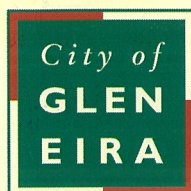


# Urban Village Structure Plan

June 1999



Glen Eira City Council

## Introduction

The concept of an urban village has been around for many years and conjures up all kinds of images— memories of a time when you knew everyone in your area, and everything you needed was right there on your doorstep.

Today's urban village concept is a joint venture of the Department of Infrastructure, in association with Energy Victoria, EPA and the Energy Research and Development Corporation. An urban village is defined as a suburban centre of 400 to 800 metre radius having a range of community facilities. Its aim is to create centres of activity and break down the barriers of zoning to encourage mixed uses. An urban village ideally features a mix of activities and land uses with employment and living opportunities co-located with community facilities, entertainment, dining and cafes, all focused on fixed transport routes.

These fundamental principles can already be found in the main commercial centres of Glen Eira— Bentleigh, Carnegie and Elsternwick. Council has chosen to build on these existing frameworks to promote and enhance the urban village concept in these three centres.

Since 1997, Council, in conjunction with residents and traders, has worked towards formulating a Structure Plan for each of these centres. These consultative committees brought vast knowledge to the plans as users and residents of the specific areas, and observers of their progress/change over time. These detailed and varied views have been combined to produce the Structure Plan reports presented in this document. They present a policy basis for the long term future direction of these areas, and set parameters for decision making of planning applications.

Council has adopted each Structure Plan and will prepare a local policy for these urban villages to form part of the new format Glen Eira Planning Scheme in the near future.

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# Elsternwick Carnegie Bentleigh Option

Bentleigh

## Precinct I — Community Precinct

This precinct includes the existing Bentleigh Library on the west side of Jasper Road and the Bentleigh Reserve on the east side. These two sites create a civic focus for the Bentleigh area, and are supported by other community services nearby, namely the Maternal & Child Health Centre and Senior Citizen Centre. Most services are in older style buildings which require regular maintenance.

There is an opportunity to redevelop these community services by co-locating them in a multi-purpose community centre. Other community services located on separate sites throughout the Bentleigh area should also be considered for inclusion into the new centre eg the neighbourhood house at 9 Godfrey Street. It is considered that co-location can provide benefits to all services and their clients. There is the benefit of providing a one-stop-shop for clients and enabling space to be shared by the services, thus reducing running costs.

The report presented by consultants, Perrott Lyon Mathieson, identified the Bent Street car park and the Bentleigh Reserve as potential locations for the multi-purpose community centre. The Committee has considered the comments of the consultants, and agrees that the Bent Street car park is inadequate for the new facility. Whilst the Bentleigh Reserve location provides the least restrictive space in which to provide the community centre and has a unique opportunity of views into the park, the Committee rejects this as the preferred location. The likely consequences of loss of parkland and tennis courts, and the restricted access and parking creating possible congestion make this location undesirable.

The Committee was surprised that the existing library site was not discussed as a potential site for the community centre in the consultants' report. The consultants promoted it to be redeveloped for commercial and residential use, which would aid in the funding of the new community centre on Bentleigh Reserve. The Committee considers that the site should be examined as the preferred location for the new community centre.

The existing library building is not conducive to promoting itself in the community. It is recessed from the street and surrounded by car parking. More library space is needed yet expansion into the upper floor would be unworkable from a management and supervision point of view. Additionally, the building provides limitations for extensive alterations due to its style and structure. Therefore the existing library building should be replaced by a more serviceable building.

The new centre should have a strong street presence to Jasper Road. It should be designed to house the community services already provided in the area, and to respond to future demand. Extensive consultation with community groups at the design stage will contribute to a quality facility. Toilet facilities and facilities for nursing mothers should be provided in the new centre.

The slope of the land provides opportunity for a two-storey or partly three-storey building compatible with the scale of the retail premises in Centre Road. Car parking should be maintained on site with improved access from both Jasper Road and Robert Street, and a redesign of the layout should achieve a greater number of spaces. Pedestrian movement patterns around the new centre must be carefully considered with respect of the requirements of the elderly and young.



The successful co-location of services into the new centre will create vacant Council owned buildings. The property at 9 Godfrey Street (neighbourhood house) could be sold as a residential development site. The Maternal & Child Health Centre and Senior Citizen Centre on the east side of Arthur Street could be sold. Consideration should also be given to the suitability of incorporating the Scout Hall, adjacent to this area, in the sale. The reutilisation of the area could involve a redesign, eg closing Arthur Street, with alternative access to be provided to Bentleigh Reserve. Should this access be via Bolinda Street, parking in the street should be addressed simultaneously.

## Precinct 2— Retail Hub

This precinct comprises the strip shopping centre along Centre Road, extending from Eddys Grove in the west to Arthur Street in the east. Its primary function as the retail hub of the Urban Village should be retained.

Retail shops are encouraged to locate in this area at ground floor to ensure the retail focus does not dissipate. To ensure sections of the strip shopping centre do not become vacant, appropriate commercial activity could also be located at ground floor. Additionally, the shopping strip should not extend any further beyond the precinct boundaries ensuring a concentration and strengthening of the strip.

Non-retail or service uses should be discouraged from locating on the ground floor of this precinct to avoid interruption along the retail hub.

The upper floors of many of the retail establishments should be more suitably utilised to assist Bentleigh functioning as an Urban Village. The upper floors often have little retail value due to limited exposure and access for customers. However these areas could be efficiently and profitably used as residences or commercial (office) space. Offices would contribute to employment opportunities in the Urban Village and residences would be attractive to people who desire proximity to public transport, services and shops. The residential activity would also assist with 24 hour presence in the strip.

An increase in building heights along Centre Road is encouraged to assist in creating opportunity for mixed uses along the shopping strip. The northern side should be limited to heights that do not cast shadow onto the footpath on the south side of the street. However, the rear of these buildings could be up to three levels. The south side of the street could accommodate three levels, provided residential properties to the south are not overshadowed.

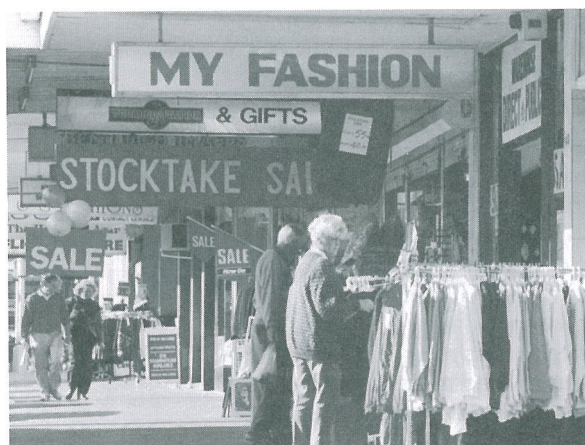
To 'liven' the western section of the shopping precinct, magnet stores and/or cinemas should be encouraged to locate in the area west of the railway line. These larger land uses would complement the character of this section of the retail strip, and should develop within the existing precinct boundary when premises become available. Traffic implications of large developments on the surrounding residential streets must be appropriately assessed.

Evening uses should be encouraged throughout the strip, such as cafes and restaurants to give the shopping precinct 'life' at night, though 24 hour trading is not encouraged across the board, and late night activities such as bars/night clubs may not be appropriate. Additionally, it is desirable if the centre could attract a variety of quality shops and retail outlets.

The pedestrian links between the car parks and Centre Road should be clearly signed to provide clear access, and shops should be encouraged to provide entrances to both Centre Road and the rear car parks. To encourage people to live on top of shops, retailers should improve access to the rear area of their properties as most residences on the upper floor in a retail area are accessed via the back of the building.

Pedestrian safety within the centre is considered adequate. Formal and informal crossing points are considered adequate in number and location. Any more formal crossing points, such as pedestrian crossing controlled by lights, could add to the traffic congestion of Centre Road.

The congestion of Centre Road is regarded as a potential threat to the centre. A traffic study should be undertaken to assess how the flow of traffic along Centre Road could improve. A suggestion is to restrict all vehicles in Centre Road to turn left only in and out of the side streets.





The boom gates at Bentleigh Station interrupt the flow of traffic along Centre Road, and are a main contributor to the congestion of vehicles. Continuous vehicle movement along Centre Road should be a priority of a redesign without causing disruption to the train activity, and would considerably add to the attraction of the strip. A solution should be actively pursued with Bayside Trains and VicRoads.

The Rotunda area is currently underutilised and provides little shelter and seating for users. The area as a whole should be redesigned to provide a cosmopolitan space which serves as a 'village square' providing a better community meeting place with more shelter, seating and landscaping. Cafes or similar uses should be encouraged to locate in buildings on the periphery of the square with access to the open space. The square should be used for lunchtime performances and trees should be planted at the southern end of the square to provide a windbreak. Council, as land owner, is responsible for the lease of this land and can

therefore effectively encourage and facilitate the future of the village square.

The entrances to the centre should be made more distinctive. Innovative signage should be used due to the limited space opportunity at either end of the strip.

## Precinct 3— Car Parking and Mixed Use

Precinct 3 is directly north of the Centre Road shops extending from Jasper Road to Oak Street. It is comprised primarily of car parks with a few shops and residences, and the Coles Supermarket.

The role of car parking should be retained in this precinct because it provides convenient access to the retail strip. Presently, it is considered the public parking areas adequately provide for the shopping centre. If in years to come it is considered additional parking is required, an additional level of parking could be constructed in the area between Bent Street and Vickery Street, amid Coles Supermarket and the Centre Road shops. Another suitable location would be between the railway line and Bent Street where the land would allow for a partially underground car park. This car park should be designed to enable the continuation of the Rotary market. However, any development in this area must be carefully assessed to ensure the amenity of nearby residents is not affected by traffic.

All car parks should undergo urban design treatments to improve their appearance and more lighting should be installed to improve their safety at night, however the lighting should not impact on the amenity of adjacent residents. Retailers are encouraged to maintain the rear of their shops which will improve the appearance to the car parks.

The congested traffic movement in Centre Road impacts on the side streets, particularly those east of the railway line. Vehicles leaving the parking areas via Centre Road often have difficulty turning right across the traffic, which makes using surrounding residential streets an attractive alternative route. Horsley Street is one of the main alternative routes to access the car parks from Jasper Road, however is not for exiting. Widening Horsley Street and improved vision of Jasper Road from the intersection may encourage patrons to use Horsley Street over other side streets to exit from the shopping centre. Horsley Street is a preferred route as fewer residential properties front it. Additionally, a sign should be erected directing shoppers to Coles via Horsley Street as an alternative to Centre Road.

It is considered that a high proportion of train commuters park in the public car parks east of the rail line. Council is currently addressing this problem in conjunction with the traders. It is considered that appropriate parking restrictions to ensure a greater proportion of spaces is available to shoppers throughout the day must be maintained. Continuous monitoring of the use of public car parks should occur and problems addressed.

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The Bleazby Street car park could be better identified through signage on Centre Road and the side streets. This, coupled with a magnet store encouraged to this end of the strip, could result in the Bleazby Street car park being in high demand. Car parking provision associated with any proposed expansion of buildings or activities in this area must be carefully considered as opportunity to enlarge the car park is limited. The car park is surrounded by residences making expansion expensive and a multi-storey car park inappropriate.

Council owns the neighbourhood house site at 9 Godfrey Street. Should the occupiers relocate to the new community centre vacating the property, the site should be developed for residential use.

The public toilets in the Bent Street car park are well used, particularly on Sunday when the Rotary market is conducted. It is generally considered that these toilets are in a safe location, however they are in need of upgrading. Replacement with a modern public facility that is well lit and provides disabled access is preferred. Additionally, signage should be erected in the shopping strip identifying the location of all the public facilities.

## Precinct 4— Car Parking

This precinct is directly south of the Centre Road shops and comprises car parking.

The role of car parking should remain as it is located close to the retail strip. The Rotunda/Village Square area provides for a connection between the strip and car parks. Retailers could provide a stronger sense of connection with access from the rear of their shops. This would clean up the appearance of the retail hub when viewed from the car parks. Additionally, the car parks should undergo urban design treatments to improve their appearance and more lighting installed to improve the safety of these areas at night.

Further development of these car parking areas is considered limited due to the narrowness of the strips.

## Precinct 5 & Precinct 6— Residential

Precincts 5 and 6 are located to the north and south of the retail strip respectively. Both areas are composed of medium density and single detached housing.

Urban Villages by definition usually contain a mix of uses within a street. Residents, however, often oppose non-residential uses moving into an area that has traditionally been residential because of a real, and sometimes perceived, amenity loss. For this reason these two precincts should remain residential precincts; however a range of housing types should be encouraged to locate in the area and development should be at increased densities to the surrounding area.

All medium density housing should be respectful to the character of the area and avoid simplistic design solutions that mimic the architecture, particularly within Precinct 6 which is identified as historically significant. Designs should address the amenity of neighbouring properties particularly in relation to sunlight and privacy.

The parkland adjacent to the railway line in Nicholson Street should not be developed for additional parking associated with the railway station, as this strip is considered to significantly contribute to the character of the area.

# Bentleigh Structure Plan

## Carnegie Option

The Urban Village Structure Plan for Carnegie outlines the direction for future development in and around the shopping strip. The plan does not suggest major change for the centre or its surrounds, yet identifies the varied land uses that exist within Carnegie and considers how they should contribute towards the future existence of the centre.

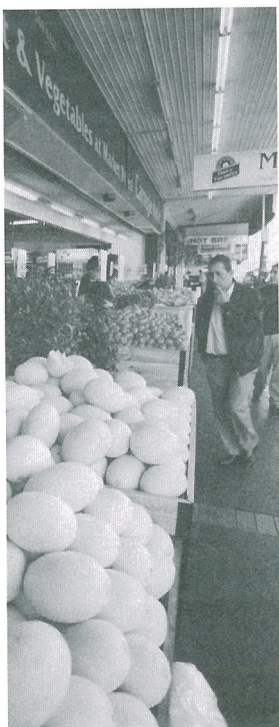
The Community Consultative Committee, formed to work with Council in preparing this option, consider there are a number of broad design issues affecting Carnegie. These have been carefully considered when preparing this option. The issues are promotion of the shopping centre, car parking, circulation of traffic—both pedestrian and vehicular within and around the centre and the affects this has on the centre, safety of customers, and beautification of the centre. Another main issue is to ensure the existing character of the area as a whole is protected with sympathetically designed developments.

### Precinct 1—Mixed Use

This precinct is situated on the east side of Koornang Road, between Princes Highway and the railway station, and west of Chestnut Street. The area already displays the mixed use characteristics of an urban village as it contains residential, retail and industrial uses. The mix of uses is encouraged to remain in this area.

Bayside Trains (previously the Public Transport Corporation (PTC)) has identified the open space area adjoining the Carnegie Railway Station to the north as surplus land. Council should strongly consider purchasing this land if it is offered for sale at some time in the future. It should be used for open space, as there are limited amounts in this area of the municipality. This parkland space plays an important role in the area, though presently it is underutilised.

When purchased by Council, the open space area should be redesigned to create a more attractive and safe environment, for example through the provision of fencing, seating for nearby workers at lunchtime, play equipment and lighting. Commercial activity such as cafes with outdoor seating should be encouraged nearby but not in the parkland, for example in Woorayl Street. A small commercial activity, such as a kiosk, would be appropriate in the park as it would not greatly reduce the park space. Ideally the kiosk should be located in the Bayside Trains building on the north side of the railway line or be designed sympathetically with the existing building.



Woorayl Street currently contains a mix of commercial, industrial and residential activity. While a mix of activities is good for the economic environment, the commercial and industrial activities may in time relocate out of the area, thereby providing a redevelopment opportunity. The area as a whole is considered ideal for high intensity residential activity due to its proximity to the shopping centre, public transport and major road network. The sites in Woorayl Street could be refurbished or redeveloped at a density greater than stated in the Good Design Guide. Any redevelopment should be of a similar scale to the existing built form and no development should be of a scale that overshadows the parkland opposite. All development should be encouraged to take advantage of the park.

The existing residential areas in the remainder of the precinct are considered appropriate for multi-storey medium density development. However all development must be sympathetically designed to ensure an appropriate transition with adjoining residential land uses.

The commercial activity near Dandenong Road has poor connection to the strip shopping centre due to the existing road layout. It is considered that a pedestrian connection should be constructed between Woorayl Street and Arrawatta Street that would also encourage use of the car park adjacent to Billy Guyatts by shoppers. Ideally, this could be achieved when a site with both Arrawatta and Woorayl Street frontages is proposed for redevelopment. Concurrently, the opportunity to provide a safer environment for park users by reconfiguring the road network should be considered. Potentially, the west end of Woorayl Street could be closed, however this should only be done if a connection of Woorayl Street with Koornang Road via Arrawatta Street was made. Servicing of premises would have to be maintained.

Carnegie

The connection of the north side of the railway line to the commuter car park on the south side and the shopping strip is currently via an underpass at Koornang Road, or a level crossing east of the station near Blackwood Street. Bayside Trains has recently painted and upgraded the lighting of the pedestrian underpass, improving its safety. Currently it is prone to occasional flooding, so continued maintenance of this underpass is encouraged. Bicycle storage facilities should be provided at the railway station.

## Precinct 2— Industrial and Recreation

This precinct is located west of Koornang Road, north of the railway line and bounded by Dandenong Road. It presently contains a mix of recreation and industrial/wholesale land uses.

This area should retain its mix of industrial and recreational uses. Retaining and encouraging industry within Carnegie will assist in developing this area as an urban village because of the potential employment opportunities industry can provide. All industry should be inoffensive and active in preserving the clean and quiet amenity of the surrounding area.

Any retail activity should be restricted to the larger retail stores, like Billy Guyatts, and should only locate on sites with frontage to Dandenong Road. Currently, the service road directs all traffic away from Carnegie which has a negative impact on the shopping centre. A vehicle connection of Egan Street to the highway should be pursued with any potential developer as it would provide access back into the shopping strip. Furthermore, it would improve the traffic flow in the immediate area. Currently, extreme traffic congestion is experienced on Koornang Road between the highway and the railway line.

Residential accommodation is not encouraged in this precinct as the benefits of employment provided by industry outweigh further expansion of residential areas. Office space is also discouraged as it would have more immediate benefits to the centre if located closer to the shopping strip.

The car parking along Egan Street should be completely formalised along the railway line, ie the indented car parking continued. This will increase the supply of parking, improve the visual outlook, and provide an opportunity for landscaping. Provision of a bike/walking path to connect Carnegie with Monash University— Caulfield Campus along the railway line should be investigated. This would add to the attraction of Carnegie for student housing.

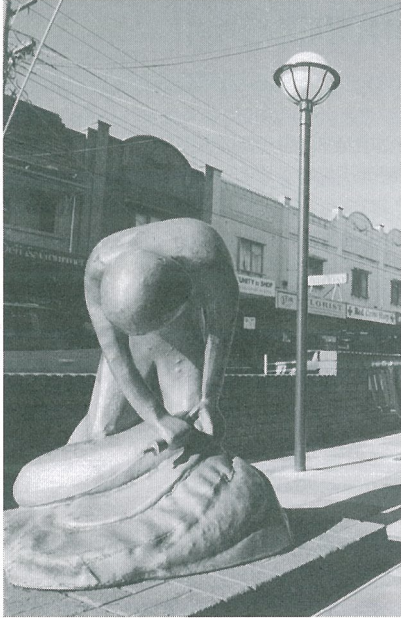
## Precinct 3— Retail Hub

This precinct is primarily composed of the strip shopping centre along Koornang Road, and comprises the retail shop activity.



The retail function at ground floor along Koornang Road is the main focus of the centre. This focus should be retained and strengthened by shops locating within the precinct boundaries.

The upper floors of buildings provide an opportunity to create a mixed use area along the shopping strip as they have lesser retail value due to reduced exposure and accessibility for customers. An increase in building heights is encouraged to accommodate residential and commercial activities at the upper floors. Offices would contribute to employment opportunities in the urban village and residences would be attractive to people who desire proximity to public transport, services and shops. The mixing of uses would also assist with 24 hour surveillance of the area.



Billy Guyatts, Safeway and Phillip Murphy Wine Cellars provide the centre with a good mix and distribution of large magnet stores while other shops provide versatility to the Carnegie area. Maintaining this variety in shopping will ensure the continued success of the Carnegie shopping centre. It is considered that shops, such as post office, hardware, newsagency and banks, play a key role, and should be maintained in the centre with frontage to Koornang Road and ideally with direct access to the rear car parks.

To give the centre life at night, evening uses should be encouraged, such as cafes and restaurants. These activities would benefit from the ample public car parking surrounding the centre that is generally less used during the evening.

The magnet stores and car parks should be clearly signed on the fringes of the centre and within. The three existing pedestrian links between the car parks and Koornang Road should also be clearly signed from both entrance points and be well lit encouraging use and ensuring safety.

The entrances to the centre should also be improved, especially the Princes Highway entrance which has the greatest potential to attract passing trade. It is considered identification signs on the highway and in other strategic locations should be maintained to a high standard.

Additionally, signs on the perimeter and within the centre indicating the location of public car parks and the number of spaces available should be

well maintained. All car parks should be well lit to encourage their use at night.

The connection of the shopping centre from the Glen Huntly Road tramline is poor. It is considered that promotion signs indicating the direction and distance to the centre should be provided at the intersection with Truganini Road. Ideally, Swanston Trams should be encouraged to consider redirecting the line towards the centre.

Vehicle traffic flow along Koornang Road is at times poor which affects the attractiveness of the centre. Frequent congestion of the area north of the railway line to the highway could be greatly improved, eg by implementing a right turn arrow in the traffic signals at the highway. Council should regularly monitor traffic patterns and actively pursue a solution with VicRoads.

*Carnegie*

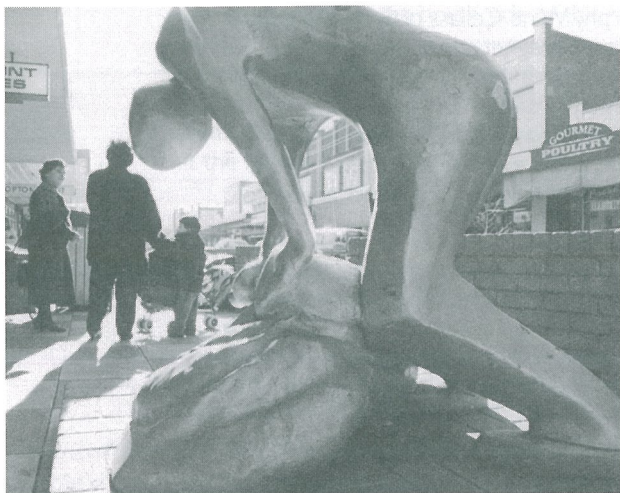
## Precinct 4— Mixed Use

This precinct is directly behind the Koornang Road shops on the west side. The area is primarily composed of car parks, residences, a major supermarket and commercial uses.

The mix of land uses should be retained and any development should not move the retail focus away from Koornang Road.

The car park areas provide an opportunity for further development, however in the more immediate time, Council should ensure adequate lighting and landscaping of the northern car park (in Council ownership) and encourage Safeway to improve the function, aesthetics and safety of the car park south of the supermarket building. This should include continued maintenance of the toilet block located in the southern car park. The movement of pedestrians between the Koornang Road shops and this area needs to also be addressed in terms of safety, especially in relation to vehicular movements and the area around the Safeway loading dock.

The car park areas could be redeveloped with commercial/residential uses. Any development would have to maintain the level of parking presently provided in addition to the required level of parking generated by the development. It is envisaged that a multi-storey development would sit comfortably with the present streetscape provided it was appropriately addressed to the street.



## Precinct 5— Mixed Use

This precinct is located directly behind the Koornang Road shops on the east side, and extends along the southern side of the railway line. The area is primarily composed of car parks, residences, and community facilities behind the shops; and has residences and light industrial activities around the train station and car park.

It is considered that the number of properties in Council ownership in this precinct coupled with the proximity to the main retail strip provides an ideal location for the new community facility. This use should become the main focus of this precinct. (See 'Community Centre' discussion for details on this

component.) Under the community centre proposal, Jersey Parade is to be closed to traffic between Shepparson Avenue and Koornang Road, providing a pedestrian mall.

The station car park is a focal point in the area located at the junction of two busy connector streets— Shepparson Avenue and Morton Avenue. Bayside Trains should be encouraged to undertake an overall beautification program of the station, including formalising and extending the car parking facility. Some car parking spaces could be removed from around the front of the station and landscaped to make the building more accessible and more prominent in the streetscape. Additionally, the car park should be extended to the east behind the industrial buildings located at the end of Morton Avenue, however no works should result in a significant loss of parking numbers. The toilet block is flagged for removal, however this should only be done once a new facility is provided, preferably in the community building.

The area south of the station and the railway line provides an opportunity for an integrated development. The mix of uses presently does not provide a consistent theme to the area. It is considered that a multi-storey development of retail at ground floor and residential use above would be appropriate for the area. Associated parking must be provided on site for the development, however traffic implications would need to be carefully considered with the concentration of activities to the area, ie new community centre and station.

The public car parks north of Neerim Road in Shepparson Avenue should be retained for car parking to support the shopping strip. An improved pedestrian connection should be provided between the car park and Koornang Road. In addition, retailers are encouraged to provide an entrance that faces the car park and maintain the rear of their shops.

It is considered that this area also provides an opportunity for development. Though retail is not encouraged, as the retail focus should be maintained along Koornang Road, the area could accommodate residential development above the public car park. No loss of public parking numbers should occur; and additional parking should be provided with any development. It is considered that an appropriate design could improve the outlook for the residences on the east side of Shepparson Avenue. However, any development would have to be carefully assessed against the subsequent traffic impacts on the area. Treatment of the intersection with Neerim Road may be appropriate.

However, more immediately the Council must address the safety and unsightliness of the car park with an improvement in lighting and landscape treatments.

## Precinct 6— Medium Density Residential

This precinct is located west of Kokaribb Road, south of the railway line and north of Neerim Road; it is dominated by residential development. This precinct currently has a substantial number of medium density housing in the form of two-storey flats predominantly in Kokaribb Road and Rosstown Road amongst single-storey detached dwellings.

This area should retain its function as a medium density residential area with the opportunity for future sympathetic multi-storey and higher density developments. Good development opportunities exist for properties between Toolambool and Truganini roads which have frontage to both streets.

The child care centre, meals on wheels centre and food services at 17 Truganini Road is a good facility that is well used and should be retained while demand exists for the service and the buildings satisfy requirements.

The commercial activities in Rosstown Road should remain as they provide an alternative service and employment source for the area adding to the diversity of the centre. However, no further expansion of this commercial area is encouraged.

## Precinct 7— Residential

This precinct is located east of Koornang Road and extends north of the railway line to Dandenong Road. The area contains a mix of housing— flats and detached houses.

The residential activity of the area and the variety of housing provided should be retained. Any residential development should be sympathetically designed to complement the character of the area and respond to the immediate neighbours by providing an appropriate transition. Dandenong Road is considered appropriate for higher density residential development in this area due to its exposure to the highway and mix of housing it already contains.

## Precinct 8— Residential



This precinct is located east of Shepparson Avenue, extending south of the railway line to Neerim Road. The area is residential consisting of a mix of housing forms, including flats, detached houses and units.

It is considered that the area provides a variety of housing for differing housing groups which should be maintained. There is a relatively high concentration of elderly persons in the area which are thought, due to the proximity to the shopping centre and community facilities and the ease of access (crossing of main roads can be avoided), to be attractive qualities. Such qualities are also attractive to young families. Elderly accommodation should be encouraged in this area.

The elderly citizen centre at 314 Neerim Road plays an important role in the services provided to the community of Carnegie, and is presently located in a converted dwelling that is in constant need of repair. The facility should be encouraged to relocate into the new community centre in Shepparson Avenue which will also be convenient to the shopping centre and public car parks. Upon successful relocation, Council could sell the present site which has development potential for medium density housing.

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## Precinct 9— Residential

This precinct is located south of Neerim Road to both sides of Koornang Road. The area contains a relatively equal proportion of flats, units and detached dwellings.

It is considered that the variety of housing provided in this area should be retained. Sites ripe for redevelopment should be designed sympathetically to contribute to the character of the area. They should adequately respond to the immediate neighbours and neighbourhood to ensure the amenity is preserved.

## Community Centre

The variety of community facilities provided in Carnegie service the area well, however Council considers that the quality of these services could be improved. For example, the library could be in larger premises.

Council owns a number of properties around the Jersey Parade/Shepparson Avenue area. Ownership includes all Jersey Parade properties west of Shepparson Avenue, and all properties on the west side of Shepparson Avenue between Phillip Murphy Cellars and Jersey Parade, with the exception of two houses adjoining the car park to the north. These properties are identified for acquisition by Council.

A new community building is encouraged to be located at the intersection of Jersey Parade and Shepparson Avenue. Jersey Parade should be closed to vehicle traffic between Koornang Road and Shepparson Avenue to provide a pedestrian mall. Shops located on the corner with Koornang Road are encouraged to have access/frontage to the mall and preferably be food outlets, such as cafes and restaurants. The mall should be designed as the community focus of Carnegie. It should be appropriately paved and provide seating in a landscaped setting with all weather screening, eg sails.

The new community centre should extend across the mall incorporating properties on the north and south sides of Jersey Parade. The building could be two-storey in height provided access is appropriately designed to serve the users. At ground level, access should be provided connecting pedestrians between Koornang Road and the residential area to the east. Thought should also be given to providing a direct and safe pedestrian connection of the centre to the station to the north, and the car park to the south.

The closure of Jersey Parade will impact on the flow of traffic in the area and appropriate traffic studies would be required. The laneway at the rear of the shops would need to be closed at Jersey Parade to ensure safety in the mall. However, rear access to shop premises needs to be made available at all times. Shops south of Jersey Parade could access the rear lane via the car park or Neerim Road. Shops north of Jersey Parade would have lane access from Morton Avenue and the laneway would need to be extended to service those shops that currently have no rear access.

Council should purchase the two residential properties in Shepparson Avenue (no. 5 and 7), which currently divide the community functions on the west side of Shepparson Avenue. Their purchase would provide unlimited design parameters for Council to provide a state-of-the-art facility. The community centre should ensure that existing services provided in the area are not lost to residents. Consultation with the community and community groups is encouraged when the design and users of the centre are being considered. The nearby park should be redesigned and provided adjacent to the community centre, and additional parking should be provided surrounding the facility.

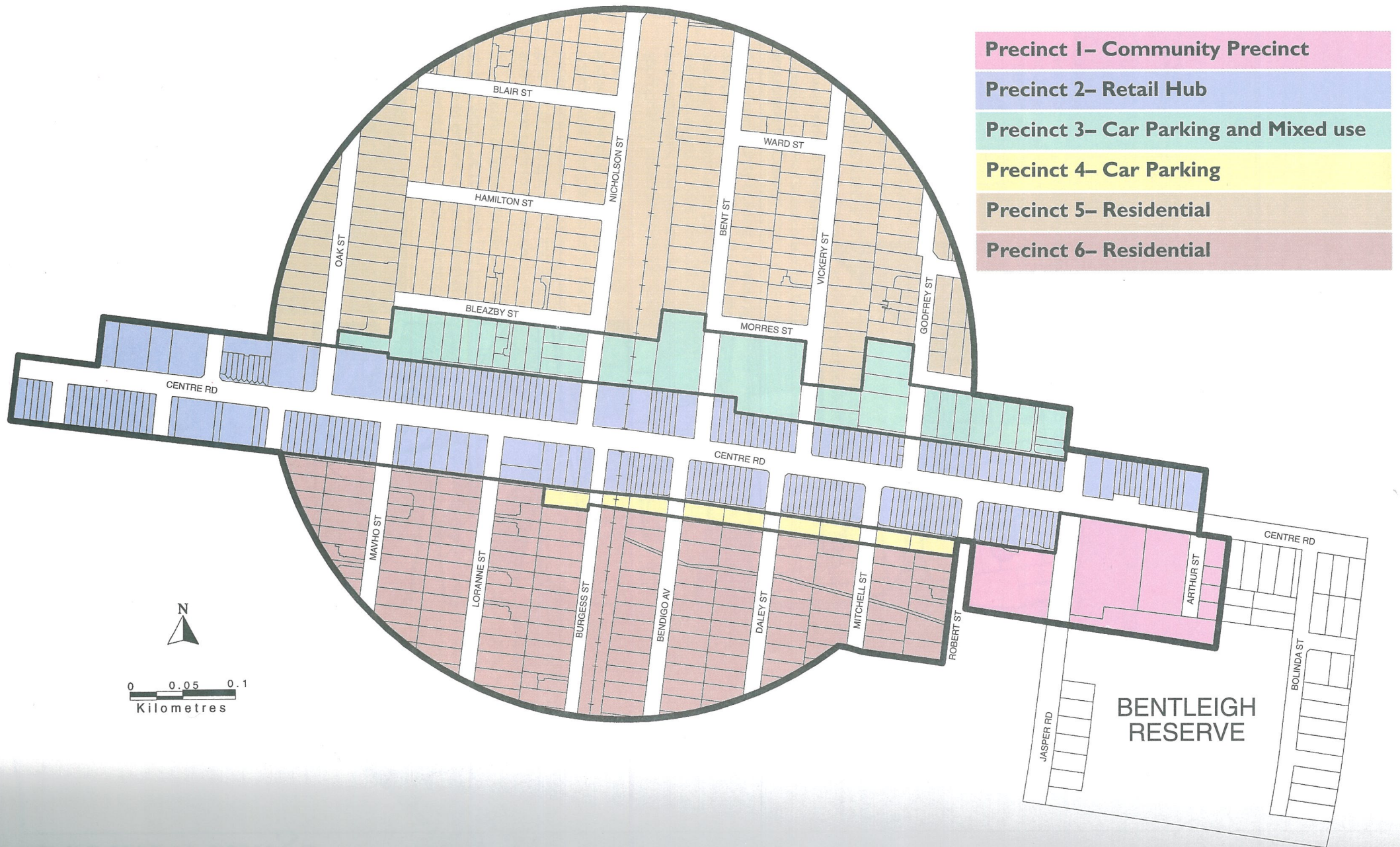


# *Urban Village*

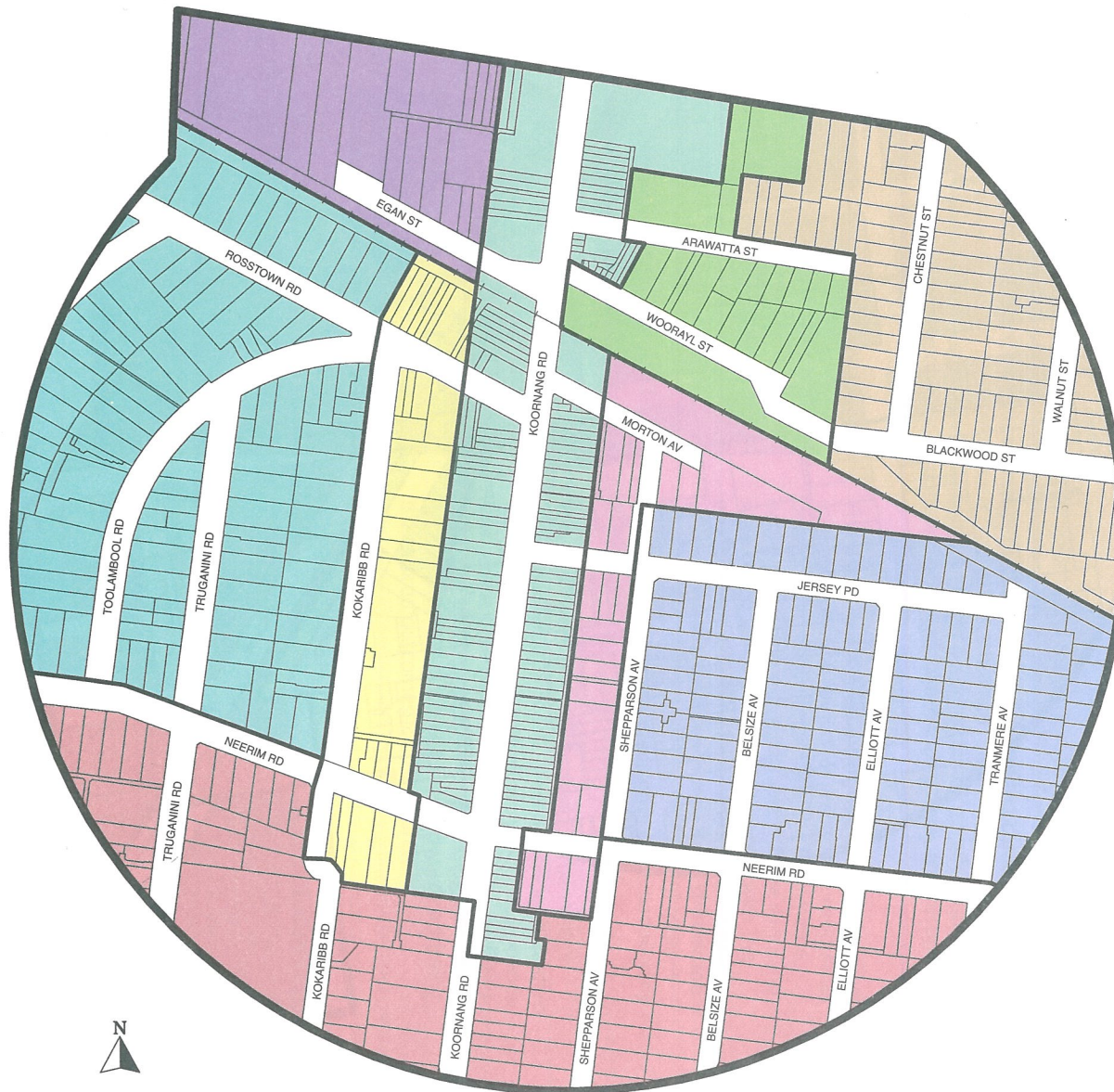
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# Bentleigh Urban Village



# Carnegie Urban Village



**Precinct 1– Mixed use**

**Precinct 2– Industrial and Recreation**

**Precinct 3– Retail Hub**

**Precinct 4– Mixed use**

**Precinct 5– Mixed use**

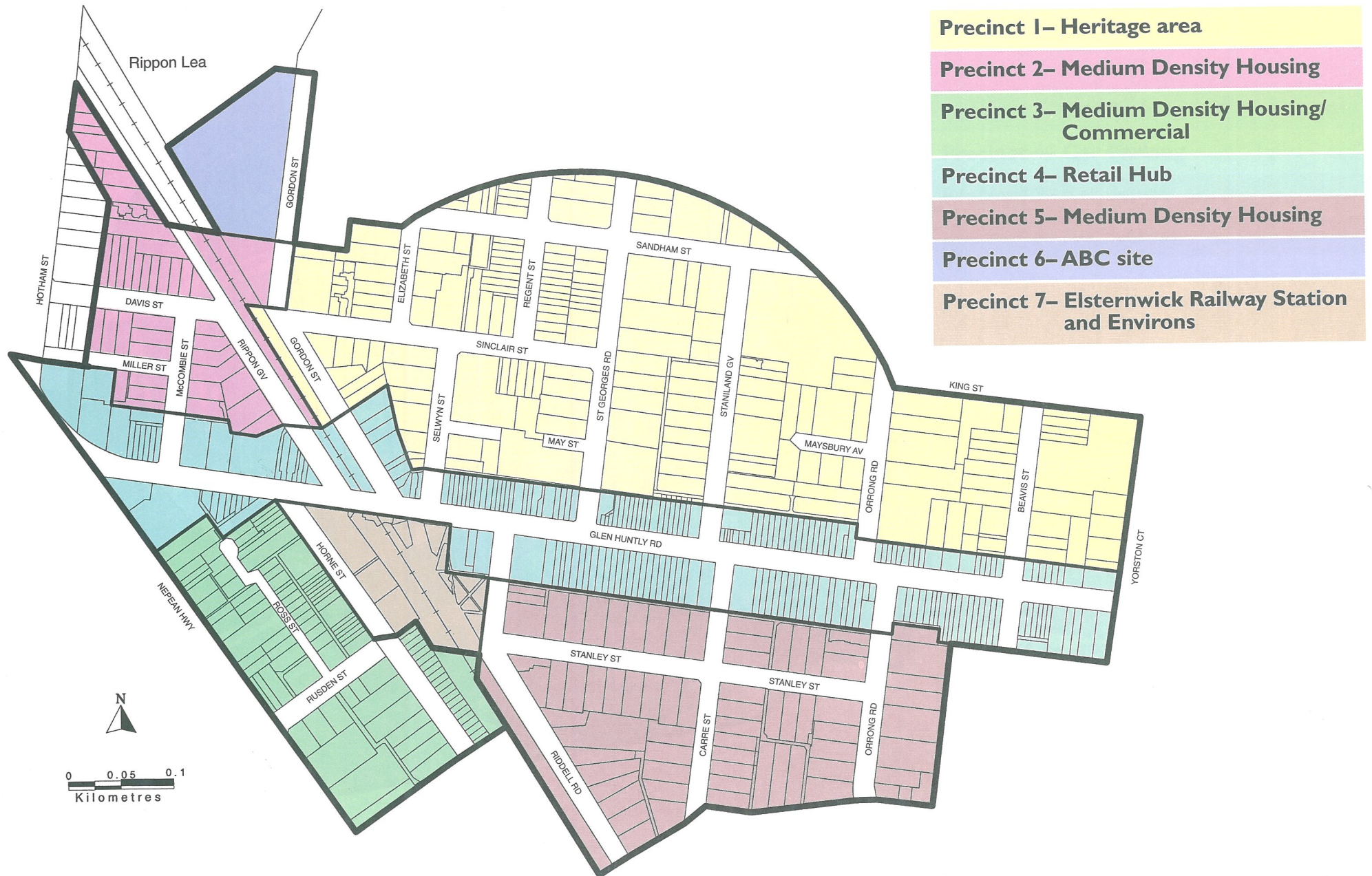
**Precinct 6– Medium Density Residential**

**Precinct 7– Residential**

**Precinct 8– Residential**

**Precinct 9– Residential**

# Elsternwick Urban Village



# Carnegie Bentleigh Elsternwick Option

## Introduction

Elsternwick fulfils many of the Urban Village criteria with a well-developed transport infrastructure, strong retail hub and a mix of commercial developments within a small area. Much of the area has consistency of design, and respect for heritage is obvious. An additional and important element is a strong resident and community spirit.

The Community Consultative Committee (consisting of residents and traders) considers Elsternwick contains a strong existing urban village framework, which can be strengthened. Opportunities exist to improve community facilities by constructing a new community centre, and to increase the resident population and strengthen the retail function of the centre. These opportunities have been identified and discussed in the report, setting the direction in which the Elsternwick centre should aim in the future.

Additionally, the Committee has identified traffic volume and movement as a potential threat to the attraction of the centre and believes that development opportunities identified in the study may exacerbate the situation. The Committee strongly recommends an audit of the current traffic volumes and flow, and parking use and demand throughout the whole urban village area be undertaken. Any subsequent large scale development should be preceded by a traffic study to identify the impact of the development to both immediate and surrounding areas, and recommend appropriate traffic management works.



The Renown is a good example of the Urban Village concept, insofar as it involves a shop top residential development above retail uses. The Committee, however, considers it regrettable that the form and scale of the building are not consistent with the predominantly double-storey Victorian buildings which dominate the Glen Huntly Road streetscape. If a similar proposal were to come forward today, it should be required to complement the surrounding streetscape.

The application of the Elsternwick Urban Village Structure Plan is only one of many policies that affect decision making in Glen Eira. Other Council policies, such as the Open Space Strategy and Bicycle Policy must also be considered when assessing the appropriateness of development towards achieving the desired outcomes for the future.

Elsternwick

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# Precinct 1 — Heritage Area

## Location

This precinct encompasses most of the area north of Glen Huntly Road situated east of the railway line, and extending a short distance beyond Orrong Road to Yorston Court.

## Character

The area is characterised by a strong residential presence interspersed with some non-residential activities and some commercial intrusion at the fringe of the shopping strip.

The predominantly residential area has a consistent **historic character** which is recognised in the Glen Eira Heritage Management Plan. The Plan identifies the area as having good examples of 'workingmen's' cottages, nineteenth century housing stock of the privileged, early twentieth century villas, inter-war villas of the upper class and unique examples of carriageways. The significant heritage fundamentally contributes to the identifiable uniqueness and individuality of the urban village of Elsternwick.

The area is dotted with other land uses — **schools** being dominant. There is a concentration of schools to the north of Glen Huntly Road, particularly around Orrong Road which impacts on the efficiency of the road system at certain times.

**Selwyn Street** to the west is the only non-residential street in the precinct. It contains a mix of commercial activities which complement the area and the shopping strip.

The precinct also houses the **community services** provided in Elsternwick. The library, kindergarten, and maternal and child health centre are located between Orrong Road and Staniland Grove with associated car parking. Opposite is the recently expanded **Coles Supermarket** with a large car park, and together these facilities are a major attraction in the Elsternwick urban village.

## Features

The consistent **heritage character** of the area is the predominant feature of this precinct.

**Selwyn Street** differs from the rest of the precinct because of its commercial mix which provides many diverse activities including the ABC, a Telstra Exchange, the Jewish Holocaust Centre, and Classic Cinema. The old Fire Station building is used by the ABC and is the only identified individual historical building in this street.

## General Notes

Council is pursuing the introduction of **heritage controls** in this area as recommended in the Glen Eira Heritage Management Plan. The heritage controls will ensure that Council evaluates the impact of proposed new development and/or alterations to existing buildings, on the surrounding buildings and streetscape. Such measures may discourage developers from considering inappropriate higher density residential development in this precinct. As these controls will ensure the protection of the residential heritage character, further discussion is not required. However, other factors that may affect the area need to be specifically addressed.

**Selwyn Street** is regarded as one of the potential areas that could undergo change. At the time of preparing this report, both the Jewish Holocaust Centre and the Classic Cinema have permission to extend. The Telstra site and the ABC are identified as potential development sites for alternative uses.

The recent extension to the **Coles Supermarket** has made it one of the busiest stores in Victoria. This, coupled with the recent closure of a smaller supermarket in the area, generates high levels of traffic to the immediate area. Traffic congestion of the area is also exacerbated at school start and finishing times.



The schools in Orrong Road, Beavis Street, King Street and Sinclair Street have purchased adjacent property over time to enable expansion. This education precinct impacts on the function of the centre.

The close proximity of community facilities in Elsternwick to one another is considered advantageous to provide convenience to the general community and should be continued.

The **library site**, and the kindergarten, maternal child health care centre and public car parking areas, extend from Staniland Grove through to Orrong Road. These community facilities are in older style buildings which are in need of upgrading and generally do not allow provision for a service which meets today's standards. Generally, a new facility is desired for the Elsternwick area for the reasons outlined at the end of this document.

Council owns **16 Staniland Grove** which is the residential property on the east side of the street, abutting the northern car park. This property is at present rented, and it is identified in the Heritage Management Plan as a building which contributes to the historical importance of the area.

## Recommendations

The **residential character** of the area should be encouraged and its heritage nature protected. All residential developments, single dwellings and multi-dwellings alike, should be assessed against heritage guidelines to ensure they are appropriate within the existing character.

**Retail and commercial activity** should be concentrated along the retail strip and actively discouraged from encroaching into the residential area.

**Coles Supermarket** should be actively pursued to increase the number of parking spaces provided on site. A multi-storey structure is considered appropriate if sympathetically designed to complement the surrounding built form.

The nearby schools should be encouraged to develop a long term plan identifying any possibilities of development and expansion in the future. Such plans should be considered when assessing other development in the area or developing traffic management plans for the area.

It is considered that a mix of residential and commercial activity should be encouraged in **Selwyn Street**, but:

- not retail activity;
- buildings should be in scale similar to those surrounding;
- higher structures should be located towards Glen Huntly Road becoming lower towards Sinclair Street;
- all development must be sympathetically designed to ensure an appropriate transition with adjoining residential development; and
- the character of surrounding streets must be considered as developments at the northern end of the street are visible from the surrounding area.

The **public toilet block** in Staniland Grove should be removed once toilet facilities are provided within or near the new community centre.

Elsternwick

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A new community centre is recommended on the existing Stanley Street/Orrong Road car park, south of Glen Huntly Road (Precinct 5). Therefore, the land in Staniland Grove, including the existing library site and the car park north of the library should be sold for multi-unit residential development. **16 Staniland Grove** should be sold and could either remain as a freestanding residence or be integrated with the proposed residential development, but retain its residential role and be protected by heritage control. The development should be scaled and designed to complement and reinforce the residential and heritage character of Staniland Grove.

The scale of buildings should reflect both the retail and residential nature of the area. An architectural assessment should be undertaken to set height parameters for development of this site.

Car parking spaces lost as a result of the residential development should be compensated for by combining the land freed by the kindergarten and maternal and child health centre with the existing car park south of the library. This car park layout should be redesigned to account for the needs of traders in Glen Huntly Road, maintaining rear access to their businesses. Safety of pedestrians moving throughout this area between the car park and local shops and businesses must also be addressed. Dual access from both Orrong Road and Staniland Grove should be maintained and entrances widened for two way traffic.

The location of parking spaces in this precinct will be altered, but this will not be done at the expense of the number of spaces. Ideally, better utilisation of land should be achieved, resulting in a net increase of parking spaces throughout the Elsternwick urban village.

More immediately, the existing car parks should be improved by appropriate landscaping.

## Precinct 2— Medium Density Housing

### Location

A primarily residential area lies north of the commercial premises fronting Glen Huntly Road; bounded by the railway line to the east and the rear of Hotham Street properties to the west.

### Character

The precinct is not identified as a heritage area in the proposed Glen Eira Heritage Management Plan. **Davis Street and McCombie Street** provide the residential core of low rise, detached, cottage style housing on small parcels of land.

**Rippon Grove** is considered to have the most mixed character of the precinct and features various building heights and styles.

Considerable commercial/retail activity provides a border along Glen Huntly Road and a section of Hotham Street.

### Features

A **footbridge** links Rippon Grove with Gordon Street in the vicinity of the ABC site. Traffic treatments limit the access and restrict through traffic.

The multi-storey **Buddhist Temple** in Rippon Grove is of sizeable mass and dominates the streetscape.



## General Notes

The area currently experiences a concentration of **parking** along Rippon Grove, primarily by train users and nearby workers. Appropriate parking restrictions maintain the residential amenity of the remaining inner area. Additionally, there are no public car parks in or near to this precinct.

It is considered the size of the properties in Davis Street and McCombie Street would deter developers in the residential core.

## Recommendations

The residential function of this precinct should be retained. Retail activity should not encroach on the residential area.

Medium density housing should be encouraged where appropriate, because of the proximity of the precinct to the railway station and retail strip. The scale and style of buildings should be respectful of the general character of the area. More specifically, two-storey dwellings should be encouraged along **Rippon Grove** where the railway line and the commercial buildings opposite would lessen the impact of such development.

All developments must provide adequate off-street parking to protect the amenity of residents.

# Precinct 3— Medium Density Housing/Commercial

## Location

The area west of the railway line bounded by Nepean Highway and south of the commercial premises fronting Glen Huntly Road contains a broad mix of medium density housing, flats, detached single dwellings and some commercial premises.

Horne Street and McMillan Street run along the railway line and link Glen Huntly Road with secondary access to Nepean Highway, whilst Rusden Street bisects the precinct and provides the primary southern link between the Nepean Highway and the Elsternwick Railway Station.

Ross Street is a narrow residential street running off Rusden Street and parallel to Horne Street.

## Character

The area is not identified as a heritage area in the Glen Eira Heritage Management Plan.

**Horne Street** has a mixed streetscape. North of Rusden Street there is a variety of retail/commercial premises and the railway station site to its east, which presents a distinctly commercial activity area. Horne Street, south of Rusden Street, has a distinctly residential character of a variety of mixed period housing on larger blocks, the recently converted warehouse development and medium density housing.

The residential lots in **Ross Street** are very small and the buildings are cottage style with little or no onsite parking. Along **Nepean Highway**, there are several blocks of flats.

## Features

There is a five-storey office building in the commercial area of Horne Street. This office building is excessive in height and out of scale when compared with surrounding buildings.

Elsternwick

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## General Notes

The road network carries a great deal of traffic, particularly during peak times, causing some considerable congestion at the Glen Huntly Road/Horne Street intersection.

The physically restrictive nature of **Ross Street** would limit multi-dwelling development opportunities.

Additional floor levels to the commercial buildings in Horne Street could encourage diversity of activities in the area. The varied heights of the existing commercial buildings would allow for this without impacting on the streetscape.

## Recommendations

The proximity to the railway station and Glen Huntly Road makes the general area suitable for a diversity of uses including higher density residential development, and the mix of existing building heights throughout the precinct make two to three-storey developments appropriate for many sites.

Retail/commercial activities should not encroach into the residential area. Commercial premises in Horne Street, **north of Rusden Street**, could be developed with additional floors to accommodate commercial and residential uses. Building heights should scale down from the existing five-storey office building towards both Glen Huntly Road and Rusden Street to connect with the adjacent scale of the streetscape.

Residential development **south of Rusden Street** should be of a character that complements the style of period homes.

**Ross Street** is unsuitable for higher density development. Single dwelling redevelopment should be designed to reflect the unique character of the street.

Multi-level residential buildings should be located along **Nepean Highway** as the slope of the land adds to the opportunity to provide innovative designs.

## Precinct 4— Retail Hub

### Location

The retail strip runs along Glen Huntly Road from the Nepean Highway at the western end to Shoobra Road/Yorston Court in the east.



### Character

A large component of this retail strip is identified in the Glen Eira Heritage Management Plan as having significance because of the streetscape which is characterised by two-storey Victorian and Edwardian buildings of similar scale and materials.

### Features

This is a major strip shopping centre in Glen Eira, providing a wide variety of retail and professional services that serve the local residents and attracts patronage from throughout Melbourne.

It is well served by tram, train and bus services.

Prominent buildings of the area include the former Elsternwick Post Office, the Caulfield Rifle Club, the Renown Building, the Elsternwick Baptist Church and terraces at the western end.

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## General Notes

The area west of the railway line is not generally identified as having character; although a row of terrace shops on the south side of Glen Huntly Road dominates the streetscape. The retail activity here is quite different from that east of the railway line. Public car parking is lacking.

The overall retail mix has changed somewhat over the years, reflecting the increased mobility and changing cultures of residents together with the fluctuating economy and increasing rents.

The retail strip traders are active participants in the StreetLIFE and Mainstreet initiatives and street beautification works. Their marketing programs promote the diverse range of services in the centre within a cosmopolitan atmosphere.

It is clear that the lack of available night time car parking in the main strip and around the cinema complex will be an increasing problem and will affect the residential amenity. Public car parking is a major issue in planning for the future of the strip.

There is a danger that unless office accommodation at ground level is limited, some sections of the retail centre could be blighted.

The introduction of heritage controls to the area will give Council control over the conservation of buildings and streetscape.

The upper floors of many of the shops are presently under-utilised. Most were built as dwellings yet would need upgrading to meet today's standards. They could become desirable residences.

There is insufficient access to the retail strip from the public car parks, particularly those on the south side.

The schools, which are in close proximity to the area, contribute to traffic congestion, particularly at school start and finish times.

## Recommendations

Retail services should be concentrated on Glen Huntly Road and actively discouraged from spilling into the side streets. The existing length of the strip is appropriate.

The character of the shopping strip should be preserved through the conservation and refurbishment of the buildings and their facades.

Landlords should be encouraged to refurbish upper storeys as dwellings or offices.

Diversity of retail and services should be encouraged to maintain viability.

Retail traders should be encouraged to provide rear access from the car parks.

The Elsternwick Baptist Church building should be retained, although its use may change.

Projections of future development of the nearby schools must be considered when planning traffic management in the area.

Intensified and diversified land uses should be considered for the area west of the station and its existing diversity encouraged. The terrace buildings on the south side of Glen Huntly Road have visual and historic significance, and should be used as a benchmark for scale.

Adequate on site car parking must be provided.

If the petrol stations near Yorston Court become vacant, they should be redeveloped with retail at ground floor, with offices and/or dwellings above.

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## Precinct 5— Medium Density Housing

### Location

This precinct includes the residential area south of Glen Huntly Road extending east from the railway line to Orrong Road.

### Character

Whilst it has not been identified in the Glen Eira Heritage Management Plan as a heritage precinct, it is primarily composed of large gracious homes with attractive established gardens and trees, built between 1890 and 1940.

### Features

It has a distinct residential character. However, this character has been eroded on the north side of **Stanley Street** by the introduction of car parks and commercial businesses which operate from residential buildings.

### General Notes

The size of the blocks and the age of the buildings, increase the potential for redevelopment which could change the character of the area.

The car park on the corner of Stanley Street and Orrong Road is considered suitable for the new multi-purpose community centre.

The rationalisation of post offices to retail postal outlets may make the post office site available for alternative uses.

### Recommendations

Retain the present character of the established streetscape with residential development being no more than two-storey in height and the size and style commensurate with existing buildings.

The north side of **Stanley Street** is appropriate for commercial activities that support both the nearby residential and retail areas. Buildings should retain a residential appearance, and appropriate parking should be provided on site at the rear. Any signage must also be appropriately characterised.

The commercial character in the area should not expand onto residential properties.

The **new community centre** should be built on the existing car park on the corner of Orrong Road and Stanley Street. The building should be two or three-storey in height, and be designed to complement the surrounding residential nature of Stanley Street and Orrong Road. In the event of the post office relocating, Council should seriously consider purchasing the land to integrate with the new community centre. It would provide opportunity for a larger site and a more direct access to Glen Huntly Road.

The building should be visually attractive with an inviting entry. Space for passive recreation around the building should be integrated into the design providing an important open space that is lacking in the immediate vicinity of the Elsternwick urban village.

The Centre should aim to comprise all current facilities (library, kindergarten, and child and maternal health centre) and provide additional facilities of community meeting rooms, public toilets and baby change and feeding facilities.



It is anticipated the Centre would not occupy the whole car park, and thus adjacent parking should be provided. The slope of the land may allow for underground car parking to be incorporated into the design. This should be investigated.

Vehicular access to the Centre and the car park should be carefully considered by a traffic management plan taking into consideration the busy Orrong Road/Glen Huntly Road intersection and the residential nature of Stanley Street. Appropriately located and designed drop off points must be provided for the elderly and young patrons of the new centre.

## Precinct 6— ABC Site

### Location

This precinct is a small area close to transport and shops, north of the railway station and east of the railway line. It comprises one parcel of land occupied by the ABC.

### Character

It is one large parcel of land containing a large building which was purpose built for the multiple activities of the **ABC**. The occupancy of the ABC in Elsternwick is well known and identified by the large mast and antennae.

The site abuts **Rippon Lea** mansion which is one of Victoria's premier heritage properties.

Apart from Rippon Lea, the neighbourhood is mostly residential.

### Features

The significance of this piece of land must be recognised— it is large and in a prime residential area.

Currently, the use of the land by the ABC creates parking and traffic problems in nearby streets which is compounded by the need for parking caused by the railway station and the Classic Cinema.

### General Notes

The redevelopment of this parcel of land could have a major impact on the area and should be considered as part of this study. At this stage, redevelopment is only a possibility.

The site was part of the Rippon Lea Estate prior to compulsory acquisition by the Federal Government about 30 years ago. Under Federal Government ownership, Council and community have had no input to development or use of the land. However, should the Federal Government in time relinquish ownership, an opportunity arises for Council and community to direct the future function of this large parcel of land.

### Recommendations

The National Trust should be consulted before any development of the site is decided because of its proximity to Rippon Lea

Retail use is not appropriate for this area because of its distance from the shopping strip. However, low-rise **residential** development would be an appropriate use.

Commercial development could be considered, or a mix of residential and commercial uses. In these cases, a carefully designed multi-storey building might be appropriate.

Parking and traffic volume must be considered in relation to any development.

# Precinct 7— Elsternwick Railway Station and Environs

## Location

The precinct surrounds Elsternwick Station. It comprises the Elsternwick railway station and commuter car park, the former service station and Elsternwick Plaza.

## Character

The station building does not contribute to the quality streetscape of Glen Huntly Road.

The former service station and commuter car park are currently devoid of any structure.

The group of shops on the eastern side of the rail station building, known as Elsternwick Place, provide retail activity in the area and contribute to the overall character.

## Features

The precinct is an important **transport interchange** node with good vehicle access and major tram, train and bus routes.

The land slopes from the station building and commuter car park towards the corner of Horne Street and Glen Huntly Road.



The station platform and rail line are built in a cutting which extends under Glen Huntly Road and presents useable air space.

**Elsternwick Plaza** is a pleasant open space area linking Elsternwick Place to Riddell Parade and Glen Huntly Road and is well used.

## General Notes

The **Elsternwick Station** is a premier station on the Sandringham line providing a short trip to the city centre of Melbourne. The line also passes through South Yarra station which is a multiple line change facility.

Trams along Glen Huntly Road provide a connection with Glen Huntly Station on

the Frankston rail line in the east and access to the city centre. The various bus routes in the local area that go via Elsternwick Station also provide access to the city centre, and surrounding major shopping centres.

The site has **good vehicular access** from Nepean Highway via both Rusden Street and Glen Huntly Road. The slope of the land provides opportunity for bay and city views from a multi-storey development.

Congestion at the Horne Street/Glen Huntly Road intersection is often experienced at peak times because of traffic volumes.

## Recommendations

The commuter car park and former service station site should be developed. Any development should ideally integrate the station building and be an innovative design as the site is recognised as a gateway site due to its high exposure.

The area should be developed with a mix of retail, residential and commercial activities supported by adequate onsite parking and public facilities. The slope of the site would allow for a multi-storey complex built in accordance with the site specific guidelines prepared by Council.

Use of the **air space** above the railway line, both north and south of Glen Huntly Road should be investigated and encouraged for public car parking as none exist in this western end of the strip. Access to the northern side via an underpass from the station platform should be investigated. No form of pedestrian overpass over Glen Huntly Road should be contemplated as it would provide a physical and visual barrier dividing the centre.

An integral part of any development proposal involves assessment and treatment of the road **network** to overcome congestion at intersections, and to protect the residential areas to the north and south. A detailed traffic survey and study addressing traffic volumes and parking, and suggesting treatment works throughout this whole precinct must be undertaken by the developer as part of any proposal.

**Elsternwick Plaza** should be upgraded providing improved exposure to Glen Huntly Road. The park should not be reduced in size nor overshadowed by any future development.

Retail premises in **Elsternwick Place** should integrate with Elsternwick Plaza. They should be spruced up to be more obvious to passing traffic and pleasant for users. Cafe type uses are considered ideal to take advantage of the pleasant park setting.

## Multi-purpose Community Centre

### Comments

Council acknowledges that access to the existing library by the elderly, disabled and families with young children has been a constant problem caused by the design of the building. The kindergarten and maternal and child health centre currently operate in a converted house which is in constant need of maintenance. Council considers addressing these facilities is long overdue.

The location of these facilities within close proximity to the Elsternwick Shopping Centre is beneficial to users as combined trips can be made for shopping and services. Council no longer considers separate sites for each facility to be ideal due to the inconvenience to users, buildings generally being converted houses rather than specific built, and the cost involved with land ownership and maintenance. Co-location of community facilities is considered to be efficient and likely to provide savings to the community with Council having fewer costs associated with land ownership and general maintenance and running costs.

Whilst the Council library staff consider the size of the existing library building to be satisfactory, the layout is unsuitable for current needs. Change is desirable because the design and layout do not allow for incorporation of additional facilities to a standard expected by the community. A functional and effective Community Centre can only be provided with the construction of a new building. Significant refurbishment of the existing buildings is considered by the Committee as less flexible to providing a quality facility.

Elsternwick

# Acknowledgements

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## Thanks...

Council extends its thanks to each member of the Community Consultative Committees for volunteering their time. Without their continuous contributions and efforts, the quality of the Structure Plans would not truly represent the community's opinions and future hopes.

Thanks go to the following people:

### BENTLEIGH

Alf Amery  
Kevin Barlett  
Lorraine Bauer  
David Chapman  
Cr Russell Longmuir  
John Naughton  
Cr Barry Neve  
Jill Poynton  
Shirley Randles  
Kevin Robins  
Wendy Saunders

### CARNEGIE

Jan Bruce  
Gerald Galatis  
Helen Inglis  
Cr Norman Kennedy  
Bill Kosky  
Cr Russell Longmuir  
Rosemary Miller

### ELSTERNWICK

Lyn Foster  
Peter Haley  
Joan Hardy  
Sara Jones  
Jayne Josem  
Cr Russell Longmuir  
Jacqueline Robilliard  
Michael Tehan  
John Walker  
Murray Parsons  
Cr Noel Erlich