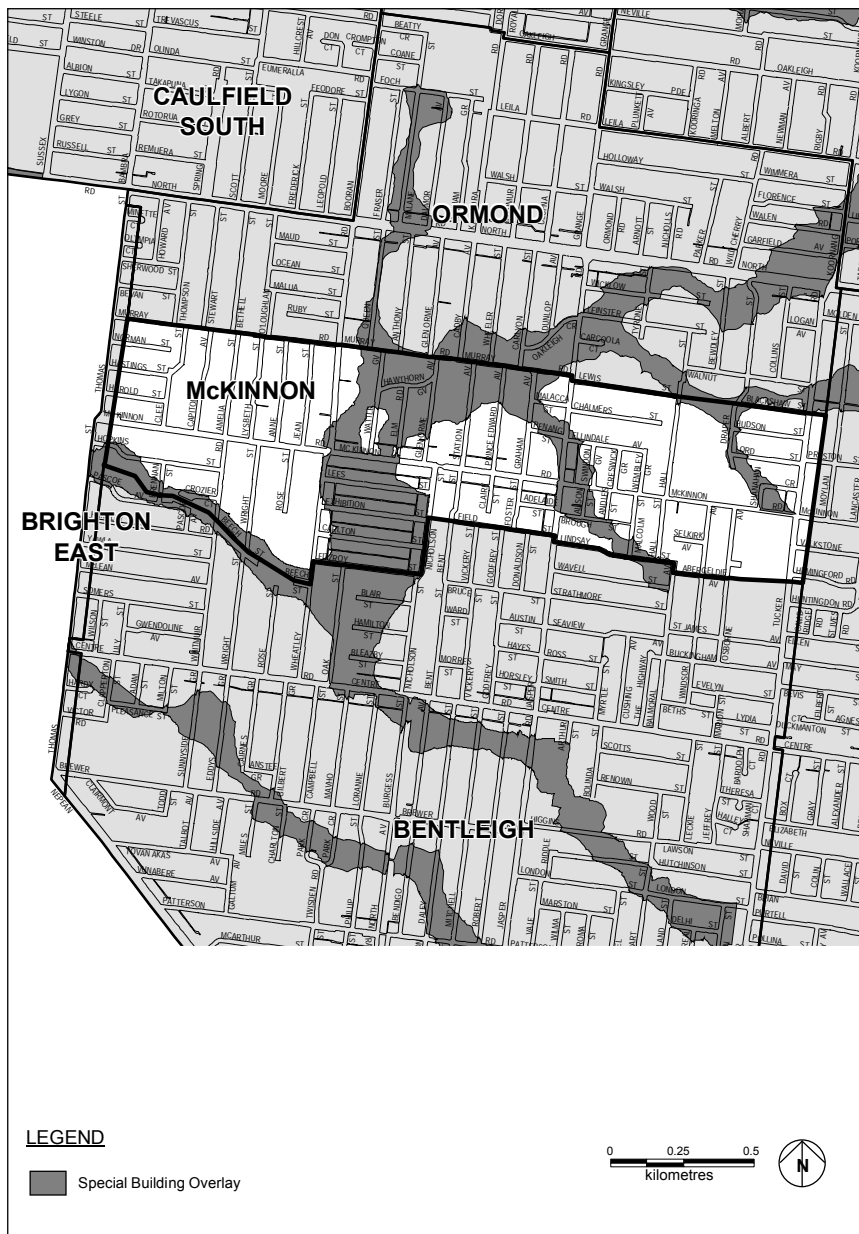


These areas will be treated like other minimal change areas and development should respect the important elements that make up their character.

Heritage areas

Ormond Heritage Area

The heritage area in McKinnon is a small part of the Ormond Heritage Area, centred on Hawthorn Grove where there are some Victorian houses. In McKinnon Road, there is a remarkably long terrace of two-storey shops and residences, consisting of shops from Elm Grove to Glen Orme Avenue.



Special Building Overlay Areas

Areas of McKinnon have been identified as prone to overland flooding by a one in 100 year storm event and are included in the Special Building Overlay (SBO). Where these areas are in a housing diversity area (eg, McKinnon Shopping Centre), this area could have lower development expectations. Developments in the SBO area will be referred to Melbourne Water to determine whether the level is appropriate and how the design takes the potential flooding into account.

10.0 Murrumbeena



Murrumbeena is bounded by Princes Highway in the north and North Road in the south. A residential suburb, Murrumbeena is 2.6km² in area. The northern half of the suburb, particularly the area immediately south of the railway, is mixed in character and housing types. The southern half of the suburb is predominantly single dwellings.

The suburb is split by the Dandenong railway line. Murrumbeena Station is located to the north of Neerim Road near the shopping centre. The suburb is well served by bus routes — buses travel along

Murrumbeena Road, Princes Highway, Kangaroo Road, Poath Road and North Road.

The area surrounding the Murrumbeena railway station provides a small retail and commercial focus. It caters to specialty shoppers and small supermarket convenience shopping. There is also a strip of commercial zoning along Poath Road, Hughesdale. The majority of the Hughesdale centre is on the eastern side of Poath Road in the neighbouring municipality of Monash.

Murrumbeena has good access to a range of parks including Duncan Mackinnon Reserve, Mallanbool Reserve, Boyd Park, Springthorpe Gardens and Murrumbeena Reserve. The Outer Circle Railway Park (Boyd Park) is unique in Glen Eira because of its native planting scheme, bike and walking tracks.

The suburb contains Murrumbeena Kindergarten, Murrumbeena Primary School and St Patrick's Primary School.

Murrumbeena features the Beauville Estate Heritage Area. As the first housing estate undertaken by the AV Jennings Construction Co, this area is significant not only in Glen Eira but for Victoria as well. The original developer of the estate incorporated roads, shops and recreation facilities as part of the estate.

Population and housing

The population has remained relatively steady since 1981. In 1996, there were 7335 people in Murrumbeena. Murrumbeena has slightly less children than the rest of Glen Eira and, like other Glen Eira suburbs, the largest age group is 35–49 (the baby boomers).

The largest household group are lone person households (37 per cent) compared to 31 per cent in Glen Eira. This reflects the ageing population and a high proportion of unit accommodation. A quarter of households are couples with children, while 22 per cent are couples with no children.

As Murrumbeena has good access to public transport, a large number of people used the train to get to work. The suburb also has a high proportion of households with no vehicles (18 per cent) compared to the Glen Eira (15 per cent) and Metropolitan Melbourne (12 per cent) averages.

Housing stock increased slightly between 1981 and 1996 to 3564 dwellings. Murrumbeena has a diverse housing stock — nearly half is multi-units.

Like other suburbs in Glen Eira, a high proportion of residents privately rented their dwelling (24 per cent). In Glen Eira, 28 per cent privately rent.

In Murrumbeena and its neighbouring suburbs of Carnegie, and Glen Huntly, development has been at a fairly low level over the past three years. The number of new dwellings constructed remained steady between 1998 (89) and 2000 (87). However, extensions and alterations were more widespread, with approximately 220 houses being renovated every year.

Median house prices rose in Murrumbeena from \$160,000 in 1995 to \$345,000 in 2001. Despite the increase, Murrumbeena is still one of cheapest locations in Glen Eira.

Neighbourhood character

The major elements of neighbourhood character in Murrumbeena are:

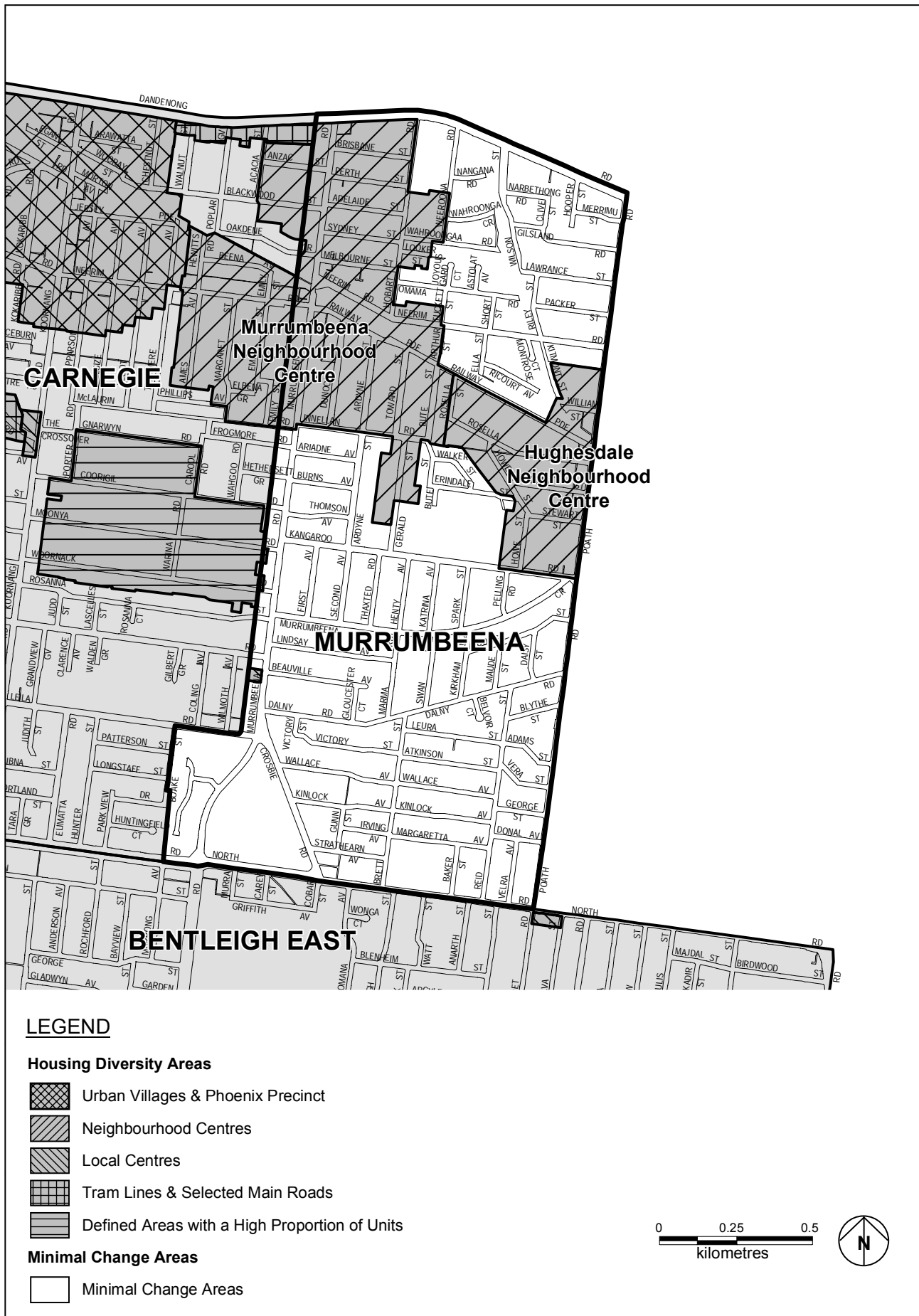
- the relatively flat topography;
- the predominance of a grid subdivision pattern;
- generally consistent setbacks;
- the predominantly single and double storey scale of development in established residential areas;
- a predominance of brick with tile construction;
- a predominance of detached Edwardian, Californian bungalow and inter-war dwellings in the north and post-war dwellings in the south;
- a predominance of detached Californian bungalow and inter-war homes in the area east of Boyd Park;
- a mixture of Edwardian, inter-war including arts and crafts style dwellings; and contemporary dwellings in the area north of Neerim Road between Murrumbeena Road and Boyd Park;
- a predominance of Californian bungalows south of the railway line to Kangaroo Road;
- a predominance of inter-war homes including the Beauville Estate Heritage Area, south of Kangaroo Road;
- generally, one driveway crossing per allotment;
- well-established domestic gardens containing low, medium and large scale planting;
- some strong avenue planting with large canopy trees;
- the presence of overhead electricity and communication services;
- the presence of the main roads of the Princes Highway (Dandenong Road), Murrumbeena Road and North Road and the secondary arterial roads of Poath Road and Crosbie Road which create the main axis and thoroughfares;
- the presence of the Pakenham railway line;
- the presence of schools, places of worship and other community facilities; and
- many public parks and gardens.

Visions and opportunities

The visions and opportunities that have been identified for Murrumbeena, include:

- developing Murrumbeena railway station as a transport interchange with buses and bicycles;
- developing a village common (ie, a park next to shops and train station) to provide space for the community to interact;
- tidying up the local shops at Murrumbeena while maintaining the existing village character of the shopping centre and enhancing its vibrancy;
- encouraging high density development within the Murrumbeena Neighbourhood Centre;
- encouraging multi-unit and mixed use development in the Hughesdale Neighbourhood Centre;
- planting more consistent and extensive avenues of street trees;
- identifying and protecting significant trees on public and private land as they give Murrumbeena its character;
- ensuring canopy trees are planted as part of new developments;
- maintaining existing character by ensuring new homes are appropriate to the area and are designed in keeping with the period of the street;
- examining traffic management issues at Murrumbeena Primary School;
- protecting and enhancing existing open space, parks and garden and enhance links between them;
- protecting and enhancing the Beauville Estate for its heritage value;
- preserving areas of post-war homes, ie, double and triple fronted dwellings;
- encouraging renovation rather than demolition of period homes, eg, Edwardian and Californian bungalows;
- enhancing walking and cycling in Murrumbeena by linking existing walkways and bike paths and developing more;
- maintaining and promoting the use of public transport for the suburb; and
- improving the flow of traffic and level crossing in Neerim Road.

Murrumbeena framework plan



Housing diversity areas

Murrumbeena Neighbourhood Centre **Commercial area of the centre**

Several opportunities for shop-top housing and apartment style development exist in the retail and mixed use sections of the centre, but some of the light industrial uses limit the potential for residential development in parts of the centre. In the Business 1 Zone, ground floors should be retained for commercial activity and any residential development should take place above ground floor or to the rear. In the longer term, in the Mixed Use Zone fronting Neerim Road at the eastern end of the centre, ground floor residential/mixed use activity could be considered. Development in this area should be sympathetic and should be limited to prevailing building heights. Third floors, where proposed, should be significantly recessed.

Residential area of the centre

Significant levels of multi-unit development surround the centre on the east side of Murrumbeena Road. To the north of the centre, streets such as Brisbane Street, Perth Street, Adelaide Street, Sydney Street and Melbourne Street are made up of large lots which contain large numbers of flats and apartments. To the south of the centre (north of Innellan Road), streets such as Dunoon Street, Ardyne Street, Toward Street, Bute Street and Gerald Street (which is to the south of Innellan Road), contain large lots which also contain large numbers of flats and apartments. In these areas, refurbishment of existing flat and apartment style development could be supported. This area offers a higher development yield due to the size of the lots.



The eastern side of Murrumbeena Road has a different character — the area is actually in Carnegie but is within the Murrumbeena Neighbourhood Centre. The lots in this area are much smaller than on the west side, consequently there is a lower development yield potential. The prevailing lot size, existing character and type and condition of dwelling stock would suggest that a mix of single dwellings and single and double storey multi-unit development could be supported.

Hughesdale Neighbourhood Centre **Commercial area of the centre**

Several opportunities for shop-top housing exist in the centre itself. Apartment style development or development above two storeys may not be appropriate due to the low rise nature of the centre and surrounds.



Residential area of the centre

A significant level of multi-unit development has already taken place in Rosella Street. The prevailing lot size, existing character and type and condition of dwelling stock would suggest a mix of single dwellings and single and double storey multi-unit development could be supported. The majority of sites could typically yield two or three dwellings.

Hughesdale is located less than a kilometre from Chadstone Shopping Centre. The Monash side of Poath Road, close to Hughesdale railway station, presents more housing opportunities due to proximity to the station.

Local centres

Encouraging shop-top housing in the local centre at the corner of Murrumbeena Road and Oakleigh Road is appropriate, providing heritage values are not compromised. This centre is within the Beauville Heritage Area.

This would include the development of new dwellings on top of existing shops (ie, small numbers of dwellings and generally not in excess of existing building heights) as well as encouraging the refurbishment of existing shop-top housing. Some ground floor mixed use/residential development may be considered where the site is located on the edge of the centre.

Minimal change areas

In minimal change areas, protection of existing neighbourhood character is the primary objective. In these areas new single dwellings, extensions to existing dwellings and dual occupancies (two dwelling developments) could be developed on an average sized lot (providing the new development is consistent with the surrounding scale and character of the area).

Significant Character Areas

Lindsay Avenue, Murrumbeena

Lindsay Avenue is significant as an intact street of Californian bungalows with uniform setbacks, low front fences and well vegetated gardens, adjacent to the historic Beauville Estate.



Oakdene Crescent, Murrumbeena

Oakdene Crescent is significant as an example of a inter-war subdivision with a curvilinear street lined with intact inter-war homes, including Spanish Mission style, many with low front fences and gardens appropriate for the era.





Boyd Park Area, Murrumbidgee

The Boyd Park area is significant with its many tree-lined streets sloping down to Boyd Park (old outer circle railway reserve), and picturesque inter-war and post-war homes with well vegetated gardens.

These areas will be treated like other minimal change areas and development should respect the important elements that make up their character.

Heritage areas

Beauville Estate

The Beauville Estate Heritage Area is important not only for Glen Eira but for Victoria as a whole, as the first housing estate undertaken by the AV Jennings Construction Co (later Jennings Group Limited), Victoria's largest home builder. AV Jennings acquired the land in 1933. The area is important also as a very early estate development, incorporating a range of features other than houses and including roads, shops and recreation facilities.

The small group of shops in the Beauville Estate Heritage Area is within a housing diversity area. However, the requirements of the Heritage Overlay and respect for the heritage values of the area are the priority.

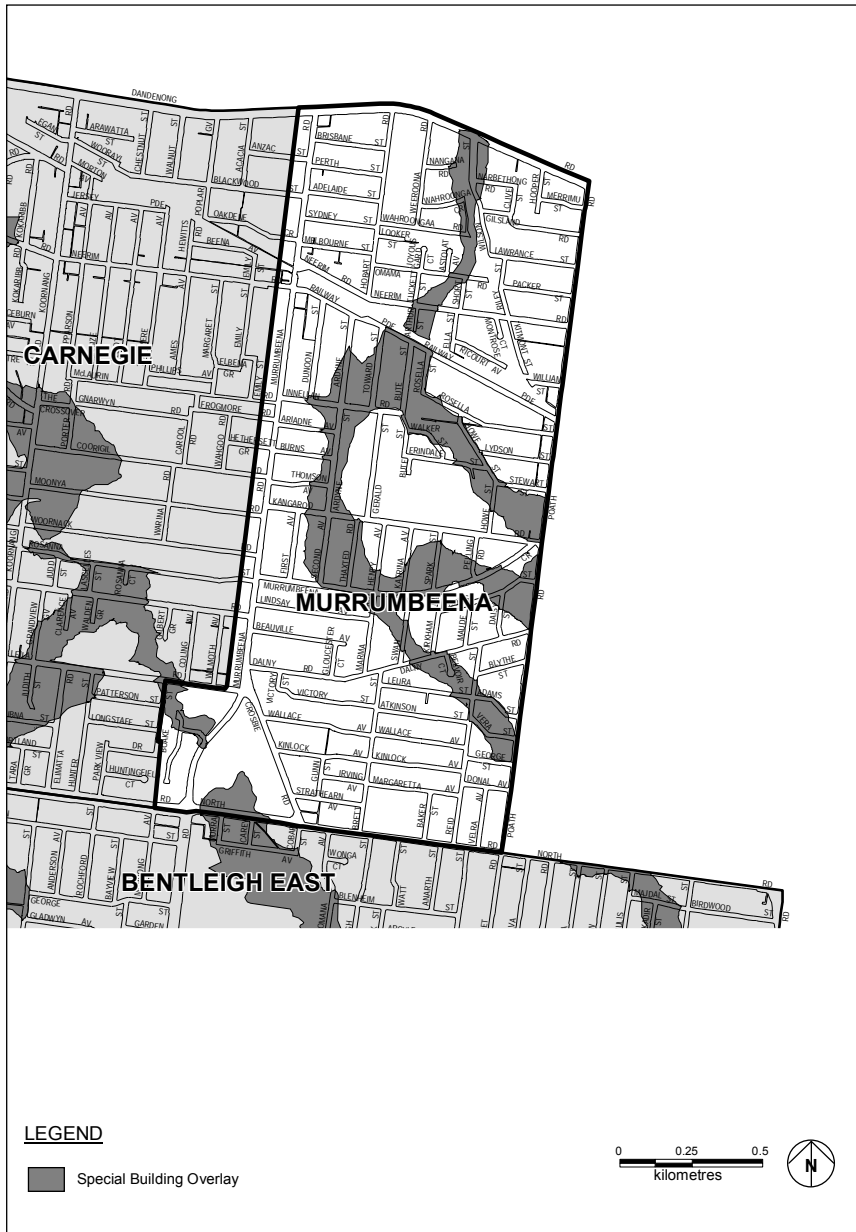
Because of this, development expectations in these areas will be lower than other housing diversity areas. Multi-unit developments will only be considered where heritage values are not compromised. Development which incorporates retention of contributory buildings is encouraged.



Special Building Overlay Areas

Areas of Murrumbeena have been identified as prone to overland flooding by a one in 100 year storm event and are included in the Special Building Overlay (SBO). Where these areas are in a housing diversity area (eg, Murrumbeena and Hughesdale Shopping Centres), this area could have lower development expectations. Developments in the SBO area will be referred to Melbourne Water to determine whether

the level of development is appropriate and how the design takes the potential flooding into account.



11.0 Ormond

Centred on North Road and Frankston railway line, Ormond is a small residential suburb covering an area of 2km².

A significant retail area along North Road, Ormond Shopping Centre, provides specialty shopping and offices. Ormond railway station is located in the centre and a bus route travels through the suburb along Grange Road, North Road, Leila Road and Katandra Roads. Another route follows North Road.

Ormond has a wide range of schools and a number of parks, including EE Gunn Reserve and Joyce Park.



A high proportion of the suburb is protected by a Heritage Overlay — the Ormond Heritage Area is an extensive residential area with a high number of surviving inter-war houses. The houses are mainly brick and timber California bungalows, interspersed with Spanish Mission, Arts and Crafts style and other houses.

Population and housing

Ormond's population was stable between 1981 and 1996 at 6440 people. Its age structure was very similar to Glen Eira with nearly a quarter of the population being baby boomers, aged 35–49. It also had a high proportion of people living alone (36 per cent), compared to 31 per cent for Glen Eira as a whole, and 28 per cent of households were couples with children — similar to the Glen Eira average.

The number of private dwellings increased only slightly between 1981 and 1996, to 3059 in 1996. Just over half were separate houses. The proportion of separate houses decreased between 1981 and 1996. In Glen Eira in 1996, 60 per cent of dwellings were separate houses. Ormond had one of the lowest proportions of people who owned their own homes (37 per cent) compared to the Glen Eira average of 45 per cent.

Ormond, along with Bentleigh, and McKinnon saw an average of 94 new dwellings constructed per year over the last three years. Over the same period, an average of 241 dwellings had alterations or additions.

Average house prices in Ormond rose by 131 per cent from \$180,000 in 1995 to \$415,000 in 2001. Prices in Metropolitan Melbourne rose from \$128,000 to \$300,000 — a 134 per cent increase.

Neighbourhood character

The major elements of neighbourhood character in Ormond are:

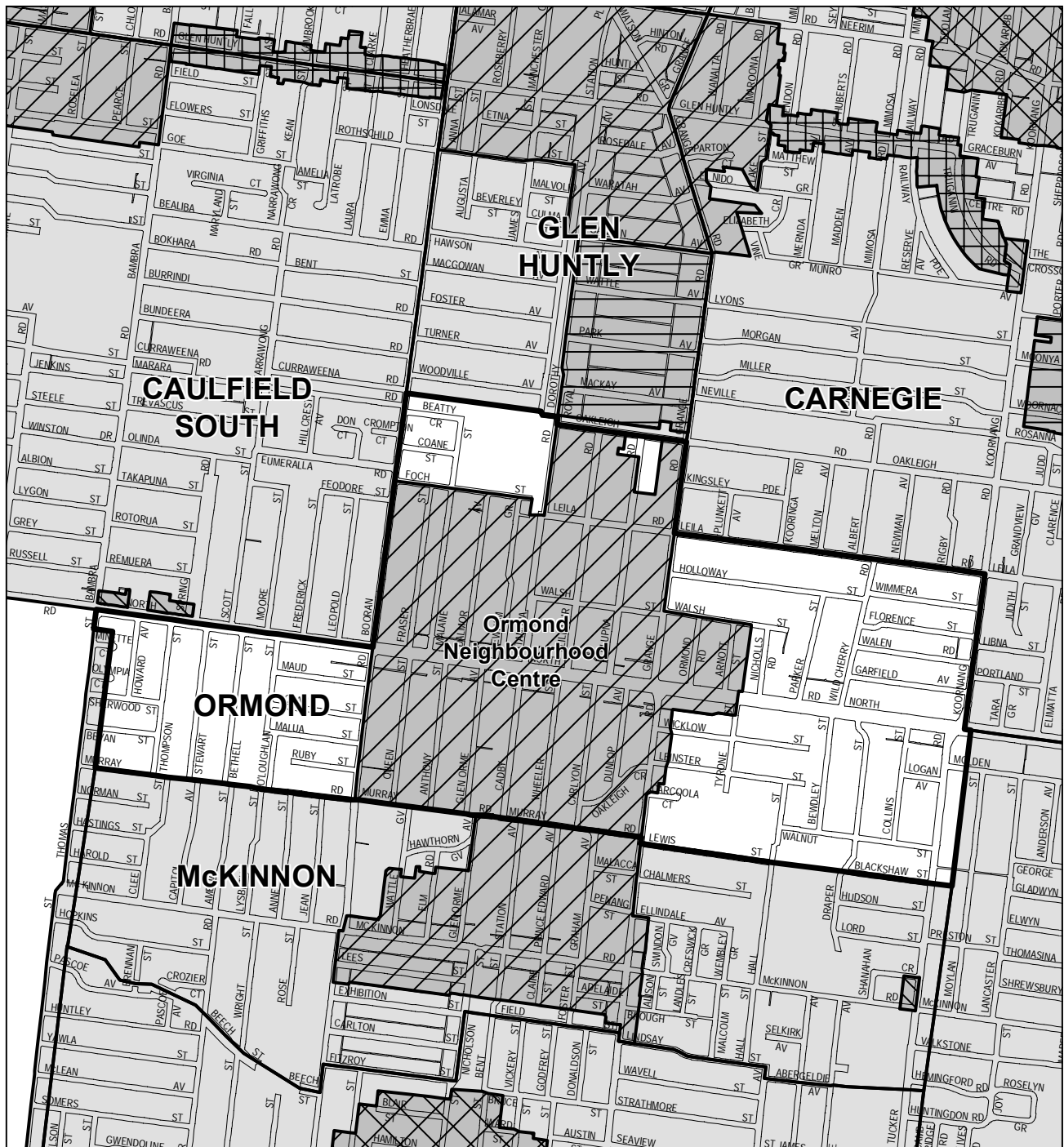
- relatively flat topography, apart from “Ormond Hill” to the west of Wheatley Road, near North Road;
- the predominance of a grid subdivision pattern;
- generally consistent setbacks;
- the predominantly single and double storey scale of development in established residential areas;
- a predominance of Californian bungalow and inter-war homes between Foch Street and Murray Road (west of the railway line);
- a predominance of villa units and walk-up flats north of North Road and east of the railway line;
- the predominance of brick with tile construction;
- generally, one driveway crossing per allotment;
- well-established domestic gardens containing low and medium scale planting;
- some strong avenue planting with large canopy trees;
- the presence of overhead electricity and communication services;
- the presence of the Ormond Shopping Centre in North Road and small groups of shops;
- the presence of North Road and Grange Road (main roads) and the secondary arterial roads of Wheatley, Booran, Tucker and Koornang Roads which create the main axis and thoroughfares;
- the presence of the Frankston railway line; and
- the presence of schools, places of worship and other community facilities.

Visions and opportunities

The visions and opportunities that have been identified for Ormond, include:


- promoting the treed and garden character of Ormond in new developments;
- reducing traffic in side streets;
- developing more avenues of canopy trees in streets;
- promoting the heritage of Ormond and respecting the fact that large areas of the suburb are in heritage protection;
- addressing vandalism and graffiti especially around the station;
- ensuring multi-unit development is in keeping with low density low scale garden feel of the majority of the suburb;
- improving physical and visual connections between the northern and southern sides of North Road and between the east and west of the centre where it is separated by the railway line;
- upgrading the appearance of the shopping strip through streetscape improvements including tree planting;
- enhancing the vibrancy and character of the Ormond Shopping Centre; and
- improving Newham Grove in the area of the railway line.

Ormond framework plan




LEGEND

Housing Diversity Areas

-  Urban Villages & Phoenix Precinct
-  Neighbourhood Centres
-  Local Centres
-  Tram Lines & Selected Main Roads
-  Defined Areas with a High Proportion of Units

Minimal Change Areas

-  Minimal Change Areas

0 0.25 0.5
kilometres



Housing diversity areas

Ormond Neighbourhood Centre Commercial area of the centre

Numerous opportunities exist for mixed use/retail activity, shop-top housing and apartment style development, particularly in the mixed use sections of the centre on the south side of North Road. Building heights would need to have regard to residential properties to the south.

On the north side of North Road, opportunities exist for shop-top style development. In the Business 1 Zone, ground floors should be retained for commercial activity and any residential development should take place above ground floor or to the rear. Additional storeys may be appropriate but new development should ensure a transition in heights exists between the existing and the new buildings. New buildings should not dominate the street and neighbouring properties.

Public car parks on the north side of North Road east of the railway line provide a transitional interface between the commercial area of the centre and immediately surrounding residential areas.

Residential area of the centre

Significant levels of multi-unit development surround the centre on the north side of North Road (to the east of the railway line). To the north of the centre, streets such as Lillimur Road, Ulupna Road, Walsh Street and Leila Road, are made up of large lots which contain large numbers of flats and apartments. In these areas, refurbishment of existing flat and apartment style development could be supported. In this area there is a higher development yield because of the size of the lots. On the other side of North Road, the housing stock is predominantly single dwellings.



On the west side of the railway line, development opportunities are much more limited as the majority of the neighbourhood centre is located in a Heritage Overlay Area. In the heritage areas, contributory buildings should be retained and new development should be in a form and scale which is sympathetic to the heritage surrounds.

Minimal change areas

In minimal change areas, protection of existing neighbourhood character is the primary objective. In these areas new single dwellings, extensions to existing dwellings and dual occupancies (two dwelling developments) could be developed on an average sized lot (providing the new development is consistent with the surrounding scale and character of the area).



Significant Character Areas

Ulupna Road, Ormond

The northern end of Ulupna Road, immediately south of Oakleigh Road, is significant as a relatively intact pocket of 1920s style timber cottages with well-vegetated gardens in an area surrounded by multi-unit development.

This area will be treated like other minimal change areas and development should respect the important elements that make up its character.

Heritage areas

Ormond Heritage Area

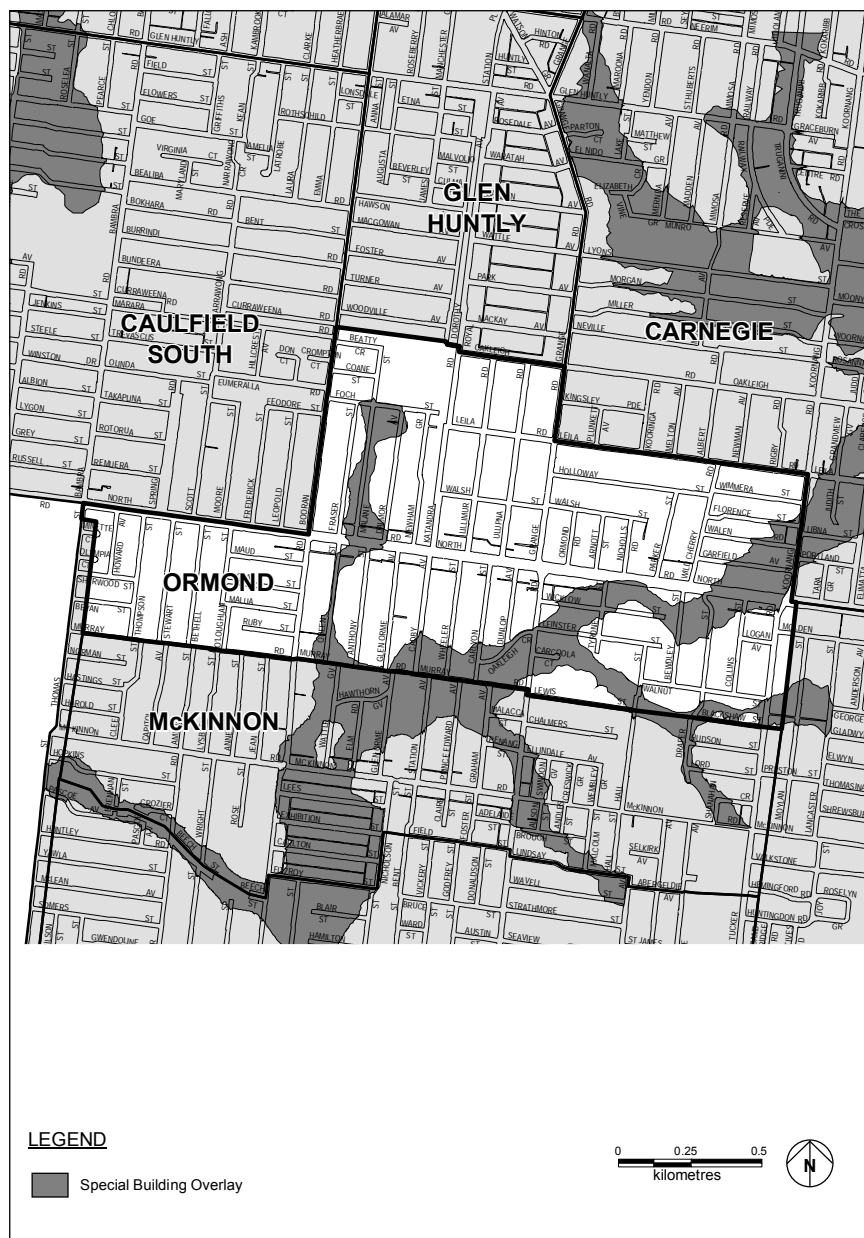
The Ormond Heritage Area is an extensive residential area to the east of the Frankston railway line with a high number of surviving inter-war houses. The opening of the Frankston railway line through Ormond in 1881, provided opportunities for subdivision as part of the “land boom”. However, it was not until the 1920s that housing in the area was developed in any number. The houses are mainly brick and timber California bungalows, interspersed with Spanish Mission, Arts and Crafts style dwellings and other houses.



Where the Ormond Heritage Area is within a housing diversity area, the requirements of the Heritage Overlay and respect for the heritage values of the area are the priority. Because of this, development expectations in these areas will be lower than the rest of the housing diversity area. Multi-unit developments will only be considered where heritage values are not compromised. Development which incorporates retention of contributory buildings will be encouraged.

Special Building Overlay Areas

Areas of Ormond have been identified as prone to overland flooding by a one in 100 year storm event and are included in the Special Building Overlay (SBO). Where these areas are in a housing diversity area (eg, Ormond Shopping Centre), this area could have lower development expectations. Developments in the SBO area will be referred to Melbourne Water to determine whether the level of development is appropriate and how the design takes the potential flooding into account.



12.0 St Kilda East

St Kilda East is located across the municipalities of Glen Eira and Port Phillip. The Glen Eira portion of St Kilda East is bounded by Inkerman Road, Hotham Street, Glen Eira Road and Orrong Road.

St Kilda East has a large number of primary and secondary schools for Jewish students. Other schools include Ripponlea Primary School and Caulfield Grammar School.

The portion of St Kilda in Glen Eira is not well served with shopping facilities. Only a small proportion of the shopping strip on the corner of Hotham Street and Glen Eira Road is within the Glen Eira boundary. It provides mainly convenience shopping. One of the closest larger shopping areas is the shopping strip in Carlisle Street, Balaclava in Port Phillip. It is centred on Balaclava Station and has a range of retail and commercial activities, including a Coles supermarket.

The suburb has few parks, the major one being historic Greenmeadows Gardens. St Kilda East is also the location of Masada Private Hospital and a number of Jewish schools and religious facilities.

Trams travel along Balaclava and Dandenong Roads and buses run in Orrong Road, Hotham Street and Glen Eira Roads.

St Kilda East is the location on some significant heritage areas including Lempriere Avenue and Greenmeadows Gardens (a garden suburb development constructed during the 1920s), Bailey Avenue and Myrtle Avenue Heritage Area (a small historic area with a high number of post federation villas), and Vadlure Avenue Heritage Area (which has a small group of substantial inter-war middle class houses of the period).

The suburb of St Kilda East includes land in both the Glen Eira and Port Phillip Council municipalities. The statistical information is based on this. The focus of the public transport, facilities and heritage information is on the area of St Kilda East in Glen Eira.

Population and housing

The population of the Glen Eira and Port Phillip portions of St Kilda East has remained stable at 12,098 persons. The largest age group is 35–49 year olds. The area has a lower proportion of over 75 year olds than other Glen Eira suburbs and the lowest proportion of couples with children — only 19 per cent compared to 29 per cent for Glen Eira. It also had a very high number of lone person households — 42 per cent compared with 31 per cent for Glen Eira.

St Kilda East has one of Glen Eira's most diverse populations, with a high proportion of persons born overseas (47 per cent), compared to 36 per cent for Glen Eira. About 22 per cent of St Kilda East (Glen Eira and Port Phillip portions) and Balaclava residents (in Port Phillip) are Jewish.

St Kilda East has the highest proportion of people in Glen Eira using the tram to travel to work (9 per cent), compared to the Glen Eira average of only 2 per cent. It also has a high number of households with no vehicles (24 per cent).

Nearly 50 per cent of residents privately rented their dwelling in St Kilda East — compared to the Glen Eira average of 28 per cent.

The number of dwellings remained stable at 6169 in 1996. St Kilda East has the highest proportion of multi-unit developments (78 per cent of dwellings), although the Glen Eira portion of St Kilda East appears to have more single dwellings.

St Kilda East (Glen Eira and Port Phillip portions) and Balaclava (in Port Phillip) have seen only a low level of development recently. About 80 dwellings per year were extended or altered between 1998 and 2000 and 36 new dwellings per year were constructed.



Neighbourhood character

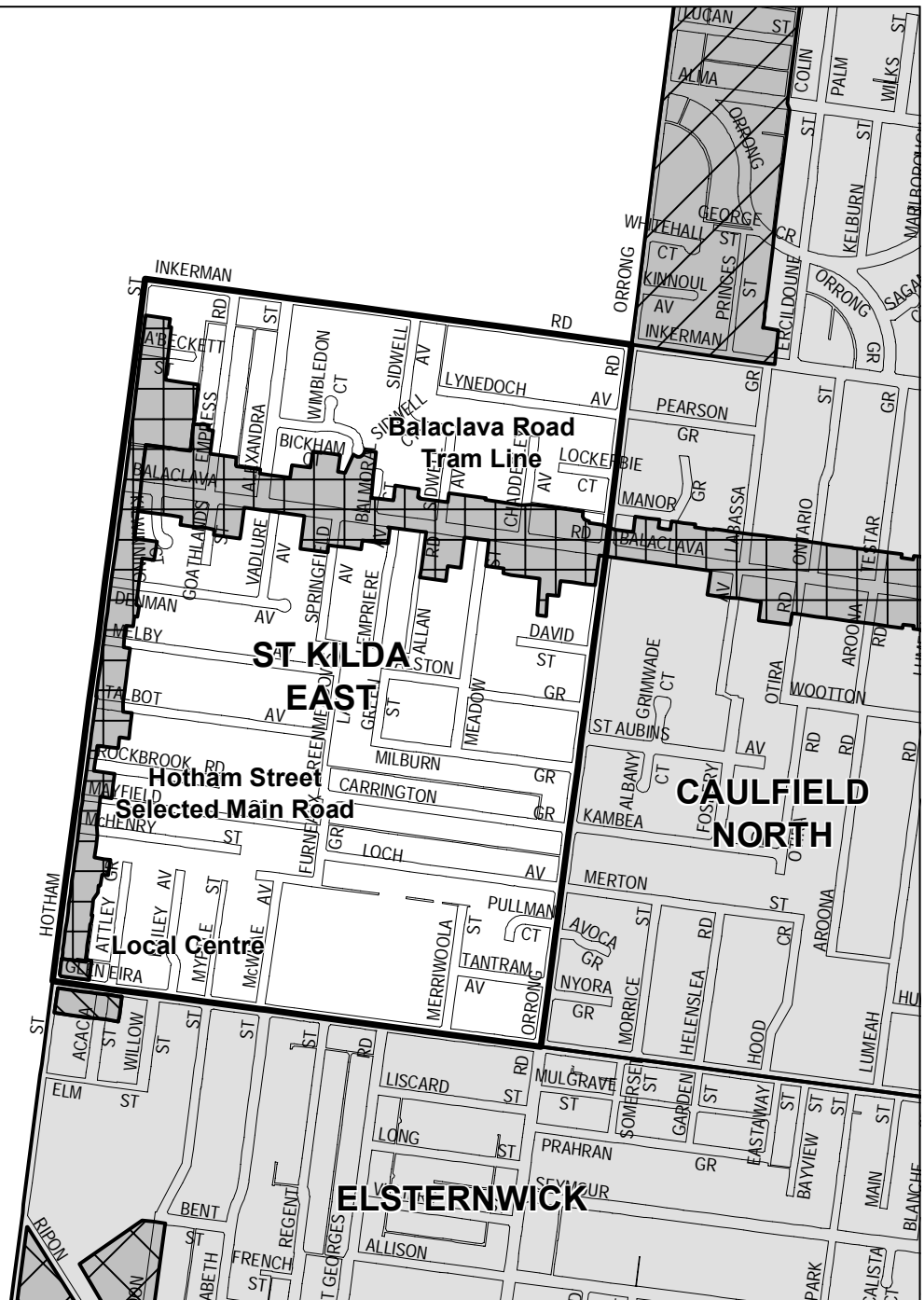
The major elements of neighbourhood character in St Kilda East are:

- the relatively flat topography;
- the predominance of a geometric subdivision pattern and presence of many no-through streets;
- generally consistent setbacks;
- a mixture of allotment sizes and widths;
- the established residential streets, some of which contain only single storey detached dwellings, others contain a mixture of one and two-storey detached dwellings, and two and three storey brick walk-up flats;
- a variety of Edwardian, Californian bungalow, inter-war and contemporary dwellings;
- the predominance of apartment buildings and walk-up flats along much of Hotham Street;
- the predominance of brick with tile construction;
- generally, one driveway crossing per allotment;
- well-established domestic gardens containing low, medium and large scale planting;
- domestic gardens that contribute to the leafy character of streets;
- some strong avenue planting with large canopy trees;
- the presence of overhead electricity and communication services;
- the presence of schools, hospitals and places of worship and other community facilities;
- the presence of small groups of shops;
- the presence of Glen Eira Road (a main road) and the secondary arterial roads of Hotham, Inkerman and Orrong Roads, which create the main axis and thoroughfares;
- the presence of tram lines along Balaclava Road; and
- the presence of Greenmeadows Garden.

Visions and opportunities

The visions and opportunities that have been identified for St Kilda East, include:

- maintaining and enhancing historic Greenmeadows Gardens;
- ensuring dwellings fronting Greenmeadows Gardens have low front fences to encourage surveillance and front gardens to blend with the park;
- recognising the importance of well-vegetated front gardens in St Kilda East;
- improving the streetscape of Hotham Street through street planting;
- ensuring any further or future redevelopment of the schools and Masada Hospital in St Kilda East are in scale with the surrounding residential area;
- developing master plans for major facilities in St Kilda so residents are aware of future development plans;
- promoting and enhancing the history of St Kilda East and its heritage areas; and
- promoting the transport spines of Hotham Street, Balaclava Road and Inkerman Street as locations suitable for good quality higher density housing.




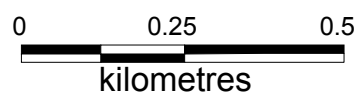
LEGEND

Housing Diversity Areas

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Minimal Change Areas

-  Minimal Change Areas



Housing diversity areas

Local centres

Shop-top housing could be encouraged in the local centre at the corner of Glen Eira Road and Hotham Street. This includes the development of new dwellings on top of existing shops (ie, small numbers of dwellings and generally not in excess of existing building heights) as well as encouraging the refurbishment of existing shop-top housing. Some ground floor mixed use/residential development may be considered where the site is located on the edge of the centre.

Tram routes

Multi-unit developments are encouraged on properties directly abutting the Balaclava Road tram lines.

The design of these developments should ensure the interface with residential developments to the rear is carefully designed to protect the amenity of these properties. Significant changes in building height between existing dwellings and new development should be avoided by reducing the visibility of the extra storey(s).

Selected main roads

Multi-unit development will be encouraged along Hotham Street. The interface between development along the main road and housing in the side streets should be carefully considered. Significant changes in building height between existing dwellings and new development should be avoided by reducing the visibility of the extra storey(s).

Minimal change areas

Protection of existing neighbourhood character is the primary objective in minimal change areas — new single dwellings, extensions to existing dwellings and dual occupancies (two dwelling developments) could be developed on an average sized lot (providing the new development is consistent with the surrounding scale and character of the area).



Heritage areas

Lempriere Avenue and Greenmeadows Gardens

Lempriere Avenue and Greenmeadows Gardens represent an early high point in the development of the garden suburbs during the 1920s. The entire streets were conceived as landscaped units with vistas to Greenmeadows Gardens. The houses were simple villas in the California bungalow and Spanish Mission styles. The area also features underground power and distinctive street lights.

Bailey Avenue and Myrtle Avenue

Bailey Avenue and Myrtle Avenue comprise a small heritage area off Glen Eira Road. The area has a high number of post federation villas. The area was bought by builder William Bailey and shows the role of speculative developers in Glen Eira in the 1920s.

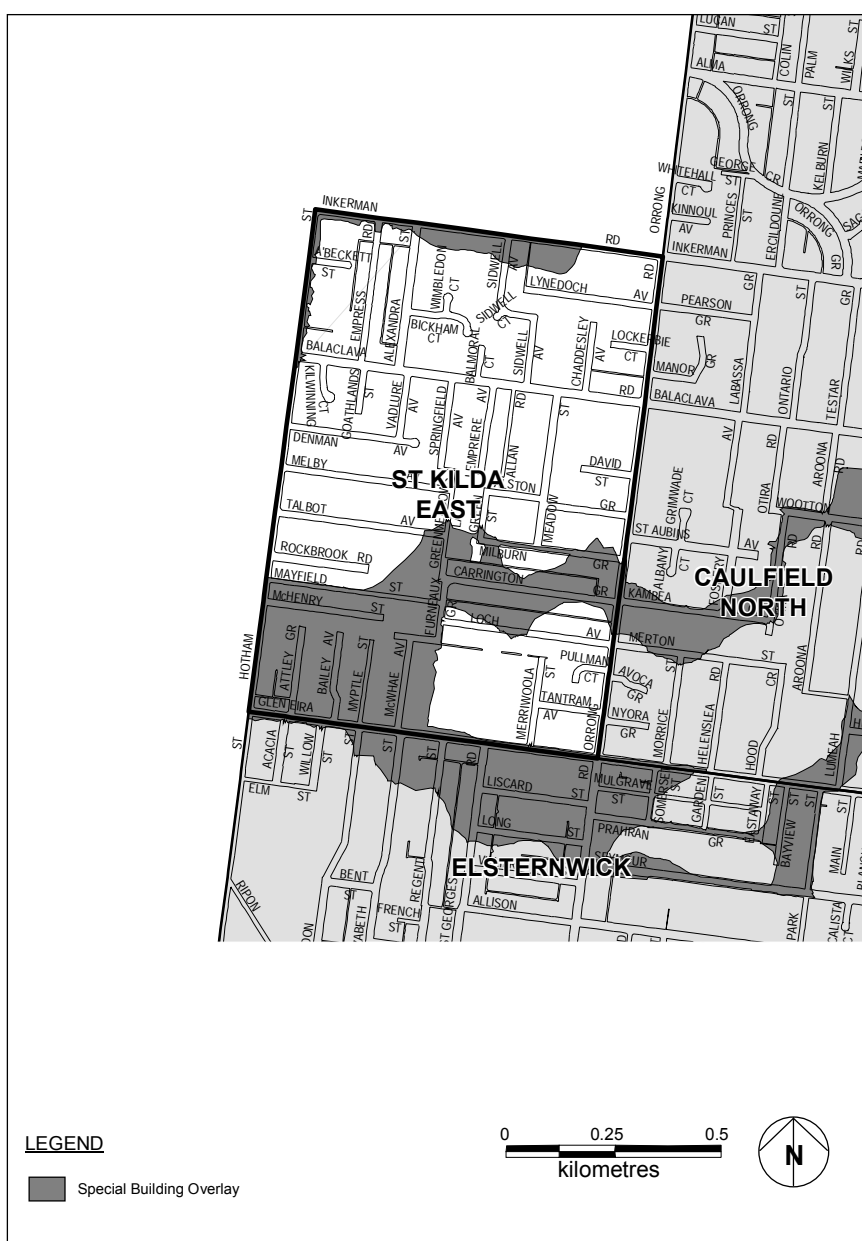


Vadlure Avenue

Vadlure Avenue is locally important as a small group of substantial middle class houses of the inter-war period including exceptional Spanish Mission and English Domestic influenced houses and gardens.



Special Building Overlay Areas



Areas of St Kilda East have been identified as prone to overland flooding by a one in 100 year storm event and are included in the Special Building Overlay (SBO). Developments in the SBO area will be referred to Melbourne Water to determine whether the level of development is appropriate and how the design takes the potential flooding into account.