



GLEN EIRA CITY COUNCIL

ELSTERNWICK STRUCTURE PLAN FEEDBACK REPORT OCTOBER – DECEMBER 2017

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

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ELSTERNWICK DRAFT STRUCTURE PLAN CONSULTATION OVERVIEW

CONSULTATION

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

Feedback was sought and recorded through:

- An online survey and forum on *HaveYourSay*;
- Community forum held for each centre;
- Four drop in sessions held at Elsternwick Library from 2-6pm on Thursdays;
- By phone and at the planning counter; and
- One-on-one meetings were offered to residents living in the urban renewal area.

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

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

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

FEEDBACK RECEIVED

Community forum attendees: Approx. 200
Submissions: 238
Surveys: 123
Online forum submissions: 58
Facebook comments: 4
Drop-in sessions: 80

EMAIL SUBMISSIONS

SUBMISSION 1 – 14 NOVEMBER 2017

From: [REDACTED]
Sent: Tuesday, 14 November 2017 11:00 PM
To: Glen Eira City Futures
Subject: My feedback on the draft Structure Plan

To whom it may concern,

I have received the letter inviting us to have our voice out.

Please find the attached my feed back on the Elsternwick draft Structure Plan.

Hope this can mean something.

Thank you.

[REDACTED]

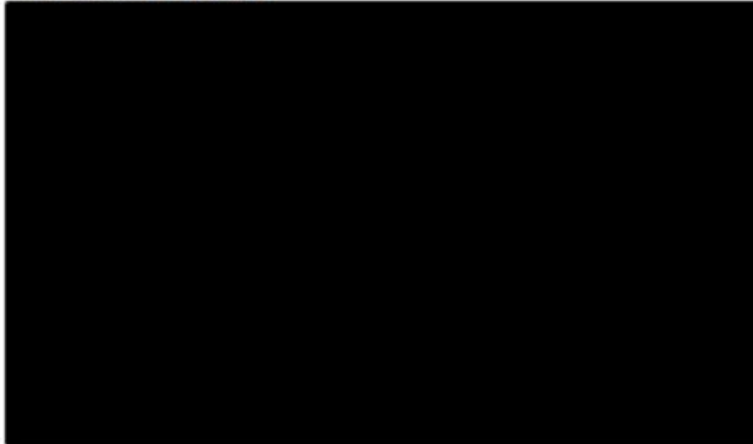
[REDACTED] McCombie St

Re: Elsternwick Draft Structure Plan

To whom it may concern,

I am a resident of the [REDACTED] which is located on [REDACTED] Glen Huntly Rd. I would like to give my feedback to the draft Structure Plan because it affects me directly in a negative way. And neither the options provided considered my situation.

My home is located only on level 3. It is facing east and east only (as labelled A below). All my windows are facing east. Any new building to be built on the east side (area B) which is over 4 stories would directly block my sunlight.



We all understand the importance of the accessibility to the sunlight. I do not want to live under the shadow for the rest of my life. The block of the sunlight would affect both my physical and mental health. Who is going to be responsible for that?

I would not have bought my property if I knew the sunlight would be blocked. The biggest merit that I chose my home was because it enjoys lovely sunlight at the moment. I bought it with a lifelong home loan. Now I feel I bought something that is not worth what I paid for. Could you understand the feeling like your fortune disappears overnight?

I understand that your re-development is unstoppable and I support to make Elsternwick a better place to live. But all I can see from your plans is that you are expecting higher revenue by putting more high rises on. I accept the idea of "urban apartment". I can accept four storeys developments in B area.

But if your final decision is still going to proceed with either of your current options of high rise, I hope you to consider a compensation plan to the person like me whose interests would be badly affected. It is not reasonable that you take away what I value (the sunlight) without compensation.

Thanks for your patience.

Kind regards,

[REDACTED]
McCombie St.
Elsternwick

SUBMISSION 2 – 20 NOVEMBER 2017

Dear Strategic Planners

Unfortunately I am not able to attend the 4th December Meeting nor attend Councils offices to discuss the below in person as I am about to take Annual Leave.

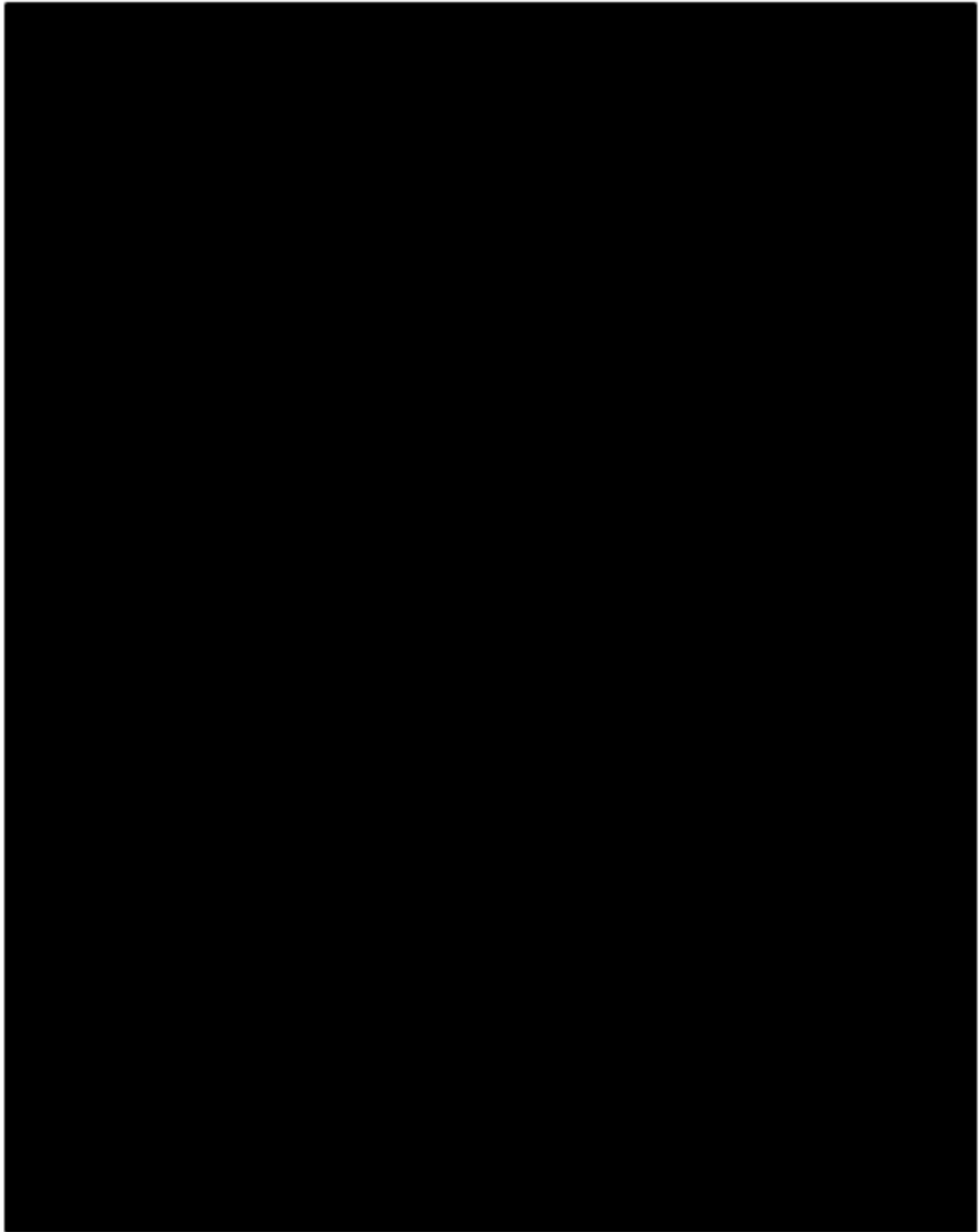
Therefore I thought that it would be best to submit a request/enquiry via email.

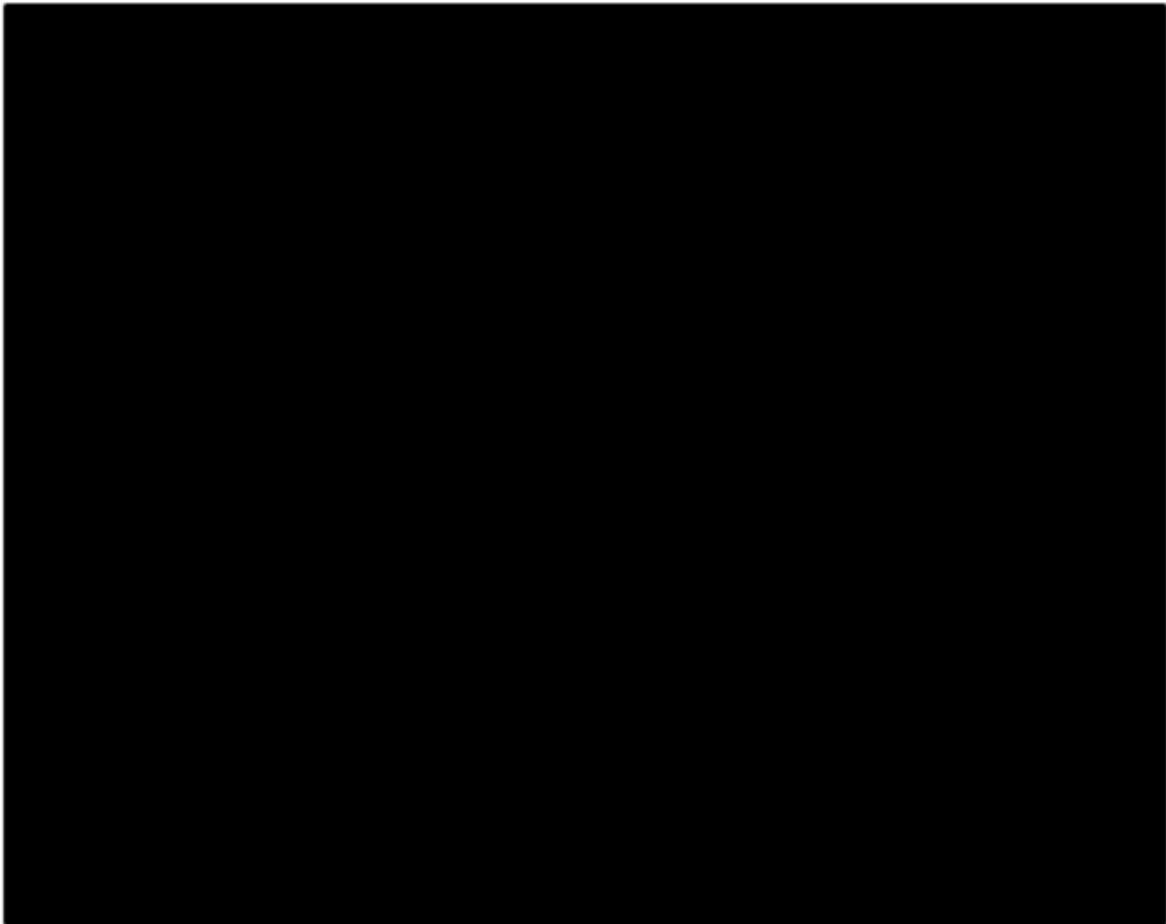
I am writing on behalf of our Company called [REDACTED] we are [REDACTED] company and we lease and own land/buildings across Australia for the purpose [REDACTED].

I have reviewed the draft plan my only concern is to ensure that the future plan allows for Communications infrastructure, to ensure that the community has sufficient communication technology.

We currently own [REDACTED] Horne Street - which is a 5 storey building I note from the future plans that this location will be zones for 5+ storeys (6-8 and 8 – 12). Should the opposite side of the road be developed higher than our existing structure this will cause interference to the antennas as well as possible EME issues, I note that the proposed zoning is for Commercial and therefore less impact than on Residential units.

We would kindly ask that Council consider the locations of Communications facility's on the new Rooftops and we are happy to hold further discussions with Council to ensure that the community mobile and internet coverage is not compromised during Elsternwick's expansion.





Should you wish to contact me please do not hesitate I will be in the office until 21/11/2017 and returning upon Tuesday 5th December.

Kind Regards

A black redacted area covering the signature and any accompanying text, located below the 'Kind Regards' salutation.

SUBMISSION 3 – 16 NOVEMBER 2017

From: [REDACTED]
Sent: Thursday, 16 November 2017 8:52 AM
To: Glen Eira City Futures
Subject: FUTURE PLANS FOR ELSTERNWICK -- comments

Thank you for informing us about your plans for the Elsternwick area.

My wife and I own [REDACTED] Victoria St, Elsternwick.

This low-slung block of ten 2 bedroom apartments runs behind the current nursing home and residences on Glenhuntly Rd.

Currently these are two storeyed buildings, as is the general area.

We are totally against rezoning these properties for up to 5 storeys, as this would block the valuable sunshine that our north facing unit has all day. Indeed this is one of the reasons we purchased this unit 4 years ago.

We have also concerns that if the property values rise, due to increased zoning that the owners of the nursing home on the corner may decide to sell, and create a situation for the elderly residents...

We also would not want the nursing home expanded to 5 storeys, as this would be a disaster for visitors parking, given the narrowness of Victoria St, and its limited parking.

The charm of this area is its low intensity, and it would be destroyed by this proposed rezoning

[REDACTED]

SUBMISSION 4 – 15 NOVEMBER 2017

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

From: [REDACTED]

Sent: Wednesday, 15 November 2017 11:11 AM

To: Glen Eira City Futures

Cc: [REDACTED]

Subject: Draft Structure Plan

Hello,

I am writing as a VERY concerned owner in Elm Avenue Elsternwick.

We have an apartment in the Walton Flats, an old heritage overlay boom time building in Elm Avenue.

I have been studying the council plans for re-zoning with great alarm for our area. It seems we are in an Urban Renewal zone — and can possibly be surrounded by a 12 storey building. I fail to see how this can “create a vibrant and successful Centre which enhances and protects the character of the area”

I understand the car yards are a very tempting commercial area. But 8-12 stores in Elsternwick? This would seem like commercial greed rather than enhancement of the area. I would like to make clear that I am not against development, but out of control development I am very much against.

In spite of the car yards this is, at the moment, a much loved area by all residents. It could become a beautiful development area in Elsternwick — and not an ugly commercial anti people precinct aimed at jamming as many rate payers in as possible.

As you can hear I am quite stunned by this project in the area.

I will be pleased to hear your feedback.

Regards,
[REDACTED]

[REDACTED]

SUBMISSION 5 – 22 NOVEMBER 2017

From [REDACTED]
Sent: Wednesday, 22 November 2017 8:33 PM
To: Glen Eira City Futures
Subject: Feedback on draft Structure Plan for Elsternwick

Good afternoon,

I have provided this feedback in person last week at the library drop in session but wish to now lodge it formally, in writing, for your records.

My husband and I live at [REDACTED] Maysbury Avenue, [REDACTED]
[REDACTED] The draft structure plan proposes to allow a five storey strategic site to be built on this location, which the plans refer to as 'Staniland Grove Park and Community Hub'. As per the feedback I provided during the first round of consultation:

1. We are supportive in general of the transition plans, however have concerns in areas where large scale structures are planned to be built immediately next to single level character heritage housing (e.g. current kindergarten site on Orrong Rd). This will create a poor aesthetic due to the large contrast in architectural style & building heights.
2. Consideration will also need to be given to the fact that these large buildings will significantly infringe on the privacy and natural light of the single level housing (e.g. in Maysbury Ave) and diminish their heritage character appeal.
3. The draft proposal has done little to alleviate our concerns around incremental volumes of vehicle traffic and insufficient car parking to accommodate these vehicles. The proposal doesn't seem to fully comprehend the incremental volumes of car parking spaces required to be added in order to satisfy the increase in car traffic & volumes. The Orrong/Glenhuntly Road intersection was already a highly congested area; with the significant upscaling of the Coles Supermarket precinct and associated apartment tower, the new large-scale Community Hub will merely add to the existing bottleneck at this key intersection of 2 single lane roads. Furthermore, surrounding side streets such as Staniland Gve & Sandham St are of particular concern given the hazard this could impose on the school children who attend St Joseph's Primary School, particularly during pick-up/drop-off times.

Your draft Structure Plan has touched on our second point by acknowledging 'considerations for this project include sensitive interfaces to the north' and proposing a slight set back (or 'transition towards residential property'). However this will do little to mitigate the serious privacy infringement that will occur as a direct result of such a large structure (five storeys) overlooking a row of single levels character housing, including their private backyards and internal living areas with rear-facing windows.

Could the council please consider splitting the 'Staniland Grove Park and Community Hub' proposal into two

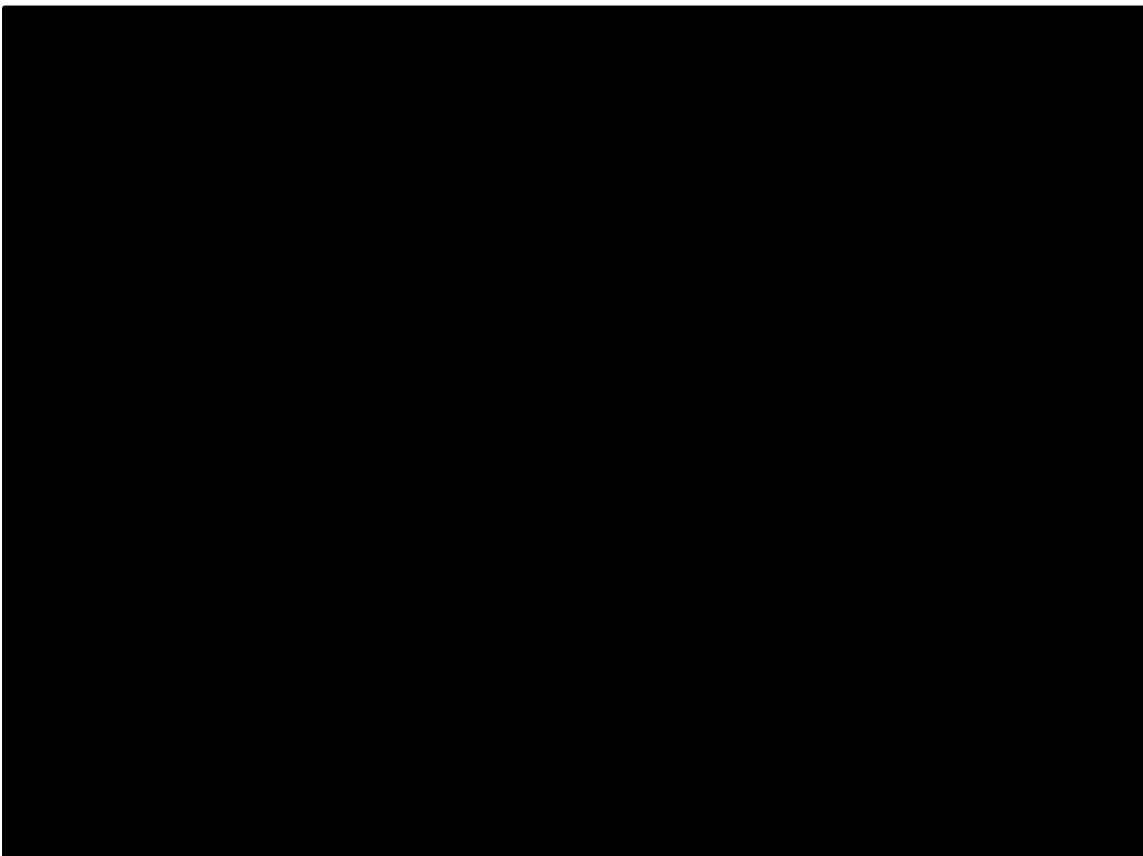
1. The area that is currently occupied by the library may well be appropriate at five storeys tall, as it will overlook community gardens. However, the area that is currently occupied by the kindergarten and backs onto residential homes, should be restricted to the current level

of one storey. If adequate set-back and tall screening trees were incorporated into the plan, potentially up to two storeys could be appropriate.

2. This would also allow for the conservation of the absolutely beautiful gum tree that grows between the kindergarten and the library. Please see photo attached. This tree must be over 100 years old and would add great value to the planned community gardens - please don't destroy it.

Please take our feedback on board. ■ Maysbury Avenue is our 'forever home' in a quaint & quiet street. Such a large, overbearing, structure immediately adjacent to our single-level character houses will have a significantly detrimental impact to our day to day lives, and those of our fellow Maysbury Avenue community members. The idea of not being able to enjoy our backyard, or eat at our dining table with the blinds open is extremely distressing to both ourselves and our neighbours, and if the plans continue as they are and an actual development is proposed, we will be united together in our objections and will pool our resources to pursue an appropriate legal recourse.

Regards, ■
■



SUBMISSION 6 – 17 NOVEMBER 2017

From: [REDACTED]
Sent: Friday, 17 November 2017 8:14 AM
To: Glen Eira City Futures
Subject: Elsternwick

Hi

I am a resident of St James Parade.
We will be enormously affected by the proposed future plans.

I find it completely inadequate that the information sessions are not being held at a variety of times to allow residents to attend.
Thursday afternoons from 2-6pm is not suitable for very many people.

It would have been far more helpful to include some weekend sessions.

Can this please be arranged - and communicated as quickly as possible to all residents?

There is a growing suspicion amongst residents that this is foregone conclusion and that our feedback is not actually going to be listened to.
Not have suitable times to view and discuss the plans only reinforces this idea.

Sincerely,

[REDACTED]

[REDACTED]

SUBMISSION 7 – 3 NOVEMBER 2017

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

From: [REDACTED]

Sent: Friday, 3 November 2017 9:22 AM

To: Glen Eira City Futures

Subject: Draft Structure Plan

To whom this may concern.

I think the re-vamped Structure Plan looks great!

I'm happy the plan address's the traffic concerns I have while improving the function and aesthetic street appeal of the area.

Living in a heritage street I can appreciate the consideration of the multi story development ideas along Nepean HWY.

I like the development idea's on the Carre Street piazza, I think this will benefit the surrounding area to create a central hub while improving traffic flow.

I live in Staniland grove and use the Staniland Grove / Glenhuntly road intersection daily.

I have voiced my concerns about this intersection due to the in-effective traffic flow especially from Carre street entering into Staniland grove while Staniland grove traffic is turning right into Glenhuntly rd.

Without a clear way (or lights), this intersection is hectic for traffic flow, congestion around peak times results in a dangerous mix of cars, trams and pedestrians.

So blocking Carre street off for a Plaza while making Staniland Grove a one way south bound makes perfect sense.

I noticed within the concept drawings of the community hub there are large trees to soften the new developemt and would be fitting for the area. I think the Staniland grove nature strip paper bark trees also need attention.

I don't believe they are a suitable tree for the wide street, I think they've had their day!
The tree in front of #9 Staniland grove was removed a month ago due to loosing a limb (and removed because of age or sickness) while the trees in front of #7 and #5 looses limbs occasionally due to delivery trucks or age.

The trees generally look "ratty" and I think the council could plant appropriate "larger" trees to improve the look of the street scape. Like the Oak trees on Alison rd (around Harlston Park). I think the size of the trees needs to be in scale with the street width and compliment the new green space next to the community hub.

[REDACTED]

SUBMISSION 8 – 18 NOVEMBER 2017

To the CityFutures Team,

Please see letter attached as a formal objection to the proposed Elsternwick development of tower blocks along the Nepean Hwy.

Regards,

[REDACTED]

■ Denver Crescent
Elsternwick
Vic 3185

Re: Elsternwick Development Proposal: Nepean Hwy Precinct

To the City Future Team at Glen Eira Council,

I am writing to object strongly to the proposal to build tower blocks along the Nepean Hwy which are 8-12 stories high. The proposals of Option 1. and Option 2. are both completely unacceptable and our community will not support, endorse or allow these developments.

Our neighbourhood forums have shown that opposition is overwhelming. Worryingly, intensity is rising, due to significant distain to both proposals not only in our neighbourhood but also in the wider community who feel that this a highly inconsiderate proposition which will impact on the quality of lifestyle for existing residents and damage Elsternwick and the surrounding suburbs.

Objection is on the following grounds:

- The height 8 – 12 stories extremely high and imposing
- Significant damage to neighbourhood character
- The creation of urban tower blocks casts shadow over homes and creates a bleak outlook
- Tower blocks are socially oppressive unhealthy places to live for adults and children, with increased rates of mental health issues
- Traffic and congestion is already a significant problem for Denver Crescent, St James Parade and Gough Street

We strongly suggest an abandonment of the project in its current form and the respectful consideration of the concerns of residents, in order to ensure an agreeable and sustainable environment. Alternatively, be advised that opposition to this proposal will be fierce and ongoing.

Regards,

[REDACTED]

References

<https://www.theguardian.com/sustainable-business/2017/mar/16/cities-depression-stress-mental-health-high-rises-urban-design-london-toronto>

<https://www.smartcitiesdive.com/ex/sustainablecitiescollective/7-reasons-why-high-rises-kill-livability/561536/>

SUBMISSION 9 – 9 NOVEMBER 2017

From: [REDACTED]
Sent: Thursday, 9 November 2017 2:16 PM
To: Glen Eira City Futures
Subject: Quality Design Guidelines - resident response

To Whom It May Concern,

I am responding to the Quality Design Guidelines as both a resident and a professional Property Developer.

I live in Ross St Elsternwick, one of the key areas proposed for future growth and densification. I did not object to the originally proposed zoning. I therefore would support Option 2 for the Urban Renewal Structure Plan. My reasons are as follows:

- **Ross St** in particular is proposed to maintain 4 story height limit OR increase to 8-12 stories.
 - As a property developer we have run feasibility analysis' on some of the properties located in Ross St.
 - We have found that at 4 storeys these are not viable development sites.
 - To develop these small sites (typically 100-300m² per lot) and break even, not even make a profit, you would typically have to pay the owners significantly less than their current residential values.
 - If developers Joint Venture with existing owners they will still walk away with less than if they sold their homes at current residential values.
 - As a result it is highly unlikely any of these Ross St sites will be developed anytime in the near future.
 - Instead we will end up with large apartment buildings on Horne St overlooking and overshadowing underutilised single residences on Ross St. If Ross St was to remain 4 levels we propose Horne St should be limited to 6 stories to reduce the visual bulk, overlooking and overshadowing it will create.
 - Instead the additional height of Option 2 makes these sites viable. The small lot sizes will always mean developers will need to amalgamate sites and this is feasible if existing owners see the value. This will also encourage developers on Horne St / Nepean Highway to amalgamate with the Ross st properties.
 - We believe amalgamation is the only way this area will achieve its 'highest and best use'.
- **Park to Oak Avenue**
 - This is a positive inclusion in the structure plan. However overshadowing appears to have been disregarded. We would recommend Council looks at the extent of daily overshadowing from the proposed 8-12 stories surrounding the park as a park in shadow will get used far less frequently than one that has access to direct sunlight.

Should you wish to discuss any of this further please don't hesitate to give me a call on [REDACTED] or respond to this email.

kind regards,

[REDACTED]

SUBMISSION 10 – 14 NOVEMBER 2017

From: [REDACTED]
Sent: Tuesday, 14 November 2017 10:54 AM
To: Glen Eira City Futures
Subject: re proposals

I am not in favour of

(A) widening kerbs, that would mean roads would be narrowed, with more & more cars being allowed on the roads

it will create more CARNAGE & CHAOS , there is enough of that already

B walk way will be fine the way they are IF we have less dining there on

[REDACTED] shoobra rd

SUBMISSION 11 – 15 NOVEMBER 2017

From: [REDACTED]
Sent: Wednesday, 15 November 2017 2:55 PM
To: Tess Angarane; Glen Eira City Futures
Cc: Ron Torres; Rebecca McKenzie
Subject: Re: Elsternwick Draft Concept Plans

On Wed, Nov 15, 2017 at 10:40 AM, [REDACTED] > wrote:
Hi

I have updated my submission from that sent on September 1 and updated on September 19 - the latest updates to [REDACTED] Stanley Street.docx was to add two new paragraphs which are now the fourth last and the third last.

Number [REDACTED] is still likely to enter some sort of submission - they are extremely interested in future development but are concerned about the Heritage Listing on their property.

[REDACTED]

Attachment 1:

My property is located at [REDACTED] Stanley Street Elsternwick [REDACTED]
My property is currently in the Growth Zone, in fact a very senior councillor stated that my property is in the Super Growth Zone.
To the east of my property is the four storey residential building which is known as the Renown Apartments. After the lane is the four storey development at 1-3 Carre Street with three restaurants on the ground floor. The last building on the corner of Stanley Street at 5 Carre Street will be developed to 4 stories once the 84 year old current owner passes away – his son is a developer. Behind this is a huge car park which no doubt will be developed in the future.
To my north is a 3 storey block of flats built in the 1960s I believe.
To my west are 4 other properties followed by a car park and an 8 storey development on the corner of Stanley Street and Riddell Parade. To the north of this 8 storey building up to the laneway is a site approved for an 11 storey development which is beginning soon.
To my north after the laneway behind my property, are a 2 storey commercial development which also contains a café in Carre Street and next to that a 3 storey commercial development.

Another significant 4 storey development close handy is at 45 Orrong Road (corner of Stanley Street and opposite the eastern car park) which is to begin soon.
I am currently in negotiations with my sole next door neighbour at [REDACTED] Stanley Street to develop both properties together. He bought his property in May 2016 with the intention of developing his block and at the moment he is away and completely unaware of the proposed changes. In addition [REDACTED] is interested in joining the development and [REDACTED] is extremely interested although his property is subject to a heritage listing. If and when this development eventuates and 5 Carre Street is developed this would leave only between one and three undeveloped properties on the north side of Stanley Street.

I do not live in a true residential zone and haven't for some time. There is continual noise including reversing trick beeps from deliveries down the laneway to the shops in Glenhuntly Road and to the restaurants in Carre Street. There is consistent noise from young children left unattended running up and down and screaming outside the restaurants and even noise every day when the plastic chairs of the Pound Restaurant are dropped onto the pavement. In addition there are buses

travelling the full length of Stanley Street and a lot more recent traffic since the 8 storey development on the corner of Stanley Street and Riddell Parade which has its car park entrance on Stanley Street, was built. This will be further enhanced when the 11 storey approved neighbouring property which will utilise the same car park is built.

Finally there is a New Plaza envisaged for Carre Street - not quite sure how long it is envisaged to be, however it would run to Stanley Street at least. This would appear to support restaurants on the Carre Street (long side) of my property.

Slightly to the west of Carre Street is stop number 45 on the tram route 67 to Carnegie – this stop is known as Elsternwick Shopping Centre which implies that it sits close to the middle of the current shopping strip and is an ideal area for future development.

I have attended nearly every Council meeting for the past 2 years learning all I can to assist in developing my property in the future but now it appears that you want to take this opportunity away from me.

As both car parks on the north side of Stanley Street have future plans for development this will leave the five properties on the north side as an island surrounded by significant developments. The eastern end car park which is huge is envisaged as a four storey development and needed to provide the car parking spaces required to fund the retail requirements plus those to replace the car spaces removed such as those on Carr Street. This will add significant bulk to the north side of Stanley Street.

Number 20 Stanley Street is a new property totally rebuilt some 15 years ago with a modern design therefore this property provides nothing to the character of the area. Numbers [REDACTED] have had substantial structural changes, a lot of it in recent times, thereby significantly reducing their neighbourhood character.

I am looking for the north side Stanley Street to be zoned Shop top Commercial/mixed area – currently in approximate distances Stanley Street is 141 metres between Orrong Road and Carre Street and planned to be shop top, 37 metres west of Riddell Parade appear to be planned to be Heritage/shop top of 3-4 stories although an 8 storey building exists and the building next to it has a current valid 11 storey permit. To the west of these buildings is a car park of 56 metres which is planned to be shop top. This leaves 5 properties of 92 metres which are planned to be Heritage/character housing which only supports a 1-2 storey site-specific development. A total of 92 metres or 28.2% of the street are classed as residential and numbers 12 and 14 covering 39.5 metres (12.1 %) of the street are well into negotiations for development. This would leave a little over 16% of the street as residential and I firmly believe that numbers 16 and 18 will join the development in the long term. Number [REDACTED] is on holidays at the moment (his driveway is double padlocked), myself and [REDACTED] from number [REDACTED] will approach him as soon as he arrives home to add his comments.

If numbers [REDACTED] receive planning for Shop top Commercial/mixed area then I believe that the pedestrian friendly New Plaza along Carre Street should extend at least as far as Stanley Street.

Regards, [REDACTED]

Attachment 2:

A few years ago under pressure from the State Government Glen Eira Council, as did all the local councils, came up with a planning design to allow more dense development in key areas to allow for future expected population growth.

The zones decided, descending in height and density allowed were the Residential Growth Zone (RGZ), General Residential Zone (GRZ) and Neighbourhood Residential Zone (NRZ).

The RGZ were predominantly in areas close to public transport, main roads, shopping centres and other amenities, GRZ on lesser main roads or where not as well serviced by the other main drivers and the rest was defined as NRZ. This of course precludes some of the buildings on the main roads themselves which are Commercial or Mixed Use zones.

The Elsternwick Draft Concept Plans, currently up for discussion, creates new building types descending in height and I assume density of Garden apartment, Terrace townhouse / apartment, Terrace townhouse, Side-by-side townhouse and Heritage/character housing.

It also puts a large slice of the less fashionable Elsternwick properties between Horne Street and its extensions to Nepean Highway into Urban renewal development as a Commercial/mixed area allowing development of 6-8 stories and if providing community benefit to between 8 and 12 stories. This area is close to transport, however not as much as parts of the current growth zone, close to a main road but not the sort of main road that lends itself to community interests, however it is a long way from the shopping centre and the major amenities of Elsternwick.

The Elsternwick Draft Concept Plans are not well known of by the residents. I would be surprised if a quarter of the residents in Elsternwick have any idea of these dramatic changes. My sole next door neighbour had no idea until I passed on the bad news to him yesterday when he came back from holidays – he is now in a state of shock but will be voicing his opinion in the near future.

The Concept plan community forum was also not well known of – I found out about it by accident looking for something else connected to the council and in chasing that up was told of it by an Elsternwick library staff member.

The meeting itself was misleading – the Building Transitions Plan was glossed over with the emphasis placed on the new commercial zones between Horne Street and its' extension and Nepean Highway – I thought from the meeting that there was little change to the current RGZ, GRZ and NRZ zones – this opinion was echoed by a member of the council I spoke to later on. Nearly all of the questions from the floor were from Elsternwick traders and not relating to the Building Transitions Plan.

It wasn't until Thursday afternoon when I spoke to the council representative at the Elsternwick library and received a copy of the documentation that I realised the truly drastic changes recommended in the Elsternwick Draft Concept Plans. Even the advertising at the Elsternwick library is misleading stating 'Hel us plan for the future of Elsternwick shopping strip'.

If this Elsternwick Draft Concept Plan is enacted and as I expect doesn't achieve the expected planning results are we going to have another Draft Concept plan in two or three years time. Don't you think that us residents have the right to forward plan.

All the feedback I have had, both from the public and council staff is that this Plan has not been at all well received by the residents

I am extremely surprised that the Elsternwick Draft Concept Plans fit within the Rescode parameters.

SUBMISSION 12 – 23 NOVEMBER 2017

From [REDACTED]
Sent: Thursday, 23 November 2017 9:33 AM
To: Glen Eira City Futures
Subject: Elsternwick Structure Plan - Community Feedback

Dear Glen Eira Council,

As an Elsternwick resident for over 40 years it is distressing to see council's structure and strategic plan incorporating up to 12 storey building heights.

This is nothing more than a money grabbing opportunity for Council and greedy building developers; with no respect nor consideration to the residents or neighbourhood.

A Maximum of 4 storeys is what is required in order to preserve the neighbourhood and heritage village character of Elsternwick.

In addition, the impact on mental health, overshadowing, traffic congestion and high density ghetto like lifestyle this plan would create, has been overlooked.

Proper planning incorporating sustainable living would still provide for the expected population growth within the restricted 4 storey height level .

Green Architects, town planners and sustainability experts need to work together to produce a consultative plan which is achievable.

Please don't be responsible for the destruction and loss of our Elsternwick.

--
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

SUBMISSION 13 – 16 NOVEMBER 2017

From: [REDACTED]
Sent: Thursday, 16 November 2017 4:15 PM
To: Glen Eira City Futures
Subject: Feedback re: Elsternwick Future

Hello,

I am an owner/occupier on Ross Street.

We already have new developments going up in our vicinity that are encroaching upon us. Construction noise is an unavoidable nuisance, but understandably needs to be tolerated. I hope your plan doesn't promote more of it.

I am deeply concerned that the home I purchased and love will eventually be over shadowed, and that views from any new neighboring high rises will invade my privacy.

I feel that any change to the current zoning on my street will put unfair pressure on trying to squeeze me out of a place I love so dearly. I understand we are a growing community but beg that you add compassion into the equation of your plan.

My vote is for the overlay to stay the same as it currently is. If it must change, then lower development levels are preferred. I don't have issues with population growth and resulting economic benefits, but I will retaliate any impacts to my sunshine.

Kind regards,

[REDACTED]

[REDACTED]

SUBMISSION 14 – 18 NOVEMBER 2017

From: [REDACTED]
Sent: Saturday, 18 November 2017 1:02 PM
To: Glen Eira City Futures
Subject: Objection to Elsternwick development

To the CityFutures Team,

Please see letter attached as a formal objection to the proposed Elsternwick development of tower blocks along the Nepean Hwy.

Regards,

[REDACTED]

■ Denver Crescent
Elsternwick
Vic 3185

Re: Elsternwick Development Proposal: Nepean Hwy Precinct

To the City Future Team at Glen Eira Council,

I am writing to object strongly to the proposal to build tower blocks along the Nepean Hwy which are 8-12 stories high. The proposals of Option 1. and Option 2. are both completely unacceptable and our community will not support, endorse or allow these developments.

Our neighbourhood forums have shown that opposition is overwhelming. Worryingly, intensity is rising, due to significant distain to both proposals not only in our neighbourhood but also in the wider community who feel that this a highly inconsiderate proposition which will impact on the quality of lifestyle for existing residents and damage Elsternwick and the surrounding suburbs.

Objection is on the following grounds:

- The height 8 – 12 stories extremely high and imposing
- Significant damage to neighbourhood character
- The creation of urban tower blocks casts shadow over homes and creates a bleak outlook
- Tower blocks are socially oppressive unhealthy places to live for adults and children, with increased rates of mental health issues
- Traffic and congestion is already a significant problem for Denver Crescent, St James Parade and Gough Street

We strongly suggest an abandonment of the project in its current form and the respectful consideration of the concerns of residents, in order to ensure an agreeable and sustainable environment. Alternatively, be advised that opposition to this proposal will be fierce and ongoing.

Regards,

[REDACTED]

References

<https://www.theguardian.com/sustainable-business/2017/mar/16/cities-depression-stress-mental-health-high-rises-urban-design-london-toronto>

<https://www.smartcitiesdive.com/ex/sustainablecitiescollective/7-reasons-why-high-rises-kill-livability/561536/>

SUBMISSION 15 – 23 NOVEMBER 2017

From: [REDACTED]

Sent: Thursday, 23 November 2017 3:35 PM

To: Glen Eira City Futures

Subject: Elsternwick Structure Plan Draft

Hi

We are happy with most of the draft plan but being residents of St James Parade Elsternwick are alarmed at the plan to construct 8-12 storey buildings along the railway line in the present car sales site as part of urban renewal

Our reasons for alarm are as follows

- (a) The detrimental visual impact on St James Pde residents will be huge, particularly on those on the western side whose backyards will only be separated from these massive buildings by the railway line,
- (b) Unavoidable overshadowing and overlooking,
- (c) Public space at the south end of site will be starved of sunlight during winter due to the tall building proposed at northern boundary of space,
- (d) Potential large increase in traffic along St James Pde from residents of the new housing travelling to Glenhuntly Rd shops, and,
- (e) Properties in St James Pde are subject to the neighbourhood character overlay which restricts what can be built or changed in order,
as I understand it, to preserve its originality. In these circumstances it seems that council is defeating the purpose of the overlay by proposing buildings on its border of such a height that would effectively destroy its character.

Accordingly , with respect, we ask council to consider changing the proposed height of buildings close to St James Pde from 8-12 storeys to the 3-4 storey Garden Apartments proposed for across the railway line from Riddell Pde.

Regards

[REDACTED]
St James Pde
Elsternwick 3185

SUBMISSION 16 – 23 NOVEMBER 2017

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

From: [REDACTED]
Sent: Thursday, 23 November 2017 9:34 AM
To: Glen Eira City Futures
Subject: Urban Renewal on the Nepean Highway site

Hello,
I'm shocked to get a letter from council last week showing the plans for Urban Renewal on the Nepean Highway site.

Can I please be advised of which area was letter dropped this advice?

"Excessive at 8 to 12 storeys" is a good starting point for this discussion.

I could imagine a development at 4-5 storeys might gain local support, and this very much looks like a typical ambit claim and that's hugely disappointing to read.
The net effect is to have locals frightened and angry by the development.

I cannot attend the community forum on December 4th - which I'm annoyed about, as I'd make sure my points are represented.

What further advice can you give for me to get my concerns heard?

Regards,
[REDACTED]

SUBMISSION 17 – 1 NOVEMBER 2017

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

From: [REDACTED]
Sent: Thursday, 24 August 2017 11:10 PM
To: Glen Eira City Futures
Subject: Please Retain Council Land

Retain the existing library & kindergarten with a single level car park. A centralised multi storey car park has safety issues for women & the aged.

Do not build on top of the existing kindergarten & Heath/ Maternal centre off Orrong Rd. We do not want high rise buildings looking over our Maysbury Ave back yards. Our privacy will be affected.

Diverse housing & high density 6-8 storey to be built over the railway or the Nepean Hwy end where the car yards are located.

With thanks.

[REDACTED]

SUBMISSION 18 – 14 NOVEMBER 2017

From: [REDACTED]
Sent: Tuesday, 14 November 2017 5:26 PM
To: Glen Eira City Futures
Subject: Planning processes

Good afternoon

We received council's letter about proposed zoning in today's mail. We've lived in Rowan St, Elsternwick for 22 years and agree with others in the community that development is happening at a very fast rate.

Before spending time by participating in the process set out in your brochure we have a query regarding the proposed change in zoning, particularly heights.

The block bounded by Orrong Rd, Rowan, Carre and Stanley Streets is currently shown as allowing building to 4 storeys. This came to our attention with the application to build a four storey block of flats on the corner of Orrong Rd & Stanley St. The application was refused by council but when taken to VCAT was approved, with some reduction in number of flats to 12, but still to four storeys.

Given the history, not just with Glen Eira Council, of local planning laws being overturned by VCAT, what guarantee is there that any Structure Plan, no matter how carefully drafted with community input, will not be overruled by VCAT in the future?

Thank you
[REDACTED]

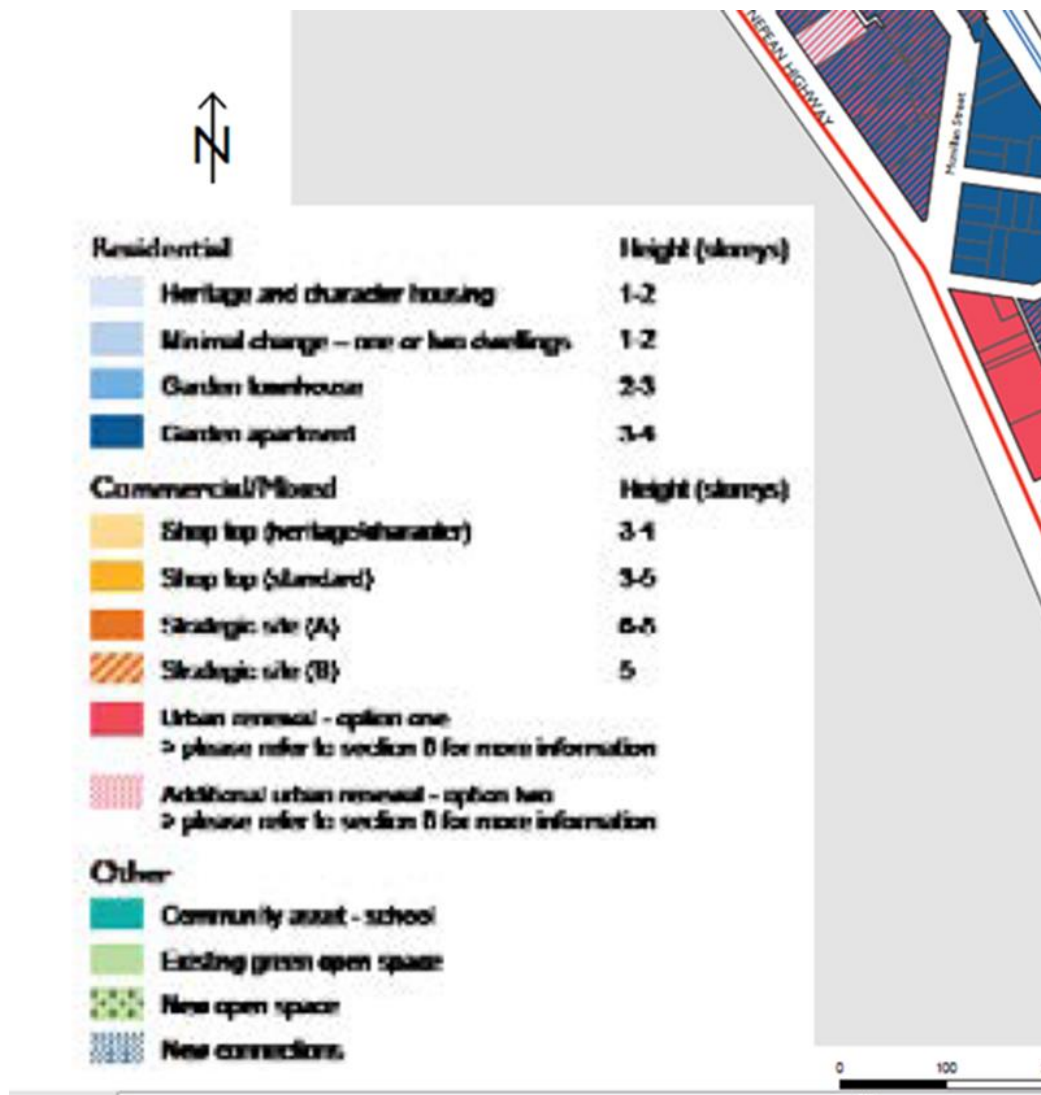
SUBMISSION 19 – 8 NOVEMBER 2017

From: [REDACTED]
Sent: Wednesday, 8 November 2017 12:16 PM
To: Glen Eira City Futures
Subject: Elsternwick Structure Plan - height control page is too blurry

Hi

Page 19 of the structure plan details proposed height controls can this map be republished because the heights are too blurry to read.

also, while I'm asking what will trigger/enable an applicant to achieve the higher height?



SUBMISSION 20 – 13 NOVEMBER 2017

From: [REDACTED]
Sent: Monday, 13 November 2017 7:01 PM
To: Glen Eira City Futures
Subject: Structure Plan - Confidential

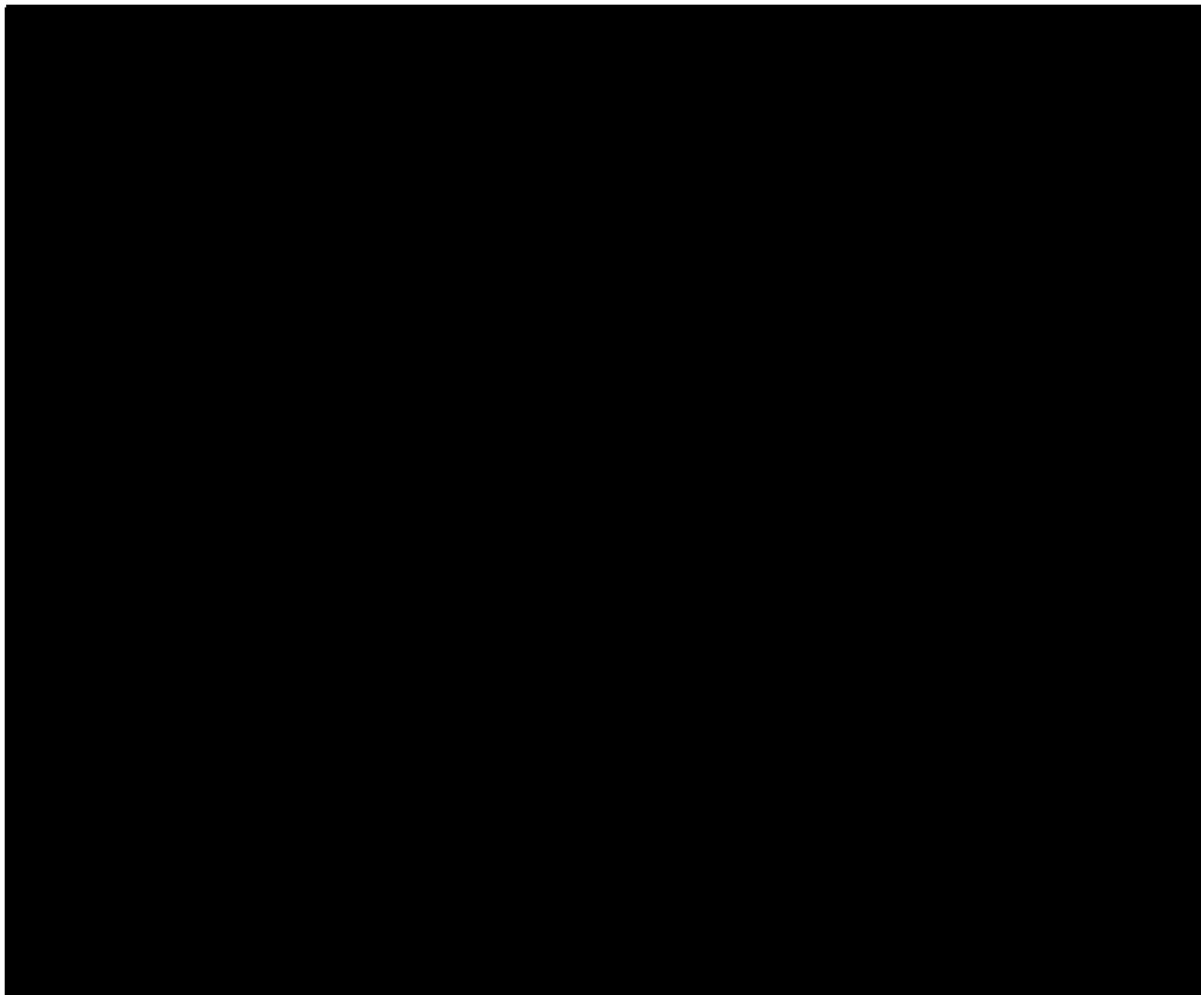
To whom it may concern,

I own and occupy [REDACTED] Ross St, Elsternwick, which forms part of the area Urban Renewal Precinct in the proposed structure plan. I strongly support option 2 for my property and our collective site (described in further detail below) if the structure plan is implemented.

I note that only 2 options are currently being looked at for my property and the properties that adjoin it as noted in Item 6 of the structure plan.

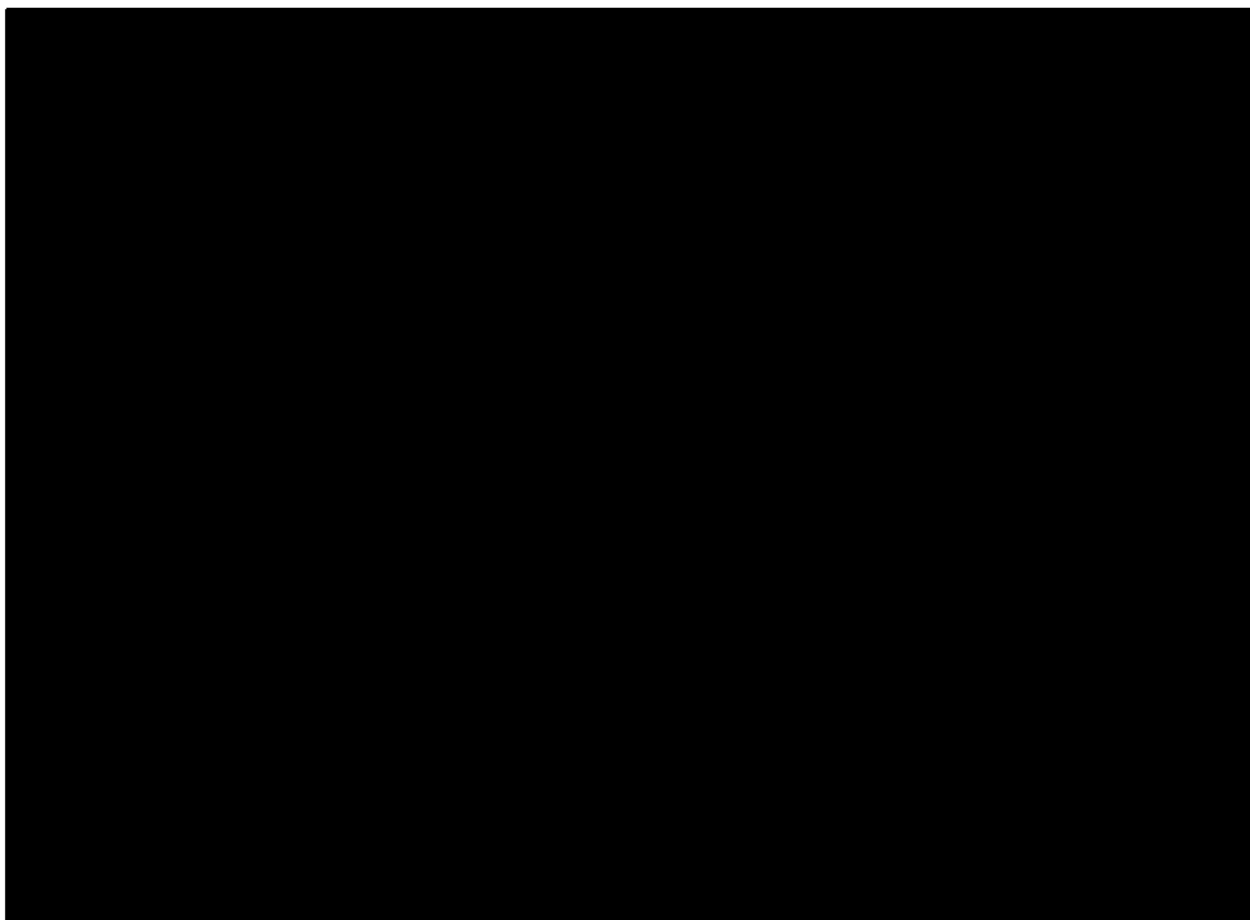
Option 1:

4 levels at my property (and the collective site) and 8-12 levels on Horne St



Option 2:

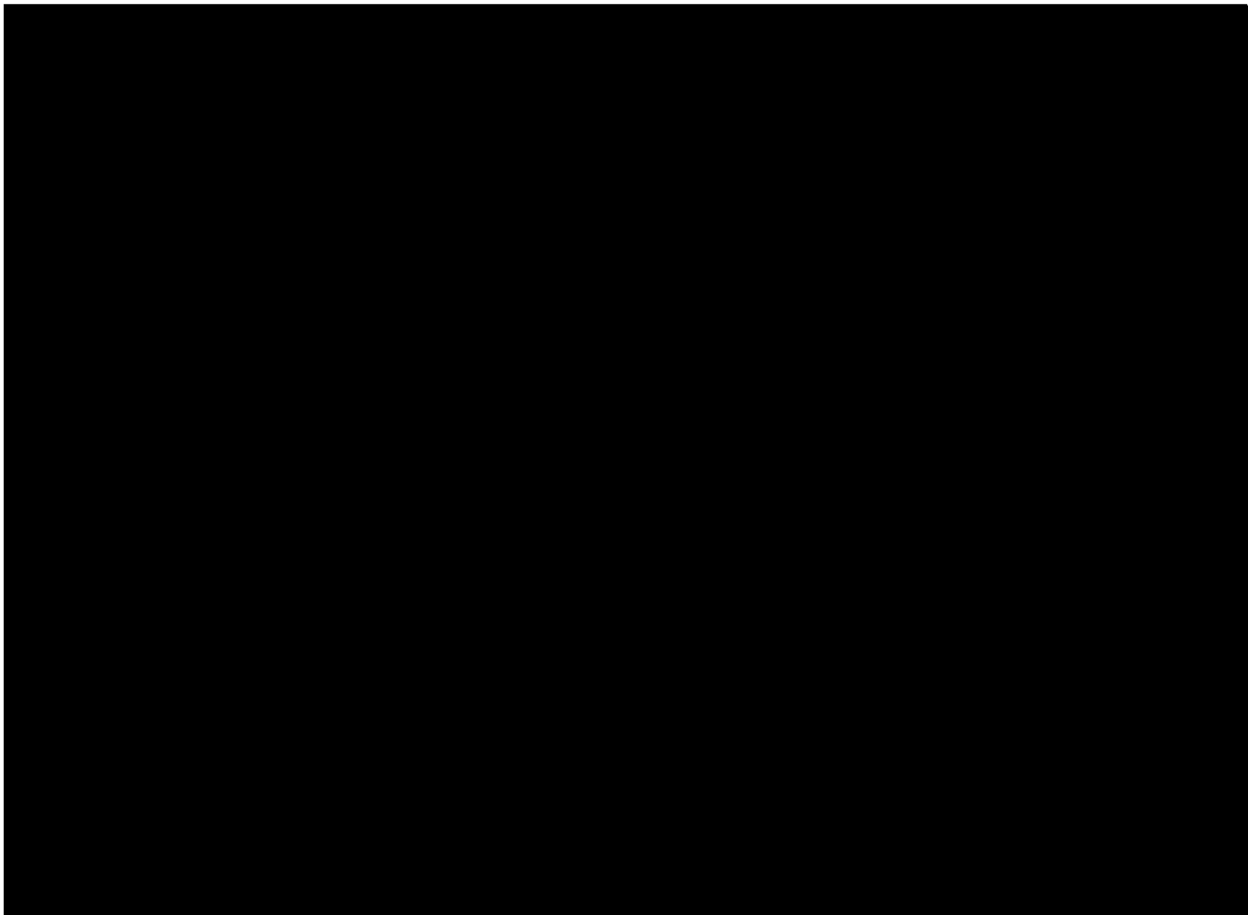
8-12 Levels for both our site and the adjoining property



In both situations our adjoining neighbor on Horne St will be in a position where they will be able to do 8-12 levels, so for this reason, I strongly support option 2 for our site which will allow our site to be used for the construction of an 8-12 Level building.

There are 3 properties in a row which adjoin me and have been highlighted in red in the drawings, which are the last remaining houses in this pocket (the collective site), which I have spoken to the owners who also support option 2 if this structure plan is implemented. The 3 properties are [REDACTED] Ross St (my property), [REDACTED] Ross St owned by [REDACTED] Ross owned by [REDACTED] and [REDACTED], who I believe have already written an email to you supporting this position.

For absolute clarity, below is a screen show of our 3 properties from google earth, which I have roughly delineated. Our site collectively borders multi person units to the east and west and there is currently a proposal at council for a 9 level building to the immediate north.



To reiterate my position, if the adjoining buildings to the north are going to have the ability to do 8-12 levels, it seems logical that our houses, which will be the only collective group of houses that are not developed to provide higher density accommodation should also have the ability to go 8-12 levels. In my opinion, it wont provide a substantially different position to each interface compared to if the property directly to the north developed an 8-12 level structure after the structure plan was implemented.

Should you have any queries in relation to this, please do not hesitate to contact me.

Kind Regards,

[Redacted]
Ross St, Elsternwick
[Redacted]

SUBMISSION 21 – 9 NOVEMBER 2017

From: [REDACTED]
Sent: Thursday, 9 November 2017 12:17 PM
To: Tess Angarane
Subject: RE: IMPORTANT INFORMATION: Future plans for Elsternwick

Dear Tess,

Can you please advise when rate payers (both owner occupiers and investors) will receive **written notification** from the council about this plan – especially those with property in the rezone area.

The large majority of owner occupiers in the rezone area did not receive previous notification from the council (we are still waiting on the outcome of your investigation around this) and the City Futures office previously confirmed that investors (of which I am one) have not been advised/engaged at all around this consultation.

Given the significant amount of information, rate payers require adequate time to digest the content.

Thanks,

[REDACTED]

(Owner occupier and investor)

SUBMISSION 22 – 9 NOVEMBER 2017

Councillor Mary Delahunty

Mayor, City of Glen Eira

Your Worship,

9-11-2017

McMillan St.,
Elsternwick, 3185

We have submitted to the City Futures Department a three page document which outlines our comments and concerns with the Council's *Draft Structural Plan* and our comments and objections to *The Elsternwick Draft Concept Plans July 2017* and also with reference to the *Elsternwick Background Report Building Transition Plan*.

We believe we need to comment on this far reaching and to us potentially adverse Plan which we have always believed is being pushed too quickly through Council. We, as with many other residents, did not at first realize that such important matters and adverse changes were being contemplated. We believe as long time owners and residents, Council, should be working in our interests.

The documents that have been presented during Council's process have been lacking in detail, used ill-defined terms and made statements about residents' likes and dislikes based on obscure evidence. *The Elsternwick Background Report Building Transition Plan* on which much of the Plan is based, is much more detailed but makes some erroneous assumptions, and as a result, deals very unfairly with our area (West of the Sandringham Railway).

The questions and comments in the document sent to City Futures discuss the Plan under the following headings.

1. Will the Plan create more green spaces?
2. Community benefit, more people in Elsternwick
3. Safety, and the request for "Night Time Activity"
4. Parking problems not addressed.
5. Near a train station-a resource that is only finite
6. The offensive title: "The Right Buildings in the Right Locations" in *The Elsternwick Draft Concept Plans July 2017. Takes no account of our Heritage*
7. Safe cycling path from the "Southern Urban Renewal Precinct"?
8. Loss of open space.
9. Urban Renewal Precinct. Ignores the amenity of existing residents.
10. Very High Buildings permitted.
11. Definitions of new zones loose.
12. Upgrading of all infrastructure will be needed and not addressed. Who pays?
13. Inadequate protection of heritage areas.

Yours sincerely,

PS As we have not received acknowledgements for our previous comments on this matter, we request you send us a receipt via E-mail:

SUBMISSION 23 – 23 NOVEMBER 2017

From: [REDACTED]
Sent: Thursday, 23 November 2017 3:20 PM
To: Glen Eira City Futures
Subject: Feedback on Elsternwick Draft Structure

Thank you for the opportunity to provide feedback on the future vision of Elsternwick.

Overall I think it is very good what Glen Eira is trying to do around increasing the green space, protecting the heritage, creating the plaza over the railway line and pedestrianized areas.

The only area that I feel this planning hasn't addressed is some future trends such as driverless cars and electric vehicles. If this is truly meant to be a future vision then I believe the impact of future innovation and trends has not been factored into. In particular I attended a sustainable conference a week ago in Sydney attended by the Sydney Major where this was a big theme. They had Tony Seba from California that focused on the impact of driverless cars on cities and towns. Essentially in four to six years time this will be happening around the world. Already being trialed in Singapore and just launched in Waymo Phoenix. The one big significant impact of driverless cars is that the car sharing and Uber type services will increase resulting in huge decrease in the amount of parking spaces required.

Therefore the question is **does Elsternwick need more parking spaces** in a few years time if some of these trends bear out? Have you consulted with Melbourne Uni or other think tanks in creating your vision?

Finally what about creating artistic or creative zones that support innovation and collaborative work spaces in the plaza or cultural and entertainment precinct. Do you want to support technology type companies within Glen Eira such as Google, Amazon etc.

I've included the RethinkX report and some articles that you may find interesting.

Best wishes
[REDACTED]

<https://msd.unimelb.edu.au/planning-the-driverless-city>

<https://www.wired.com/story/waymo-google-arizona-phoenix-driverless-self-driving-cars/>

[REDACTED]

[REDACTED]

SUBMISSION 24 – 24 NOVEMBER 2017

From: [REDACTED]
Sent: Friday, 24 November 2017 1:21 PM
To: Glen Eira City Futures
Cc: [REDACTED]
Subject: Draft Structure Plan - Buildings

Hi

I am a resident that will be impacted by the Elsternwick Structure Plan Draft and would like to have the following noted:

It is my strong preference that as currently depicted in Figure 3.0 – Building Transitions (Page 19) of the Draft Structure Plan that the shop top (standard) be applicable to the building fronting Glen Huntly Road (Cabrini Property) and as depicted the rear of the Cabrini Property which backs onto numerous residential properties (including mine at [REDACTED] Shoobra Road) remains as Residential Minimal change – one or two dwellings and restricted to 1-2 Height (Storeys).

I do not want the Cabrini Property that is currently restricted to 1-2 Height to be allowed to rise to a height of 4-5.

Thanks

[REDACTED]
Shoobra Road Elsternwick
[REDACTED]

SUBMISSION 25 – 27 NOVEMBER 2017

From: [REDACTED]
Sent: Monday, 27 November 2017 10:40 AM
To: Glen Eira City Futures
Subject: ELSTERNWICK STRUCTURE PLAN

Ms Rebecca McKenzie
CEO Glen Eira City Council

Dear Ms McKenzie,

I refer to your letter of 13 November 2017 asking for feedback on Elsternwick Structure Plan.

I had early emailed Glen Eira City Council outlining my concerns in regards to various traffic issues in my neighbourhood (please see below) and although I did receive a response I wanted to ensure my comments form part of the feedback for Elsternwick Structure Plan.

In addition to my email below I wish to add the following major proposed zoning change that affects me directly:

PROPOSED ZONING CHANGES WHICH WOULD AFFECT RESIDENTIAL HOMES IN VICTORIA STREET AND SHOOBRA STREET.

I am a permanent resident living on Victoria Street and the proposed changes in Glen Huntly Rd to extend the current 3-storey limit to 5 storeys I strongly believe is unacceptable. It would increase the traffic congestion, increase the already unacceptable parking problems and increase the shadow over my residence. There are a number of very elderly residences living independently as well as the Retirement Village on Victoria Street all of which would be affected by increasing the population in this area. The lovely Hopetoun park is frequented by our elderly as well as many children and I am concerned for their safety with the increase in traffic and their inability to cross the road with so many cars parked along Victoria Street. Allowing up to 5 storeys would exacerbate these problems.

I await your acknowledge of my feedback and response accordingly.

Yours sincerely,

[REDACTED]
Victoria Street, Elsternwick Vic 3185
[REDACTED]

27 November 2017

SUBMISSION 26 – 16 NOVEMBER 2017

From: [REDACTED]
Sent: Thursday, 16 November 2017 10:00 AM
To: Glen Eira City Council
Cc: [REDACTED]
Subject: ADDRESSING TRAFFIC & STREET PROBLEMS IN ELSTERNWICK

Good morning Glen Eira Council,

I am a permanent/rate-paying residence of Elsternwick and I would like to register my concern over certain streets that have extreme safety and traffic congestion issues.

1. Victoria Street, Elsternwick (section between Glenhuntly Road and No. 10 Victoria Street)

On weekdays workers use this street to park all day (vehicles are parked bumper to bumper) which makes it difficult to drive down the street without having to either reverse when other vehicles are driving towards you or try to pull over into someone's driveway. As it is opposite Hopetoun Park, children are often playing near the road and also at Graceland Retirement Village there are elderly people crossing the road on their walkers which reduce visibility for both drivers and pedestrians.

Solution: Limit the hours of public parking in Victoria Street or make at least make one side of the street, for "residence only" parking.

2. Victoria Street, Elsternwick (lane-way between No. 10 and No. 16 Victoria Street, opposite playground in Hopetoun Park)

Corner parking slot makes it difficult to see cars, children and pedestrians when exiting lane-way. The lane is used by residences at No. 12, No. 14, No. 16 (units 1-6), as well as staff, tradespersons and huge trucks servicing Cabrini Hospital.

Solution: Remove corner parking slot to allow clearer visibility to both traffic and pedestrians.

3. Corner Glenhuntly Road & Victoria Street (turning right from Victoria Street onto Glenhuntly Road)

With the increasing traffic flow on Glenhuntly Road it is difficult to see vehicles approaching to allow safe turning because of vehicles parked close to corner.

Solution: Remove at least one parking slot on Glenhuntly Road, closest to Victoria Street, to allow for clearer visibility.

4. Gardenvale Road onto College Street (and vice versa)

Congestion along College Street (due to vehicles parking here all day – possibly as it is close to Gardenvale Train Station) makes it extremely difficult to drive down this street where there is very little opportunity to pass vehicles coming in the opposite direction.

Solution: Limit the hours of public parking per vehicle or at least make one side of the street, for "residence only" parking.

For your consideration and response please.

Yours sincerely,

[REDACTED]
Victoria Street, Elsternwick Vic 3185
[REDACTED]

SUBMISSION 27 – 28 NOVEMBER 2017

From: [REDACTED]
Sent: Tuesday, 28 November 2017 3:56 PM
To: Glen Eira City Futures; [REDACTED]
Subject: elsternwick draft structure plan

to whom it may concern

I am very concerned about the above structure plan as a long term resident of elsternwick I have enjoyed the amenity and ambience of elsternwick, my concern is that elsternwick like any container can only hold so much until it bursts at the seams I believe elsternwick will burst and become too overcrowded with people and cars if the above goes ahead,

kind regards

[REDACTED]
alexandra ave
elsternwick
[REDACTED]

SUBMISSION 28 – 30 NOVEMBER 2017

From: [REDACTED]
Sent: Thursday, 30 November 2017 10:05 AM
To: Glen Eira City Futures
Subject: ELSTERNWICK STRUCTURE PLAN DRAFT

Dear Sirs,

I am a resident of [REDACTED] Brentani Avenue, Elsternwick 3185.

The abovementioned plan proposes intensive development of a series apartment blocks up to 12 storeys in height along a strip of between Nepean Highway and the railway line in Elsternwick. This land is currently occupied by a series of car yards, and residential properties of one and two levels.

I have two principal concerns about this project, as follows:

- 1) At the southern end of this site the 12 storey towers abut the railway reserve and are extremely close to residential single and double storey houses on existing old housing estates. Firstly, this gives rise to overshadowing. Secondly houses in the existing old estates will have their visual amenity impacted by these unsightly towers – especially those houses backing onto or in close proximity to the railway reserve.
- 2) Considerable vehicular traffic will ensue in quiet residential streets. People living in the proposed development area who wish to access shopping and other facilities in Glenhuntly Road will have to travel south along the highway and then turn left into St James Parade and then Denver Crescent and/or Brentani Avenue. These are quiet, narrow residential streets which already have traffic calming installations.

I look forward to attending your public meeting on Monday 4th December.

[REDACTED]
Brentani Avenue, Elsternwick 3185
[REDACTED]

SUBMISSION 29 – 27 NOVEMBER 2017

Dear City Futures Department/City of Glen Eira,

West Elsternwick Development Site Feedback

Address: [REDACTED] Elm Avenue

Residents: [REDACTED] (Owner/Occupiers)

Please find attached my feedback for the proposed Elsternwick Structure Draft Plan released in October 2017.

I look forward to further discussions at the community forum on Monday 4th December.

Regards

[REDACTED]

Resident

[REDACTED]

Elm Avenue

Elsternwick, 3185

To Glen Eira City Futures Department:

West Elsternwick Development Site Feedback

Address: [REDACTED] Elm Avenue

Residents: [REDACTED] (Owner/Occupiers)

[REDACTED] and myself have lived in Elm Avenue for nearly 4 years, and we are proud to call the West Elsternwick community our *home*.

It has provided us the essential elements to building a stable community for ourselves and our young family in a friendly neighbourhood, safety in our streets, access to transport and business hubs with low to medium population density: key elements as to why we chose West Elsternwick to call home.

The Elsternwick Structure Plan proposed for the future of West Elsternwick obviously has a significant impact to the geographical region surrounding our community and requires careful consideration of the feedback it will affect the most: *Us, the existing residence in the area!*

Current Status of West Elsternwick:

- There is no doubt that significant potential exists in the region south of Glen Huntly Road, between the border of the Nepean Highway and the rail line (West Elsterwick).
- With unparalleled amount of untapped current commercial property (Car Dealerships) with potential for development and rejuvenation, I am certainly excited about the prospect of what the area will develop into over the next 10 years.

Heritage Considerations:

- It is comforting to know that there will be heritage protection for our property at [REDACTED] Elm Avenue and also a select few of the other properties in the region
- This must be preserved and protected as this gives Elsternwick a unique edge over many other areas of Melbourne, if not Australia.
- These properties cannot be reproduced, and must be preserved at all costs.

Positives with the Options for Draft Proposal (both Option 1 and Option 2):

- Improvement to cycle and walking paths along the train line
 - This will continue to encourage safety and activity within West Elsternwick
- Changing road and traffic flow through the region
- Creation of pedestrian movement areas
- Some provisions for 'Public Realm'
 - Green space/open space is essential when encouraging increased density of living in a finite space
- Mix of commercial multi use commercial property at ground level for new developments on Nepean Hwy

Negatives with the Options for Draft Proposal (both Option 1 and Option 2):

- HEIGHT LIMITS:
 - It is staggering that such a proposal can be considered reasonable to us, the existing residence of West Elsternwick.
 - Out of both proposals, Option 1 can only be considered as even a partially reasonable options
 - However in even considering Option 1 the proposed veritable *High Rise Towers* proposed of 8-12 stories high, surrounded by 3-4 story (minimum) developments is unreasonable.
 - The drastic change that this will enact on the area will be unreasonable
- PROPOSED DENSITY OF POPULATION IN A SMALL GEOGRAPHICAL AREA:
 - The sheer number of occupants that Option 1 and 2 propose to allow to move into the area is unreasonable.

- **CONGESTION:**
 - Following on from the unchecked population growth of the proposal will have a knock-on affect with traffic, parking and overall congestion to the area.
 - With increased population, amenities need to follow, and both these proposals seem to have very little consideration for these aspects
 - Very small amounts of detail is provided with new traffic conditions, access, flow and parking provisions.
 - Before any proposal can be considered, we need more solid details of this area of the plan
- **LANDSCAPING:**
 - With such a massive explosion in population both these proposals are encouraging, their appears to be minimal allowance for green, open space community areas for these people to congregate and create a community
 - The volume of land the Structure Plan is considering is enormous, and their appears to be *NO REAL PROVISIONS MADE FOR GREEN SPACES*
 - It was been proven time and time again, that encouraging high density growth in area, also requires the residents access to areas to recreate for physical health, mental health and community health benefits.
 - I am disappointed in both proposals regarding this aspect.
- **DAYLIGHT IMPACT**
 - The proposal of up to 6 x 8-12 story towers, surrounding by 3-4 story developments, particularly around our Heritage building in Elm Avenue will have a significant impact on afternoon sunlight and the views to the west of us
- **FUTURE AMENITIES:**
 - With the projections for the increased population, as a young family raising a child in Elsternwick, facilities such as Government Primary and Secondary schools is extremely important.
 - Their appears to be *NO CONSIDERATION* for the impact this mass development will have on where the children in these developments will go on to be educated.
- **QUALITY:**
 - Finally, overarching all of this, development of the area is exciting and essential for the future of Elsternwick but we must ensure *QUALITY DEVELOPMENTS* are encouraged by the private sector *NOT CHEAP HOUSING* aimed purely at mass migration of people.
 - Affordability is an important consideration, but *QUALITY* designs will always stand the test of time, and this must be encouraged.

My Response to Options 1 and 2

- Unfortunately, as a resident in Elm Avenue, both these options are unacceptable
- They are certainly a good starting point as stated previously in terms of
 - Improvement in cycle and walking paths along the train line
 - Changing road and traffic flow in the section
 - Creation of pedestrian only zones
 - Some provisions for 'public realm' (unexplained open space)
 - Encouragement of rejuvenated commercial property precinct

Alternative Solution:

- An *OPTION 3* is encouraged to be proposed to us as the residents in the area in order to consider the above points raised including
 - *REDUCTION IN HEIGHT LIMITS* to medium density (3-6 stories across the development site)
 - *MORE OPEN SPACE*, green/parkland for communities to recreate
 - *ENSURE* traffic and congestion flow
 - *PARKING* provisions
 - *QUALITY* builds
 - *AMENITIES* regarding schools etc

- I look forward to further consultation and discussion at the Elsternwick Community Feedback Discussion on Monday 4th December at 6:30 PM

Yours Sincerely,



Resident



Elm Avenue
Elsternwick
3185
(West Elsternwick)

SUBMISSION 30 – 26 NOVEMBER 2017

From: [REDACTED]
Sent: Sunday, 26 November 2017 5:49 PM
To: Glen Eira City Futures
Subject: Elsternwick Draft Structure Plan - Urban Renewal rezoning

To whom it may concern

I am writing to voice my concerns in relation to the proposed Elsternwick Structure Plan ("the Plan"). I live in [REDACTED] Ross Street and have been a resident of Elsternwick since 2009. I moved to Elsternwick with my wife specifically because it was a suburb that we identified as having a great community feel and an ideal location to start a family. Start a family we did and now have a seven year old son who is attending one of the local primary schools. Over the years we have established great relationships with our neighbours and the broader Elsternwick community through our child's schooling and the various proprietors particularly along Glenhuntly Rd.

A few months ago I was informed of the Plan through my community networks. I was stunned. I live in an area that is proposed to be re zoned as Urban Renewal under the Plan and as such, if progressed, will result in a very significant change to my living circumstances and also I believe the broader Elsternwick community. What I couldn't fathom was the absence of any direct contact from Glen Eira Council given the direct impact to me and my family. I lodged a complaint to which I received no response which was also disappointing given the Council is elected to represent its constituents.

Moving on from the lack of communication, I have a number of reasons as to why I object to the Urban Renewal plans, particularly those pertaining to the proposed changes in height restrictions allowing the construction of high rise 12 storey dwellings :

- 1) This proposal will cause significant change and detriment to the neighbourhood character. The construction of dwellings of the size proposed will ruin the community feel that I and my neighbours currently enjoy. Elsternwick is a village, and this village character is what attracted me and all the Elsternwick residents I know to the area. Why do we need to change the key characteristic which has attracted so many residents to the neighbourhood? I understand the Victorian Governments requirement for more housing in a growing city, but there are many more appropriate options other than Elsternwick. I am not opposed to development, as I live in a relatively new multi dwelling development (4 unit 3 story townhouse development). I believe development can be accommodated and still preserve the community and village feel of Elsternwick, however high rise proposals of 12 stories as noted in the plan is excessive.
- 2) The draft Plan specifically noted that one of the key concerns with residents was the 12 storey limit was considered too excessive. This concern appears to have been completely ignored. Is the Glen Eira Council representing its constituents or outside interests? Neither Option 1 or Option 2 adequately address this concern.
- 3) The draft Plan fails to document the traffic and movement impact of the 12 storey Urban Renewal zoning. Elsternwick does not have the infrastructure to deal with the additional traffic flow that this volume of dwellings will add to the neighbourhood. The traffic I refer to is not only in relation to private vehicle usage, but also public transport. I understand the access to public transport makes Elsternwick an attractive option to develop housing, but

have the council commissioned any studies on the current capacity of the local public transport along with the existing road infrastructure? The strain on infrastructure is a key consideration which does not appear to have been addressed in the appropriate level of detail.

- 4) Has the council considered the environmental and health and wellbeing implications of surrounding existing properties with high rise towers? The reduction in natural light during the day, the increase in light pollution at night and not to mention the destruction of the community relationships that many residents currently rely upon has been dismissed in the Plan. I raise the question again: How are you looking after your constituents with this Plan?

The Urban Renewal rezoning will contribute to the destruction of what currently makes Elsternwick such a great place to live. It will completely change the character of the neighbourhood, for the only apparent reason of supporting Melbourne's growing population. We are not the only solution to this issue, (isn't there a glut in apartments in Melbourne at the moment?), however we can contribute in some way with development consistent with the current neighbourhood character with the continuation of low rise approvals which will minimise the strain on Elsternwick's already stretched infrastructure. There are many residents who feel strongly about this issue (which you will experience firsthand at the next public consultation meeting) and I trust you will listen to your constituents and ensure that we preserve what makes Elsternwick such a wonderful suburb to live.

Yours faithfully



Ross Street Elsternwick

SUBMISSION 31 – 29 NOVEMBER 2017

From: [REDACTED]

Sent: Wednesday, 29 November 2017 3:04 PM

To: Glen Eira City Futures; Cr. Mary Delahunty; Cr. Joel Silver; Cr. Daniel Sztrajt

Subject: Elsternwick Structure Plan Draft

Dear all,

We're writing to provide feedback on the Elsternwick Structure Plan Draft. We appreciate the opportunity to do this. We also accept that some change is inevitable. Nevertheless, we wish to comment on some specific aspects of the proposed changes that concern us deeply.

By way of context/background, we moved into St James Parade Elsternwick 6 years ago. One of the primary reasons we chose to live in this leafy Elsternwick suburb was that it offered us quiet, low-density, 'character' homes. This is very unusual in an area relatively close to the Melbourne CBD. In a high-pressure, high-density world, we have come to greatly value the privacy, relative calm, the green areas and variety of birdlife that Elsternwick offers. This low-density living has also allowed us to develop real friendships with neighbours and has created a sense of community. It's difficult to quantify these features, of course, but these characteristics have become fundamental to our quality of life.

We have real concerns that key aspects of the Structure Plan Draft will undo much of Elsternwick's current strengths. In particular, we are concerned about:

- the proposed Urban Renewal option that would create buildings of up to 12 stories.

This concerns us for a number of reasons. One is the fundamental change this would introduce to the 'character' of Elsternwick, outlined above. Such high-density living not only threatens privacy and security, it also poses problems of loss of sunlight (particularly important in our case as we, like many others, have solar panels) and will impose enormous strain on traffic management, the train system and parking. Predictably, there are possible light and noise pollution from the apartment blocks too. It is not clear to us that there has been sufficient research into the impact of the Structure Plan Draft on these issues. As we stated, we accept that some development is inevitable but would strongly urge that there be a height limit of 4 or 5 stories, not 12 stories:

- the lack of green spaces in the plan. The green open spaces proposed in the plan are minimal. Although it is not totally clear we suspect that the planned triangle park at the end of the development will be the area currently used for the overhead bridge infrastructure and so it will be shaded. One suggestion might be to create a family-friendly green space (larger than the planned cycle path) between the buildings and railway track leading through to Ripponlea. This would at least give the suburb a green walking track to Elsternwick station and offer a walking track safely away from the Nepean Highway for walkers, cyclists, dog walkers and the like.

- an overflow of traffic through the nearby streets. It has been our experience that the streets already struggle with cars parking for train travel and for local school traffic. We assume that there will be undercroft parking for the proposed buildings but experience in other areas suggests that this will be insufficient. For example a one bedroom apartments may be allocated one space but a couple living there may require two spaces. Has the council plan to manage and monitor these types of situations?

- the current planning that part of St James Parade has a character overlay. If the planned development goes ahead maybe this should be lifted to allow occupants access to the sort

of deals undertaken between residents and developers in other areas, i.e. seeing multiple blocks for high rise developments.

We note on page 18 of the plan that its aim is to 'encourage developments that demonstrate a significant community benefit'. For the reasons given above and the oft quoted oversupply of apartments in Melbourne we don't believe the current form of the plan achieves this.

Yours Sincerely,

[REDACTED]

SUBMISSION 32 – 27 NOVEMBER 2017

From: [REDACTED]
Sent: Monday, 27 November 2017 2:25 PM
To: Glen Eira City Futures
Subject: Feedback on the Draft Structure Plan for Elsternwick

To whom it may concern,

Our names are [REDACTED] of [REDACTED] Shoobra Rd Elsternwick. We are writing to OPPOSE the Draft 'Structure' Plan for Elsternwick with Particular Ref- Glenhuntly Rd (Between Shoobra Rd & Victoria St) as long time residents of Elsternwick.

The Proposed Plan to change the current Residential Zoning of a 3 Storey Limit and bring the Commercial Growth Area of the Shopping Centre which allows up to 5 Storeys into Residential Streets is WRONG. We oppose the 'Draft' Structure Plan for Elsternwick for the following reasons:

1. Increase Traffic and create further parking problems in residential streets.
2. Increase noise and nuisance in residential streets.
3. Destroy the character and feel of residential streets in Elsternwick. The beautiful character and charm for which Elsternwick is best known for would be lost forever by 'high density' and 'urban' living.
4. Environmental Impacts- 'High Density' living would inevitably mean reduction in trees, garden and greenery creating a carbon footprint. Thus having a big impact on environment and in turn the health of all residents of Elsternwick.
5. High Density living reduces the privacy, sunlight and view from current residents' homes.

Regards [REDACTED]

SUBMISSION 33 – 25 NOVEMBER 2017

From: [REDACTED]
Sent: Saturday, 25 November 2017 3:45 PM
To: Glen Eira City Futures
Subject: Feedback on Elsternwick Structure Plan Draft Oct 2017

Hi,

Attached please find my feedback on the Elsternwick Structure Plan Draft Oct 2017.

Thank you for the opportunity to provide feedback.

Regards,

[REDACTED]
Allison Road, Elsternwick

Elsternwick Structure Plan Feedback

Overall:

I think, in general, the Structure Plan is a reasonable compromise between the needs of residents (current and future), developers, traders and visitors; and between heritage, density, amenity and safety.

I support its implementation as soon as possible.

Thoughts on the two Urban Renewal options:

I think Option 1 is the better option because:

- It reduces the area in which 12 storey buildings can be built.
- It has lower buildings surrounding existing heritage housing.

Things I like about the Elsternwick Structure Plan:

- It provides better protection for the heritage character by resolving conflict between planning controls.
- It makes the area safer for pedestrians.
- It allows for more open space and meeting / socialisation places.
- It concentrates the future tower-like developments in one area, rather than throughout the suburb. The identified area is the lower lying ground in the suburb, hence the towers don't gain additional height from the height of the land they stand on.
- It considers the impacts of the change on the streets around the Glenhuntly Road strip – eg. reference to “traffic calming” and “a range of threshold treatments at intersections with local roads to protect residential amenity” p. 43.

Things I don't like about the Elsternwick Structure Plan:

- The fact that the plan allows for additional 8 storey buildings East of the railway line. This area is not part of the Urban Renewal Precinct as defined in Section 6, pp. 50 – 53. I think it would be better to have consistency within the Structure Plan, limiting 8 storey buildings to the Urban Renewal Precinct from the day the Plan is implemented.
- The fact that buildings as high as 12 storeys are permitted in a suburban area. I believe 6 storeys are adequate.

SUBMISSION 34 – 20 NOVEMBER 2017

From: [REDACTED]
Sent: Monday, 20 November 2017 7:32 PM
To: Glen Eira City Futures
Subject: Elsternwick Structure Plan

Hi,

[REDACTED] are the owner of [REDACTED] Sinclair Street, Elsternwick.

We raise the following to the draft Elsternwick Structure Plan:

1) why is the plan totally silent on the forthcoming application to turn the former abc site in Selwyn Street into a supermarket with units above? Surely this is a significant consideration in any structure plan process. Ultimately if approved, it adds a second major anchor to the retail offer of the activity centre. This would have significant ramifications in relation to traffic and pedestrian movements, repositioning of traffic and pedestrian lights, and repositioning of the tram stop particularly if Selwyn Street is truly to become the cultural/community heart of the Urban Village

2) consideration of the above should provide the impetus to carefully consider the role of Selwyn Street in the future. Why has the original idea of closing the intersection of Selwyn Street and Sinclair Street down turned into a single flow of traffic north south bound to Glen Huntly Rd? A true pedestrian mall/community focal meeting point shouldn't have any traffic movements through it as it creates conflict and doubt between pedestrians and vehicles

3) given the heritage residential character of the Sinclair Street and the residential area north which includes some of the best residential heritage streets of Elsternwick including Elizabeth and St Georges than the shutting down of the Sinclair Street and Selwyn Street intersection gains further weight when considering the forthcoming proposed supermarket proposal. All traffic to the supermarket should be direct to and from Glen Huntly Road via the southern part of Selwyn Street

4) closing down the northern part of Selwyn Street from all vehicle traffic will also benefit the school and supermarket traffic conflict

5) closing down the northern part of Selwyn Street from all vehicle traffic would provide a wonderful opportunity for this council to provide a focal pedestrian meeting point in the heart of the Urban Village close to a number of existing cultural and entertainment attractions

6) repositioning traffic and pedestrian lights and the tram stop closer to the Selwyn Street and Glen Huntly Road intersection would assist in the vehicle and pedestrian movements to and from the supermarket and would be better aligned to the entry to the public Open space reserve opposite/bang bang/railway precinct.

We look forward to the careful consideration of our issues.

Cheers [REDACTED]

SUBMISSION 35 – 21 NOVEMBER 2017

From: [REDACTED]
Sent: Tuesday, 21 November 2017 9:56 PM
To: Glen Eira City Futures
Subject: Structure Plan for Elsternwick

Re. Your letter & draft structure plan from Rebecca McKenzie, dated 13/11/2017.

Thank you for including us residents in Cochrane Street (formerly Elsternwick), Brighton North. I regularly shop, and work as volunteer at op-shop, in Glenhuntly Road Elsternwick.

There are five very original Victorian homes in Oak Street which should remain and be heritage protected. It is rare to see a row of houses from this period in good original condition. I was sorry to see the Victorian home next to McDonalds on Nepean Highway demolished, and love the Federation homes featuring by-gone building skills such as lead-light windows, decorative brickwork, timber fretwork etc..

Traffic congestion will be a concern for residents viewing your proposed high-density plan. I walk to Elsternwick, every time. I witness irate, impatient drivers and illegal parking regularly on Glenhuntly Road. There's no solution to traffic congestion, unless you are working on one.

I enjoy Glenhuntly Road for my shopping. Very useful businesses such as the 3 main telecommunications providers, Officeworks, bakeries, cheap variety stores, op-shops & soon to be large Coles means i can, mostly, cover all requirements in Elsternwick. Also the "Flying Saucer" venue in the RSL is a bonus. I've attended a variety of social events at the RSL and they've all been excellent.

Thanks for the opportunity to comment.

[REDACTED]

SUBMISSION 36 – 15 NOVEMBER 2017

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

From: [REDACTED]
Sent: Wednesday, 15 November 2017 2:09 PM
To: Glen Eira City Futures
Subject: Future Plans for Elsternwick

Dear Sir/Madam

I received in the mail documents in relation to Future Plans for Elsternwick.

As a resident of Elsternwick I certainly do NOT agree to high rise buildings in Elsternwick. I see that on Glenhuntly Road it is proposed to build a 13 storey building - it is far too high. It will spoil the look of Elsternwick. I feel that not more than 3-4 storey high building should be built on Glenhuntly. Think of the heavy traffic it would cause in this area and after all the roads in Elsternwick will not be able to cope with the traffic should this happen.

I have been a resident of Elsternwick for 32 years and am very disappointed at the rush of high rise buildings in my area. I hope the Council will take note of the comments and concerns of the residents of Elsternwick and not build high rise buildings in our area.

Yours faithfully

[REDACTED]

SUBMISSION 37 – 18 NOVEMBER 2017

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

From: [REDACTED]

Sent: Saturday, 18 November 2017 1:13 PM

To: Glen Eira City Futures

Subject: Planning Update - Objection

Hello

I received planning update notice for Elsternwick and I note that you have intentionally left out ALL information about the multi story car park the you are planning at the corner of Stanley Street and Orrong Rd.

In the fine print it says that this site is "Strategic Site B". Nowhere does it say this is a multi story car park. This is not just misleading it is in fact unconscionable! You have intentionally hidden this information.

A multi story car park is completely out of character with our suburb. We are not Chadstone or Southland we are a residential suburb.

Then further the detailed plans show that a "strategic site" in the building types are potentially topped with yet more multi story apartments. Again this is an eyesore and strategically should not start also extending over this side of Glenhuntly Rd. There are more than enough

If there is a real need for car parking then build three levels down and open the top as additional open space.

There is already an extreme shortage of open green space and a multi story car park will destroy the nature of this suburb.

I am a resident at [REDACTED] Orrong Rd, Elsternwick. I spent \$2M on a family home and just finished a \$1M renovation because Elsternwick is a suburb for families. It is not a suburb of high rise apartment towers and multi story car parks.

Please register my objection to this multi story car park and my objection to zoning this site as a strategic site.

An underground car park with a green park will achieve the same result and will be positive change for Elsternwick.

Thanks

[REDACTED]

SUBMISSION 38 – 28 NOVEMBER 2017

From: [REDACTED]
Sent: Tuesday, 28 November 2017 6:34 PM
To: Glen Eira City Futures
Subject: Structure Plan

Dear Sir/Madam

I am a long term resident of City of Glen Eira - [REDACTED] in St James Pde.
I am very concerned about the draft Structure Plan and the inconsistency of the council. St James Pde has been given a character overlay and then will possibly be shadowed by 8-12 storey apartments looming over the houses.
The heritage housing in Elm and Rusden Sts will be completely overwhelmed.
The traffic is heavy in the street especially with morning and afternoon school traffic. Commuters park in the side streets and walk to the station, affecting visibility at the intersections, allowing only one vehicle to pass along the streets.
Imagine what the increase in traffic will be with hundreds more residents living along Nepean Highway, turning into St James Pde in order to head north to Orrong Rd and Elsternwick shops.
There must be a height limit, surely 4 storeys is ample in our lovely livable suburb, and altered traffic flow if the current car yards become residential areas.

Yours sincerely

[REDACTED]
St James Pde
Elsternwick

██████████
Gough Street
Elsternwick VIC 3185

4 December 2017

City Futures Department
PO Box 42
Caulfield South VIC 3016
cc: cityfutures@glenira.vic.gov.au



To whom it may concern:

Re: Elsternwick draft Structure Plan

As a resident of Elsternwick I am writing to express my concerns over the Elsternwick draft Structure Plan and oppose and object to both Option One and Option Two of the Proposed Elsternwick activity centre zoning, heights and overlays.

I am a relatively new resident of Elsternwick, my family and I moved into our property on Gough Street over two years ago and have spent a significant amount of time and resources renovating and restoring our house. We love our house, the street we are on and the neighbours along Gough Street and in the surrounding area. We are a tight knit community and I know that myself and many of us in our community do not want this new proposal to go ahead.

Both the proposed Elsternwick activity centre zoning, heights and overlays Option One and Option Two will directly impact us. Neither Option One nor Option Two in the proposal are plausible for Elsternwick.

Both options in the proposal do not respect and reflect the neighbourhood character of our area. There is a 'neighbourhood character overlay' within our street and the surrounding streets leading to St James Parade, which protects the heritage character of our area. Glen Eira Council you need to protect our heritage houses and our neighbourhood precinct areas. These eight to twelve storey high residential developments are not consistent with the neighbourhood characteristics, the architectural style, building form, height, streetscape and topography of Elsternwick. There needs to be another option.

The traffic congestion and lack of car parking is already a concern along our street, in particular during school drop off and pick up times it is a battle to move along St James Parade to access Gough Street. Both options in the proposal will increase the traffic generated in our area, especially along St James Parade. It will become even more unsafe for children who attend the nearby school as traffic congestion will pour onto the already congested existing street networks. Glen Eira Council you have to protect the safety and well being of the residents you are responsible for keeping safe in the Glen Eira area. Introducing these eight to twelve storey high residential developments will impact on the safety, health, wellbeing and security of Elsternwick. There needs to be another option.

Currently, I stand outside on my 1920's front porch to look outside and I see glorious sunshine, a beautiful garden, in fact I look around Gough Street, Duffy Street, Conard Street and St James Parade and everywhere I look I am surrounded by beauty. The beauty of the Californian Bungalows, Spanish Mission, Moderne and Arts and Crafts houses and their picturesque established gardens with well-tended trees and shrubs. Everywhere I look, there is consistency, character and appearance in the houses and regular front and side setbacks allowing for these established gardens to flourish.

In the surrounding streets there are many attractive mature trees that provide not only beauty but also a cooler environment, privacy, improved air quality, screening and a sense of peace in my pocket of Elsternwick. Neither Option One nor Option Two will suffice in protecting our area. Vegetation loss will impact on the neighbourhood character and the landscape and environment quality of our pocket of Elsternwick. Glen Eira Council, please there must be another option. Please protect what we already have.

If the green light is given for either Option One or Option Two, outside my front garden, my son, my 5 year old son and as will all of us in our pocket of Elsternwick be forever looking up at a multitude of impeding bulky developments. These eight to twelve storey high buildings will impact on the outlook and dominate private open space. We will have overshadowing, we will lose our privacy, our outlook will be impacted upon. Glen Eira council, this goes against what you set out to protect. Please protect our heritage houses and the neighbourhood character of our pocket of Elsternwick. There must be another option.

Please reconsider and come up with an alternative. Elsternwick deserves to be looked after so that we can continue preserve to our neighbourhood and enjoy it for many years to come.

Yours sincerely

A large black rectangular box redacting the signature of the person who wrote the letter.

SUBMISSION 40 – 7 DECEMBER 2017

From: [REDACTED]
Subject: Response Elsternwick Structure Plan - Property Owner - 10 Elm Ave, Elsternwick
Date: 7 December 2017 at 12:02:14 pm AEDT
To: cityfutures@gleneira.vic.gov.au
Cc: TAngarane@gleneira.vic.gov.au, Jacqui Brasher <jbrasher@gleneira.vic.gov.au>

Further to my previous correspondence with your team and with Jacqui Brasher and Gabrielle Moylan regarding the proposed zoning change to our property at [REDACTED] Elm Ave, Elsternwick please find our response in the document attached.

If you have any queries regarding our submission please do not hesitate to contact me.

Kind regards

[REDACTED]
[REDACTED]

RESPONSE TO THE ELSTERNWICK STRUCTURE PLAN

PROPERTY ADDRESS: [REDACTED] ELM AVE, ELSTERNWICK

PROPERTY OWNER: [REDACTED]

We generally support the proposed Elsternwick Restructure Plan – Option Two in the area of our property [REDACTED] and see that this long-term vision for increasing density in this area of Glen Eira is very sensible.

We do however have concerns in relation to three of the proposed zoning and planning amendments that will impact our property directly.

1. Objection to Proposed rezoning of [REDACTED] Elm Ave Elsternwick to Heritage and Character Housing

Please see attached Heritage Assessment of [REDACTED] Elm Ave by heritage consultant [REDACTED]

We request that the zoning change to our property be aligned with the surrounding area of Urban Renewal Precinct. We believe that the urban renewal zoning should be applied to all the land in this section in order to facilitate the desired higher density that is being sought in the structure plan. The existing local heritage overlay would remain on the property on top of the urban renewal zoning and as such any further proposed redevelopment would need have consideration for this existing overlay.

RECOMMENDATION 1: REZONE [REDACTED] ELM AVE, ELSTERNWICK TO URBAN RENEWAL

2. Objection to 3 storeys buffer between urban renewal and our property along Marmara Avenue

We do not see the merit in the change from the initial proposed urban renewal zone for the whole area surrounding our property to the revised 3 storey height limit. The rationale for this in the context of the balance of the precinct is hard to ascertain. From a planning, design and aesthetic perspective allowing the same height across this whole area would enable more visionary design thinking, broader mix of uses and consistency of architectural form. It would also enable the increased density that is envisaged in this precinct. We believe the train line provides an appropriate transition from urban renewal to the residential areas on the other side.

RECOMMENDATION 2: REZONE AREA PROPERTIES ADJOINING MARMARA AVENUE TO URBAN RENEWAL

3. Objection to closing Elm Avenue for public realm

We object the partial closing of Elm Ave between our property and Nepean Highway as part of the creation of the new public realm. We understand the intent of the design to create a significant public realm however we do not believe that the

public realm, being the scale proposed, would be adversely affected by maintaining the existing Elm Avenue street in its entirety.

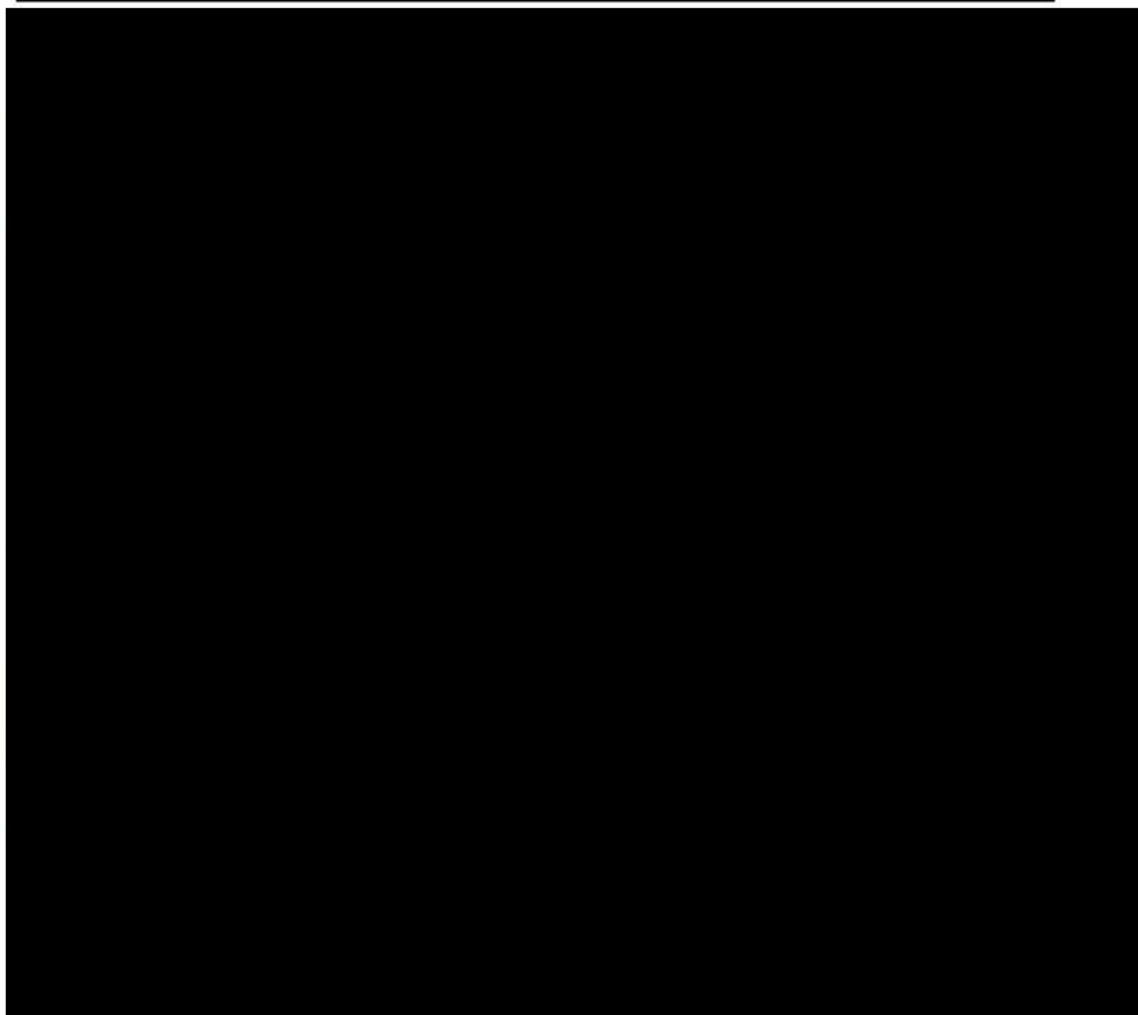
RECOMMENDATION 3: NO PARTIAL CLOSURE TO ELM AVENUE FOR PUBLIC REALM





HERITAGE ASSESSMENT-ELSTERNWICK DRAFT STRUCTURE PLAN

Place: [REDACTED]
Date: 21 November 2017
For: [REDACTED]

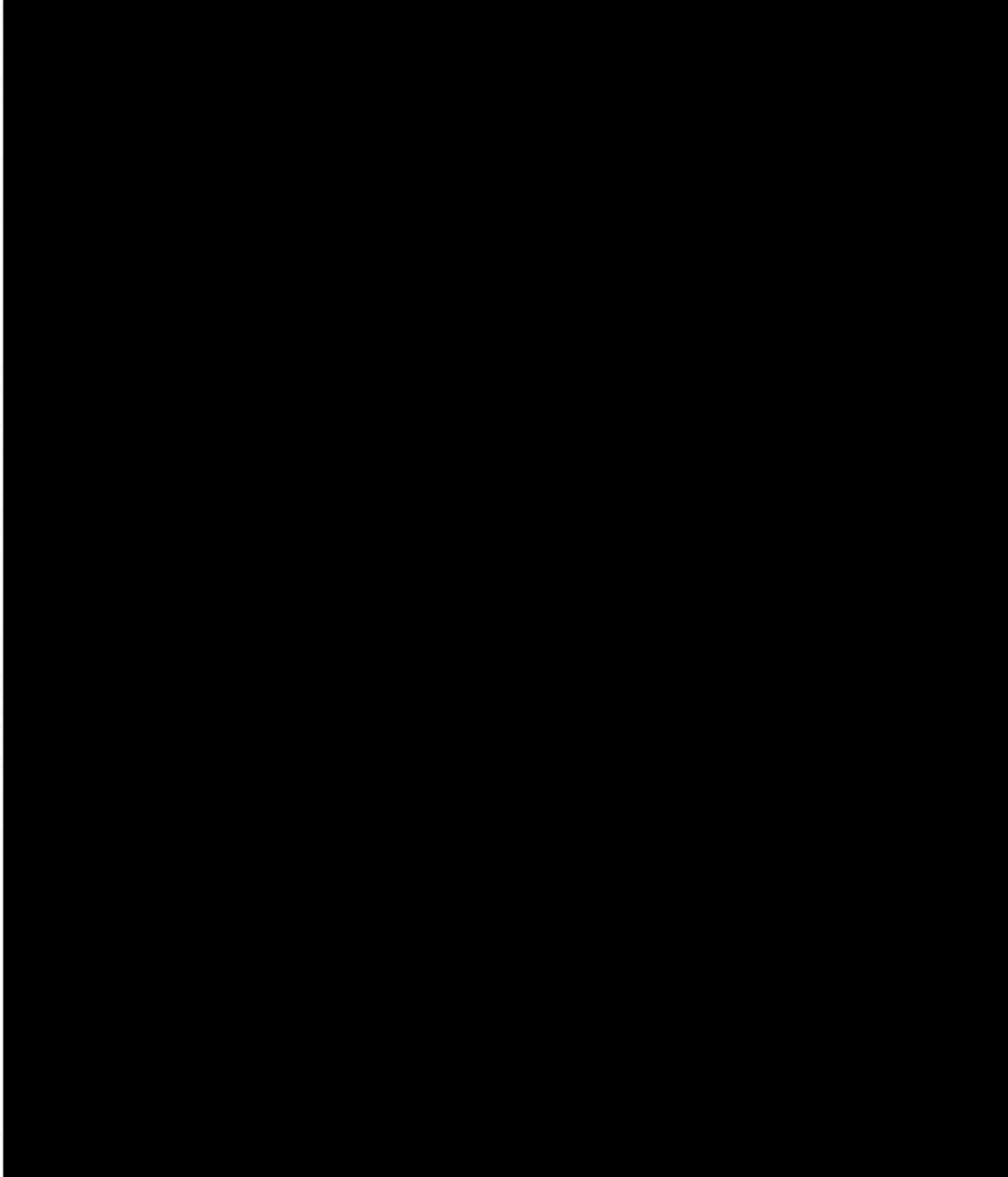


It is my assessment that there are strong grounds for questioning the attributed heritage value of the property and that on these grounds there may be basis for the

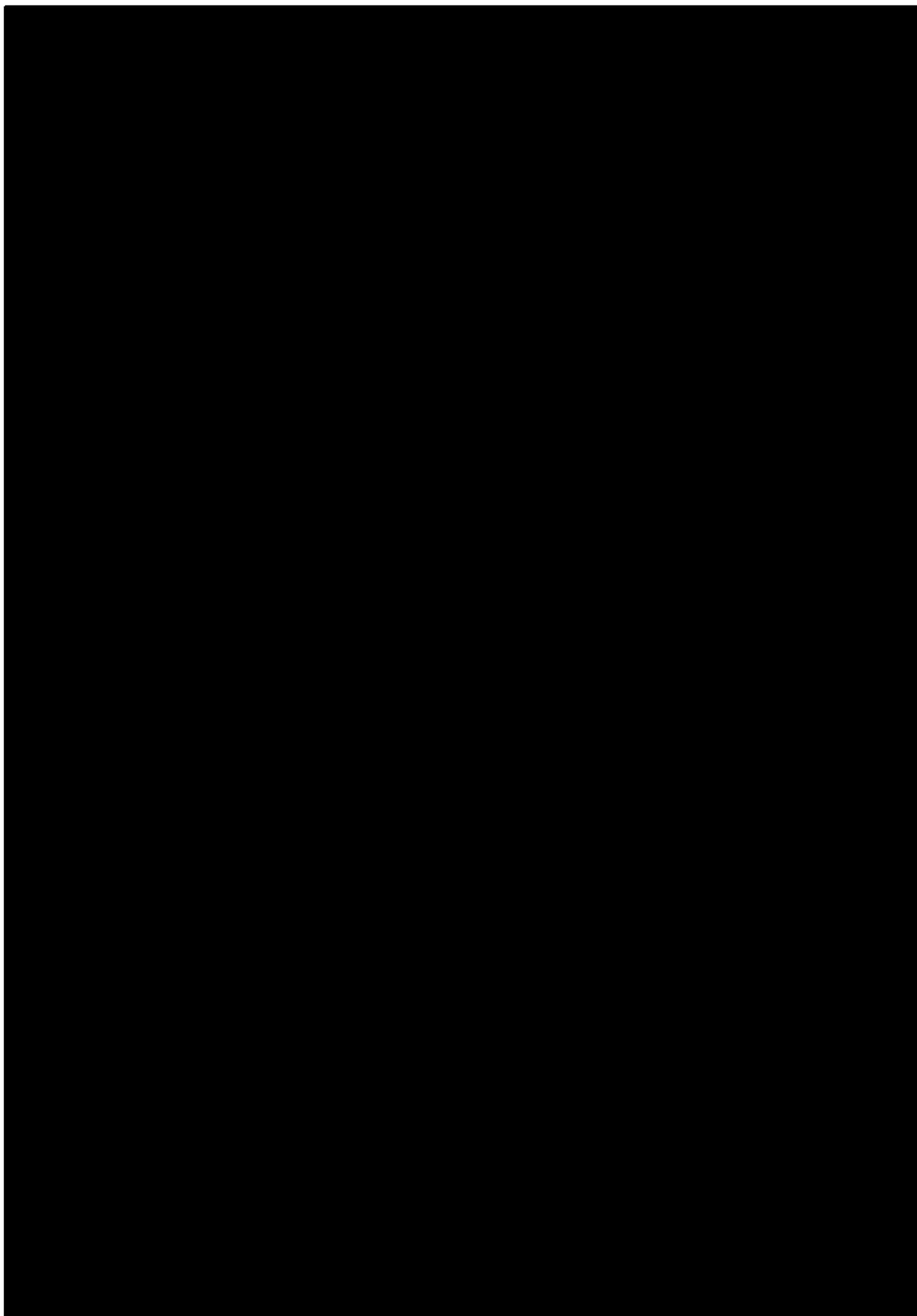
future acceptance of the demolition of the building and for the redevelopment of the property.

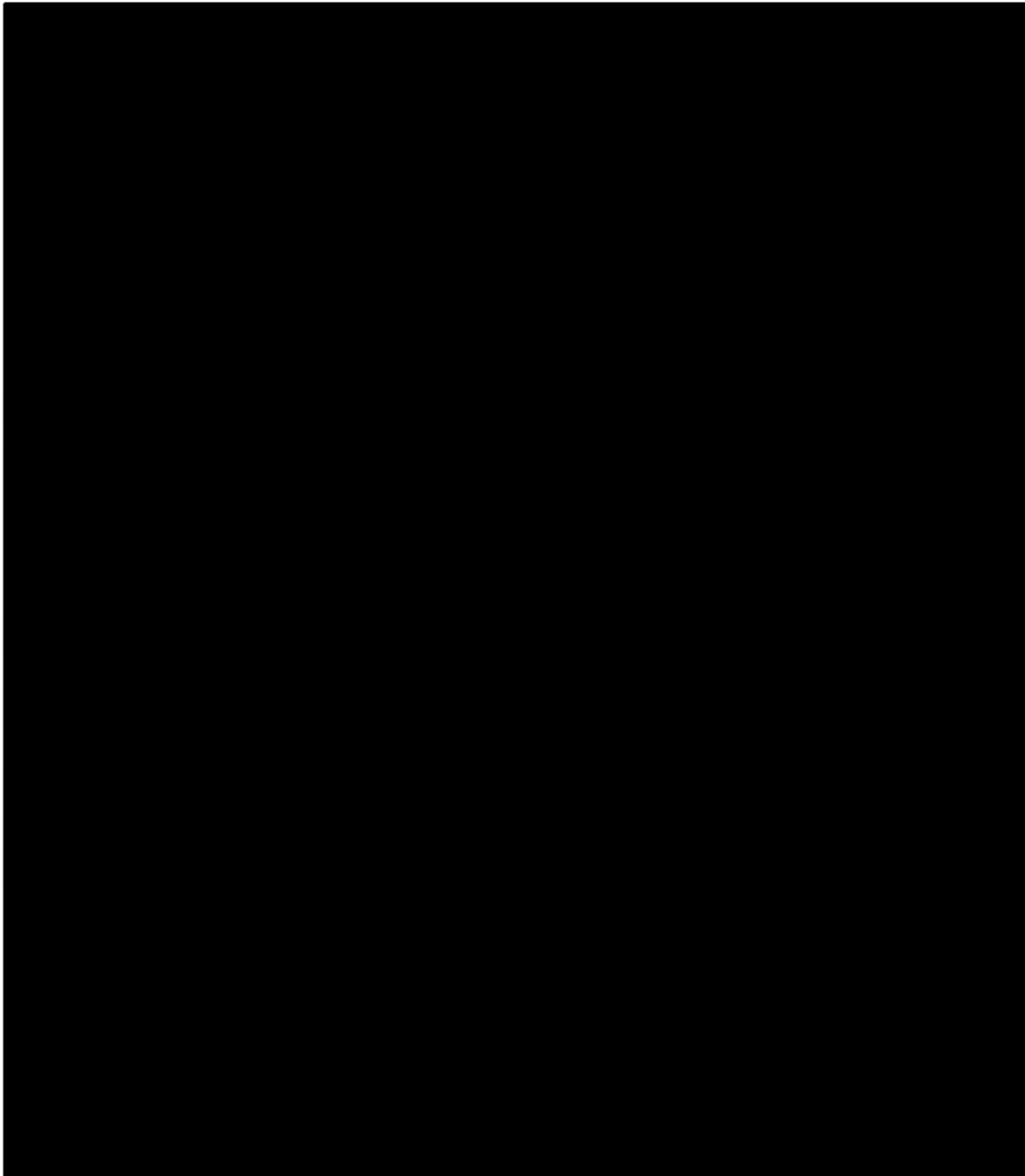
Given this possibility it would be inappropriate to adopt a structure plan that unnecessarily constrain the development of the subject site and of surrounding sites.

Description of Site and Surrounds



From a distance, the roof of the original house is visible down as far as the upper section of the bracketed eaves. Of the northern main façade of the original house approximately half the projecting bay on the east side remains exposed below the





It is appropriate to note that the above attribution of heritage significance has not undergone any rigorous testing or review and is essentially an assertion of opinion rather than based upon analysis against heritage criteria and thresholds of value established against the heritage criteria relevant to this property.

The Elsternwick Draft Structure Plan

The structure plan approach released for consultation in October 2017 appears to treat the subject land and any other Heritage Place without differentiation or particular scrutiny. Whilst accepting that such a generic approach is generally justified in this instance there are, in my view, specific circumstances that dictate that a more nuanced

approach should be taken in determining the controls applied to this property and its surrounds. Central to this issue is the relationship between the Heritage Overlay and the controls applied under the Structure plan, zones or any Design Development Overlay or Plan informed by the Structure Plan.

The objective under housing to: *Maintain Elsternwick's pristine heritage and character-filled residential areas*, is not applicable to the subject site as it is neither pristine nor an area but rather a compromised isolated place.

Under the heading *Land Use* it is a strategy to: *Protect the cultural heritage of Elsternwick, and ensure that growth enhances and respects the character of the activity centre*. At issue is the question of whether any control beyond the Heritage Overlay, and beyond the property itself is necessary to achieve this strategy.

With the current version of the Draft Structure Plan, the subject property and the remainder of the land between Marmara Drive and the railway line is shown 'grey' on the Land Use map, rather than the adjacent pink of 'Urban renewal precinct' that is shown on the west of Marmara Drive or the blue stripe of 'Housing opportunity precinct' to the north.

Given the isolated nature of the subject property and the paucity of the exiting housing stock there is no apparent basis for the proposed precinct allocation.

It is our contention that it would be appropriate, and would have no effect upon heritage [REDACTED] for the 'Urban renewal precinct to be extended across Marmara Drive to the railway line.

Under the heading Urban Renewal at pages 52 and 53 are the following two proposed maps as they relate to the subject property and surrounds.




Option 1

Option 2


Assessment

There appears no explained basis for the above option being proposed in relation to the subject site nor explanation of the likely concerns or benefits for either option.




The aesthetic value of the original building is presently so compromised by the additions to the house, and are presently unsupported by any wider context so that it is reasonably to concluded that with urban renewal, again to 12 levels, the visual appreciation of the subject property such as presently exists would not be compromised beyond the current circumstance of the property. Comparison can be drawn with the inner-city experience where fine heritage building are appreciated without any supporting context of heritage character, and immersed in a highly developed urban character context.

It is not currently appropriate for the attributed heritage value of the subject property to be reviewed. It is however appropriate to consider the nature of that value, the character and appearance of the heritage place in determining additional controls that are intended to protect or respond to that heritage character and appearance.

The subject property, as well as the large Victorian residence at  are both isolated examples of a lost use and condition of the area. In both cases the former historic presence has been subsumed by the latter development that has eclipsed any sense of respect or regard for the early historical form and use. The later treatment of the remnant early form is expressive of the redundant and isolated nature of that early form that now has no visual, or meaningful, relationship to any wider context or place. Any heritage value, which can be considered to be retained, is not reliant upon, or unaffected by, the wider streetscape context and is limited to the subject property. Accordingly development around the property can cause no further isolation of the expressly redundant remnant building. Given the site circumstances it would also be unreasonable to apply development controls to the subject site, and surrounds, on the premises that the building will be a return to the extinguished condition as a grand residence.

Whilst in my view there are many cases where it is critical that the development of structure plans address their potential impact upon heritage places, this is a specific and particular circumstance where I am entirely confident that the heritage value of the property, as an isolated and individual heritage place, is adequately provided for by the control afforded by the Heritage Overlay. It is my recommendation that, if on other grounds the 'Urban Renewal Precinct' mapping, with a potential 12 levels of development, was found to be appropriate for extension to the east of Marmara Drive to the railway line, then such a zoning would not compromise the subject heritage place. A heritage permit would be required for the development of the subject property, which in no way relies upon the setting beyond its curtilage for any heritage value or significance that is presently appreciable.



SUBMISSION 41 – 8 DECEMBER 2017

From: [REDACTED]

Sent: Friday, 8 December 2017 3:43 PM

To: Glen Eira City Futures

Subject: Objection to the Scale and Size of the Elsternwick Tour blocks Urban renewal project

Dear Council

Please accept this letter as an objection the the proposed development on Nepean Hwy.

I have grave concerns and big objections of the Scale and Size of the Tour Blocks in the Urban renewal project. I'm sorry I didn't make it to the meeting, because I would have also registered strong disagreement to the entire proposal. This is not within the Character of this neighbourhood.

[REDACTED]
Resident

[REDACTED] Riddell Parade

Elsternwick VIC 3185

SUBMISSION 42 – 4 DECEMBER 2017

On 4 Dec 2017, at 2:28 pm, [REDACTED] wrote:

Dear Mary and team at City Futures Glen Eira,

I think the new proposal for the car yard to residential/commercial zoning could be a great addition to the area if done right but i do have a number of concerns with the proposals so far.

Thank you for taking the time to read this.

The first is with the drastic increase in population there is going to be a drastic increase in traffic through surrounding areas which simply cannot deal at the moment let alone in the future.

However i think there could be quite obvious, effective and beneficial fix?

There is both an opportunity to increase green space and minimise/improve safety and congestion in surrounding streets St James, College, Elster, Brentani etc

Put simply if the service road finishes where the triangular park begins (next to where trainline and nepean hwy meet) and all traffic from the service lane is fed back onto Nepean Hwy then there is a great opportunity to effectively double the size of green zone that is allocated already.

There would be no impact on the three houses that require access to the service rd on nepean hwy so long as a new access point was put to service their needs (perhaps paved with local only access only sign so there would be no incentive for others to use it as they can access service road slightly further down).

The area would be greatly enhanced and safer so i would think those residents would definitely be open to the idea.

At same time access to st james parade and elster could be blocked and a new green wedge park could be put there in the same style as the one on riddell parade which has proved to be incredibly well recieved from both neighbours and visitors alike.

This would again provide added green space to glen eira which is what everyone is saying is required and at the same time greatly reduce the cut through traffic in the area.

St James Parade, Elster College and other surrounding streets were never designed to take the traffic load that they do now - particularly during school drop off times and with the proposed increase in dwellings on the car yard sites the volume of traffic will be increased drastically and dangerously.

The strange traffic islands at the corner of elster, St james and nepean service rd is dangerous, confusing and dozens of times a day people ignore the road rules to access the service rd from St James. Area would be better without it.

Blocking off access and creating a smaller green park would be an improvement for all residents and get traffic onto roads that can better handle it with minimum inconvenience.

There would be no impact on access to Shell Service Station, Rays or any other businesses along the strip. All traffic from new development would be put onto Nepean Hwy which can easily handle the flow. Access to cyclists riding home would still be maintained and i think would see safety increased as cars get back onto nepean hwy earlier rather than driving all the way down the service road.

Perhaps also a refurb underaround the pedestrian bridge and train bridge could involve hanging gardens?, urban art installations? or vertical gardens or a host of other ideas to improve what is a nothing kind of area that is often graffitied and rarely used.

Please see attached sketches to show how proposal could work. They are extremely basic but for now (my apologies) but will have our designer redo in a couple of days so that they make a bit more sense. I think with an urban planners touch the area could be a fantastic and relatively simple project to drastically improve the livability and safety of the area.

With regards to the proposed building heights i like every other neighbour in the area think they are far to high.

I would think 4-5 stories max along the highway and then down to 2 as they approach the railway line and neighbours in oak st and surrounds would be a reasonable outcome to increase housing options in the area and still keep the existing residents

I think the new Mason building on the corner of North Rd and Nepean Highway is a good example of the height that would be suitable for the area.

The two major reasons for this is obviously the impact of massively tall building would have on the shadowing of all the existing residents on both sides of the railway lines. I would not be fair and would drastically impact liveability in the area which is what the all the elsternwick planning documents say they are trying to improve.

Secondly tall buildings abutting the railway will effectively double the amount of noise as they would 'bounce the noise' back onto residents on the other side of the tracks.

Obviously the owners/developers of the land wish to maximise their \$\$\$\$ with a bigger approach but please look to create something that will really improve the area rather than just add strain to existing services and locations.

Please also do not provide parking dispensation for the buildings. in my experience this is the biggest threat to overdeveThere is a reason for those being in place and car parks are needed for all the residents of the new buildings as well as those already in the area.

Other aspects to consider.

I have already said that the green triangle proposed is a good idea but i think the green portions should be joined to through the whole development to create a path throughout for cyclists, walkers and residents going through to either gardenvale station or elsternwick station depending no location.

New community facilities - kindergarten? tennis courts? outdoor basketball court? playground? all the usual things that add to the experience.

Thank you for taking the time to read this and hope to see a really positive development take place for everybody.

I look forward to attending the meeting tonight and thank you for reading this.

I would definitely welcome the opportunity to discuss further with a representative of the council.

Yours Sincerely,

[Redacted signature]

[Redacted text block with blue vertical bar on the left]

SUBMISSION 43 – 8 DECEMBER 2017

Sir / Madam

We continue to act on behalf of [REDACTED], the owner of [REDACTED] Horne Street, Elsternwick. Further to our submission relating to the Elsternwick Draft Concept Plan and Quality Design Principles, dated 1 September 2017, please find attached our submission relating to the Elsternwick Draft Structure Plan and Quality Design Principles that are currently open for public consultation.

Should you have any queries, please do not hesitate to contact the either myself or [REDACTED] [REDACTED] or on [REDACTED].

Kind regards

[REDACTED]

[REDACTED]






Dear Aidan,

8 December 2017

Mr. Aidan Mullen
City Futures Department
Glen Eira City Council

Via Email:
cityfutures@gleneira.vic.gov.au

Submission to Elsternwick Draft Structure Plan and Quality Design Principles

We continue to act on behalf of , the owner of  Horne Street, Elsternwick.

Further to our submission dated 1 September 2017, we wish to make a further submission relating to the Elsternwick Draft Structure Plan (EDSP) and Quality Design Principles (QDP).

We commend Council on the strategic planning undertaken which offers a long term vision and framework for the activity centre, which to date has culminated in the draft Elsternwick Structure Plan and the Quality Design Principles. We continue to support the concept of a Structure Plan for the Elsternwick Major Activity Centre and strongly support our client's site being earmarked as part of an Urban Renewal Precinct. We submit, however, that certain elements of the EDSP are of concern or require further clarification as outlined in this submission.

Built Form

We note that Council has provided two built form options within the draft Structure Plan; to retain a larger, less constrained, Urban Renewal Precinct (referred to as Option Two) or to reduce the scale, and therefore the capacity, of the proposed Urban Renewal Precinct (referred to as Option One).

We consider the built form envisaged in Option Two to a preferred development direction for not only our client's site and its surrounds, but also the wider Elsternwick Major Activity Centre. The reason for this is that Option Two encourages the development of the Centre and promotes a diverse housing stock with access to local employment options, transport facilities.

Option Two will further enable the realisation of the full potential of the activity centre in terms of bringing additional residential population and permanent workforce to the area immediately surrounding the Elsternwick Railway Station (consistent with the analysis and findings of the Housing Consumption and Opportunities Report, prepared by .id). By



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concentrating higher densities that will accommodate the anticipated / projected growth and evolution of the municipality within contained and appropriate areas (i.e. the Urban Renewal Precinct), this will effectively protect the heritage and amenity of more sensitive areas such as the existing lower density residential areas.

Whilst we are strongly advocating for Option Two to be adopted, as a broad observation we believe that there is far greater capacity for height and growth in the activity centre. This is particularly the case in the identified Urban Renewal Precinct, which in strategic and urban design terms is capable of accommodating greater height than the maximum 12 storeys (with the uplift) as mooted in the EDSP.

There is a lack of justification offered in the EDSP for the height limits proposed. In turn this may unreasonably restrict the capacity of future development resulting in missed opportunity, stifled innovation and compromised development outcomes.

It is unclear whether the proposed heights are preferred or mandatory. We strongly believe that preferred heights should be adopted, especially in the Urban Renewal Precinct. The tests for mandatory heights espoused by PPN59 have not been addressed, or far less fulfilled in the exhibited material. It is commonly accepted that mandating a 'blanket' maximum height control can stifle innovation and prevents consideration of unique site characteristics or contextual considerations.

We submit that a Structure Plan with discretionary height limits would be more appropriate and would follow on from the discretion promoted for Major Activity Centres given by Plan Melbourne and the State Planning Policy Framework. We consider that this would ultimately allow the Elsternwick Major Activity Centre to reach its full planning potential.

With regards to Option One, this new concept appears to be a knee-jerk reaction to feedback from certain sections of the community (as outlined in the Background Report). We consider there to be no strategic rigour / justification that underpins Option 1 and no logical built form outcome between Horne Street and Nepean Highway which would effectively bookend the envisaged maximum 4 storeys in Ross Street by 8-12 storey built form. We submit the logical built form and broader strategic outcome would be to have consistency between Horne Street to the Highway (i.e. Option 2).

Community Benefit

We continue to seek further clarification regarding Council's intention, scope and implementation to require community benefits for Urban Renewal Developments. For example, how will it be measured and tested through the planning process (i.e. what planning tools?).

In addition to this, we also refer to the Community benefits Discussion Paper prepared by Planisphere, dated June 2017. The Paper draws on a number of case studies relating to community benefit schemes and

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identifies a number of critical steps (outlined below) to sustain such a requirement:

- *Development of a Community Benefit Strategy that provides strategic justification for contributions or provision agreements;*
- *Detailed economic and property analysis to understand the market and capacity; and*
- *Legal and statutory assessment to ensure legitimacy of mechanisms and translation into statute.*

The Paper calls for further research and strategic justification to underpin any future planning controls that would impose the community benefit concept, assuming this would be used a trade-off for floor area uplift.

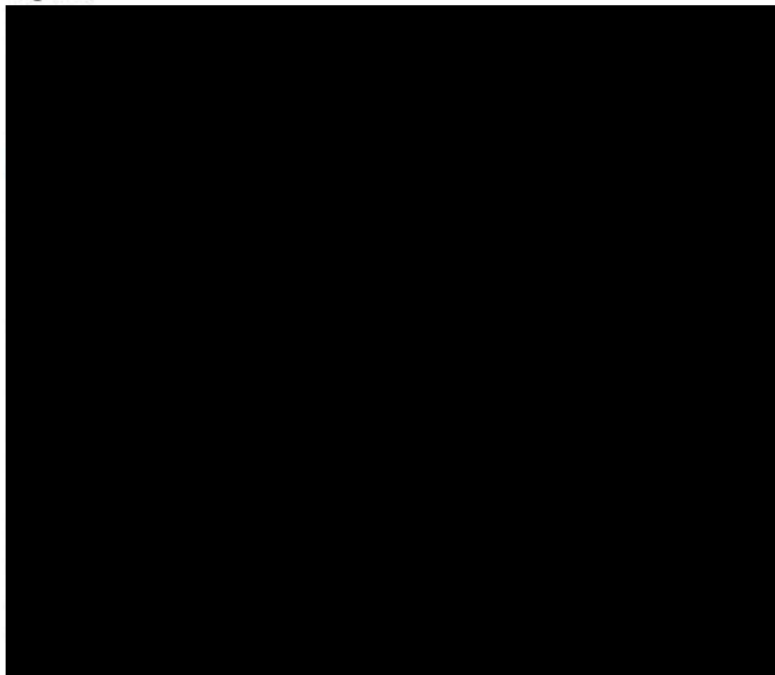
We agree. At this stage we question the level of strategic justification for the implementation of a community benefit concept and as such request further explanation from Council regarding this matter.

Pedestrian movement

We support the concept of improving pedestrian movement and permeability throughout the activity centre.

We seek clarification of the below map extracted from the draft Elsternwick Structure Plan:

Figure 1



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3

It appears this map shows the Plaza Space (limited to pedestrian traffic only), delineated in yellow, relies on acquisition of a portion of our client's site. We are seeking clarification if Council is intending on acquiring a portion of our client's site, and if so whether compensation will be provided (similar to a Public Acquisition Overlay).

We strongly object to confining the plaza traffic to pedestrian only as the subject site and other properties addressing Horne Street will rely on vehicle access at the rear via this leg of the laneway. It is envisaged that a low speed shared zone would be an appropriate response which would maintain a pedestrian focus without unreasonably impacting vehicular movement for future development (i.e. avoiding direct access from Horne Street).

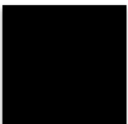
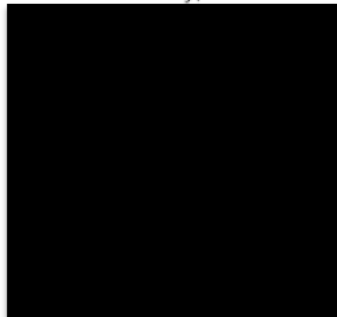
Conclusion

In summary, we strongly support the designation of the site as part of an Urban Renewal Precinct.

We are continuing to undertake a detailed urban design analysis of the site as part of preparing a future development application. We are eager to continue discussions with Council on the strategic / development opportunities of the site.

We look forward to playing an active role in the remainder of this process and again, welcome the opportunity to discuss our submission further. Please do not hesitate to contact the undersigned at

Yours sincerely,



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4

SUBMISSION 44 – 3 DECEMBER 2017

From: [REDACTED]
Sent: Sunday, 3 December 2017 9:05 AM
To: Glen Eira City Futures
Subject: Draft Elsternwick Structure Plan

Please find attached our submission regarding the “Draft Elsternwick Structure Plan”
Our whole family are currently residents of the City of Glen Eira – with our parents living in the same house in South Caulfield for 36 years
The attached submission makes reference to the property we own in Horne Street, Elsternwick - which has been in the family for over [REDACTED]!
Hence we have a very strong connection to the property and area
We thank you for considering our submission and would be delighted to hear from you if we can contribute anything else

Yours in health & well-being,
[REDACTED]

Friday 1st December 2017

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

Sent: cityfutures@gleneira.vic.gov.au

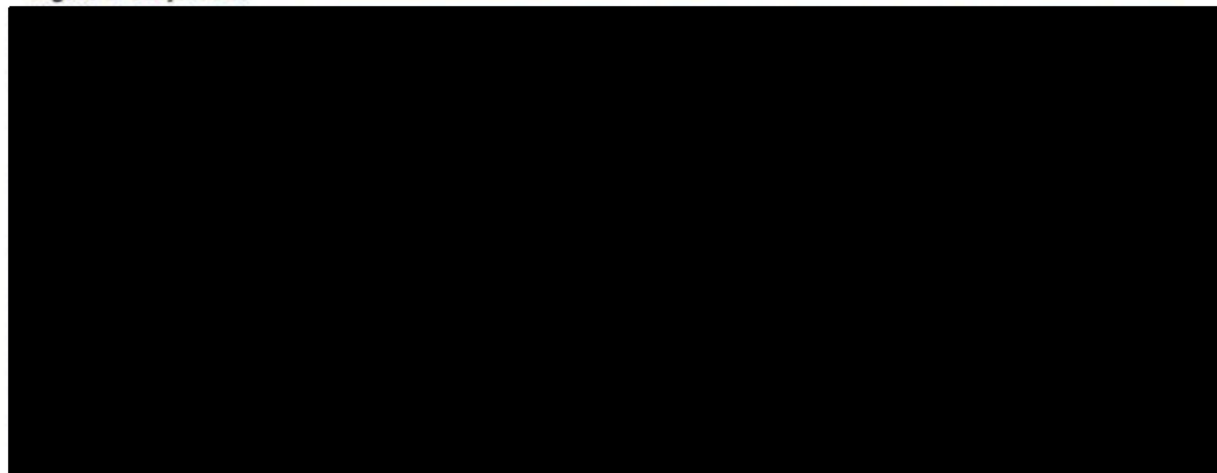
Dear Sir/Madam,

Elsternwick Structure Plan Submission

We own the land known as [REDACTED] Horne Street, Elsternwick and we provide the following submission in **support** of the proposed Elsternwick Structure Plan.

The land at [REDACTED] Horne Street, Elsternwick is located on the [REDACTED] in Elsternwick, approximately 180 metres east of the Nepean Highway.

Figure 1: Subject Site



We have undertaken a review of the draft Elsternwick Structure Plan and note that it generally seeks to create

"...a safe, accessible and liveable centre that embraces its historic character and strong cultural and village feel. The centre will be a destination for its longstanding cultural and entertainment offerings, business and employment opportunities, and a range of quality local retail outlets and community spaces."

In relation to housing, the key objectives are to:

- *Maintain Elsternwick's pristine heritage and character-filled residential areas.*
- *Recognise Elsternwick's role in accommodating a growing population.*
- *Encourage a diverse range of housing options.*
- *Promote high quality urban design and architecture.*

Furthermore we note that, the draft Structure Plan divides the area immediately surrounding the Elsternwick Station into the following precincts:

- Station precinct;
- Retail precinct;
- Entertainment and cultural precinct;
- Urban renewable precinct; and
- Housing opportunity precinct.

Our site is located in the Urban Renewal Precinct and a key focus on this area is to:

- *Concentrate on employment, housing and infrastructure.*

The Structure Plan describes the area as follows:

"The area located to the east of the train line has been identified as an ideal location for growth, given its proximity to jobs, services and public infrastructure. This kind of growth, referred to as urban renewal, will revitalise underused land, and focus on new and diverse housing and employment opportunities. Development in the urban renewal precinct provides significant community benefit and facilitates an appropriate transition to existing residential and commercial land use."

The Structure Plan identifies two (2) options for the urban renewal area which are described below:

Option 1:

- Reduce urban renewal precincts from proposed boundaries in Elsternwick Draft Concept Plan (Figure 2).

Option 2:

- Retain extent of urban renewal precinct as proposed in Elsternwick Draft Concept Plan (Figure 3).

Figure 2: Option 1



Figure 3: Option 2



Within Option 1, the urban renewal area extends to Miller Street and Davis Street to the north, Rippon Grove and the Elsternwick Railway Station to the east, Rusden Street (excluding the properties in Ross Street) to the south and Nepean Highway to the south. There is also a small area of properties further south on Nepean Highway, to the east of the train line that are identified to be within the urban renewal area.

Option 2 consists of a similar urban renewal area but includes the dwellings within Ross Street and generally includes all properties along the east side of Nepean Highway.

For development within the urban renewal area, the draft Structure Plan nominates a preferred height of 8-12 storeys comprising a 3 storey street wall and taller elements setback above. This is consistent with the *draft Glen Eira Quality Design Guidelines* which confirm this build for outcome nominated urban renewal areas as preferred.

Furthermore, we understand that the preferred outcomes will be implemented through a Planning Scheme Amendment which will commence in 2018, including various changes to the current Glen Eira Planning Scheme. Consistent with other approved activity centre controls, such as the recently gazetted Chapel reVision controls, it is presumed that the planning controls will be discretionary as encouraged by 'Planning Practice Note 59 - The Role of Mandatory Provisions in Planning Schemes' which states that "*mandatory provisions will only be considered in circumstances where it can be clearly demonstrated that discretionary provisions are insufficient to achieve desired outcomes.*"

Our land is the subject of a current planning permit application (PPA. GE/PP-30237/2016). The proposal comprises of a nine (9) storey mixed-use building that includes the following elements:

- A total of 29 car parking spaces at basement level.
- A total of 9 bicycle spaces at ground floor.
- A Retail Premises at ground floor.
- Above ground floor, a total of 24 residential apartments across eight (8) levels.

The application was refused by Council on the 13 June 2017 and an appeal to VCAT against the refusal is currently pending. The hearing is issued for 4-6 December 2017.

We have undertaken a review of the draft Structure Plan and consider that amongst other things, our proposal is generally consistent with the built form outcomes for the subject site and its surrounds.

Notably, the proposal is generally consistent with both Option 1 and Option 2 for this precinct, as discussed above. Towards the rear, our proposal takes into consideration the amenity of the lower scale dwellings and adopts a respectful transitional outcome.

It is our submission that the broad ambitions for the site and precinct that seek to provide a preferred height of up to 12 storeys within urban renewal areas are supported. The vision outlined within the draft Elsternwick Structure Plan validates the site analysis and design response work undertaken by our project team in preparing our planning permit application for the subject land. Our project team was aware of the initial consultation phases undertaken as part of the structure planning process and continued to monitor these matters during the planning permit application process. It was noted that consistently the subject land was included within a designated urban renewal area where building height were encouraged to occur at a commensurate height to that proposed within our application.

We thank Council for the opportunity to participate in this process. Naturally, should you have any queries in relation to the submission, please do not hesitate to contact the undersigned. Furthermore, we would welcome the opportunity to meet with Council to further expand on our submission.

Yours sincerely,



SUBMISSION 45 – 30 NOVEMBER 2017

From: [REDACTED]
Sent: Thursday, 30 November 2017 7:46 AM
To: Glen Eira City Futures
Subject: elsternwick plan

Hi

We have been advised that somewhere within the plan exists a suggestion that St James Parade be affected in some way. As this may cause our parents some grief can you please advise?

The plan overall seems well thought through and has some beautiful concepts for maintaining the environment into the future

Regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

SUBMISSION 46 – 7 DECEMBER 2017

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

From: [REDACTED]
Sent: Thursday, 7 December 2017 8:54 AM
To: Glen Eira City Futures
Subject: Elsternwick upgrade

Hello,

I'm a resident at [REDACTED] St James Parade, Elsternwick and have some major concerns over the new development proposed in the car yard area.

Firstly i will say I'm all for development in the area as i have only last week finished renovating my home at [REDACTED] St James parade.

What is proposed for the car yards is out of control, 8- 12 storey apartments is far too high let alone the traffic which it will create coming up our street and the neighbouring streets.

I do think the car yards should be developed and I'm all for creating open space with parks and playgrounds as i have 3 kids from [REDACTED], but i would like to see the heights capped at 8 story Maximum.

The other concern i have is the traffic that this development will create, as i believe a lot of people will work in the city and will need to get across Nepean hwy to do a U turn back towards the city. I believe they won't do this and they drive along the service lane and then turn left up St James Parade and drive through the back streets to Glen Huntley road which is going to be a nightmare for us.

We all ready have to deal with the school traffic for kids drop off and pick up which is hell, but this increased traffic is going to make it worst.

My proposal would be to block off St James parade from the service lane and build a park there, that way no new residents from the car yard can turn up our street and cut through to Glen Huntley road, also a Maximum of 8 storey built along the car yard.

If this was to be done then you would get my vote for the development .

Please considered what i have said above and keep me updated with what happens with this space.

Regards

[REDACTED]

[REDACTED]

[REDACTED]

SUBMISSION 47 – 1 DECEMBER 2017

From: [REDACTED]

Sent: Friday, 1 December 2017 12:01 PM

To: Glen Eira City Futures

Subject: Strategic plan

Good morning madam/sirs

I respond to the Planning document and plan as set out by the council on 13 November. I make the following points for your copy and process.

- I fully support the amendment for the height protections and zoning as proposed within the document. It is paramount to protect the Heritage and neighborhood character of the precinct and reduce the height and scale of any development within these areas to TWO stories maximum. Glenhuntley Rd is already very crowded with a noticeable increase in traffic flows over the past 18 months and the density must stay on the Nepean Hwy side of the train line if Glenhuntley Rd is to remain manageable from an access perspective
- The proposal to have high density housing within the Nepean Hwy and train line corridor makes practical sense as this area current envelopes and combination of residential, high rise and commercial dwellings. This also satisfies the governments mandate for density along the arterials, trams and trains
- I support the proposal for Carre St to become a plaza
- I do not support the car park located on Stanley and Orrong Rd become a multi level car park as this would completely detract and affect the neighborhood character of the Heritage and neighborhood character properties. As I have previously noted, a community building could be developed with an internal car park of 2/3 stories so that the visual aspect is not impacted
- I support the proposed plaza on Glenhuntley Rd
- I support the cycling link connecting Ripon Grv and Riddell Pde
- I'm not sure of the status, though I believe you should consider the library being re-located to the vacant church located on Orrong Rd on the southern side of Glenhuntley Rd. This was touted as a residential development though I'm not certain that this development will proceed. The church façade cannot be altered and I had thought that a community centre (Library) would be ideal

I look forward to hearing of these outcomes and I applaud the overall changes being suggested by Council.

Regards

[REDACTED]

Orrong Rd
Elsternwick

SUBMISSION 48 – 28 NOVEMBER 2017

From: [REDACTED]
Sent: Tuesday, 28 November 2017 11:13 AM
To: Glen Eira City Futures
Subject: Elsternwick draft Structure Plan
Importance: High

To Glen Eira City Futures Department:

Dear Sirs

Re - Response to the proposed Structure Plan Review for Elsternwick

I am a local resident, at [REDACTED] Ross Street, Elsternwick. I oppose strongly Council's push for a high-rise zone in Eksternwick and especially where I live.

Our place: West Elsternwick

Our place is a small neighbourhood bounded by the Sandringham Railway line, the Nepean Highway and Glenhuntly Road in Elsternwick.

We are a community of old-timers and new comers who highly value the current scale and heritage mix of this place.

Our place: now

The area has a majority area occupied by small-scale residential streets bordered by commercial or retail businesses along the Nepean Highway, Glenhuntly Road and Horne Streets, close by the Elsternwick train station.

The residential Sherbrooke, Alexandra, Oak, and Elm Avenues are overwhelmingly comprised of Victorian or inter-war owner-occupied homes on traditional ~1/4 acre blocks providing space and amenity for a close-knit and diverse community.

What gives our neighbourhood its character?

The existing properties give the streetscape a heritage appearance and appeal due to their scale and period facades. The narrow tree-lined streets with established gardens support living in a family friendly, ecological and culturally diverse safe place.

We know each other, we are friends, best friends, and warm caring neighbours. This is not an area where we lead isolated lives, this is an area where people buy in, live here and stay to grow families or to live a secure and supportive old age.

Expected and Required New Residences

Population Growth projections: Why do we need more growth in West Elsternwick?

Glen Eira continues to exceed new dwellings compared to other Councils. Yet the implementation of the revised Glen Eira Structure Plans will exceed the 2051 target of 29,158. Of these new

dwelling 3660 will be in Elsternwick, proposed to be concentrated in the area between the Sandringham Railway line and the Nepean Highway.

Where are the proposed demand, economic and sustainable design benefits to the area documented?

Transport Planning Principles: Does the TOD location drive the agenda beyond community preferences?

Is the intensity of development due predominantly to the proximity of the transport interchange?

What are the other principles and values that underpin the development to the western fringe of Glen Eira beyond Transport Oriented Design (TOD) principles?

Has the economic and transport modelling been done to support the area as a growth zone over all others, as the existing train system is a near capacity?

Does overturning existing neighbourhood residential zones in lieu of more density in commercial/retail zones result in good community and economic planning?

What consideration is given to the capacity of the public transport system to support such growth? Have the studies been done into access and amenity conflicts?

Open Space principles: how can healthy living principles supported by expanding public open space and biodiversity be accommodated in this already highly built up area?

Glen Eira has the lowest area of 'green' space compared to other Councils across metropolitan Melbourne, yet the proposals only plan to introduce minimal new green and community activity spaces. The importance of nature and biodiversity to healthy communities are found in the public and private garden and treed spaces in the proposed Elsternwick urban renewal zone

Where will the residents of these new 3660 dwellings go for passive and active recreation beyond the use of pedestrianised streets and carparks targeted for patrons of commercial food, beverage and retail outlets?

Strategic policies in greening, water management, public open space recreation, biodiversity and climate mitigations are lacking to guide the structure plan and attendant future development.

How will greening, public amenity and sustainable health lifestyles be facilitated under the new Structure Plans?

Our place in Future: neighbourhood community responses

The Glen Eira Council is proposing 2 options for change in our area. We propose an alternative Option 3 at lower density

Option 1

Shows a range of different height limits one 6-8 level and the remainder 8-12 mixed use podium and tower development, along Nepean Highway with predominantly 3-4 level 'Garden apartments' along Sherbrooke, Alexandra and Oak. There is a mix of development styles on the remaining areas.

Few design quality benefits for access, greening of areas outside the suggested open space zone or climatic and social amenity are presented, including preservation of the heritage values of the areas to the southwest.

The Urban Renewal (A and B) are designed to have rear access or secondary streets, this would impact on the adjoining residential properties given the tight constraints of the site.

Option 2

Proposes extensive areas of 8-12 story height limits along the West sides of McMillan and Alexandra Ave, and South side of Oak, with the remaining areas subject to 4 storeys.

The nominal green space is seemingly subject to developer negotiation rather than council ownership and management for public use.

The potential for overshadowing of all residential properties on both sides of the railway line is clear, with little understanding of the logistics of traffic planning and parking for commercial and residential occupants along this busy arterial road.

Consideration of Option 3 proposed by the West Elsternwick Neighbourhood Group is requested.

Retain the residential streets zoned as Neighbourhood Residential Zone, limited to 2 storeys, with the redevelopment option of side-by-side townhouses if desired; and rezone the adjacent Commercial 2 zone properties, along the Nepean Highway to Shop top, 4-5 storeys, with interface constraints where the site overshadowing would impact nearest residential neighbours between 9am and 3pm to allow North and (importantly) Western light to illuminate these impacted residential properties.

A longitudinal overfill over the railway line, South of Glenhuntly Road could be included to provide a green, walkable and bike suitable space to increase the liveability and function of this area

Maintain and enhances the current core values and attractive qualities of the retained residential streets, in a low-rise neighbourhood that sustainably and sensitively cohabits with the nearby highway fronting commercial/retail/apartment mix and cancels overshadowing of eastern properties, retaining local community aspirations and supporting the greening city of the future.

Built form will make efficient use of existing commercial land without overt negative impacts on neighbours and streetscapes. The area will have additional green lungs amenity, be walkable and bike friendly, achieved within stated Design Guidelines for built form, traffic management and open space criteria.

Densify growth in areas already subject to commercial and mixed-use development interests:

To accommodate the stated Council and State Government desire for increased density adjacent to transport interchanges we propose to refocus development in areas where development planning approvals for densification close to service and retail amenity are already in play including the Glenhuntly Road commercial precincts and towards South Caulfield shopping areas.

SUMMARY SALIENT POINTS

Reject Glen Eira Structure Plan Draft Options 1 & 2 in their current form as they lack supporting detail to confirm the principles of a healthy and sustainable urban realm.

Proposal of a new Option 3 that meets Council objectives for quality living, with focussed sustainable increase in population whilst enhancing and protecting the character of the area.

Regards,

[REDACTED]

[REDACTED]

SUBMISSION 49 – 28 NOVEMBER 2017

From: [REDACTED]
Sent: Tuesday, 28 November 2017 5:59 PM
To: Tess Angarane
Subject: RE:

Since I've moved to the area the time taken to cross Nepean highway has increased. The traffic around Riddel st and Orrong rd /Glenhuntly road intersection has increased also. It may seem like normal increase in population to the area but apartment building around the train station and Coles have dramatically increased the population and amount of cars coming from these building especially around peak periods. I ask that some planning be used to limit anymore high rise and move new developments deeper into the suburb. The road infrastructure on Glenhuntly road Elsternwick does not cater for more local residents.

Also I noticed on the feedback board that residents feel they informed about certain apartment plans. At this time I think a reminder and support such as mail out advice must be given to help residents and council workers deal with issues regarding any illegal activities used to get permits, by helping to access advice through council, police or local MP.

There are no allowances for building work trucks to wait for their job to progress, so they park in the side streets. This morning there was a double trailer in Carre street, engine running, across an apartment block driveway and laneway. Please give them a place to park on the main roads. building permitting around the hub intersections not only contributes to traffic problems but blocks traffic for years during the building process.

I had a fine also for stopping for 10 seconds to pick someone up from Coles. Not supplying short term parking and then booking cars from a distance, when there nowhere else to park or drop off or pick up the shopping is not fair among other stuff. There's not enough car parking around essential service zones. So council cannot keep issuing apartment permits without providing infrastructure. At this point you need experienced planners to come in, as the permitting is not going well in this area. Glenhuntly rd Elsternwick is at over capacity. 2 or 5 minutes parking zone facilities at shopping and transport hubs for dropping off younger or older relatives, say to the train station is a safety requirement. Please be fair and provide drop off zones which are plentiful in other areas of Melbourne.

Thanks
[REDACTED]

SUBMISSION 50 – 28 NOVEMBER 2017

From: [REDACTED]

Sent: Tuesday, 5 December 2017 12:29 PM

To: Glen Eira City Futures

Subject: submission to the draft structure plan

Please find herewith the [REDACTED] response to the Draft plan

Thank you

Regards

[REDACTED]

5/12/2017

City Futures Department
City of Glen Eira
PO Box 42
CAULFIELD SOUTH VIC 3162
By Email: cityfutures@gleneira.vic.gov.au

Dear Sir / Madam,

**DRAFT ELSTERNWICK STRUCTURE PLAN
GLEN HUNTLY ROAD, ELSTERNWICK**

The [REDACTED] is the owner of the land at [REDACTED] Glen Huntly Road, Elsternwick, which is included in the study area for the draft Elsternwick Structure Plan.

The land is occupied [REDACTED] provided within the setback to Glen Huntly Road and the [REDACTED] Rear laneway access is also available and services under-croft car parking. The site has a width of approximately 20 metres and a length of approximately 150 metres, providing a total site area of 3,000sqm.

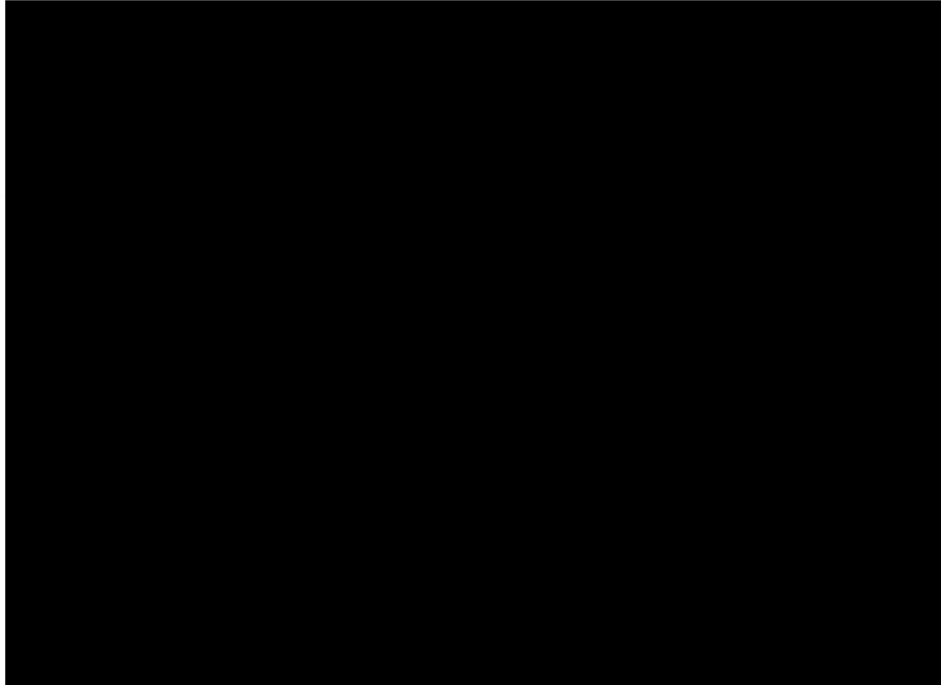
Having regard to the Glen Eira Planning Scheme, the land is affected by the General Residential Zone (Schedule 2) which sets out a mandatory maximum building height for dwellings / residential buildings of 10.5 metres.

Land to the east and west of our site facing Glen Huntly Road is also included in the General Residential Zone (Schedule 2), and properties to the east and west facing Shoobra Road and Victoria Street are included in the Neighbourhood Residential Zone (Schedule 1) with a mandatory maximum building height of 9 metres.

The draft Elsternwick Structure Plan nominates the northern frontage of our property and those others between Shoobra Road and Victoria Street for change, with a two storey street wall, a recessed height of up to 4 – 5 storeys, and a “transition zone” to residential properties to the rear / side. Refer Figure 1, below.

This outcome is generally supported, however we make the following comments for your consideration:

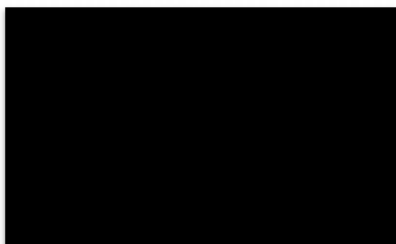
- The proposed building height of 4 – 5 storeys will require an amendment to Schedule 2 of the General Residential Zone which currently prevents development of a residential nature of more than 10.5 metres.
- We encourage Council to consider a rezoning of the land to Mixed Use Zone, where its vision for “shop top” housing in this location can be accommodated.
- The draft Structure Plan and any future planning controls which give effect to the Structure Plan should take account of the whole of the Cabrini land parcel and extend the mapping southwards to include the full Title boundary.
- The “transition zone” should reflect the existing General Residential Zone (Schedule 2) heights, being 10.5 metres / 3 storeys.
- The balance of the Cabrini land (south of the “transition zone”) should also reflect the existing General Residential Zone (Schedule 2) heights, being 10.5 metres / 3 storeys.



We trust that this submission is of assistance to Council as it prepares a Planning Scheme Amendment to implement the adopted Structure Plan.

We will review the exhibited version of the new planning controls in due course and reserve our opportunity to amend our position in relation to this matter upon review of the statutory provisions.

If you have any questions in relation to this matter, please do not hesitate to contact the undersigned.



SUBMISSION 51 – 4 DECEMBER 2017

From: [REDACTED]

Sent: Monday, 4 December 2017 8:10 PM

To: Glen Eira City Futures

Subject: Feedback for structure plan draft

Hi

I object to any proposal that includes high rise residence .

I am in favour of option one if there must be further development Thanks [REDACTED]

SUBMISSION 52 – 4 DECEMBER 2017

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

From: [REDACTED]

Sent: Monday, 4 December 2017 7:26 AM

To: Cr. Mary Delahunty; Cr. Nina Taylor; Cr. Joel Silver; Cr. Jamie Hyams;

tathanasopoulos@gleneira.vic.gov; dsztrajit@gleneira.vic.gov

Cc: [REDACTED]; Glen Eira City Futures;

david.southwick@parliament.vic.gov.au

Subject: Elsternwick Heritage Placed in Jeopardy by Elsternwick Concept Plan. St Clements Church - 10th Caulfield Scout Hall - McCombie Street - Glen Eira City Council

Dear Mayor and Councillors,

I am writing to you in relation to the proposed changes described in the Elsternwick Concept Plan with specific reference to the area North of Glenhuntly Rd between the railway line and Hotham Street.

The Elsternwick Concept Plan proposes to convert residential growth zone (RGZ) areas into commercial zones.

With the view that the aim of the Concept Plan is to protect Elsternwick's Heritage I am writing to you to consider how best to protect three key heritage sites in the most densely populated area in Elsternwick.

The sites including the following:

1. St Clements Church at the gateway to Elsternwick (Corner of Glenhuntly Rd and Hotham Street)
2. 10th Caulfield Scout Hall (Miller Street - Elsternwick) - Currently serving the Jewish youth and 3. Historic residential properties of McCombie Street

In terms of achieving a balance between meeting the population growth needs of Victoria and protecting heritage and community sites of high value, this area is already the most densely populated region of Elsternwick with the 11 storey Elements apartments on the corner of McCombie Street and Glenhuntly Rd and plans for a neighbouring 13 storey (117 apartment complex) at 233-247 Glenhuntly Rd and Ripon Grove which are unlikely to be rejected by VCAT (GE/PP-30917/2017).

On balance the need to protect high value heritage and community sites outweighs the need to expand commercial zones into existing residential growth zones in this area of Elsternwick.

I am therefore requesting consideration by council not to adopt the precinct style proposal for the extension of commercial zones north of Glenhuntly Rd between the railway line and Hotham Street and that St Clements Church, the 10th Caulfield Scout Hall and historical properties of McCombie Street be excluded from being rezoned as a commercial zone as part of the Elsternwick Concept Plan.

Whilst this is the primary consideration that I wish council to consider, it would be neglect of me not to describe the heart wrenching testimonials of residents who attended an objectors meeting at council offices to the planning application for the 13 storey (117 apartment) development at 233-247 Glenhuntly Rd on the 30th November 2017 (GE/PP-30917/2017).

This meeting was amicable, chaired fairly and empathetically by councillor Taylor and attended by me.

These testimonials have relevance to the social consequences for precinct style high rise apartment planning which allow high-rise apartments to be constructed adjacent to one another.

First hand accounts from residents living adjacent to the Elements apartments of simply appalling living conditions were reported and I apologise for having to describe these to you in writing. Residents from the adjacent apartments to Elements reported the following: dumping of animal faeces and rubbish down small gaps between the two buildings which could not be removed; fires started on balconies from cigarette butts thrown from the Elements apartments; a complete lack of privacy resulting in unintended anxiety, noise issues and frightful living conditions during construction of the Elements apartments (including poor air quality within their apartments).

My view is that that Elsternwick Concept plan by design can mitigate these social consequences and find the right balance between servicing the population growth needs of Victoria and protecting sites of high heritage and community value such as St Clements Church, the 10th Caulfield Scout Hall and historical properties in McCombie Street by taking a targeted view in identifying areas that are suitable for development and that allow residential corridors between high rise apartments.

Thank you for considering these comments. I will be submitting a short report providing further detail on my comments to the Glen Eira City Council cityfutures department as feedback to the Elsternwick Concept Plan.

Please do not hesitate to contact me if you have any questions or require further information and I look forward to our continued correspondence.

Kind Regards

[REDACTED]

[REDACTED] McCombie Street

Elsternwick

[REDACTED]

SUBMISSION 53 – 2 DECEMBER 2017

From: [REDACTED]
Date: Saturday, 2 December 2017 at 3:57 pm
To: <cityfutures@gleneria.vic.gov.au>
Subject: City Futures

To: Ms. Rebecca McKenzi

In response to your letters dated 13 November and 28 November 2017, I was pretty surprised the Council has been considering significant changes of our area Elsternwick.

The number of residents who have been living in our areas becomes older and do not want to live high tall buildings. Fortunately our property surrounded by the garden and trees therefore I am happy to live here.

Therefore, I select 3 – 4 storeys Garden apartment.

[REDACTED]
[REDACTED] Nepean Highway,
Elsternwick. 3185

SUBMISSION 54 – 8 DECEMBER 2017

From: [REDACTED]

Date: Friday, 8 December 2017 at 3:16 pm

To: Glen Eira City Futures; Cr. Tony Athanasopoulos

Cc: Tess Angarane

Subject: Re: Feedback regarding the Proposed Draft Elsternwick Structure Plan Option 1 & 2

Dear CityFutures Planning Department and Your Worship, Cr Athanasopoulos,
Please find attached the feedback on the Proposed Draft Elsternwick Structure Plan Option 1 & 2.
Please take the time to consider this document where we have detailed our feedback concerning the implications of the current options. We have also outlined an Option 3 that we would find acceptable and we detail the reasoning as to why this Option 3 meets the State, and local Council objectives.

Tess, may I also request confirmation of the receipt of the attachment and that the attachment is in a suitable format for collation into the feedback summary document please?

Sincerely

[REDACTED]

Oak Avenue, Elsternwick

To Glen Eira City Futures Department:

██████████ Oak Avenue, Elsternwick response to the proposed Elsternwick Draft Structure Plan

Our home, our place:

Our place is in a small neighbourhood bounded by the Sandringham Railway line, the Nepean Highway and Glenhuntly Road in Elsternwick. Our community of residential neighbours, many of whom are friends who highly value the current scale of predominantly 1 storey heritage era homes interspersed with a few 3-storey apartments.

This feedback statement sets out perspectives on the established character of the neighbourhood, and takes into account the physical constraints faced by the site. It concludes with an option 3 for development that would be acceptable to us given our understanding of the Glen Eira Council documentation, the current dwelling characteristics and quantity in Glen Eira, and after extensive 2-way consultation with our residential neighbours.

Our place: now

The area where we live is predominantly occupied by small-scale residential streets bordered by commercial or retail businesses along the Nepean Highway, Glenhuntly Road and Horne Streets, close by the Elsternwick train station. Development is already occurring in the commercial/retail zone close to the station, especially along Glenhuntly Road where a precedent has been set for higher building envelopes to allow for increased density. There are at least 16 3-storey or higher developments along Glenhuntly Road between the Nepean Highway and Kooyong Road.

The 4-storey Freemason's development close to the corner of North Road and Nepean highway is also relevant to this discussion. The residential streets surrounding my home are zoned Neighbourhood Residential and development is currently at a minimum.

The focus of this document predominantly concerns the residential Avenues of Sherbrooke, Alexandra, Oak, and Elm. Our family lives in Oak Avenue. These streets are overwhelmingly comprised of period owner-occupied homes on traditional ~1/4 acre blocks. Sherbrooke Avenue is uniformly homes from the 1920s; the homes in Alexandra Ave are contiguous homes of Victorian or inter-war homes, interrupted by only 3 properties outside this description. The homes in Oak Ave on the North side are *all* Victorian and on the South side are generally inter-war.

What gives our neighbourhood its character?

The existing properties give the streetscape a heritage appearance and appeal due to their scale and period facades, these homes are mostly renovated and occupied by their owners. The residential streets are ethnically and age diverse. The streets are single lane only and motorized traffic moves with care along these streets due to the narrowness of the streets and the blind corners in Oak and Alexandra Avenues. The tree-lined streets of Alexandra and Oak Avenues are a cul-de-sac, altered through community action due to traffic from the nearby businesses and for resident's safety, these streets support the family friendly atmosphere.

Our homes are all in good or excellent repair. But as importantly alongside the housing stock, the occupants of these homes know each other, we are friends, best friends, and warm caring neighbours. This is not an area where we lead isolated lives, this is an area where people buy in, live here and stay, as verified by the lower than usual real estate turnover.

What is a good neighbourhood? It is where the conversations, hand waves and good cheer are daily events in our streets, where we look forward to an annual BBQ on a neighbour's lawn. Many neighbourhood residents of European descent enrich their plots with extraordinarily productive gardens and they share their horticultural knowledge along the streets. This area is a special place to the current residents.

Expected and Required New Residences

Population Growth Projections:

Much has been written about Melbourne's expected population growth in the coming years to 2031. Yet the Australian National University study of housing supply in Melbourne show a current oversupply in Glen Eira and other inner local government areas.

Glen Eira continues to exceed new dwellings compared to other Councils (ABS has released its latest figures for building permits covering the July to October quarter the 2017/18 financial year) shown below.

COUNCIL	HOUSES	APARTMENTS	TOTAL
GLEN EIRA	91	1233	1325
BAYSIDE	101	234	335
BOROONDARA	155	144	301
STONNINGTON	41	403	444
MONASH	204	980	1185
KINGSTON	121	468	589
MANNINGHAM	146	279	425
PORT PHILLIP	21	132	157
WHITEHORSE	152	413	567
WESTERN AREAS			
MOONEE VALLEY	74	406	496
MORELAND	99	477	579
BANYULE	90	259	349
DAREBIN	80	314	394
MARIBYRNONG	50	143	194

Given these figures with new dwellings at the current rate Glen Eira will meet the 2031 dwelling target in 2.3 years and the 2051 dwelling target in only 8 years! Surely there is the risk that the State Government will impose further growth requirements on Glen Eira if Glen Eira meet or exceed their targets prematurely.

The implementation of the revised Structure Plans for Bentleigh, Carnegie, East Village and Elsternwick will result in 29,359 new dwellings, exceeding the 2051 target, rather than the 9000 new households required for Glen Eira as stated in the 'Vision Elsternwick 2031' Elsternwick Structure Plan Draft. Of these new dwellings 3660 are proposed for Elsternwick and a significant proportion of these concentrated in the area between the Sandringham Railway line and the Nepean Highway. (GLEN EIRA CITY COUNCIL REPORT: PLANNING STRATEGY IMPACTS ON HOUSING OPPORTUNITY).

How can Council ensure that the new dwellings in the growth zones will meet the design needs of the local and purchasing demographic?

Viability of proposed commercial and residential development

The Western border of Glen Eira is along the Nepean Highway. Minimal traffic from the North or South Nepean Highway turn into Glenhuntly Road or into the service lane. The traffic along the Nepean Highway is en route to a more distant destination. The Nepean Highway traffic is not an important factor in the placement of Elsternwick renewal precinct, as it would be if the deflection of traffic into the Glen Eira commercial precincts was considerable.

Recently a 4-storey commercial development has been completed in proximity to the junction of North Road and the Nepean Highway. This development is situated in a Commercial 2 Zone of unspecified height and so was unable, under current zoning, to contain residential dwellings. Despite the close proximity of this building to the Nepean Highway, the structure was limited to a 4-storey commercial development as the catchment to support a higher development was not fiscally viable.

Transport Planning Principles:

Intense development is proposed for the wedge of land constrained by the Nepean Highway and the Sandringham Railway Elsternwick. There have been no traffic movement plans for the Elsternwick Activity Centre. The current traffic movement documents provided on the Glen Eira website concentrate their studies of the detailed study of car parking bay occupancy rather than ability of the existing roads to absorb and manage additional traffic.

What controls and provisions could Council impose on developers to ensure sufficient street width and functional traffic movement and with an increased population?

Has the economic and transport modelling been done to support the area as a growth zone over all others? Does overturning existing neighbourhood?

Is the Elsternwick Activity centre placed solely on the proximity of the transport interchange? If Council chooses to establish Growth Zones along areas with a nexus of public transport options, what consideration is given to the capacity of the system to support such growth? Currently, the Sandringham train line is standing room only at peak hour, has ~1 million passengers boarding at Elsternwick per year, is approaching capacity in frequency due to the constriction of the city central train infrastructure, and so may not be the main method of transport to the city in the short to medium term.

Generally, bus and tram routes are able to absorb additional commuters and timetable frequency with the important exception of the Horne Street interchange. This interchange is constrained spatially and would need modification to the current infrastructure to support a higher bus frequency.

Tram route 67 along Glenhuntly Road currently carries 6.4 million passengers per year. Tram route 64 which passes through Caulfield carries 5 million passengers per year. Glen Eira has intersecting tram routes at South Caulfield and Councillor Magee has indicated that talks are continuing to encourage an extension of the tram system to areas of Glen Eira currently without a tram service. Tram and bus services have the capacity to expand their service more easily than the Sandringham train network and are an important consideration to the placement of regions of higher density.

Open Space principles:

Where will the residents of these new 3660 dwellings go for passive and active recreation beyond the use of footpaths and carparks targeted for patrons of commercial food, beverage and retail outlets?

Glen Eira has the lowest area of 'green' space compared to other Councils across metropolitan Melbourne, yet the proposals only plan to introduce minimal new green and community activity spaces, despite the recent purchase by the Glen Eira Council of a trial 3 year access for Glen Eira residents to the Ripponlea grounds.

What controls and provisions will Council enact to ensure open public access to 'green' space within the Elsternwick Activity centre? What detail can be provided to current residents to ensure that space provided by developers or Council work is adequate, attractive and readily accessible?

Currently the sustainability, liveability and biodiversity credentials of the proposed Elsternwick Activity Centre are not defined and are no more than trust us promises.

The environmental and sustainability consideration reports have not been provided for the proposed Elsternwick urban renewal zone. The role of nature and biodiversity to ensure healthy communities can be found in the current gardened and treed spaces in the area now proposed for 12, 8 and 4 storey development. I commend Council to examine the 'URBAN FOREST STRATEGY Making a great city greener 2012-2032' document that has been developed by the City of Melbourne with a view to developing a 'green' strategy for implementation in Glen Eira before confining Activity Zones to particular building design forms.

Currently the area targeted as the Elsternwick growth zone is the home to a variety of fauna including Spotted Pardalote, Rainbow Lorikeets, Parrots, honeyeaters, Silver Eyes, skinks, fleshy geckos and mature older than 50 year eucalypts, the construction for redevelopment will decimate the fauna and impact the mature flora of this area. A visitor to our home would note that our garden has preceded and already embraced the 'Urban Forest Principals'. How will the current biodiversity be maintained during the redevelopment phase and when densification is complete?

Forward thinking municipal councils such as the City of Melbourne have researched and adopted various policies to improve the greening of the city, community focus on biodiversity and environmental health, important water management regimes, and sport and recreation programs aligned with their open space strategies to facilitate densification and urban health and well-being have a chance to align. The detailed reports needed to ensure sustainable development are not currently available on the Glen Eira website.

"Many people's experience of nature is very much in an urban context, so if you're able to bring some of the biodiversity into the city ... it means people will appreciate more of what it's like to live in Australia and have a little bit of the bush in their own 'backyard'," Dr Livesley said on ABC Radio recently.

Our place in Future: neighbourhood community responses

The Glen Eira Council is proposing 2 options for change in our area.

Option 1

Shows a range of different height limits one 6-8 level and the remainder 8-12, along Nepean Highway.

Predominantly 3-4 level 'Garden apartments' along Sherbrooke, Alexandra and Oak. There is a mix of development styles on the remaining areas.

We note in the Quality Design Guidelines that Garden Apartments are suitable for areas along major or arterial roads and transport corridors. The apartment styles designated for the subject of this document do not fit this criterion. To infill 3-4 storey 'Garden apartments' adjacent to 1 storey homes will impact the existing dwellings with respect to overshadowing.

In addition, the Urban Renewal (A and B) are designed to have rear access or secondary streets, this would impact on the adjoining residential properties given the tight constraints of the site.

The Quality Design Guideline document states, 'Renewal Discreet areas where buildings up to 12-15 storeys are being developed. These are specific areas with limited interface issues where higher buildings can be accommodated, namely north of the railway line in Carnegie and west of the railway line in Elsternwick'.

There is no possibility for these buildings of ~12 storeys to be 'discreet' to their residential neighbours.

The Quality Design Guideline document also states 'Nepean Highway

The Nepean Highway is a north-west to south-east arterial route and is within proximity to the Elsternwick and Highett train stations and activity centres. Large lot car yards, big box retail stores and the rear of residential properties are located along the highway. With less sensitive interfaces to be considered, the Nepean Highway presents an opportunity as a renewal area for larger scale mixed use and residential development. The proximity of the land fronting the Nepean Highway, to amenities and public transport, makes it a suitable location to accommodate higher density housing growth'.

The identification of the residential properties in close proximity or intimate contact with the development proposed for the current car yard sites as 'less sensitive interfaces' highlights the blatant disregard for the amenity of these residential properties.

Again from the Quality Design Guideline document: 'The following issues and opportunities have been identified for residential areas.

Excessive Site Coverage

New development is frequently typified by excessive site coverage, boundary to boundary built form with minimal setbacks. Whilst typically lower in height (three to four floors), these low, squat apartment buildings are significantly increasing the density of the area, with an average net density of *around 220 dwellings per hectare within the residential zones. This built form outcome impacts on the streetscapes and townscape of these residential areas, as well as the residential amenity of adjacent properties*', (our emphasis).

This same document goes on: 'Developments on consolidated sites often lose the residential scale at the street address, disrupting the rhythm of the one to two storey single dwellings and front-yard tree canopy of the streetscape. The break with a residential scale is caused by a combination of minimal articulation in the facade pattern, large areas of blank facades or overscaled facade elements, and an emphasis on horizontal lines'.

These are the same considerations that are of concern to the existing residents within the Elsternwick Activity Centre. These same concerns have been repeatedly articulated in the Elsternwick Concept Plan Consultation Responses document by the affected residents.

Option 2

Proposes extensive areas of 8-12 story height limits along the West sides of McMillan and Alexandra Ave, and South side of Oak, with the remaining areas subject to 4 storeys. A nominal

green space has been added since the July plans, and is subject to developer negotiation rather than council ownership and management, there is no surety that the land will be readily available for general public use.

This option 2 is very similar in content to the July 2017 version. The potential for over shadowing of all residential properties on *both* sides of the railway line is clear, with no clear understanding of the logistics of traffic planning and parking for commercial and residential occupants along this busy arterial road.

Note: The discussion points (above) pertaining to Option 1 also apply to Option 2.



An artist representation of the area between the railway line and the Nepean Highway after implementation of the Oct 2017 Structure Plan draft.

Consideration of Option 3 is requested.

Retain the residential streets zoned as Neighbourhood Residential Zone, limited to 2 storeys, with the redevelopment option of side-by-side townhouses if desired; and rezone the adjacent Nepean Highway current Commercial 2 zone properties, along the Nepean Highway to Shop-top, 4-5 storeys, combined with interface constraints where the site overshadowing would impact the nearest residential neighbours between 9am and 3pm to allow North and (importantly) Western light to illuminate these impacted residential properties.

A longitudinal overfill over the railway line, South of Glenhuntly Road could be included to provide a green, walkable and bike suitable space to increase the liveability and function of this area

This outcome, would maintain and enhance the current core values and attractive qualities of the retained residential streets, it would be a low-rise neighbourhood that sustainably and sensitively cohabits with the nearby highway fronting commercial/retail/apartment mix in an inclusive way and that retains the current sense of local community and supports the greening and biodiverse city of the future. This option would also negate the overshadowing concerns of residents immediately to the East of the railway line in Elsternwick

Importantly, the built form will make efficient use of the existing commercial land without overt negative impacts on neighbours and streetscapes. The area will have additional green amenity, be walkable and bike friendly, but will achieve this within agreed upon built form criteria to establish and maintain expectations and to minimize the impacts of change upon the existing adversely impacted community.

The community feedback Forum at the 4th of December Elsternwick Community Forum indicated a strong preference for the proposed and current development along Glenhuntly Road to continue in preference to the proposed Elsternwick Activity Centre.

The length of Glenhuntly Road makes this an ideal conduit for growth and development. The public transport options are abundant, varied and pre-existing along Glenhuntly Road. The retailers along Glenhuntly Road need a continued and increased patronage in order to remain viable. A significant petition (135 signatories) was tabled at the 8th of November Glen Eira Council Meeting that confirmed a substantial support for the concept of South Caulfield being a 'Major Activity Centre' and requested that this area be 'regraded' to an 'emerging major activity centre' and noted as 'an area for growth'.

A considered mix of Shop-top (heritage/character) and Shop-top (standard) could be incorporated along Glenhuntly Road as opportunities arise to ameliorate the high density planning for the area between the Sandringham railway and the Nepean Highway to medium density along the highway, as detailed above and also enable the retention of the low height residential character of the existing residential streets.

The additional dwellings above the retail premises along Glenhuntly Road, would provide a source of retail shoppers to the local businesses.

Importantly, the Elsternwick Concept Plan consultation Responses sourced from directly within the Urban renewal and 'housing opportunity precinct' have largely been ignored in Option 1 & 2. Many submissions clearly indicate where within Elsternwick, or other area they reside. Few submissions from within the affected Activity Centre are supportive of the re-zoning and these supportive submissions are from current retailers or owners of larger properties. The other body of supportive submissions either do not live within this 'Activity centre' or do not indicate where they live. The residential occupiers and owners are almost without exception vehemently non-supportive of the placement of the proposed Elsternwick Activity Centre. In addition, only minor adjustments have been made to the current Option 1 & 2 compared to the Option provided in July 2017. Why is this so?

The Glen Eira Council will vote on the current Option 1 or Option 2 at the February 27th Council meeting. If the current feedback from the Urban renewal Activity Centre and surrounds including the 'Housing opportunity precinct' indicates that neither Option 1 or Option 2 is acceptable, is it within our capacity to have our feedback implemented?

Lastly, what redress do residents have during the 'formal' process in mid-2018 to enact change?

SALIENT POINTS

- Reject Glen Eira Structure Plan Draft Options 1 & 2 in their current form as they lack supporting detail to confirm the principles of a healthy and sustainable urban realm.
- Proposal of a new Option 3, detailed within this submission that meets Council objectives for quality living, with focussed sustainable increase in population whilst enhancing and protecting the character of the entire Elsternwick municipality.

Sincerely

[Redacted Signature]

■ Oak Avenue, Elsternwick.

SUBMISSION 55 – 5 DECEMBER 2017

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

From: [REDACTED]
Sent: Tuesday, 5 December 2017 11:12 AM
To: Glen Eira City Futures
Subject: Elsternwick structure plan - Elsternwick library

Attention Julia WILSON

Dear city futures,

I attended the Elsternwick structure plan community forum last evening and asked a question in relation to the intended location of the Elsternwick Library, and in particular the meaning of the following “Consider connecting the library to the proposed cultural precinct to allow for increased open space in “Staniland Grove” (Planning for the future of Elsternwick - have your say”). Unfortunately there was little time available to explore this issue in any depth.

On detailed reading of the “Elsternwick Structure Plan Draft” the use for the word library is not included in the description of the proposed community hub in Staniland Grove or in the cultural precinct in Selwyn street.

This morning I sought clarification from the planning department and was advised by a staff member that if the library could not be located in the cultural hub then it would be incorporated into the community hub.

On further questioning it became apparent that Council was not able to advise me how the library would be incorporated into the cultural hub.

I am extremely disappointed that council has not highlighted the relocation of the library as a key element of the draft Structure Plan, despite the fact that retaining the library in Elsternwick will be a significant cost to the community.

In order for me to complete my submission I need further information in relation to how Council proposes to relocate the library into Selwyn St. What are the likely impacts of the new location on the functionality of the library? What are the potential implications for traffic management, given its proximity to schools, entertainment facilities including the Classic Cinema, bars, cafes and restaurants and existing and proposed open spaces? What are the anticipated costs of relocating the library?

Thank you
Yours sincerely

[REDACTED]
Seymour Rd
Elsternwick 3185
[REDACTED]

SUBMISSION 56 – 4 DECEMBER 2017

From: [REDACTED]

Sent: Monday, 4 December 2017 3:05 PM

To: Glen Eira City Futures

Subject: Elsternwick Draft Structure Plan

Hi,

I was hoping to attend tonight's forum but unfortunately I am now unable to and would like to submit my feedback on the plan.

In general, I am supportive of what council is trying to do with this plan as well as the techniques incorporated herein. However, in some cases some of these same techniques are not appropriate for the application.

For instance; the creation of a shared pedestrian/vehicle zone along Selwyn Street. I am all for shared zones but they really only work when there are low numbers of vehicles versus the numbers of pedestrians. In this instance though, it will be the **ONLY** public access to a new supermarket, several shops, a new residential component and the associated public carparking and this, to be honest, is ludicrous. Anyone with experience in the design and planning field (such as myself) will know that this will never be a successful shared zone and anyone who used Beavis Street will testify to how careful you had to be as a pedestrian around the supermarket carpark exit, when dealing with so many vehicles.

The shared zone should be limited to the portion of the street beyond this point but this will not create the desired plaza space outside the Holocaust Museum. Some might suggest that if this area is desired to be a public space, then the ABC site is **NOT** an appropriate site for a supermarket and residential development, although it seems council has already accepted that it is by building it into this plan. Not a good outcome.

Secondly, the rationalisation of carparking at the western end of Glenhuntly Road is good in theory but the options put forward in this plan are less than desirable when viewed in their totality. The removal of parks along Gordon Street and Selwyn Street does little to accommodate the demand that will be created by concentrating these same areas as entertainment precincts.

This is further exacerbated by the removal of the parking in Staniland Street, the pedestrianizing of Staniland Street and Carre Street and the consolidation of all that lost parking into a new facility on the corner of Stanley Street and Orrong Road. This means that many people (not even considering the expected increase over the next 15 years) who want to use the facilities at Western end of Glenhuntly may be forced to park at the Eastern end. This may not be a big deal for those with good mobility but an **APPAULING** outcome for those with limited mobility. This will also have a massive economic impact on the businesses at the Western end as people will tend to not make the journey by foot up the entire length of the strip if they are forced to park at the eastern end.

The scheme does make reference to increasing the parking in Horne Street but gives **NO** details about how this would be achieved.

Furthermore, the proposal given for the Stanley Street/Orrong Road as a single use of carparking is a **POOR** outcome. Especially when they have been offered advice as to how this site could accommodate numerous uses (including carparking) from several sources and that advice has clearly been refused.

For the main entrance to this 4-5 storey parking facility (400 car spaces and who knows how many thousand car movements per day) to be accessed off a primarily residential street shows a considerable lack of thought has been given to this area (especially when it is considered as a Strategic Site). The closure of Carre Street to traffic will mean that the access to the site from the West will come from Riddell Street which is a long diversion and a lot of traffic passed a lot of houses, especially when the Stanley Street West parking site is also being lost to future development.

Also, the resultant concentration of traffic at the intersection of Orrong Road and Stanley Street will be VERY difficult to manage and have a significant detrimental impact on the amenity of the residents in that area. I am not saying that there should not be any development there or that there should never be any increase in traffic, however, from my experience, this is a POOR proposal for this site and shows a considerable LACK of thought.

As a side note, the artist impression shown for the new public facility in Staniland Street looks lovely. However the space it suggests will be made available does not appear to correlate with the area of parking shown to be reclaimed. The parking to be reclaimed appears much smaller than what the picture suggests.

The creation of a plaza opposite the train station is a nice idea. However, the design of this needs to be carefully considered as it can become a barrier to the shopping viability on either side as much as it can a bridge. Human beings do not like to cross empty spaces and as such, unless there is a visual reason that keeps us moving across the plaza space, then we won't. And as many hundreds of public spaces have shown testimony to in the past, these will cause the economic death of the shops beyond. One solution that will help to overcome several of these issues is to create a new parking facility, perhaps accessed off the streets on either side of the railway line built over the railway line and which has its pedestrian access/egress via this new plaza area. This means that the plaza will become a central hub to the shops on either side rather than a barrier. It also means that a new parking option will be available at the Western End of the shopping strip.

In conclusion to the parking scenario's; for this scheme to suggest that the provision of only 156 additional spaces (which are consolidated at one end of a long strip) is sufficient to cope with an increase in population of several thousand in Elsternwick alone (not to mention those that will be attracted into the area) – is just ridiculous. A greater nett increase in carparks provided in facilities in various locations along the strip is what is required if this Structure Plan is to be given the best chance of succeeding.

In terms of the Urban Renewal Area, whilst I agree that this needs to happen and that the general scheme is reasonable, I do feel that the integration or transition from one type of development to another needs more thought and more protection controls for light, bulk and general amenity of the lower forms of development.

And finally, the inclusion of side by side attached townhouses as illustrated in the 'Minimal Change' Housing Type is completely INCONSISTENT with the goals and requirements of the Planning Scheme, not to mention council's own various departments, especially parking and infrastructure. This form of development has been largely discouraged in other municipalities for the same reasons, and they are:

1. Developments will require two crossovers, where once there was one
2. Street parking will be reduced as a result
3. Vehicles have to reverse onto the street rather than a forward exit
4. Front gardens are largely lost to driveways

5. Creates an inconsistent street pattern and rhythm, and
6. It is completely inconsistent with the Neighbourhood Character.

My suggestions are:

1. Consider multiple use and lower impact options for the Stanley Street/Orrong Road site and try to keep public carparking access from Orrong Road.
2. Limit the shared zone in Selwyn Street to the area beyond the carpark access and/or determine that the impact of a supermarket development on the surrounding amenity is not acceptable.
3. DO NOT concentrate all the public carparking facilities at one end of a long shopping strip, rather create several facilities along the strip.
4. DO NOT concentrate all the public parking traffic movements into one section of a residential street
5. Create a new parking facility over the railway line behind the proposed plaza space
6. Increase the transition between development types and sizes in the Urban Renewal Zone
7. Provide a sketch to the 'Minimal Change' Housing type that does NOT suggest that side by side development is appropriate. I know it is only a sketch but if you draw it, that creates a suggestion that people will follow – and it should NOT be followed.

I am happy to discuss these points if desired and I can be contacted via return email or by phone on

[REDACTED]

Regards

[REDACTED]

SUBMISSION 57 – 6 DECEMBER 2017

From: [REDACTED]

Sent: Wednesday, 6 December 2017 11:26 AM

To: Glen Eira City Futures

Subject: Feedback on draft Structure Plan for Elsternwick as part community consultation process

Can I please express my extreme concern about the excessive development planned as part of the urban renewal plan for Elsternwick. Developments of 8-12 levels are far too high and will change a residential development area so it is unpleasant for all the residents, particularly those living in its immediate vicinity. I'm living in Denver Crescent and the traffic here is awful now. It's unsafe here for bike riding. How do you plan to manage the traffic here so people can easily move about the suburb and it is pleasant and there is urban character if you were to go ahead with these plans?

Please do not ignore your residents and go ahead with development to 8-12 levels in the name of progress. This will deteriorate the livability of our suburb.

Kind regards

[REDACTED]

SUBMISSION 58 – 7 DECEMBER 2017

From: [REDACTED]
Sent: Thursday, 7 December 2017 5:43 PM
To: Glen Eira City Futures
Cc: [REDACTED]
Subject: Structure plan

To whom it may concern,
I attended the Elsternwick Library today to review the plans you have for Elsternwick, in particular how they affect our property at [REDACTED] Shoobra Rd, Elsternwick.

Based on the plan, I believe there is the potential to build a 3-5 level building on the site of the shops located near/on the corner of Glenhuntly and Shoobra Rd. Currently, the shops consist of single or double storey buildings.

Given there is only a narrow laneway between the rear of these shops and our property, we would be most concerned if a 3-5 storey building were to be built at any of these properties.

I appreciate that the current permit is 3-5 storeys and that this is not changing in the structure plan however I would still like to convey our concern at this time.

Should you wish to discuss our concerns in more detail please call:

[REDACTED]

or

[REDACTED]

Thank you.

Regards,

[REDACTED]

SUBMISSION 59 – 7 DECEMBER 2017

From: [REDACTED]

Sent: Thursday, 7 December 2017 5:52 PM

To: Glen Eira City Futures

Subject: Draft Structure Plan for Elsternwick

Attached is a letter from myself as the owner of [REDACTED] Glenhuntly Road, Elsternwick.

Thank you.

[REDACTED]




7 December, 2017

Glen Eira City Council
Corner Glen Eira and Hawthorn Roads, Caulfield
PO Box 42
Caulfield South 3162

Email: cityfutures@gleneira.vic.gov.au

Dear Sirs

Submission to the City of Glen Eira regarding the Draft Structure Plan for Elsternwick


I am the owner of  Elsternwick. They are two of the five of the buildings which are located at the eastern end of the activity centre, on the south side of Glenhuntly Road.

While I am supportive of the proposed 3-5 storey height designation for this location I do not support the continuation of the Heritage Overlay along this part of Glenhuntly Road.

All of the properties in Glenhuntly Road, to the east of Downshire Road have been substantially altered at ground floor level so that little or none of the original building fabric remains. All of the properties have undergone substantial internal alteration.

A reinvigoration of the activity centre would be more readily achievable if the restrictions of the Heritage Overlay were lifted from these properties. I suggest that the Heritage Overlay location be reviewed and that it be restricted to the west side of Downshire Road.

Please keep me informed of the progress of the Structure Plan and any proposed Planning Scheme Amendments which would affect my properties.



SUBMISSION 60 – 7 DECEMBER 2017

From: [REDACTED]
Sent: Thursday, 7 December 2017 2:26 AM
To: Glen Eira City Futures
Subject: Elsternwick Draft Structure Plan

Dear Glen Eira City Futures/Town Planners

I refer to your letter sent to me on 28/11/17 to inform of the release of the Elsternwick Draft Structure Plan.

Sorry No reference Number was provided on that letter.

Referring to your points in the letter, here are my responses.

Yes I am aware of the proposed significant changes but they are not clear, concise or transparent enough for me to choose an option and further explanation is required.

I need to know more details on the impact on overshadowing, setback of buildings and transition to neighbourhood, traffic management, acoustic reports and visual aesthetics, logistics on how the population will be managed with transportation, parking, noise, and basic living - rubbish removal.

How will the construction be managed in the small streets surrounding?

What will happen to the many mature trees in the area that help remove pollutants and provide food and habitat for many species - including Rosellas, Currawongs, Bats?

None of these issues have been raised in the documents sent to me or other residents.

The information provided in glossy documents, email responses to me and at the forum on Monday have always maintained the same deadpan quotes - with no real substance or addressing the real issues at heart.

I actually don't understand why this council is proposing to do this mass development or enclave of high-rise in one area - to west of rail line rather than spread it over the entire municipality. I can only gather that council, town

planners and councillors have an agenda on their mind to appease the residents to the east and make their properties safe 'for now' and as outlined in documents by CityFutures - "there is a buffer between rail line and east".

Id like to know who has decided where this buffer starts and finishes?

What defines the buffer zone? If you set a precedent for one area, surely that will mean in years to come the other side of rail line could be endangered of being re-zoned?

What decisions did you make apart from the idea that the housing is not 100% consistent in styles and as mentioned in your correspondence (older and not so significant) on the west side?

On what basis can you state that the car yards/commercial sites are under utilised (as they are currently privately owned)? Are you privy to their profit and loss?

I cannot respond to either option offered unless there is more information provided as outlined above. As per the residents forum on Monday 4/12 - it was clearly noted from the questions, that residents attending were not in favour and would like to see further options.

I attended the feedback forum on Monday and to be honest, did not feel any further enlightenment. It was again glossed over with proposed statistics and basic facts that had no back up on how it would really work for those living in Elsternwick.

Transport and parking: has a feasibility study been taken of the area and impact? The structure plan draft mentions on page 51 that it will investigate traffic movement improvements at McMillan/Nepean Highway? Surely this should be done now?

Why are there only 156 additional parking spaces added to an area where you propose to fit in an extra 2000 people?

and finally, why does Glen Eira want to develop all suburbs in their municipality rather than preserve their unique villages? Other councils like City of Port Phillip have preserved their villages (Albert Park, Middle Park) and although Elwood has development along strips like Ormond Rd - The height of most buildings are 3-5 stories maximum.

I'd appreciate responses to my questions so I can make a better judgement on this proposal.



SUBMISSION 61 – 5 DECEMBER 2017

From: [REDACTED]

Sent: Tuesday, 5 December 2017 9:46 PM

To: Glen Eira City Futures

Subject: Draft Structure Plan Feedback

Please find attached my comments on two facets of the draft structure plan. The first is a comment on the cultural precinct and the second is on potential population increases in the area.

I would appreciate a response from your department.

Kind regards,

[REDACTED]

[REDACTED] Sandham Street

Elsternwick

[REDACTED]

Elsternwick Draft Structural Plan – Cultural Precinct

On Page 12 of the draft, there is a line referring to the establishment of a Jewish cultural precinct but with very little detail. This seems a good idea, but has a limited appeal to most of the locals I have spoken to. I understand there is a large Jewish population in the area but it is only 16 percent with the predominant religion being Catholicism and the largest portion declaring to be of no religion at all (Census 2016)

Currently there are no secular cultural facilities, meeting rooms etc in Elsternwick apart from the Library which is proposed to be moved, although this has now become uncertain because of the Woolworths development

I would like it confirmed that any facilities provided with Council funds will be of a secular nature.

I would also suggest that any displays, sculptures, etc be secular in their approach and show the history of the area including the effects of the waves of migration from the early English and Irish settlement, through the Post-war migration period, up to the current day where there is a growing multi-cultural influence.

Some displays explaining the architectural features of the heritage buildings could be incorporated. Even some heritage walks starting from the precinct could be suggested with information about particular houses (linked to QCodes?) as well as Ripponlea. This would be in addition to the existing longer Rosstown walk which also starts nearby.

Elsternwick Draft Structure Plan – Potential population increases

Firstly I would like to congratulate the planning team for all the effort that has gone into these documents. We all know the State government is putting pressure on the local councils to provide improved facilities and extra dwellings for our growing population and it is not any easy task. Many people will be happy with the outcome particularly those in the heritage who have escaped the sceptre of inappropriate development. However many in or close to the Urban Renewal area are obviously deeply concerned with the future amenity and value of their properties and their concerns need to be addressed.

I attended the meeting on Monday night and came away thinking that some critical information was missing from the presentation.

I have checked the Census 2016 results for the Elsternwick Post Code and the Glen Eira local government area. Currently the Elsternwick population is just slightly less than 10% of the total local area's 13,000 or so people and contains roughly 10% of the nearly 60,000 dwellings. From your Structure Plan Draft Page 4 it can be seen that 22,000 new residents are expected in our LGA over the next 15 years and obviously the State Government expects us in Elsternwick to take more than our proportionate share of 2,200 new residents. Is there some figure as to what is expected or is it a case of as many as we can squeeze in?

There is also a lack of calculations on what increased numbers can be reasonably expected from the plans you are now putting forward. The heritage areas will not have any significance, but If we look at Page 19, there are large areas where single dwellings can be replaced with 1-2 dwellings. Indeed this is happening already. Also the shop top dwellings (heritage and standard) also have the potential for more residents. Plus the garden apartments. Calculations for all these areas will depend on probable turnover of properties and historical data that can be used as a basis for projections will be in your office.

When it comes to the designated Urban Renewal Area, it should be easier to calculate the no. of potential residents as in large areas there are no existing dwellings. Assumptions using current data of apartment size and type mixes and the proposed set-backs etc could be used to calculate results for Options 1 and 2 (and 3 or 4?).

It seems the State Government has been persuaded by developers that the only answer to expanding population in Melbourne is to put up enormous towers (and incidentally maximise their profit while destroying the amenity of nearby property). I have no problem with developers maximising their profit but it is up to us to set the rules and standards whereby we wish to live and for them to build within it.

If we could show statistically to the State Government that we have the ability to grow our area's population by an acceptable percent in 15 years without the 12 storey buildings, it could be a win for all.

SUBMISSION 62 – 8 DECEMBER 2017

8 December 2017

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

Dear Sir/madam

ELSTERNWICK STRUCTURE PLAN DRAFT - OCTOBER 2017 FOR CONSULTATION SUBMISSION

INTRODUCTION

Urbis continue to act on behalf of [REDACTED] as the owners of the property at [REDACTED] St. George's Road, Elsternwick. We have been instructed to lodge a submission to the draft *Elsternwick Structure Plan Draft: October 2017 for consultation*.

Our understanding of the undertaking of this document is to set out the long-term vision for the central Elsternwick area and guide development in the way of future land use, types and heights of buildings, and the preservation of neighbourhood character amongst other aspects of future growth.

Our client commends council on taking the initiative to prepare the Elsternwick Structure Plan to encourage development in the area to meet future growth targets. However, with respect to the proposal put forward to rezone the land at [REDACTED] St George's Road and introduce building heights that are lower than the existing controls, is not aspirational in encouraging and accommodating the future population growth that this precinct should support. Further, it is considered that the methodology for doing so being based on the concept that Heritage Overlays and Residential Growth Zone are conflicting planning controls are not substantiated enough and do not align with planning assessment procedure in general.

Overall it is considered that more work is required from Council for them to deliver an attractive Structure Plan which realistic delivery targets and concepts, without the need to alter the zoning of the subject site.

SUBMISSION

The draft structure plan identifies that Council aims to protect Elsternwick's distinct character, and align with the objectives set by the State Government in terms growth and density at the same time. Specifically, Council seek to protect existing heritage areas whilst still developing Elsternwick as a designated Major Activity Centre as identified in Plan Melbourne.

One of the strategies to achieve this is to re-zone all sites within a Residential Growth Zone and Heritage Overlay to a 'lower-order Residential Zone, noting that this is a current conflict of planning controls.

Structure Plan submission



We would argue that a blanket rezoning to all Residential Growth areas affected by a Heritage Overlay is an inappropriate response, and that the combination of the two controls is not an 'anomaly' given the following:

- The purpose of the Heritage Overlay is to:
 - To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
 - To conserve and enhance heritage places of natural or cultural significance.
 - To conserve and enhance those elements which contribute to the significance of heritage places. To ensure that development does not adversely affect the significance of heritage places.
 - To conserve specifically identified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.

Arguably, the control is not to prohibit growth and as such does not directly conflict with the purposes of the Residential Growth Zone. Indeed, the control ensures that any new development is respectful to the existing character of the heritage place and wider area.

- The purpose of the Heritage Overlay can still be upheld under the current planning context at St. George's Road. That is, heritage dwellings and sites are protected by introducing a planning overlay to ensure that development is respectful of the heritage context. We do not overly contend the Heritage Overlay on the site (notwithstanding our outstanding concern with the proposed grading) and acknowledge that the assessment process for any future development on site will have regard to these controls. Nevertheless, to contend that Residential Growth Zone is a conflict of controls is ill-advised when taking into consideration the context of the subject site, particularly when State policy is guiding a growth of development in areas that are close to services and amenities, such as the subject site.
- The Vision and Objectives of the draft structure plan include to maintain Elsternwick's pristine heritage and character-filled residential areas. Arguably, our clients site is not within a pristine part of St. George's Road – with the majority of surrounding sites noted as non-contributory (acknowledging that some of these are currently under review as part of C149). Therefore, to prohibit taller development as noted within the Building Transitions Plan is not consistent with the current context of the site, which includes larger-scale residential sites, nor the locational context of being close to the Glenhuntly Road retail precinct.
- Overall, it is considered that the current planning framework can successfully preserve the heritage character of Elsternwick while identifying opportunities for housing and increased growth. That is in essence the purpose of the Planning Scheme - to balance the various controls and determine an appropriate outcome for the site.

This approach was the core of the decision by the Court of Appeal when they upheld the decision of VCAT to grant a planning permit for the demolition and redevelopment of 'Arden', a significant heritage place under the Boroondara Planning Scheme (*Boroondara City Council v 1045 Burke Road Pty Ltd [2015] VSCA 27*).

In arriving at its determination, VCAT adopted what it described as a 'balanced' or 'integrated' decision making process.



Relevantly, the purposes of the Heritage Overlay provisions in the Planning Scheme included the implementation of both the State and Local Planning Policy Framework (including the Municipal Strategic Statement and local planning policies). This, together with clause 65 of the Planning Scheme and sections 4, 60 and 84B of the *Planning and Environment Act 1987*, directed VCAT to consider factors other than heritage when determining whether to permit demolition.

This approach should be taken in all decisions made within the City of Glen Eira, particularly when moving towards accommodating for future housing and growth.

SUMMARY

We acknowledge the visions and objectives of the draft *Elsternwick Structure Plan Draft: October 2017 for consultation* which seek to balance future growth whilst protecting the existing heritage precincts. In order to meet these objectives, sites that are appropriate for higher scale development by virtue of their locational context close to the retail strip and do not display pristine heritage character should be assessed on their merit and alignment with State and Local Policy and do not warrant a blanket re-zone to a lower-order Zone. To suggest that the current zoning of ■■■ St. George's Road is conflicting with its Heritage Overlay is incorrect, as all planning decisions will be made on a balanced or integrated decision in achieving high quality outcomes for the City of Glen Eira.

Based on the above, we respectfully ask that you carefully consider our submission, and the need to provide more a more calculated approach to achieving the overarching objectives of the Structure Plan. Should you have any enquiries, please contact the undersigned on ■■■■■■

Kind regards



SUBMISSION 63 – 8 DECEMBER 2017

From: [REDACTED]
Sent: Friday, 8 December 2017 11:46 AM
To: Glen Eira City Futures
Subject: Elsternwick Draft Structure Plan

Dear Tess,

My partner [REDACTED] and I are owner/residents of [REDACTED] Regent Street, Elsternwick. We attended the community forum at the council offices on Monday 3 December and would like to make the following comments:

- Aiden presented the draft structure plan well and clearly to an at times unappreciative audience.
- The 10 feedback items seem to be a reasonable and accurate reflection of the objectives of residents for the future of Elsternwick.
- We believe that option 2 is the best one to go forward as we agree that trying to maintain the status quo is unsustainable and understand it as an attempt to address the issues with regard to state planning and VCAT.
- The draft structure plan is ambitious in parts, ie, the creation of pedestrian and cultural precincts. These are great concepts and there's nothing wrong with being ambitious. However, one concern we have is how the proposed precincts will impact parking and traffic flows. We recognise that the draft plan has addressed parking but it doesn't appear to be adequate for the potential effect of the new precincts. This leads to our second major concern. While the plan allows for more public space (fantastic) and pedestrian friendly areas (fantastic) the proposal to increase parking spaces seems to be the building of a multi storey concrete eyesore the building of which appears completely out of sync with the innovative plans that's that have been put forward.
- While understanding that parking is an emotive issue it would be great if we could move away from creating a concrete block to the creation of a more aesthetically pleasing outcome.

We congratulate the Council on the comprehensive community consultations you are having and look forward to our further participation.

Regards,

[REDACTED]

ELSTERNWICK STRUCTURE PLAN DRAFT

REQUESTED FEEDBACK

Preamble

1. The Glen Eira Council is to be congratulated on, what seems to be, a well thought out Plan for the future of the Elsternwick Activity Centre, bought about by external factors.
2. My wife and I have lived at ■ Elizabeth Street, Elsternwick, for 40 years. In that time only gradual change has taken place. A change that's fairly easy to live with, as amenity hasn't been greatly affected.
3. This Plan will cause major change quickly, and completely alter the character of where I live. Maybe for the better, but that remains to be seen.
4. I fear that the final Plan will be basically a fait accompli on the basis of government policy that promotes increasing population density.

Observations

1. We assume that the Plan has been promulgated in response to the Victorian Governments objective of developing for Melbourne, so called Urban Villages or Activity Centres (in current jargon), to utilise local infrastructure more efficiently (so we are told). Otherwise there would seem to be little point in this Plan.
2. It would seem that if this Plan were to be made part of the *Glen Eira Planning Scheme*, it would be still be subject to the Victorian State Governments whim, in the form of the Planning Minister, as to whether it would stand, or be ignored.
3. Even if the Plan were to be adopted as part of the *Glen Eira Planning Scheme* it, or any portion of it, can still be over ridden by the VCAT who operates under legislation that favours city development at the expense of residents, and Councils, who may be affected.
4. Elsternwick appears to have to change due to point 1 above. We are told that Melbourne is expected to grow 584,705 households by 2031. Quite so. But where is the rationale for Elsternwick to absorb 9,000 households (or indeed, any at all).
5. Why does the Elsternwick economy have to encourage night time activity, office accommodation and employment. There appears to be little rationale for this.

Observation Conclusion

It appears that the Plan will provide a benefit for the residents. But at the expense of other issues, for example, traffic and parking.

Request to Council

Lobby the State Government, vigorously, to give local level decision making responsibility back to the local level, back to the local Council. Residents deserve no less.

Detail Observations and Comments to the Plan

Land Use

The land use precincts seem to be well defined and fairly evident.

Buildings

Height of buildings seem to be excessive in urban renewal areas, west of the railway line, eg 12 stories. Eight stories would be so much more acceptable. In keeping with existing tall buildings and surroundings.

Tall buildings should also require a minimum space between them, say half the height of the tallest building.

Strategic site (A) building heights seem excessive where they abut heritage 1-2 story buildings. This is especially so in Selwyn Street, the Entertainment and Cultural Precinct. These should be more to the order of 4 to 5 stories, not 6 to 8, even then they would dwarf the adjoining heritage houses in Sinclair Street.

Architectural building guidelines appear to be reasonable, as far as they go.
But.....wouldn't it be great if Elsternwick had an outstanding architectural building.
Think the London Gherkin which has been reproduced in Barcelona.

Obviously Elsternwick cannot accommodate buildings on such a grand scale but, we certainly could have buildings of exceptional architectural merit that gain attention and provide food for the soul.

Maybe Council planners could start early discussions with Woolworths to try and achieve an outstanding architecturally designed building, for the Entertainment and Cultural Precinct, on the old ABC workshop site.

This begs the question; does Council have architects on staff, or that can be called upon, to assist in planning?

Public Spaces

Elsternwick, like many inner suburbs, does not have excessive open park space. The propensity for Council to accommodate children and their young adult parents is commendable.

But Council are not providing public space for a large part of their Ratepayers. Ratepayers that appreciate *quiet* park land where people can run a dog, or simply sit under a tree and read a book in a sunny and peaceful environment.

Parking and Movement

Residents, north of Glen Huntly Road in the vicinity of the railway station, due to the increase of traffic expected, will appear to have even more difficulty than at present in exiting the area to travel west and south, towards Moorabbin and Elwood.

Good traffic management at Elsternwick rail station will be an absolute must. As this area is planned to be mixed pedestrian and traffic (due to tram, train, and the Entertainment and Cultural Precinct) there appears to be a danger of traffic chaos.

Is it possible to provide a bridge, over the railway line, linking Sinclair and Davis Streets. This would provide a good exit/entry to Glen Huntly Road near the Nepean Highway.

Currently, during the day, it's not unusual for me to have to park 200 metres away from my front gate at ■■■ Elizabeth Street. With the increased population density envisaged in the Plan, that is the Entertainment and Cultural Precinct, this can only become worse.

Although parking has been addressed for people visiting, there doesn't appear to be anything in the Plan to accommodate for residents parking requirements. Bear in mind that many heritage houses, built pre the motor car era, do not provide for on premises parking.

Council must enforce new building developments to provide adequate off street parking for the increase in population that new buildings will generate.

The alternative is for 24 hour, 7 day, permit parking only.

TELL US WHAT YOU THINK OF THE ELSTERNWICK DRAFT STRUCTURE PLAN

Below are the top 10 things we heard from the community when consulting on the future of Elsternwick, and what we are proposing in the draft Structure Plan in response.		To what extent do you think the proposed actions address the following community concerns raised during consultation? (Please tick)				
What have we heard?	What we are proposing	Very well	Well	Somewhat	Not well	Not at all
Protect heritage areas.	Resolve zoning conflicts in heritage areas to provide clear protection that is prioritized. Reduce the growth area and relocate this type of development to the urban renewal area.		<input checked="" type="checkbox"/>			
Urban renewal area is excessive and 12 storeys is too high.	Provide two options for further community feedback.			<input checked="" type="checkbox"/>		
Create more green spaces.	A new open space over Council's existing car park at Staniland Grove (2,400m ²) and advocating for 8,800m ² of new open space through new parks around Oak and Elm Avenues.			<input checked="" type="checkbox"/>		
Improve Elsternwick library.	Consider connecting the library to proposed cultural precinct to allow for increased open space in Staniland Grove.		<input checked="" type="checkbox"/>			
More parking is needed.	Propose destination parking and a net increase of approximately 150 spaces for the centre focused at the Staniland Street east site.			<input checked="" type="checkbox"/>		
More outdoor areas are needed for people to meet.	Create a pedestrian plaza area in Carre Street.			<input checked="" type="checkbox"/>		
Elsternwick needs vibrant community spaces and places.	Create a new cultural precinct with a pedestrian plaza area connecting the library, museum and public spaces. Investigate traffic movement improvements in the area.			<input checked="" type="checkbox"/>		
Improve walkability.	Implement pedestrian-only streets, widen kerbs and improve pedestrian crossings.			<input checked="" type="checkbox"/>		
Improve cycling amenity.	Provide a cycling link to Elsternwick Station along Ripon Grove and Riddell Parade.			<input checked="" type="checkbox"/>		
More night-time activity is needed with safe places for people.	Create a plaza with walking connections to Glenhuntly Road, Gordon Street and Ripon Grove – connecting to the Station and Classic Cinema – to create opportunities for increased dining and night-time activity.			<input checked="" type="checkbox"/>		

Please provide any comments about the proposed actions:

PLEASE REFER TO ATTACHED.

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



Option one: reduce urban renewal precincts from proposed boundaries in Elsternwick Draft Concept Plan



Option two: retain extent of urban renewal precincts as proposed in Elsternwick Draft Concept Plan.

Please provide any comments about option one:

Please provide any comments about option two:

Please list any further feedback that you would like to include in your submission.

PLEASE REFER TO ATTACHEMENT

Please list your suburb and street name: ELSTERNWICK

Please list your street name: ELIZABETH STREET

If you would like to receive future updates about the Elsternwick Structure Plan, please list your email address: [REDACTED]

Consultation closes Monday 11 December. Submissions can also be made:

- online: www.gleneira.vic.gov.au/elsternwick;
- via email: cityfutures@gleneira.vic.gov.au;
- via post: City Futures Department, PO Box 42, Caulfield South 3162; or
- contact Council's City Futures Department on 9524 3333.

SUBMISSION 65 – 10 DECEMBER 2017



Glen Eira City Council
Planning Department
Email: cityfutures@gleneira.vic.gov.au

9th of December 2017

Dear Madam/ Sir,

RE: Feedback on Proposed Re-Zoning of Elsternwick – option one and option two

I reject both options as discussed at the forum, held on the 4th of December 2017 at the Glen Eira Town Hall. I do not support these options because:

Infrastructure, Public Transport and Roads

- The options present an over development of the area due to the high density of housing versus the available infrastructure and space to accommodate such a level of growth.
- Glenhuntly Road is already congested with cars, trams and buses. City Futures and Mary Delahunty said a traffic impact assessment is being done at stage five of the consultation however the outcome of this has not been released nor is it reflected in the latest documentation. Furthermore both options do not address how a significant increase in traffic will be managed and how traffic within small residential streets such as Sherbrooke Avenue, Rusden Street, Alexandra Avenue, St. James Parade, Denver Avenue, College Street and Home Street including the busy bus terminal as well as the various Glenhuntly Road intersections. In addition, the trains, trams and buses are already overcrowded and there are no details as to how this will be addressed in either options.
- Within the urban renewal area, in both options, the transport plan has not been developed conclusively. It is unclear how cars will have access to Nepean Highway in both directions as well as the impact on the quantity of cars using Nepean Highway, especially during peak hour.
- Parking has not been adequately addressed in either options including Glenhuntly Road and residential streets in order to cater for a significant increase in residences. Many of these residences will still require cars to access the shopping strip. In both options the Stanley Street east car park is four levels high above ground however it could be placed underground so that a multi-storey development can occur above ground with easy access to Glenhuntly Road shopping centre. The houses in this street, practically speaking, do not have any heritage/character unlike other streets in Elsternwick. Therefore redevelopment should occur here instead.
- New public space in the urban development zone is only being advocated for and there is no clear indication as to how the council is going to secure this park space.
- ***There is a clear precedence for high rise developments in the Glenhuntly Road shopping strip which is also within the activity centre zone.***

Heritage/ Character of Properties

- Both options do not take into consideration, the heritage/ character properties in one of the oldest parts of Elsternwick. Both options are letting the developers destroy history which can never be re-captured again.
- There has been no consideration of the protection of this heritage area in the past or indeed now. Other areas of Elsternwick have heritage overlays/ character but the proposed re-development area has not ever been factored in for its buildings many of which were built in the 1880s onwards. Why is this so?
- The urban renewal area is excessive and completely out of character with the suburb. The original reason why we moved to Elsternwick back in 1978 was for its ambience, open space, diversity, schools and close proximity to public transport. These reasons would significantly be compromised if this proposed development went ahead.

Community Consultation

- The community consultation, regarding this development, has been minimal with residents in our area only becoming aware of it within the fifth stage. Dropping letters as part of the junk mail delivery is not a way of advising residents of such an important proposal. All correspondence to residents should have been sent out via Australia post as individualised letters.
- The council has failed to provide a consolidated list of all housing development sites and opportunities across the municipality even though it talks about a 'whole municipality approach'. Council has enough opportunities to meet Victorian Government housing targets without creating such excessive high rise building zones in Elsternwick.
- It is inappropriate for the residents to make any decision on either options when there is a lack of detail as to how it is going to be implemented and who is going to pay for what. Even council itself says in the documentation "... funding for projects will be subject to councils budgetary processes and priorities." This is a precarious way of doing planning when it appears that there is no guarantee of funding.

Overshadowing

- The proposal of eight to twelve stories is far too high. The council has not provided any detail or addressed our ongoing concerns as to how the properties next to or near the twelve story developments will be protected by the significant overshadowing and privacy concerns.

Cultural Precinct

- There is a lack of detail as to what is meant by 'cultural precinct' in Selwyn street especially when one adds the proposed Woolworths development. How is this to be blended in? In both options the council has not taken into consideration the migration of other nationalities and religions into the area.

Miscellaneous

- At the meeting on the 4th of December 2017, the planning officer, also spoke about one person residences which he felt should be made available for young families. This is an insult to existing residents and on what basis has he been able to make this statement? I have been a resident of this area for 39 years and have reared our children here and been an active participant within the community. Now that my children are grown and have moved out, this is

not a reason as to why my husband and I should vacate our home and relocate to another area.

In summary, I expect my elected representatives to present a plan which is a more appropriate and balanced option as well as reflecting upon Elsternwick's heritage, character and community. Unfortunately the Elsternwick shopping strip does not, in my opinion, have a village feel about it because there has been no ongoing planning and implementation of standards as to what is appropriate to maintain the heritage feel of the existing shops. In comparison, McKinnon Road shopping centre, although small, has maintained its heritage feel. Also Church Street shopping centre is a good example of consistent and well thought out planning and standards. In Glenhuntly Road, the use of excessive billboards can be seen as well as different coloured shop fronts, which creates inconsistency and varying standards across all the shops. Why has this continued over the years?

If you wish to discuss the above mentioned further with me, I am available on my email address, as stated above.

Yours sincerely,

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

SUBMISSION 66 – 8 DECEMBER 2017

From: [REDACTED]

Sent: Friday, 8 December 2017 3:59 PM

To: Glen Eira City Futures

Subject: Draft Structure Plan.

We live in St James Parade and will be enormously affected by the proposed 'urban renewal' development on the existing car yards site.

The residents on the eastern side, the St James Parade side, will have their neighbourhood, their property values, their safety and their visual amenity destroyed.

We chose this particular area because of the single-dwelling covenant in the area - because we did not want to be surrounded by townhouses.

We certainly DO NOT want to be surrounded by high rise.

Neither of the proposed options are acceptable. The notion of any 12 storey buildings are too high and inappropriate for this area.

The plans completely ignores the concerns of those near the 'urban renewal' area. It may currently be commercial use, but currently this is only single storey. Not 8-12 storeys. These proposed heights are completely appalling.

Four storeys should be the maximum allowed in any proposed plans. For the visual amenity, and because the area simply cannot cope with the amount of population the future plans are suggesting.

We understand there are also plans for high-rise in Bayside council, where the current housing commission flats are along side the canal. It just too many people.

Naturally we support the proposed green areas within the development. However if they are bordered by 12 storey buildings, they will be no more than a wind tunnel. Hardly an appealing space for the residents of the high-rise, nor any benefit to the existing residents of the area.

Further, how will these thousands of new residents access Glenhuntly Road? Simple, they will turn left into St James Parade to get up to Glenhuntly Road. The traffic in the narrow streets will be a nightmare. How could this not have been considered??? Our once quiet area will become a major traffic thoroughfare. This will erode any neighbourhood peace and safety. There are many children in the area, who will now find themselves living on a very busy street.

Our streets will be full of overflow cars from the high-rise and the proposed commercial enterprises looking for a place to park. The car yards and the nearby railway station alone are already ensuring I can't get a park on the street after 9am - imagine with another 20,000 residents and workers!!

If we have no controls over the height of these buildings, then at least come up with a decent plan for traffic. Some area needs to be set aside of the proposed development for a road going up to Horne Street/Glenhuntly Road - so that thousands of cars a day are not needing to travel up St James Parade. The developers will be making a motza, make them at least pay for a new road alongside the railway line.

Any positive benefits of the plan are all focussed on the Glenhuntly Road Area, there are no benefits to our immediate area. Any of the 'benefits' of the scheme - proposed plaza, cycling links, cultural precincts are all in the Glenhuntly Road area, and do not seem to be of any benefit to the residents of the 'urban renewal' area - who will be most negatively affected. Why do those who live in so called 'heritage' and protected areas, get all the benefits and get to keep their current residential environment???

I attended the meeting on Monday 4th. The speaker seemed to suggest that no matter what residents say, this development will go ahead. That VCAT will always rule on the side of the developers. If that is the case, then why start with 12 storeys, we could end up with 20 storeys? Why not start with 4 and perhaps end up with 8??


Further, if council has no control over VCAT, then who does. And lets get that authority involved? Surely the Council is not intent on completely ruining the area.

I am not totally opposed to development. But I am opposed to inappropriate development. Why can't have MODERATE development? Why does it have to be extreme?

Our visual amenity will be destroyed, we will not see sky and trees, we will see high-rise, high-density buildings. Our safety will be compromised by the hugely increased traffic flow in our street. For all these reasons our overall neighbourhood amenity will be destroyed, and with that our property values.

I am opposed to these plans in their current form.

Sincerely,


St James Parade
Elsternwick

SUBMISSION 67 – 8 DECEMBER 2017

From: [REDACTED]
Sent: Friday, 8 December 2017 5:03 PM
To: Glen Eira City Futures
Subject: Feedback on proposed development of Elsternwick

Feedback on proposed development of Elsternwick:

1. I strongly disapprove of plans for buildings above 6 storeys in Elsternwick, other than directly on Nepean Highway. 12 storeys is excessive and will ruin our suburb.
2. I strongly disagree and disapprove of plans for multiple apartment buildings in Elsternwick. Apartment buildings should not be built along Glenhuntly Rd, ruining the lovely village feel. High rise apartments - if they must be built - should go along Nepean Highway only and should not exceed 6 storeys. Only 200-250 new apartments should become available in Elsternwick in the next 3 years, in line with all other neighbouring councils.
3. No more high rise development in and around Orrong Road. The traffic congestion that will result from the new Coles and apartment high-rise will be challenging enough given the proximity to schools and kindergartens. The Orrong/ Glenhuntly Rd intersection is already dangerously overcrowded between 3-8pm with the Coles in operation. No apartments should be built where the current car park and kindergarten is on Orrong Rd (back of the Glenhuntly Rd shops).

Regards

[REDACTED]

[REDACTED] Orrong Rd
Elsternwick

[REDACTED]

SUBMISSION 68 – 9 DECEMBER 2017

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

From: [REDACTED]
Sent: Saturday, 9 December 2017 10:37 AM
To: Glen Eira City Futures
Subject: Elsternwick Structure Plan feedback

Hi there

I have several concerns with the plan as presented. My take out is that the plan seems to be encouraging development over amenity without any true traffic studies (VicRoads) or consideration to where the intended future activity centre will be. With private developers already finding spaces and properties to develop, I see no reason for Council to 'offer up' true local amenity, safety and character, let alone property.

The documentation sent so far and the responses I received at a drop-in session at Elsternwick Library are quite superficial, and are written, presented and given in typical 'support the outcome we want' style while lacking true rigour. This is perhaps understandable given the speed of change unfortunately.

I am directly impacted by possible changes as I live in Carre St, so glib questions touted as consultation is Marketing 1.01, such as (sic) "would you like more open spaces" or "is parking important" get obvious, predictable responses. There was no question about "do you think free, open, at grade parking is preferable, safer and better than underground or multilevel paid parking?" for instance. You can't just smell the roses, you also need to grab them by the stem for true consultation.

There is also a lack of a tangible understanding of the Council's priorities, though I note the appearance of 'Elsternwick 2031' as a vision statement. There is a substantial amount of private multi-level development on private development sites in the pipeline or already underway (Coles, Woolworths ABC Selwyn St, 2nd tower in Riddell Pde, Tower on Ex-Sage site, and the future ABC Gordon St). The Oct 2017 booklet also introduces the prospect of quite significant development west of the railway line. Understanding the traffic, movement and infrastructure demands, and the ability to affect or withstand VTAC (with or without a structural plan that does or doesn't include these) prior to these changes seems a great challenge.

Glenhuntly Rd needs a smart, considered and actionable traffic management plan above all else. Also, with 'anchor' tenancies like Coles and Woolworths developing on the northside of Glenhuntly Rd, surely these areas should be the natural area of concentration to plan and provide parking, traffic management, safe movement and amenity. A 30km speed limit is frightening to contemplate, and not justified, even though often it's wishful thinking to even get 40kms.

But, let me respond to 'What we have heard' (though I think this is more "What we wanted you to hear and skewed our questionnaires towards" - sorry, can't always control my cynicism). This also differs between the letter and planning 8-pager dated/mailed 13 November and the draft document/booklet dated October 2017 that I picked up at the Library 7/12 - as there are inconsistencies between these documents.

First. What we want to achieve (Pg4 of Oct doc)

What are the actual, tangible 'significant community' benefits that you'll look for or hang any development approvals on?

For instance, what benefits to the community have there been from the three new high-rise buildings? Please name them. Surely it's not new cafes and the oft-used 'jobs' response. What true community benefits then from future dense buildings. To my mind, so many things conflict with the stated objective of protecting Elsternwick's distinct character.

The letter/8-pager Top 10

Protect heritage areas - clear protection seems impossible given the plight of heritage houses across Melbourne. Seems a pipe dream but certainly a worthy aim.

Urban renewal area is excessive and 12 stories too high - I am not directly affected by development west of the railway, but what are the two options alluded to? Again, what are possible and tangible community benefits? What, realistically, can the Council actually enact and enforce? Surely a State Govt planning thing and VCAT looms large. A community benefit is not merely more shops and cafes under units that forego parking requirements (or units with inadequate parking even for tenants) but just offer a few jobs.

Create more green spaces - fine, great, but where and why and at what cost? Considerable loss of parking and access in Staniland Gve. Oak and Elm Sts will be great for those west of the rail line, but no one else will have easy access to them (take a stroller over the much tagged, eyesore pedestrian bridge from Riddell Pde to Oak Ave? - think not). Reading between the lines (or looking at the A4 booklet) this just suggests high-rise will replace the car yards. Height is an issue for those residents behind them of course and traffic (wanting to be city bound?) will be nasty.

Improve Elsternwick Library - no idea what this means in an era when books are retreating and 'connecting to the cultural precinct' seems odd as this is apparently a Jewish enclave in Selwyn St in S.4.0 of the October document. Must say, this is not an inclusive proposal. I'm not Jewish. New developments are not aimed at that demographic. It is of no interest to me. I wouldn't go there. Business actually suffers because of the 'Jewish factor' of Friday night Shabbat and Saturday closures. It also seems to limit the access to the Woolworths development site and takes even more parking off the street (school bus access to Museum?). Confusing how it all fits and is intended to work, especially for residents of the intended apartments, Sinclair St and the school community across the road (let alone the viability and planning by Woolworths). Not a fan of blocking streets unnecessarily.

More parking is needed - yes, but where and what sort of parking is actually preferred? The Stanley St East car park, which I live next to is never fully utilised, even with retail/office workers using the 4hr spots. I have not seen a true parking study, and when Coles and Woolworths open north of Glenhuntly Rd, parking demand will be further skewed on that side and direction. Direct access to shopping is a planning and retail psychology certainty, so calling the safe, open, free current Council car parks strategic sites (for private development) is the absolute worst part of this plan. Stanley St East cannot be forced as the 'centre' of the strip, especially if intending plazas and precincts closer to and across from the railway station and in Selwyn St and shopping anchors are the Coles and Woolworths sites. The size of the proposed expansion is over the top and unnecessary. More evidence required.

More outdoor spaces are needed for people to meet - fine as a glib 'yes' response, but this is curious, odd and unsubstantiated if just offering up Carre St. Carre St provides essential access to several buildings, takes cars off (and gives access to) Glenhuntly Rd and provides close disabled parking access to the shopping centre. The buildings near Glenhuntly Rd are not designed to

support further cafes, so this is a bizarre idea when a decent park is proposed in Staniland. The artist impression still being used is fanciful and highly inaccurate as to what is possible let alone practical. The provision of tables and benches, such as those in Staniland Gve would probably suffice as additional 'meeting places'. Do a proper traffic study and model impact on travel times, especially the massive impact on traffic turning into Riddell Pde and Stanley St as a result. This lack of proper impact studies seems to pepper this whole process.

Elsternwick needs vibrant community spaces and places - again, another glib statement based on??? Needs? Wants? How can you connect the library to the proposed Selwyn St cultural precinct? Move the library, bulldoze it and create more parking in Staniland Gve? This is just a fluff ask. Means nothing - what does a 'vibrant community space' look like and do? Need to increase parking next to this, not remove it then?

Improve walkability - this is another 'what the?'. What are the walkability shortcomings now? Better footpaths for sure, better policing and limitations on kerbside dining. Pedestrian only streets? This does not promote walking if they aren't where people want to go or more importantly if such spaces compromise access, foul traffic efficiency and confound logic. More evidence required.

Improved cycling amenity - noble wish, but there is no possibility of making Glenhuntly Rd truly bike friendly, and only if the footpaths along the railway line is widened and made into a shared path (only a few hundred metres) can the same be said of Riddell Pde ... and Rippon Gve really doesn't carry much traffic so is pretty bike safe anyway (both are vital for on-street parking for the railway station of course). That's a very odd bike path route, from where to where? Logic? More evidence required.

More night time activity is needed with safe places for people - More? Needed? Activity has to be 'wanted' not 'needed'. I bet all the cafes and restaurants would love more business, but it is what it is - and they are what they are (not all great or deserving of more custom). Too many already. There is nothing stopping more night-time activity as it is. The Shabbat issue affects Friday night of course. Again, the Stanley St East carpark is not the centre of activity - it's never under any pressure at night, mostly quite desolate - there just isn't the demand. A multi-level carpark would create additional safety issues at night. An 'at grade', well lit carpark will always be preferable and safer. With a shift and possible development over and west of the railway line, it is much more logical to skew parking planning in that precinct (eg. 4 new screens at the Classic). Nobody will park at Stanley St East for the cinema.

Now, to the Oct 2017 68-page doc.

1.0 Vision and objectives

3. Economy - Why would the Council expend energy and ratepayers money to 'boost' night-time activity or 'encourage' offices and employment? This is not to my mind a key Council function. These are commercial operations, making commercial decisions.

4. Transport - Elsternwick is fantastically serviced by public transport and that indeed needs support and recognition. Why exacerbate traffic woes by ill-considered and poorly situated parking expansion which flies in the face of this. Any 'innovative' approaches can't include building multi-storey parking stations and closing a south access road (Carre St). It should actually include removal of some car parking along Glenhuntly Rd to recognise the bottlenecks and delays caused by right turns in Riddell Pde and Carre St.

2.0 Land use

Here we have competing 'strategies' that seem dangerously close to lists of 'easy' options and 'harder' options, but with forever consequences. The Council should not offer up Council land for

private development, full stop. I believe the Council should identify and pursue purchase of additional properties to create wanted spaces but leave the market to identify possible development sites (as has been happening). The at grade car parks, like those in Brighton and Bentleigh, provide a much better and safer experience for locals and visitors and should be fiercely defended.

This new 'Southern Urban Renewal precinct' shows how this whole project is fluid and sands are shifting in that direction. This section also puts a pedestrian precinct in Staniland Gve not Selwyn St, so ??? Again, I think a plaza in Carre St is wrong and unnecessary. I also don't support a designated Jewish cultural precinct - based around a Holocaust Museum?? What fun!!! Odd. What does it mean and what would it be and who for? Not the majority.

3.0 Buildings

As with any existing residents, I don't want a huge development next to me. I think the proposed car park at Stanley St East is too large and unwarranted for that site. I also want access and amenity maintained to my building. We've not seen the question "Would you prefer an at grade parking experience or a multi-level development with paid parking, possibly including underground" or "Do you think the Council should actively sell community assets?" Etc etc. Just No! It is obviously not necessary for the Council to sell the at grade car parks for commercial interests to identify and acquire properties.

The old chestnut of 'significant community benefit' gets used again, but it's plainly a nebulous piece of fluff until the concept of 'mechanisms' to determine them is real.

I agree that west of the railway line is the obvious place for future significant development.

Can only hope that heritage protections are possible - To this point, there are three magnificent heritage homes on Stanley St north side that would come under significant pressure if development was allowed to further encroach, which goes to Council not selling those car parks and maintaining heights or not increasing them for the heritage strip.

The concept of developer contributions rears its head - yikes - does that mean the retailers and shop owners get a free ride for the deterioration of the strip (and those truly ugly strip LED lights snaking along the Shop fronts).

Height limits in figure 4.0 seem counter to the professed desire to protect the heritage nature (double storey only) of the retail strip, and it's not clear if it could be divorced from ensuring parking provision on-site.

4.0 Public spaces

Absolutely disagree with Carre St space creation on multiple grounds as access and amenity to my building will be seriously affected and is a cart with no horse. In all this it's very interesting that the entire strip east of Orrong Rd is entirely ignored btw.

1. New cultural precinct

Jewish? Based around a Holocaust Museum? How joyful? Apart from schools, how many annual visits to this museum? Closed at night etc etc. What is the demand or need for this specifically, or is it from lobbying within or to the Council? It is counter to how the suburb is developing and attracting more young professionals and makes no sense (and has diminished significance) for the vast majority of the population and won't create or support a vibrant community facility or activity. It loses vital parking in an area earmarked to attract visitors and traffic to the development?? Just wrong. I'm sure The Classic and especially Woolworths and residents won't want it either as that obviously pushes most traffic access to Sinclair street alone? (Glad I don't live there). Bizarre prospect really. Better to relocate the Holocaust Museum elsewhere. It is a minor Museum for a minority community at best. Let's get real on this.

2. Staniland Grove Park and Community Hub Seems good if no net loss of carparking (oops, it loses lots!), but needs full access at both ends to be practical, so no idea why a shared one-way space is planned, especially if it takes away on-street parking and access such as to the primary school for

pickup etc. All these little things just chip away at the professed desire to protect the community character and experience enjoyed now - access, safety, convenience etc. Do the staff in the planning department actually live in Elsternwick, or even Glen Eira?

3. Carre St pedestrian amenity

Absolutely against. Artist impression is false and misleading. It's very much a working street, and working laneway for building access, rubbish collection etc. It is heavily trafficked throughout the day, provides some of the only disabled parking close to Glenhuntly Rd, and cannot support more cafes. This looks like some sort of easy option to provide open space, but falls down on being practical or required in that space. Closing Carre St would add traffic to Orrong Rd and especially Riddell Parade. Yet to see a proper traffic study to support this and the admission that there's not been any proper 'street activation opportunity' test to the drawing-based proposal or any Vic Roads involvement. Doesn't stack up. Hate it.

4. New plaza over the railway line

This is a real opportunity to build parking where parking is needed, wanted and would be effective. Hmm, pretty illustration syndrome again? If this only creates more retail/cafe space, what is the point. It will always be a tram stop and a gateway to the station on a main road. There would be no point in such expenditure if it didn't create additional benefits (possible and considerable extra car parking?) and not just take away even more on-street parking. The sketch seems to indicate above rail apartments, but this is all conjecture and skews away from community benefit. The above rail development experience at Ormond isn't as fraught here because there's been no rail trench to claw back costs on, but would this really create significant public open space and benefit if it impacts usability of Gordon St and Ripon Gve? So, not convinced it could happen without selling off for private development, with diminished public amenity and benefit. Great place for multi-level car park actually.

5. Stanley St East Car park

Against. A hot button issue for me. This is over zealous and in the wrong place, apart from taking away open, free and safe at stage parking as a true plus for Elsternwick. The site is not adjacent to major activity on the strip, hence it's general all-day availability for parking. When last studying economics, I learned that supply does not create demand. At least one key element of this section of the brochure alludes to 'analysis of contemporary parking demand at the time of implementation' (though that's loaded with a big dose of inevitability). Can you actually point to another standalone car park not linked to a major tenancy that is successful, safe and fully utilised either within Glen Eira or elsewhere in Melbourne? Stanley St west is much closer to intended entertainment/cultural zone, Elsternwick Plaza and the current main cafe hub and station yet it is slated to lose public parking spaces. Seems crazy. Part underground? Paid parking? Staffed for security? But the big one is, wrong place! Build parking over the railway line - once in a lifetime opportunity!

6. New public park

Great, on the face of it, but I assume this is a possible 'public benefit' from inevitable overdevelopment concessions for the ABC site in Gordon St and to create a buffer and second entrance for Ripponlea mansion (better pedestrian access from train). The horrendous result of the overdevelopment south of Toorak station should be a warning to concession giving. Additional public parking? Less all-day parking on Rippon Gve supporting the station? Additional mass of traffic on and to/from Gordon St. Is it a fair trade? Just asking. Public parking just guest/resident parking for units that isn't a stipulated planning requirement. Caution on concession granting.

5.0 Parking and movement

This is mostly awful and myopic. So many ways to make Glenhuntly Rd worse than it is by turning it into an infuriatingly slow forced funnel. What statistics support a 30km speed. Fatalities = none?

Pedestrian safety problems? Where, what, who? This is garbage, nanny state rubbish. This is nowhere else in the country.

Plazas and one-way streets to produce bottlenecks and rat runs.

Closing Carre St is not feasible because of resident access let alone it was never intended to be so and the built environment reflects that.

More generally, has there been any pedestrian movement tracking and study? Most people cross where they want to, not at any lights, and will continue to do so. It makes sense to have a crossing right by the tram stop - that's logical. It's also required at the station/tram stop too and major intersections like Orrong Rd. Adding any further crossings (Selwyn St?) would make the strip as infuriating as getting through Ashburton.

The worst pedestrian movement problem is the kerbside trading and seating.

In all the stated possible changes, there is no 'why' that makes sense. Elsternwick is very much on the way to other places, and Glenhuntly Rd a main artery for traffic going to Caulfield, Glenhuntly and Carnegie, with no need to mention or emphasise the tram service being compromised. Ensuring safe swift passage by vehicles and trams needs as much priority as pedestrians. Clogging traffic and the tram by strangling access and escape from Glenhuntly Rd is just ridiculous. I don't want it to take me 10 minutes to get from the Brighton Rd turn to my place in Carre St because of these ridiculous ideas.

If the funnel happens, where is the planning to improve traffic flow from Glenhuntly Rd into Riddell Pde?

Getting local traffic off Glenhuntly Rd, not plazas or one-way streets, helps locals. One assumes some thought went into why existing fencing and garden beds are where they are now to manage pedestrians?

30kms limit is ludicrous. Back to the drawing board.

To page 44/45. More inconsistencies. On page 31 you stated you would maintain levels of public parking, yet here we are on Pg45 with the table stating a loss of 41!! The concentration on adding parking to Stanley St East is really not reflecting the true or future new 'centre' of activity. Better to split money spend on more modest structure at Stanley St East and significant parking infrastructure over the railway line.

6.0 Urban renewal

Major typo in first line states 'east' instead of 'west'. A logical place for development, if the car yards vacate, but difficult location. Very profitable for developers, but infrastructure needed to support this would/should be massive or it will be a nightmare.

This intensity of possible development has the potential to swamp and destroy the effectiveness of the Sandringham line and create huge safety issues. The Sandringham line is not going to benefit from Metro rail, so this is huge.

Also, the ability for the big numbers of new residents to drive across Nepean Hwy to turn towards to city is dangerous, the current access for pedestrians to cross the Hwy to Gardenvale station (closer than Elsternwick and more likely to get a seat or standing room) is indirect, so it will create practical vehicular and pedestrian hazards. So what, more traffic lights? And of course, when then is a highway, not a highway?

Maybe an Elsternwick South station is on the cards or to develop a trackside path/bike lane between Gardenvale and Elsternwick?

A road bridge over the railway that meets up with Riddell Parade/Clarence St/Orrong Rd (acquire properties) to link this area to 'greater Elsternwick seem logical and necessary? Horne St/Glenhuntly Rd already a shocker and would become worse.

Really can't be done without Bayside Council involvement.

Option one would at least limit the population surge expected to any new buildings. With limited access points and no road over the railway line to the east, overdevelopment would strangle this

area with flow on throughout, especially Glenhuntly Rd. So, 12 storeys to high, but more because it would mean more people, cars and problems.
Just not sustainable or practical.

In summary

This exercise is like deliberately but necessarily letting the genie out of the bottle. It mostly seems to fly in the face of protecting Elsternwick's character and amenity by naively thinking development can be controlled, but offering up areas unnecessarily. I assume there is no other practical approach, but the best control is the private market and lack of large development sites. Existing height limits along the shopping strip do that best, not raising them to 4 storeys. The 'community benefit' assertion is quite hollow ("to Council's satisfaction"?), and potentially continues a bits and pieces approach as you wait for 'satisfactory' crumbs or developers deliver to order and get bigger concessions for there projects - so, open to corruption or the appearance of it.

My main points:

Reiterate that in the public documents and process "what have we heard" is actually more "what we have told you" or "pursued/coached you to say" because of questionnaire bias.

1. Why provide plans to overdevelop - up to what has already slipped into the market? They should be anomalous not standard and the market will just rise to that. Higher, denser, no community benefit.
2. A vigorously defended stipulation for no parking exemptions is needed. One bedroom, one park. Two bedrooms, two parks for new developments.
3. Can the Council actually properly defend any planning scheme they enact anyway? Getting rolled at VCAT seems the usual result. Propose 12, Council says 4, build 10.
4. The closing or direction changes of roads is the worst idea, especially if planning will allow considerable added density along Glenhuntly Rd.
5. The usability and reliability of the Sandringham line is threatened by the population explosion of the urban renewal precinct.
6. There seems no consideration of the effects of the Coles and Woolworths developments, nor ABC Gordon St.
7. Parking over the railway line is needed and logical.
8. Tripling parking at Stanley St East is overzealous and in the wrong place for intended concentration of entertainment, cultural and retail futures. 'More parking needed' doesn't mean more parking needed in that location but less elsewhere, nor does it mean less safe, more expensive multi-level parking.
9. Glenhuntly Rd is a main arterial road with a tram line and should not be compromised by closed roads, one-way restrictions or shared roads without proper investigation by VicRoads.
10. Public sites should not be developed for private profit.

 Carre St, Elsternwick 3185

SUBMISSION 69 – 9 DECEMBER 2017

From: [REDACTED]

Sent: Saturday, 9 December 2017 2:40 PM

To: Glen Eira City Futures

Cc: [REDACTED]

Subject: Response to both plans for high rise buildings in Elsternwick.

The plan for high density population/high-rise buildings is a disaster for the livable character of the targetted areas because of consequences such as:

Traffic congestion;

An overloaded public transport system;

Psychologically disadvantageous living conditions affecting primarily and especially the already socioeconomically disadvantaged proportion of residents in high-rise type dwellings;

The felt and perceived livability would deteriorate for current residents in affected areas — a deterioration of livability that would be *additionally* caused and worsened by overshadowing.

Yours sincerely,

[REDACTED]
[REDACTED] Elm Ave., Vic. 3185

SUBMISSION 70 – 9 DECEMBER 2017

From: [REDACTED]
Sent: Saturday, 9 December 2017 3:21 PM
To: Glen Eira City Futures
Subject: Objection letter - Elsternwick draft structure plan

To whom it may concern,

After having received the Draft Structure Plan for the development along Nepean Hwy, I have certainly been more concerned for the future of not only my own home but the future of our neighbourhood. I am not against development, as I understand that there needs to be more housing for our ever increasing population, however I am concerned for the quantity and size/height of the proposed buildings.

Currently the block that I live on ([REDACTED], [REDACTED], [REDACTED] and St's) has 10 Apartment blocks already at an average height of 2- 4 stories, 10 private residences and 2 day care (1 under proposal).

If option 2 for example were to go ahead, that means that approximately 150-180 owners would have to agree to sell their own home/apartment to developers. Not only that, if some blocks sold and others didn't then there could be a possibility that there could be a 8-12 storey building over shadowing and looking into residences that still have a back garden and be right against their boundary.

My apartment block ([REDACTED])

When looking at option 1 and 2, you have given a heritage zone around our neighbours ([REDACTED] Nepean Hwy), however not taken into account my residence, therefore our block would have to be split down the middle. Which again raises questions to development.

Elsternwick is desirable not only for its transport hub and closeness to the city, but also because it is peaceful, it has a historical charm, with small business, and not huge commercialisation.

I am concerned that chain/franchise business will replace all the small family run shops. I already notice that a lot are closing down due to rent/sale prices increasing, therefore unable to afford to stay. Most of the streets within the urban renewal area have houses that are 60-120 years old, with a lot of historical character and importance, how will this ever be replaced if you knock them all down.

The environment/native wildlife is also a major concern to me, currently most residences on our block have substantial trees growing in their yards or on their nature strip, all of this will be cut down to make way for development, where do the native birds, possums etc nest, feed etc, when it's a concrete jungle? Trees take decades to grow to become home to animals, provide shade and protection and most importantly provide fresh air for us all to breathe! Under both current plans, there is no discussion about parklands or vegetation growth around the station.

Under the current options (1 and 2), I would prefer option 1. However I believe the only development sites that work within the guidelines of conserving Elsternwicks' Heritage, are around the station and the development of the car yards down Nepean Hwy. This area is an ideal location, as it is right on a major road (with a service lane already in place), 2 nearby stations (that will both need to be upgraded) and will not be overlooking other residences.

I understand that there is many decisions to make, however please just remember you cannot create charm and character, these need to be preserved for future generations!!

Regards

 Nepean Hwy Elsternwick

SUBMISSION 71 – 9 DECEMBER 2017

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

From: [REDACTED]

Sent: Saturday, 9 December 2017 7:28 PM

To: Glen Eira City Futures

Subject: Feedback on the draft structure plan

Hi

I have reviewed the "Planning for the Future of Elsternwick." The proposal for increased green spaces and outdoor areas, improved walkability and cycling amenity looks very good.

The proposed Elsternwick activity centre zoning, heights and overlays concern me a great deal. I strongly oppose Option two and although Option one is far preferable I wouldn't pretend to be thrilled with that either. I would be particularly concerned about shadowing, wind and parking with Option 2 and still concerned about parking and wind with Option one.

As it is, none of our visitors or service providers can park in the street during the week because our street is used as railway parking. We get to pay the rates and people that don't even live in the suburb get to park here.

Due to the buildings that currently exist, there are many days you can barely make your way around the Stanley Street/Riddell Parade corner because it has become an incredible wind tunnel. More taller buildings will only increase that phenomenon.

Thank you for the opportunity to communicate.

Regards
[REDACTED]

SUBMISSION 72 – 10 DECEMBER 2017

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

From: [REDACTED]
Sent: Sunday, 10 December 2017 1:14 AM
To: Glen Eira City Futures
Subject: No high rise tower blocks in Elsternwick

To the City Futures Department,

This is a picture of my sister and I delivering our protest letters to the council.

We love playing in our garden and don't want to lose our sunshine.

All the kids like the quiet sunny street for playing.

We don't want giant towers to ruin it.

[REDACTED]

[REDACTED] Denver Crescent
Elsternwick 3185

[REDACTED] Denver Cres
Elsternwick 3185

To the City Futures Department

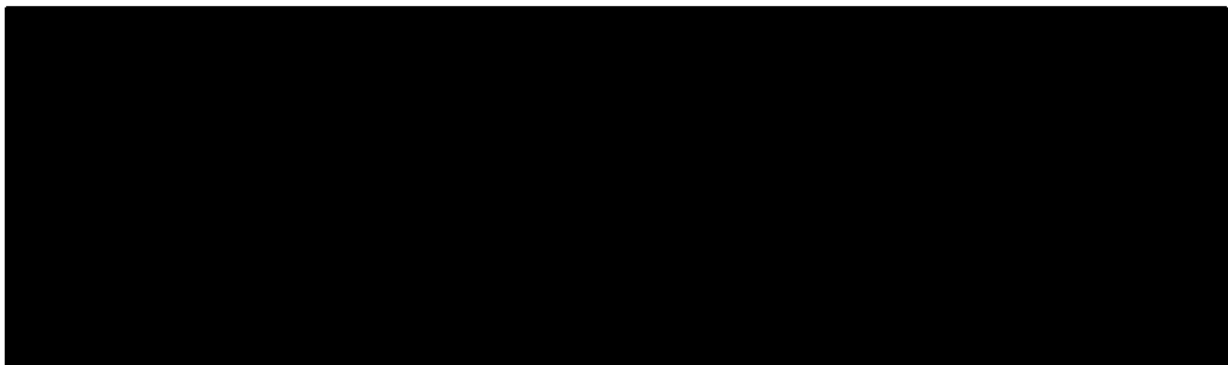
'These are photos I took with my Mummy. We live on Denver Crescent in Elsternwick. It is sunny and beautiful on our street. We can see the sunset and rise from our front garden and when we play in our neighbours gardens. We don't want you to do that to us'

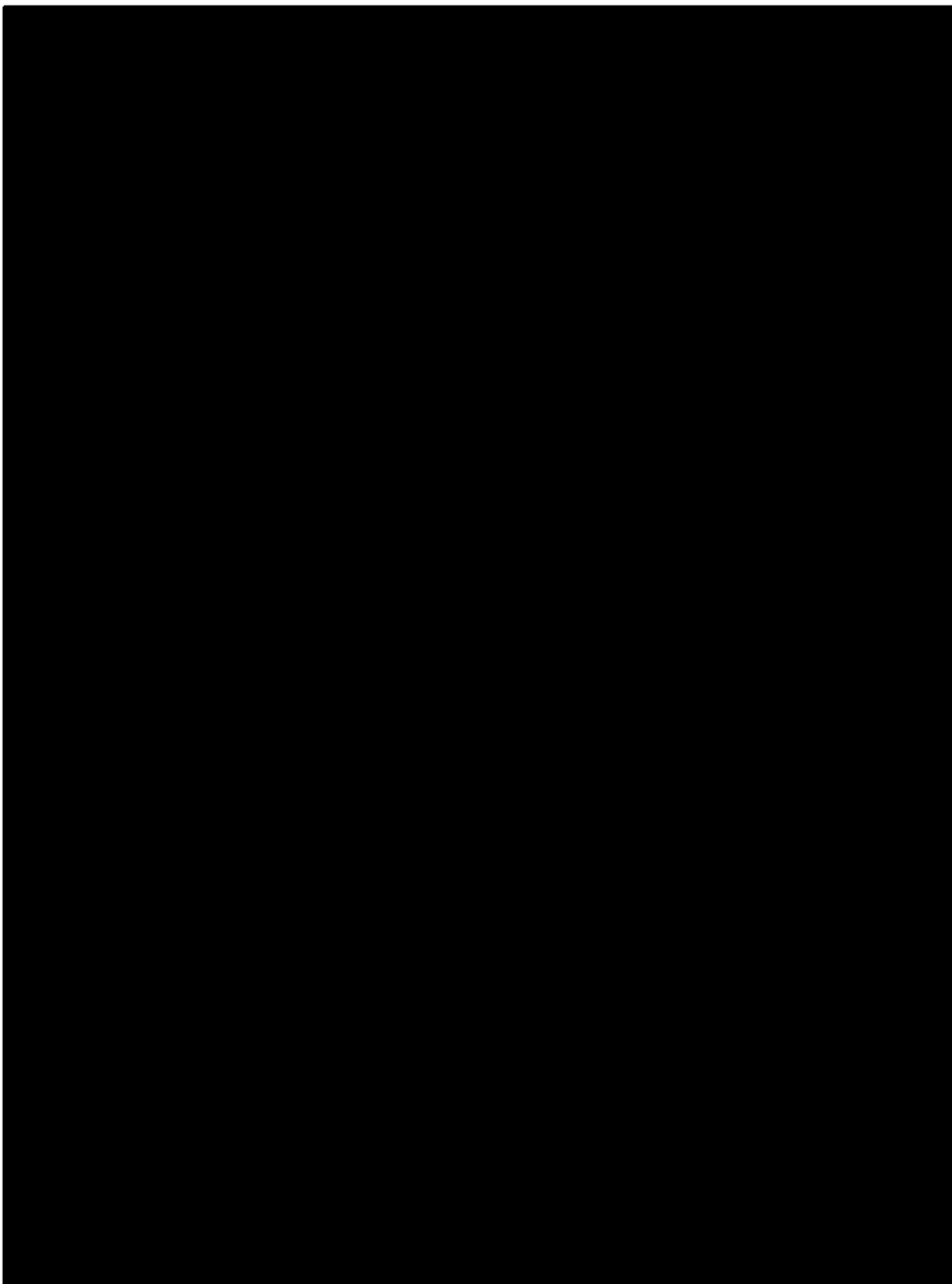
From

[REDACTED]

I ask you to imagine the planned tower blocks inserted into these photos. These photos only show a tiny part of the area affected by the proposal. This is a 100 metre stretch near our house. Consider that these tower blocks will literally take sunshine away from the children who play here. To allow 8+ story towerblocks into this landscape would be a terrible lasting legacy for Elsternwick.

[REDACTED]





SUBMISSION 73 – 10 DECEMBER 2017

From: [REDACTED]
Sent: Sunday, 10 December 2017 10:47 AM
To: Glen Eira City Futures
Subject: Highrise Rezoning Elsternwick

I strongly object to the rezoning plans and do support either Elsternwick Concept Plan 1 or 2 as the way ahead for Elsternwick.

My objection is based on the following points:

- . Traffic congestion, we live in a small no through road, but it is proposed that 4 storey buildings can be built on either side of the street. No traffic impact assessment has been made available. The village feel of Elsternwick is enhanced by our many small streets, with the increase of population by 20% in the current proposed Rezone area, traffic congestion will be a major issue.
- . Overshadowing and privacy, will be a major problem with up to 12 storey buildings front and back of our dwelling, this is also a problem in most areas with 8-12 storey
- . Destroying the character of Elsternwick, both community and heritage.
- . Car Parking, currently our street has an issue with people parking during the day and I know this is an issue for many areas of Elsternwick, the problem can only get worse under the current plans.
- . Infrastructure for the area, I am unsure if consideration has been taken into account on the old infrastructure of Elsternwick and the additional usage.

There are many issues that need to be addressed prior to approval. I understand that progress must go ahead, but more consideration to lowering the height limits from 4 to 3 and from 8-12 to 5 storey.

I am unsure that when it is stated that we need to increase the population by 20%, if the new and approved high rise apartments around Glenhuntly Road have been calculated in to this process.

Thank you for giving us this opportunity to express our views.

[REDACTED]
[REDACTED] Ross Street
[REDACTED] Elsternwick
[REDACTED]

SUBMISSION 74 – 10 DECEMBER 2017

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

From: [REDACTED]
Sent: Sunday, 10 December 2017 12:49 PM
To: Glen Eira City Futures
Cc: Gareth Nevin
Subject: Elsternwick Structure Plan - draft - feedback

Hi

My husband [REDACTED] and I are long time residents of [REDACTED] Parkside Street Elsternwick.

By way of background I work in developing, managing and revitalising significant and neighbourhood shopping centres and retail precincts for large corporations and community focussed specialist precincts. I am also [REDACTED]

I had the pleasure of chatting with Gareth Nevin at the Elsternwick library planning consultation session last week about the draft Elsternwick Structure Plan. I congratulate council on the approach taken to engaging the community in this important Plan.

My feedback draws on my extensive professional experience in what makes a successful retail precinct and the important considerations in planning. I can't emphasise enough a few critical things that council must get right if the unique shopping strip is to survive and hopefully thrive. This means all retail business, cafes, services and entertainment. A successful neighbourhood precinct needs all to support each other.

Parking, Transport and Accessibility - it must support the retail activity.

- Plenty of parking must be within no more than a 5 minute walk to stores and not located at one end of street expecting people to walk from more end of strip to other
- Customers must be able to easily carry parcels, drop into stores to shop and pick up goods and visit services eg hairdressers (for more than one hour!)
- Research shows precincts businesses benefit from parking stay for up to three hours as the longer they stay the more they spend eg have a coffee and a wander
- Traffic accessibility in and through the area must be easy with the main strip a hub of activity supporting the businesses eg deliveries and through traffic not an impediment
- Surrounding streets must provide all day parking for workers and commuters as they are also customers.

Questions to consider:

- Trams and buses future stops along the street - superstops or on street locations and potential impacts
- Riddell Parade increase in congestion as residents from south of strip only access across train line to Nepean Highway
- Grant of car parking waivers for developers putting significant pressure on street parking which must support the business and entertainment activity
- Workers and commuters have to be able to park somewhere

I would be more than happy to discuss my experience on these and others areas further with officers in relevant areas within council. Please do not hesitate to contact me on mobile [REDACTED]
[REDACTED]

Other more specific comments and questions on the draft Plan:

- what does 'Minimal change' mean? Parkside Street is marked as one of minimal change to zoning. But there is no actual detail on what this will mean.

Directly opposite side of street to our property (outside the zone map) Bruce Court has a heritage overlay. We need to ensure that the zoning inside the map one side are same as other side is outside the zone map! This is a very narrow street and character is important.

- all developments should be required to provide parking for staff, residents and visitors

- any plans for strategic development sites where public car parking is currently provided must have mandated provision of significant public parking for perpetuity

Thank you

Kind regards,
[REDACTED]
[REDACTED]

SUBMISSION 75 – 10 DECEMBER 2017

From: [REDACTED]

Sent: Sunday, 10 December 2017 1:14 PM

To: Glen Eira City Futures

Subject: Oppose Elsternwick redevelopment

I strongly oppose the redevelopment plan for Elsternwick. We have lived in Horne Street with our children for the past 8 years and love our pocket of Elsternwick. I believe if the redevelopment goes ahead we will lose our community and the increased density housing will cause all types of issues with overcrowding, traffic and congestion.

SUBMISSION 76 – 10 DECEMBER 2017

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

From: [REDACTED]

Sent: Sunday, 10 December 2017 1:59 PM

To: Glen Eira City Futures

Subject: Opposing Elsternwick development

To whom it may concern,

I write to you to express my deepest concerns regarding the outrageous plans proposed for the high number of apartments planned for Nepean Hwy Elsternwick. I moved to the area 4 years ago from Port Phillip to escape the high rise fiasco and am most disappointed to hear about this proposal.

My first child is starting school in the area next year at a school already at capacity and cannot begin to comprehend how an influx of new families would integrate into the area. I support and understand the need for more housing in Melbourne, however seeing such ridiculous plans for such a high number of apartments does not represent Elsternwick's traditional way.

There is an abundance of already empty apartments in the Docklands. Our city needs more houses, units and townhouses owned by people living here, not overseas investors. It suggests more and more that Australia is becoming addicted to stamp duty revenue and not planning thoughtfully for its people.

I hope this proposal is revised to a suitable scale to the area it is being proposed for.

Sincerely,

[REDACTED] and on the behalf of [REDACTED]

SUBMISSION 77 – 10 DECEMBER 2017

From: [REDACTED]
Sent: Sunday, 10 December 2017 3:52 PM
To: Glen Eira City Futures
Subject: reply needed please

I was reading about spacing between properties. One point that isn't mentioned is regarding preserving the 'enjoyment of property' by the neighbours of the adjoining development. And also noise pollution from commercial sites into nearby resident dwelling. There is a clause regarding not overlooking a property with out excessive screening.

Lighting and ventilation codes are already in place but enjoy of property for residents needs weighting.

I'm concerned about drawings for the Orrong/Stanley st car park development. At the back of [REDACTED] Carre st are 12-16 apartments with only one window, and that window is overlooking the car park. Enjoyment of property considerations would ensure the new car park is set back enough allow light ventilation and enjoyment and not overlooking, unless its a plain concrete wall placed in the view of those residents, which would be create nasty state of affairs. There is also the noise considerations and the actual building period where adequate light and ventilation protected from the dust is considered. The design of [REDACTED] Carre st with the residents balconies and windows facing East over the car park doesn't seem to be considered from the drawings so I hope this matter will attract a lot of consideration and good will. I hope the building can be set back with a road to Stanley street for laneway access installed as it is used now through the current car park.

As a resident there I am a little worried about this car park proposal. Our only fresh air and light is from the car park area. Could you please reply on this matter to let me know what plans are in store for this project and a time line.

Thanks

[REDACTED]

SUBMISSION 78 – 10 DECEMBER 2017

From: [REDACTED]

Sent: Sunday, 10 December 2017 4:34 PM

To: Glen Eira City Futures

Subject: Planning for the future of Elsternwick

My husband and I have lived in Elsternwick for 41 years. We live in an Edwardian house built in 1916 and love the old world charm of our area. We would like the council to protect the heritage character of our streets.

Option one with residential development heights of three to four storeys seems a more acceptable proposal while eight to twelve storeys are totally unacceptable.

The Council will incur the wrath of the community if these inappropriate developments are allowed to flourish.

[REDACTED]

SUBMISSION 79 – 10 DECEMBER 2017

From: [REDACTED]
Sent: Sunday, 10 December 2017 4:37 PM
To: Glen Eira City Futures
Subject: Elsternwick Structure Plan feedback

Dear Councillors,

We wish to provide feedback on the proposed zoning changes in the Elsternwick Structure Plan. We are horrified at the thought of twelve storey apartments lining the highway where the car yards currently are. The impact on local traffic will be huge. All those residents from those apartments wanting to access Glenhuntly Rd (their local shops) will have to continue down the service lane and then turn left up St James Parade. This road is already congested with the existing traffic going to Leibler Yavneh College and to Glenhuntly Rd. Getting through during school drop off and pick up times is already challenging, without adding hundreds of extra residents. Will all those apartments provide ample parking for visitors, (not likely!) or will they also fill our streets with parked cars. We already have difficulty getting in and out of driveways due to commuters parking in our streets and going to the train station in Gardenvale. Cars lining both sides of the road and right up to the corners create traffic jams already.

Our other concern is the impact on privacy. Apartments of that height will overlook private gardens for some distance. Surely a height limit of three or four storeys is more compatible with the existing residential character of the area.

Please consider the impact on existing residents.

Yours sincerely,

[REDACTED]
Duffy Ave
Elsternwick

SUBMISSION 80 – 10 DECEMBER 2017

From: [REDACTED]
Sent: Sunday, 10 December 2017 5:12 PM
To: Glen Eira City Futures
Cc: [REDACTED]
Subject: Feedback for structure plan due Dec 11

We own & live at ■ Ripon Grove, Elsternwick.

We approve of the proposed Elsternwick activity centre zoning, heights & overlays of our property as Urban Renewal (A) 8-12.

We also approve of allocating everything south of the railway line to Nepean Hwy to be high density/urban renewal as it is so close to public transport.

We do not agree however with the transition towards residential heritage building zoning, which our property would be subjected to [REDACTED]

The church with its tower and large ceilings is higher than a normal 2 story building to start with, but we think that the heritage overlay on the building should not be kept if it is in a new zone up to 12 stories, as with other heritage zoned properties south of the railway line.

Perhaps the facade could be kept, but with the proposed 13 storey development to the south of this site, the existing 11 storey to the west and 8-12 zoning to the north, it seems ridiculous to keep it when we need higher density in this zone to preserve more significant heritage buildings to the north of the railway line.

regards

SUBMISSION 81 – 10 DECEMBER 2017

From: [REDACTED]
Sent: Sunday, 10 December 2017 5:35 PM
To: Glen Eira City Futures
Subject: Re: RE: Feedback on draft Structure Plan for Elsternwick as part community consultation process

Hi Tess

Since my last email I've also learnt more about the plans to build the Carre Street Pedestrian amenity and the Stanley Street East car park. We live on the corner of Denver Crescent and [REDACTED] and we find the traffic is very busy along these streets and people speed along here, despite traffic humps. It is simply not safe for bike riding along these areas. These developments will clearly lead to more traffic along Riddell Parade and Orrong Road. These are residential streets and these developments will make the area increasingly difficult traffic-wise. Please do not spoil the neighbourhood further with increasing levels of traffic redirected to these streets. It doesn't make it very pleasant as a place to work, ride or live.

And please reconsider such high apartments in your urban renewal projects which will spoil the neighbourhood and soon create ugly high-level residences right next to heritage areas. That will quite be jarring for all of us to look straight up at high-level buildings, just over the rail-way line. The only way to go ahead and maintain a lovely neighbourhood is for quality, high-end low-level developments. People will want to live in these for long periods of time and they will tend to maintain them. High-level apartment towers will soon be an eye-sore

Kind regards

[REDACTED]

SUBMISSION 82 – 10 DECEMBER 2017

From: [REDACTED]
Sent: Sunday, 10 December 2017 6:20 PM
To: Glen Eira City Futures
Subject:

I own & live at [REDACTED] McCombie St, Elsternwick.

I approve of the proposed Elsternwick activity centre zoning, heights & overlays of our property as Urban Renewal (A) 8-12.

I also approve of allocating everything south of the railway line to Nepean Hwy to be high density/urban renewal as it is so close to public transport.

I do not support a transition towards residential heritage building zoning, as proposed with the old church at 12 Ripon Grove and 12 McCombie St.

The church with its tower and large ceilings is higher than a normal 2 story building to start with, but we think that the heritage overlay on the building should not be kept if it is in a new zone up to 12 stories, as with other heritage zoned properties south of the railway line.

Perhaps the facade could be kept, but with the proposed 13 storey development to the south of this site, the existing 11 storey to the west and 8-12 zoning to the north, it seems ridiculous to keep it when we need higher density in this zone to preserve more significant heritage buildings to the north of the railway line.

Regards

[REDACTED]

SUBMISSION 83 – 10 DECEMBER 2017

From: [REDACTED]

Sent: Sunday, 10 December 2017 6:57 PM

To: Glen Eira City Futures

Subject: Fwd: Feedback for Elsternwick Concept Plan / [REDACTED] Oak ave elsternwick

- We reject both options in the Elsternwick Concept Plan. Show us another option .
- Option 1 is better than option 2
- If option one goes ahead we would need the same consideration to not lose our value of our home eg if 6 to 8 is proposed than we would want the same .
- Overall feedback
- The plan would be detrimental for our family personally and completely out of character with the suburb and the reason we chose to live here over 20 years ago.
- Council has provided no detail (or addressed community concerns) around how properties next to or near 12 storey developments will be protected by MASSIVE overshadowing and privacy concerns in a residential area with many young families that have children. My family is at [REDACTED] Oak Ave and will be directly affected by this massive development. We have many trees and a landscaped back yard that relies on the sun and would be impacted by the overshadowing
- My family is made up of [REDACTED] . We have endured great struggles to pay off our home while working hard over the last 20 years. [REDACTED]
[REDACTED] It cost us an enormous amount, insurance assisted but we have not recovered since financially. The house continues to be impacted by noise and traffic down the lane especially and during the day is continuous and often over and above what is acceptable . Car horns, the sound of speeding cars on cobblestone stone roads and dangerous speeds that risk our house being impacted in all ways . In fact there was a car driven by a ford worker that smashed into the fence entering the lane from Oak ave and this could have resulted in a fatal crash however we're lucky no one was hurt either in their car or beside our fence near our property.
- The current light industrial area that we neighbour continues to be challenging to live beside. We accept that it needs to be tolerated to some extent but have sent numerous complaints, and offences of noise , bad behaviour , speed and EPA issues to council, police crime stoppers and other governing bodies for referral and advise . Chris from the council who has now left the council , was a great listening ear to support us recently as these impacts are real and need constant management . My family have been so stressed with these issues that we have received support from GP's and specialists. I fear that the changes proposed would be catastrophic for my family . Do you care about this ?
- City Futures and Mary Delahunty said a traffic impact assessment was being done during Stage 5 of consultation. Council has not released the outcome of this impact assessment or been able to answer simple questions around how a significant increase in traffic (given the 20%+ increase in residents in this small area) will be managed and how traffic will be managed in the small residential streets leading up to the Elsternwick shopping strip with likely traffic chaos in St James Pde (which has a school), Denver Ave, Collage St, Horne St/Glen Huntley Road intersections. We fear that Oak ave would be open up to traffic and significantly change traffic conditions to be dangerous and unworkable . The street is very narrow and barely copes now with traffic. The residents including myself were also very proactive some 5 years ago when we took a planning permit to vcat that proposed opening

up a topless bar at a location on the highway very close to our homes . Vcat regretted this application based on our objections around traffic, parking , noise , and security concerns . We will collaborate together again and act together to stop development in our beautiful village .

- Additional impacts to our already over-crowded train, tram and bus facilities – plans have NO detail on how this is being managed.
- Both options destroy heritage/character properties in one of the oldest parts of Elsternwick (many of which are circa 1880 and turn of the century Edwardian properties). It is letting developers destroy Elsternwick history. Our home is a 1880 home and of great character in line with elsternwick's look and feel. We are also about to have solar installed to live more sustainably . We have no air conditioning , we drive a hybrid car and we have no microwave . This demonstrates how much we care about the environment and are conscious of our footprint on the environment. A massive development in this area completely goes against our values as a family and will be destroying everything we have.
- Council has provided NO detail (or addressed community concerns) around car parking in the urban development zone and in the shopping strip to cater for a significant increase in residents many of whom will still need to drive to local shops. Currently our street is at full capacity with the workers of ford and Holden using our street to park in while coming to work. They are often changing over there cars and re parking every 2 hours as they can with no current permit restrictions . It is currently presenting a challenge to our homes as we struggle to park ourselves . The council will often be seen fining vehicles in this area as workers are often out staying there allocated time .
- High rise development is at direct odds with the objective of creating and protecting Elsternwick's character and "village feel" changing the social fabric of our suburb.
- New public space in urban development zone is only being 'advocated' for – there is no detail around how the council will secure this park space. We need more information about this and it has not been provided
- Council has stated it is taking a whole of municipality approach to meeting Victorian government housing targets – why is it not providing a consolidated list of all housing development sites/opportunities across the municipality?
- Across the municipality, council has enough opportunities to meet these targets (and is already meeting and exceeding its targets) without creating such excessing highrise building zones in Elsternwick. This includes 24 hectares in the new East Village; significant opportunities in Bentleigh and Carnegie (including the Bentleigh car yard area which has THREE railway stations close by) and a recent petition from residents to develop the area on Glen Huntley Road near Hawthorn road.
- Glen Eira council already has highest number of apartment applications (according to ABS data) <https://gleneira.wordpress.com/2017/12/07/outrageous-stats/comment-page-1/#comment-35760>
- In addition, there is already a clear precedent for higher rise developments in the Glen Huntley Road shopping strip -which is actually in the Activity Centre zone.
- We have been very disappointed with the consultation process and would like to also officially complain that the whole communication process has lacked crediabilty and increased distrust overall. The council lacked notifying appropriately impacted residents at the very beginning and we have continued to maintain that this has been very unfair and has put a lot of pressure on residents to respond .

We EXPECT our elected representatives to come up with a more appropriate and balanced option that protects Elsternwick's heritage, character and village feel (across the entire suburb). Don't turn our municipality into another Port Melbourne / Docklands disaster!

Until we have more information we cannot be expected to conclude what is appropriate .

We want to continue to have consultation as it is very important that we are listened to and have better consultation given many issues and further studies that have not been shared. Show us the traffic study. Show us the reasons while this extensive development is needed given all other development in and around the area. Show us why you think this is of benefit to us?

We will not give up on doing the right thing for elsternwick and it's residents . We will work together and will be a educated force to take this as far as we need to.

Regards

[REDACTED]

[REDACTED] oak ave

Elsternwick

SUBMISSION 84 – 10 DECEMBER 2017

From: [REDACTED]
Sent: Sunday, 10 December 2017 7:26 PM
To: Glen Eira City Futures
Subject: Objection to 12 storey zoning

Hello Glen Eira city council,

I am a home owner of an apartment in Horne street and I would like to strongly object to the 12-storey zoning.

We will lose all of our direct sunshine if there are 12 storey apartment blocks in front of us. This means our courtyard will get no sunshine and therefore our apartment will be extremely cold in winter, our electricity bill will rise as our apartment will be dark.

Please advise of next steps about community consultation and rationale as to why this zoning is allowed to take place.

Thank you,

[REDACTED]

SUBMISSION 85 – 10 DECEMBER 2017

Dear City Futures,

Please find attached a PDF document as feedback to the most recent request buy council re the planning for our neighbourhood in Elsternwick.

I shall copy the document h/e it is also in the attached file.

Do let me know if you are unable to access my letter and I shall resend asap.

To City Futures

Feedback re Draft Structure Plans for Elsternwick, Option 1 and Option Two and Quality Design Guidelines

Dear City Futures Department, Mr Mayor and Councillors,

In summary, I am writing to reject Options one and two of the Draft Structure plan proposed for Elsternwick as the feedback from residents given in September were largely ignored. There has been a notable improvement in councils attempt to liaise with community however many residents remain unaware of the extent of proposed changes in the council's draft plans. I understand that this planning is driven by the state government planning ministers whom it appears are striving to redesign a city which has previously been noted as "the most liveable city".

Sadly it appears that Glen Eira Councillors are supporting the removal of all that made Melbourne liveable. Our green spaces, bird life, fresh air and room to breathe with family homes nestled in diversity providing open garden spaces – all rapidly diminishing. Council is obviously conflicted by the need to represent residents and the authoritative powers of state government. This struggle is not lost upon residents. We ask you to defend the residents' rights by standing up to the state governments extreme drive to redevelop and change our city. Where development is already under way, allow for responsible plans to be put in place.

I ask Councillors and the city future planners to really represent the community who voted for you. We have clearly stated our request and directions at the Dec 4th meeting of residents.

Please provide a third planning option for the proposed development of car yards in the currently commercial zone along Nepean Hwy west of Sandringham railway line with a height limit of 4-.5 storeys; maybe a mixed commercial residential but not more than that. Please retain the residential overlay with height limit of 2-3 storeys in the existing domestic neighbourhood between the car yards and railway line. This is an established and diverse neighbourhood which should not be destroyed.

I will try to outline some of my reasons however as I become impassioned in defence of my home, it is difficult to maintain a rational focus. I beg your indulgence.

I know there have been a number of submissions by my neighbours and I will refer you to tables enclosed in their documents – to reduce the length of my letter.

Of concern, it seems council has been unable to provide an option where both the residents and council can agree. We recognise the council is conflicted by trying to save our heritage homes and green leafy environment whilst preparing for population growth and building for the future.

Whilst I have lived in Alexandra Avenue Elsternwick over the past 24 years, there have been four houses sold. Three of those have sold twice and one, only once. Our family homes and streets are a close-knit community of supportive friends and neighbourhood watch. I have contact with three of the families who have moved away and without exception they have expressed regret at leaving this community.

Of note, particularly Sherbrooke Ave, Alexandra Ave, Oak Ave, Elm Ave, Horne Street & Mc Millan St., gardens provide part of the green zone, "heat sink" and clean air for our community by providing a green canopy for people who spend their leisure time gardening productively. Our gardens also providing a haven for our population of birds and wild life. We residents in the established homes of what has been described "underutilised ripe for development proposed 'Urban Renewal Zones' have asked our elected council to acknowledge our current Green credentials and our right to have input into our children and grand-children's future homes.

Please note that Heritage areas exist not only in the currently recognised 'to be preserved' zones but also in the planned URBAN RENEWAL Zone. The Character overlay has not been acknowledged where current residences/homes are well established – indeed where we live. City futures advise that individual houses/homes will be reviewed and heritage status may be implemented next year -AFTER the decision re plans Option One or Two have been chosen. This is far from informed decision making and indicates, to my mind, poor professional practice.

I request a third option be submitted for council to review - as per feedback given to City futures during the Dec 4th meeting with residents where 12 storey apartments were rejected and four storey garden apartments returned to residential overlay.

I must also ask - Is there an obsession with protecting older 'heritage' homes to the exclusion of diverse housing which also represents different generational developments? Why do planners only respect Victorian (aged) housing? The inter war period homes are also valuable in recognition of the subsequent period of growth and development of our national character.

I put it to you that the character of the corridor area west of Sandringham railway line and east of Nepean Highway is currently of Mixed Character & Diversity - which is purportedly a major goal of the council ie support diversity of community & community housing. Currently we have low rise apartments interspersed with a variety of 1880's, 1900's and interwar houses. Previous council approval of apartments takes responsibility for the more recent developments along Nepean Hwy, Horne Street and indeed Alexandra Avenue.

The current draft plans not only obliterate our currently diverse community, it replaces our homes with FOUR STOREY 'garden apartments' & TWELVE storey mixed commercial, residential buildings.

We have many concerns and objections ..

How will the new community access amenities from their high-rise apartments?

Vehicles? - The plans show street exits for automobiles from the high-rise blocks onto south bound Nepean Hwy or through narrow streets such as MacMillan & Horne, Oak, Elm & Alexandra via Rusden onto Nepean Hwy and Glen Huntley Rds. Horne St provides the only direct route of access to Glen Huntly Rd and is at numerous times of the day a difficult and congested intersection to negotiate. Turning from Nepean Hwy to Glen Huntly Rd is avoided by most, if not all, local residents due to the inadequate timing of signals to allow for reasonable access to amenities. The traffic calming installations in narrow streets east of the railway line (Gardenvale Rd and surrounds) indicate recognition of an already existing traffic problem so when the proposed 'new' residents move into renewed accommodation on the west side of the rail line, then become frustrated with difficulty accessing the recently developed & improved shopping on Glen Huntley Rd., they will skirt around blockages, transiting via these small "back streets". – Not happy residents!

Walking & bike safety - There are currently insufficient spaces, uneven pathways and trails for residents and workers to move outside their homes & work places due to insufficient green spaces & parklands currently & especially if the rebuilt high density plans come to fruition. Elsternwick is extreme short in green parklands hence our dependence upon living in our own garden spaces which we treasure. This is in spite of and besides councils recent introduction of the 3 yr trial of access to Ripponlea's private gardens to balance the inadequate provision of parklands.

An extra 2,000 plus people working & living in this small area and travelling to & from their work/home via public transport will over burden even further our already overburdened transport services. (According to transport studies) Current commercial properties have insufficient parking for employees who do not use the transport system and park cars in local streets.

Where are the design strategies to manage movements of the huge population growth being prepared for by the massive over development which is being pressed upon the residents of all of Glen Eira?

Sadly – cynicism is hard to avoid given the trajectory of Melbourne's proliferation of substandard highrise developments shooting upwards across our leafy suburbs. Please refer to the tables of figures re development levels in letters recently submitted. I shall not duplicate them but refer you to an open letter to the Mayor by [REDACTED]

[REDACTED] I refer you to see these submissions re Glen Eira Population Density; Open Space provision; Building Approvals- all 2016/17; Building Approvals – Multi unit 2016/17.

Please note - Redeveloping land which is nearing attrition from current purpose is a valuable exercise hence, residents do recognise that the demise and redevelopment of the Nepean Hwy commercial car yard zone is imminent.

We ask that you please rezone the current commercial car yards area to mixed commercial residential, however recognise and accept the rights of Glen Eira residents to advocate for maintaining a more sustainable and lower development of our scenic Melbourne – limit the height to four storeys. Do Not destroy the character of Melbourne's open spaces with leafy green areas, native bird life living in the city because we provide the habitat in urban residences.

On a personal note

Our family homes are not at the end of their lives and neither are the current residents, thank G-d. I have heard councillors discuss, with ageist discrimination, a suggestion of moving people of over 60 (the new 40) out of their homes into smaller apartments or aged care units. This is not an acceptable scenario to our population who are not able to retire until age 67! Having said that- aged care accommodation may be the choice of those who are now 30-40 year olds when they reach age 60. We hope it will be your choice at the time!

Council planners have created the two options of their draft plans which they present to the community & council for feedback.

Re the Design Guidelines

I understand the plans are representations unless council is planning to become the developer?

As I understand the documentation and presentations made by the City Futures department, the development will be undertaken by "Developers" who will bring their own building plans to the council, possibly VCATT & possibly State planning minister for ratification eventually. If the developers respect the Design Guidelines, it should be recognised by the architects that vision continues beyond 9 meters, sound travels – well we know the speed of sound....

Overwhelmingly through discussion with neighbours and friends living here, we seek a third Option for the current commercial zone along Nepean Hwy. PLEASE, PLEASE, PLEASE DEVELOP A THIRD OPTION which rezones the commercial zone to mixed purpose with a maximum of Four story buildings. This will be in keeping with the Building on corner of Nepean Hwy and North Rd and also the current apartments lining the Nepean Hwy south of Glen Huntly Rd.

1. The draft plans do not show any redress to Glen Eira and indeed Elsternwick's lack of green space.

By retaining the current residential home status as existing and providing lower level apartment units with designated green spaces, there is a small hope Glen Eira Council can retain a little of the rapidly diminishing Melbourne's "Most liveable city" status.

2. This area already provides accommodation to a high population density whilst also providing green vistas & green growth vegetables and trees (we have 15 established fruiting trees in our yard), habitat for our bird population - albeit on private land, which is lacking in the council parklands. The proposed 4-12 story buildings will increase population density and remove the cooling green habitat which currently makes Elsternwick the place you are trying to protect – according to the statements you are habitat green space place will be lost by the proposed high density

The Draft Structure plans, Option One & Two, advocates a blatant dissolution of an established residential community which embodies the zones and feedback which have mixed character including urban greening of Elsternwick. This is a key ingredient to the quality of life in our suburb. Without preserving the domestic reserves - currently our back yards with productive greenery act as reserves for filtering the air, oxygen and nitrogen balance, providing refuge for nocturnal natives (brush & ring tail possum), bird breeding habitat -

butcher birds, silver eye, Rainbow lorikeet, wattlebirds, sparrows, blackbirds, spotted pardalotte to name a few. The home we have in Elsternwick provides diversity which once lost to high rise units or 'garden apartments' will never be returned. Our most liveable city status is I fear being lost to the hungry over development of homes without designation of parkland and green spaces.

Parkland is sorely lacking in the Elsternwick area - if council maps are to be believed and the rental of private land belonging to a heritage home does not provide public land. We are fortunate to have Ripponlea estate in the near vicinity of Elsternwick to support keeping our environment clean however Council is in error to assume this abdicates their responsibility to nurture a healthy environment and increase the volume of parklands to support the growing population.

If council and indeed state government planning has future generations in mind, we should be safe guarding and increasing the green spaces for improving amenity and sustainability and our city for future generations.

In conclusion, I reject both options and expect the council to provide a third more suitable option which addresses the residents concerns in regards to the height of buildings, overshadowing, privacy, wind tunnels, green spaces, traffic congestion, public transport, amenity for residents, parking and access to key areas of Elsternwick eg the shopping strip.

I propose that future development across Glen Eira be limited to 4 storeys to reduce the impact upon heritage character and to provide a healthier less dense environment for residents and the community.

I look forward to hearing that council had adopted the third option.

In good faith,

[REDACTED]

From [REDACTED]
[REDACTED] Alexandra Avenue
Elsternwick 3185
Victoria
Ph [REDACTED]
[REDACTED]

SUBMISSION 86 – 10 DECEMBER 2017

From: [REDACTED]
Sent: Sunday, 10 December 2017 8:21 PM
To: Glen Eira City Futures
Subject: Objection to Elsternwick concept plan

Hi there,

I want to officially object to BOTH options in the Elsternwick rezoning concept plan.

The plan is excessive and completely out of character with the suburb. Both options destroy heritage/character properties in one of the oldest parts of Elsternwick (many of which are circa 1880 and turn of the century Edwardian properties).

The Council has provided no detail (or addressed community concerns) around how properties next to or near 12 storey developments will be protected by MASSIVE overshadowing and privacy concerns in a residential area with many young families that have children.

Our public transport is already at near capacity levels at peak times. There has been no details in the plan on how this will be managed with the potential influx of people should this go ahead.

Regards,

[REDACTED]

SUBMISSION 87 – 10 DECEMBER 2017

From: [REDACTED]
Sent: Sunday, 10 December 2017 8:36 PM
To: Glen Eira City Futures
Subject: Feedback on Elsternwick draft structure plan

Please find attached my feedback on the Elsternwick draft structure plan.

Regards,

[REDACTED]

■ St James Parade
ELSTERNWICK VIC 3185

9 December 2017

The City of Glen Eira

Feedback on Elsternwick Draft Structure Plan

I would like to provide feedback on the Elsternwick Draft Structure Plan released by Glen Eira City Council in October 2017. I am very disappointed in the flawed process used by Council officers, the options presented and the refusal of Council officers to put forward a third option which takes into account the views of residents near the "urban renewal" area.

Flawed process

The process employed by Glen Eira City Council to develop the Elsternwick Draft Structure Plan is flawed. Originally residents in the area around the proposed "urban renewal" area were not directly notified of the consultation process. This resulted in only the views of residents in the area around Glenhuntly Road being heard in the early stages of the project. Unsurprisingly, these residents were happy to support concepts which provided protection to Glenhuntly Road and moved the development to other areas such as the area currently identified as the "urban renewal" area.

As recently as the meeting at the Town Hall on Monday 4 December 2017, Council officers were citing overwhelming support at earlier meetings as a good reason for putting 12 level buildings on Nepean Highway, behind my house. As the earlier meetings were not representative of the whole Elsternwick community, this claimed support has no validity.

As the views of the early consultation seems to be driving the direction of the draft plan, I believe the process should begin again, this time including all residents of Elsternwick. All options should be again put on the table.

The Council officer also cited his view that most people moved to Elsternwick because of the heritage of the Elsternwick shopping area. In my own conversations with people in the area, I am yet to find anyone who says it played any part in their decision to live in the area. Unless Council has the data free from sampling errors to support this claim, it should not be included in further considerations.

Glenhuntly Road precinct

Looking at Glenhuntly Road, the heritage of the area has already been lost. There are numerous recent multi-level developments and a range of multi-level developments from previous decades. The development of the Coles site and other developments likely to occur before the proposed plan could be adopted will further weaken any remaining heritage value.

With the heritage value already greatly diminished, the activity centre around Glenhuntly Road is the obvious place to focus development.

Library

Council is in a position to enhance library services without linking such a project to destruction of local amenity around the “urban renewal” area.

“Urban renewal” area

The proposed “urban renewal” area currently provides employment through the car yards. Given the relative lack of commercial/industrial land in Glen Eira, planning for the land to remain of a commercial nature is desirable. It would both allow residents to work closer to home and would most likely be of a lower height than residential towers. It would also mean fewer people overlooking my property on weekends and evenings.

I do not believe 12 level residential buildings would be attractive to local residents looking to down-size. While I might, in the future, consider downsizing to an apartment in something like a four level building, neither I nor anyone else I have spoken to would be prepared to live in a 12 level building.

St James Parade and surrounding streets

I live with my family in St James Parade which backs onto the proposed “urban renewal” area, with only a railway line between us and the site.

The area around St James Parade is recognised as one of the few remaining intact inter-war developments in Melbourne. Putting a backdrop of 12 level buildings directly behind this area would severely detract from the current heritage value of the area. As the heritage of this area is largely intact, unlike the Glenhuntly Road shopping area, this is what should be protected.

Traffic is another factor Council officers do not seem prepared to address. The thousands of residents who would be living in the 12 level buildings would naturally want to get to the enhanced Elsternwick activity district. To drive there, or head anywhere in a northerly direction, St James Parade, Denver Crescent and Riddell Parade are the only options. These are narrow family dominated residential streets, not designed to take the sort of traffic this type of development would create. It would create congestion and danger to children and make it much harder to enter and leave our properties. At school drop-off and collection times the street is already heavily congested.

12 level buildings would also overlook my house and back yard, reducing my privacy and enjoyment of my property. The associated noise from so many dwellings will also reduce my quality of life. With the current use, there is little noise in evenings or weekends.

In summary, the combination of dominating 12 level buildings and excessive traffic on my street would severely harm the amenity of my property. It seems that the flawed process

employed by Council has led to a decision to sacrifice the amenity of me, my family and my neighbours to the benefit of those living closer to Glenhuntly Road.

I am very disappointed that, by the stage we were notified of the process, the only options on the table were the over development of the "urban renewal" site. The consultation available to us was simply which bad deal do you prefer.

I believe both options for the "urban renewal" area are unacceptable and should be rejected by Council. The Council should also look at developing guidelines for its planners to ensure they work in the interest of the residents of Glen Eira rather than the way they have conducted this process.

[REDACTED]

SUBMISSION 88 – 10 DECEMBER 2017

From: [REDACTED]
Sent: Sunday, 10 December 2017 8:36 PM
To: Glen Eira City Futures
Subject: Feedback for Elsternwick Concept Plan – Urban Renewal

To all it may concern,

I am writing to provide my feedback regarding the Elsternwick Structure Plan Draft for Consultation.

I reject completely BOTH options for the Urban Renewal Precincts as proposed in the Elsternwick Draft Concept Plan.

City of Glen Eira state:

“What have we heard?... Urban renewal area is excessive and 12 stories is too high...” “What are we proposing?... Provide two options for further community feedback.”

The 2 options in response to “what have we heard” show complete disregard to the wishes and opinions of Elsternwick residents. Neither option addresses “excessive” or “12 stories”.

The distress my family feels is compromising our health and well-being. I am therefore resolved to fight this proposal with all resources at my disposal.

My neighbours feel the same.

The proposal directly threatens our quality of life. We all feel this proposal will destroy that which makes Elsternwick a great place to live.

Please read the attached PDF for a detailed account and feedback on the proposal and accept this as my submission for the community consultation sought by the City of Glen Eira.

Kind regards

[REDACTED]
Denver Cres
Elsternwick

SUBMISSION 89 – 10 DECEMBER 2017

From: [REDACTED]
Sent: Sunday, 10 December 2017 8:38 PM
To: Glen Eira City Futures
Subject: Draft Structure Plan for Elsternwick

To whom it may concern,

I live at [REDACTED] St James Parade Elsternwick and wish to provide feedback on the proposed Draft Structure Plan for Elsternwick.

Firstly, I am disappointed that the recent community meeting regarding the proposal is the first opportunity for residents around our area to have a say about the proposed plan. As a resident in St James Parade, we will be directly affected by the high-rise buildings and therefore should have been informed much earlier about this plan, rather than at **Stage 5** of the consultation process.

While I support medium density housing around economic and transport hubs, I have two main objections to this proposal:

1. The maximum height of 12 stories for the urban renewal (A) is excessive. While this height may be suitable closer to the Elsternwick Station, it is not further down the highway where residential houses would be much closer to these structures. In fact, most of the development being proposed here is 3-4 storeys and then it suddenly increases again to 8-12 storeys towards the southern end where residential houses in St James Parade are actually much closer to proposed development.
2. There needs to be carefully thought out traffic management and parking so as not to add to the already difficult situation around our area. Any residential development needs to make sure there is adequate parking on the site for those new residents. Entry and exit from the development also needs to be from Nepean Hwy so as not to push traffic around to the back streets like St James Parade. Our street is already used as a 'rat run' for traffic coming from the south accessing the Elsternwick Station and the Glen Huntly shops. In addition, the Leibler Yavneh College with its main entrance in Nagle Avenue causes considerable traffic chaos at school drop off and pick up times during the week. During these times, there is literally no parking available down St James Parade (as half way up on one side of street there are parking restrictions and there are parking restrictions in Nagle Avenue as well) as well as the few surrounding streets. This has grown worse over the years as the school, which was never meant to be a Prep to Year 12 college, has continued to increase its student enrollments.

Finally, I would also just like to say that the quality of the proposed Urban renewal development is extremely important. We are already seeing the State Government having to deal with the problem of buildings with poor quality cladding and poor building materials. It may be too early in the process to talk about this but I think it needs to be on agenda of both the Council and the State Government right from the start of any proposal so both governments are working to establish buildings of high quality to ensure the future and existing residents are not lumped with structures that are cheap, dangerous and unsightly.

I wish to be kept informed of any meetings or developments on this issue in the future. My contact details are:

[REDACTED]

5

Thank you

SUBMISSION 90 – 10 DECEMBER 2017

From: [REDACTED]
Sent: Sunday, 10 December 2017 8:53 PM
To: Glen Eira City Futures
Subject: Elsternwick Structure Plan Draft Option 1 and 2

I am writing to you in response to the Elsternwick Structure Plan Draft option one and two specifically the development along Nepean Highway. I strongly reject both options and respectfully request the council listens to the community of residents who on Monday 11th December unanimously voted against both options and proposed a third option be considered. The council of Glen Eira are our representatives and must accurately represent us.

The third option proposed would limit any development along Nepean Highway to a maximum of 4 storeys, on the conditions of council acquired park area (green space) on the rear portion of the car yard's land. The size of the acquisition would be determined by a guarantee that there will be no overshadowing of current residents gardens and the council's green space commitment. The current residential area is to be a 2 storey limit.

Also concerns that current infrastructure is inadequate to provide for the increased population necessitates a transport development plan needs to be done and made known. Nepean Highway is already a bottle neck week day mornings, trains packed at peak times and trams not a viable option for many.

Any further development to be along Glenhuntly road, on commercial property, above shops and in a controlled manner in keeping with heritage buildings. It is paramount that any development is limited in height to ensure there is no overshadowing, privacy and current quality of life is maintained for existing residents. Along with improved transport capacity and efficiency.

Yours Sincerely
[REDACTED]

Elm Avenue Resident for 26 years.

SUBMISSION 91 – 10 DECEMBER 2017

From: [REDACTED]
Sent: Sunday, 10 December 2017 8:58 PM
To: Glen Eira City Futures
Cc: [REDACTED]
Subject: Elsternwick Structure Plan Draft feedback

Dear Sir/Madam,

Elsternwick Structure Plan Draft feedback

Firstly, I would like to say how delighted I am that the City of Glen Eira Council is planning for the future and inviting all residents to have their say on the development of the wonderful area we live in. Well done, this is to be commended.

As a resident of Riddell Parade in Elsternwick for more than 11 years, I really enjoy living in our suburb and the amenities it provides including a vibrant shopping centre, public transport and parks close by.

I am in favour of our suburb further becoming an inner city “hub” and think that increasing the density of the suburb will only add to the life and colour we already have, however, this needs to be done with careful consideration so we don’t destroy the wonderful tapestry that this suburb is made of.

I suppose you could say that we’re lucky that our house and immediate surrounds are covered by the “Neighbourhood of Significance” overlay and protected from excessive development, however, I have strong concerns about the plans for the areas around us and that, despite those plans being a couple of blocks away, they will erode our area.

1) Plans to develop the West Elsternwick Area

I am absolutely opposed to the urban renewal plan that proposes dense apartment developments in the West Elsternwick Area, in particular to the heights of 8-12 stories that have been proposed within the Structure Plan Draft, both Option 1 and 2.

Any proposed development should seek to maintain the character and personality of our suburb and I believe we should aim to limit all developments to 3-4 storeys, incorporating garden spaces.

Any developments immediately bordering the railway line in the West Elsternwick Area that are higher than 3-4 stories will cast enormous shadows over the houses in our area, thereby ruining a “Neighbourhood of Significance” as it is currently classified.

Along with my friends in the West Elsternwick Neighbourhood Group over the railway line, I am in favour of your consideration of Option 3 to retain the residential streets zoned as Neighbourhood Residential Zone, limited to two storeys and to rezone the adjacent Commercial 2 Zone properties along Nepean Highway to “Shop Top Developments” of 4-5 storeys, with interface constraints to limit overshadowing and allow north and western light to illuminate impacted residential properties.

This would make efficient use of the existing commercial land without overt negative impacts on neighbours and streetscapes.

2) Making Carre Street a pedestrian precinct

While I am in favour of more pedestrian areas around Glenhuntly Road, I am not convinced that Carre Street is the best place to do this. We've seen this area deteriorate considerably since Pound, Arabesque and the Carre Street Deli changed hands.

Any public space will need significant investment and effort much like the partnership the Council has with Bang Bang to enhance the amenity of Elsternwick Plaza. Given the recent investment in Elsternwick Plaza and the vibrancy this has added to this area, I would suggest that the top of Riddell Parade would make for a far better pedestrian precinct. The park could be extended across the road to provide a safe amenity close to the train station and cinema and the old post office building could become a wonderful feature.

To truly make this area an additional green amenity, a longitudinal overfill over the railway line, south of Glenhuntly Road could be included to provide a green, walkable and bike suitable space to increase the liveability and function of this area.

3) Car parking plans

I understand the concerns about lack of parking, but I do not think building a four storey above ground car park on Stanley Street is a solution to this. The car park next to the train station on Horne Street has really ruined the character of that street and it is not an attractive environment for pedestrians.

The focus instead should be on making Elsternwick as pedestrian and public transport friendly as possible, all plans for car parks should be below ground, with friendly retail or residential spaces at ground level. We do not want Elsternwick to become LA.

4) Congestion on roads

Many people cut through Elsternwick to avoid using the Nepean Highway and North Road. All plans must focus on reducing traffic through residential streets in Elsternwick, slowing traffic speeds and providing people with direct access to shops.

As a result more efforts need to be made to direct traffic to Kooyong and Orrong Roads.

5) Height and density of the developments

All new developments should be required to be of a high quality and design to help preserve the character of Elsternwick.

For example, why aren't they all required to have six star energy ratings, recycled water, solar power and garden space? Why aren't planter boxes compulsory, like the lovely apartments in Paris? Why are the buildings so frequently poorly maintained and unkempt?

Currently the only thought going into these high density dwellings is the hip pocket of the developer. They are often of low quality and covered in graffiti (like the ones near Elsternwick train station) attracting transient populations who don't add to the sense of community in

Elsternwick. They lack greenery and any sense of green space, little consideration is given to overshadowing or the privacy of neighbours.

The City of Glen Eira could make a name for itself in having state of the art developments, that truly add value to the area and improve the lives of those living and working out of them.

I look forward to hearing from you with regards to next steps and how we can continue to be involved to plan for a better future for our suburb.

Yours sincerely,

[REDACTED]

[REDACTED]

[REDACTED] Riddell Parade

Elsternwick, VIC 3185

[REDACTED]

SUBMISSION 92 – 10 DECEMBER 2017

From: [REDACTED]
Sent: Sunday, 10 December 2017 8:59 PM
To: Glen Eira City Futures
Subject: Objection to Elsternwick proposed tower block development
Importance: High

To Gen Eira Council,
We are residents of [REDACTED] Denver crescent Elsternwick we look directly onto the railway line and subsequent plan for significant development that has been proposed.
We have [REDACTED] children and have real concerns about the change to traffic flows and general safety, well being and decline in value of properties in the surrounding area.

We object to the scheme and do not support the size nor scope of the development currently under review.

[REDACTED]

regards

Denver crescent residents

SUBMISSION 93 – 10 DECEMBER 2017

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

From: [REDACTED]

Sent: Sunday, 10 December 2017 9:12 PM

To: Glen Eira City Futures

Subject: Objection to Elsternwick 12 storeys re zone

Dear Sir/Madam,

As a resident of Elsternwick, we strongly support the ongoing opposition to the Elsternwick high rise rezoning which will create a 12 storey high rise city on the Elsternwick fringe.

Regards,

[REDACTED]

[REDACTED] McCombie Street
Elsternwick Vic 3185

SUBMISSION 94 – 10 DECEMBER 2017

To whom it may concern,

I am writing to provide my feedback regarding the Elsternwick Structure Plan Draft for Consultation.

I reject completely BOTH options for the Urban Renewal Precincts as proposed in the Elsternwick Draft Concept Plan.

City of Glen Eira state:

“What have we heard?... Urban renewal area is excessive and 12 stories is too high...” “What are we proposing?... Provide two options for further community feedback.”

The 2 options in response to “what have we heard” show complete disregard to the wishes and opinions of Elsternwick residents. Neither option addresses “excessive” or “12 stories”.

The distress my family feels is compromising our health and well-being. I am therefore resolved to fight this proposal with all resources at my disposal.

My neighbours feel the same.

The proposal directly threatens our quality of life. We all feel this proposal will destroy that which makes Elsternwick a great place to live.

Please read the attached PDF for a detailed account and feedback on the proposal and accept this as my submission for the community consultation sought by the City of Glen Eira.

Kind regards



SUBMISSION 95 – 11 DECEMBER 2017

From: [REDACTED]
Date: 11 December 2017 at 11:17:33 am AEDT
To: Aidan Mullen <AMullen@gleneira.vic.gov.au>
Cc: [REDACTED]
Subject: [REDACTED] **NEPEAN HIGHWAY, ELSTERNWICK - DRAFT STRUCTURE PLAN - FEEDBACK**

Mr. Aidan Mullen
Manager City Futures
City of Glen Eira

RE: ELSTERNWICK DRAFT STRUCTURE PLAN OUR INVOLVEMENT: [REDACTED] NEPEAN HIGHWAY, ELSTERNWICK, 3185

Dear Aidan

Thank you for hosting us at the meeting on Wednesday 22 November to undertake preliminary discussions regarding the above.

As you are aware our exposure is particularly topical in the sense that we are not looking to, or have not previously considered our land holding for the purposes of anything other than motor vehicle retailing. We operate a successful car dealership that employs in excess of 95 people and the site on which we trade is not big enough to accommodate our business needs necessitating the letting of a large facility in Bentleigh East and, in addition, third party-off location storage facilities in Melbourne's west.

The above point is a particular concern as our site is currently been considered for a partial acquisition to create a green wedge of community park-land for the purpose of the Elsternwick Draft Structure Plan.

However, in regard to the above we are not against Council's direction for the future as we understand that things must change.

There are concerns of which we highlight below, that in our view, need to be solidified prior to further negotiation;

1. What is the dimension and specification of the proposed park? Is the said park negotiable in terms of size, shape etc? Without this very pivotal information it is difficult to model any such numbers on what the possible redevelopment would look like; more particularly involving a motor vehicle dealership with significant employment possibilities at the Ground Floor. We are also concerned by the proposed loss of vehicular access down Elm Street;
2. Having regard to point #1, if compensation were to be discussed on the acquisition of land, would this be on the post re-zoned value of said land or on the current as-is value? The impact of this is clearly material and needs to addressed before discussions progress;
3. We have been unable to do any detailed financial modelling on the proposal until such time as park dimensions are set out. However, we are concerned that the proposed height levels are nowhere near high enough to ensure the development is viable. We understand Council's proposal to ensure mixed use and encourage employment opportunities in the area, however the real value of the site is unlocked in its residential dwelling capability. To

that end, we propose that anything less than 20 storey's with the majority (say 16 levels) being residential accommodation would be un-economical even from a cursory thought without the detail. Less than this, and we do not believe there is financial merit in considering the proposal away from retailing motor vehicles. Further we note your comments in the meeting that your studies have revealed that there is no adverse shadowing impacts from our site even if 20 storey buildings were erected; and

4. Having regard to point #3 we would be pleased to understand council's appetite for built form. It is our anticipation that should the proposal gain traction that a site such as ours with 3 street frontages would facilitate and indeed support possibly 2 towers of 20 storey in order to adequately make use of the land. We would need a fairly certain level of comfort that the proposal, in particular the acquisition for park creation purposes, would leave enough residential potential in the land to maximise its financial potential.

We would appreciate your feedback on the points above and any further information which may have materialised since we last met.

Thank you.

[REDACTED]

SUBMISSION 96 – 11 DECEMBER 2017

From: [REDACTED]
Sent: Sunday, 17 December 2017 3:06 PM
To: Tess Angarane
Subject: Re: IMPORTANT INFORMATION: Future plans for Elsternwick

Dear Councillors,

I am writing regarding the proposed 'Urban Renewal Project' which is to affect my neighbourhood in Elsternwick.

My partner and I have only moved into Elsternwick this month and chose this suburb because of it's tranquil and neighbourly atmosphere. These 12-storey apartments will look over my new garden, as well as my lovely new neighbours'. We are all extremely worried.

Glen Eira area, Elsternwick included, already suffers from a lack of open space per person. It is a wasted and shameful choice to build up to 12-storey apartments in a quiet and friendly area currently housing families in a Neighbourhood Residential Zone. This will no doubt ruin the 'village feel' of our beautiful neighbourhood, and our affected street (Alexandra Avenue, Elsternwick) are worried that they will lose their cherished lifestyles.

The construction time would cause disarray in our quiet, one-way streets and the broader area. I am personally concerned about the proposed apartment buildings looking directly into my house, as nearly all other houses in our area are one storey.

There is no foresight in increasing the number of residents in an already overcrowded Glen Eira city area. It would purely be an act of ignorance and greed. I would recommend using the space available for parkland to relieve our busy community, as well as the potential for parking areas and simple shopfronts.

Regards,

[REDACTED]
Alexandra Avenue

SUBMISSION 97 – 10 JANUARY 2018

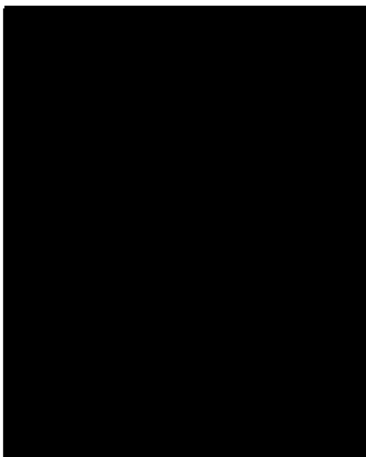
Dear Sir/ Madam,

Based on our correspondence with Sarah Lane of the City Futures Department, we understand Council has not received a submission in relation to Draft Elsternwick Structure Plan, which was prepared by [REDACTED] on behalf of the owners of the above property. There has evidently been some confusion at our end about whom was lodging the submission.

In any event, we hereby attach the submission, which we appreciate will be received after the nominated deadline for feedback. Notwithstanding, it does not contain any matters that require Council's detailed consideration.

Given the nature of the submissions made on behalf of our client, and in acknowledgment of our client's previous interest and involvement in the plan making process (we lodged a submission on their behalf in relation to the earlier Concept Plan), could Council please confirm receipt of the attached, and that these submissions will be considered as part of the Structure Plan exercise.

Regards,



[REDACTED]

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

Date: 6 December 2017

Re: Submission to Draft Elsternwick Structure Plan
[REDACTED] Nepean Highway - Elsternwick

Dear Sir/ Madam,

We act on behalf of [REDACTED] the owners of the of the above properties which are located within the area covered by the Draft Elsternwick Structure Plans (DESP). We note that properties [REDACTED] Nepean Highway, Elsternwick are separated by property [REDACTED], which does not form part of our clients' property holdings.

Our clients were recently made aware of the Council's progression of the Draft Concept Plan to the DESP.

We advise that our clients continue to support in principle the encouragement of employment and housing growth and diversity within the area, which is notionally promoted by the DESP. Initiatives regarding the encouragement of higher density development in surrounding residential areas are also broadly supported as potentially positive outcomes for the future of the area.

It is noted that our clients' properties are contained within the Urban Renewal area and the DESP contemplates a maximum preferred street wall height of 3 storeys.

The DESP also presents two options for the preferred overall maximum building height and built form for the properties and surrounds:

- Option 1 – Preferred overall maximum building height of 6-8 storeys to the subject properties and 3-4 storeys for the residential properties to the northeast; or
- Option 2 – Preferred overall maximum building height of 8-12 storeys to the subject properties and the residential properties to the northeast.

Our clients generally support the proposal expressed in Option 2 of the DESP for the reasons outlined in the previous submission for the Elsternwick Draft Concept Plan, which is enclosed in this letter as Attachment 1.

In consideration of the above and the properties frontage to Nepean Highway, our client submits that 8-12 storey maximum building heights would be a more accurate reflection of the area's capacity for growth and change. This affords the neighbouring residential properties to the northeast with equitable development outcomes

330115/002

1 / 4

[REDACTED]

Furthermore, there is opportunity to utilise the surrounding residential properties and the Sandringham railway line as appropriate buffers to maintain the single dwelling built form to the east of the railway line. The preferred maximum building heights envisaged as Option 2 within the DESP should be considered, to better respond to State and local policy imperatives.

In summary, our clients provide their in principle support for the overarching objective to increase the diversity of future employment and housing within the centre, and to increase the provision for public open space and parking resources.

It is submitted that land within the commercial areas of the centre is capable of accommodating greater building height and scale that proposed by the DESP, for the reasons outlined in the body of this submission.

Our clients thank Council for the opportunity to provide their feedback in relation to this project and respectfully request that they be kept informed of Council's progress and be invited to provide further feedback at the appropriate junctures in the process.

Please do not hesitate to contact me on [REDACTED] should you wish to discuss the above.

Yours sincerely

[REDACTED]

330115002

2 / 4

[REDACTED]

Attachment 1: Submission to Elsternwick Draft Concept Plans

[REDACTED]

[REDACTED]

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

Date: 14 September 2017

Re: Submission to Elsternwick Draft Concept Plans
[REDACTED] Nepean Highway - Elsternwick

Dear Sir/ Madam,

We act on behalf of our client, [REDACTED]
Ltd, the owner of the of the above property which lies within the area covered by the Elsternwick Draft
Concept Plans. We note that property [REDACTED] Nepean Highway, Elsternwick are separated by
property [REDACTED] which does not form part of our client's property area.

Our client was recently made aware of the Elsternwick Draft Concept Plans and wishes to take this
opportunity to provide Council their feedback on what's envisaged for the future of the activity centre. It is
hoped that this feedback will embolden Council to pursue to a draft structure plan that directly confronts
the challenges posed by a changing City.

We confirm that our client supports the essence of the future envisaged by the Draft Concept Plan and
believes it has the potential to deliver a future Elsternwick that is sustainable, vibrant and safe. Our client
also supports the Council's intention to strengthen the identity of the Elsternwick Urban Village by
facilitating substantial built form change in areas best placed to accommodate it, whilst managing change
in locations that are particularly sensitive to it.

By way of background [REDACTED] Nepean Highway, Elsternwick comprise five parcels of land,
which are contained in the Commercial 2 Zone. The land is rectangular, covering an area of
approximately 6,500 square metres. Under the current Glen Eira Planning Scheme provisions, the
maximum height for the land is limited by a built form that minimises impact on the residential properties
further east of the site.

Sensibly, the Draft Concept Plan contemplates this 'peninsula' of land, inclusive of our client's land,
between the railway corridor and the Nepean Highway as an Urban Renewal Area where more intensive,
higher scale mixed use development is encouraged.

In our submission, utilising the railway corridor as a buffer to minimise impact on the heritage/residential
character housing areas is an excellent proposition, which provides a balanced outcome from an urban
design and future character perspective. This will enable properties along Nepean Highway to be
developed to a scale that is commensurate with the area's strategic candidacy, the aspirations of
Melbourne's metropolitan planning strategy. It has the potential to deliver improved housing diversity and
choice, improved access to employment, while protecting the valued heritage housing character to the
east of the railway.

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From undertaking a basic site analysis and comparing the likely development outcomes, encouraging the increased employment, housing and infrastructure opportunities for the subject site and surrounding residential properties between Nepean Highway and railway will reinforce the position of Elsternwick Urban Village as one of Glen Eira's key centres of activity, consistent with Clause 21.03.

The indicative building height expectations of 6-8 storeys (8-12 if community benefit is provided) as envisaged in the Concept Plan will expand the possibilities for a variety of use and development outcomes on the site. It is noted that this urban renewal precinct already contains a building of 11 storeys in scale. This should give Council and the community a useful reference point for potential future building heights in this precinct. As an element of the existing character of the area, it should also give Council and the community comfort that the area already has the capacity to successfully accommodate taller, more intensive development in this precinct. This is essential to accommodate the necessary future change to the status quo, whilst ensuring that more sensitive precincts within the activity centre are suitably protected.

In summary, we submit that the Elsternwick Draft Concept Plan's expectations for land within the Urban Renewal Precinct are in principle sound, logical and rational strategic planning aspirations. If pursued through a properly conceived structure plan (and formal planning controls), they have the potential to deliver a net community benefit for the Glen Eira and Victorian community.

As part of developing a draft structure plan, our client respectfully requests that Council consider the following matters:

- Rezoning the Urban Renewal Precinct to a consistent zoning that reflects the land use and built form expectations. We note the State Government's preference for the use of the Activity Centre Zone provisions for activity centre land. Whilst we generally support the use of ACZ provisions, we encourage Council to pursue a drafting of the provisions which is suitably concise, able to be easily understood and utilised for the assessment of future planning permit applications. This would be consistent with the overarching objectives of the Victoria Planning Provisions.
- Maximum building heights in the Structure Plan (and associated planning controls) should retain discretion in the hands of planning decisions makers and should not be applied as mandatory.
- The planning controls should exempt planning permit applications which comply with preferred maximum building heights (and setbacks if any) from the notice and review requirements of the *Planning and Environment Act 1987*.
- Draft planning controls should accompany any draft Structure Plan, as part of any further public consultation – this being in addition to the formal public exhibition of any Planning Scheme Amendment. This will assist with the provision of more meaningful feedback on the draft structure plan.

We thank Council for the opportunity to provide feedback on the Elsternwick Draft Concept Plans and look forward to Council's continued commitment to developing and implementing a sensible and sustainable strategic planning framework for the Elsternwick Urban Village.

Please do not hesitate to contact me or [REDACTED] should you wish to discuss the above.

Yours sincerely

[REDACTED]

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[REDACTED]

SUBMISSION 98 – 11 DECEMBER 2017



11 December 2017

City Futures Department
City of Glen Eira
PO BOX 42
CAULFIELD SOUTH VIC 3162

BY POST AND EMAIL cityfutures@gleneira.vic.gov.au

To whom it may concern,



RE: SUBMISSION - ELSTERNWICK DRAFT STRUCTURE PLAN

owns the land at Nepean Highway,
Elsternwick (the subject site).

The subject site is contained within the proposed Elsternwick Draft Structure Plan (structure plan) which proposes to implement a series of built form provisions and design guidelines.

has taken preliminary planning advice and acknowledges the potential benefits associated with the introduction of the structure plan, including how it may assist in furthering State and Local planning objectives around housing consolidation, jobs growth and other aspects.

With a significant landholding in the area affected, and having undertaken an initial review of the proposed structure plan, is of the view that refinements should be considered to realise the full potential of the area, including the subject site, as an urban renewal precinct, and protect for existing uses that are required to remain. We further note the opportunity for more clearly defined parameters to be discussed regarding building heights, traffic and movement, public open space and community uplift.

Building Heights

The building height controls of between 8 and 12 storeys for the majority of the subject site are noted, however, based on our knowledge of appropriate potential built form is of the opinion that the control should be discretionary, as increased building heights can be reasonably considered. For example, the areas that directly abut the Nepean Highway do not involve sensitive interfaces and are capable of accommodating developments of a higher form, without unreasonable adverse impacts.

We are informed that there are a number of applications and existing planning permits within the Structure Plan area that are greater than 8 storeys and within more sensitive contexts. Enabling a discretionary control as part of any future amendment for the urban renewal areas will enable contextually appropriate planning outcomes.

Traffic & Movement

In the absence of appropriate impact studies, does not support the structure plan's proposal to close vehicle access to Elm Avenue. This road provides a key connection between Nepean Highway and land and its closure may result in significant impacts to property and its ongoing commercial operations. It is positive to note that the structure plan supports ongoing commercial uses in the area.

is informed that the Glen Eira Transport Analysis & Forecasting – Elsternwick Activity Centre Report (2017) does not discuss the closure of these roads and it is recommended that a traffic

assessment be undertaken to determine the potential impacts, particularly in regard to future commercial uses in the area.

Public Open Space

Public open space for the area appears concentrated in places and should be located throughout the urban renewal precinct, rather than be predominantly located in the southern urban renewal area. This could include various optimal locations that better serves the surrounding area.

We understand there are several parks within close proximity to the subject site, including Elsternwick Park, which are not referenced in the structure plan but which will have an influence on it.

Community Uplift

The structure plan would benefit from further clarity and definition around the notion of community benefit and any subsequent uplift potential.

Clear measures should be provided to ensure certainty in terms of uplift outcomes, including strategic justification around how these measures have been determined.

We thank you for the opportunity to participate in this public consultation process. [REDACTED], and its selected advisors look forward to working closely with Council on this structure plan as it develops and request that Council keeps us informed of the next stages.

Should you wish to discuss any aspect of this communication I may be contacted on the details below.

Yours sincerely,



Bendigo Bank



since 1964
my critical area.

① Strip of car park.
no footpath to walk with
safety ~~with~~ from cars
moving in and out,
untidy is there any
proposal for improvement?

② the Future of entry
into Maysbury Ave
in appearance and
safety.

LIVE AT [REDACTED] MAYSBURY AVE,
ELSTERNWICK.
WILL LIKE TO KNOW IF THIS DEVELOPMENT
WILL AFFECT US IN SOME WAY -
THE ALL AREA HAS BEEN NEGLECTED
FOR YEARS - THE CAR PARK SHOULD
HAVE A WALKWAY -
THE SHOPS SHOULD BE MORE SELECTIVE
THERE FAR TOO MANY OP SHOPS, THIS
SHOULD CHANGE -
MORE SPACE FOR WALKS AND NOT JUST
CARS TAKEN FIRST PRIORITY -
HAS THE POPULATION IS GETTING HIGHER
WE NEED TO ENJOY OUR SHOPPING AND
LEASURED WALKS -

SUBMISSION 100 – 28 NOVEMBER 2017



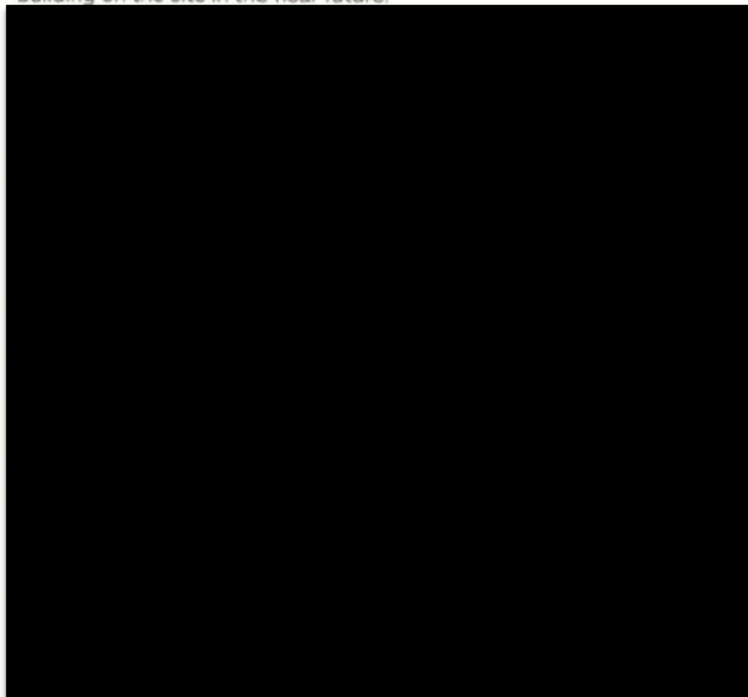
Dear Tess,

28 November 2017

Tess Angarane
Co-ordinator, City Economy
and Place Making
City Futures Department
Glen Eira City Council
PO Box 42
Caulfield South VIC 3162

**Elsternwick Draft Structure Plan
[Redacted] Horne Street, Elsternwick**

We act on behalf of the land owners at [Redacted] Horne Street, Elsternwick. We have been retained to assist the owner with a planning permit application to develop the site for a 15 storey mixed-use building. Our client's site is quite literally on the 'doorstep' of the entry to Elsternwick Railway Station and it is our client's intention to lodge an application for a high rise building on the site in the near future.



14866p_L0001_Structure Plan Intro

1

We congratulate you and your team on the progress of the draft Elsternwick Structure Plan. We generally consider the draft plan to be a forward thinking document for a regionally significant Major Activity Centre.

Our client's site is proposed to be contained within the Urban Renewal precinct. The site is currently Zoned Commercial 1 Zone and effected by the Parking Overlay-Precinct 2-3 and the Environmental Audit Overlay. We agree that this area is well located for urban renewal and demonstrates the right 'ingredients' for intensity of use and built form in a high-rise development. These include:

- The Elsternwick Train Station forms a hub for public transport as it provides the following transport options;
 - Direct access to the City Centre via the Sandringham line with trains every seven minutes in peak hour;
 - The 67 Melbourne-Carnegie tram that runs along Glen Huntly Road;
 - The bus routes 246 (Elsternwick – Clifton Hill), 606 (Elsternwick - Fishermans Bend), 625 (Elsternwick – Chadstone);
 - The nightrider bus 978/979 (Elsternwick - Dandenong).
- Melbourne continues to grow at a rate of approximately 2000 people per week, the fastest in the country.
- The Elsternwick Major Activity Centre is within Plan Melbourne Inner South East Region with the focus of accommodating an additional 230,000 residents and 60 thousand additional jobs by 2051.

The proposed Urban Renewal precinct exhibits limited sensitive interfaces as it is broadly bordered by the Rail Line and the Nepean Highway. Whilst there are one and two storey dwellings within the precinct these will ultimately change over time.

We note that you have provided two built form options within the body of the report; to retain a larger, less constrained, urban renewal precinct (option two) or to reduce the scale, and therefore capacity, of the proposed urban renewal precinct (option one).

We believe that the built form envisaged by option two is a preferable development direction for the Elsternwick Major Activity Centre. Option two will encourage the development of the Centre and promote a diverse housing stock with access to local employment options and transport facilities. Option two will also enable the realisation of the full potential of the structure plan in terms of bringing additional resident population and permanent workforce to the area immediately surrounding Elsternwick Railway Station.

The strategy of encouraging intensity and density has been successfully employed in other activity centres across the metropolitan region, eg Box Hill, Moonee Ponds and Footscray and allows residents housing options with local employment opportunities.

Whilst we encourage you to undertake the option two approach, we also believe that there is a greater capacity in the Elsternwick area for growth. We would suggest that the Urban Renewal precinct is capable of accommodating discretionary 15-20 storey height limits.

As demonstrated by the recent panel report for Whitehorse City Council's Amendment C175, there is no justification for mandatory height limits that would unnecessarily restrict the capacity of development and result in compromised development outcomes.

A structure plan with discretionary height limits would follow on from the direction given by Plan Melbourne and the SPPF and would allow Elsternwick Major Activity Centre to flourish.

We believe the Structure Plan process is an exciting opportunity to influence a key strategic centre of Melbourne.

Please keep us informed of all developments in the Structure Plan process to allow us to adequately represent our clients interest.

Your Sincerely,



SUBMISSION 101 – 9 DECEMBER 2017

From: [REDACTED]
Sent: Saturday, 9 December 2017 11:04 AM
To: Glen Eira City Futures
Cc: [REDACTED]
Subject: Elsternwick Structure Plan Draft feedback

Elsternwick Structure Plan Draft feedback

As a resident of Gisborne Street in Elsternwick I am absolutely opposed to the urban renewal plan that proposes dense apartment developments in the West Elsternwick Area, in particular to the heights that have been proposed within the Structure Plan Draft, both Option 1 and 2.

I have been a resident at [REDACTED] Gisborne St for almost 9 years, during that time we have seen our street and those surrounding it evolve through the thoughtful restoration and renovation of the beautiful heritage homes within it. The proposed development of 3- 4 story “Garden Apartments” across the railway line seems in opposition to this as well as the classification of our area as a “Neighbourhood of Significance”. Should a “Neighbourhood of Significance” be overshadowed by potentially poorly constructed Apartment dwellings, more often than not designed and built with profit in mind? Surely the graffiti covered, poorly constructed apartments bordering the railway line closer to Glenhuntly Road paint a realistic picture of what this proposal will enable.

I am interested in a response and further information to how the proposed changes in the draft Structure Plan will:

- Reduce the conflict between the Heritage and Neighbourhood precinct areas with residential growth zones – What conflict?
- Better utilise land suitable for development – What makes this land suitable for development? There are a mix of Victorian, Edwardian and Californian Bungalows with established gardens lining these streets on standard housing block sizes.
- Better protect heritage character of the retail strip- How?
- Reduce conflicting planning controls covering the Glenhuntly Road retail strip that encouraged both major development and heritage preservation- I can’t even interpret this
- Ensure new development provides some community benefit – How?

Riddell Parade connects much of Greater Elsternwick to our shopping centre and transport hubs, commuters, school kids, dog walkers, runners all use the path bordering the railway line on a daily basis and I am sure all enjoy the stroll along this Plane Tree lined Parade. Do we really need to ruin this wonderful and connecting part of our community to fill the pockets of Developers?

As my emotional response above demonstrates The Draft Structure Plan does not properly protect the heritage and neighbourhood character of our suburb, nor does it add to our existing amenity. We are already one of the least-green urban areas in metropolitan Melbourne (compared to other Council precincts).

My issues with the Structure Plan Draft Option 1 and 2 include:

Lack of parking – shops and street

Height of the developments impacting residents - lack of green, overshadow, privacy, noise

Transient population – loss of sense of community

Loss of amenity

Congestion on roads

Multiple developments all designed and built by different groups will ensure we have a streetscape of hodgepodge buildings in a row

Along with my friends in the West Elsternwick Neighbourhood Group over the railway line, I am in favour of your consideration of Option 3.

Option 3:

Retain the residential streets zoned as Neighbourhood Residential Zone, limited to 2 storeys, with the redevelopment option of side-by-side townhouses if desired; and rezone the adjacent Commercial 2 zone properties, along the Nepean Highway to Shop top, 4-5 storeys, with interface constraints where the site overshadowing would impact nearest residential neighbours between 9am and 3pm to allow North and (importantly) Western light to illuminate these impacted residential properties.

A longitudinal overfill over the railway line, South of Glenhuntly Road could be included to provide a green, walkable and bike suitable space to increase the liveability and function of this area

This outcome, Option 3, would maintain and enhance the current core values and attractive qualities of the retained residential streets, it would be a low-rise neighbourhood that sustainably and sensitively cohabits with the nearby highway fronting commercial/retail/apartment mix in an inclusive way and that retains the current sense of local community and supports the greening and biodiverse city of the future

Option 3 would also negate the overshadowing concerns of residents immediately to the East of the railway line in Elsternwick

Importantly, the built form will make efficient use of the existing commercial land without overt negative impacts on neighbours and streetscapes. The area will have additional green amenity, be walkable and bike friendly, but will achieve this within agreed upon built form criteria to establish and maintain expectations and to minimize the impacts of change upon the existing adversely impacted community.

I look forward to your response and reconsideration of this proposal affecting our beautiful suburb.

Regards,

[REDACTED]

[REDACTED]

SUBMISSION 102 – 12 DECEMBER 2017

From: [REDACTED]
Sent: Tuesday, 12 December 2017 7:36 PM
To: Glen Eira City Futures
Subject: Proposed multi story car park at Stanely street East.

To whom it may concern,

I have a property at [REDACTED] Glenhuntly Road in Elsternwick that comprises of shops and offices. One of the shops and one of the offices face south overlooking the Stanley street East carpark. I have been running my business from the back of my property for many years and had recently renovated the back of my building, with the intention of encouraging my neighbours to do the same and thus create a shopping village facing the present carpark, this was and still is an ambition of many landowners to visually further enhance the carpark area and utilise the commercial/residential potential of this block.

Similar to Camberwell shopping, Port Melbourne shopping, Moonee Ponds shopping, Northcote shopping, Carlton shopping strips.

All these commercial/residential areas created from the vacant backyards and service lanes of their shops had added a safe and pleasant environment useable by the local population.

The proposed council idea of building a multi story carpark is objectionable because of the following reasons.

1. it will cause a serious security risk to my building and the tenants inside the building
2. it will block out the light and retail visibility to my ground floor shop
3. it will cause unbearable concentrated wind flow from the southerly winds into my building
4. it will pollute my building and my neighbours buildings; its offices with large volumes of carbon monoxide and nitrous oxide fumes emanating from the vehicles in the carpark
5. it will further pollute my building and its offices from the tyre dust, rubbish, cement dust and animal/human excrement that will be deposited in this carpark
6. it will cause untold damage to my building and my neighbours buildings from vandals who will use any materials to throw into my windows and rooftop creating blocked gutters and damaged roofs
7. it will create very limited movement for delivery vans and trucks to all the shops in the block
- 8.. it will cause all of the above upon the apartment block adjoining the present carpark now.
9. it will cause opportunities for vandals to graffiti and spoil the immediate neighbourhood
10. it will be a home to drug users, criminals, vagrants and create an opportunity for deliberate drag racing inside the carpark
11. mothers with prams will struggle to negotiate the upper levels with their shopping despite there being elevators, if the elevators will be in working order, cleaned from human/animal excrement and drugs useable for public use
12. There will have to be permanent platoon of policemen in and around the multi story carpark, just to keep it safe, video camera will not suffice
13. The elderly will also struggle for the same reasons.
14. the street scape will be badly affected and seriously lower the value of the households there.
15. it will further deplete the range of trees in the municipality
16. it is not in keeping with the heritage overlay of the area.
17. from my daily observation the present carpark has never been fully utilised and it was always empty in the evenings and weekends.
18. it is assumed that this proposed carpark is for the use of Coles retail development and this will further cause havoc with left over shopping trolleys

19. Further to the Coles retail development, if the proposed carpark is to service Coles customers, then the volume of pedestrian traffic navigating Glenhuntly Road and Orrong roads with shopping trolleys will cause predictably unsafe traffic hazards

20. if this proposed carpark is to be the only carpark for Elsternwick then, it will cause unbearable increase in traffic in the residential areas of Orrong Road and Stanley street.

21. The intersection of Orrong Road and Glenhuntly Road will be in gridlock during the business hours.

22. It was and still is my vision to have the present area facing the current Stanley street carpark as a "village" for mixed commercial/residential use.

The proposed multi story carpark will destroy that vision.

Best regards,

A solid black rectangular box used to redact a signature.

SUBMISSION 103 – 19 DECEMBER 2017

Hi there, hope you are well.

Just wanted to put my 2 cents forward in regards to the re zoning plans that have just been brought to us in Oak avenue Elsternwick.

We have just moved into this area, our plans were to renovate and install a pool and have just found out we are at stage 5 of the outrageous proposal!!! The consultation process from the council is lack lustre to say the least, and it would seem that they haven't contacted the impacted residents in regards to the plans as best as they could have, which seems their plan was to try to sneak this through. Why the hell would the council propose high rise in this area of period homes anyway, we are overcrowded as it is, the parking is terrible, traffic congested, little park spaces available, not to mention the lack of sensible planning. Build up Glenhuntly rd, this is what everyone I speak to wants. Put the high rises here.

If this rezoning goes ahead, it will ruin what is one of the greatest suburbs in Melbourne.

Regards,

[REDACTED]

[REDACTED]

SUBMISSION 104 – 11 DECEMBER 2017

From: [REDACTED]
Sent: Monday, 11 December 2017 2:18 PM
To: Glen Eira City Futures
Subject: Draft Concept

Elsternwick Draft Structure Plan

3.0 Buildings

Have attached a copy of the Heritage overlay map dated 12/10/17 which shows that the Woolworths site in Selwyn street has a Heritage Overlay on it.
The Draft Structure Plan completely ignores this as far as limitations on proposed development on a site with Heritage Overlay.

At the first 2 open discussion forums re the Structure Plan residents were adamant that there should be a height limitation of 3 to 4 storeys on this site – on the Draft Structure Plan (DSP) the height of this future development is now 6-8 storeys going against all previous input from residents.

There is no set back on the Sinclair Street development frontage.

f4.0 also shows a shaded area for the site with “Transition towards residential property” but completely ignores the North facing boundary in Sinclair St which are opposite residential properties.

It also shows the height of any development to be 6-8 storeys.

What is the trade-off for 8 storeys - will the residents be consulted?

4.0 Public Spaces

New Cultural Precinct

The draft shows a shared (cars and pedestrians) space in Selwyn St.

I have searched in depth on the net to find somewhere where the concept works.

I found a few spots in the UK where the concept was tried and all but one abandoned after a short time.

Can the council point me to anywhere where the concept has worked.

It should be pedestrian or cars only.

On page 26 of the Draft Structure Plan fig 5.0 shows an “active cultural frontage” in Selwyn Street that wraps around into Sinclair Street – what does this mean? Isn't Sinclair street zoned residential?

5.0 Parking and Movement

f12.0 shows Gordon St between Glenhuntly and Sinclair Sts being available to North bound traffic only and the remainder of Gordon St from Glen Eira Rd being two way.

This would result in the bulk of the traffic being funneled into Sinclair St which has a primary school and no traffic control measures.

On this point I have asked the council and my councillors why Sholem Aleichem school is the only primary school in Glen Eira that is not on a main road that does not have any speed humps or traffic management around it.

I have yet to receive any answer!

Entry to Woolworths should only be from Glenhuntly Road not Sinclair Street.

[REDACTED]
Sinclair St Elsternwick

SUBMISSION 105 – 8 DECEMBER 2017

From: [REDACTED]
Sent: Friday, 8 December 2017 10:15 AM
To: Glen Eira City Council; Cr. Tony Athanasopoulos
Subject: Elsternwick Development

We would like our objection to the development of Elsternwick recorded on the following grounds:-

- It will affect the friendly “village” feel of Elsternwick.
- Height restriction of 3 stories max should be maintained.
- It will cause shadows along Glen Huntly Rd.
- It will greatly increase parking problems to the current inadequate situation.
- Traffic congestion will increase.
- Local facilities and infrastructure are not designed for this sort of development.

Thank you

[REDACTED]
Victoria St Elsternwick.

SUBMISSION 106 – 13 DECEMBER 2017

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

From: [REDACTED]

Sent: Wednesday, 13 December 2017 9:41 PM

To: Glen Eira City Futures

Subject: Submission on draft Elsternwick structure plan

To Council,

Please find below my submission on the draft Elsternwick structure plan.

Overall, it is positive plan particularly the open spaces and cultural and plaza proposals which I can imagine would be very successful.

My specific comment is in relation to the only block of "garden townhouse" which is shown in Hopetoun and Ling Streets.

While there are some apartments and townhouses existing, the majority of that area are substantial single dwellings and it is hard to distinguish this area from the opposite side of Hopetoun St which is not proposed to be in "garden townhouse". Perhaps the strategic justification for "garden townhouse" is be a buffer between between the strategic sites (shown in red) and the minimal change dwellings. If that is the justification, the extent of the "garden townhouse" should be only the southern end of Hopetoun St. to do so would create a sensible pattern in the streetscape, eg the townhouses would be at the southern end of Hopetoun where there is a large apartment building and opposite Cabrini. To extend the towns houses further up Hopetoun would create a lopsided streetscape (an intact period streetscape on the east, and development on the west). It's difficult to see the justification for this, particularly when it must not be a key housing type for Elsternwick given that this is the only location proposed. There are existing areas of townhouses which would seem to be a sensible place to consolidate more of it (eg Victoria St and Parkside) rather than in what is a largely intact streetscape.

Regards

[REDACTED]
Hopetoun St


SUBMISSION 107 – 12 DECEMBER 2017

Att: Manager City Futures, City of Glen Eira

Please find attached submission on behalf of the [REDACTED] Selwyn Street,
Elsternwick regarding the draft Elsternwick Structure Plan.

Regards

[REDACTED]



Attn: Aidan Mullen
Manager
City Futures Department
City of Glen Eira

Via email: CityFutures@gleneira.vic.gov.au

Date: 12 December 2017

Re: Submission to Elsternwick draft Structure Plan

Dear Mr Mullen,

We act on behalf of the [REDACTED] the long-time owner and occupier of the land at [REDACTED] Selwyn Street, Elsternwick ("subject site"). Our client wishes to make a submission regarding the draft Elsternwick Structure Plan ("draft Structure Plan").

Our client welcomes the efforts of Council to introduce a long term vision for the central Elsternwick area which will ultimately be translated into policy/controls in the Glen Eira Planning Scheme.

Our client has reviewed the exhibited draft Structure Plan and makes the following submission.

The identification of Selwyn Street (including the subject site) in an 'Entertainment and cultural precinct' with a focus on community spaces and Jewish culture is supported.

The preferred maximum building height of 6-8 storeys for the core areas of the Entertainment and Cultural Precinct is supported, however, the preferred street wall height of 3 (three) storeys to two-thirds of Selwyn Street (including the subject site) is considered too low. This street wall height does not adequately acknowledge the generous width of Selwyn Street of approximately 11 metres and the robust nature of existing built form along the street. It is considered that a street wall should respond to the commonly accepted urban design ratio of 1:1.

The provision of Selwyn Street as a shared vehicle and pedestrian space is encouraged, and the removal of on-street car parking is not contested, on the proviso that acceptable and efficient access is maintained for the frequent school buses that transport school groups to the Jewish Holocaust Centre.

Our client supports the objective for development on strategic sites to incorporate active frontages, however it must also be recognised that Jewish institutions, such as the Jewish Holocaust Centre, unfortunately require strict and diligent security measures. Whilst activation is important and will be a key element to any development, security must be paramount.

The consideration to *"foster partnerships with private landowners to deliver key elements of the project and additional public parking"* is encouraged. Our client would welcome a "precinct-wide" approach to car parking for the area, given the excellent access to a range of public transport options and the current car parking constraints being faced by the area as a whole.

Draft Elsternwick Structure Plan Submission

1 / 2



Should you have any further questions regarding the above, please do not hesitate to contact [REDACTED]
[REDACTED] or the undersigned on [REDACTED]

Yours sincerely,

[REDACTED]

[REDACTED]

SUBMISSION 108 – 10 DECEMBER 2017



Staniland Grove
Elsternwick VIC 3185



City Futures Department
City of Glen Eira
PO Box 42
Caulfield South 3162

10 December 2017

Dear Aidan

Elsternwick Neighbourhood planning 2017

Thank you for the opportunity to contribute to the planning of the neighbourhood in which we have lived for 37 years.

We wish to say some things about the plans for the existing Library, and Staniland Grove.

First, the Library does not need to be relocated. It is quite good, the staff are extremely helpful, and there is disability access (although this was said in the past to be an insuperable problem, but was fixed with a lift about 10 years ago). Of course, on a blank page or greenfields site, it could be made better. And the kindergarten and infant welfare site should be improved and could be co-located if there were a great deal of money available to be spent. But our view is that the plans for a re-located Library, replaced by a non-specific community centre, are too grand and unnecessary. It is worth noting moreover that the Council does not own land in the proposed location, Selwyn Street, on which to build a library.

Turning now to Staniland Grove, the single most important thing to say is that it has a marvellous intact streetscape of eight large Victorian homes, circa 1895, on the west side of this small street, facing the Library and car park and three beautiful Edwardian homes on the east side of the street. The eight homes are all owner occupied, all in very good order (most in excellent condition) and are a splendid contribution to the heritage and history of Elsternwick. The street looks south to the old State Bank building, a fine example of early 20th century style.

Previous Council heritage studies have commented favourably on the vista towards the State Bank building and the streetscape.

The street needs to be preserved and the owners encouraged to maintain their properties so as to protect this street's heritage.

There are very few similar intact streetscapes in Elsternwick.



It is for this reason that we urge the Council to take extraordinary care in its planning for this street. Once degraded, the nature of these things is that the beauty cannot be restored.

A park might be good but a development of the Library site could damage the street. Say, for example, there was a proposal to put a restaurant in the forecourt of the new development, as seems to be envisaged in the documents. This would severely damage the amenity of the west side of the street and start a process where those homeowners might feel that the hitherto residential character of Staniland Grove was no longer regarded by the Council as something worth protection.

Next, we would submit that because of the fall in the land from east to west, any development on the east side of Staniland Grove should be limited to two storeys. So too, any shop top developments along Glen Huntly Road need to protect, even enhance, Staniland Grove. Accordingly, developments on Glen Huntly Road higher than two storeys should be rejected. May we ask that the planners look at the streetscape along Glenhuntly Road between Staniland Grove and St Georges Road where they will see a more or less consistent style at the first floor level.

If Staniland Grove were to become one way, on street parking in the street is likely to become more limited. We ask you to bear in mind that, not only do most of these homes not have garages, these large family homes are likely to have several cars for the members of the households because most of the residents have young adult or late teenagers living at home. The on street parking may have to be resident only.

Finally, as you will detect from the tone of this letter, we are quite reasonable. We are happy to participate in focus groups of residents if this would assist you in your important work. Please let us know if this would be of assistance to you.

Yours sincerely

A large black rectangular box redacting the signature of the sender.

Residents since 1980

SUBMISSION 109 – 7 DECEMBER 2017

From: [REDACTED]
Sent: Thursday, 7 December 2017 3:59 PM
To: Glen Eira City Futures
Subject: Future planning

Good Afternoon,

I am a resident of Elsternwick at [REDACTED] [Horne street](#).
I am contacting you to address our concern in the Structure plan designed for Elsternwick.

I live in Horne street in an apartment (3 Storey Building). So you can imagine that we will directly be impacted by this Structure plan and specifically by the 12 storeys building allowance. Having a building that high right front of us will overshadow our apartment, take away any privacy that we have subsequently greatly affecting our everyday living, not to mention the lost of property value. The main reason of choosing this particular apartment was the sunlight that we get most of the day and this will be taken from us.

In a broader aspect, I am sure that you are aware that Elsternwick has a strong Heritage appearance and Neighbourhood character. I understand that Melbourne is growing and that some suburbs have to follow the "Plan Melbourne" but not in the jeopardy of these suburbs and their community. We believe that authorising this range of buildings will get out of control and will change Elsternwick forever.

To be honest with you, I have started to regret my choice of starting a family in Elsternwick as this Structure Plan goes against the main reasons we moved here for: Calm, family vibe, village feeling and strong community values.

I believe that 3-4 storeys buildings will be enough to achieve a significant growth without affecting Elsternwick drastically.

I have already been to the the Drop in session at the Elsternwick Library and the Council representative could not give me any further information and could only agree in the gravity of our situation.

I would be grateful if you could take this feedback into consideration. I would love to discuss further so please feel free to reply to this email or give me a call.

Kind regards,

[REDACTED]
[Horne Street, Elsternwick](#)

SUBMISSION 110 – 7 DECEMBER 2017

7 December 2017

Re. DRAFT STRUCTURE PLAN

To whom it may concern:

I would like to present **my strongest objection to the two proposed options** for the redevelopment along the railway line of **8-12 storey buildings**. It is quite unbelievable that Council would propose such heights in this area. As a resident of Brentani Avenue, my home would only be 50 metres from these towers, severely impacting shadowing and privacy to my home.

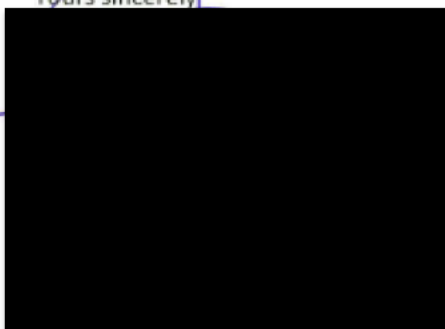
I also believe that the neighbourhood character overlay has been completely overlooked in favour of this high density development. I am also very concerned about the environmental impact to the area, the high level of traffic activity through small roads to Glen Huntly Rd.

It would appear that requests to have buildings no higher than four storeys has been completely disregarded.

I strongly oppose the redevelopment of this area as proposed and request a review of heights for developments to be a maximum of four storeys.

Thank you

Yours sincerely,



SUBMISSION 111 – 5 DECEMBER 2017

From: [REDACTED]
Sent: Tuesday, 5 December 2017 8:43 PM
To: Tess Angarane
Cc: Mathew Bonomi
Subject: Feedback on draft Structure Plan for Elsternwick

Hi Tess,
Thanks to you and Mat Bonomi for meeting with myself, [REDACTED] this afternoon about concerns for Maysbury Avenue residents within the Structure Plan Draft.

I would like to emphasise here the key concerns I learned today, as someone with a boundary to the Kinder/library 'strategic site' (the strip fronting Staniland Grove and Orrong Rd).

The site is currently noted in the draft plan as a strategic site for potentially 5 storeys of development.

To the north this abuts our single storey Edwardian street; to the south there is parking, a laneway and rear of shops, (that are being developed boundary to boundary, by individual owners, as multi-level shop and dwellings).

POINT ONE

The subject Library/Kinder site, even absorbing a large part of the current car park site, is too narrow to have potential for 5 storeys. Setbacks to neighbouring residential properties would be unreasonable.

At our meeting I had considered supporting 2 storey development (ground level parking and a community use above). Returning home and standing in our lounge room, I realised how even a 2 storey development would completely destroy the amenity I purchased this property to enjoy. My family and I currently see sky from our living areas. Your proposed multi-level development would take that away. No promise of setbacks would genuinely avoid this loss. I propose Council continue to offer a kinder at ground level for children, at the Orrong Rd end of the site.

POINT TWO

Grand plans for a bright new community hub will have to meet the reality of costs at some point. The Kinder would be an idea place to start. Preserve or renovate an existing asset.

POINT THREE

This strategic site could be considered as 2 sites in terms of built environment, divided by the great gum tree as they currently are, between the existing kinder and library.

POINT FOUR

Overlooking as an issue from a multi-level development would be too difficult to genuinely avoid. A development would want to make use of north facing light. Our living area windows are large and 5m from this adjoining boundary. Multi-level redevelopment would be an overbearing presence.

POINT FIVE

Please ensure that any street level car parking proposed in the development of this site does not extend all the way to the north boundary. We currently have happy kinder kids near our fence, replacing this with cars parking near our fence would be an unwelcome and unreasonable change.

POINT SIX

If the tallest mass of the community hub proposal were to be near the Staniland Grove frontage, it would be at its furthest from adjoining residents (Maysbury Ave); preserving more amenity.

Again, thanks for your time today and for taking my feedback.

Cheers,

[REDACTED]

SUBMISSION 112 – 6 DECEMBER 2017

From: [REDACTED]
Sent: Wednesday, 6 December 2017 7:34 PM
To: Glen Eira City Futures
Subject: Elsternwick draft Structure Plan

Hi

I'm writing in regard to the Elsternwick draft Structure Plan that has been sent out recently. I have great concerns on the impact to my home and surrounding areas that the proposed high density living will impose.

The major items of concern that I cannot see addressed are:

- 1 - Concentration of cheap high density in a small area has NEVER worked well. Smaller developments spread across the entire suburb would be much better suited to the area and will reduce the influx of undesirables.
- 2 - Severe negative impact on neighbourhood character
- 3 - Overshadowing of my current home. Based on the proposal looks like I will be living on the wrong side of the train track.
- 4 - Massive increase in traffic on roads that already struggle to cope with demand in peak hours
- 5 - Massive reduction in parking for visitors. As it is visitors have to circle to find parking and usually park at least 2 block away.
- 6 - Massive increase in crowding on public transport. In peak hour there are is already no seating available. This is even further impacted as it is by train cancellations.
- 7 - How will the council enforce this restriction of 12 storey zoning when I can see the Element building on the corner of McCombie St and Glenhuntly Rd already more than double the size of the existing zoning for the block. Should the zoning be set to 12 stories does this mean we'll start seeing developments at 24+ storeys?

I would appreciate the opportunity to chat to a council representative regarding my concerns. I live in the area most effected by the proposed development and I can see no positive outcome for myself. Should this entire area be zoned for 12 storey development I suggest compulsory acquisition of property be considered. This should be orchestrated in order to provide the residents of the area that are about to have their lives destroyed an opportunity to seek greener pastures elsewhere and leave before it becomes as undesirable as Carnegie has become.

Regards

[REDACTED]

[REDACTED]
Glen Huntly Rd
Elsternwick

SUBMISSION I 13 – 27 NOVEMBER 2017

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

From: [REDACTED]

Sent: Monday, 27 November 2017 7:42 AM

To: Glen Eira City Futures

Subject: Questions re Elsternwick draft structure plan

To the City Futures team, Glen Eira

In order to respond to the Elsternwick Structure Plan draft, I would like further information on some questions that do not appear to be covered in the plan documents.

As a resident, I will need answers to these questions in order to participate meaningfully in the 4 December forum and respond in an informed way by the 11 December submission deadline.

These questions all concern the urban renewal zone.

1. Rates: In the urban renewal zone, what will be the immediate and long term effect on rates? Please provide examples from similar re-zonings elsewhere, or from council projections. Residents need an evidence-based estimation of rate increases so we know if rates will be a significant factor in future decisions to sell or stay.

2. Timing: Over what period of time does council expect that the urban renewal development will occur? I realise that this is not in council's control, but obviously planning must be based on certain assumptions or on the evidence of comparable cases. Please share these assumptions for urban renewal option one and two.

3. Footprint: see Sections B-B and C-C on p. 52 and 53 of the structure plan.

- the Sections show two distinct building envelopes to the left and the right of the laneway. Aidan Mullen previously said that he intended to propose a single full-width building envelope for the urban renewal zone in C-C; in other words, any development would have to span from Nepean highway to Alexandra Ave. This was to prevent the central group of 4 houses being stranded behind a 12 storey building in the short term, and to prevent them being left with an undesirable, hemmed-in development site with no view in the long term. Please confirm that this idea has been abandoned.

- Does the Section for each of option one and option two indicate just one of several possible building footprints within the option? If so, please specify the range of footprints that would be possible within each option. For example, for option one, could the central third of the cross-section contain 2 narrower garden apartments instead of only one wide one?

OR, do these Sections show the single possible configuration mandated under each option? In other words, do the building footprints in the plan, all outlined with their 3-storey podiums, show the actual number of buildings that could be developed along the highway? If so, please specify council's power to enforce footprints. Could footprint size be reduced by council itself, or overturned at VCAT?

- In both Sections, the urban renewal building to the left (fronting Nepean highway) is pictured with its 3 storey podium abutting the laneway with no setback. There is an existing single-level house which currently abuts the right side of the laneway, with no setback. Please confirm that in the event that a podium was built while the existing house still stands, it would be permissible for this podium and the house wall to be separated only by the width of the laneway, with no setback on

either side, even a setback would be required if the house were later developed into a garden apartment. Could you please provide a diagram to show the overshadowing of this house and its neighbours to the east in the event of a 6, 8 or 12 storey development and confirm that council accept and are satisfied with this overshadowing.

4. If a property is re-zoned from neighbourhood residential to garden apartment or urban renewal, does this automatically remove the property owner's former rights to protection from or rights to object to overshadowing, overlooking, shadowing of solar panels, light pollution, noise, etc? Please specify how this protection or these rights would differ for a house depending if it was located in neighbourhood residential, garden apartment and 8-12 storey zonings.

5. Requests by residents of Alexandra Ave to have aged box brush and paperbark street trees replaced with other species have previously been refused by council on the grounds that these trees are drought-proof and are a necessary possum habitat. Apparently there are few such habitats in this area. Please confirm whether this policy will remain in force with any re-zoning or whether council will abandon this policy. If the former, please describe how the structure plan ensures the retention of these trees. If the latter, please confirm that habitat-support will no longer limit residents' right to request a change of species.

6. The Alexandra Ave laneway has two very large eucalypt trees. Please confirm whether these can be removed for development, or whether developers have to retain them.

Regards

[REDACTED]

resident, Alexandra Ave, West Elsternwick.

SUBMISSION 114 – 5 DECEMBER 2017

From: [REDACTED]

Sent: Tuesday, 5 December 2017 9:52 PM

To: Glen Eira City Futures

Subject: Elsternwick Structure Plan

Hello,

To introduce myself, my name is [REDACTED] and I am the owner of the property at [REDACTED] Cochrane Street, Brighton.

I object to the implementation of the Elsternwick Structure Plan. It is important to consider and evaluate the disadvantages of such proposal to the local residents. The Structure Plan in its current form is excessive in comparison to the current built form and consideration is required in the integration of such development given the proposed size and bulk.

Elsternwick is characterised by its low density and low rise residential suburb, which have ample outdoor living spaces with predominantly tree lined streets, premium real estate and historic homes. Elsternwick is defined by the character of its residential areas and is renowned for its 'village' environment and its local shopping strip, which have made it popular with people who have chosen to reside in the location. The proposed development does not integrate with the neighbourhood character (roof form, building height, building materials, landscape and fencing, etc.).

The scale and form of tall buildings will have an overbearing visual impact and an overwhelming presence to the area. Eight and twelve level buildings will tower above the surrounding single storey dwellings and be an unwelcome intrusion into the streetscape. They will be dominant, block viewlines and present unreasonable visual bulk. Local residents would have no sense of privacy in their yards and homes, and this is not acceptable.

The increase in traffic in the surrounding streets/roads will have a detrimental impact on the amenity of an area. Another important element to consider is the demand upon the current infrastructure (stormwater and sewer) and utilities (power, gas, data, etc.) and whether there is sufficient capacity to cope with such increased development density. The current proposal would dramatically increase demand on the current infrastructure and utilities.

I am aware of the requirement to increase the density of the residential areas in order to cope with the increase in population, but do not consider the current proposal suitable and appropriate for the area.

I must stress that the current Elsternwick Structure Plan proposal to be extreme and disproportionate for the area and respectfully request that a restriction of maximum 4 storey developments with setbacks on all levels be imposed.

Please protect our existing neighbourhood, sense of community and safety.

Thank you.

Regards,

[REDACTED]

[REDACTED]

SUBMISSION 115 – 3 DECEMBER 2017

From: [REDACTED]
Sent: Sunday, 3 December 2017 5:24 PM
To: Glen Eira City Futures
Subject: 'Elsternwick Structure Plan Draft'

Dear Sir / Madam

I read with alarm the proposed changes to the zoning of the Elsternwick area adjacent to the Nepean Highway and the options put forward for unacceptable high rise development levels.

Both options proposed ignore the residential nature of well-established streets adjacent to the railway lines i.e. Sherbrooke Avenue, McMillan Street, Oak Avenue, Elm Avenue, Alexandra Avenue. These streets feature heritage style homes some dating from the 19th century that would be lost if the multistorey developments are permitted. Not only would the residential nature, unique Victorian character and amenity of these streets be destroyed, the volumes of new residents and subsequent traffic/parking would create a high rise ghetto which is totally out of character with this suburb. These problems would spill over the railway into the heritage areas and have a compounding effect.

I trust the council will work with the community to arrive at an acceptable outcome.

Cheers

[REDACTED]

SUBMISSION 116 – 6 DECEMBER 2017

From: [REDACTED]
Sent: Wednesday, 6 December 2017 8:08 PM
To: Glen Eira City Futures
Subject: Future Plans for Elsternwick

[REDACTED] Sandham Street
ELSTERNWICK 3185

6 December 2017

Dear Sir,

As an Elsternwick resident who has lived all her life in Elsternwick, I am very concerned with what I consider to be the over development of Elsternwick. I feel you are ruining Elsternwick and changing the whole character of the area and the reason many people live in the suburb. There are too many high rise apartment buildings being constructed, many of which impinge on their neighbours and cause overshadowing. 12 storeys is too excessive and I feel 4 storeys would be much more acceptable to residents.

I live in a heritage zone and feel that these areas need protecting as do all the heritage areas. If they are not going to be protected then why have them if they can just be disregarded.

The traffic is already horrific and the public transport is already overcrowded, how is the area going to cope with the proposed increase in population? Why do we have to have such a huge increase? Parking in the streets is a problem now, how much more of a problem will it be with such a proposed increase in population? Where are the cars going to park with the extra cinemas at the Classic? I feel the cinema should have been forced to put in on site parking.

We certainly need more green spaces but I am not convinced that moving the library in Staniland Grove is the answer. The library certainly needs rebuilding but I think it should remain on its present site.

I am not in favour of a Jewish cultural precinct, not everyone who lives in Elsternwick is Jewish and you are favouring one cultural group over others.

As far as I am concerned there is already enough night time activity, there are many restaurants already in the area and parking is a huge problem at present. Also, I do not think nearby residents should have to put up with the extra noise which this would create.

As regards the shopping strip, I feel this should be retained and the heritage shop fronts retained. I for one prefer strip shopping and do not frequent shopping centres such as Chadstone.

I would appreciate a response to my email and hope that Council takes note of my concerns.

Yours sincerely,

[REDACTED]

SUBMISSION 117 – 7 DECEMBER 2017

From: [REDACTED]
Sent: Thursday, 7 December 2017 11:18 AM
To: Glen Eira City Futures
Subject: Elsternwick draft Structure Plan

To the City Futures Department

This email is voice my objection to the 8-12 story apartments proposed for the car yard area (and elsewhere in Elsternwick). It looks like you have, quite rightly, been overwhelmed with objections due to strain on infrastructure and detrimental effect these buildings will have on the character of the area. It's been an increasingly common failure of council that the livability and heritage of their jurisdiction is compromised for the wrong reasons. We sincerely hope Glen Eira can be a leader in Melbourne and place the values of the community first.

Yours sincerely,

[REDACTED]
Riddell Parade, Elsternwick.

SUBMISSION I18 – 30 NOVEMBER 2017

From: [REDACTED]
Sent: Thursday, 30 November 2017 9:44 AM
To: Glen Eira City Futures
Subject: Proposed structure plan along Nepean Hwy. Elsternwick

To the City Future team at Glen Eira Council,

I am writing to you in regard to the high intensity building you are proposing to build along the Nepean Highway. I object to the sheer height that you propose, it will just be so demeaning to the residents who live in close proximity, I think everyone should have a fair go with this situation, the current residents are up in arms about it all, and I don't blame them. I have lived in Denver Crescent for 50 years, and I have seen such a huge change in the street, it was a leafy quiet street in days gone by, now its a thoroughfare, with everyone going far beyond their speed limit, parking over drive ways, double parking etc etc, never any consideration for the people who are living here.

I can imagine, these sort of high rise buildings will attract huge amounts of traffic, and our streets just can't cope with any more, I can hardly get out of my driveway each morning to go to work, I can hardly get out of my street without some huge four wheel drive flying around the corner, and blasting his horn. You need to be very aware of what is going on in our once quiet streets

and start looking after us, put some humps on the roads, slow the fast, dangerous traffic down, and get a few traffic police around occasionally.

I hope you will consider the harm such a high rise will impact on us, and address it accordingly, with consideration to all the good people who live here, and who just want it done right by them.

Regards,

[REDACTED]
[REDACTED] Denver Crescent,
Elsternwick.

SUBMISSION 119 – 2 DECEMBER 2017

From: [REDACTED]
Sent: Saturday, 2 December 2017 12:29 PM
To: Glen Eira City Futures
Subject: Elsternwick Draft Structure Plan - feedback

Dear City Futures,

I live at [REDACTED] Elizabeth St Elsternwick. I have read the Elsternwick Activity Centre Draft Structure plan and wish to provide the following feedback:

What I like – keep

1. Developing pedestrian friendly cultural centres
2. New library – but please ensure it has the funding to have weekend operating hours. Currently only open for 3 hours on weekend – ridiculous!!! So we always go to Caulfield instead – what a waste.
3. Maintaining heritage character of the area

What I don't like – change

1. Needs a significant new park with all the mid-high density apartment plans. This plan adds only pocket parks. Massive missed opportunity at 46 Regent St. **ABC Gordon St** provides a one in a generation opportunity to convert the entire site to a park. The funding collected from open space levies from housing developments needs to be funnelled to a significant new park.
2. Building heights particularly opposite Classic Cinema are at least 4 storeys too high. Should be 6-8 levels max and heavily recessed.
3. Cycling paths don't go far enough. Great opportunity to do a cycling track the length of the train corridor

What is missing – add

1. Missing Ripponlea Estate precinct – needs to be included in this plan as it can include shops/cafes, particularly the new café proposed for Ripponlea Gordon St.
2. How will you manage increased traffic for feeder streets Elizabeth St & St Georges Rd? Particularly with a new Woolworths development, how will these relatively quiet streets cope with increased traffic and parking?
3. Parking for Classic Cinema?

Unfortunately I haven't been able to attend one of the drop-in sessions and will miss the session on the 7th December. Is it possible to organize a separate session that I can have a 30 min discussion on these key points?

Regards
[REDACTED]

SUBMISSION 120 – 22 NOVEMBER 2017

From: [REDACTED]

Sent: Wednesday, 22 November 2017 1:33 AM

To: Tess Angarane

Subject: Re: Concern for changes to zone between Nepean Highway and Railway Line Elsternwick

Hi tess,

I've never heard back from you with my concerns below. It's been a few months now since my initial email.

Can you please answer and get back to me outlining how the proposed urban development will impact the existing residents within the zone, why it is planned for this area and council has decided to dump all development into one location rather than spreading across the vicinity? What solutions are proposed for traffic, will there be extra permit/limited parking, extra roads to accommodate and how will the rubbish removal occur for massive developments, setbacks and what you propose to do with the several existing canopy trees that are more than 50 years old in the precinct?

■

SUBMISSION 121 – 5 DECEMBER 2017

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

From: [REDACTED]

Sent: Tuesday, 5 December 2017 7:47 PM

To: Glen Eira City Futures

Subject: Feedback regarding future planning

I am dismayed looking at some of the future plans regarding 12 storey apartments along Nepean hwy . I moved from Bentleigh after seeing what your planning controls let through. Your planning is destroying the neighbourhood feel .

Regards
[REDACTED]

SUBMISSION 122 – 4 DECEMBER 2017

From: [REDACTED]
Sent: Monday, 4 December 2017 8:08 AM
To: Glen Eira City Futures
Cc: [REDACTED]
Subject: Submission re proposed Elsternwick activity centre zoning [DLM=Sensitive:Personal]

Sensitive: Personal

Good morning

I wish to make a submission in relation to the draft *Structure Plan* being proposed by the Glen Eira Council.

I can see no good reason why it is necessary to create higher residential zones and nothing in your proposals has provided convincing argument in support of doing so. There is a huge irony in simply saying we must provide denser housing opportunities because more people want to live in our local area. More people want to live in our local area *because* of its character and amenities. Why ruin something because people want to have it???

Therefore my submission is:

NO to changing the activity centre zoning heights and overlays

On the basis that Council will probably ignore the concerns and wishes of its current ratepayers I select as follows:

NO to Option 2

I select Option 1 only as it is the least worst option.

I reiterate my complete opposition to changing the activity centre zoning heights and overlays.

Should Glen Eira councillors elect to go ahead with the zoning changes, I look forward to the opportunity of voting at the next election.

I also request acknowledgement of the receipt of my submission.

Thank you.

[REDACTED]

SUBMISSION 123 – PHONE SUBMISSION

Re: Draft Elsternwick Structure Plan Submission

Submission by:

- [REDACTED]
[REDACTED] New Street, Brighton VIC 3186
[REDACTED]

Submission details:

- [REDACTED] owns Flat [REDACTED] King Street, Elsternwick.
- Highly concerned about 3 storey height limit (Garden Townhousing) proposed on King Street.
- Objects to 3 storey height limit.
- Supports retaining existing 2 storey height limit.

SUBMISSION 124 – PHONE SUBMISSION

[REDACTED]

St James Pde – Council designated it as significant character area some year ago, now the proposed plans will have significant impact.

Rat running through St James Pde – how will traffic be managed, what traffic analysis has been done for the other side of the railway line? This needs to be considered.

SUBMISSION 125 – 11 DECEMBER 2017

From: [REDACTED]
Sent: Monday, 11 December 2017 3:51 PM
To: Glen Eira City Futures
Cc: Cr. Tony Athanasopoulos; Cr. Mary Delahunty; Cr. Joel Silver; Cr. Daniel Sztrajt
Subject: ELSTERNWICK DRAFT STRUCTURE PLAN FEEDBACK

To City Futures,

My partner has previously written her feedback on behalf of our owner occupier property. I am writing to you as the investor of Unit [REDACTED] Nepean Highway, Elsternwick.

Firstly, to only write to investors about this plan in **mid-November** is outrageous. My partner raised this “oversight” with City Futures and the former Mayor in September and you still made no attempt to write to investors with property in the directly impacted area and seek their input or feedback. Sending them two equally poor options so late in the process and asking them to choose is NOT consultation.

I, like many others, would like to make it clear I REJECT BOTH OPTIONS of the Elsternwick Draft Structure Plan.

My reasons are as follows:

- Both options are excessive and unnecessary
- 12 stories is completely out of character with the surrounding community both on the Elsternwick side of Nepean Hwy and the Brighton/Elwood side
- Excessive high rise development is at direct odds with the key objectives of your proposal to create “a village feel” and “protect heritage/character housing”

Overshadowing & Privacy

- My ground floor investment property (including the courtyard area) would be subject to MASSIVE overshadowing given the excessive building heights that would potentially be built next door to my property.
- Privacy of my tenants would be significantly impacted.

Protection of heritage properties

- Although my investment property does not have heritage characteristics, tenants are attracted to this area because of the beautiful architecture and village feel. Both options destroy heritage/character properties in one of the oldest parts of Elsternwick (many of which are circa 1880 and turn of the century Edwardian properties).

Traffic & Parking

- There has been absolutely no information about how a significant increase in traffic will be managed in the Urban Renewal area and the area around my investment property. Where is the traffic impact assessment you promised?
- There has been absolutely no information about how traffic will be managed in the small residential streets leading up to the Elsternwick shopping strip in both directions.
- There is no information about how parking (including visitor parking and shoppers) will be catered for in relation to these mixed commercial/residential high rise dwellings.
- All of the above will inconvenience my tenants and make it difficult for me to attract new tenants in the future.

Public Transport

- There are additional impacts related to such a significant population increase in a small pocket of the community in relation to our already over-crowded train, tram and bus facilities.

Open Space

- The new public space in urban development zone is only being 'advocated' for – there is no detail around how the council will secure this park space (given the car yards have already said they will not give or sell to council).

Municipality approach

- Council has stated it is taking a whole of municipality approach to meeting Victorian government housing targets – but that doesn't appear to be the case for Elsternwick.
- Across the municipality, you have more than enough opportunities to meet these targets (and you are already exceeding your targets) without creating such excessive high rise building zones in Elsternwick. This includes development opportunities at East Village, opportunities in Bentleigh and Carnegie and the commercial areas all the way down Glen Huntley Road – which many residents are petitioning for you to develop (and which already has a clear precedent for higher rise developments without destroying our residential streets).
- I also refer to Warren Green's open letter to the Mayor detailing that ABS and Census statistics showing Glen Eira has the highest population density per hectare, lowest open space provision per person and highest overall building approvals (including highest overall multi-unit approvals and applications). I therefore have a real issue understanding the need for such excessive building heights.

All of the above will diminish the value of my investment property; destroy any future capital growth; have a negative impact on the income my investment property generates; and reduce the liveability of my property for my tenants.

I EXPECT my elected representatives to protect the interests of the ENTIRE suburb. You must immediately either **SCRAP this entire proposal, or provide an **OPTION 3** which is more appropriate and balanced that protects Elsternwick's heritage, character and village feel across all of Elsternwick.**

Regards,

Owner [REDACTED] Nepean Hwy, Elsternwick 3185

SUBMISSION 126 – 7 DECEMBER 2017

[REDACTED]
ELSTERNWICK VIC 3185

9 December 2017

Glen Eira City Council

Feedback on Elsternwick Draft Structure Plan

I have read the Elsternwick Draft Structure Plan and find both options for the urban renewal area unacceptable. Both plans offer high rise buildings behind my property. I was particularly disappointed that at the 4 December consultation meeting the council employee refused to produce a third option which reflected the views of the community living near the urban renewal area.

An elected council should take into account the views of the community and advocate on behalf of the community. This consultation process has not included me or my neighbours until a point where we had **no input into the options**.

The council employee at the meeting suggested that the twelve level buildings would assist with housing for families if people downsized to those buildings. I have absolutely no desire to live in a 12 level building and believe most of my neighbours share the same view. If this is the purpose of the development, it should be targeted at providing what is demanded.

The 12 level buildings would overlook my property, reduce my quality of life and create noise seven days a week. The current car yards do not generate much noise in evenings or weekends.

The development would worsen the traffic in St James Parade. For residents of the proposed towers to get to Elsternwick, they would have the choice of going up St James Parade or doing a U turn in an 8 lane highway. Our quiet suburban street would become a thoroughfare. It was never designed to carry this volume of traffic and would pose dangers to residents as well as noise and air pollution. I would find it much harder to get my car out the driveway into the street to go anywhere.

The heritage value of Glenhuntly Road has already been lost with existing buildings, current and proposed developments. To sacrifice the interests of the residents of St James Parade and surrounding areas to protect something which has already been lost does not make sense.

I reiterate that I believe Council should reject both options for the urban renewal site. Neither option takes into account the views of surrounding residents. If Council considers a structure plan for Elsternwick to be desirable, it should re-start the process from the beginning, including all impacted residents of Elsternwick so options presented can take into account the view of the broader Elsternwick community.

[REDACTED]

SUBMISSION 127 – 19 DECEMBER 2017

From: [REDACTED]
Sent: Sunday, 10 December 2017 9:02 AM
To: Glen Eira City Futures
Subject: Elsternwick 'concept' plan

Dear council officers and councillors,

I most strenuously reject to both options the council has proposed for the future development of the suburb, and for the following reasons:

1. the plan is out of proportion and character to the existing suburb and amenities;
2. the council has not addressed the shadowing issues the massive 12-storey blocks of flats will have on neighbours;
3. no outcome of a traffic study has been released, although this was promised;
4. already there are no seats at the Elsternwick station from 7.45 am; no evidence of impact on public transport;
5. both options will have the effect of destroying heritage properties in oldest part of Elsternwick;
6. Box Hill is a salutary example of a once quiet, charming suburb turned into a mini-CBD, which is the effect these plans will have on our suburb: mini office and residential towers, NO amenities, and total loss of charm that attracts people here.

Officers and councillors ought to be ashamed for putting forward and supporting such pro-developer proposals.

Yours faithfully,

[REDACTED]
Unit [REDACTED]
[REDACTED] Nepean Highway,
Elsternwick.

SUBMISSION 128 – 19 DECEMBER 2017

Elsternwick Structure Plan Draft feedback

As a resident of Alexandra Avenue in Elsternwick I am opposed to an urban renewal plan that allows dense apartment developments, in particular to the heights that have been proposed within the Structure Plan Draft, both Option 1 and 2.

I have been a resident of Alexandra Avenue for almost 12 years. Both my children were born whilst we have resided at this address. One of the main reasons we have enjoyed living in Elsternwick for the past decade, is the sense of community that occurs from an area that houses (predominantly) families. Families choose to put down stumps in an area where they can see their children grow, go to local schools and high schools, take up part-time jobs and so forth, all the while being part of the community they are living within. Having attended a local Mother's Group with my eldest child, and later being an active member of our Kindergarten Committee, has insured that we have a large friendship group of like-minded people - all living in walking distance to each other.

Apartment dwellings are more often than not designed and built with profit in mind. In general developers build one or 2-bedroom apartments within their blocks. Families cannot reside in a 2-bedroom apartment consequently the high-rise developments become the fodder of investors, and in turn are occupied by a transient population. This does nothing for the sense of community of an area, and in general causes many more issues with parking and congestion, due to most dwellings being occupied by groups of single people – all of whom may own vehicles. Although parking is usually incorporated into apartment designs it is always capped at one space per apartment, so does not cater for all its occupants.

The Draft Structure Plan does not properly protect the heritage and neighbourhood character of our suburb, nor does it add to our existing amenity. We are already one of the least-green urban areas in metropolitan Melbourne (compared to other Council precincts).

My issues with the Structure Plan Draft Option 1 and 2 include:

Lack of parking – shops and street

Height of the developments impacting residents - lack of green, overshadow, privacy, noise

Transient population – loss of sense of community

Loss of amenity

Congestion on roads

Multiple developments all designed and built by different groups will ensure we have a streetscape of hodgepodge buildings in a row

Along with my fellow West Elsternwick Neighbourhood Group, I am in favour of your consideration of Option 3.

Option 3:

Retain the residential streets zoned as Neighbourhood Residential Zone, limited to 2 storeys, with the redevelopment option of side-by-side townhouses if desired; and rezone the adjacent Commercial 2 zone properties, along the Nepean Highway to Shop top, 4-5 storeys, with interface constraints where the site overshadowing would impact nearest residential neighbours between 9am and 3pm to allow North and (importantly) Western light to illuminate these impacted residential properties.


A longitudinal overfill over the railway line, South of Glenhuntly Road could be included to provide a green, walkable and bike suitable space to increase the liveability and function of this area

This outcome, Option 3, would maintain and enhance the current core values and attractive qualities of the retained residential streets, it would be a low-rise neighbourhood that sustainably and sensitively cohabits with the nearby highway fronting commercial/retail/apartment mix in an inclusive way and that retains the current sense of local community and supports the greening and biodiverse city of the future

Option 3 would also negate the overshadowing concerns of residents immediately to the East of the railway line in Elsternwick

Importantly, the built form will make efficient use of the existing commercial land without overt negative impacts on neighbours and streetscapes. The area will have additional green amenity, be walkable and bike friendly, but will achieve this within agreed upon built form criteria to establish and maintain expectations and to minimize the impacts of change upon the existing adversely impacted community.

We EXPECT our elected representatives to come up with a more appropriate and balanced option that protects Elsternwick's heritage, character and village feel (across the entire suburb). Don't turn our municipality into another Port Melbourne / Docklands disaster!


Alexandra Ave,
Elsternwick, Vic 3185

SUBMISSION 129 – 11 DECEMBER 2017

City Of Glen Eira
Town Hall Caulfield



Gordon St
Elsternwick 3185
9/12/2017

REGARDING THE PROPOSED CHANGING OF THE DRAFT STRUCTURE PLAN AND ZONING OF THE ELSTERNWICK AREA

Firstly In 1962 a protest meeting was held in the Ripponlea Estate with over 10,000 people attending to protest about the ABC acquiring part of the estate and filling in the lake to build a 12 storey building. This resulted in Mrs Jones gifting the whole property to the National Trust. Now, a new generation of Town Planners wish to change the zoning to allow a similar project right next door to the estate.

These are the beautiful Elsternwick Botanical Gardens of wonderful, unreplaceable heritage, and Should be preserved for all time.
Any replacement of the ABC FACTORY should not be of any greater height and be set back to preserve and improve this heritage area.

May I suggest that a suitable project may be a retirement residential project similar to Rylands in Hawthorn, or Arcare in Kooyong Rd Caulfield, for example, "Garden Apartments" of 3-4 storeys complimentary to the Ripponlea National Trust estate, which in a great gesture of the Glen Eira Council is to be opened to the public for 3 years, and I hope longer.

The Council obviously recognizes the lack of park land in the Elsternwick area. This use of the ABC site would also reduce the resulting Gordon St vehicle traffic caused by the development; as It's residents would be mainly non-drivers.
These senior citizens would be able to use the Ripponlea Estate park, be in walking distance to transport, and the local shops.

This could also free up some valuable local family homes for re-sale.

Secondly On the updated Draft Plan I notice that the zoning on the 8 properties directly opposite the ABC is changed to 1-2 properties and of 1-2 storeys.
There are existing covenants on these properties; put there in the original subdivision of the land by the Mrs Jones Ripponlea estate.

Can the Council Planning legally change these covenants?

Are there any covenants on the ABC site?

Yours sincerely,





ELSTERNWICK SUBDIVISIONAL

S A L E

SATURDAY, SEPT. 10th 1949

at 3 o'clock on the Land

Being Portion of the Famous

RIPPONLEA ESTATE

only a few minutes walk from Elsternwick Station
close to Glenhuntly Road & Brighton Road Trams,
Shopping Centre & Bus Routes.

8

SUPERB

VILLA

SITES

8

with Frontages to Gordon & Bent Streets
UNMADE RDS. ALL SERVICES AVAILABLE

Title Certificate Terms Cash in 30 Days

Vendors Solicitors

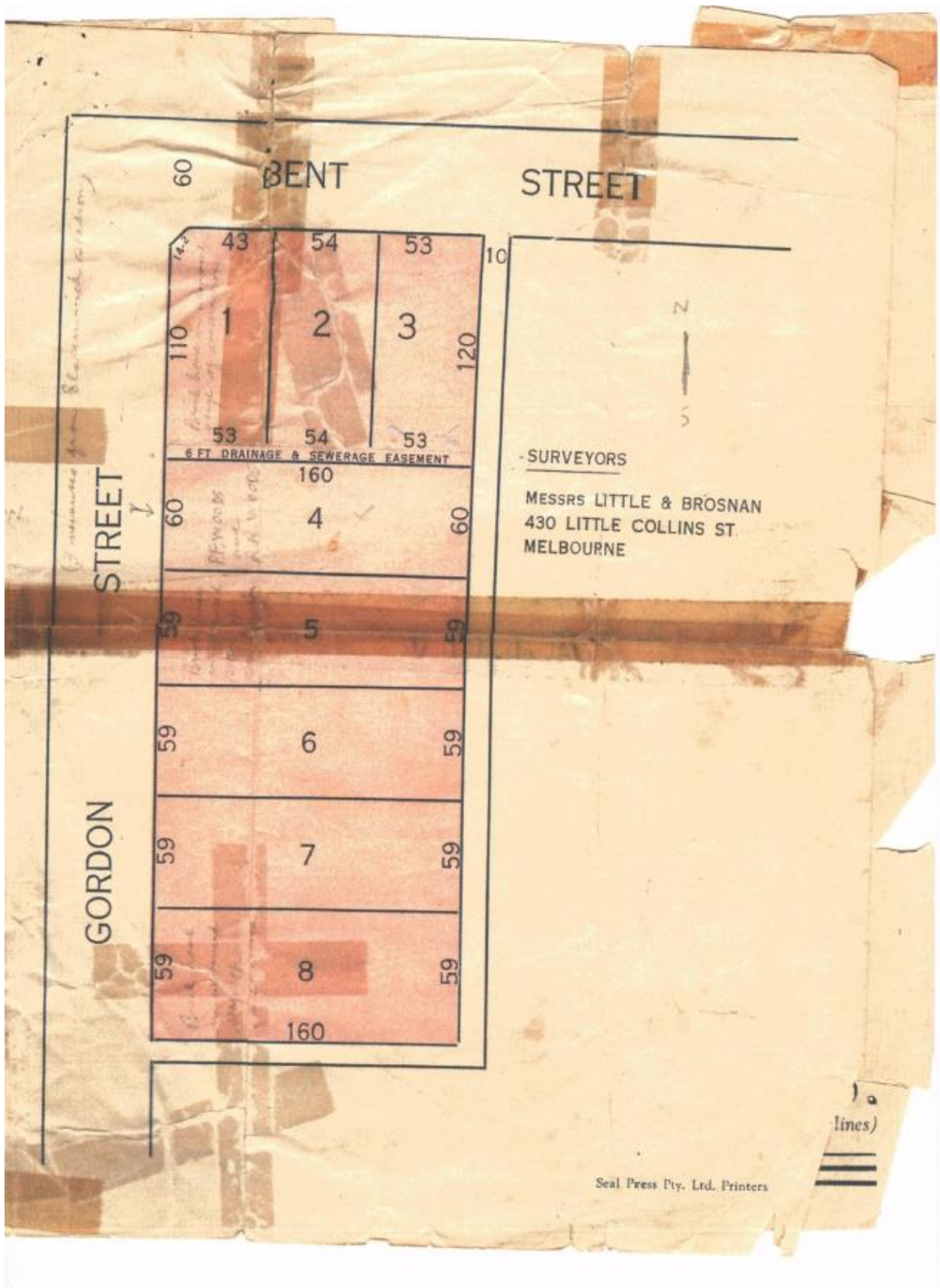
Messrs Corr & Corr, 104 Queen St., Melbourne

For Further Particulars and Details as to
Restrictive Covenants

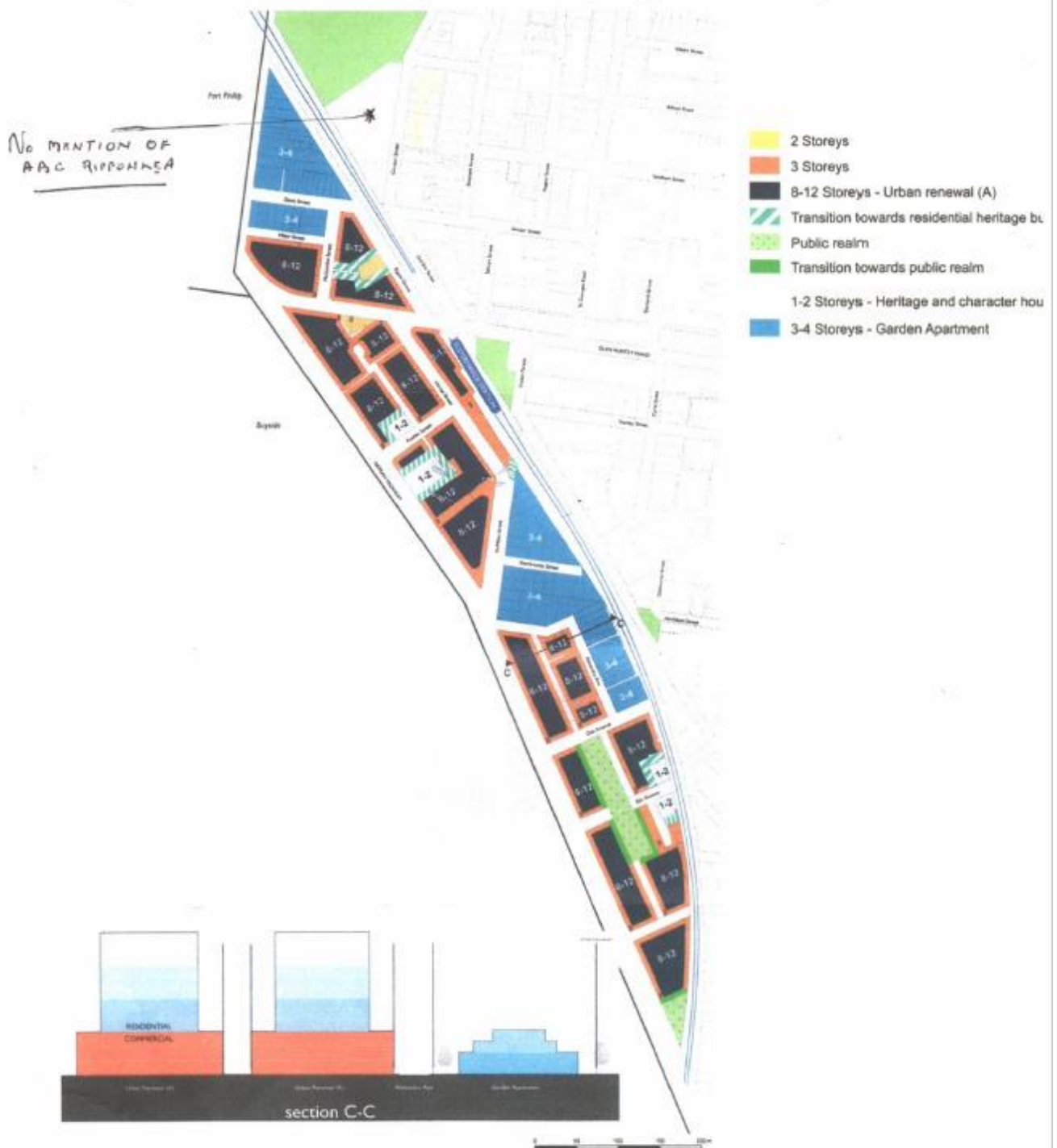
Apply Auctioneer

GEO. M. HUME PTY. LTD.

MANCHESTER UNITY BUILDING, 220 COLLINS ST. Tel. Cen. 1493 (10 lines)



Proposed Elsternwick activity centre zoning, heights and overlays

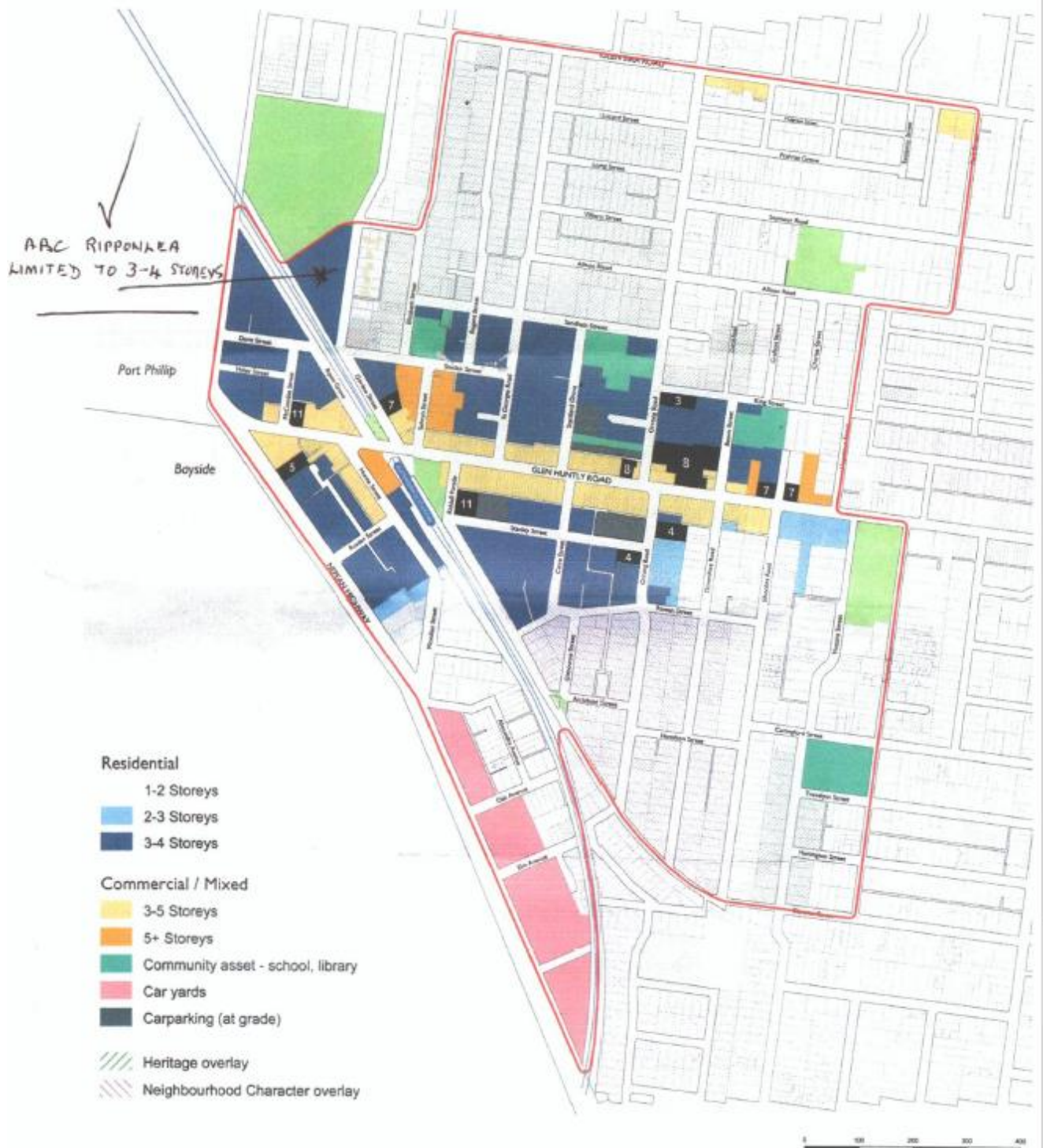


Option two

- Introduce a new building type called 'urban apartment' which has a four storey height limit to provide transition between strategic sites (six to eight storeys) and garden apartment (three to four storeys).
- Keep plan as proposed in the Elsternwick Draft Concept Plan to create a precinct approach.

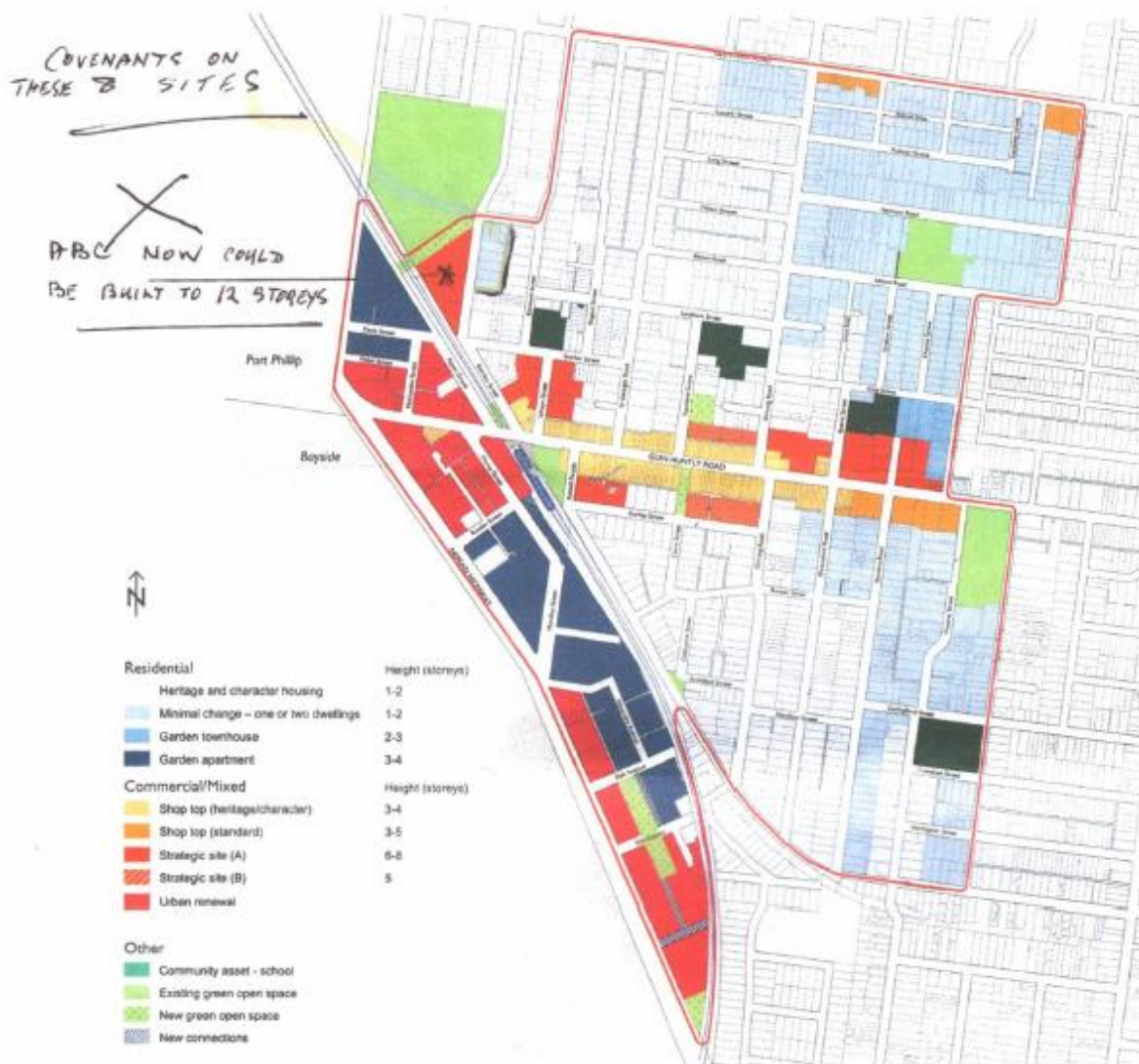
How will this affect you?

Current Elsternwick activity centre zoning, heights and overlays



How will this affect you?

Proposed Elsternwick activity centre zoning, heights and overlays



The proposed changes in the draft *Structure Plan* have been designed to:

- › reduce the conflict between Heritage and Neighbourhood precinct areas with residential growth zones (in residential areas north and south of Glenhuntly Road);
- › better utilise land suitable for development;
- › better protect heritage character of the retail strip;
- › reduce conflicting planning controls covering the Glenhuntly Road retail strip that encourages both major development (Urban Village Policy) and heritage preservation (Heritage Overlay); and
- › ensure new development provides some community benefit.

The draft *Structure Plan* also proposes two options to reduce building heights in the urban renewal area.

SUBMISSION 130 – 11 DECEMBER 2017

From: [REDACTED]
Sent: Monday, 11 December 2017 5:57 PM
To: Glen Eira City Council
Subject: feedback future plans elsternwick

I object to the Jewish cultural centre.
I object to the mass apartment developments
I object to public funds and public roads be used as proposed especially for a religious minority.
I object to sacrificing a decent neighbourhood to feed the Federal Government persistence with this population ponzy, "A Big Australia". A ridiculous and false economic plan, that will fail.
I object to another supermarket especially with online shopping, it is not necessary and will harm small local family run businesses.
Your planning document "planning for the future of Elsternwick – have your say" is somewhat misleading. It does not clearly say JEWISH CULTURAL CENTRE which is what is being subversively proposed.
We don't want to live in a Richmond like or Prahran like area. The noise, congestion, sheer stress on services; trains, schools, everything. The loss of the Australian way of life / community is palpable and now GE council want to focus local resources to support one cultural group. This is Australia and any funds should be used to reflect AUSTRALIAN culture and AUSTRALIAN quality of life for the AUSTRALIANS who have paid their taxes for decades and build this country.
Selwyn St: We do not want a "cultural centre" particularly as it is centred around one religious group ONLY. GE council is showing absolute bias towards this one religion. There are many cultures that live in Elsternwick including Catholics, Anglicans, non-religious people, Greeks, Germans, Italians and plenty of AUSTRALIANS. My grandmother grew up in Elsternwick, she was Church of England. etc etc. the neighbours in my immediate area are NOT JEWISH.
As the representation of the Jewish has increased representation on local council. It seems that the traditions of the areas founding culture have been dramatically reduced, especially around Christmas. The council needs to explain why they are reducing support of traditions of our foundation showing such biases towards one religious group.
If the council members cannot act for all residents without bias, then they should step down.
There is a local "history that can't be erased". A long history of community. As testimony, refer to footage in the museum showing post war diggers and the working-class neighbourhood at The Classic Cinema. Why isn't Elsternwick show casing the local history and local collective culture of the people who build the area, paid for it with their rates and taxes.
Selwyn street is a PUBLIC ROAD for all to use. I don't see why a public road will be allocated to a religious group.
If the Jewish want their own thing then they should self-fund it and not use public roads, public property and public funds to facilitate and maintain it.
There has been NO explanation for traffic management in the event this plan goes ahead.
There is no REAL impact statement / study on the very local residents.
There is no explanation as to, how trucks will service the Woolworths supermarket if the plan is to block off Selwyn Street. It seems the council have avoided this question, but it seems obvious that Sinclair street will be inflicted with heavy trucks and associated traffic. Can the council confirm that they will not allow for heavy vehicles into Sinclair street, Regent St and other local residential streets.
The residents in my immediate area do not have off street parking. The council have historically shown little regard for this. The plan is to flood the area with apartments and people. Where are we supposed to park? My daughter already says that the train is so packed she can't get on some mornings.

Noise. The council have a poor record managing the impact of noise that occurs as a result of approving planning permits. There are many local residents who have had significant issues with noise and it has always been ignored, despite compelling evidence that something should be done. The council has a very poor record of mitigating the impacts of decisions. Noise and congestions are directly linked to stress and quality of life measures.

I don't want my taxes and rates or public roads going to one minority group. I don't want a cultural centre full unless it is relevant and reflective of the broader community in Elsternwick.

I don't want another supermarket that will negatively effect the local small businesses. Many of which have been in business for many years.

This plan is extreme and bias towards one particular religion.

[REDACTED]

SUBMISSION 131 – 11 DECEMBER 2017

From: [REDACTED]
Sent: Monday, 11 December 2017 5:00 PM
To: Cr. Tony Athanasopoulos
Cc: [REDACTED]
Subject: Re: No High Rise for Elsternwick

Morning Tony,

“We need to live in villages not high rise areas’

At the meeting on Monday night it was also obvious that NOT ONE person was in favour of the 12 level development, it was also obvious that the residents were not against development in general, but just in inappropriate development.

It seems to me that the most exciting thing Elsternwick could do would be to lead the way in development that is sustainable, friendly, stylish and something that creates satisfaction and a love of area in the community.

Regards from a concerned resident, [REDACTED]

[REDACTED]
[REDACTED] Elm Ave
Elsternwick 3185 Victoria
Australia

ELSTERNWICK ACTIVITY CENTRE DRAFT STRUCTURE PLAN

Protect Heritage Areas

Current heritage areas appear to be reasonably well protected and the relocation of 'growth area' development to the urban renewal area is supported. However, the proposal to have developments of between 6 and 8 storeys on Glen Huntly Road east of Orrong Road is not supported. Similarly, the proposed height of the 'community hub' between Staniland Grove and Orrong Road (6-8 storeys) is also too high given its very close proximity to residential properties in a heritage area. A similar situation is proposed in the 'cultural area' which is also abutting heritage areas. A more acceptable height would be 4-6 storeys.

Along Glen Huntly Road east from Orrong Road the proposal describes a very intensive development area of 6-8 storeys across 3 blocks. This is far too intensive and with developments of 4-5 storeys on the opposite side of the road would create a significant blockage to sunlight reaching the houses behind the shopping centre to the south and even with the 2 storey and 3-4 storey setbacks, such a dense area of development would also significantly reduce the amount of sun shining on the shopping centre. This section of the shopping centre in shadow for most of the day will be an unpleasant environment for locals and visitors alike.

Urban renewal area is excessive and 12 storeys is too high

We agree that 8-12 storeys along Glen Huntly Road, west of the railway line is too high. A maximum of 6-8 storeys is more acceptable. In relation to the 2 options provided, we support option 1. However we consider that the height maximum along Nepean Highway should be 8 storeys to reduce visual bulk and shadowing of existing homes behind them.

Create more green spaces

The options proposed for Staniland Grove, Oak and Elm Avenues are supported. The proposed linear park from Gordon Street and linking to Ripon Grove is far too narrow and to be a useful green space needs to be more substantial. Given the potential for high rise and other dwellings on the Gordon Street ABC site, surely the developer could be required to contribute more land to provide a more appropriate green open space for families living in the development area and surrounds.

Improve Elsternwick library

As there is no suitable council land in Selwyn street for the construction of a new library, it would be preferable to continue its location in the proposed community hub between Staniland Grove and Orrong Road. This way it has the best chance of meeting community needs and not being compromised or influenced by the priorities of a developer in Selwyn street. Furthermore, in Staniland Grove it is more centrally located. In Selwyn Street it would be away from the main day to day activities focus with no closely located council owned public parking. In its current location the library and the proposed park make sense. It is more accessible for people going about their daily activities. But a library in what will be essentially an entertainment precinct and cultural precinct for the Jewish community is on the edge of the shopping precinct and is really a destination location rather than integral to regular daily activity, but will draw people in from outside the community as a focus for night time entertainment. A library here would probably not be a good fit.

More parking is needed

The Structure Plan draft states that under these proposals the net increase of parking spaces in council owned car parks is only 156 spaces. This seems woefully inadequate. It would be useful if Council had provided information about the estimated public parking that could be made available in the Coles development and the Selwyn street former ABC site.

The amount of commuter parking has not been increased above the current level. And yet commuters take up much of the parking available in residential streets, to the significant inconvenience of local residents who, as a result, can't park anywhere near their properties during the day. Developers regularly seek to waive parking requirements for both commercial and residential properties which means the excess vehicles park in the local streets, again to the detriment of the local residents.

In addition, there is no obvious public parking provision for the patrons of the expanded Classic cinema complex and for patrons of the proposed plaza over the railway line. Based on the proposal, parking will be reduced/restricted in Gordon Street and no doubt also in Ripon Grove.

More outdoor areas are needed for people to meet

We are struggling to see the value in pedestrianizing Carre street to create a forecourt/plaza as there are limited commercial/retail opportunities in the street and limited opportunities for this situation to change. There isn't enough potential there (certainly in the foreseeable future) to warrant closing the street.

Elsternwick needs vibrant community spaces and places

The creation of a cultural precinct, particularly with the current expansion of the Classic cinema will generate a lot of additional traffic. It appears that on-street parking in Selwyn street will disappear and on-street parking in Gordon street will be affected (reduced) by the proposed plaza and associated traffic management. And there is no council public car parking nearby. Also there is no guarantee that whoever develops the former ABC site in Selwyn street, will provide public parking.

This development makes it highly likely that increased need for parking will have a detrimental effect on the residents in neighbouring streets. Current and future residents of Selwyn street may also take a dim view of so much activity and noise in their street, particularly at night.

We do not think this is a suitable location for a public library (see comments above under 'improve Elsternwick library').

Improve walkability

Improvements to walkability should relate to the whole shopping centre and surrounding streets. Pedestrianising a few streets is tokenistic and has the primary purpose of generating socialising opportunities and generating visitors to the activity centre. Nothing wrong with these objectives but walkability should also focus on providing a pleasant and safe walking environment for the local residents as they go about their daily activities in the community, including doing their shopping. Proposed pedestrian crossing improvements are still few and far between which means pedestrians still have a long walk between crossings.

Some serious consideration needs to be given to improving pedestrian safety at the intersection of Orrong and Glen Huntly Roads. But this does not even rate a mention in the draft structure plan, yet once the Coles site is redeveloped, this intersection will generate more vehicles and many more pedestrians. Currently there are many highly dangerous pedestrian/vehicle, near misses on a very regular basis. The parking and movement strategy needs to include actions to improve safety at this location.

Footpaths are becoming more and more cluttered along Glen Huntly Road through the shopping centre. If the intention is to encourage people to walk rather than take their car when going to the activity centre, then there needs to be major improvements to the footpaths in residential streets which link to Glen Huntly Road. At present they create huge trip risks, particularly to elderly residents.

Improve cycling amenity

The principle of cycling improvements is supported. However the notion that VicRoads' current preferred option is Glen Huntly Road is absurd! With ever increasing vehicle traffic plus trams and on street parking, this is an extremely dangerous cycling environment. Reducing the speed limit to 30 kph is highly unlikely to be supported by VicRoads/State Government because of the impact this would have on tram travel times and vehicle congestion.

In order to provide cycling facilities in both Ripon Grove and Riddell Pde, does this mean loss of on-street car parking, particularly that currently providing parking for train commuters? If so, this creates a further deficit in car parking opportunities.

More night-time activity is needed with safe places for people

We think that local residents might dispute the view that more night time activity is needed. Whilst some think that more night time activity will make them feel safer walking the streets, increased night time activity may also lead to anti-social behaviour in the activity centre and the local streets and therefore less safety for residents and visitors alike.

The idea of a plaza is an interesting one – a large open space where people can socialise. But figure 9.0, which relates to the plaza suggests that a significant component of the plaza area is multi-storey development from 1-5 storeys. If this is the intention then we definitely do not support it. Low rise building of the 'shop top (heritage/character' of no more than 3 storeys would be acceptable in order to keep the area open, allowing maximum light during the day. This building type would be designed to be sympathetic with the heritage Classic cinema and provide a consistent link to the heritage nature Glen Huntly Road to the east. Development of this type would also signal the end of the retail/heritage section and the beginning of the urban renewal section.

Buildings

Under 'Heritage and character housing' the first point states '**new housing** on land affected by a Heritage Overlay...'. If land is affected by a heritage overlay how is it possible that the heritage building which previously occupied the land could be demolished? What is the point of a heritage overlay if the original building can be demolished in order for new housing to be built? If this is possible then within a short time, the heritage value of the area will be completely compromised and ultimately lost.

SUBMISSION 133 – 11 DECEMBER 2017

From: [REDACTED]

Sent: Monday, 11 December 2017 11:57 PM

To: Glen Eira City Futures

Subject: Elsternwick Structure Plan - You're choking

As a passionate Elsternwick resident I am not alone voicing my objections to the Elsternwick Structure Plan. Judging by the well represented, intellectual public outrage and feisty community forum held on December 4, the lack of council's transparency and honest answers are most concerning. Your plan is excessive and goes completely against the very character of Elsternwick you refer to in all documentation.

Your plan shows a blatant sub division of Elsternwick and has the potential to create an anonymous, unsustainable and choked 'Western Suburb'.

As an Oak Avenue resident, I object to both options you have provided and believe they are both excessive, unsubstantiated and show disregard from community feedback to date. You need to provide an Option 3 that addresses the following:

- Represents the community view in your planning scheme rather than state government policy
- Your current disregard of residential architecture and historical notability of housing and general character in this area
- Realises the effect that this has, is and will have on the liveability of the present population and for the future
- Admit to your lack of transparency and provide documentation and reports and the greater picture
- Accept population density is already excessive in Glen Eira
- Assess your 'open space provision' as undeniably inadequate throughout Glen Eira – your plan to advocate more greenspace in this urban renewal zone is very much subject to change
- Building approvals are already double that of Bayside and Port Phillip with multi unit building approvals more than triple that of the former
- Admit Glen Eira has an excessive amounts of unoccupied dwellings at present
- Provide a traffic assessment rather than work on the assumption that the population in this area will only use major arterials to go about their business and not place a burden on already busy neighbourhood streets and parking
- Provide a report showing that the very transport nodes that this development is based around can cope with such an increase in population above and beyond the already burdened system
- Address overshadowing and show just how these excessive height developments and transition zones will really work
- Suggest development throughout other areas of greater Elsternwick and Caulfield South that may have less impact on liveability and sustainability ie on Glenhuntly Road
- Existing approved developments not in this Urban Renewal Zone that already change the face of the greater Elsternwick

Your development plan is excessive and you face the reality of changing every part of it's rich tapestry.

Change it, don't choke it.

Kind regards,

[REDACTED]

SUBMISSION 134 – 12 DECEMBER 2017

From: [REDACTED]
Date: 12 December 2017 at 2:55:47 am AEDT
To: mdelahunty01@gmail.com
Subject: Proposed Urban Development Zone - Elsternwick

Dear Mary,

As a resident that will be impacted on the proposed Urban Development Zone in between the Highway and Railway line I wish to submit my following concerns:

I have written to council - city futures asking many questions and have never received any direct responses to my questions except for generic responses that do not make details any clearer. I appreciate that town planning cannot fully tackle the questions to the fullest details, but every time we have written and been in contact whether at the general meeting or in person, we are not getting enough information to make informative decisions, or decide options whether that be the options 1 or 2 or any proposed alternative. No wonder the immediate neighbourhood and surrounding areas are up in arms! It was hard enough that majority of the neighbours were unaware of the proposed changes earlier and If the council was more transparent (particularly to those like me and my family) who live close by to the development proposals then we could have had a better understanding. This whole feedback phase is a farce and its clear that council has made its mind up to put development in one area, albeit to the concerns of those living close by and at the cost of many long term residents who have given so much to this community. This is a tight community that is very supportive of one another.

I think GE Council and councillors have underestimated the value this west side community has and how important we are to the overall Elsternwick framework..

I urge you to assist your electorate and help support the residents to avoid feeling stressed and unsure, as I do currently!

Your thoughts are greatly appreciated.
Regards

[REDACTED]

SUBMISSION 135 – 11 DECEMBER 2017

From: [REDACTED]

Sent: Monday, 11 December 2017 11:54 PM

To: Glen Eira City Futures

Subject: Elsternwick City Futures structure plan

Dear Glen Eira City Council City Futures department,
I reject both options in the Elsternwick Concept Plan.

- Plan is excessive and completely out of character with the suburb and the reason people choose to live here.
- Council has provided no detail or addressed community concerns around how properties next to or near 12 storey developments will be protected by MASSIVE overshadowing and privacy concerns in a residential area with many young families that have children.
- City Futures and Mary Delahunty said a traffic impact assessment was being done during Stage 5 of consultation. Council has not released the outcome of this impact assessment or been able to answer simple questions around how a significant increase in traffic (given the 20%+ increase in residents in this small area) will be managed and how traffic will be managed in the small residential streets leading up to the Elsternwick shopping strip with likely traffic chaos in St James Pde (which has a school), Denver Ave, College St, Horne St/Glen Huntley Road intersections.
- Additional impacts to our already over-crowded train, tram and bus facilities – plans have NO detail on how this is being managed.
- Both options destroy heritage/character properties in one of the oldest parts of Elsternwick (many of which are circa 1880 and turn of the century Edwardian properties). It is letting developers destroy Elsternwick history.
- Council has provided NO detail (or addressed community concerns) around car parking in the urban development zone and in the shopping strip to cater for a significant increase in residents many of whom will still need to drive to local shops.
- High rise development is at direct odds with the objective of creating and protecting Elsternwick's character and "village feel" changing the social fabric of our suburb.
- New public space in urban development zone is only being 'advocated' for – there is no detail around how the council will secure this park space
- The *12 storey tower proposed area* on Nepean Hwy backing on to the rail line is ridiculous height and will further impact the overall neighbourhood feel and character
- The proposed 'pedestrian plaza' at the top end of Carre St is a great idea in essence but will likely push more traffic on to the already VERY busy Riddell Parade and Orrong Roads. Council have offered no supporting information around traffic management with this proposed change.
- The idea of a new 4 storey parking lot on the corner of Stanley & Orrong seems to be completely unnecessary. The current carpark is never full so why would we need a 4 storey carpark to replace it. Coles will deliver their own carparking.

Alternative plans

- Council has stated it is taking a whole of municipality approach to meeting Victorian government housing targets – why is it not providing a consolidated list of all housing development sites/opportunities across the municipality?
- Across the municipality, council has enough opportunities to meet these targets (and is already meeting and exceeding its targets) without creating such excessive highrise building

zones in Elsternwick. This includes 24 hectares in the new East Village; significant opportunities in Bentleigh and Carnegie (including the Bentleigh car yard area which has THREE railway stations close by) and a recent petition from residents to develop the area on Glen Huntley Road near Hawthorn road.

- Glen Eira council already has highest number of apartment applications (according to ABS data) <https://gleneira.wordpress.com/2017/12/07/outrageous-stats/comment-page-1/#comment-35760>
- In addition, there is already a clear precedent for higher rise developments in the Glen Huntley Road shopping strip -which is actually in the Activity Centre zone.

We EXPECT our elected representatives to come up with a more appropriate and balanced option that protects Elsternwick's heritage, character and village feel (across the entire suburb). Don't turn our municipality into another Port Melbourne / Docklands disaster!

Sincerely,

[REDACTED]

Orrong Rd, Elsternwick - owner and concerned residential

SUBMISSION 136 – 11 DECEMBER 2017

11 December, 2017

City Futures Department (Attention: Ron Torres)
Councillors
Glen Eira City Council

Subject: Elsternwick Structure Planning

I write further to my submission in August this year (copy attached) which remains quite relevant to the particular aspect of the mooted urban renewal area of the caryards in Nepean Highway.

Our family live in St James Parade with our property [REDACTED] and therefore have some matters that we wish to raise with the process underway and the likelihood of how this may well eventuate as it currently stands.

Some eventualities would impact on the amenity of St James Parade and our property and amenity; and further, there is family concern about how any structure plan in respect to this site will be able to be honourably translated into a formal planning scheme amendment. That is, for the reasons outlined below there could well be a disparity between the strategic intent of the Council (as outlined in any adopted Structure Plan) and the delivery (ie landuse and built form) 'on the ground' (see below).

This submission seeks to provide some practical aspects which need to be given serious consideration by both the planners and the Councillors in the consideration of the structure plan exercise and how any adopted structure plan would translate in actual market forces and also in the mechanics of the planning system.

Due to the size of the caryard area it presents a very major opportunity for Council for creation of further employment areas in the municipality. However, with the proposals as they are presently mooted it is highly likely in the market place that the caryards would simply be redeveloped for apartments with very little commercial or office based floorspace. That is, a Mixed Use Zone enables apartments; the zone is actually in the suite of residential zones in the Victorian Planning System and that is how the current marketplace will operate. With presales off the plan for an apartment complex, and say a 70 % presale level, financiers will provide finance to the project; this creates a relatively risk free development approach by residentially based developers as distinct from an office based development that needs to be (in a practical sense) financed without presales and therefore required to be built first and then putting it on the market for lease arrangements (hence, being much more risky). This will create the significant impetus for the vast majority of the site (in a Mixed Sue Zone) being simply proposed by developers as a series of residential redevelopment parcels.

If Council wish to see further employment in the city (as stated in some of your documents) then it could resist the market forces simply by promoting it as an opportunity with the current Commercial 2 zone; or consider the Commercial 1 Zone which has objectives for employment yet allows residential subject to the grant of a planning permit (but with the intent of the zone being primarily for commercial purposes).

The key point is that it is considered that Council should seriously look into *what it seeks to achieve* on this parcel of land and how it presents the best way to realise that potential on the ground.

Otherwise it will most probably be a lost opportunity.

I note that the Draft Quality Design Guidelines refer to a 2-3 level of commercial floorspace in the landuse intent for an urban renewal site; however, regrettably the planning system has few, if any, tools to compel that outcome. There is no vertical zoning tool in the Victorian Planning System and how that would be sought in a legitimate manner as part of a planning scheme amendment and delivered is not clear; and indeed, it is suggested, is fraught with danger through the statutory planning scheme amendment stage.

It is also understood that the strategic intent of the Council in respect to the caryard site is to take pressure off the Glenhuntly Road shopping centre insofar as additional housing development, with an attempt to have some changes to the zones and also to seek to protect heritage fabric and appearance.

It is somewhat doubtful that the State Government (DELWP and or the Minister for Planning) will allow Council to pull back from the current zones and expectations of a major activity centre (being principally the strip along Glenhuntly Road and the immediate environs). Through careful Built Form Analysis of the shopping centre and a Design and Development Overlay approach the redevelopment potential of an Activity Centre can be managed, but admittedly, requires some solid work to underpin appropriate planning scheme changes. It does seem, on face value, that there is a clear trade off being mooted by the Council with some consequential impacts on other areas in the *broader* neighbourhood than the main Activity Centre land. That is questioned.

I also reiterate my belief that there is currently no *specific* strategic justification for the mooted 8-12 levels in the Urban Renewal area # 1 (certainly at this stage of the process). Rather, the current documents seem to simply rely on a typical anticipated built form typology only (ie a conceptual and generic intent for urban renewal designated sites) that has no *specific* urban design context analysis or built form analysis of the particular site and its constraints and opportunities – however, if the structure plan is adopted as mooted then expectations in the development industry are largely set (in their eyes at least) and yet there is no underpinning analysis to support a planning scheme amendment through the rigour of a planning panel. In this respect, it is quite probable that the Council will struggle to satisfy Panel Victoria on the heights proposed which could quite conceivably throw the planning scheme amendment into disarray; yet an adopted structure plan has presented an 8-12 storey intent to the development industry (with no good foundation) and yet expectations will flow from that.

It is strongly suggested that this matter should be very carefully thought through in a holistic manner before any firm heights are suggested in a structure plan; as otherwise it may not see the honourable translation of the structure plan into the planning scheme.

In this regard, as I outlined in August (see attachment), it is considered that the current suggested heights at the caryards is premature to place in a structure plan – simply put, it requires a great deal more work and analysis. There are ways to navigate through this as outlined in the August submission (attached).

On that front, I also understand that there has not been any traffic analysis undertaken in respect to the traffic movement off the site and into the streets to the east of the train line (particularly St James Parade) due to the limitations of travelling north from the site without ‘going around the block’. To the residents in St James Parade that is of significant concern as it has previously been a test route for the caryards until traffic management went into the street (some 10 -12 years ago) and has the potential for significantly increased traffic seeking to head say to Glenhuntly Road and beyond.

If the development proceeded, as mooted in the draft Structure Plan, there could be some 2,500 people living in apartments (with say each household having a car) – that equates to a very significant level of traffic movement from the site. With the Nepean Highway service road abutting (and no direct turning lane for drivers wishing to head north) there needs to be careful consideration of where the traffic will permeate when it seeks to head in a northerly direction.

In short, the scale and intensity of the redevelopment potential of this site requires much more consideration in the local residents minds than simply some conceptual representations that may simply not translate as expected.

The translation of a structure plan into a gazetted planning scheme amendment also requires very particular consideration. It is not known if a 'Development Plan Overlay' or a 'Design and Development Overlay' is intended by the Council. Presumably one or the other is proposed. The Council should be encouraged to seek mandatory heights for added certainty to the local community. However, with the performance based system of the Victorian Planning Provisions it may be that such a request is not supported by DELWP and the Minister for Planning. Should that occur then there is an expectation of 8-12 storey with the development industry and a performance based approach with no absolute limits to proposals being lodged much higher.

This then raises the issue of the community expecting one thing (via a strategic intent document such as an adopted Structure Plan) yet another outcome occurs; that is, it is quite possible that an applicant will disregard the 'preferred' heights and lodge, say, a building proposal some 4-5 levels higher than the Council expectations. There are clear pitfalls for the Council and the community in this aspect that again needs very careful analysis and consideration.

In summary, it is believed that a solid urban design analysis of the appropriate built form for the caryards sites (having particular regard to constraints and opportunities) is a fundamental prerequisite for any concluding position on the caryard sites. Without that the document would be prematurely raising expectations in the landowners and or development industry.

The residents in St James Parade are also querying what they see as a jarring contradiction; in that the neighbourhood character of St James Parade requires limitations and quite firm restrictions to the built form in St James Parade, yet the mooted caryards development potential is very significant within the context of St James Parade. That is, residents are concerned about the broader impact on the neighbourhood character, when viewed more broadly, say from yards of properties on the west of St James Parade backing onto the train line, residents on the east side that will see the taller buildings as a backdrop and also the vista's along St James Parade with significantly taller built form in that vista. In this regard, it is noted that the Draft Quality Design Guidelines (page 41 relating to Sensitive and Heritage Streetscapes) say that "*Upper levels of development at the rear of sites must recede from view when seen from nearby heritage streetscapes*". That is a matter that also requires some particular attention for properties in St James Parade having regard to the current Neighbourhood Character Overlay.

It is clear that the caryards site has a redevelopment potential and that needs to be looked at in the context of Metropolitan strategies, Council objectives and local planning strategies. At this point in time there seems to be much more analysis required to address the issues raised.

The careful analysis of the points raised in this submission is urged and also particular reference to the options as outlined in the August submission so that a future redevelopment of the caryards site is strategic and provides a value add to the municipality and the local community and not simply an area to trade off other issues in the Council's mind.

Regards,

[REDACTED]

On behalf of the [REDACTED]

[REDACTED] St James Parade, Elsternwick

Attachment: Submission to Council in August 2017.

31 August, 2017
City Futures Department
City of Glen Eira
Caulfield South
3162

Email: cityfutures@gleneira.vic.gov.au
Copy: Camden Ward Councillors

Subject: Submission on Elsternwick Draft Concept Plan

I refer to the *Elsternwick Draft Concept Plans (July 2017 for Consultation)* documents as outlined on your web site.

This has been brought to my attention through neighbours alerting my family to the exhibition of this document. It is noted that the caryards in Nepean Highway are shown in these documents as urban renewal areas.

It is concerning that the residents along St James Parade, Denver Crescent, and Brentani Avenue have not been specifically notified of the Council strategic documents that are on exhibition as any major redevelopment of those caryards will have some impact on the properties in these streets through, at minimum, amenity and traffic matters.

Whilst it is accepted that the caryard land is appropriate for 'possible future redevelopment' it is the scale of that development and the urban design, planning, amenity, traffic and community infrastructure that must be very carefully considered. It appears that this analysis is simply not present in the work to date.

In this regard, there seems to be no basis for the mooted scale of development in this document. It is also noted that the Urban Design Analysis document on your web site (for this Elsternwick Concept Plan work) does not refer to the caryard sites; and yet the caryard site is shown in the concept plans as a redevelopment area with significant heights with no strategic basis shown or provided. The 'Building Transitions Plan' also simply applies a major higher building height notation of 8-12 storeys as a simple statement in the legend with no strategic justification at all. That level of differential to the notation 'normal' heights of 5-6 storeys is simply unexplained and not appropriate.

These caryard sites are a very significant resource for the municipality and demand a very thorough investigation regarding both landuse; and also in relation to urban design, community infrastructure and planning outcomes and also the associated traffic flows and workability. In short, a major *urban context analysis* and also *site analysis* is essential before any commitments be given to heights and layouts of any development.

In this regard, that work is fundamentally required and yet has not been undertaken from what is noted from the material on your web site.

These sites needs to be simply shown as a '*Further Investigation Sites*' in the Council strategic '*concept plan*' and not tagged with heights that have no known strategic basis or obvious justification. It is then through further strategic investigative work (including economic, housing, community facilities, traffic and urban design elements etc) that a meaningful strategic outcome can be pursued.

This '*Further Investigation*' approach can reasonably flag a redevelopment potential in this 'concept plan' and also the next stage of a Structure Plan; but not indicate a scale or degree of development until that further analysis is undertaken and consideration from a multi objective perspective is reconciled. That is, the building heights should be simply removed off the concept plan and instead the words shown as '*Further Investigation Site*'.

Looking forward, once the further investigation work is undertaken the Council could then work towards a planning scheme amendment for a rezoning with an *Incorporated Plan Overlay* for the Glen Eira Planning Scheme that calls up the required specific strategic analysis that underpins a well considered layout and provision of facilities and heights.

This *Incorporated Plan Overlay* (or *Development Plan Overlay*) should specify the strategic work that a proponent must provide to the satisfaction of the Responsible Authority – this can include a requirement for the following types of analytical reports to be lodged as part of a submission seeking approval of an '*Incorporated Plan*' pursuant to the Planning Scheme provisions:

- Public Open Space requirements (such as, say, 8 %)
- Decontamination
- Key setbacks
- Housing typology including a specific percentage of affordable housing provision (say 5 %)
- Community Facilities provision
- Key pedestrian access areas
- Vehicle entry points
- Urban Design principles
- Public access and linkages
- Site access, parking, traffic and sustainable transport initiatives
- Staging of the development, and
- Demolition and Construction Management including hours of demolition / construction

It should also set a stated *Vision* and a *Site Master Plan* to steer the redevelopment – this should include an *Indicative Framework Plan* highlighting particular elements that come through the Council 'Further Investigation' and urban context and site analysis. The Planning Scheme provisions in this *Indicative Framework Plan* should then include matters such as:

- Building Heights including where mandatory heights are required (and transitional building heights for urban design outcomes),
- Mandatory setbacks for sensitive Interface boundaries, and
- Public Open Space location(s)

The Planning Scheme Overlay should require the submission of the numerous subject matter reports to cause the required analysis by the proponent and to enable the thorough assessment of those aspects; this should include matters such as:

- A planning report
- Site Masterplan
- Design Guidelines
- Landscape Concept Plans
- Economic Assessment report
- Housing Diversity Report
- Community Infrastructure Report
- Ecological Sustainable Development Strategy
- Site remediation Strategy
- Traffic Management Plan
- Integrated Transport Plan
- Acoustic Report
- Services and Engineering Infrastructure Report, and
- Development Staging

A *Building Heights Plan* should also be specified which can include mandatory heights for building podiums and overall heights; or where appropriate, preferred heights but with an upper specified limit for the certainty for all.

The uplift of the value in the land and the very major increase in population (through, say, a mixed use zone) should see the Council benefit through the provision of specific community facilities and contributions to the public.

The Development Plan Overlay and approved Development Plan for the former AMCOR site in Alphington (Schedule 11 in the Yarra Planning Scheme) provides a good illustration of how this can be packaged to drive a sound and well researched outcome (see attached).

In this regard, a well considered and balanced redevelopment can occur on the site following the required analysis on the key components provided to Council by the proponent, enabling Council to then make an informed judgement before approving an Incorporated Plan (or Development Plan) which then lays out the approach to be undertaken in delivery of the major project.

This approach would enable the broad community to firstly understand that there is a future proposal for the caryard site to be redeveloped, via a Structure Plan designation, but that a redevelopment can only occur (as specified in the ultimate Planning Scheme Amendment) after the proponent provides the full analysis as specified in the Incorporated Plan Overlay schedule (such as outlined in the former AMCOR site mentioned above).

This approach would set up a *framework* for future action and be transparent;

- firstly, by the Council designation of it as a 'redevelopment site' in a Structure Plan with a specific notation that it is a site for *Further Investigation*, and
- then a draft Planning Scheme Amendment being placed on exhibition, having specific parameters for submission of subject matter analysis, and also making specific outcomes as requirements (by virtue of those stated categorically in the Schedule of the Incorporated Plan Overlay).

Further, a significant public open space contribution should apply to such as large site and in the context of the minimum amount of open space in the City of Glen Eira. In this regard, Clause 52-01 of the planning scheme should be changed to require this site to have a contribution of say 8 % of the total site area (or higher).

In this manner, the community would be able to then engage on the Planning Scheme Amendment at the exhibition stage in the knowledge of the strategic justification / analysis put forward and also via a Planning Panel hearing.

In summary, there are many aspects and elements that demand very careful and deliberate consideration on such a major site; and it is incumbent on the Council to set up a process that this analysis is carried out thoroughly for the benefit of the community (eg community facilities provision by the developer) and also to drive certain elements in a design for the protection of neighbours and those living in the near vicinity that are materially affected.

In short, it is inappropriate to designate any heights on this redevelopment opportunity at this stage as there is no urban design and site analysis that provides a basis for the specification of heights.

Further, it is not acceptable that the additional heights of 8-12 storey be stated on any plans at this stage with no basis of that very major increase being applicable.

The structure of the documentation needs to change to simply illustrate the site as a development opportunity subject to further investigation; the process can then flow once the solid analysis is undertaken and a planning scheme amendment prepared for exhibition which would then cause the provision of documentation by a proponent as specified in an Incorporated Plan Overlay (or a Development Plan Overlay).

You are urged to modify the process being pursued for the redevelopment opportunity of the caryards sites to enable an orderly and proper planning process to unfold and a good urban design outcome being produced.

I may be contacted further if you seek clarification of this submission.

Yours faithfully,

Signed

[REDACTED] on behalf of the [REDACTED] family

[REDACTED] St James Parade

[REDACTED] Elsternwick

SUBMISSION 137 – 10 DECEMBER 2017

To – City Futures Department,
City of Glen Eira.

Records Management

11 DEC 2017

Received

10.12.17

From – [REDACTED]
[REDACTED] St. James Parade,
Elsternwick

RE : ELSTERNWICK STRUCTURE PLAN DRAFT – OCTOBER 2017.

Dear Sir/ Madam,

Having studied the Elsternwick Structure Plan Draft – October 2017, and unfortunately being unable to attend the public Community Forum on Monday 4th December, we wish to provide feedback on this Plan, particularly with reference to “Urban renewal and re-zoning.” (No6. P.52-53)

We realize that some development along the Nepean Highway car yard area is probably inevitable, but any development should be carefully planned to protect the existing character of the surrounding existing residential areas, this Plan is total OVER development.

Areas such as the Glenhuntly Rd Shopping Centre and the Caulfield South Shopping Centre, are able to absorb development, whereas the smaller “village” area of Gardenvale Rd/ Martin St. is a totally different area. The Plan Draft fails to take into account the residential area towards Gardenvale which will be totally overwhelmed by this over development. Planning needs to provide for the protection of the heritage character and heritage overlay of this area. Elsternwick /Gardenvale is a family area with many young families moving in, requiring a safe and pleasant environment - livable rather than a commercial hub.

Has consideration been given to the capacity of the systems in place to support such growth. Sandringham Line is standing room only at peak hour, is approaching capacity in frequency, and other methods of transport would need to be used. Traffic is already a huge problem, particularly on the east side of the Highway, which would be clearly affected by your plans. Traffic from this development would require access to Elsternwick shopping precinct, and the obvious way to do this is via St. James Parade, Denver Crescent, Brentani Avenue, Riddell parade. These roads were designed for residential traffic only, and are already unable to cope with the increased traffic, with blind corners and blocked vision in some parts. As there are an increasing number of young families with young children now living here, the children need to be safe. Many Schools are serviced by this area- Wesley College, Leibler Yavneh College, St. James Primary, Elsternwick Primary. The streets are already severely impacted by the parking of train travellers to both Gardenvale and Elsternwick Stations.

The potential of considerable overshadowing of all residential properties, particularly on the east side of the railway line is clear, also removing all privacy from our back gardens.

Has thought been given to providing more “green space” – Glen Eira has the lowest rate of green space compared to other Councils across Metropolitan Melbourne. Forward thinking is needed to improve the greening of this area. The small “park” at the end of St. James Parade will not encourage families to use it – it is too close to traffic and too dangerous. If the development was lower density with a green area running alongside the railway line, this would allow for more space between the residential area and the development, and would provide more of a buffer zone for those properties on the east side of the railway line, also providing more areas for walking and cycling.

Why does the 2-3 story housing development at the Elsternwick Shopping Centre end not continue down the entire line until Gardenvale Road ? What was the basis for the decision of 8-12 stories – far higher than anything in this historically residential area.

We quote from P.60 of the Draft Plan – “ However Elsternwick has seen a decrease in 3 bedroom dwellings suitable for families. Increasing the amount of medium density housing is required in order to provide a housing offer for all housing types”.

Families will not move into 8-12 story buildings - we will lose the “family area” character which has built this community. High Rise Apartments encourage Investors and tenants, whereas lower rise town houses / apartments would appeal to families and owner/occupiers , who would be more likely to be involved in the community as a whole. With a moving population, the buildings would be more likely to be unmaintained, and fall into disrepair , eventually turning into a ghetto and an eyesore.

Many times throughout this Draft Plan, reference is made in your Visions and Objectives, and Planning to – and we quote –

P.4 : “Protecting the neighbourhood character”

P.4.: “Elsternwick will be a safe , accessible and livable centre that embraces its historic character and strong cultural and village feel.

P.6 : “Celebrate the historic character and village feel of this Glenhuntly Rd retail strip “ (Surely Gardenvale deserves the same!)

P.6. : Support safe, accessible and friendly streets”

P.10 : Protect and enhance Elsternwick’s residential areas, by encouraging low scale building types.” (Not 8-12 stories!)

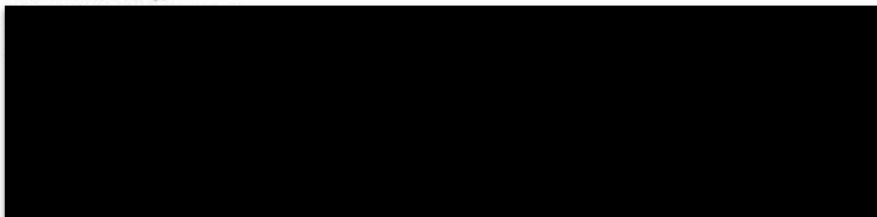
P.18 : “To reduce negative impact on the immediate surrounding areas”

P.25: “Council will need to work with a range of stake holders which includes “Landowners”-with reference to this statement there has been a distinct lack of consultation before these plans were put into place.

As this is such a significant area changing concept- the Council has the opportunity to show its ability to meet the needs of both existing and future residents. Bad planning would result in ruining the character of this historic and much loved and desired area.

Again we would stress the importance of clearly informing the present residents of any plans or proposed changes (before they are put into place!)

Yours sincerely,

A large black rectangular box redacting the signature and name of the person who wrote the letter.

GLEN EIRA CITY COUNCIL



GE030045

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11 DEC 2017

Received

1

█ Parkside St,
Elsternwick. 3185

11th December, 2017

Elsternwick Structure Plan Draft.

CONCERNS

1. Jewish Cultural Precinct

- Will be proposals for other cultural areas?

I am totally against singling out one particular group.

Has the need for increased security been considered?

Jewish Day School - more security

How will the development of the ABC site be part of the Jewish Cultural Precinct with plans for a supermarket and an apartment block?

2. Has the fact that with an increase in population and proposed communal areas there will be a need for more police in Glen Eira. - future social problems?

3. Need for an increase in public transport.

4. As well as the council planning for open community spaces there should be environmentally friendly planning incorporated into proposed building designs.

(2)

5. With fewer trees and gardens and over-shadowing fauna and flora will suffer.
6. Mention (p.4) of '9,500 jobs over next 15 years' - which areas?
Need for provision of more schools and other amenities.
7. Paragraph 1, page 5.
Historic character has started changing, as well as the strong cultural and village feel. Businesses are suffering.
8. Who supervises that materials used in buildings will be of a high standard.
9. Insufficient "new" parking spaces when so many have been lost
10. Again (p.10) - encourage low scale building types - by the time the proposals go to council etc. it will be too late.
11. Page 11 - Housing opportunity - does housing mean apartments?
12. Concern of and for people living near the proposed retail and entertainment areas - noise and accessibility.
13. p.16. Apartment building in a garden setting - need for specifics.

3

14. The draft booklet is full of generalities. It needs to be specific e.g. p.18 Support the protection by removing conflicting policies etc
15. p.14 - Public Art - graffiti?
16. Does the Elsternwick community want this? Is it a fete accompli
17. Selwyn St. p.29. - Need for parking to continue. Improving traffic management - how?
18. Multilevel parking - free?
- security for evening
p.37 Potential integration with
on Orong Rd. - How?
19. Library planning - how will it be improved?
20. Neither of the two options are acceptable.
21. p. 68. Just a 'sales pitch'!

I am sure much effort has been put into the draft but it is too general, in description of proposals.

Yours sincerely,

[Redacted Signature]

SUBMISSION 139 – 11 DECEMBER 2017

From: [REDACTED]
Sent: Monday, 11 December 2017 10:27 PM
To: Glen Eira City Futures
Subject: Fw: Elsternwick Draft Structure Plan - Comment

Dear Sir/Madam,

As residents of Elsternwick for 20 years we are concerned about your proposals. We are not anti-change and we do not expect things to stay the same in perpetuity however we think it would be a grave mistake to allow more large, 6+ storey blocks of apartments to be built in the area.

We live at the Sinclair Street end of Regent Street. We currently have issues with the speed traffic moves up and down our street, on its way to Glen Eira or Glenhuntly Road. We also have a big parking problem. Parking is often difficult at our end of Regent Street where, apart from the houses on the corners, only one house has off street parking. It is not unusual to arrive home at any time of day, particularly in the afternoons and evenings and find there is not space available within 50 metres in either direction from our house. Recently, my partner was booked for double parking outside our house where he was unloading the tools from his van (as he does at the end of every work day). There is a Regent Street parking permit displayed on the dashboard of the van. He wrote to the parking contractors who basically said that rules are rules and he would have to pay the fine. As well as this incident being outrageous in my opinion, we wonder what the Council plans to do about the increased number of cars and resulting traffic that a multi storey apartment development and potentially a supermarket, on the ex ABC site on the corner of Selwyn and Sinclair Streets will bring? How is Regent Street, and St Georges Road and Elizabeth Street for that matter, not going to become through roads for vehicle traffic travelling to and from the proposed Cultural precinct and for people travelling to their apartments. It seems to me, that before Council allows an increase in building heights and population density, it would be sensible to understand how the traffic and parking would be effectively dealt with.

The house that we own and live in is included in the Glen Eira heritage overlay. This means that we are not allowed to alter the facade of our Victorian cottage. There are also various other building requirements that we, and our neighbours have to conform to in relation to the height of our houses. We are restricted to 2 storeys and the second storey cannot be built in front of the first chimney - it must be behind it and not visible when viewed from a certain position at the front of the house. It does not make sense to me then, that the Council would allow a 6 – 8 storey building (proposed) 50 meters away from an area where residents have to abide by strict building guidelines to preserve the heritage look of the area. Further, there are period residences, including two Victorian residences directly across the road from the existing ex ABC building on Sinclair Street and a row of period houses immediately to the east of the ABC building. I implore the Council not to allow the developer to build a tall apartment block of 6 - 8 storeys on the site. We would prefer to see the building limited to 3 - 4 storeys. If there is to be a supermarket we wish it to be small one similar in size to an IGA or a Coles Express.

We would like to make these further points regarding Draft Structure Plan in general:

1. We are very concerned about the proposed allowable heights for buildings. We believe 8 – 12 storey buildings do not belong in Elsternwick. We believe buildings should be limited to 3 storeys when they are not on main roads and anything over 6 storeys is too high for the area regardless of where they are built.
2. The taller apartment blocks should only be allowed to be built on the main roads with a green corridor in between those and the low rise existing residences. They should not be allowed to block out the light/sky of existing houses, or cause shading issues, nor should they be able to be seen streets away. The block of apartments on the corner of Stanley Street and Riddells Parade does not fit in with the surrounding existing building heights, can be seen streets away, and in our opinion is an eye-sore.
3. We are concerned about the quality of the multi storey buildings. Builders and investment companies will build as many apartments as they can in the space available. This doesn't make for good quality accommodation that people will want to buy to live in. Instead, small apartments will be bought by investors and so they become rental properties. If they are small apartments, with relatively cheap rents they will become similar to housing commissions blocks.
4. We understand that the apartment block recently built in Gordon street, located next to the cinema has provided car stackers for apartment owners. I assume provision of parking must have been included in the building permit. Retrieval of cars is not instantaneous and anecdotally I understand that residents in those apartments are parking their cars on the street because it is more convenient. These issues should not occur.
5. We are concerned about how the land on the corner of Selwyn and Sinclair Streets will be developed and what the Council will allow.

Yours sincerely,

[REDACTED]

SUBMISSION 140 – 10 DECEMBER 2017

To: City Futures Glen Eira City Council

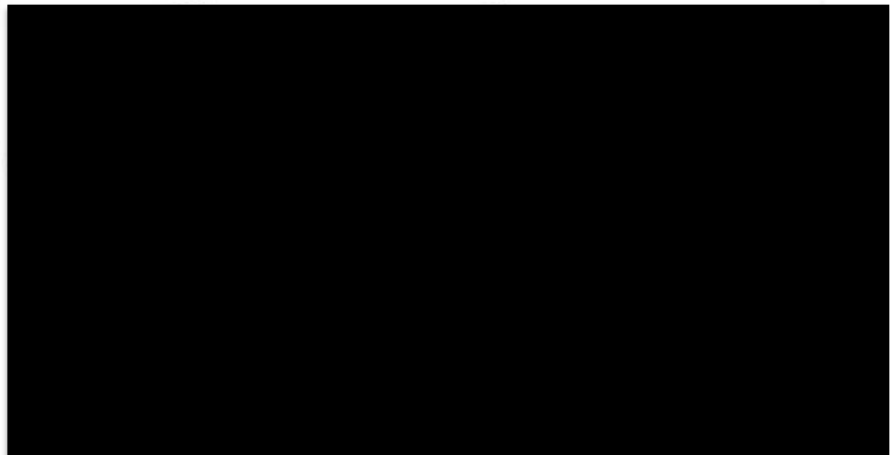
We ask that a review for a third and appropriate option be given. There isn't enough clarity to be able to agree on either of the options. I would like to express concerns and object to the Elsternwick Urban Nepean Renewal 8 -12 storeys:

- Over populated urbanization is not in the Elsternwick Character that we pride ourselves with. To create a community feel one needs to provide a balance between your long standing residents and your up coming residents, by creating appropriate dwellings which pays homage to Elsternwick's history and character.
- Consideration for a 3 - 4 storey max is more appealing and less invasive on the streetscape and heritage feel.
- Perhaps reconsider in diverting your interests of growth on Glenhuntly road were appropriate infrastructure and demands are there to service that quantity.
- Traffic is still not addressed appropriately on the urban renewal area, which creates uncertainty if City Futures can combat this effectively.
- Privacy and overshadowing is a vital key in this proposal and yet it is fleetingly addressed in your guidelines.

Clearly this proposal lacks confidence in its execution and outcomes. My residency over 40years will not be jeopardized by poor planning and consultation to suit money driven developers.

Please respect our future by strengthening our community by appropriate height development.

Yours sincerely



SUBMISSION 141 - 10 DECEMBER 2017

To: City Futures Glen Eira City Council



We ask that a review for a third and appropriate option be given. There isn't enough clarity to be able to agree on either of the options. I would like to express concerns and object to the Elsternwick Urban Nepean Renewal 8 -12 storeys:

- Over populated urbanization is not in the Elsternwick Character that we pride ourselves with. To create a community feel one needs to provide a balance between your long standing residents and your up coming residents, by creating appropriate dwellings which pays homage to Elsternwick's history and character.
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Please respect our future by strengthening our community by appropriate height development.

Yours sincerely


 REGENT ST -
ELSTERNWICK

SUBMISSION 142 - 10 DECEMBER 2017

To: City Futures Glen Eira City Council

We ask that a review for a third and appropriate option be given. There isn't enough clarity to be able to agree on either of the options. I would like to express concerns and object to the Elsternwick Urban Nepean Renewal 8 -12 storeys:

- Over populated urbanization is not in the Elsternwick Character that we pride ourselves with. To create a community feel one needs to provide a balance between your long standing residents and your up coming residents, by creating appropriate dwellings which pays homage to Elsternwick's history and character.
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Please respect our future by strengthening our community by appropriate height development.

Yours sincerely

[REDACTED]
[REDACTED]
[REDACTED] OAK AVE
[REDACTED] ELSTERNWICK VIC 3181

SUBMISSION 143 - 10 DECEMBER 2017

To: City Futures Glen Eira City Council

We ask that a review for a third and appropriate option be given. There isn't enough clarity to be able to agree on either of the options. I would like to express concerns and object to the Elsternwick Urban Nepean Renewal 8 -12 storeys:

- Over populated urbanization is not in the Elsternwick Character that we pride ourselves with. To create a community feel one needs to provide a balance between your long standing residents and your up coming residents, by creating appropriate dwellings which pays homage to Elsternwick's history and character.
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Please respect our future by strengthening our community by appropriate height development.

Yours sincerely

[Redacted Signature]

GLARENCE ST

ELSTERNWICK VIC 3185

SUBMISSION 144 – 10 DECEMBER 2017

To: City Futures Glen Eira City Council

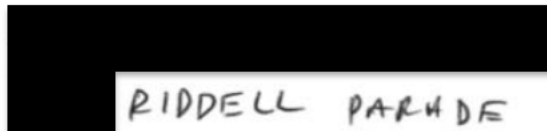
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Please respect our future by strengthening our community by appropriate height development.

Yours sincerely



RIDDELL PARADE
ELSTERNWICK VIC 3185

SUBMISSION 145 - 10 DECEMBER 2017

To: City Futures Glen Eira City Council

We ask that a review for a third and appropriate option be given. There isn't enough clarity to be able to agree on either of the options. I would like to express concerns and object to the Elsternwick Urban Nepean Renewal 8 -12 storeys:

- Over populated urbanization is not in the Elsternwick Character that we pride ourselves with. To create a community feel one needs to provide a balance between your long standing residents and your up coming residents, by creating appropriate dwellings which pays homage to Elsternwick's history and character.
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Please respect our future by strengthening our community by appropriate height development.

Yours sincerely

CARLINFOLD ST
ELSTERNWICK VIC 3181

SUBMISSION 146 – 10 DECEMBER 2017

To: City Futures Glen Eira City Council

We ask that a review for a third and appropriate option be given. There isn't enough clarity to be able to agree on either of the options. I would like to express concerns and object to the Elsternwick Urban Nepean Renewal 8 -12 storeys:

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Please respect our future by strengthening our community by appropriate height development.

Yours sincerely

[Redacted Signature]

[Redacted Signature]

HARTINGTON ST
ELSTERNWICK VIC 3185

SUBMISSION 147 - 10 DECEMBER 2017

To: City Futures Glen Eira City Council

We ask that a review for a third and appropriate option be given. There isn't enough clarity to be able to agree on either of the options. I would like to express concerns and object to the Elsternwick Urban Nepean Renewal 8 -12 storeys:

- Over populated urbanization is not in the Elsternwick Character that we pride ourselves with. To create a community feel one needs to provide a balance between your long standing residents and your up coming residents, by creating appropriate dwellings which pays homage to Elsternwick's history and character.
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Clearly this proposal lacks confidence in its execution and outcomes. My residency over 40years will not be jeopardized by poor planning and consultation to suit money driven developers.

Please respect our future by strengthening our community by appropriate height development.

Yours sincerely

[Redacted Signature]

[Redacted Address]

HARTINGTON ST

ELSTERNWICK VIC 3185

SUBMISSION 148 – 11 DECEMBER 2017

From: [REDACTED]
Sent: Monday, 11 December 2017 8:54 PM
To: Glen Eira City Futures
Subject: Elsternwick draft structure plan feedback

Dear City Futures team,

I'm writing as a property owner and resident of Sinclair Street Elsternwick to offer some feedback on the draft structure plan. On the whole I think many of the changes will enhance the experience of living in Elsternwick. However there are a couple of areas of concern, particularly with regards to the proposed development / closure of Selwyn Street.

1. The Woolworths development will add significant additional traffic and so we are keen to ensure this flows from the commercial area off Glen Huntly Rd rather than through the residential area behind (Sinclair Street). Our concern is that if Selwyn street is closed to traffic this would put significant pressure on resident parking in Sinclair street, will add noise and will also be a safety issue for our children and those who attend the local primary school.
2. As my property backs onto the Woolworths site - I am of course concerned about the proposition of an 8 storey building looking over my house and garden. If at all possible, it would be good to ensure that this is kept as low as possible, particularly at the residential end of the site (Sinclair Street).

Please let me know if you have any questions or need clarification on the points above.

Many thanks,

[REDACTED]

SUBMISSION 149 – 11 DECEMBER 2017

From: [REDACTED]
Sent: Monday, 11 December 2017 8:38 PM
To: Glen Eira City Futures
Subject: Elsternwick Draft Structure Plan

To whom it may concern,

I am writing to oppose both options in the Elsternwick Concept Plan. The reasons are listed below:

1. The plan is excessive and completely out character with the suburb and the reason people choose to live here.
2. The council has provided no details or addressed the communities concerns around how properties next to or near a 12 storey development will be protected by significant overshadowing and privacy concerns in a residential area with many young families that have children
3. City Futures and Mary Delahunty said a traffic impact assessment was being done during Stage 5 consultation. Council has not released the outcome of this impact assessment or been able to answer simple questions around traffic chaos that will ensue in St James Parade, which has a school, Denver Avenue, Collage Street, Horne Street and Glenhuntly Road intersections.
4. Additional impacts to our already over-crowded train, tram and bus facilities - plans have no detail on how this is being managed.
5. Both options destroy heritage properties in one of the oldest parts pf Elsternwick. It is letting developers destroy Elsternwick history.
6. Council has provided no detail or addressed community concerns, around car parking in the urban development zone and in the shopping strip to cater for a significant increase in residents many of whom will still need to drive to local shops
7. High rise development is at direct odds with the objective of creating and protecting Elsternwick's character and village feel changing the social fabric of our suburb
8. New public space in urban development zone is only being advocated for - there is no detail around how council will secure this park space

Regards,
[REDACTED]

Address: [REDACTED] Gough Street, Elsternwick
[REDACTED]

SUBMISSION 150 – 11 DECEMBER 2017

From: [REDACTED]

Sent: Monday, 11 December 2017 7:28 PM

To: Glen Eira City Futures

Cc: Cr. Mary Delahunty; Cr. Joel Silver; Cr. Daniel Sztrajt; Executive and Councillor Support

Subject: RE: Feedback on Elsternwick Draft Structure

[REDACTED]
Feedback on the Elsternwick Concept Plan,

I have given further thought on the Concept plan and wanted to provide some additional feedback.

1. Does Elsternwick have the schools, services, infrastructure to meet the additional population that comes with high rise buildings.
2. During peak times it is impossible to get a train. Is Glen Eira working with transport authorities to get trains that start at Elsternwick or offer express services – perhaps express to South Yarra, Richmond etc.
3. Why does Elsternwick need to propose 12 story buildings as highlighted in one of the options if it causes significant traffic and shadowing issues.

Finally again I think creating green spaces, pedestrianised streets, cultural precinct and the plaza over the train line is commendable and exciting.

Thanks
[REDACTED]

SUBMISSION 151 – 11 DECEMBER 2017

From: [REDACTED]
Sent: Monday, 11 December 2017 7:18 PM
To: Glen Eira City Futures
Subject: Objection to Proposed Elsternwick Redevelopment

I have been a resident of Elm Ave, Elsternwick, for 26 years and strongly oppose both options for redevelopment along Nepean Hwy and adjoining streets.

The overshadowing of 12 stories will block all afternoon sun from our property.

Glenhuntly Road, Nepean Hwy and surrounding roads are already at capacity, so the additional residents will mean constant gridlock on those roads. Trains and trams are already packed at peak times.

12 storey blocks are totally out of character in the Elsternwick area, and will destroy the heritage charm of the area, not to mention destroying the peace of our neighbourhood with all the additional traffic.

I urge you to consider another option of 4-5 storey limit along Nepean Hwy, as both current options are not acceptable.

Kind regards,

[REDACTED]

SUBMISSION 152 – 11 DECEMBER 2017

From: [REDACTED]
Sent: Monday, 11 December 2017 6:50 PM
To: Glen Eira City Futures
Subject: Elsternwick Draft Urban Structure Plan - feedback

Review of draft Structure Plan - Elsternwick

There are many elements of the draft Structure Plan that I agree with however I have concerns about two aspects of the Plan including the relocation of the Elsternwick library to Selwyn St and the building height limits in the urban renewal area.

The Elsternwick Community Hub

The Hub, in its current iteration, has been described by councillor officers as one that will cater specifically for children attending the Orrong Rd Kindergarten and those who are eligible to use Councils' Child and Maternal Health services. My understanding of a community hub is one that will have facilities that has the potential to attract members of our community across a range of age groups and diverse interests or needs.

In considering my understanding of a community hub I see the co-location of the library with meeting/function rooms, kindergarten facilities and child and maternal health services as being pivotal to the success of the Community Hub in Elsternwick. This is further enhanced by the creation of an open space that can be enjoyed by all members of our community, whether it is just relaxing in this space, or using the open space before or after attending any of the services/facilities available at the hub or before or after shopping in Glenhuntly Rd.

The development of a multi-use building to house the Community Hub adjacent to the proposed open space also has the potential to attract people to the library by virtue of the aesthetics of the build i.e. it is a highly visible building that invites people to explore its inner sanctum. I am reminded of the Carnegie library and Community Centre that is built back from the main street and has its own profile i.e. it is easily recognised and is inviting within itself.

In my view, the proposal to locate the library in Selwyn St is antithetical to the notion of a community hub as described above. I am concerned that a library located in a large building many floors above ground level with little in the way of a visible entry at ground level has the potential to limit community access to and use of the library.

A further advantage of the location of the library at the existing site is that it is centrally located for the 3 schools situated in Sinclair St, Sandham St and King/Beavis St.

I am also concerned that locating the library in Selwyn St places it at the extreme western end of the Elsternwick major activity centre, and that this could act as a disincentive to local residents and those accessing the new Coles supermarket from walking to this facility or even considering using it. This also has potential implications for traffic management in and around the Selwyn St site particularly given its location next to the Classis Cinema (with NO on-site parking for patrons), the expected thriving café culture, the anticipated Safeway supermarket, as well as traffic flows in local streets to the north of Glenhuntly Rd as a result of the parents delivering and picking up their children by car from the Sinclair St school. This is further exacerbated given the intention to implement a pedestrian plaza connecting the hub, museum and strategic sites in Selwyn St. Whilst I understand what Council is trying to achieve in terms of creating a pleasant and safe pedestrian environment in Selwyn St, the reality is that all vehicular traffic wanting to use the public car parking will need to access/egress it either at Glenhuntly Rd where traffic delays are considerable, or in Sinclair St across the road from the school. If the library is going to be a thriving community facility, then this will only exacerbate the traffic woes in this area. I am reminded of the recent opening of the Coles supermarket in bay St North Brighton and the number of cars now accessing the underground car park in Male Street off Bay St. I cannot imagine that Woolworths having purchased the old ABC site want a small local supermarket equivalent in size to the one recently opened in Orrong Rd, North Caulfield.

Whilst some of my argument is conjecture in the sense that what Woolworths will be doing with its new acquisition, I do think that there are sufficient grounds to put the case that the Selwyn St is an inappropriate site for the library.

The main thrust of my argument however, is that the co-location of Council services and facilities including the library in Staniland Grove together with the new open space will be provide the community with a first class service and establish the Elsternwick precinct as an enviable and enjoyable space.

Proposed Elsternwick Activity Centre - area bound by the railway line and Nepean highway and Hotham St.

The draft Plan proposes to allow between 6-8 and 8-12 storeys in the southern aspect of the Urban Renewal Area. What is essentially happening here is that Elsternwick is assuming the greater responsibility to provide for increased population growth compared to the adjoining municipalities of Bayside and Port Phillip whose residents also enjoy the benefits of the transport hub. My question to Council is it possible to work with both these Councils and the State Government so that there is a more equitable sharing of the significant population growths that are anticipated into the future?

I do not think that the proposed building heights are generally consistent with the neighbourhood character of Elsternwick. Looking at the draft plan I am concerned that what will eventuate is an area that is defined by significant high rise apartments that will cater for a predominantly mobile short term renting population. Similarly, I am concerned that overshadowing by these buildings will have a significant impact on the general amenity of those housing sites to the east of the 6-8 and 8-12 buildings.

My preferred model of building type is no higher than 6 storeys in the areas designated urban renewal A and B.

Elsternwick Junction - Urban renewal

The proposal to allow 8 -12 storey buildings in this area is inconsistent with the overall character of Elsternwick (as above) and I do not subscribe to the idea that because buildings of this height have been allowed in the past that this should become the norm.

Conclusion

Glen Eira has an opportunity to encourage growth, but to do in such a way that it does not detract from the overall character of Elsternwick as a suburb with a considerable heritage and neighbourhood character overlays.

Yours sincerely

[REDACTED]
[REDACTED] Seymour Rd
Elsternwick 3185
[REDACTED]

SUBMISSION 153 – 11 DECEMBER 2017

City Futures Department
City of Glen Eira

Dear Sir/ Madam

Re: Elsternwick Structure Plan Draft

I wish to raise a number of concerns with the Elsternwick Structure Plan Draft which make it unacceptable in its current form. In particular, there has been insufficient research and analysis undertaken by Council with respect to the future development of the Nepean Highway car yard sites. The key issues I would like to raise are as follows.

- Inclusion in Elsternwick Activity Centre

It is unclear why the Nepean Highway urban renewal area is being included in the structure plan for the Elsternwick Activity Centre. The car yard sites are physically separated from the Glen Huntly Road shopping strip by an extensive residential area with no commercial activities at all.

Extending the Elsternwick Activity Centre to include the car yard sites will mean that the centre will cover a distance of 2.5 km from the Coles supermarket along Glen Huntly Road, Horne St, McMillan St and the Nepean Highway. This is the same distance as Chapel Street from Dandenong Road to the Yarra River. Council cannot expect retailing or other commercial activities to be supported over this distance when there is not enough demand to support existing shops. The car yard sites need to be planned for separately from the Glen Huntly Road activity centre.

- Proposed Scale and Density of Development.

It would appear that Council does not appreciate the combined size of the car yard sites which I estimate to be approximately 5 ha. A site of this size requires far more planning than has currently been undertaken by Council with respect to the types of housing that should be provided upon the site, the amount of open space required to make it a residential community, and the impact of increased traffic that it will generate within the surrounding streets particularly St James Parade which is already used as a 'rat run'.

I am not aware of any other urban renewal area of this size with the same level of housing density as that proposed by Council. Even the large apartment development adjacent to Toorak railway station, which was unsuccessfully opposed by Stonnington Council, includes many apartment blocks which are 4-6 stories as well as townhouses. This development has only 448 apartments on a site of 2.5 ha and includes more open space than that proposed for the car yard sites, despite being adjacent to extensive parklands. This number of apartments is only 30% of the 1,490 apartments proposed for the similar sized Toyota car yard site (2.9 ha) as shown in Council's background documents. It is extremely difficult to comprehend how this does not represent an overdevelopment of the site, and can only result in poor quality housing and low amenity that can only provide housing for a very small proportion of households.

- Housing Demand

The structure plan indicates that there will be an additional 9,000 households within Glen Eira by 2031. Presumably, 1,490 of these additional households will be living in high rise apartment buildings on the Toyota site. In other words one in every six new households will choose to live in a very high density housing estate, between a railway line and an eight lane highway in Elsternwick rather than in lower rise apartments elsewhere across in Glen Eira that offer better amenity. It appears that Council does not understand the type of apartments that new residents will be looking for. As a result, the form of development proposed will only attract new residents that can only afford the lowest quality housing being that within high density / low amenity locations such as the car yard sites.

I cannot think of anywhere in Melbourne, outside of the CBD and the very inner suburbs around it, where there is the same concentration of apartment towers. If what is proposed for the car yard sites hasn't occurred elsewhere, why does Council expect that it will happen in Elsternwick. The reason people choose to live in the CBD, South Melbourne, South Yarra etc. is because they are closer to where they work, parks (Albert Park Lake, Botanical Gardens, Yarra River parklands etc.), shopping etc. Elsternwick doesn't offer this and therefore cannot be expected to attract the same number of residents to apartments on the car yard sites.

Elsternwick, and Glen Eira, has already made a much higher contribution to the number of flats and apartments than neighbouring municipalities such as Bayside and Kingston. Census data (see table below) indicates that 36.4% of dwellings in Elsternwick are flats or apartments compared to only 12.2% in Bayside, 13.5% in Kingston and 19.4% in the Inner South Region.

Elsternwick has 1,476 flats and apartments. The proposed 1,490 apartments on the Toyota site alone would therefore double the number of apartments and their share of total dwellings to over 70%. This far exceeds that the proportion in inner city suburbs such as Richmond (50%), Prahran (60.5%) and South Melbourne (54.8%).

Dwelling Structure 2016 (ABS Census)

Dwelling Type	Elsternwick	Glen Eira	Bayside	Kingston	Melbourne- Inner South
Separate House	41.8%	50.6%	63.0%	59.9%	54.8%
Semi-detached, row or terrace house, townhouse etc	20.3%	24.2%	23.8%	25.7%	24.8%
Flat or Apartment	36.4%	24.5%	12.2%	13.5%	19.4%
Other Dwelling	1.1%	0.3%	0.5%	0.6%	0.6%

ABS Census Quickstats

These inner city suburbs are much better placed to accommodate such high density living given their proximity to jobs in the CBD, lower reliance on cars and better provision of open space, public transport and other infrastructure.

Yes, Elsternwick has a role in accommodating Melbourne's future population growth, but Council needs to be determined within the context of our capacity to accommodate increased development. Proposing 8-12 storeys in the urban renewal area is neither realistic, nor sustainable, and needs to be sensibly revised within the context of what Elsternwick can support.

- Open Space

The nearest real park to the car yard sites is Elsternwick Park which is quite a distance away. The structure plan includes a park but it is difficult to see how this would be large enough for the thousands of people living in the proposed apartments. If more open space cannot be provided, then the site is not suitable for the number of proposed apartments.

Council is proposing to develop new parks in Glen Huntly Road, yet it is providing very little in the urban renewal area. One only has to look at the map on page 19 of the structure plan and the area of existing and proposed parks for the number of houses to see that the park in the urban renewal area will be grossly inadequate for the thousands of new residents that won't have a backyard.

Why not connect the two parks on the car yards together to create a linear park along the railway line and just have apartment buildings along the highway? This would provide a much better outcome in terms of encouraging people to live in apartments, and at the same time reduce the impact upon residents in St James Parade. The structure plan proposal will only exacerbate the chronic lack of open space in Elsternwick.

- Building Types

The structure plan indicates that within the urban renewal area there will be:

"Commercial or mixed-use building consisting of active commercial uses at ground floor, further commercial (employment) uses above ground floor and residential uses at upper levels. Key focus on delivering housing diversity, employment and significant community benefit on identified sites and in areas that can accommodate a higher scale form."

Developers will surely find apartments more profitable than presumably offices on the lower levels of buildings, and will fight Council at VCAT to also have these levels as apartments. Even the "Peer Review of Glen Eira's Draft Quality Design Guidelines and Strategic and Urban Renewal Development Plans Analysis" shows these levels as 'Residential Use'. Seems like Council only making a token effort to provide employment opportunities. If there is office parks in places like Moorabbin and Cheltenham then why not in Elsternwick. Main road location, public transport and plenty of office workers living in the bayside area would seem to be perfect for large companies that can offer real employment opportunities in an office park.

- Property Economics

The "Peer Review of Glen Eira's Draft Quality Design Guidelines and Strategic and Urban Renewal Development Plans Analysis" refers to a 'property economic assessment' being undertaken to "understand the feasibility of the building development model alone". This analysis is supposed to be in Appendix B to the Peer Review, which it is not. This analysis only compares different mixes of residential and commercial uses within a single apartment block, and not what the feasibility of developing all of the 1,490 apartments would be. This would require an analysis of what the level of market demand for apartments will be, particularly given that this scale of development on a single site is unprecedented in suburban Melbourne.

- St James Parade

The structure plan somehow assumes that the railway line represents some magic barrier that blocks out the impact of high rise apartments upon residences in St James Parade. Firstly, as shown in the aerial photo below, the width of the railway line is approximately 20 metres which is also the width of a relatively narrow road (Denver Crescent) and the footpath on each side i.e. the distance between property boundaries is the same. This suggests that Council would also consider 12 storey apartment buildings to be ok in any suburban street in Glen Eira. Secondly, apartments will overlook into the private open space (backyards) of homes in St James Parade, which is not the case if apartments are on the opposite side of a road overlooking the front yard of houses.

The structure plan needs to recognise the impact of overlooking into backyards in St James Parade through:

- Reducing building heights along the rear of the car yard sites to 3-4 levels as has been done adjacent to Oak Street.
- Connecting the proposed parks together along the railway line to provide a buffer between the railway line and apartments along the highway frontage.



- State Government Urban Renewal Projects

The Arden-Macaulay and Fishermans Bend urban renewal projects being undertaken by the state government have much more appropriate building heights adjacent to existing residences. The Arden-Macaulay Structure Plan has 10.5 metre height limits where there are existing houses on the opposite side of the street, including wide streets such as Shiel Street and Melrose Street (see map over page).

The structure plan also indicates that *“Where the study boundary interfaces with existing rear boundaries of existing low-scale residential, a complementary height control is applied at the boundary of 7.2m, to minimise overlooking and overshadowing of existing private open space and to minimise the visual impact. Beyond the boundary any increases in height should be stepped back so as to not adversely affect this desired outcome. This is illustrated in figures 3.14 and 3.15.”*

The same height limits should also be used by Glen Eira Council for the Nepean Highway car yard sites to protect residences in St James Parade for over-looking etc.

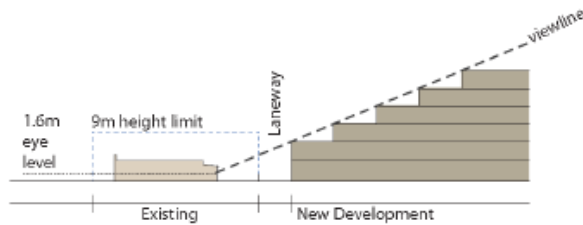
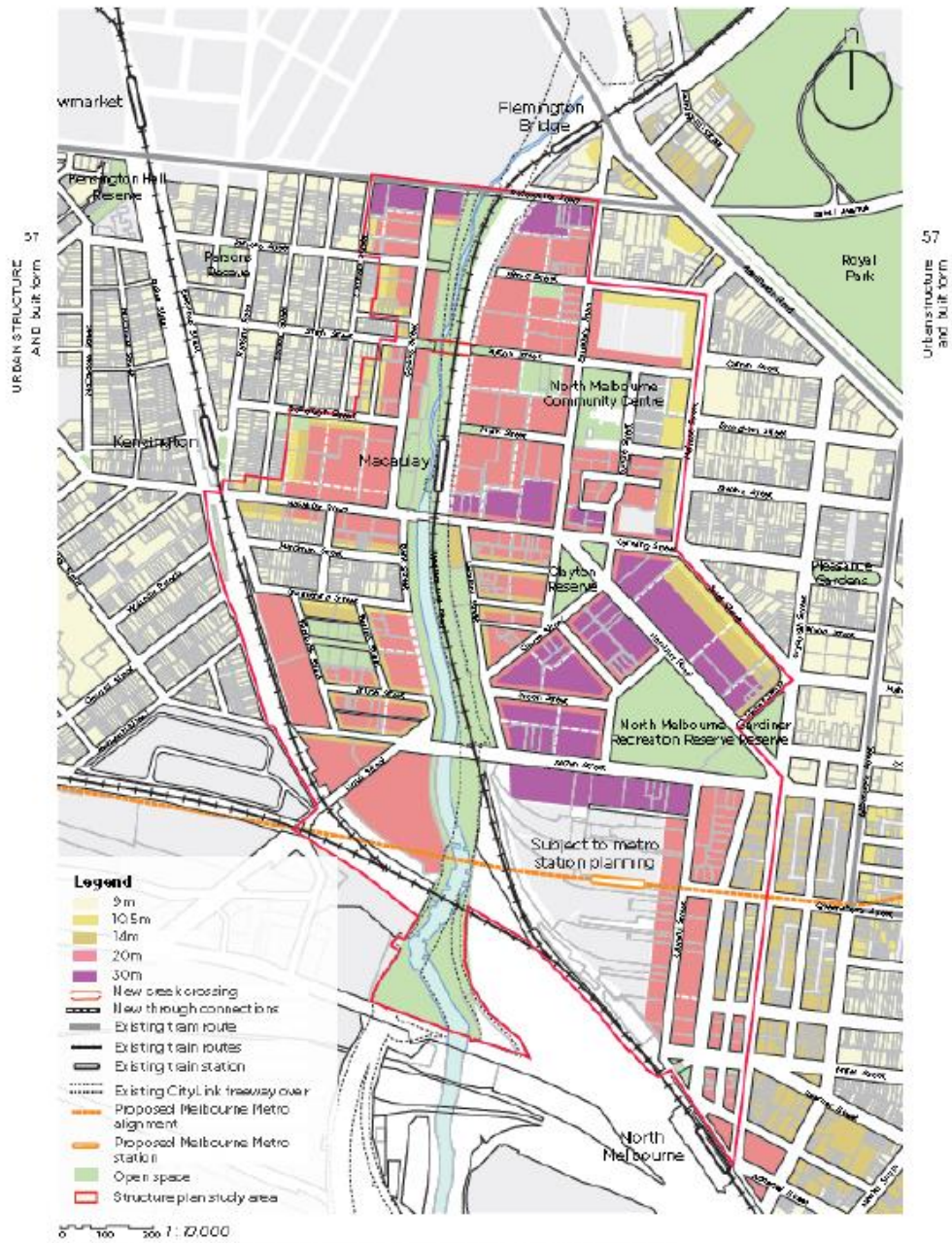
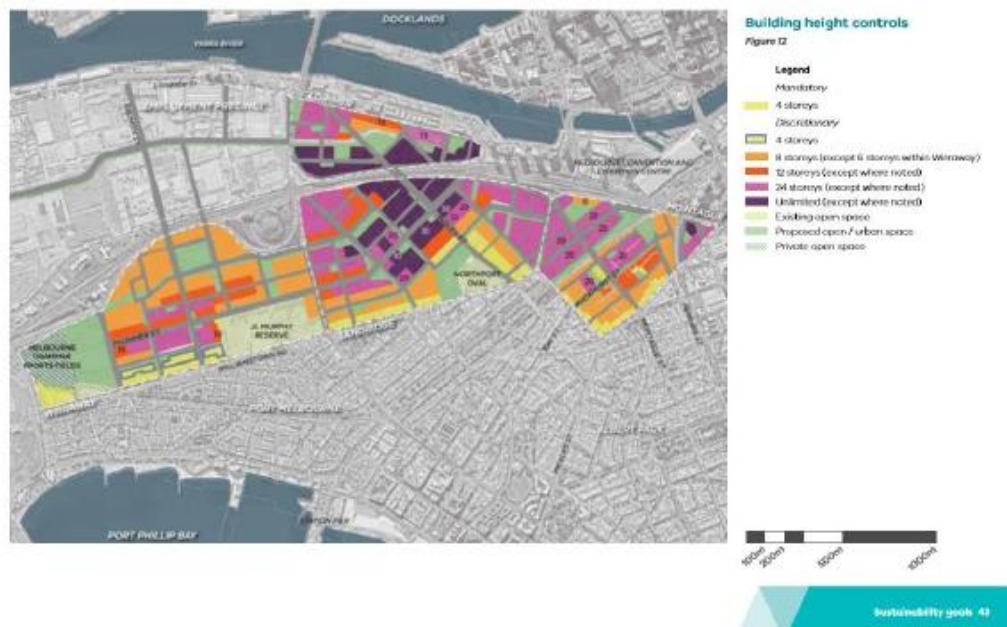


Figure 3.14 New development adjacent to existing residential - rear boundary with laneway



Proen-Macaulay Structure Plan, 2012

In the Fishermans Bend urban renewal area, one of the strategies of the Framework is to “retain mandatory 4 storey height limits along the boundaries of Fishermans Bend that respond to the existing low-scale development patterns in South Melbourne and Port Melbourne”. As a result, the height limit along the northern side of Williamstown Road is only 4 storeys. The railway line between the car yards and St James Parade residences is much narrower than Williamstown Road.



If the state government is accepting of 4 storey height limits adjacent to existing residential areas in the Arden-Macaulay and Fishermans Bend urban renewal areas, then it would be expected that the same should be acceptable for the Nepean Highway car yard sites, including along the railway line behind residences in St James Parade.

- **Balanced Development**

The structure plan represents a naïve approach to providing housing and employment that will ultimately be self-defeating. The structure plan needs to provide for balanced development that creates a community that is sustainable. In its current form the structure plan will create a potential ghetto given the excessive density, lack of housing diversity and inadequate amenity that will result in devaluation of the future housing stock on the car yard sites. This will not address Glen Eira’s future housing requirement as it will not cater for the housing needs of its future households but rather create an enclave of social disadvantage.

Council must provide a much greater balance between housing, employment, open space and the negative impact upon the existing residential areas to the north and east, and in doing so address many of the concerns of the community. The structure plan has not been informed by any analysis of the apartment market that explains why the proposed scale of development would be supportable when it has not been elsewhere outside inner Melbourne. Similarly, what is the level of amenity and social infrastructure required to provide ‘sustainable’ housing for future generations.

Finally, as Glen Eira seems to have very little employment outside of the retailing, education and health sectors, the car yard sites provide the opportunity for an office park to create employment opportunities.

Yours sincerely

[REDACTED]

[REDACTED] St James Parade

Elsternwick

SUBMISSION 154 – 10 DECEMBER 2017

[REDACTED]
[REDACTED] Alexandra ave
ELSTERNWICK
[REDACTED]
[REDACTED]

Dear Sir,

I am co-owner of the house in Alexandra ave in Elsternwick (corner house of Alexandra ave and Oak ave)

I Prefere option I

is no change to existing situation

Optoion II only

if car sellers must be develop for tall buildings then I prefere to include my propety with more developments oportunity like option II

Regards

[REDACTED]

SUBMISSION 155 – 10 DECEMBER 2017

Hi,

I wanted to show in the attached photo the apartment building overlooking the Orrong rd/Stanley st carpark. The balconies/doors are the only source of light and fresh air for those apartment boxes, so a fair gap perhaps across a two lane drive way could be worth considering. It would serve the residents well to have some decent gap and [REDACTED] good light and air. The access lane to the right of the building pictured is narrow but the entry to Stanley Street is clear (unlike Orrong Rd which is often blocked by traffic light queues or carpark traffic). Vans often park in the lane despite no parking signs but they need to stop behind the shops to do deliveries. Some parking allowance and space for cars would be great.

Thanks

[REDACTED]



[REDACTED]
[REDACTED] Regent Street
Elsternwick 3185
[REDACTED]

11 December 2017

Att: City Futures
Glen Eira City Council
Cnr Glen Eira and Hawthorn Roads,
Caulfield 3162

RE: Draft Elsternwick Structure Plan - Feedback

Dear Sir or Madam,

I refer to the list of top 10 items identified when consulting on the future of Elsternwick and covered in the draft structure plan in response.

Item 1 - Protect Heritage Areas

The heritage and character housing areas define the history and real life story of Elsternwick. In my opinion, it is imperative that this small but important piece of housing is protected so that the living history is visible for future generations.

With reference to Building Transitions Figure 3.0 of the structure plan draft, I do not understand the rationale as to why you would permit new housing on land affected by a heritage overlay. Perhaps I have misunderstood this? What does this mean in a practical sense? For example, if I own a Victorian or Edwardian home in these Heritage and Character housing streets, will I be able to simply bowl it over and replace it with a new home? Furthermore, why isn't the West side of Elizabeth St from Bent St part of the activity centre zoning?

Any currently proposed developments in planning within the Heritage and Character housing areas must be stopped outright, as they only serve to further undermine the unique attributes and open the door for further opportunistic developments. The conflict, or rather loophole, which currently exists in the activity centre zoning, which permits 3-4 storey development in heritage areas, needs to be closed immediately.

There is no need to go through months of deliberation on this issue. Otherwise, there is no point in protecting the Heritage and Character housing areas - we may as well all cash in and destroy what is unique for the short-term gain.

With reference to Figure 4.0, Preferred setback and height of commercial area, it is disappointing that we already have buildings which are out of character for Elsternwick – such as the apartments at the corners of McCombie St and Glenhuntly Rd and Riddell Pde and Stanley St. The height of these buildings would have been much more appropriate at 4-6 storeys, rather than the 10+ they are. They simply dwarf the surrounding landscape and do not connect visually with anything nearby.

Lowering the height would have meant that the transition from residential to commercial would have been more coherent and proportional.

Item 2 - Urban Renewal Area

Of the two options presented, Option 1 is in my opinion definitely better than Option 2. However, this does not mean that Option 1 is a good proposal to begin with.

We are fortunate that there is an abundance of land along Nepean Hwy and Glenhuntly Rd which may be re-developed to Commercial/Mixed 3-5 storeys. So there is simply no need, on face value, to have 8-12 storeys in the renewal area.

If we look along Nepean Hwy South bound though Bayside and Kingston, we do not see any indication of this kind of high-density development. Even the recently completed Freemason building on the corner of Nepean Hwy and North Rd is only 4 storeys.

Likewise, North bound in Port Philip we only see this density at the top of the hill (St. Kilda Rd and Alma Rd) and closer to the St. Kilda junction. The remainder of Brighton Rd is all 3-5 storeys.

We do not see any of this high-density in Carlisle St, Balaclava near the train station of anywhere else along Carlisle St for that matter. Even the former St. Kilda Post Office site is 6 storeys, and it certainly doesn't overwhelm the surrounding built environment.

There are plenty of opportunities for increasing densities along the Sandringham line – it doesn't have to occur en-masse and in high density along this unique land wedge.

This is the gateway to Elsternwick; it is something we want to be proud of, something that people will talk about in a positive light in years to come. Not just another exercise in 'densification'. To ensure urban renewal is balanced

and provides the 'significant community benefit' we expect, it is important that the council works closely with the existing residents to achieve outcomes that are mutually acceptable.

The Quality Design Guidelines do not appear to go far enough in detail in this regard. Perhaps an enhanced set of Design Guidelines need to be prepared for the Urban renewal area, so as to ensure we, the community, will get the kind of quality design/architecture befitting the area.

Simply setting zone and height controls and expecting urban renewal to occur with maximum community benefit is a shortsighted, ill-conceived plan. You cannot expect private developers to take the lead on this...they will only be interested in their plot of land and maximizing the yield it will provide.

I believe the council needs to be bold and create a vision that is more sophisticated and detailed than either of Option 1 or 2. The council has a once-in-a lifetime opportunity to create something truly special.

Items 3 to 10

In general, the remaining items are well conceived and will serve to enhance the livability and all-round success of the central Elsternwick area.

Naturally, further detail and assessment is required for each item, particularly as new information comes forward, such as the proposed Woolworths development in Selwyn St. and the ABC site in Gordon St.

I commend the City Futures department on the great work they have done on the Elsternwick structure plan to date. I look forward to receiving the next draft of the Structure Plan following this round of feedback.

Regards,



SUBMISSION 157 – 11 DECEMBER 2017

From: [REDACTED]

Sent: Monday, 11 December 2017 5:13 PM

To: Glen Eira City Futures

Subject: Elsternwick Structure Plan

Thank you for the invitation to comment on Council's future plans for Elsternwick.

Our particular interest is in the area between Nepean Highway and the railway line, especially at the southern end, in that area currently occupied by car yards.

We live at [REDACTED] Duffy Avenue, Elsternwick. Duffy Avenue runs off St James Parade and is one street north of Elster Road. [REDACTED] is at the western end of Duffy Avenue, close to St James Parade. Houses on the western side of St James Parade back onto the railway line.

Immediately beyond the railway line the proposed zoning, heights and overlays of the current draft structure plan will allow for urban renewal A (8 to 12 storeys) and we believe that this would create unacceptable impacts on the amenity, not only on the allotments along both sides of St James Parade but also for a considerable distance to the east of that road, including [REDACTED] Duffy Avenue.

Such a tall structure (8 to 12 storeys) so close to this prime residential area would obviously overshadow these residences and block afternoon sunlight. In addition, it would re-direct and amplify the noise of passing trains and would create an unsightly bulk just meters from our home.

It seems that these impacts have been recognised in other parts of the draft plan because further north, in the area adjacent to Ridell Parade, the proposed height limit is 3 to 4 storeys (garden apartments) which is much more in keeping with the proximate residential area and overshadowing will be much less of an issue. We also note that the railway line in this area is substantially below ground and the impact on the noise level caused by 3 to 4 storeys will be much less than in the area discussed earlier.

We understand that Glen Eira is under pressure to provide for population growth, but it is also important that **Council protect the amenity of its existing residents and ratepayers.**

We respectfully suggest that development on land close to the west side of the railway line between the railway bridge over Nepean Highway and Oak Avenue (two areas in Option 1 and three areas in Option 2) be limited to 3 to 4 storeys.

Traffic (and parking) is of course already a current and increasing problem for us with vehicles parking in Duffy Avenue and St James Parade while commuters go to work in the city by train from Gardenvale Station. More directly related to the Structure Plan, the most direct traffic flow from the proposed higher density developments to the Elsternwick shops will be via St James Parade, already under pressure from movements generated by Yavneh College. We understand Council is to conduct a traffic survey in 2018, and we would hope some alternative route to the shops might be possible, **perhaps a new road bridge over the railway line at the end of Brentani Avenue.**

Finally, in the course of an interview at a drop-in session at Elsternwick Library, a Council representative commented that our home is outside the Activity Centre covered by the Structure Plan and appeared to suggest that we would not be affected by the changes. We dispute this view and ask that our comments herein be taken seriously.

Sincerely

[REDACTED]

SUBMISSION 158 – 1 DECEMBER 2017

1 December 2017

To whom it may concern,

I reside at ■ Stanley and object to Council's Elsternwick Structure Plan in its current form. We will be severely impacted with reduced amenity that would make our home untenable as result of the following proposals:

- 3.0 Buildings – Strategic Site (A)
- 3.0 Buildings – Strategic (B)
- 4.0 Public Spaces – 5. Stanley St East Car Park
- 4.0 Public Spaces – 3. Carre St Pedestrian Amenity
- 5.0 Parking and Movement

I have not been properly consulted by Council. This is unacceptable. Council must give preference to local rate paying residents rather than visitors.

I reject both options in the Elsternwick Concept Plan.

2.0 Land Use – Retail Precinct

The proposed plans to expand the retail precinct are unnecessarily overstated and would subject residential properties on the south side of Stanley Street to vastly increased traffic volumes and associated noise to residential properties on the south side of Stanley Street.

3.0 Buildings – Strategic Site (A)

I reject the basic assertions made in the Draft Plan. The Plan is excessive and out of character with the suburb. I have not been provided with any detail as to how my 1920's Arts and Crafts home opposite the proposed Strategic Site (A) comprising multi-story mixed use development of 6-8 stories will be protected.

I am of the view that the proposed development will have a serious impact on our standard of living. The proposed design will substantially diminish the enjoyment of our property and would provide a most unpleasant outlook from our house, impinge on our privacy and would lead to an unacceptable loss of light. The overshadowing, massive increase in traffic, loss of privacy, increasing potential noise sources, cutting off views, and intruding on the skyline and reduced solar access will dramatically reduce our amenity.

You have a stated strategy of protecting and enhancing Elsternwick's residential areas by respecting the character of the activity centre, and encouraging low scale building types. The proposed plan, however, directly contradicts these stated objectives.

I understand the State Governments' planning objectives; however like many Elsternwick residents I do not care for plans which include a busy town centre with ugly, soulless high density multi-storey building developments, which clash with the existing neighbourhood character.

The proposed plans also fail to acknowledge the existing eight storey building on the corner of Riddell Pde and Stanley Streets. This huge, ugly monstrosity, which Council initially fought to halt, is

more than the existing streetscape can take. Many apartments in this complex 'feature' bedrooms which do not have windows. Such architectural 'design' simply leads to overpriced high-rise slums.

I am concerned that there is very little detail re the proposed Strategic site (A). Why the secrecy? Why is no picture of the proposed structure included in the planning documents?

Any proposed multi-story multi-purpose development including above ground car parking at Stanley Street West, would result in unacceptable loss of northern light to our property. Council must support and consult with residents. The current lack of transparency is disgraceful.

Basement car parking should be encouraged rather than multi-storey car parking which is visually confronting and holds no heritage value whatsoever. The open surface could contribute to meeting community demands for more open space, currently lacking in Elsternwick.

Strategic Site (B)

Far from promoting high quality urban design and architecture, the proposed design, with its visual bulk and lack of transition is too dominant and overbearing.

I appreciate that design is quite a subjective matter, however the design, as proposed, is ugly. The proposed design is an eyesore, - a faceless and depressing monstrosity. The proposed development by reason of its size, depth, height and mass represents an unneighbourly form of development and would have an unacceptably adverse impact on the amenities of the properties immediately adjacent to the site and the surrounding area by reason of overlooking, loss of privacy and visually overbearing impact.

4.0 Public Spaces – 3. Carre St Pedestrian Amenity

The increased provision of open space detailed in the plan, or 'exploring opportunities for additional open space within the centre' is poorly thought through, poorly written bureaucratic mumbo-jumbo. There is no detail on how this proposal will be realised.

Many European cities are undertaking planning which moves away from car hegemony. This involves restricting traffic, drastically reducing pollution and turning secondary streets into 'citizen spaces' for culture, leisure and the community....not huge car parks.

Planners in Europe have changed transport priorities by inverting the pyramid. This involves leaving the pedestrians above, followed by bicycles and public transport, and with the private car at the bottom.

Vehicles are the number one contributor to the typical household's greenhouse gas emissions. Parked cars occupy large amounts of space which, from a planning perspective is inefficient and wasteful. If planners could reclaim even a fraction of this land from vehicles, they could build more houses, shops, parks, playgrounds, bicycle paths and pedestrian amenities.

Parked cars take up a lot of space. On average, cars are parked 95 per cent of the time. However most transport analysis focuses on vehicles when they are moving. Substantial amounts of land and buildings are set aside to accommodate immobile vehicles. Much of it is highly valued and centrally located land.

One way to make Elsternwick better and more prosperous would be to find ways to reduce that space. This is simply a land use that is not being used in the most optimal way.

Planners must work out the best way to reclaim and repurpose parking space in ways that enhance efficiency and liveability while minimising disruption. In future cities will devote less space to parking and more space to people and places. By transforming parking, much urban land can be transformed from concrete wasteland to vibrant activity space.

ban all cars from its city centre by 2019. Instead of banning all cars, Oslo's council made it harder for them to get there by removing car parking spaces. In their place they built

Urban planners and policy makers around the world are devising ways that cities can create more space for pedestrians and lower CO2 emissions.

Banishing the car from urban areas is becoming a common trend in many European cities. The German city of Hamburg has announced plans to become car-free within the next two decades. It is an ambitious idea, but city officials obviously feel that the personal motorcar does not fulfill a function that walking, biking and taking public transport cannot.

The 'new mobility' is a vision of cities in which residents no longer rely on their cars but on public transport, shared cars and bikes and, above all, on real-time data on their smartphones. The goal is to rebalance the public space and create a city for people – with less pollution, less noise, less stress and more walkable cities.

For example, in Lyon France, the number of cars entering the city has fallen by 20% over the past decade, without a congestion-charging scheme being used. Despite the fact that Lyon's population is expected to rise by more than 10% over the next decade, planners are forecasting a further 20% drop in car use. The car parks that used to run alongside the banks of Lyon's two rivers have already been removed, and human parks opened in their place. This is the type of progressive thinking and planning we desperately need.

Birmingham, U.K. is now embarking on its own 20-year plan called 'Birmingham Connected' to reduce dependence on cars. "Multi-modal" and "interconnectivity" are words on every progressive urban planner's lips. In Munich, planners believe that the city dwellers of the future will no longer need cars. Bikes and more efficient public transport will be the norm; for occasional trips out of the city, they could hire a car that facilitated inter-city travel.

London, which pioneered congestion charging and has a well-integrated system of public transport, has led the move away from cars over the past decade, during which time 9% of car commuters have switched to other forms of transport. Traffic levels have fallen dramatically, partly because of the congestion charge, but also because planners are taking away space from private vehicles and giving it to buses through bus lanes and to people through public developments, as well as to cyclists, with cycle-friendly neighbourhoods introduced in several London boroughs.

This model of denser, less car-dependent cities is becoming the accepted wisdom by urban planners across the developed world.

In Helsinki, the population is projected to rise by 50% over the next decade – but with much less dependence on cars. The city's population density will be increased; many of the new high-rise apartment blocks will not have residents' car parking; key arteries into the city will be replaced by boulevards; more and more space will be given over to cycle lanes.

Planners are taking control of where the cars are and how they are used, so that there are places where it's really nice to walk, it's very fast and easy to bike, and public transport is highly efficient. Walkers will be the kings, and the cyclists will have their own paths. We will still have cars but their speeds will be reduced and there will be fewer of them. Helsinki's planning is not based on cars and on parking. It is a balanced system.

Copenhagen started introducing pedestrian zones in the city centre, and car-free zones slowly spread over the next few decades. The city now has over 200 kilometres of bike lanes, with new bike superhighways under development to reach surrounding suburbs. The city has one of the lowest rates of car ownership in Europe.

Since 2003, Paris has been eliminating on-street parking and replacing it with underground facilities. Roughly 15,000 surface parking spaces have been eliminated since.

Cities all over the world are rethinking their parking policies. Is Council's aim great parking?

Nobody goes to a city because it has great parking.

None of these cities are planning–yet–to go completely car-free. And it's possible that may never happen. The critical point is that progressive urban planners are finally recognising that streets should be designed for people, not cars. Council needs to be brave and adopt such best practice thinking, and abandon its current flawed and out-dated approach.

Cities of the future will be faster, smarter and greener, and the car is not the answer. We must use technology and entrepreneurship to ensure our urban future is fair, inclusive and aligned with the common good. Council must aim to create vibrant, resilient, healthy and sustainable urban communities through the construction of low impact zero carbon urban developments.

5.0 Parking and Movement

It seems that Council has failed to release the results of a traffic impact assessment, and has not detailed how a significant increase in traffic will be managed in small residential streets around the Elsternwick shopping strip.

Council's own traffic studies have found that carparks are not at full capacity. As a resident in the immediate vicinity I can attest to the fact that they are rarely full and all day parking is provided on Stanley Street and Riddell Pde. The argument that there is demand for more parking is erroneous. More vehicles should not be encouraged into the area.

Removing the Staniland Grove car park is simply nonsense. Road closures will only create ugly traffic bottlenecks. It appears the plan proposes relocating car parking from the Staniland Grove car park to Stanley Street. This is poor planning since the Staniland Grove car park is used by parents for school drop-off and pick-up at St Joseph's Primary, as well as shoppers to Australia Post, Officeworks, the medical centre, and shops along Glenhuntly Rd. Relocating car parking across Glenhuntly Rd neglects the need for parking around the Caulfield RSL, Classic Cinema, Elsternwick Club and shops on the north side of Glenhuntly Rd. Parking needs to be evenly distributed throughout the area, rather than concentrated in a few areas.

Closing this car park will create chaos at school pickup and drop-off times as 300+ parents converge on the area to pick up and drop off their children from St Josephs Primary School. This carpark must be retained, and car parking space be distributed evenly on both sides of Glenhuntly Rd, rather than redirecting it to already saturated Stanley St, resulting in more congestion and bottle neck, and significant impacts to the amenity of the residents in that neighbourhood character overlay area.

Much of Councils' proposed planning seems to have been drafted by inexperienced individuals who do not live in the area, are unfamiliar with the local nuances, and do not understand how traffic flows at different times of the day.

I have two young children and the objective of safe, accessible and friendly streets will be hopelessly compromised by a huge influx of vehicular traffic. Given that, as you say the activity centre is serviced by a range of transport modes, including trains, trams and buses, it would be a huge mistake and negligent planning not to encourage greater use of existing public transport options, rather than the proposal to encourage more cars, and hence greater congestion into the area.

Closing Carre street would mean cars looking to park on Stanley St would all be funnelled through the Riddell Pde/Stanley Street corner near our house, choking the block with congestion, noise and fumes. Such inept planning calls Councils' green credentials into serious question. We live in Stanley St so our family can walk to the station, walk to the tram, walk to cafes, walk to the cinema, walk to school, walk to the shops, walk to the doctor, walk to parks, etc. Council plans will simply strangle our local village with a constant stream of dirty, polluting, dangerous, noisy vehicles. This is small-minded, backward 'planning', lacking any genuine vision for the future.

Growth, of itself is not necessarily a good thing. We moved from Prahran, which has a large transient element and resultant high crime rates. We do not want to live in another Prahran, with

all the associated social problems which poorly managed growth and affordable housing bring. We want a pleasant, safe, environment in which to raise our children.

I strongly urge Glen Eira Council to abandon the two options provided with this Structure Plan for Elsternwick. They are extremely disappointing and lack vision. They are a gross overstatement of requirements for the area and utterly devoid of any consideration for the wishes of residents, traders and the environment.

I implore Council to be transparent and consult with residents, in order to draft a more appropriate and balanced option which protects Elsternwick' heritage, character and village feel, and does not reduce the amenity of residents.

Regards,

A solid black rectangular box used to redact the signature of the person writing the letter.

SUBMISSION 159 – 9 DECEMBER 2017

[REDACTED]
St James Parade

Elsternwick 3185

09/12/2017

City Futures Department
PO Box 42
Caulfield South 3162

RE: Submission to council regarding proposed changes to the zoning of Elsternwick

To whom it may concern,

Please accept this submission outlining my concerns at the proposed re-zoning and development proposals for the Elsternwick suburb. In particular, my objections relate to the immediate impact these proposed changes will have on my property at [REDACTED] St James Parade Elsternwick.

The southern end of the current car yard sites on Nepean Highway are proposed to accommodate building between 8 to 12 stories high and it is this level of residential intensity that is of concern to me. My key concerns are as such:

- High-rise, high density housing is in conflict with the character and heritage aesthetics of Elsternwick. My property and those that surround me are limited to low-rise single dwelling properties and yet within a few dozen meters we may well have 12 story sky-scrapers.
- Shadowing of my garden for much of the year will impact on my peaceful enjoyment of my property and the natural sunlight it currently enjoys. Further, plants and grass on my block will struggle without adequate sunlight
- With many thousands of people living in the southern end of this development, most of the traffic that traffic will drive down the Nepean highway slip road, turn left into St James Parade and head towards Glen Huntly road. This will turn St James Parade into a major thoroughfare and will impact on my enjoyment of my property and create a potential risk for the many children that frequent Leibler Yavneh College.
- Noise pollution from workers and residents that are in the towers.
- Loss of privacy from workers and tenants peering into my back garden and into the rear of my house.

Whilst accepting of progress and the need for additional housing, the height of these proposed developments are unacceptable to me and I implore council to seek an alternative medium density solution that caps the height of these developments at no more than 6 stories.

Yours sincerely,

[REDACTED]

SUBMISSION 160 – 11 DECEMBER 2017

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

From: [REDACTED]

Sent: Monday, 11 December 2017 9:58 AM

To: Cr. Tony Athanasopoulos

Cc: [REDACTED]

Subject: No High Rise for Elsternwick

Morning Tony,

We have just been listening to David Chalke from the Strategy Planning Group discussing how we need to live in villages not high rise areas! This was on ABC 774 this morning at around 9.30am. I missed some of the conversation, but it seemed so relevant to our situation here in Elsternwick and the proposed plans for High Rise development.

It would seem that High Rise is the way of the PAST! We are not happy living that way and it causes social problems — quite apart from the obvious problems of noise, shadowing, traffic, pollution, lack of greenery and alienation for the residents.

From attending the meeting on Monday night it was also obvious that NOT ONE person was in favour of the 12 level development, it was also obvious that the residents were not against development in general, but just in inappropriate development.

It seems to me that the most exciting thing Elsternwick could do would be to lead the way in development that is sustainable, friendly, stylish and something that creates satisfaction and a love of area in the inhabitants. Why would we make a potential future ghetto area in this beautiful suburb?

I understand that will most likely be branded as an emotional email. What is wrong with heartfelt feeling, why must one subjugate feelings in an issue like this. I look out of my windows and marvel at the outright lack of foresight and empathy in planning 12 storeys for this area.

I would ask that the plans be re-considered before it is too late.

Regards from a very concerned resident,

[REDACTED]

[REDACTED]

Elm Ave

Elsternwick 3185 Victoria

Australia

[REDACTED]

SUBMISSION 161 – 11 DECEMBER 2017

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

From: [REDACTED]
Sent: Monday, 11 December 2017 4:57 PM
To: Cr. Mary Delahunty; Glen Eira City Futures
Subject: Concern re Elsternwick High Rise Zone

Dear Major & Planning office,

I am extremely concerned with the plans for high rises along the highway in Elsternwick.

Particularly the impact on my home at [REDACTED] St James Parade, which will be affected in terms of light/shadowing, sound pollution, privacy and traffic impact, train / public transport impact, stretching of local amenities by proposed Urban renewal development of appartments (Lexus car yard) to the tune of 12 stories.

I object wholeheartedly to these developments.

Sincerely

[REDACTED]

SUBMISSION 162 – 11 DECEMBER 2017

From: [REDACTED]

Sent: Monday, 11 December 2017 4:53 PM

To: Glen Eira City Futures

Subject: Elsternwick development plans

To the Glen Eira Council,

Regarding the Elsternwick plans, I think the net increase in parking of 150 car spaces is insufficient for the estimated increase in population.

The multi levelled car park at Stanley St East is a good idea but I don't think making a green space over the Staniland car park is helpful.

Of course, you had feedback that green space is desired. Everyone will give this feedback, but not at the cost of parking on the north side of Glenhuntly road.

If you asked everyone that parks in that car park would they be happy for it to be a green space and that they have to park in Stanley st, there would be complaints. By doing away with this car park you are limiting where people can park. Currently, my 85 year old mother-in-law would have to walk around 80 metres from the Staniland car park to the post shop but around 280 metres from the Stanley St car park to the post shop. With an ageing population, various car parks are needed so that older people can reach their destinations.

I go to Glenhuntly Road to shop not to have a green park to sit in, otherwise I would go to Green Meadows Park, etc. At some point in the future, a multi-levelled car park may be needed on the north side of Glenhuntly Rd, right where the Staniland car park is now. Don't be short-sighted in your plans.

Kind regards,

[REDACTED]

SUBMISSION 163 – 10 DECEMBER 2017

TO GLEN EIRA CITU FUTURES DEPARTMENT

Dear Sir, Madam, and honourable Mayor Tony Athanasopoulos,

I totally reject high rise (up to 12 level) development and also Rezoning to Urban and Commercial in our current residential Elsternwick zones. I am attaching a detailed letter written by a neighbour and which I totally agree with and have signed this letter.

The letter also outlines a third option for you to consider and which I also agree with.

I have also attached ABS/CENSUS STATISTICS showing proof that Glen Eira should not proceed with its high rise rezoning plan.

These statistics shows that Glen Eira has already taken sufficient numbers of population increase and which is reflected in the 1324 building approvals in Glen Eira from July to October with 1233 apartments and only 91 houses. Unless our population growth is controlled it will devastate the area in which we live in and grown to love over the years. My wife and I have lived in Elsternwick at ■ Alexandra Ave since ■ (combined) and do not have any plans on selling or leaving and would also like my children to enjoy the quiet peaceful area when we pass the property one day to our children.

The graph shows Glen Eira already has a very high population density and rapid development rates has already taken its fair share of overall Melbourne population growth. High rise rezoning will devastate our area with substantial overcrowding, making our area vulnerable to crime, unsafe, congested and totally unliveable. The graph also shows Glen Eira with the lowest space provision, the most building approvals and multiunit approvals . Glen Eira has the third largest unoccupied dwellings in the State of Victoria. These mentioned statistics clearly show why Glen Eira should NOT proceed with the high rise Rezoning Plans

Yours faithfully

■
ALEXANDRA AVE ELSTERNWICK

To Glen Eira City Futures Department:

Our place:

Our place is a small neighbourhood bounded by the Sandringham Railway line, the Nepean Highway and Glenhuntly Road in Elsternwick. We are a community of old-timers and new comers who highly value the current scale and heritage mix of this place.

This statement sets out our perspectives on the established character of the neighbourhood, and takes into account the constraints faced by the site. It concludes with an option for development that is acceptable to the undersigned residents and friends.

Our place: now

The area where we live has a majority area occupied by small-scale residential streets bordered by commercial or retail businesses along the Nepean Highway, Glenhuntly Road and Horne Streets, close by the Elsternwick train station. Development is already occurring in the commercial/retail zone close to the station, especially along Glenhuntly Road where a precedent has been set for higher building envelopes to allow for density. Currently the area south of this zone is zoned Neighbourhood residential and development is at a minimum.

The focus of this document is predominantly with the residential Avenues of Sherbrooke, Alexandra, Oak, and Elm. These streets are overwhelmingly comprised of period owner-occupied homes on traditional ~1/4 acre blocks. Sherbrooke Avenue is uniformly homes from the 1920s; the homes in Alexandra Ave are contiguous homes of Victorian or inter-war homes, interrupted by only 3 properties outside this description. The homes in Oak Ave on the North side are all Victorian and on the South side are generally inter-war.

What gives our neighbourhood its character?

The existing properties give the streetscape a heritage appearance and appeal due to their scale and period facades. The narrow tree-lined streets - where Alexandra and Oak Avenues were was made into a cul-de-sac through community action due to excessive traffic from commercial enterprises and for residents safety - support the family friendly and cultural diversity safe places of the area.

The homes are all in good or excellent repair. But as importantly alongside the housing stock, the occupants of these homes know each other, we are friends, best friends, and warm caring neighbours. This is not an area where we lead isolated lives, this is an area where people buy in, live here and stay

What is a good neighbourhood? It is where the conversations, hand waves and good cheer are daily events in our streets, where we look forward to an annual BBQ on a neighbour's lawn.

Many neighbourhood residents of European descent enrich their plots with extraordinarily productive gardens and they share their horticultural knowledge along the streets. This area is a special place to the current residents.

Expected and Required New Residences

Population Growth projections:

Much has been written about Melbourne's expected population growth in the coming years to 2031. Yet the Australian National University study of housing supply in Melbourne show a current oversupply in Glen Eira and other inner local government areas.

Glen Eira continues to exceed new dwellings compared to other Councils (ABS has released its latest figures for building permits covering the first quarter of the 2017/18 financial year). The implementation of the revised Structure Plans for Bentleigh, Carnegie, East Village and Elsternwick will result in 29,359 new dwellings, exceeding the 2051 target of 29,158. Of these new dwellings 3660 will be in Elsternwick, concentrated in the area between the Sandringham Railway line and the Nepean Highway. (GLEN EIRA CITY COUNCIL REPORT: PLANNING STRATEGY IMPACTS ON HOUSING OPPORTUNITY).

COUNCIL	HOUSES	UNITS	TOTAL	AREA SQ.KM
GLEN EIRA	66	502	569	38.9
BAYSIDE	79	193	272	36.0
BOROONDARA	107	123	232	60.0
KINGSTON	80	426	506	91.0
STONNINGTON	28	313	341	26.62
PORT PHILLIP	13	86	102	20.62
MONASH	138	199	338	81.5
WHITEHORSE	109	386	496	64.0

Transport Planning Principles:

If this is the case the question to be answered is why is this intensity of development required for Elsternwick? - is it simply because of the proximity of the transport interchange? What are the other principles and values that underpin the development to the western fringe of Glen Eira beyond Transport Oriented Design (TOD) principles? Has the economic and transport modelling been done to support the area as a growth zone over all others? Does overturning existing neighbourhood residential zones in lieu of more density in commercial/retail zones result in good community and economic planning?

In relation to TOD principles, if Council seek to establish Growth Zones along areas with a rich mix of public transport what

consideration is given to the capacity of the system to support such growth? Currently, Sandringham train line is standing room only at peak hour, approaching capacity in frequency, and so may not be the main method of transport to the city in the short to medium term. Bus and tram routes are able to absorb additional commuters and timetable frequency but the Horne Street interchange has little spatial capacity to support more bus parking and turn around. Have the studies been done into access and amenity conflicts and issues that no doubt are supporting the TOD planning approach.

Open Space principles:

Where will the residents of these new 3660 dwellings go for passive and active recreation beyond the use of pedestrianised streets and carparks targeted for patrons of commercial food, beverage and retail outlets?

Glen Eira has the lowest area of 'green' space compared to other Councils across metropolitan Melbourne, yet the proposals only plan to introduce minimal new green and community activity spaces. Forward thinking municipal councils such as the City of Melbourne have researched and adopted various policies to improve the greening of the city, community focus on biodiversity and environmental health, important water management regimes, and sport and recreation programs aligned with their open space strategies to facilitate densification and urban health and well-being have a chance to align.

There appears to be no such strategic policy to guide the structure plan and attendant future development. For example the importance of nature and biodiversity to health communities can be found in the gardened and treed spaces in the proposed Elsternwick urban renewal zone. How will these be continued under the new plans?

"Many people's experience of nature is very much in an urban context, so if you're able to bring some of the biodiversity into the city ... it means people will appreciate more of what it's like to live in Australia and have a little bit of the bush in their own 'backyard'," Dr Livesley said on ABC Radio.

Currently the area targeted as the Elsternwick growth zone is the home to a variety of fauna including Spotted Pardalote, Rainbow Lorikeets, Parrots, honeyeaters, Silver Eyes, skinks, fleshy geckos and mature older than 50 year eucalypts, the construction for redevelopment will decimate the fauna and impact the mature flora of this area.

Our place in Future: neighbourhood community responses

The Glen Eira Council is proposing 2 options for change in our area.

Option 1

Shows a range of different height limits one 6-8 level and the remainder 8-12, along Nepean Highway.

Predominantly 3-4 level 'Garden apartments' along Sherbrooke, Alexandra and Oak. There is a mix of development styles on the remaining areas.

We note in the Quality Design Guidelines that Garden Apartments are suitable for areas along major or arterial roads and transport corridors. The apartments designated for the subject of this document do not fit this criterion.

In addition, the Urban Renewal (A and B) are designed to have rear access or secondary streets, this would impact on the adjoining residential properties given the tight constraints of the site.

Option 2

Proposes extensive areas of 8-12 story height limits along the West sides of McMillan and Alexandra Ave, and South side of Oak, with the remaining areas subject to 4 storeys. A nominal green space has been added since the July plans, yet this space is seemingly subject to developer negotiation rather than council ownership and management for public use? This option is very similar in content to the July 2017 version. The potential for over shadowing of all residential properties on both sides of the railway line is clear, with no clear understanding of the logistics of traffic planning and parking for commercial and residential occupants along this busy arterial road.

Notes pertaining to Option 1 also apply to Option 2.



An artist representation of the area between the railway line and the Nepean Highway after implementation of the Oct 2017 Structure Plan draft.

Consideration of Option 3 proposed by the Elsternwick Neighbourhood Group is requested.

Retain the residential streets zoned as Neighbourhood Residential Zone, limited to 2 storeys, with the redevelopment option of side-by-side townhouses if desired; and rezone the adjacent Commercial 2 zone properties, along the Nepean Highway to Shop top, 4-5 storeys, with interface constraints where the site overshadowing would impact nearest residential neighbours between 9am and 3pm to allow North and (importantly) Western light to illuminate these impacted residential properties.

A longitudinal overfill over the railway line, South of Glenhuntly Road could be included to provide a green, walkable and bike suitable space to increase the liveability and function of this area

This outcome, Option 3, would maintain and enhance the current core values and attractive qualities of the retained residential streets, it would be a low-rise neighbourhood that sustainably and sensitively cohabits with the nearby highway fronting commercial/retail/apartment mix in an inclusive way and that retains the current sense of local community and supports the greening and biodiverse city of the future

Option 3 would also negate the overshadowing concerns of residents immediately to the East of the railway line in Elsternwick

Importantly, the built form will make efficient use of the existing commercial land without overt negative impacts on neighbours and streetscapes. The area will have additional green amenity, be walkable and bike friendly, but will achieve this within agreed upon built form criteria to establish and maintain expectations and to minimize the impacts of change upon the existing adversely impacted community.



Densify growth in areas already subject to commercial and mixed-use development interests:

To accommodate the stated Council and State Government desire for increased density adjacent to transport interchanges we propose to refocus development in areas where development planning approvals for densification close to service and retail amenity is already in play.

In support of spreading the intensity of development concentrated in areas of limited spatial capacity to service amenity, we request that Council considers the Urban Renewal and 'housing opportunity precinct' be relocated:

(1) Along the retail precinct of Glenhuntly Road where the growth focus can be concentrated as this is in alignment with the current approved and pending high-rise development opportunities, and

(2) To extend along to the South Caulfield Shopping centre as this area has indicated willingness for increased retail activity citing the nexus of two tram routes as advantageous for increased commuter activity. The petition with 135 signatures presented to Council on November 6th 2017 requested that this area be 'regraded' to an 'emerging major activity centre' and noted as 'an area for growth'.

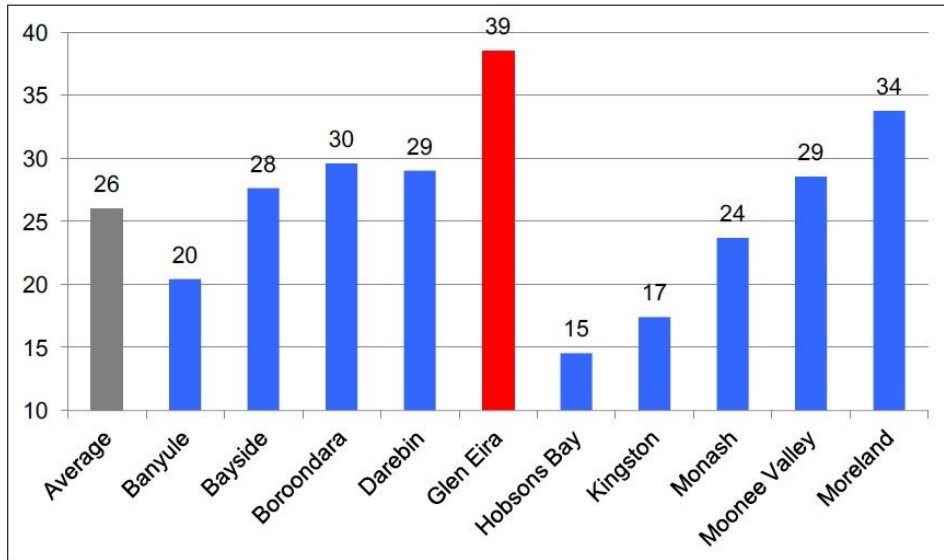
SALIENT POINTS.

- Reject Glen Eira Structure Plan Draft Options 1 & 2 in their current form as they lack supporting detail to confirm the principles of a healthy and sustainable urban realm.
- Proposal of a new Option 3 that meets Council objectives for quality living, with focussed sustainable increase in population whilst enhancing and protecting the character of the area.

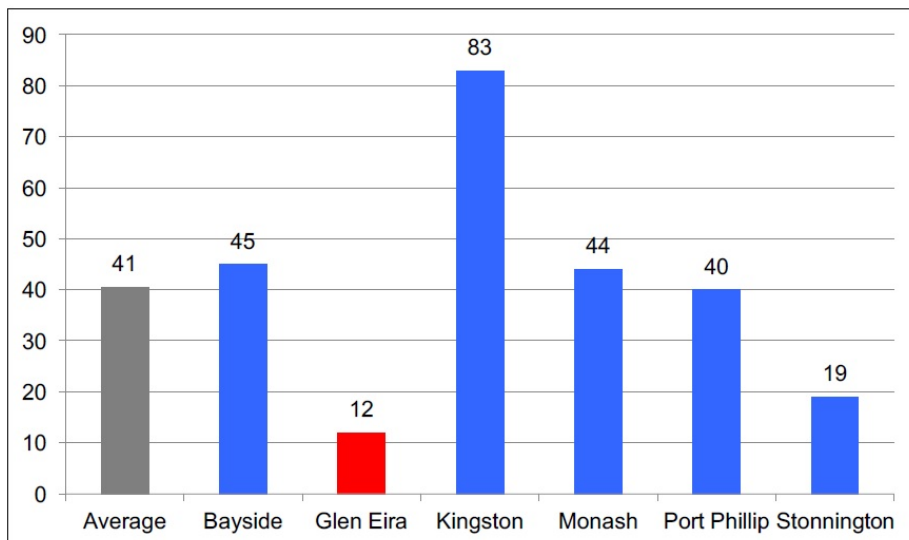


Glen Eira Situation

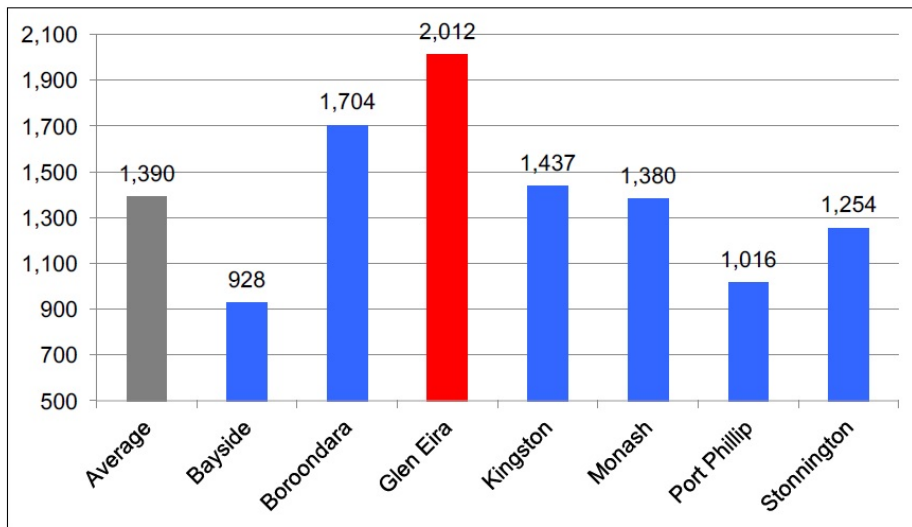
1. Population Density - persons per hectare (2016 Census)



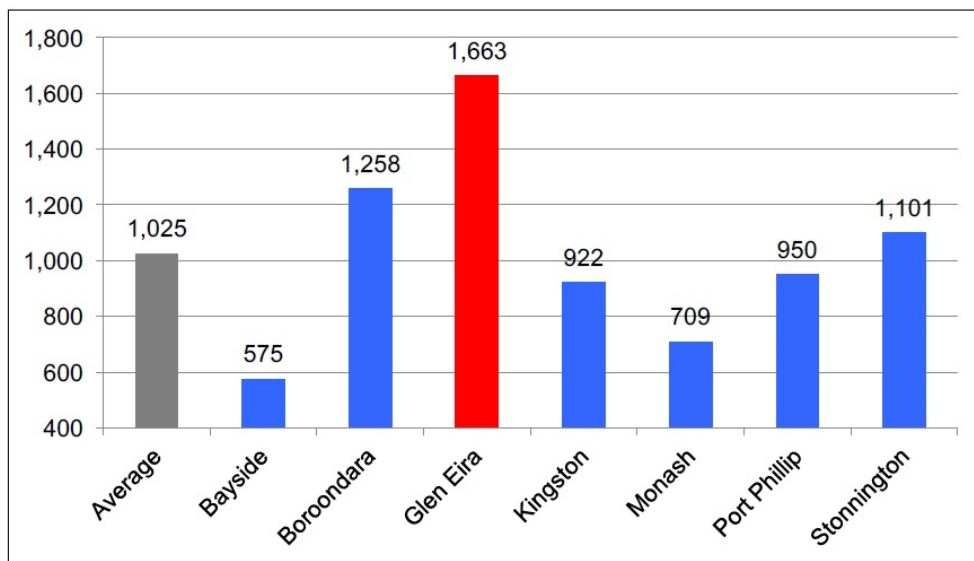
2. Open Space Provision – sqm per person (2014)



3. Building Approvals – all 2016/17



4. Building Approvals – multi-unit 2016/17



SUBMISSION 164 – 11 DECEMBER 2017

From: [REDACTED]
Sent: Monday, 11 December 2017 4:16 PM
To: Glen Eira City Futures
Subject: Elsternwick Concept Plan

To Whom It May Concern,

RE: [REDACTED] Alexandra Avenue, Elsternwick

I write in regards to the two options that have been provided as part of the Elsternwick Concept Plan and provide official rejection of both Option 1 and 2 on behalf of my family.

Having been an owner/resident at the above address for 25 years, the suggested changes to the community that I have considered home for a quarter of a century, is nothing short of unacceptable. Both plans (option 1 & 2) are excessive and completely out of character with the suburb in which I chose to raise my three children. The communication in regards to the proposed changes has been poor and has provided for a high level of angst and concern for my husband, my children and myself. Our plans to remain in our home for the next generation of our growing family have been significantly altered, given the untenable prospect of living with high-rise developments in our backyard. Council has provided no specific detail as to how our home will be protected from the inevitable overshadowing and privacy issues, associated with the proposed development. The unavoidable increase in traffic both in our street and surrounding arterial roads has not been addressed and when specifically questioned on this issue, Aidan Mullen (Manager City Futures-Glen Eira Council) conceded that traffic management was still to be determined.

Warren Green, in his open letter to the Mayor (<https://geresidents.wordpress.com/2017/12/09/open-letter-sent-to-the-mayor/>) quotes some important ABS/Census statistics that clearly show why Glen Eira Council should not proceed with the Elsternwick Concept Plan. The already high level of unsustainable growth in our community will only be exacerbated by Option 1 and 2 of the Elsternwick Concept Plan. I would plead with our elected local councillors and state ministers to consider decentralisation, when allowing for the planning for growth in Melbourne and Victoria. Further congesting already over-capacity inner-city suburbs will completely negatively change the communities that families like mine have taken pride in developing over the last 25 years. High rise development is at direct odds with the objective of creating and protecting Elsternwick's character and "village feel", changing the social fabric of our suburb. It is not acceptable that our elected representatives position the development of high-rise housing as inevitable, and consideration must be given to the will of the Elsternwick community. Having the amenity and futures of the current residents sacrificed for the virtual community, that may move into our suburb in the next 30 years, is offensive and ironically, short-sighted.

Residents at a recent community forum held at the Glen Eira Town Hall (Monday 4th December) unanimously agreed that 4-6 storey development in the commercial zone along Nepean Highway, was the maximum that would be acceptable. I ask that you represent this very clear directive to the Planning Minister, when presenting any Concept Plans for future development in my municipality.

Sincerely

[REDACTED]

(For and on behalf of [REDACTED]
[REDACTED] Alexandra Avenue
Elsternwick Vic 3185

[REDACTED]

SUBMISSION 165 – 11 DECEMBER 2017

From: [REDACTED]
Sent: Monday, 11 December 2017 3:53 PM
To: Glen Eira City Futures
Subject: Elsternwick activity centre plan

To whom it may concern

I write in response to the recent activity centre plan for Elsternwick with a wish to express what I believe to be critical oversights and shortcomings in the design and process which will need to be addressed if the plan is to have the intended effects.

Firstly the overall aims and methods used in this plan are remarkably similar to those used in the strategic framework for Glen eira which has had few if any of the desired outcomes achieved. With all the talk of local employment and jobs these same policies have resulted in the collapse of the historical industrial precinct of the area (Virginia Park) as well as the exodus of the ABC from the region which was identified as one of five strategic resources 'whose function and future development are of importance on a regional, statewide or even wider basis, ... [and provide an] ongoing benefit to the wider community.'. Since this plan has failed in the past with achieving such aims why is this being promoted as a way to undo the damage these policies have caused?

Secondly given that the areas of major redevelopment are along the nepean highway why were they not placed in such a way as to encourage use of the elsternwick activity centre? Instead it discourages use as a result of an unreasonable distance between the locale and access to the majority of restaurants, cafes and basic consumer goods such as groceries in the retail strip.

Thirdly the location of the apartments is in a horribly undesirable place at current due to loud noise from the highway, scant access to the rest of the community, awkward access by any sort of vehicle be it bike or car and not to mention its vicinity to the local illicit substance trade. Since all of this is being left entirely undealt with and nothing desirable added (save for a small and permanently overshadowed park) for the area who could see this as likely to result in a prospering addition to the community?

Fourthly the amount of consideration into the resulting traffic flow into the surrounding areas of the neighbourhood is woefully inadequate. Given that as of the 2016 census 50% of Elsternwick drove to work there is more than adequate reason to believe that this new addition would greatly strain the already over utilised road network in the nearby streets. Further given the sheer volume of cars that could be expected from this development to commute in peak hour the one way two lane street that serves them will be in no means sufficient to get anywhere near 50% of the new and existing residents on their way to the CBD in a timely manner.

Finally the heavy handed negotiation tactics used to try and force this plan upon the community do an immense disservice to the plan and council as a whole while continuing the Glen Eira councils long standing tradition of ignoring their role as community representatives.

Sincerely [REDACTED]

SUBMISSION 166 – 11 DECEMBER 2017

From: [REDACTED]
Sent: Monday, 11 December 2017 3:35 PM
To: Glen Eira City Futures
Subject: Structure Plan for Elsternwick

Dear Sir/Madam,

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

We live very close to the area proposed as an Urban Renewal Area, between Nepean Highway and the railway line, and our comments, unless otherwise indicated, relate specifically to the two options which the Council has suggested for that area, as further explained to us at the Community Forum on December 4th.

As Glen Eira residents, we applaud the Council for the good work it does in the community, especially in relation to services. The proposed Urban Renewal Area provides a unique opportunity for the Council to build on that good work by providing - and overseeing - appropriate planning controls for the Urban Renewal Area, which are suited both to the future needs of the community and to the rights and expectations of existing residents who are living in the Area and/or nearby, who will be affected by the development proposals.

The area bounded by St James Parade, Nagle Avenue, Gough Street and Elster Avenue, in which we live, borders on the proposed Urban Renewal Area and is separated from it only by the railway line. Each individual property in this area is protected by a covenant on the land which forbids individual property owners from erecting more than one dwelling on their lot. The existence of this covenant has meant that the area has been protected from developers, has maintained much of its original character since subdivision in the 1920's and has provided safe and unique family living for its residents, many of whom have lived there all their lives. As older residents are now gradually starting to leave the area, younger families, with children, are moving in, attracted by the safe, family environment that the area provides.

The area is also home to the Leibler Yavneh College in Nagle Avenue. The Slezak campus there caters for more than 650 students from Prep to year 12. This means that during school terms, particularly at drop-off and pick-up times on week-days, streets around the school are crowded with cars, busses and pedestrians, as parents, relatives and drivers bring to, or collect children from, the College. At other times, school busses and cars pass through the streets taking students on outings etc.

As you will be aware, traffic trying to exit this small residential area to the south can take only one of two routes: via Elster Avenue, turning west to enter the service road alongside Nepean Highway or alternatively, continuing south on Gough Street into its extension, Lucy Street, then turning west into Gardenvale Road. In both cases, the traffic then faces the street lights at the intersection of Gardenvale Road with Nepean Highway. To the north, the *only* exit from the area is via St James Parade and then by driving around the College via Brentani Avenue towards Kooyong Road, or north via Denver Crescent, beside the railway line, towards Orrong Road. There is *no* exit to the west because of the railway line and *no* exit to the east except indirectly, via Elster Avenue. The result of this “enclosed” environment is considerable traffic stress, whether entering or exiting the area, alleviated only to some extent by speed “bumps” which have been installed along both St James Parade and Gough Street (at the intersection with Elster Avenue). At school pick up and drop off times the situation is both difficult and frustrating at best, risky and dangerous at worst.

You will also be aware that Nepean Highway is one of the main arteries to/from the City of Melbourne from the south-east. Traffic is heavy at all times on the Highway, which is a designated route for large trucks and busses. At peak times, particularly during the week, morning traffic is at a virtual standstill all the way from North Road in the south to Glen Huntly Road in the north. The same is true in reverse, travelling south, in the evenings. A footbridge from close to the southern point of the proposed Urban Renewal Area provides access to Gardenvale station and another one, towards the north of the Area, to Riddell Parade, which gives access to Elsternwick station. However all other traffic from the Renewal Area – trucks, cars, motorcycles and bicycles - has no other option than to travel south on the service road alongside Nepean Highway and then turn left into St James Parade or a bit further on, into Gardenvale Road, or to join the Highway at the lights, and then drive either south or – with considerable difficulty - turn west into the Martin Street shopping precinct. As a result, there is very often gridlock – and accidents – at the Gardenvale Road/Nepean Highway intersection.

This almost unworkable traffic situation will become completely chaotic if the huge Urban Renewal Area is developed on the scale proposed!

It is noteworthy too that nowhere in our small residential area, or in the adjacent village of Gardenvale, are there any buildings – residential, commercial or combined use – which reach 12 storeys, as is proposed for the Urban Renewal Area; virtually all “high rise” in the area does not exceed four stories. In our small residential area, nothing exceeds two stories. As a result, the “village” character of the area and its surroundings, including the Gardenvale shopping precinct, has been largely preserved. The suggestion – which is contained in *both* the Council’s options for the Urban Renewal Area – to allow 12-storey development, will introduce an unmanageable number of new people and vehicles to an area that simply does not have the infrastructure to cope with them. Neither option presently gives any indication of how those problems are to be dealt with. That will be an overwhelmingly adverse outcome not only for the intended new residents but also for those who now live in or around the proposed development. Those with homes directly adjacent to it will be totally overshadowed by large, modern high-rise buildings entirely out-of-character with the “village” feel of the area. In addition, their rights of privacy will be irreparably infringed. Those who live in the nearby small streets south of the College, including us, will be subjected to both increased traffic stress and much more dangerous driving, cycling and walking conditions for themselves their children and their pets.

We are *not* opposed to the proposed Urban Renewal Area as such but we *are* opposed to the development of it on the scale proposed.

In the absence of any indication from the Council as to the expected traffic flows from the proposed new development and how they will be dealt with without further aggravating the already stressed traffic conditions in the area, we have no option but to oppose *both* options put forward by the Council for the Urban Renewal Area. The intended huge increase in the number of residents living in that Area will inevitably impose additional strains on the already stressed small streets around our residence and will result in further pressure on the already over-crowded train, tram and bus networks which serve the area. We note too that there has been no thought – or at least no explanation - given about car parking in the area, neither in the Urban Renewal Area itself nor in the neighbouring shopping centres, where parking is already a frustrating and time-consuming issue. This aspect also demands appropriate forward planning.

We understand that the Council may be bound to meet certain Victorian government housing targets, but if so, we feel that that goal should be spread fairly and evenly across the entire municipality, not just mandatorily imposed upon a small section of it, particularly one which is so

characteristic of Elsternwick's prided "village" feel and which is already at capacity and under severe traffic stress. From what we heard at the Community Forum we understand that there are other opportunities for urban development within the municipality, which conceivably could take up some of the housing requirement. We would like to see a comprehensive new plan, which makes appropriate use of those opportunities.

We urge the Council to re-think its plans for the proposed Urban Renewal Area on Nepean Highway and to develop a new option for it that does NOT include 12-storey buildings or indeed ANY buildings that are out of character with the area in which it is located. In particular, the new option should deal appropriately and in detail with the issues of traffic flows, parking and the provision of - and access to - public transport and infrastructure, which are essential to the success of both the development itself and its successful absorption into the community.

We live in a very small, very beautiful part of Elsternwick and we have dealt here only with the issues that directly impact us. We are *not* against progress and *not* against appropriate development but we do fear unplanned and inappropriate development, which unfortunately, both the current options exhibit.

In terms of the bigger picture, we would like to refer you to the open letter to the Mayor dated 8 December, 2017 by Mr Warren Green and to the statistics attached to it, a copy of which you can find at: <https://geresidents.wordpress.com/2017/12/09/open-letter-sent-to-the-mayor/>

We fully support Mr Green's views.

We look forward to the Council's informed response to public input on this matter.

Yours sincerely,

[REDACTED]
[REDACTED] Gough Street
[REDACTED] Elsternwick VIC 3185
[REDACTED]
[REDACTED]
[REDACTED]

SUBMISSION 167 – PHONE MESSAGE

 Staniland Grove

Elsternwick draft Structure Plan Feedback

Local resident strongly disagrees with the concept of an urban park where the Elsternwick library currently is.

In terms of activity it does two things:

- Makes the street busier
- Safety issues – house safety: private houses are under greater observation.
- Noise levels
- Traffic – people visiting the park
- Against south bound only access onto Glen Huntly Road

Other parks are in the area:

- Hopetoun Park up the road
- Other parkland between Allison and Seymour Roads

SUBMISSION 168 – 11 DECEMBER 2017

From: [REDACTED]
Sent: Monday, 11 December 2017 2:59 PM
To: Glen Eira City Futures
Subject: Submission re Elsternwick draft Structure Plan – Alexandra Avenue/Oak Ave

CITYFUTURES@GLENEIRA.VIC.GOV.AU

Dear Sir/Madam

RE: Submission re Elsternwick draft Structure Plan – Alexandra Avenue/Oak Ave

I am a long time home owner in Alexandra Avenue having purchasing my house with my partner [REDACTED] in 1993. I endorse everything in [REDACTED] separate submission on this matter, as does our daughter [REDACTED], who has lived here all her [REDACTED] years.

Thank you for the opportunity to provide feedback on the 2 options presented for the Alexandra Avenue/Oak Avenue area. However it is difficult to provide feedback within these limitations.

The options present a *fait accompli* – in either option, our neighbourhood is to be opened for high rise development. At the extreme, this would literally mean destroying our neighbourhood by pulling down our houses, which at the moment present a consistency with other parts of our municipality. Indeed, when it comes to 'heritage', such an important part of Melbourne's inner middle suburban character, we are poster material with nine well maintained late Victorian properties all in a row, surrounded by some even older properties!

Our streets have maintained their character over the decades despite being between Nepean Highway and Sandringham railway line because of the interest of the homeowners in looking after our neighbourhood. I remember when we and our next door and two doors down neighbours all bought our houses at the same auction in 1993. The existing residents were delighted that here were more young couples seeking to raise families here. We have successfully negotiated relationships with the commercial enterprises on the highway, and overall we contribute a green and pleasant presentation to those viewing and entering Elsternwick.

The attraction to living in Elsternwick is not only because we are just over 10 minutes to the city by train and 30-40 minutes by tram and, therefore convenient to city commuters. Melbourne is a big city and there is a big ring of suburbs like ours if only characterised in this utilitarian and soulless way. However, housing is a massive investment, even for rental these days, and people are looking for more than a berth in a multi-level apartment surrounded by others overlooking remnant neighbourhoods where there were once schools, parks, shopping strips, places of worship, sports and community activities.

Plan Melbourne 2017-50 is an ambitious document seeking to find practical ways of accommodating expanding population density without just sprawling out even further. I support this objective for social, environmental and economic reasons. However, I do not see in *Plan Melbourne* the intent to turn Melbourne into a dystopian city with high rise apartment blocks lining our highways and major thoroughfares, with remnant populations scrambling around in the gloom.

The options present by our local planners for Alexandra/Oak Avenue seem to be overly enthusiastic on heading down this path without thinking of the immediate and longer term consequences.

I look forward to further discussion with further options.

Yours faithfully

[REDACTED]

[REDACTED]

■ **ALEXANDRA AVENUE, ELSTERNWICK.3185**

[REDACTED]

SUBMISSION 169 – 11 DECEMBER 2017

11 December 2017

City Futures Department
PO Box 42
Caulfield South VIC 3162

Re: Draft Elsternwick Structure Plan

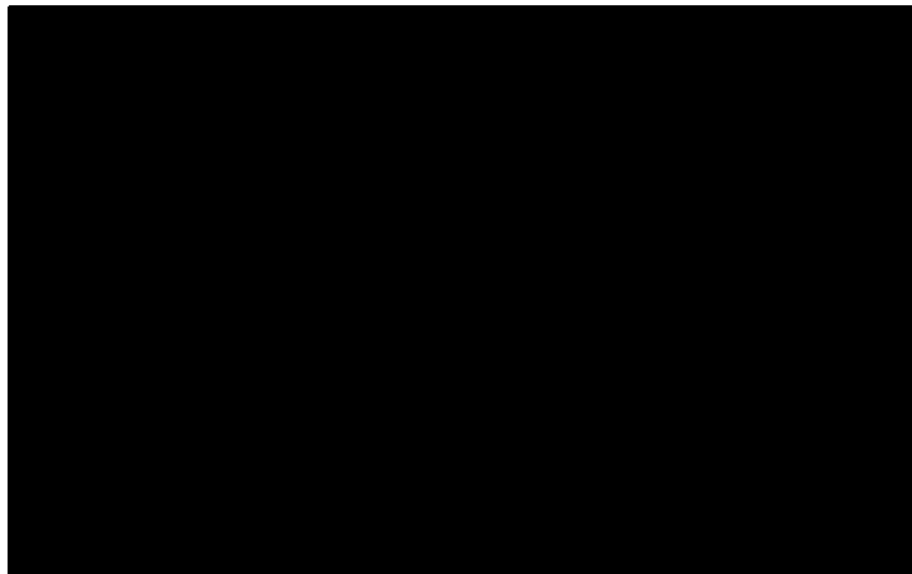
Dear Madam/Sir,

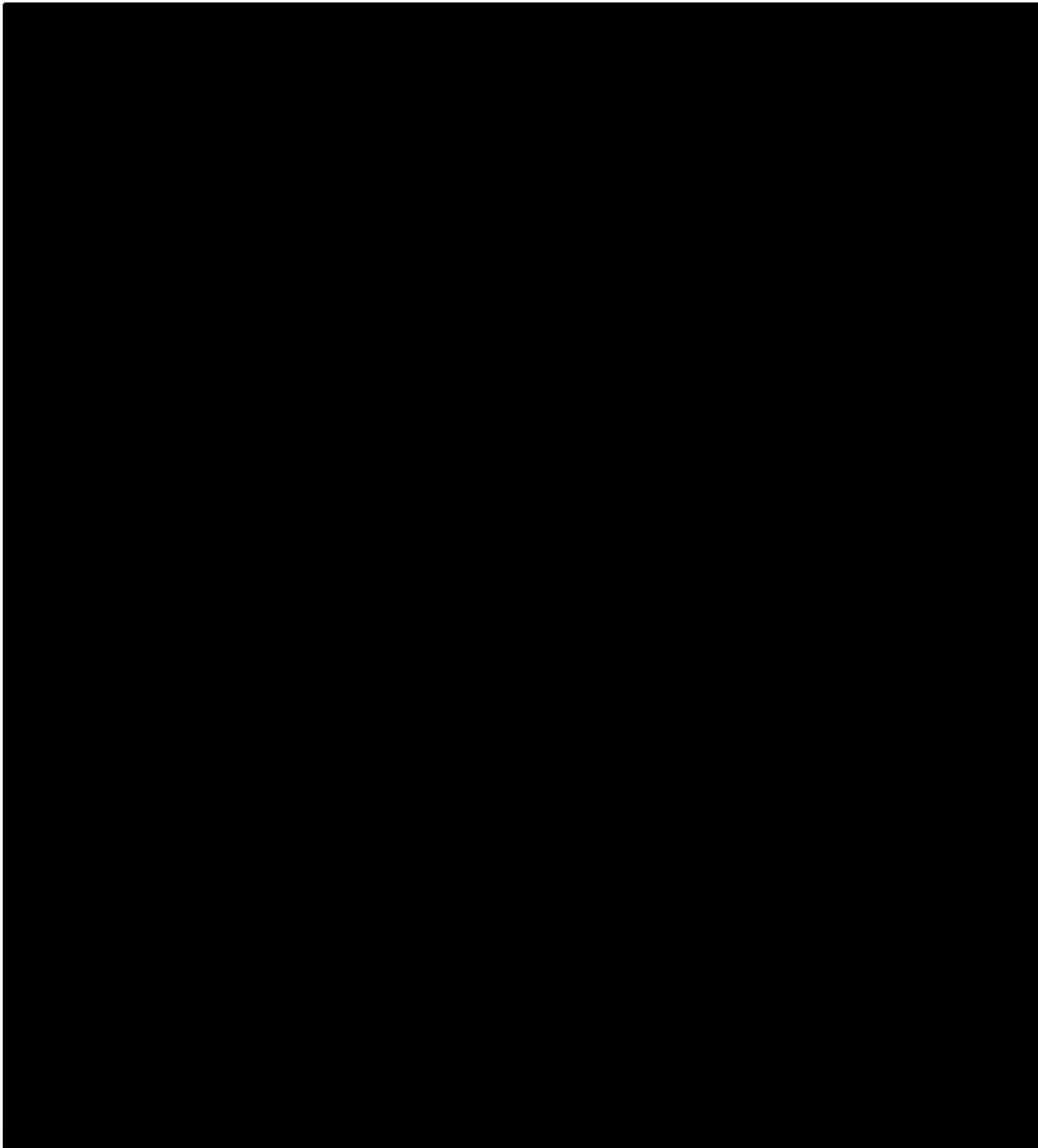
Thank you for the opportunity to provide feedback regarding the Draft Elsternwick Structure Plan.

The [REDACTED] is state's largest community-based heritage advocacy organisation actively working towards conserving and protecting our heritage for future generations to enjoy. The [REDACTED] vision is that 'our diverse heritage is protected and respected, contributing to strong, vibrant and prosperous communities', and our mission to 'inspire the community to appreciate, conserve and celebrate its diverse natural, cultural, social and Indigenous heritage'.

Since 1974, the [REDACTED] has been the custodian of [REDACTED] Hotham Street, Elsternwick.

In 2006, [REDACTED] The following Statement of Significance outlines the National Heritage values of the place"





The [REDACTED] submits that applying the proposed height limit of 6–8 (approximately 20m–26m) storeys on the ABC Studios site, as indicated on page 19 of the Draft Structure Plan, would facilitate development which would have an adverse impact on the heritage values of the [REDACTED] and particularly on views from the gardens.

While structures on the ABC site are visible in some views from the [REDACTED] (see Figures 2–4 below), the buildings on the site are generally below the existing canopy line, and screened by vegetation. Visitors to the site are therefore able to enjoy a sense of seclusion and openness, within minimal visual intrusion from surrounding development. While the experience of the gardens has changed over time, particularly along the southern boundary, which was created when part of the Estate was acquired by the Commonwealth in the 1950s,



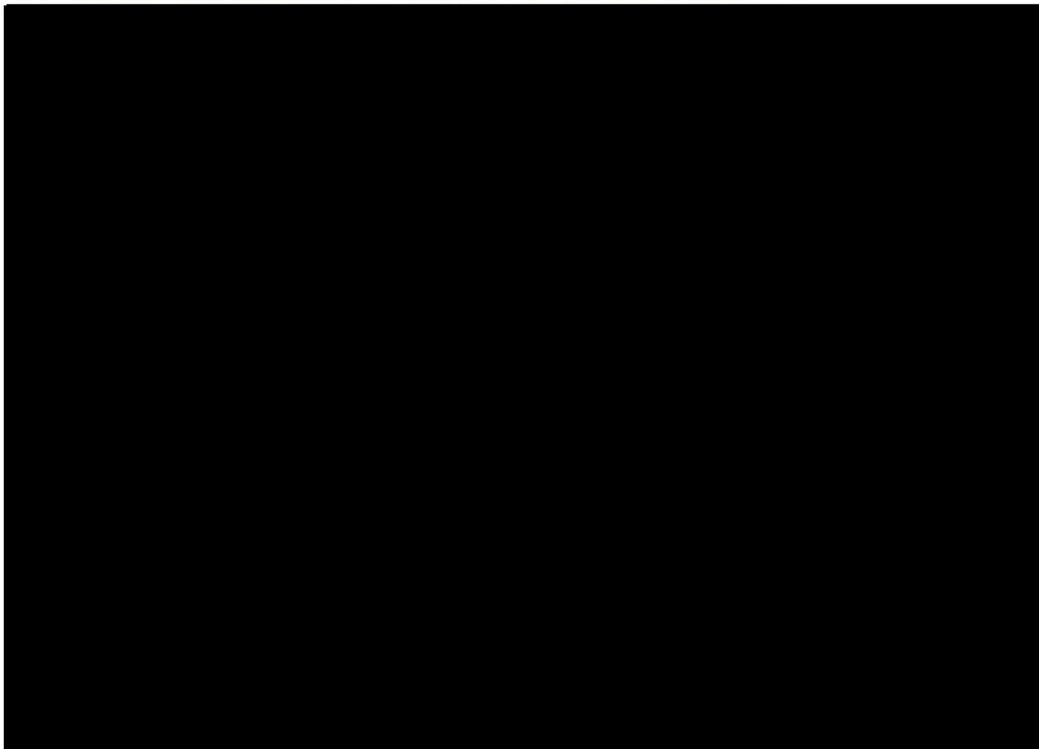
Page 2 of 6

this sense of seclusion and openness has been enjoyed by visitors to the Estate since it was developed in the nineteenth century, and should be formally protected under the Planning Scheme. We submit that Design and Development Overlay should be applied to the ABC Site, and any other relevant parcel of land, which protects views from the [REDACTED]

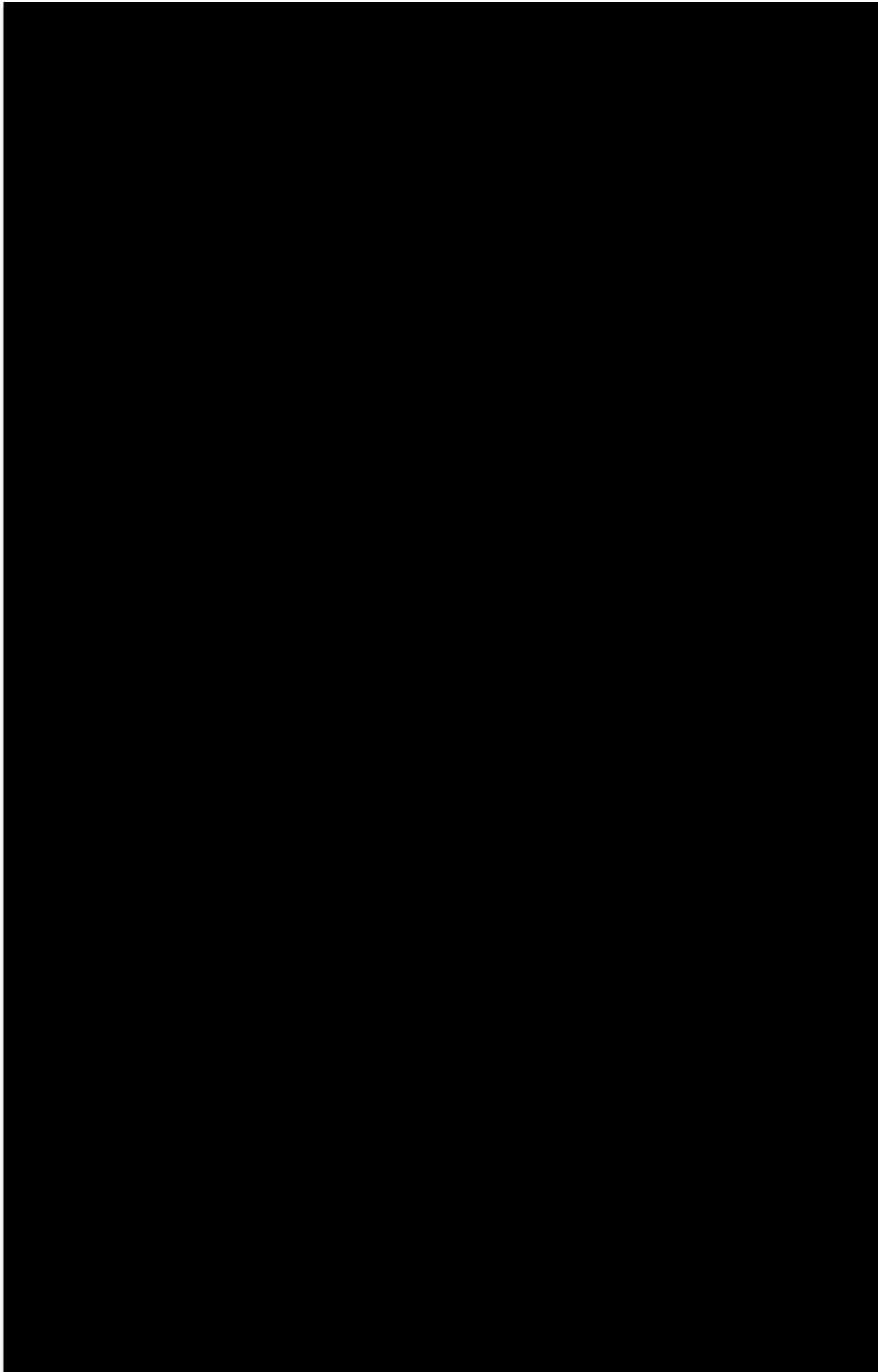
Schedule 15 to the Design and Development Overlay (DDO15) in the City of Melbourne Planning Scheme, protecting views from the Royal Botanic Gardens, provides a useful precedent. DDO15 was gazetted to "preserve the landscape qualities and amenity of the Royal Botanical Gardens", and to "ensure that the enjoyment of the Royal Botanic Gardens is not diminished by overshadowing or visual intrusion from any new buildings or works."

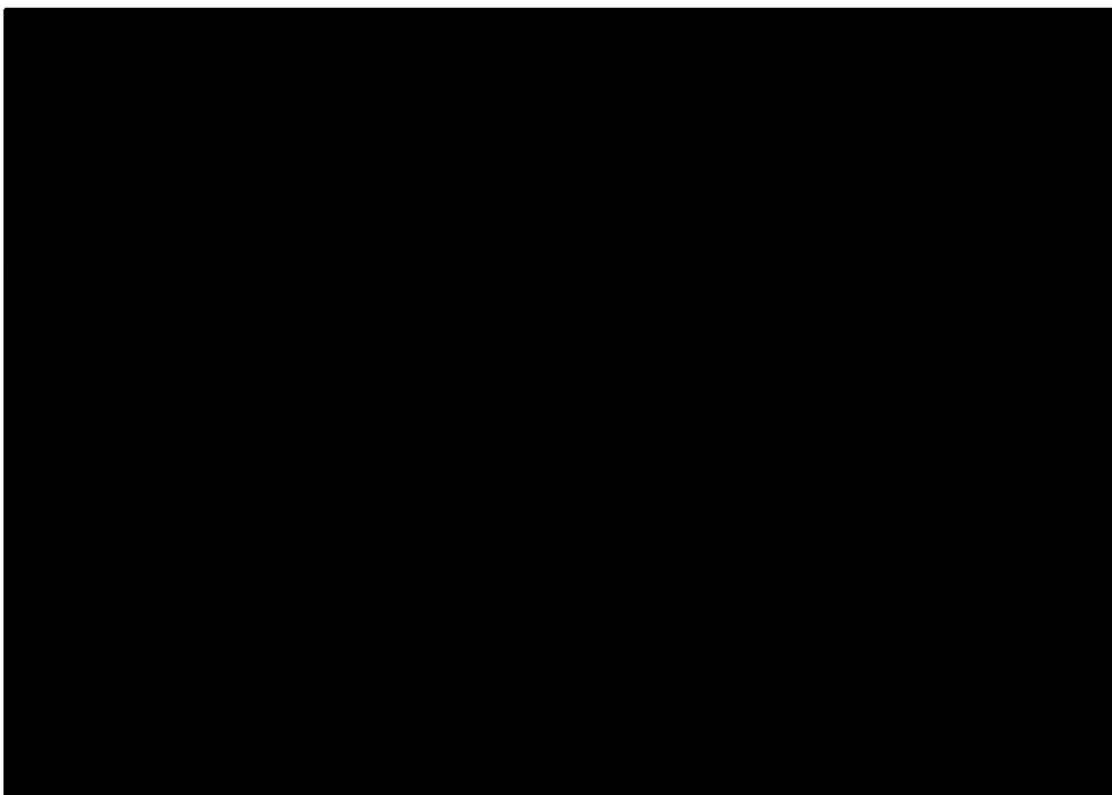
While we support the retention of any part of the ABC complex which is found to have heritage value, we do not support controls which would allow new development which visually intrudes on views from the [REDACTED]. We submit that the draft Structure Plan should be amended to indicate a maximum building height of 12m (3 storeys) on the ABC Site, subject to further analysis during the exhibition of planning controls for the site.

Design objectives and decision guidelines should be developed to preserve the landscape qualities and amenity of the [REDACTED], and ensure that the enjoyment of the Estate is not diminished by overshadowing or visual intrusion from any new buildings.



[REDACTED]





ABC Site, Gordon Street, Elsternwick

██████████ submits that the ABC Site at Gordon Street, Elsternwick, has historical and social significance to the state of Victoria. The ██████ has written to the ABC requesting an independent heritage assessment to be undertaken of the ABC Studios, and for the disposal of the site to be informed by its heritage values.

We understand that an assessment for the site has been prepared for the ABC by NBRS Architecture, however to date we have not been provided with a copy of this report, and have not had an opportunity to review its conclusions. We submit that the City of Glen Eira should undertake a further independent assessment of the site to make recommendations regarding the future management of the site. We submit that the application of a Heritage Overlay to the site is warranted, and that the heritage significance of the complex should be taken into account in the development of planning controls to facilitate future development on the site.

Proposed New Open Space

We note that the Structure Plan contemplates a new public park adjacent to ██████████ Estate, which provides a connection across the railway line to Rippon Grove (pp 38–39). The ██████████ would welcome further consultation with the City of Glen Eira regarding this proposal, with the aim of ensuring that the heritage values of ██████████ can be protected and enhanced.



Conclusion

We commend the City of Glen Eira for undertaking this strategic work to ensure that future development in Elsternwick protects the area's heritage and neighbourhood character, while providing for appropriate development opportunities.

We respectfully make the following suggestions for consideration as Council finalises the Structure Plan, and prepares planning controls for exhibition in 2018:

- Amend the proposed height limit for Strategy Site (A) (ABC Site) to 12m (3 storeys) to ensure that new development protects views from [REDACTED]
- Undertake an independent assessment to determine whether Heritage Overlay Controls are warranted for the ABC Site.
- Undertake further analysis to determine whether a Design and Development (DDO) control is warranted for the ABC Site, or any other parcel of land, to protect views from [REDACTED]
- Undertake further consultation with the [REDACTED] regarding the proposed new open space adjacent to the ABC Site to ensure that the heritage values of [REDACTED] can be protected and enhanced.

We look forward to the opportunity to provide further comment as this process progresses, and I welcome you to contact me on [REDACTED] if you would like to discuss any aspect of this submission.

Yours faithfully,

[REDACTED]

Attachment 1: Schedule 15 to the Design and Development Overlay, Melbourne Planning Scheme

[REDACTED]

Page 6 of 6

29/01/2015
C225**SCHEDULE 15 TO THE DESIGN AND DEVELOPMENT OVERLAY**

Shown on the planning scheme map as DDO15

ROYAL BOTANIC GARDENS**1.0**19/01/2006
VC37**Design Objectives**

- To preserve the landscape qualities and amenity of the Royal Botanical Gardens and to foster vegetation growth in the Gardens.
- To ensure that the enjoyment of the Royal Botanic Gardens is not diminished by overshadowing or visual intrusion from any new buildings or works.
- To minimise detrimental wind impacts on the Royal Botanic Gardens.
- To ensure that any new development or redevelopment is compatible with the existing scale and character of buildings in the area.
- To protect the residential amenity of the area.

2.019/01/2006
VC37**Buildings and works**

An application must be accompanied by a site analysis and urban context report which demonstrates how the proposed building or works achieve each of the Design Objectives and Built Form Outcomes of this schedule, and any local planning policy requirements.

A permit cannot be granted to vary the Maximum Building Height specified in Table 1 to this schedule.

A permit may be granted to replace or alter a building or works existing at the approval date but which do not comply with the Maximum Building Height specified in Table 1, only if the responsible authority is satisfied an increased height improves the amenity and enhances the urban character of the area.

Buildings or works should not exceed the Maximum Building Height specified in Table 2 to this schedule. An application to exceed the Maximum Building Height specified in Table 2 to this schedule must demonstrate how the development will continue to achieve the Design Objectives and Built Form Outcomes of this schedule and any local planning policy requirements.

Building height is the vertical distance between the footpath or natural surface level at the centre of the site frontage and the highest point of the building, with the exception of architectural features and building services.

3.029/01/2015
C225**Decision guidelines**

Before deciding on an application, the responsible authority must consider the views of the Director of the Royal Botanic Gardens if the responsible authority considers that the application involves works which may be visible from the Royal Botanic Gardens.

Table 1 to Schedule 15

Area	Maximum Building Height	Built Form Outcomes
DDO 15 – Area A1 South and	12 metres	Buildings or works do not visually intrude upon vistas within the Royal Botanic Gardens or cast shadows on the Gardens between 11.00 am and

MELBOURNE PLANNING SCHEME

Area	Maximum Building Height	Built Form Outcomes
East of the Royal Botanic Gardens		2.00 pm on 22 March and 22 September. Development is compatible with the scale and character of the South Yarra area.

Table 2 to Schedule 15

Area	Maximum Building Height	Built Form Outcomes
DDO 15 – Area A2 Schedule 3 to the Special Use Zone (SUZ3) and north of the Royal Botanic Gardens	12 metres	Buildings or works do not visually intrude upon vistas within the Royal Botanic Gardens or cast shadows on the Gardens between 11.00 am and 2.00 pm on 22 March and 22 September. Development is compatible with the scale and character of the South Yarra area.

4.0

19/01/2006
VC37

Exemption from notice and appeal

An application to construct a building or construct or carry out works that is generally in accordance with a master plan incorporated in the planning scheme or approved by the responsible authority is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

5.0

18/10/2010
C174

Subdivision

A permit is not required to subdivide land.

SUBMISSION 170 – 11 DECEMBER 2017

From: [REDACTED]
Sent: Monday, 11 December 2017 2:49 PM
To: Glen Eira City Futures
Subject: Feedback - Elsternwick draft structure plan

Hi City Futures Team,

Thanks for the time and effort you're putting in to the Elsternwick Structure Plan - it's hard to please everyone and on the whole I think the proposed changes will enhance the experience of living in Elsternwick.

I'm writing as a property owner and resident of Sinclair Street Elsternwick to offer some feedback, particularly with regards to the proposed development / cultural centre at Selwyn Street. This is in the three parts:

1. The proposed Woolworths development will add significant additional traffic and so we are keen to ensure this flows from the commercial area off Glen Huntly Rd rather than through the residential area behind (Sinclair Street). Our concern is this would put significant pressure on resident parking, will add noise and will also be a safety issue for our children and those who attend the local primary school.
2. The draft structure plan states that this is to be a Jewish cultural centre. This appears to be exclusive rather than inclusive to the non-Jewish community and I would like to suggest that this be adjusted to include and celebrate the richness and diversity across Elsternwick's community (which includes but is not limited to the Jewish community).
3. As my property [REDACTED] Woolworths site - I am of course concerned about the proposition of an 8 storey mass looming over my house and garden. If at all possible, it would be good to ensure that this is kept as low as possible, particularly at the residential end of the site (Sinclair Street).

Please contact me with any questions or for clarification on any of the above points.

Best regards,

[REDACTED]

City Futures Department
Glen Eira City Council

Feedback for the Elsternwick Draft Structure Plan

Growth is inevitable but at what cost?

The current spate of buildings erected in Elsternwick is alarming. What's more concerning is that we are over representing apartments in our suburb.

Why can we not concentrate in pursuing in scaling down of buildings in support of existing residency?

- We need to reign in the heights to be in favor of 3-4 maximum in the urban renewal zone. The low scale development creates a comfortable and attainable outcome for all parties involved. Creating unity with present and future residents and a sustainable equity.
- By blanketing a heritage overlay on Glenhuntly Road and other adjoining streets, restricts your endeavours to house your population growth in a sufficient, equal and desirable manner. Projecting your growth on the Nepean Highway corridor to assign the bulk of the population and believing this is the solution. The reality of this proposal shows preference for high rise apartments to be dollar driven for developers rather than embracing the community liveability and existing residents future.
- Where is the Balance?

Where exactly is the support for residents living next to these proposed high rises?

The urban renewal provides light weight findings to be able to execute this volume of growth convincingly. More clarification is needed in regards to:

Traffic, Transport and Parking:

- No report was outlined for the urban renewal as promised by the former mayor. This is a key factor as to how this will evolve and be managed.
- There needs to be clarity as to Oak Avenue showing open roads in your two options on (page 52-53) but yet contradiction on another (page 51) referring to Oak Avenue remove vehicle access at the Nepean Highway edge of Oak and Elm Avenues to create pedestrian-only connections.
- It is an unrealistic approach to create new interlocking streets Elm, Marmara, Oak, Alexandra Avenue funnelling into one street to combat your traffic management and in the midst compromising the existing infrastructure and amenities.
- How will the over crowded transport facilities will be resolved?

Open Community Green Space:

- Sympathetically providing open green space on the options is not a guarantee, as noted on your objectives that your 'advocating for that land' nor is there confidence that this be accessible for public.
- Perhaps Council could procure this land themselves to achieve a more guaranteed open green space.

Overshadowing/Privacy/Solar access:

- Its inevitable that the height of 8-12 storeys will cast shadows no matter how you alter and address setbacks. Privacy and overshadowing is certainly a critical challenge and needs to be addressed.

Neighbourhood character:

- The residents of Oak and Alexandra Avenue and adjoining streets are voicing concerns on many fronts to keep development at bay, amid fears urbanisation could destroy the streets.
- How can inappropriate and imposing 8-12 multi storey developments show respect to our Elsternwick's Character and aesthetics?

The Victorian Government projection is for the whole of the municipality of Glen Eira, yet why is one suburb under the microscope and areas like Bentleigh appear to have their heights controlled in a preserved manner? This clearly defines the political power that resides in Bentleigh. Therefore where is Elsternwick's protection and fairness?

I submit a consideration for a more balanced review in minimising height projection for the urban renewal in Elsternwick with equal protection for our future liveability. Perhaps consider the Bentleigh Nepean Highway strip with access to three stations Bentleigh, Paterson and Moorabbin. Or areas like Glenhuntly - Hawthorn Roads precinct who have expressed interest in further development.

I request the council to advocate and serve our community's future with respect and don't let high-rise towers dominate the skyline, let's be proud of our municipality, our suburb and our way of life.

Regards

Residents of [REDACTED] Oak Avenue Elsternwick

SUBMISSION 172 – 10 DECEMBER 2017

[REDACTED]
Elsternwick 3185
December 10, 2017

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

[REDACTED]
Application Property Address: Staniland Grove Elsternwick

PROPOSAL: Redevelopment of Elsternwick Library and Open Space on Staniland Grove – Strategic Site (B)
OBJECTIONS DUE: 11 December 2017

Firstly, may we congratulate the council on the majority of the proposed changes planned along with the consultation process so far with residents, businesses and other relevant parties.

This is a letter of objection, and a request that you revise part of the proposed changes with respect to the Strategic Site (B), namely, zoning, height and overlays, for the following reasons:

1. This development is a high contrast to this area's **Heritage Overlay**". This is a street filled with Heritage overlay homes. We are concerned the proposed development will take away from the value of our property. The design needs to be more sympathetic to its current landscape. It can be modern however our concerns the size of this library is going to be overbearing for Staniland Grove and impact on its residents.
2. The proposed development represents extreme **over development for Staniland Grove. Five (5) storey zoning is too high and we believe this will directly impact our privacy, light pollution and noise pollution.**
3. This area will have high visitation by tourists, so we are concerned about the traffic this will bring into the street.
4. Proposed park in Staniland Grove – this is directly next to our property and seek to ask that the park have limited operating hours. We request that the park not have increased lighting so as to not impact on our property from an intrusiveness perspective. We also request that any equipment, seating, BBQ area (if planned) not be close to the boundary fence of our property so as to not impede on our privacy and have limited noise impact.

[REDACTED] It will impact directly on us and our neighbours specifically in the forms of traffic, light pollution, noise pollution and privacy which we live sympathetically. We request the council work harder to build library/community precinct that respects the area, compliment the Heritage of the environment.

Suggestions: Reduce the height for Strategic Site (B) keep this Community Asset at no higher than 2-3 stories; plan to introduce great diverse design, plant more trees, create more landscaping.

We believe that Elsternwick is a lovely place to live; we encourage improvements to the suburb.

Thank you for taking our objections and suggestions into account.

Yours Sincerely,
[REDACTED]

SUBMISSION 173 – 10 DECEMBER 2017

I'm writing to express deep concerns with the proposed Elsternwick draft Structure Plan. Those responsible in Glen Eira for planning have only presented two options, both of which are completely unacceptable for the reasons outlined below.

Both of these options propose massive urban development to the south west of the municipality mostly bordered by the rail line and Nepean highway. While 12 storey apartment buildings may seem convenient to locate on the edge of a highway, it completely undermines the surrounding neighbourhood's character and heritage value. It will highly impact the many streets and the residents to the east of the rail line.


In no way do these two options promote the 'village feel' that is supposed to be aim for this future plan. Both options show the 'nominated preferred height' (an expression used extensively during community forums) of between 8-12 storeys particularly in the southern end of this urban renewal area. This is not the community's preference. Why does this have to be this height? This will cause massive overshadowing and privacy problems for residents in the immediate area.

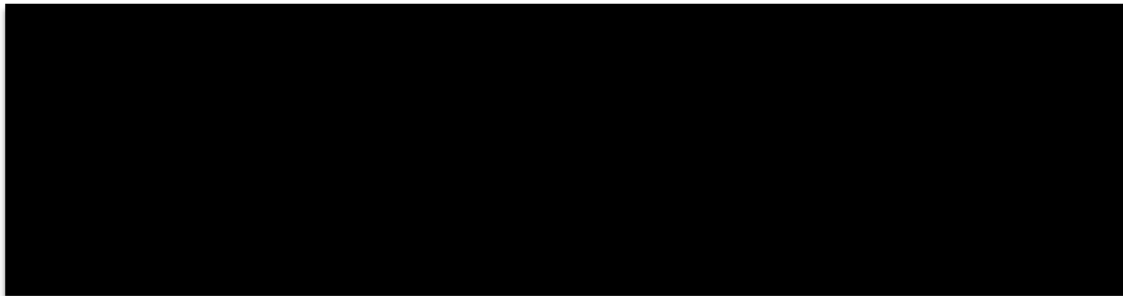
Elsternwick is already outstripping development compared to many other surrounding municipalities. The most recent ABS data clearly states this. This data also reveals Elsternwick as having the lowest provision for public open space.

A traffic impact assessment for the southern end of the urban renewal area still has not been released. There will be serious traffic issues by increased movement through the small streets of St James Pde, Denver Cres, College St and Riddell Pde.

The two options ignore the 'whole of community' approach suggested by the Victorian government. Neither option really addresses development to be more moderately spread out in other areas and over emphasises the protection of the heritage of the shops in Glenhulnty road. A third option would identify opportunities right throughout Glen Eira and not rely on the easy option of one massive development area.

I expect our elected council representatives to endorse the need for a better third option that properly apportions new development whilst retaining Elsternwick crucial heritage and character. Multiple 12 storey apartments cannot be the only option!


Denver Crescent
Elsternwick.



11 December 2017

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

Dear Sir / Madam,

ELSTERNWICK STRUCTURE PLAN DRAFT - OCTOBER 2017 FOR CONSULTATION SUBMISSION

1. INTRODUCTION

██████████ continue to act on behalf of ██████████ with regard to the land at ██████████ Selwyn Street, Elsternwick (referred to as the Selwyn Street site from this point forward) and have been instructed to lodge a submission to the draft *Elsternwick Structure Plan Draft: October 2017 for consultation*.

Our client commends Council on undertaking the task of preparing the Elsternwick Structure Plan and supports the Selwyn Street site being a strategic site. It is understood that Council are keen to see development and improvement in the area. This is reflected in the short-time frame applied to the preparation of the Elsternwick Structure Plan. We agree that the precinct and the Selwyn Street site have the necessary characteristics to support substantial change.

Our client is anxious that the document is prepared in a manner that enables additional analysis and evidence be assembled to optimise the unique opportunity for transit enabled mixed-use development to be facilitated on this important key strategic site and broadly in this neighbourhood within the Activity Centre.

The short time-frame undertaken to prepare the Structure Plan raises concern that the background research and any investigations undertaken are insufficient, with questions raised as to how the draft concepts will actually be delivered and the associated timing and costs, as well as the processes required for delivering the concepts.

The site sits within a broader metropolitan context of substantial change that should be referenced and inform decision making. Within the St Kilda Road and Nepean Highway corridors and along the rail corridor, Planning Panel and VCAT determinations have provided very useful guidance on appropriate scale in locations of similar main road and transport interchange abutments. Similarly, useful benchmarks can be established for activity centres wherein the available footprints and nature of development differ to either side of the main street. If used as benchmarks, these might demonstrate to stakeholders more clearly the precinct and Activity Centre potential within a broader metropolitan as well as regional context.

MA10793 - LETT007 - ELSTERNWICK SUBMISSION



To date, very little, if any, information has been provided throughout the various stages of the structure plan process on the delivery, timing, processes and associated costs of the structure plan concepts.

It is clear from the information provided to date that Council still have a substantial amount of work to undertake prior to finalising a draft concept and that possibly the time-frame for the intended adoption of the structure plan needs to be extended to allow for this.

This submission discusses the various elements of the draft concept plan and includes recommendations as appropriate.

2. SUBMISSION

The draft *Elsternwick Structure Plan Draft: October 2017 for consultation* contains information around:

- Vision and objectives
- Land use
- Buildings
- Public spaces
- Parking and movement
- Urban renewal

2.1. VISION AND OBJECTIVES

Our client is generally supportive of the intended vision and objectives.


2.2. LAND USE

The draft structure plan identifies that Council aims to protect Elsternwick's distinct character, and align with the objectives set by the State Government in terms of growth and density at the same time. To achieve this some of the strategies include:

- *Celebrate the historic Glenhuntly Road retail strip, and protect its low scale village feel and direct heritage character.*
- *Focus on employment growth opportunities, especially professional employment in the Elsternwick activity centre, ensuring that the retail and employment needs of the community are being met.*
- *Protect the cultural heritage of Elsternwick, and ensure that growth enhances and respects the character of the activity centre.*

Protecting the low scale retail strip existing character and delivering activity centre growth and density may be considered mutually exclusive. Aligning these requires that the strategic sites behind the low scale retail interface are developed to their maximum potential to accommodate and support a growing community.

The Selwyn Street site is identified as being within the entertainment and cultural precinct.



It is still unclear what Council mean by a cultural and entertainment precinct and how, in particular, cultural elements are to be defined and incorporated into new developments. It is uncertain if Council intends to impose specific cultural elements on developers when a wider range of responses could be implemented.

There are also questions around the timing for implementing Council's vision and if it will end up being the responsibility of developers or if it will be driven by Council, and if driven by Council, how will the various elements be funded, delivered and any implications to the private land owners as a result.

It is understood that Council have a vision for the entertainment and cultural hub to be a Jewish precinct which will be a focal attraction point. The extent of Council consultation with the Jewish community is unclear. Further it is not apparent what contribution the existing institutions, in particular the Jewish Holocaust Centre and Kadimah Jewish Cultural Centre and National Library, will make to realising the precinct and street scape beyond their presence.

2.3. BUILDINGS

The Selwyn Street site is identified as [REDACTED] with an identified preferred height of 6-8 storeys. Active commercial uses are encouraged at ground floor, with further commercial uses above ground floor and residential uses at upper levels are encouraged.

Our client is supportive of the site being a strategic site but note that the preferred uses do not include retail at ground floor. Council are aware that [REDACTED] have bought the site, and as is their business, develop and provide supermarkets for the community. This is a significant employment generating use, therefore retail should be recognised as a preferred use for strategic sites.

The draft building types proposed do not adequately address the anticipated growth of the area. The proposed building heights significantly limit the growth that can be accommodated and is both currently allowed and being realised. This is in contradiction to the role of activity centres which is to accommodate growth with higher density developments encouraged and is reflected in State Planning Policy.

The proposed heights, as demonstrated in the building transition plan, do not present an appropriate or logical pattern. The current controls allow for a staggering in building heights, affording an appropriate transition from the residential areas to the retail core. To properly utilise the strategic transport assets (train and tram) and activity centre amenity that Elsternwick offers, the Structure Plan should be aspiring for a significant intensification of housing and jobs. Where the majority of the catchment of these assets (typically 400m and 800m walkable catchment) is relatively difficult to intensify due to established residential character, the role of larger and strategic redevelopment sites in providing for intensification is magnified.

The proposed building heights of 6 storeys on the Selwyn Street site and other strategic sites are very low when considering the role activity centres play. The additional height afforded if community benefit is delivered should be above what is the reasonable development potential of a site as an offset for the cost of providing community benefit. There is no apparent relationship between the expectations for community benefit and the additional height. The existing development in the area and permit approvals demonstrate that building heights of 10 and more storeys are appropriate. The Structure Plan should support and further advance existing appropriate development, especially the strategic sites and those sites more central to Glen Huntly Road and in close proximity to the train station.



Twelve storeys (exclusive of community benefit) should be encouraged on strategic sites subject to size and context. A height of 12 storeys is a reasonable compromise given the unlimited height currently allowed under the Commercial 1 Zone and the Mixed Use Zone.

The Selwyn Street site is a uniquely large strategic site in very close proximity to various modes of public transport and presents substantial development opportunities. The Selwyn Street site has the capability of accommodating development with a minimum of 12 storeys and that achieves a positive urban design outcome. The preferred height for the Selwyn Street site should be at least 12 storeys in parts to ensure that this strategic site fulfils its potential to accommodate the substantial growth that is encouraged and can be expected in Elsternwick. Building envelopes should be able to exceed preferred heights commensurate with provision of community benefit.

The community hub will require a substantial footprint of the Selwyn Street site (if located there) and will significantly reduce the sites redevelopment potential. It would be over and beyond the community benefits expected from other strategic sites. Subject to how Council intends to procure the community hub the Selwyn Street site should not be restricted to the same arbitrary height limitations as the other strategic sites should the community hub be located there.

2.4. PUBLIC SPACES

The draft structure plan identifies the Selwyn Street site as being a cultural destination with an active cultural frontage. A shared space for vehicles and pedestrians is proposed for Selwyn Street with Selwyn Street to be one way north-south bound from Sinclair Street and two-way south from just past the fire station.

It is considered the width of Selwyn Street is sufficient to enable an appropriate and agreeable outcome that will enable the development of wider footpaths for pedestrians as well as two-way traffic, whilst still achieving Council's vision.

The images shown for the proposed Selwyn Street are assumed to be indicative of what Council envisage for Selwyn Street. The image provided raises questions and concerns as to how the concept will be realised noting that much of the land is in private ownership. Questions are raised around whether or not Council will impose land uses and building interfaces on any future developments in order to approve a permit, even if it does not form part of the proposal or there is no market demand. The suggestion of 'pop-up' stores raises questions as to who will run the 'pop-up' stores, how the space will be owned and managed and when they will be implemented.

Whilst Council's concept for Selwyn Street is aspirational the reality of how the concept will be delivered is lacking and likely requires further consideration within the context of the precinct and as to any implications for the private land owners.

2.5. PARKING AND MOVEMENT

Selwyn Street is a dual carriageway (approx. 20m) with parallel parking and a footpath on both sides. There is the opportunity to widen the Selwyn Street footpath (one or both sides) and maintain two-way access, whilst achieving Council's vision for the area.

There are significant stakeholders along Selwyn Street which require two-way access. Any changes to Selwyn Street will need to consider the impacts to the sites off Selwyn Street, in particular site access. Gordon Street is also proposed to be reconfigured with associated impacts. It has not been



demonstrated that the role and function of these roads can be altered as proposed and still support the existing traffic and future demands that will arise with the intensification of the Activity Centre contemplated in the Structure Plan.

It is understood that Selwyn Street is not currently in Council's ownership and to try and alter the conditions would first require Council obtaining ownership or the relevant owner's approval, in addition to the relevant process to be followed to alter road conditions.

It is understood that Council want to improve the transport network within Elsternwick inclusive of pedestrian movement. The concept map, whilst trying to achieve this, appears to contradict this intent. The various road alterations to make roads one-way, part two-way and road closure need to be provided with an activity centre wide analysis of impacts taking into account the development contemplated and encouraged through the Structure Plan.

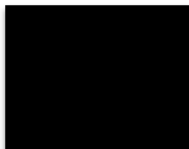
2.6. URBAN RENEWAL

Whilst the urban renewal area does not directly affect the Selwyn Street site, it is considered that the heights should be further considered to accurately reflect an urban renewal area being for intensification and growth. The intensity of development that is being encouraged should consider the proximity to transport and barriers to the Activity Centre retail. The urban renewal precinct should not be prioritised for development over more central strategic opportunities.

3. RECOMMENDATIONS

The following recommendations are made with respect to the *Elsternwick Structure Plan Draft: October 2017 for consultation*:

- Council undertake consultation (or further consultation) with the community, landowners and direct stakeholders (Jewish Holocaust Centre, Kadimah Jewish Cultural Centre and National Library) to establish a collective vision for the cultural precinct that is capable of being implemented.
- The mechanisms to implement the entertainment and cultural precinct allow for developments in the precinct to be a backdrop to cultural uses and activities rather than require them to directly contribute cultural offerings and accommodation.
- The preferred uses for strategic sites incorporate strategic future requirements, for example large retail to service a growing population.
- The proposed building heights be re-considered to provide for appropriate building height transition.
- The building heights for strategic (mixed use sites) set back from the low scale Glen Huntly Road be afforded preferred heights of 12 storeys.
- Ensure that the potential of existing logically located Residential Growth Zones are enhanced as transitional zones from higher density areas and not diminished.
- Further investigation be undertaken by an independent firm regarding the built form potential of the activity centre catchment to meet Elsternwick's contribution to Melbourne's intensification, population growth and State Government policy.




- Council post-pone the intended adoption date of the structure plan until sufficient background research and investigations have been completed.
- Council provide information on the anticipated timing for delivery of various aspects of the structure plan, associated costs (and how the delivery will be funded) as well as the procurement, the timing and consents required for any associated processes.
- Further investigations be conducted into the precinct wide impacts and workability of the proposed alterations to road conditions taking account of the future development of the Activity Centre.
- Council engage design expertise to review and prepare design options for shared spaces that contemplate a range of configurations to deliver pedestrian amenity and accommodate traffic movements required to support future uses and development.
- Review the heights within the urban renewal area to ensure it is maximising the potential for intensification having regard to distance from transport and barriers to the activity centre retail amenity.
- Council post-pone the intended adoption date of the structure plan until sufficient background research and investigations have been completed.

4. CONCLUSION

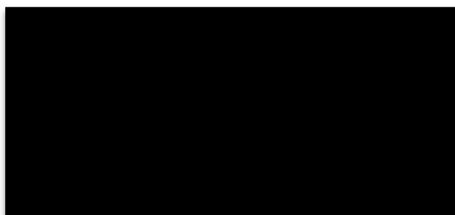
Our client commends council on taking the initiative to prepare the Elsternwick Structure Plan to encourage development in the area.

With respect to the concepts put forward it is considered that the proposed building heights are lower than established precedents and appropriate development being realised under existing controls. They are not aspirational in encouraging and accommodating the future population growth that this precinct should support.

Overall it is considered that substantial work is required from Council for them to deliver an attractive Structure Plan with realistic delivery targets and concepts. This may require the finalisation and adoption of the Elsternwick Structure plan being delayed until sufficient information is provided.

Should you have any queries or wish to discuss any of the above please don't hesitate to contact the undersigned on 

Yours sincerely,



MA10793 - LETT007 - ELSTERNWICK
SUBMISSION

6

SUBMISSION 175 – 10 DECEMBER 2017

■ Oak Avenue,
Elsternwick, 3185

10th December, 2017-12-11

Mr. Aidan Mullen,
Manager City Futures,
Glen Eira City Council

Dear Mr. Mullen and Councillors,

I am a long time resident (30 Years) in Oak Avenue, Elsternwick and I have studied all the information provided by Glen Eira Council and attended information sessions in relation to the proposed Draft Structure Plan for the proposed re zoning and objectives for the future of Elsternwick.

Although we have been asked to advise whether we prefer Option 1 or Option 2, I cannot see how we can make a choice given that no information at all has been given in regard to traffic management reports, the impact that overshadowing of the proposed 12 storey buildings will have on residences that back this area.

Although the Draft says it will 'advocate' for a green space area that runs along side of Oak Avenue, this is definitely not a designated green space. At present, it is not possible for 2 cars passing in opposite directions to proceed at the same time down Alexandra Avenue without one car pulling over to let the other car pass by, so am interested to see how the increase in traffic would be managed? I would also like to see how parking would be managed with increased density, considering the difficulties we already have with finding parks in the street.

Although on paper the area between the railway line and Nepean Highway looks like an ideal situation for high density buildings, in reality this area is a very tight nit community with very low property turn over and where we all look after each other and I believe have a unique relationship that many neighbourhoods do not have the privilege of experiencing. If someone is away or ill, everyone pulls together to help out. I believe that the high density buildings that you are proposing would destroy this amenity.

Council has stated it is taking a whole municipality approach to meeting Victorian government housing targets, and so I am at a loss why Council will not allow high density building along Glenhuntly Road, specifically down the South Caulfield end, where I have been made aware that property owners are very keen to build residences above their commercial properties?

I believe the plaza in Gordon Street would be an added bonus to the Elsternwick centre, however I do object to a Jewish cultural precinct being established as Elsternwick has become a very multicultural city with many nationalities and religious beliefs being represented (which is fantastic), so I think it should just be a cultural precinct for everyone to be made to feel welcome.

Regards,

■

SUBMISSION 176 – 11 DECEMBER 2017

From: [REDACTED]
Sent: Monday, 11 December 2017 12:07 PM
To: Glen Eira City Futures
Subject: No Elsternwick Highrise Rezone

I reject both concept plans put forward by the council.

They are both excessive and completely out of character with the suburb. The Plans are excessive and completely out of character with the suburb.

The proposed 'pedestrian plaza' at the top end of Carre St is a great idea in essence but will likely push more traffic on to the already VERY busy Riddell Parade, and onto Orrong rd causing more congestion at that intersection. There are many more streets on the other side of Glenhuntly rd? why reduce the limited ones on this side. Also reducing car parks and most especially the disabled ones which are used frequently by those who need them. Council have offered no supporting information around traffic management with this proposed change. Drivers treat Riddell as a 'speedy' short cut from Kooyong Rd. The speed humps have done little to limit the speed of some drivers. We can only expect more traffic on Riddell Pde if Carre St is closed.

With many Family members living in Elsternwick, as well as my wife and I having bought into the suburb, these plans will directly affect us and we feel compelled to object.

The idea of a new 4 storey parking lot on the corner of Stanley & Orrong seems to be completely unnecessary. The current carpark is almost never full so why would we need a 4 storey carpark to replace it. Isn't the idea to reduce cars in the area not more parking? Coles will have to deliver sufficient car parking.

Council has provided no detail (or addressed community concerns) around how properties next to or near 12 storey developments will be protected by MASSIVE overshadowing and privacy concerns in a residential area with many young families that have children.

City Futures and Mary Delahunty said a traffic impact assessment was being done during Stage 5 of consultation. Council has not released the outcome of this impact assessment or been able to answer simple questions around how a significant increase in traffic (given the 20%+ increase in residents in this small area) will be managed and how traffic will be managed in the small residential streets leading up to the Elsternwick shopping strip with likely traffic chaos in St James Pde (which has a school), Denver Ave, College St, Horne St/Glen Huntley Road intersections.

Additional impacts to our already over-crowded train, tram and bus facilities – plans have NO detail on how this is being managed.

Both options destroy heritage/character properties in one of the oldest parts of Elsternwick (many of which are circa 1880 and turn of the century Edwardian properties).

It is letting developers destroy Elsternwick history. Council has provided NO detail (or addressed community concerns) around car parking in the urban development zone and in the shopping strip to cater for a significant increase in residents many of whom will still need to drive to local shops.

High rise development is at direct odds with the objective of creating and protecting Elsternwick's character and "village feel" changing the social fabric of our suburb. New public space in the urban development zone is only being 'advocated' for – there is no detail around how the council will secure this park space. While development is necessary, it needs to be more considered than these current attempts.

Council has stated it is taking a whole of municipality approach to meeting Victorian government housing targets – why is it not providing a consolidated list of all housing development sites/opportunities across the municipality?

Across the municipality, council has enough opportunities to meet these targets (and is already meeting and exceeding its targets) without creating such excessive highrise building zones in Elsternwick. This includes 24 hectares in the new East Village; significant opportunities in Bentleigh and Carnegie (including the Bentleigh car yard area which has THREE railway stations close by) and a recent petition from residents to develop the area on Glen Huntley Road near Hawthorn road. In addition, there is already a clear precedent for higher rise developments in the Glen Huntley Road shopping strip -which is actually in the Activity Centre zone.

We EXPECT our elected representatives to come up with a more appropriate and balanced option that protects Elsternwick's heritage, character and village feel (across the entire suburb). Don't turn our municipality into another Port Melbourne / Docklands disaster!

Regards,



(VERY concerned resident)

SUBMISSION 177 - 11 DECEMBER 2017

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

From: [REDACTED]

Sent: Monday, 11 December 2017 12:07 PM

To: Glen Eira City Futures

Subject: FUTURES PLANNING

Dear sir,

I write to express and register my objections to your planning for Structure Change.

The fundamentals of health, safety and congestion are not being considered seriously and it would appear that rates and revenues are more important.

We are owners/residents at [REDACTED] Hotham St Elsternwick.

Traffic flow is obviously not being considered in your proposed planning options.

Daily there are many illegal turns and dangerous situations with traffic in Davis St and Rippon Grove. It is either the council or vic raids that allow this dangerous situations to continue and these will only dramatically increase with the ridiculous planning if this is not considered and implemented prior to any changes to the planning code. Someone will be badly injured and I am sure that will cause ramifications as to the accountability and liabilities.

The new proposed development at 233-247 Glenhuntly Rd will be a case in example of increased risks to safety.

Increased traffic will most definitely increase health issues. I see no developments by Glen Eira to support electric cars and there is no doubt of increased health risks with increased cars. To think there will not be an increase in cars and traffic, and that people will use public transport is absurd. I doubt even 5 % of readers of this email would use public transport to get to the council offices - please look at your own behaviours when considering others.

Parking and resident parking is already an issue. I trust that the council should seriously review the decisions on reducing parking requirements when considering developments. No resident parking should be approved for new developments that also seek reduced parking conditions.

Parking issues could and will impact negatively on shopkeepers.

Increased traffic will negatively impact on the desire for non Glen Eira residents to travel to the area and could have a negative impact on the local shops unless traffic and parking issues have major improvements.

It is absurd to believe that just because there is a railway station in Elsternwick (I do NOT believe that Gardenvale and Ripponlea rail stations are not in Glen Eira) there is only one tram service in the area and buses are limited and start in the Port Philip area. Aides Mullen in his letter suggests two train stations?

We also feel totally insulted to think that you seem to think we will support one of the options. To suggest which one do we like is an insult to people who pay your wages.

The so called Heritage Precinct area on Rippon Grove surely is a stunt and you cannot be serious with that sort of expense whilst other more pressing issues should be addressed and invested in the the council. In summary - we object to both concepts.

We have had recent issues with building in our area and the council do not even manage those aspects themselves - you obligate and allow them to be outsourced to licensed building surveyors. How can you possibly believe that the council can manage much larger projects. I would anticipate several disasters.

WE OFFICIALLY REGISTER OUR OBJECTIONS AND RECOMMEND THAT SERIOUS CONSIDERATION FOR AMENDMENTS BE CONSIDERED TO AVIOD HEALTH AND SAFETY ISSUES.

IF THE COUNCIL IS CONCERNED ABOUT 4 STOREY DEVELOPMENTS IN THE PROCETED HERITAGE AREA - THEN SIMPLY REMOVE THAT CAPABILITY.

NOTE - WE WILL CERTAINLY VOTE AGAINST ANY COUNCILLOR WHO SUPPORTS THIS PLAN AND WOULD REQUEST THAT FULL CONFLICT OF INTEREST DISCLOSURES BE REQUIRED BY ALL COUNCILLORS IN REGARDS TO DEVELOPMENT PLANNING CHANGES.

We really like the area and many of the improvements implemented by the council but this a is a major shift and will have long term impacts if/when you get it wrong.

Regards

[REDACTED]
Hotham St

SUBMISSION 178 – 11 DECEMBER 2017

From: [REDACTED]
Sent: Monday, 11 December 2017 11:55 AM
To: Glen Eira City Futures
Subject: Submission Elsternwick Draft Structure Plan

Dear City Futures

I wish to lodge my submission of comments, objections and requests for further information regarding the Elsternwick Draft Structure Plan and its impact on the western proposed Urban Renewal Zone bounded by Nepean Highway, Glenhuntly Road and the Sandringham train line. As one of a group of concerned residents (the West Elsternwick Neighbourhood Group) and also as an urban and landscape heritage and design expert I frame my comments and requests below as a person concerned with good planning, resilient social, environmental and economic futures and sustainable infrastructure.

Neighbourhood Character:

West Elsternwick is currently deemed Neighbourhood Residential and characterised by a mix of generally low rise apartments, and standalone late Victorian houses and between the wars villas. To the south is a stretch of car yards as yet undeveloped. The streets are generally compact and tree lined and most houses and some apartments have substantial gardens greatly contributing to the biodiversity of the area and to urban climate management. In the past community action has resulted in better traffic management in residential streets to ensure resident safety and traffic calming from the impact of the car yards. The local community is active, supportive and contributes to the health and well-being of the area and of the larger suburb. This community spirit and attachment to place is evident on both sides of the railway line, not just to the east which remains designated as Neighbourhood Residential and 'appropriate' heritage.

The blanket Urban Renewal approach in either Option 1 or 2 cuts a swathe across the West Elsternwick Zone and completely disregards the existing diverse neighbourhood mix, and the degree to which this area is regarded as being the most affordable zone in Glen Eira. This is why recent house sales have attracted young families rather than developer led purchases. How will the new development enable healthy and spacious affordable housing and amenity for a growing population? While the design guidelines advocate for high quality architecture and urban design, the structure plans and their diagrams do not support the contentions put forward in the Design Guidelines. It appears that these were written for Glen Eira east of the railway line and that the abundance of commercial caryard properties and some poor quality development near the Elsternwick Station have overly influenced the attitudes of the planners towards the perceived value lacking in the existing neighbourhood fabric.

Public Space, Public Benefit and Green credentials in a warming city:

How will the proposed Urban Renewal Zone, at whatever density is proposed in either Option 1 or 2 support and confirm Council's progressive public benefit credentials? What is Council's public space and healthy environment planning and policy direction? Where are the policies that ensure that the potential loss of tree cover and biodiversity can be balanced by improved and connected open space, sufficient street width and setbacks to allow for the suburb to be sustained and continue to green alongside development? If these policies are developed alongside the structure planning – as is evidenced by the City of Melbourne's Urban Forest and biodiversity policies, Glen Eira will become a more not less desirable place to live, promoting instead of lacking both cultural- and bio-diversity. Without a confirmed approach to open, breathing space for people to live and recreate near where they live, building developer-led heat islands with poor health outcomes in the

future will result. Forward thinking open space and urban forest strategies contribute to a places' liveability and future prosperity. Glen Eira appears to have none of this planning in train and only a developer-led future. The recent arrangement with the National Trust and Ripponlea is merely a smokescreen for poor planning and the potential destruction of a heritage private garden due to overuse. It is not long term and it a cynical band aid. The proposed caryard land to the south to be set aside (perhaps) for open space is a small island in a sea of concrete (not half the MCG as was suggested in the public meeting) and is largely unconnected to other possible green space slivers along the railway line. The large patch of green that is the Ripponlea property is not part of the publicly held open space of the Council and should be removed from planning documents as it is misleading and suggests that that there greater public amenity than is available.

While closing side streets to enable more paved space around shops in Glenhuntly Road could provide structured open space for gathering and meeting, these will presumably only be usable in concert with the commercial facilities, with less ability for people to spend time without purchasing refreshments. Glen Eira has the least public space of any comparable council across Melbourne and the ability for Council to lead better development outcomes, together with application of the statutory tool Development Contributions Plan Overlay levied against new development, could provide a greener, more accessible and improved public realm in the suburb's west. Better public realm/infrastructure outcomes include more connected public parks, street widening and street tree planting. Can Council immediately put forward funding towards developing up a cohesive Public Realm Improvement Plan, costing it and then levying new development accordingly? Otherwise the loss of people's properties and communities will be a lost opportunity to champion a more creative planning outcome to benefit the wider public good.

Traffic planning, public amenity and safety:

The current Elsternwick Draft Structure Plan appears to have dealt with critical traffic issues in a manner which suggests we should trust Council to have this planning in train as development occurs. By intensifying the development around the Station precinct, Council and their planning advisors appear not to have visited this area recently at weekends and as summer draws near. Traffic is increasingly grid-locked with visitors to the burgeoning restaurant and entertainment strip, competing for parking and access with buses and trams along Glenhuntly Road, Horne Street and adjacent side streets. The current plans appear only to designate where to build to current site boundaries without advancing any plans for managing this TOD transport interchange. While the design guidelines suggest increasing the width of setbacks for urban development on narrow streets, this does not appear to be the case in the allocation of site boundaries or indicative building typologies sketches. Can Council please provide an evaluation of its mooted structure plan principles against its published design guidelines with the West Elsternwick area as pilot study? This would assist residents to understand how to rationalise the two currently contradictory documents of intent.

What is deemed acceptable heritage?

Others in the West Elsternwick Neighbourhood Group have discussed the relative scale of development and economic viability, the impact upon neighbouring areas, and the need to balance developing established residential areas over protecting the perceived heritage qualities of Glenhuntly Road, which is already subject to large scale development between Nepean Highway and the Coles Development. I am in full agreement with these objections and add my support in this regard. In fact I have undertaken a personal survey of the shopfronts facades along that stretch and the heritage qualities are patchy to say the least. It is currently a jumble of some heritage facades, poorly designed inserts, one and two story buildings and poorly organised signage. Is Council intending to commit to an upgrade of the streetscape in collaboration with owners to support their claim that Glenhuntly Road is an important heritage streetscape? Current and proposed development would not support this case as increasing scale and density is already proceeding apace

with the outcome being less affordable housing with less flexibility and scale of apartments for young families, exacerbated by a lack of planning to include sufficient public green space in close proximity to support intense development.

Next steps:

The December 4 community meeting provided very clear directions to Council and City Futures in terms of the lack of community support for high rise development – no people raised their hands when asked for their support for the podium/tower option. Many in the room registered tacit support for up to four storeys in appropriate areas to be confirmed, whereas others preferred no change. When asked about the motivation for Options 1 and 2, City Futures has deferred to the State Planning Minister and VCAT as guiding these principles, yet the Minister has not included development in this area of Elsternwick in his correspondence to Glen Eira Council, rather focusing on Bentleigh and Carnegie. My request is that a more nuanced approach towards an Option 3 be considered model a range of approaches to include low scale neighbourhood and garden apartment zoning between Glenhuntly Road and the southern caryard and train line area with reconsideration of the Glenhuntly Road development area alongside already committed development. Finally and most importantly to align space planning with urban resilience principles including proposals for public open space, greening and biodiversity in any new developments towards new models for a sustainable West Elsternwick.

Sincerely

[REDACTED]

Alexandra Avenue, Elsternwick

and

[REDACTED]

SUBMISSION 179 – 11 DECEMBER 2017

Mary Delahunty
Mayor
City of Glen Eira
Cnr Hawthorn and Glen Eira Roads
CAULFIELD VIC 3162

11 December 2017

[REDACTED]
[REDACTED] St James Parade
ELSTERNWICK VIC 3185

Dear Mary

My name is [REDACTED]. We met briefly after you hosted a CEDA lunch earlier this year.

In our quick discussion I mentioned what a great job Glen Eira child care do. I also complimented you on the good financial management that City of Glen Eira provides.

You asked me where I lived and I mentioned St James Parade. You commented that you were looking at public open space options because there was going to be development in the area.

Unprompted, I mentioned that our house backs onto the railway line but that I really liked that because it meant we could never be overlooked by a big block of apartments. I also mentioned that the heritage overlay and the single dwelling covenant meant that we have a lovely streetscape and a wonderful neighbourhood feel because we all still have backyards.

I am now terribly disappointed that you did not mention what was coming: that City of Glen Eira are seeking to propose an 8 – 12 story structure to be built about 30 metres from our back fence which will cause massive overshadowing and overlooking issues as well as the ruin of any heritage streetscape and create an irreversible change to levels of congestion.

We have drafted the attached submission but I wanted you to know personally how upset my family is that the house and backyard that we adore and have worked very hard to buy and improve is going to be severely and negatively impacted by the proposed Structure Plan.

I am a supporter of appropriate development (my job includes the construction of retirement villages and aged care) but this Structure Plan seeks to do too much and destroys the neighbourhood character the City of Glen Eira states that it wishes to preserve and protect.

I hope the City of Glen Eira sees reason and acknowledges its existing constituents' interests and limits development on Nepean Highway to the lower of 4 storeys or whatever cannot be seen on the horizon over the train line from St James Parade. While Melbourne needs to accommodate more people, it need not do it at the cost to our community and zoning as proposed and there must certainly be more appropriate places or layouts.

If you care to discuss further, I would welcome your call. My number is [REDACTED]

Yours sincerely

[REDACTED]

Att

Feedback on the draft Structure Plan

Submission from [REDACTED] St James Parade, Elsternwick
November 2017

Summary

We submit that the area from Oak Avenue to the rail bridge crossing Nepean Highway (**Urban Renewal Area**) ought only be developed to the lower of:

- 4 storeys or
- A level which cannot be seen on the horizon over the train line when standing on the west footpath of St James Parade.

(Height Limit)

Reasons for submission

Neighbourhood character

Only two years ago, City of Glen Eira introduced a Neighbourhood Character Overlay (**NCO**) that takes in the St James Parade Area (28/05/2015 – C107 – Schedule 3 to the Neighbourhood Character Overlay).

Relevant parts of this NCO to this Submission are attached at Appendix A. Most notable items from the NCO in light of the Structure plan are:

- Recognition that there is an overall consistency in neighbourhood character in the area
- An emphasis is given to articulation of built form and spacing
- Scale is to be contained to single story with well recessed upper levels
- Low pitched rooves with eaves create a horizontal emphasis
- New dwellings or extensions to dwellings are to respect the areas dominant building height, form, façade, articulation and roof forms
- Before deciding on an application, CGE must consider the extent to which the proposed buildings or works assist in respecting the preferred neighbourhood character of the area.

Contrary to all of this, the Structure Plan proposes to allow the construction of 8 – 12 storey buildings to be built approximately 30 metres away from the rear boundary of the east side homes on St James Parade. Put another way, modern, massive contiguous built form will be permitted under the Structure Plan almost adjacent to the rear of the homes this NCO seeks to protect.

The outcome of those permissions would be that single-storey, low pitched period homes would be backgrounded by monolithic contemporary complexes which are completely incongruous to the neighbourhood. The thin strip of land on which the train line sits provides only a very narrow separation between the St James Parade Area and the proposed activity centre and so the near horizon would be dominated by apartment towers.

CGE's very recent aim in preserving the character of the area as interwar period suburban will be thwarted if the streetscape is dwarfed and literally overshadowed by massive development. Currently the homes to the east of St James Parade are backgrounded by trees only. Presuming current homes are 4 metres high, a twelve storey development with commercial and residential components would likely be around 54 metres (3 levels x 6m, 9 levels x 4ms) - 13 times the height of the NCO included homes.

A visual representation of this ratio is:



I have also taken a photo of our street and drawn in how I think the buildings of Option 2 in the draft Structure Plan would appear. (**Attachment 1**) The streetscape is dwarfed and the character of the street provided by the existing rooflines is made redundant because the sightlines would be dominated by these buildings. It is also impossible for any design of 8 – 12 storeys in height to be sympathetic to inter-war period homes.

CGE cannot maintain that the streetscape it so recently identified as being of significant value and relative rarity will be adequately protected if development clearly visible from St James Parade is permitted.

Overlooking

Whenever we have guests they always comment on what a wonderful backyard we have – and it is the thing I love most about our home. I have two children under 6 and we use that backyard just about every day and many hours over the weekend. Our windows face out onto the garden and we entertain there regularly.

While it is possible to see into our backyard from the train, we are protected by trees and passengers get under 2 seconds of sightline if they are specifically trying to see in – otherwise they flash past.

The proposed development would almost certainly have windows to the east and south and presumably with balconies meaning we may have literally hundreds of windows looking down into our backyard. The idea of this is most distressing. I attach photos of our backyard to give you an idea of the current seclusion and amenity we enjoy. (**Attachments 2 and 3**).

I would very much like planners and councillors to come out to our home and stand in our backyard and comprehend how destructive the proposed zoning and the attendant overlooking would be to our wellbeing through lack of privacy.

Overshadowing

The proposed towers will stand between our home and the sun from about 3pm onwards. Our block runs east-west and we enjoy sunshine at most times of the day – particularly the late afternoon sun when we are home in the evenings and have BBQs and the children use the backyard. The two photographs attached were taken on 10 December 2017. The towers proposed mean our backyard would be completely in shade.

The proposed development would block our sun, considerably altering our gardens (not only the amount of light in them but the plantings and trees) and put us in shade for perhaps over half of the afternoon. The overshadowing would also not be over just a part of our property for a small time. The shadows cast by 12 stories would be over the length of our block and perhaps over the street and into the next properties.

All the homes in St James Parade were built before air conditioning and so have eaves and are quite dark to keep them cool. Overshadowing would make them very dull.

Most of them also have substantial backyards because of our single dwelling covenant so our home will not be alone in this concern.

Overshadowing and overlooking are the reasons we seek development only to the Height Limit. There is no other way, given the sun's passage is immutable and the proposed towers cannot be perforated, that overshadowing can be avoided.

Congestion

CGE introduced parking restrictions earlier this year in St James Parade noting the number of people who parked during the day to then access Gardenvale Station.

There have been arguments amongst neighbours already about parking in the street as this makes it difficult to reverse and turn out of our narrow driveways.

St James Parade also already has Yeshiva College at the end of it and much foot and cycling traffic going down to Gardenvale Station.

As the Nepean Highway service lane is one way, the amount of traffic that would then come down and seek to turn and head north would create massive congestion. Even if it were moved over to Gladstone Parade, that area already has poor traffic flows and it takes a lot of time to cross or turn Clarence Street, particularly from 7.30 to 9.00am and 3.00pm to 6.00pm.

The density of dwellings and the parking allowed for those will be the major determinant of the traffic congestion levels for us and so lower density housing can be the only answer to lessening this problem.

Depth and flooding

This year we rebuilt our garage. As part of this process we had to get a land survey and increase the height of the garage to a level above the 100 year flood line. This increased the height of our roofline – which we were trying to limit so that it was less intrusive to our neighbours – as well as added considerably to our build cost.

Given the proximity of the proposed buildings to the Elwood canal / Elster Creek and our experience with CGE's concerns about flood levels, it appears that underground parking may not be feasible or permitted. This would mean less carparking within the buildings or higher buildings if parking is accommodated above ground. It may also mean less carparks per dwelling causing greater need for on-street parking and this point has been dealt with above.

Finally, without significant and expensive infrastructure upgrades in and around the proposed activity centre area to sewers and stormwater drains (noting that the area under both ends of the rail bridge floods regularly with even a little rain), lots of hard surfaces will create massive run off that may see the lower levels of St James Parade flood. This almost occurred in 2010 when the waters backed up from the Elwood canals and the stormwater drain that runs on the west side of the train line flooded. Our back fence was destroyed and had to be rebuilt. .

Planning for Melbourne

GEC has made much comment of providing further public open space and meetings places but this would be very poor recompense for the loss of our much used private open space. I attended the information evening on 4 December 2017 and listened to GEC's priorities for the community and could not see GEC seeking to reconcile at all the loss of private open space which is of huge personal value to us and the wellbeing of our children with the creation of public open space which would be of some value but is already supplied by Hopetoun Gardens, Elsternwick Park and Elster Park.

After last week's session, we now understand that GEC is seeking to do its share in accommodating a growing Melbourne. But it also seems to be the case that GEC is pushing this development to the boundaries of its municipality and then making massive impositions on a few for the benefit of the majority (who have not yet made any investment into Glen Eira as we have).

As you saw, there was much support for low to medium density development in the Urban Renewal Area. There was general dismissal of the notion that preservation of the facades in Glen Huntly Road was of more importance to residence than their own private properties – we certainly share these views.

While we support GEC in seeking to conscientiously plan for the future and to strategically control development rather than react to applications on an ad hoc basis, I cannot accept the options put forward given the massive imposition it would have on our home, our wellbeing and our neighbourhood and we urgently ask you to liaise with the Department of Environment, Land, Water and Planning to devise a Structure Plan that has sufficient density while addressing the concerns that we and many others have raised.

APPENDIX A

"The Interwar Era Significant Character Areas are distinct streetscapes of Interwar era dwellings set in established landscape surrounds. ... [the houses] present an overall consistency of neighbourhood character in terms of their level of design detail, articulation of building and roof form and dwelling spacing.

The St James Parade Area in Elsternwick is significant as an intact collection of Interwar era dwellings set in well landscaped surrounds. ... The area has highly consistent neighbourhood character attributes of building form, scale, materials, and regular front and side setbacks that allow space for substantial planting."

"New development will adopt the key characteristics of buildings in the area which comprise of:

...

- *Single storey building scales with well recessed upper levels from the front façade*

...

- *Low pitched roof forms with wide eaves that create a horizontal emphasis within streets characterised by Californian Bungalows and Spanish Mission dwellings.*

...

- *Articulation of building form and facades achieved through variations in plan and roof form."*

"Neighbourhood character objectives

To ensure that new buildings and works reflect the statement of neighbourhood character of the area.

To encourage retention of older dwellings that contribute to the valued character of the area.

...

To ensure that new dwellings or extensions to existing dwellings respect the dominant building height, form, façade articulation, materials and roof forms of the streetscape."

"Design detail A19 and B31

The design of buildings should respect the preferred neighbourhood character of the area specifically in relation to:

- *Scale and form*
- *Roof form, pitch and eaves*
- *Number of storeys*
- *Materials and finishes*
- *Façade articulation*
- *Building siting*
- *Siting and design of driveways, garages or carports.*

New buildings should interpret the detailed elements of older dwellings that contribute to the neighbourhood character significance of the area in an innovative and contemporary manner ...

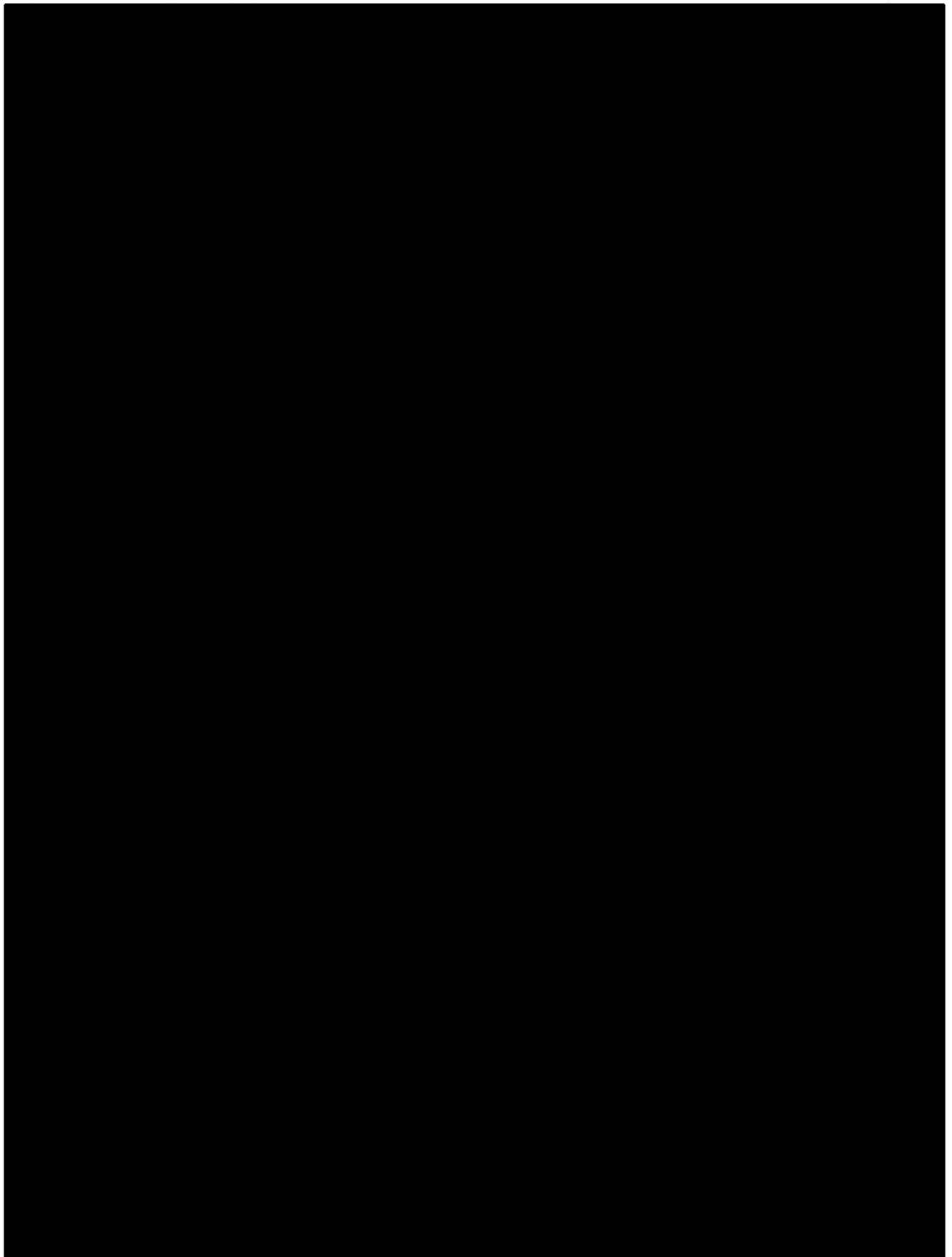
Second story elements of new dwellings, and second story additions to existing dwellings should be sited and designed so that the single storey part of the building, including its roof form, is the dominant visual element when viewed from the street. This will require second story elements to be:

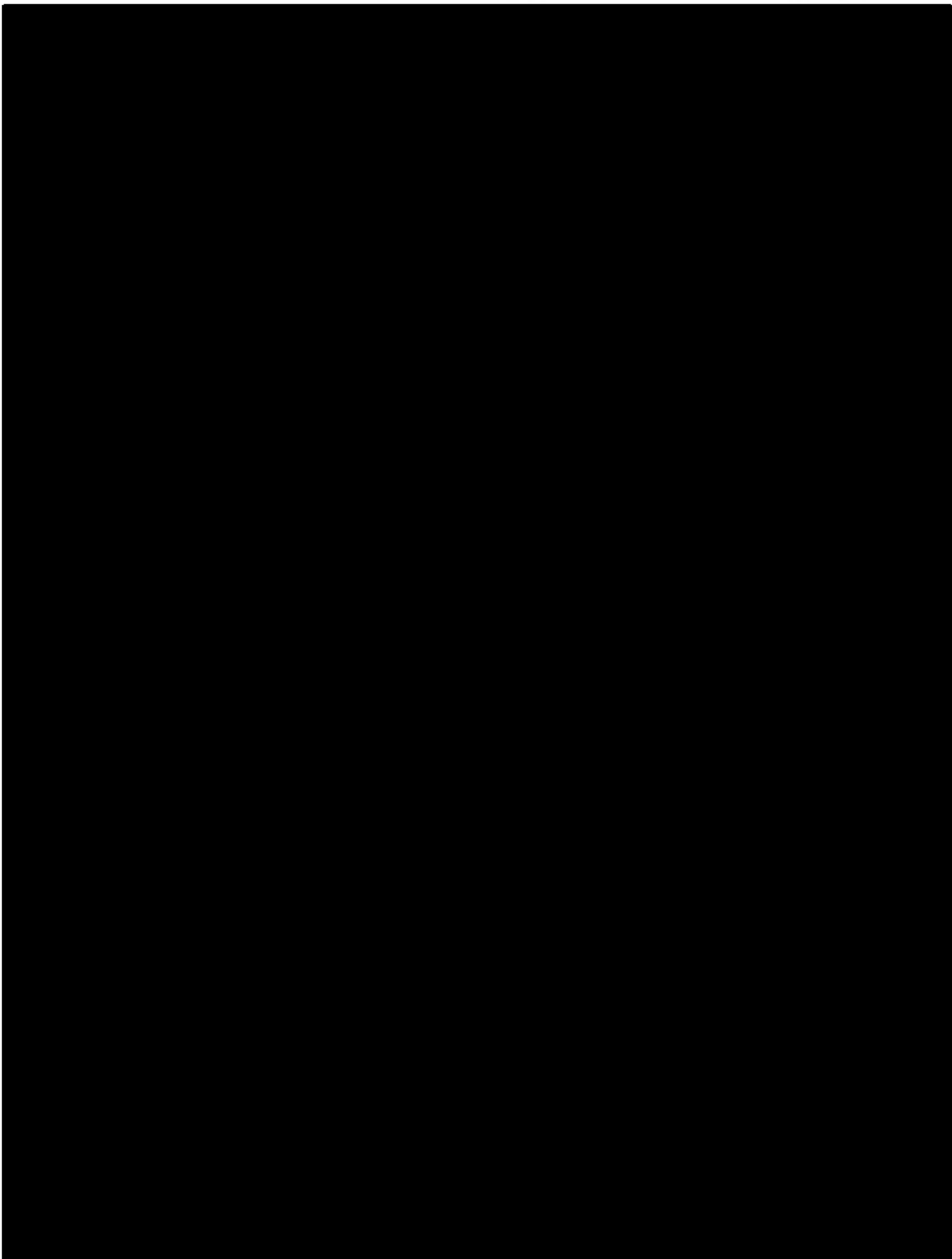
- *Set back at least 8 metres from the front building façade where the main ridgeline of the roof is perpendicular to the street or located at least 1m behind the main ridgeline of the roof where this is parallel to the street and*
- *Designed to complement the form and proportions of the existing dwelling ..."*

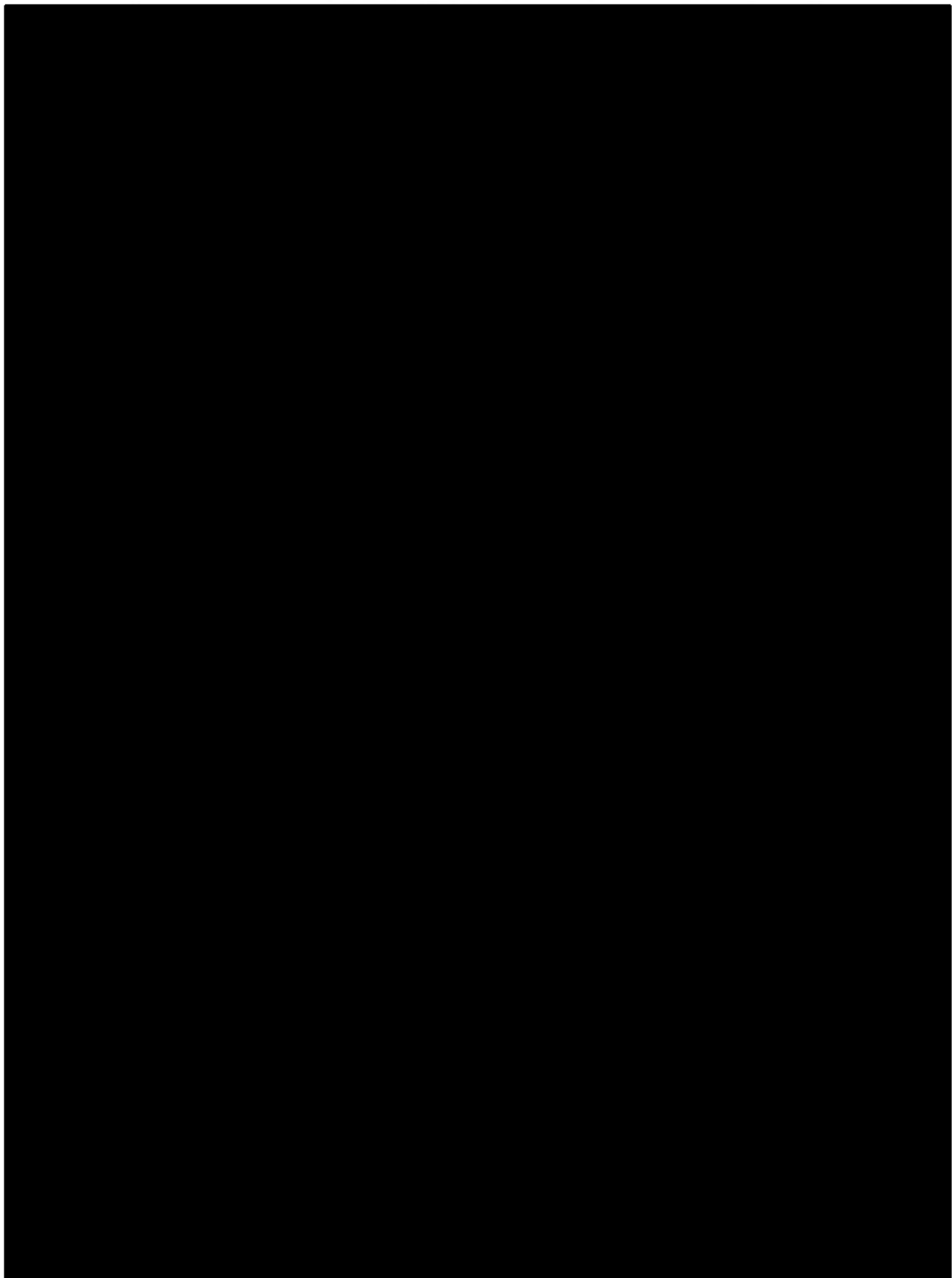
"Decision guidelines

Before deciding on an application, the Responsible Authority must consider as appropriate:

- *The extent to which the proposed buildings or works assist in respecting the preferred neighbourhood character of the area.*
- *The extent to which any building to be demolished, extended or otherwise modified contributes to the preferred neighbourhood character of the area. "*







SUBMISSION 180 – 10 DECEMBER 2017

To the City Futures Department of the City Glen Eira, Mayor, Councillors of the Camden Ward and the Minister for Goldstein,

I am writing to you to convey my feedback regarding the Elsternwick Concept Plan. I attended the Community Forum on Monday the 4th of December. Whilst there are some aspects of the plan that have merit, **I hereby reject both Option 1 and Option 2 that were presented.**

My reasons for rejection should not be new to you, however I have summarised below. Please note that whilst I do not reside in a directly impacted area by the proposed rezoning along Nepean Highway, as a City of Glen Eira resident my whole life and a ratepayer of 17 years, I have very grave concerns for the future of this municipality. Please also note my previous email to this department (13 September 2017) whereby I stated my dissatisfaction with the proposal and the process, namely;

- expansion of the centre boundaries and significant changes to height limits (particularly for newly defined Urban Renewal Areas and Strategic Sites)
- no strategic justification for these changes
- scant detailed information on expected population densities, government targets and
- no information on the planning tools to be implemented to achieve desired outcomes
- disregard for heritage and neighbourhood character

Addressing the Plan:

- This plan is grossly excessive and completely out of character with the suburb and the reason people choose to live in Elsternwick. High-rise development is at direct odds with the objective of creating and protecting Elsternwick's character and "village feel" changing the social fabric of our suburb.
- The council has failed to neither address the community concerns nor provide detail as to how the properties next to or near the proposed 12 storey developments will be protected by massive overshadowing and loss of privacy
- Apparently a traffic impact assessment was being done during Stage 5 of consultation. Council has not released the outcome of this impact assessment or been able to answer simple questions around how a significant increase in traffic (given the 20%+ increase in residents in this small area) will be managed nor how traffic will be managed in the small residential streets leading up to the Elsternwick shopping strip. Likely traffic chaos will ensue in St James Pde (which has a school), Denver Ave, Collage St, Horne St/Glen Huntly Road intersections.

- Additional impacts to our already over-crowded train, tram and bus facilities have not been considered or addressed
- Both options destroy heritage/character properties in one of the oldest parts of Elsternwick (many of which are circa 1880 and turn of the century Edwardian properties). I am an extremely strong advocate for heritage protection, and the City of Glen Eira has suffered enough with previous poor and inconsistent planning decisions. High-rise development is at direct odds with the objective of creating and protecting Elsternwick's character and "village feel" changing the social fabric of our suburb.
- Council has failed to provide detail or address community concerns around car parking in the urban development zone and in the shopping strip to cater for a significant increase in residents many of whom will still need to drive to local shops.
- New public space in urban development zone is only being 'advocated' for – there is no detail around how the council will secure this park space. Opening up Ripponlea Estate whilst admirable, could be construed to counter the need for 'green/public/freely accessible land in our area - which is a short-term strategy and not helpful to this immediate area
- Council has stated it is taking a whole of municipality approach to meeting Victorian government housing targets – why then are you not providing a consolidated list of all housing development sites/opportunities across the municipality?
- From my research and understanding, Council has enough opportunities to meet these targets (and is already meeting and exceeding its targets) without creating such excessive high-rise building zones in Elsternwick. This includes 24 hectares in the new East Village; significant opportunities in Bentleigh and Carnegie (including the Bentleigh car yard area which has THREE railway stations close by) and a recent petition from residents to develop the area on Glen Huntley Road near Hawthorn Road.
- According to ABS data (please refer to table on the next page), Glen Eira already has highest number of apartment applications, which is frightening in itself. Additionally, it has been reported that in excess of 1300 dwellings are unoccupied! Based on this data alone, the intent to pursue Options 1 or 2 beggars belief !

COUNCIL	HOUSES	APARTMENTS	TOTAL
GLEN EIRA	91	1233	1325
BAYSIDE	101	234	335
BOROONDARA	155	144	301
STONNINGTON	41	403	444
MONASH	204	980	1185
KINGSTON	121	468	589
MANNINGHAM	146	279	425
PORT PHILLIP	21	132	157
WHITEHORSE	152	413	567
WESTERN AREAS			
MOONEE VALLEY	74	406	496
MORELAND	99	477	579
BANYULE	90	259	349
DAREBIN	80	314	394
MARIBYRNONG	50	143	194

As has been conveyed to Council at the Community Forum and in an open letter to the Mayor by Warren Green, we have reached the point where we demand balance to ensure liveability, long-term sustainability and the right legacy. Immediate action is required to address the inconsistency and weaknesses of past decisions. The time is nigh to undertake the necessary due diligence, be open, honest and transparent, and actively listen to and consult with your community - only then can you deliver a plan that is appropriate and balanced. At this juncture, I note that (according to your website, and I quote), you work with and for the community. Sadly, I see no evidence of this in your proposed plans.

To that end, I request an Option 3 as overwhelmingly conveyed at the community meeting on Dec 4th 2017.

I await acknowledgement of this submission.

Yours sincerely,

[REDACTED]

Aileen Avenue,
Caulfield South

[REDACTED]

SUBMISSION 181 – 10 DECEMBER 2017

Esteemed Councillors,

As a rate paying Elsternwick resident I am writing to express my **strong opposition to the proposed high density Urban Renewal Areas**. I implore Council to re-consider this approach and to request the **development of an alternate, more sophisticated proposal**, which truly enables us to protect Elsternwick's unique historic character and village feel, while still allowing for growth in line with State Government objectives.

While the current structure plan claims to be informed by extensive community consultation, overwhelming feed-back, particularly from the latest community forum (4 Dec) but also from online forums, unequivocally demonstrates that **the vast majority of the community do not feel sufficiently consulted/heard with regards to the proposed rezoning and changes in allowable building heights**. Many directly impacted residents within the currently proposed Urban Renewal Areas and their immediate neighbourhoods were not notified until this last consultation round regarding the structure plan draft, and therefore rightly feel that they have not had sufficient opportunity to provide feed-back. In addition, feed-back from online forums supports that residents outside of these directly impacted neighbourhoods also feel that they should have been consulted and given an opportunity to be heard in response to these proposed changes which if implemented would significantly change Elsternwick's landscape.

Furthermore, and again abundantly clear from feed-back provided at the latest community forum and online, **the overwhelming majority of Elsternwick citizens do not find the proposed concentration of additional dwellings into the Urban Renewal Areas with a proposed allowable building height of up to 12 storeys (neither option 1 or 2) acceptable**. Instead, they demand the development of another more sophisticated plan/approach with significantly reduced building heights.

With regards to the proposed Urban Renewal Areas, **Elsternwick citizens have expressed deep concern about:**

- the resulting sacrifice of beautiful pockets of the very historic character and village feel that the proposed plan supposedly seeks to protect;
- the imposing bulk of the suggested concrete jungle, with serious issues for surrounding residential areas with regards to privacy, overlooking and overshadowing;
- the negative effect of such an unsightly ghetto at the entrance to Elsternwick on aesthetics, and the related damage to Elsternwick's unique character; and
- the enormous impact that concentrating this vast number of dwellings on a relatively small area, will have on the already overstretched road infrastructure and the potential detrimental effect on road safety. Particularly, as traffic studies still do not seem to have been conducted.

The proposed **addition of Urban renewal zones** (with building heights of up to 12 Storeys) **to the small triangle between Hotham Street, Glenhuntly Road and Ripon Grove**, on top of the already increased building height of 3-4 Storeys, seems to be **particularly ill-conceived**. Together, these zoning changes would result in the number of dwellings in this triangle to increase manyfold from the current single level housing in this area. The corresponding increase in the number of vehicles would put enormous pressure on the extremely busy junction of Glenhuntly Road, Hotham Road and Nepean Highway where particularly during peak hour the traffic is already backed up along Nepean Highway, Hotham Street and Glen Huntley Road. Moreover, the proposed Urban renewal zones in this triangle are home to several buildings of significant heritage and community benefit, namely St Clements Church, the first church of Elsternwick, built between 1886 and 1915, and the Scout Hall in Miller Street, home to the well-attended 10th Caulfield Scout Group which has been catering to Jewish youth of the local community since 1952 and which with its

distinctive “A” frame, is a unique example of modernist architecture. Finally, there are nice pockets of residential housing with substantial heritage and neighbourhood character in this triangle. Please refer to my earlier feed-back to the draft concept plan where all these points are discussed in more detail (attached FYI).

In conclusion, **I urge the Council to listen to the overwhelming feed-back from residents to date**, according to which the current proposals are unacceptable, and which demands the development of an alternative, more sophisticated plan; a plan that aims to protect Elsternwick’s unique heritage and neighbourhood character, both within and outside the current overlay areas. Logically, this would necessitate another round of community consultation, giving all interested parties an opportunity to provide feed-back, after providing them with a detailed well-considered proposal including building heights in transition areas to abutting zones with different building heights, estimates of the number of new dwellings created, and assessment of the likely impact on the current road infrastructure based on detailed traffic analysis results.

While this may seem like a back step, it will demonstrate true community engagement and real consideration for community feed-back, and ultimately will help prevent unnecessary irreversible damage to Elsternwick’s unique character.

Yours sincerely,



To the Council’s City Futures Department,

I am writing to express my deep concern regarding the Elsternwick Draft Concept Plans. I am particularly concerned about the proposed increase in maximum building heights up to a staggering 12 storeys in the area between Nepean Highway and the railway line. In line with community feed-back the Draft Concept Plans rightly seek to protect and maintain Elsternwick’s pristine **heritage character** while trying to accommodate a growing population. However, I believe that the Plan’s blanket approach of only aiming to protect certain areas with existing heritage and neighbourhood character overlays, while concentrating major development with increased building heights within the so called “Urban Renewal Precinct”, will instead ultimately lead to a substantial loss of Elsternwick’s unique character and to the development of an unsightly ghetto at the entrance to Elsternwick.

While the current areas of heritage overlay certainly contain houses of significant heritage character which warrant and deserve protecting, there also are interspersed plots with buildings of no heritage value, which could be maintained at the existing four storey maximum height limit. At the same time, there are numerous areas of considerable heritage and character outside the currently existing heritage overlay areas which would be a substantial loss to Elsternwick if not protected. For example, there are numerous pockets of significant heritage and character in the proposed growth area between Nepean Highway and the railway line.

I would like to particularly draw your attention to the triangle between Hotham Street, Ripon Grove and Glenhuntly Road. This area contains several buildings of significant heritage and community benefit. Firstly, St Clements Church on the corner of Glenhuntly Road and Nepean Highway (see figure 1). This is the first church of Elsternwick, built between 1886 and 1915, with a number of architectural features funded by relatives of servicemen who died in World War I, and therefore is not only a place of considerable architectural but also community heritage. Secondly, the Scout Hall located in Miller Street (see figure 1); with its distinctive “A” frame, a unique example of modernist architecture, this hall is home to the well-attended 10th Caulfield Scout Group which has been catering to Jewish youth of the local community since 1952. In addition to these buildings of significance, there are nice pockets of residential housing with substantial heritage and neighbourhood character in this triangle. For example, McCombie Street is a street of fine

neighbourhood character and home to some lovely examples of Edwardian and Victorian houses. In a bid to help protect Elsternwick's heritage for future generations, I believe the Draft Concept Plan should encourage protection of the buildings and neighbourhoods within the triangle between Hotham Street, Ripon Grove and Glenhuntly Road.

In addition, I have grave concerns about the increased pressure this resulting corridor of high density population will have on the already congested traffic around this area, likely resulting in a significant negative impact on **road safety**.

Again, I would like to draw your attention to the triangle between Hotham Street, Ripon Grove and Glenhuntly Road. The intersections of bordering Hotham Rd, Nepean Highway and Glenhuntly Road are already heavily congested, particularly during peak hour. Acknowledging the risk of through traffic often at high speeds, and trying to help increase road safety, traffic flow has been heavily restricted within this triangle (see figure 1); intersections between Ripon Grove and Hotham Rd, and Miller Street and McCombie Street have been closed off; traffic on McCombie St coming from Glen Huntly Rd is not allowed to go beyond (the closed off) intersection with) Miller Street; and traffic on Davis St coming from Glen Huntly Rd via Ripon Grove can only turn left into McCombie St while traffic from Hotham Street via Davis St cannot enter McCombie Street and only turn left onto Ripon Grove (see figure 1).

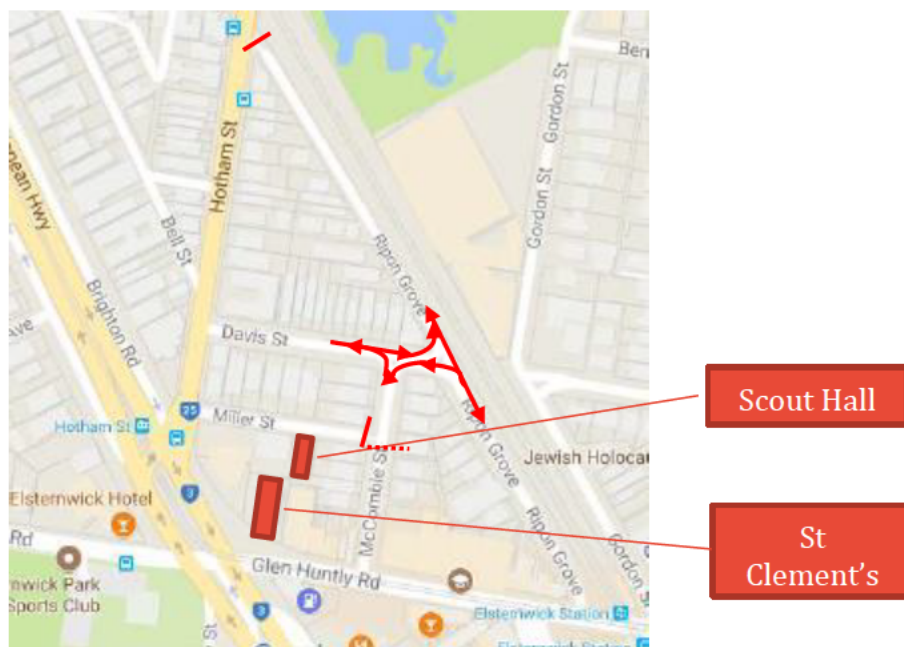


Figure 1: Triangle between Hotham St, Ripon Grove and Glen Huntly Rd

With the recent introduction of the 11-storey building at the corner of McCombie St and Glen Huntly Rd, traffic has already significantly increased at the intersection of McCombie Street and Glenhuntly Road. The addition of the planned 15-storey building with multi-level car park (Glen Eira Planning Application reference: GE/PP-30917/2017) between 233-247 Glen Huntly Rd with rear access to Ripon Grove, will no doubt bring additional pressures to the intersection of Ripon Grove and Glen Huntly Rd. In summary, with the addition of these two major developments the current road infrastructure leading in and out of this triangle is already stretched beyond its limits, and I cannot imagine how it would cope with adding numerous, additional major developments of up to 12-storey buildings to this situation.

In summary, I urge the Council to reconsider these Draft Plans, taking into consideration heritage and neighbourhood character, both within and outside the current overlay areas. This will not only help protect pockets of substantial heritage and neighbourhood value outside the overlay areas, but these same pockets will in turn help decompress the burden of the proposed high density

population areas on the existing infrastructure, and limit the negative impact on aesthetics and road safety. Maintaining the existing building height of four storeys for plots with buildings of no heritage value within the overlay areas would help take the pressure off the Residential Growth Zones and enable the protection of the above-mentioned pockets of heritage and neighbourhood within these growth zones.

Yours sincerely,

A solid black rectangular box used to redact a signature.

SUBMISSION 182 – 10 DECEMBER 2017

Dear Councillors and others that may be concerned,

I am writing to express my disgust at the proposal of the Elsternwick Tower Development.

I completely REJECT both options for the "Urban Elsternwick Renewal Precinct"

I have lived in Elsternwick with my family for a number of years. A few years ago we renovated our home and had it designed to capture as much natural light and skyline as we could, thus giving us some tranquility in this lovely inner city suburb. These tower blocks will block all of our views and most of our sunlight. As you can imagine this is devastating and has far reaching impacts from mental health and well being of the whole family, power bills for heat and lighting, increased air pollution from the wind tunnel that the high-rise will create along the railway, and so on.

I know I am speaking for my family here, and I know that this is the case for many families surrounding these proposed towers.

I also find it appalling that this development is adjacent to 2 neighbouring municipalities. As we were not notified of this development, I can confidently say that that people in Bayside or Port Phillip would have been notified. This directly effect many residents in these two municipalities for all the reasons that are outlined in the attached letter. As you are only hearing from people in Elsternwick, I think you could anticipate that the numbers of objections to the proposal would be greatly increased if all residents in these surrounding areas were notified.

Please read my attached letter to clearly explain all the reasons for my objections.

I urge you all to listen to the people that really matter -the residents, and not the developers and those with money. We elect people to local council to look after us and make decisions based on our best interests. In this case this is clearly not being done and we (the residents) feel completely betrayed!

I look forward to hearing some good news of a complete revamp of the current proposal , taking into consideration all that is being said by the residents and by tho whose lives you are severely compromising.

Kind regards



Feedback for Urban Renewal Precinct - Elsternwick

I reject completely BOTH options for the Urban Renewal Precincts as proposed in the Elsternwick Draft Concept Plan.

City of Glen Eira state:

“What have we heard?... Urban renewal area is excessive and 12 stories is too high....”

“What are we proposing?... Provide two options for further community feedback.”

The 2 options in response to “what have we heard” show complete disregard to the wishes and opinions of Elsternwick residents. Neither option addresses “excessive” or “12 stories”.

The distress my family feels is compromising our health and well-being. I am therefore resolved to fight this proposal with all resources at my disposal.

My neighbours feel the same.

The proposal directly threatens our quality of life. We all feel this proposal will destroy that which makes Elsternwick a great place to live.

Please read on for a detailed account and feedback on the proposal and accept the following as my submission for the community consultation sought by the City of Glen Eira.

A: Negative effects & inadequacies of planning for Urban Renewal Precinct - Elsternwick.

I. Overshadowing

The proposed towers will block sunlight from falling onto my home and garden for more than 5 hours a day. This is an extremely distressing possibility that will directly compromise the health and wellbeing of my family. And I am not alone. Many, many residents will be likewise hurt by overshadowing. This proposal is therefore a direct assault on all of us who fall within the shadow of the proposed buildings and I fail to understand why any elected councillor would wish this upon the constituents who elected them into office.

I No shadow planning has been done by council. Why?

I am told by the planning department that this would occur on a case by case planning permit basis. Too little too late!

In any case, the shadow mapping would only consist of shadow effects at 9am and 3pm at the autumn and spring equinox days. Such mapping would grossly underestimate the harmful effects of these proposed buildings.

II Even the four-story blocks proposed for adjacent to the railway will shadow my residence and many of my neighbours’.

III Shadowing will be harmful for gardens.

2

Gardens that are considered so important for Neighbourhood Character Overlay that existing residents cannot build fences over 1.2m.

What is the point of an NCO designed to protect views of homes and gardens if overshadowing towers destroy the view there is to offer?

IV Shadowing particularly in winter will heavily impact natural heating of the house, which will lead to further heating required... ie higher gas and electricity bills.

On a personal level this will majorly impact my family budget and threatens to push us into poverty. Collectively for the suburb, this is not an environmentally sound proposition as it will drive up energy consumption of many, many households.

V Overshadowing will also make any plan I have for solar panels obsolete.

Again, this has a huge impact on energy consumption collectively for the affected households.

VI Overshadowing has profound consequence to the psychological and physical health of families.

Every evening my family enjoy a family meal in the natural light that washes

our dining table. The urban renewal proposal will destroy this luxury. As such, all future meals will be in shadow and require powered lighting. As such, all future BBQ's will be in shadow and no longer enjoyed in the evening sunlight.

The conversation will most likely consist of the disgust we have for the City of Glen Eira.

Solution: Limit building height to prevent shadowing existing residences.

This requires extensive shadow planning beyond the 9am and 3pm slots to be conducted at the height of winter and summer in order to fully understand the real cost to households and environment.

- Building adjacent to railway lines and other houses should not exceed 2 stories.

- Building in proposed tower sites should not exceed 5 stories.

2. Privacy

I 2000 (sic) residents given to full view of surrounding houses.

II In my case this will mean all apartments with a view in my direction will see directly into my living, lounge and bathroom. Our shower and toilet will be fully visible by any building higher than 2 stories.

Due to architecture of my residence this will require very problematic and expensive solutions to obscure the intrusion. Architecture designed to take advantage of the natural light no longer to be offered.

3

So, are we expected to live in a darkened cave by blocking all windows to allow for privacy?

III Again, the health and wellbeing implications of such a removal of privacy.

IV The NCO my home is subject to does not allow for privacy in terms of restrictions to frontal fence height. The proposal for high rise buildings compromises my home for rear privacy. Glen Eira appear hell-bent on not allowing my family privacy from any angle.

Solution: Limit building height to prevent overlooking of existing residences.

This requires extensive sightline planning to fully realise the potential cost to households.

- Building adjacent to railway lines and other houses should not exceed 2 stories.

- Building in proposed tower sites should not exceed 5 stories.

3. Security

I 2000 (sic) residents given to full view of surrounding houses allows for any criminally minded to fully "case" the neighbourhood and determine when residents are not home or when women and children are home alone.

II The ante is upped on this considering the council claim that the towers "may" allow a "community benefit" of affordable housing.

III Due to the Neighbourhood Character Overlay, existing residents cannot build fences over 1.2m. This is completely inadequate protection against unwelcome intrusion and is further compromised by the ability for high rise occupants to view weaknesses in neighbours' security.

This proposal severely compromises the security and safety of my family.

Solution: a) Limit building height to prevent overlooking existing residences.

This requires extensive sightline planning to fully realise the potential cost to households.

- Building adjacent to railway lines and other houses should not exceed 2 stories.

- Building in proposed tower sites should not exceed 5 stories.

b) Relax the parameters of fence height restrictions within an NCO to counter the effect of compromised security from overlooking.

4

4. Traffic Control

I How do the projected new residents access Elsternwick Village? No solution to this issue has been proposed by council. The only possibility for the new residents is to head south via Napean Hwy service road and turn left and use St James Pde/Denver Cres. These streets cannot cope with any further demand.

II Blocking access from service road to St James Pde will simply inconvenience current residents and simply push the same problem up alternative back streets.

Existing residents would also be forced to join the new traffic if streets were blocked and thus compound the issue for neighbouring back-streets.

III Increased back-street traffic means increased danger to children.

This is already a problem, this problem will be compounded. Any subsequent death or injury would be a direct result of inadequate traffic planning by Glen Eira in response to the urban renewal proposals.

Nb: City Futures and Mary Delahunty said a traffic impact assessment was being done during Stage 5 of consultation. Council has not released the outcome of this impact assessment or been able to answer simple questions around how a significant increase in traffic (given the 20%+ increase in residents in this small area) will be managed and how traffic will be managed in the small residential streets leading up to the Elsternwick shopping strip with likely traffic chaos in St James Pde (which has a school), Denver Ave, Collage St, Horne St/Glen Huntley Road intersections.

Solution: There is no solution to the proposal as currently put forward by Glen Eira as there has been no published detail into any traffic impact study.

It is my belief (and shared by others) that the urban renewal precinct is simply not sustainable and any massive injection of residences needs to occur in a more appropriate location.

Photos below are of Denver Crescent.

Clearly apparent is the lack of infrastructure required to handle any further traffic.

5

6

5. Neighbourhood Character

How is it that on one side of the railway tracks the NCO is enforced with the view of protecting the neighbourhood character, but within 25m of these properties a series of 12-story high rise is proposed? The proposed towers will fully dwarf the NCO area, will be highly visible and overbearing and will destroy the character the council are saying they wish to protect.

The overshadowing will not only overshadow the housing but also the footpaths.

As stated the overshadowing will massively decrease sunlight afforded to gardens and trees and compromise those very assets the NCO is trying to keep visible.

High rise development is at direct odds with the objective of an NCO.

High rise development is at direct odds with the objective of creating and protecting Elsternwick's character and "village feel" changing the social fabric of our suburb.

High rise development will produce an ugly, overbearing and dominant skyline at complete odds to Elsternwick's current suburban housing.

Solution: There is no solution to protecting neighbourhood character as currently put forward by Glen Eira.

It beggars belief in my opinion as to how such development can even be

considered given the blight on the neighbouring landscape and skyline. This is simply not the location for such development to occur if Neighbourhood Character is to be preserved.

7

6. Light Pollution

High rise of this volume will generate significant night time light pollution that will greatly impact neighbours. The only solution to this will be the further requirement for neighbours to shut themselves out from the world with heavy duty curtains.

7. Noise Pollution

As an expert in audio I am fully aware of the impact on sound pollution a 20% population increase will have in such a small geographical area.

Goodbye to quiet Sunday morning birdcalls. Hello to exponential sound intrusion.

8. Wind Tunnel

As a resident situated alongside the railway I can already testify to the impact the railway line has on the movement of wind. On a windy day, the wind tunnel effect is significant as it stands, being bordered by fencing and housing.

Adding a row of high rise buildings will exponentially add to this wind tunnel effect and create significant extra disturbance for residents, existing fencing, trees and gardens. Such an effect also dramatically reduces air quality for surrounding residents as dusts and contaminants are picked up from the rail line and spread through the neighbouring homes.

I have no doubt that this effect has been overlooked and it should not be ignored or underestimated.

9. Infrastructure and public transport

Additional 20% population increase impacts to our already over-crowded train, tram and bus facilities – plans have NO detail on how this is being managed.

Other considerations: Schools, policing, parking, parks and recreation, child care, health services... I am sure there are more.

Many of these factors are outside of council control and cannot be in any way resolved without assistance of state government and the private sector.

8

B: Unsubstantiated council claims

This proposal has been sold using a number of rhetorical claims that have not been substantiated in any way by council. In fact, when I have raised these issues I have been told in vague terms that the claims would be used as leverage for any developer proposals.

Council are prepared to trade off with developers the very tangible aspect of height control for vague promises of community benefits. These are:

I Affordable Housing - I cannot get a straight answer as to how Council will enforce this. These towers will command amazing bay, city and mountain views. How is it that the apartments will not be subject to the same market forces that any other housing is subject to? In short, they cannot.

When I raised this at the library session I was told that council **might** be able to insist that 5% of apartments will be State Housing.

If these towers and surrounding low rise apartments are “affordable”, what does this mean? Without wishing to sound like a snob, I cannot help but wonder if it would encourage an influx of a less than desirable population. State housing by its very nature lends to the possibility of drug dealers/users.

II Employment opportunities. - Council love to sell this project on the basis it will bring employment opportunities. They even use a statistic

that 79.9% of locals work outside of the area.

Who for? How? This is a meaningless statistic in the context of this proposal.

Apparently, the employment will come because council **might** insist developers will have to provide a percentage of office spaces. This will then add further opportunity for employment in these offices.

But again, who for? Council cannot insist these spaces be filled by local employees.

Basically, if council insist that office spaces be added to the development, all this achieves is additional height requirements for the building. Not further employment opportunity for locals.

The arguments put forward regarding employment opportunity - on the basis of office space - are thus quite simply idiotic.

Such claims are very much seen through by the intelligent members of the community and all these claims accomplish is for complete lack of confidence in council and a question as to the validity of the entire proposal.

III Community benefits - Council expect these will be demands for developers to include parkland (where, what and how); child care (is this council funded?)

Exactly what are these undefined community benefits?

9

Once more I reiterate - **council basically intend to sell off a very definite asset of zoned height control for “pie in the sky”, as yet undetermined and vague ideas.**

None of these presented arguments by council are site specific. Therefore, there is no reason to build the towers at the suggested location to attract these benefits. High rise could occur at more appropriate locations where some of these “benefits” might have more weight.

IV Council has stated it is taking a whole of municipality approach to meeting Victorian government housing targets – why is it not providing a consolidated list of all housing development sites/opportunities across the municipality?

In reality, across the municipality, council has enough opportunities to meet these targets (and is already meeting and exceeding its targets) without creating such excessing high rise building zones in Elsternwick. This includes 24 hectares in the new East Village; significant opportunities in Bentleigh and Carnegie (including the Bentleigh car yard area which has THREE railway stations close by) and a recent petition from residents to develop the area on Glen Huntley Road near Hawthorn road.

V Parkland?

Council has suggested that parkland will be an acceptable trade-off for the development proposal.

Currently the plans suggest **token** allocation of green space. So small is the suggested space it is laughable.

Even more ludicrous is that the suggested green space will be in shadow for 80% of the day time.

VI The Urban Renewal Proposal is necessary to fulfil state government expectations.

This is categorically incorrect. ABS data suggests the City of Glen Eira is already pulling its weight far beyond other municipalities.

10

11

C: Potential suggestions:

I cannot offer too many as I don't see any cause for adding towers to the area, but...

I Relocation to existing local developed areas.

Currently we have some hideous new developments along Glen Huntly road. As this strip is already compromised, is it not better to continue that trend and limit high rise to the retail strip?

- That way, at least parking can be included to development plans to relieve the existing shortage where it is actually required.
- That way a second Elsternwick village is not created and all resident can visit one single village.
- That way shadowing will be somewhat reduced as towers will overshadow the current retail blocks and less of the neighbourhood houses.

In fact, if high rise was further limited to the north side of Glen Huntly rd there would be little to no overshadowing of existing residences.

II Tree barriers.

Tall trees should be added to protect privacy of existing dwellings from proposed towers. This will only work for buildings of up to four stories. But a wall of trees would certainly assist between existing homes and towers.

If my sunset views are going to be removed, please allow me to look out my window at tall green trees and not at concrete or balconies of clothes hung out to dry.

III Parkland buffer zones

High rise should be buffered by parkland (including trees) to prevent the overshadowing and overlooking of existing residential homes.

12

IV Relocation of high rise to other precincts already compromised.

The most obvious of which is anywhere along the elevated train lines in Carnegie. Surely this is the strip that would be most suitable for increased building heights?

V Limit building heights to:

5 stories along Napean Hwy graduated to 2 stories where development occurs next to or adjacent existing properties. This includes any property effected by this proposal, ie those along the railway line.

This can be the only means to development within the proposed urban development zone that won't lead to the majority of the above outlined issues, in particular overshadowing and overlooking.

D: Conclusion

I love Elsternwick. My family have enjoyed this home for 18 years. With my youngest daughter being 5 years old, we intend to live here for a further 18 years at least.

The urban design proposal shatters the lifestyle we have come to love. It is causing us a great deal of distress and angst.

It is impossible not to take this personally and respond with great emotion. We feel City of Glen Eira have launched an assault directly on us, our home and our lifestyle. We feel utterly betrayed by this council.

We beg you to please bring an end to this assault on our community.

SUBMISSION 183 – 10 DECEMBER 2017

Dear Sir/Madam,

Thank you for the opportunity to provide feedback on the Elsternwick Concept Plan. These comments related to Elsternwick as a whole and to the area north of Glenhuntly Rd between the railway line and Hotham Rd. More detailed comments are attached as a pdf.

1. Neither proposal (Option A or B) is a means to maintain the objectives for the future of Elsternwick. Alternative options, including maintaining existing zones and controlling height limits within existing commercial needs to be considered. **A more appropriate and balanced option that protects Elsternwick's heritage, character and village feel is required.**
2. The proposal for a precinct approach to re-zoning the area north of Glenhuntly Rd between the railway line and Hotham Rd is not appropriate. Extending the existing commercial zone into RGZ areas is not supported by current infrastructure, there is an impact on existing heritage and community buildings and the proposal will have social and environmental impact.
3. This area is the most densely populated region in Elsternwick with plans for a 13 story apartment block at 233-247 Glenhuntly Rd (Planning permit GE/PP-30917/2017) adjacent to Elements apartments (11 story) in Glenhuntly Rd. This permit is currently being considered by Glen Eira City Council. The social and environmental impact on this development (in an existing commercial zone) was recently discussed at a meeting with councillor Nina Taylor on the 30 November 2017.
4. McCombie Street is situated in an area of iconic cultural and historical importance being surrounded by Ripon Lea Estate (1868), Elsternwick Hotel (1854), the original site of St Clements Church (1886), The Third Church of Christ the Scientist (1931, Heritage Listed) and early Heritage listed buildings along Glenhuntly Rd.
5. The area does not have access to Nepean highway. It borders Hotham Rd. The area has narrow convoluted roads which have been established for road safety reasons and are currently causing major traffic congestion and/or disruption. The addition of the 13 storey apartment building at 233-247 Glenhuntly Rd/Ripon Grove without a major parking waiver will further exacerbate this current issue.
6. A detailed heritage assessment of this area should be conducted to inform the Elsternwick Concept Plan Urban Renewal Proposal before any changes to the Glen Eira Planning Scheme are presented to the Minister for Planning
7. Current streets and building under threat by increasing building heights as part of the Urban Renewal Zone in this area include the following:
 1. **McCombie Street** - This is a high value street with respect to its neighbourhood character and consistency of Edwardian and Victoria residential homes. The street is of heritage significance in that it displays a way of life in Elsternwick during the Edwardian era.
 2. **St Clements Church** - This building is at the gateway to Elsternwick Village on the corner of Glenhuntly Rd and Brighton Rd and is of significant heritage value to Elsternwick and Victoria.
 3. **10th Caulfield Scout Hall** - This centre is of high community value to the Jewish Community and is architecturally unique.
2. The aim of the planning scheme amendment was to maintain Elsternwick as a Village whilst protecting and enhancing its unique heritage and cultural appeal. Further options need to be

considered rather than the two proposal which have been put forward in the Elsternwick Concept Plan. Options which achieve a more targeted and balanced approach may achieve this aim by considering factors such as maintaining 4 level building heights in existing RGZ zones, maintaining existing boundaries for commercial zones and placing stricter controls on building heights for heritage buildings in a commercial zones.

- I. Glen Eira council already has highest number of apartment applications (according to ABS data) <https://gleneira.wordpress.com/2017/12/07/outrageous-stats/comment-page-1/#comment-35760>

On balance the need to protect high value heritage and community sites outweighs the need to expand commercial zones into existing residential growth zones in this area of Elsternwick.

I am therefore requesting consideration by council not to adopt the precinct style proposal for the extension of commercial zones north of Glenhuntly Rd between the railway line and Hotham Street and that St Clements Church, the 10th Caulfield Scout Hall and historical properties of McCombie Street be excluded from being rezoned as a commercial zone as part of the Elsternwick Concept Plan.

At a council/community meeting of the 4 December 2017, which was attended by approximately 300+ residents, not one hand was raised in favour to the question of whether the 12 storey height limit as proposed in the Elsternwick Concept Plan was appropriate for Elsternwick. The audience was also asked whether they supported a four storey height limit for which there was unanimous support.

Whilst the issue of town planning is a difficult one it is important that the feedback from the community at this stage of the development of the Elsternwick Concept Plan be included in a further iteration(s) before it is put forward to council or the Minister for planning.

Thank you for considering these comments. I have included a more detailed report in the attached pdf.

Kind Regards

[REDACTED]

Elsternwick

[REDACTED]



Elsternwnick Concept Plan Feedback

Comments on the proposed Urban Renewal Zone

**Area: North of Glenhuntly Road between Ripon Grove, Hotham Street and
Glenhuntly Rd with specific reference to McCombie Street.**

Executive Summary

1. Neither proposal is a means to maintain the objectives for the future of Elsternwnick. Alternative options, including maintaining existing zones and controlling height limits within existing commercial needs to be considered.
2. The proposal for a precinct approach to re-zoning the area north of Glenhuntly Rd between the railway line and Nepean Highway is not appropriate. Extending the existing commercial zone into RGZ areas is not supported by current infrastructure, there is an impact on existing heritage and community buildings and the proposal will have social and environmental impact.
3. This area is the most densely populated region in Elsternwnick with plans for a 13 story apartment block at 233-247 Glenhuntly Rd (Planning permit GE/PP-30917/2017) adjacent to Elements apartments (11 story) in Glenhuntly Rd. This permit is currently being considered by Glen Eira City Council. The social and environmental impact on this development (in an existing commercial zone) was recently discussed at a meeting with councillor Nina Taylor on the 30 November 2017.
4. McCombie Street is situated in an area of iconic cultural and historical importance being surrounded by Ripon Lea Estate (1868), Elsternwnick Hotel (1854), the original site of St Clements Church (1886), The Third Church of Christ the Scientist (1931, Heritage Listed) and early Heritage listed buildings along Glenhuntly Rd.

5. The area does not have access to Nepean highway. The area has narrow convoluted roads which have been established for road safety reasons and are currently at the threshold for causing major traffic congestion and/or disruption.
6. A detailed heritage assessment of this area should be conducted to inform the Elsternwick Concept Plan Urban Renewal Proposal before any changes to the Glen Eira Planning Scheme are presented to the Minister for Planning
7. Current streets and building under threat by increasing building heights as part of the Urban Renewal Zone in this area include the following:
 1. **McCombie Street** - This is a high value street with respect to its neighbourhood character and consistency of Edwardian and Victoria residential homes. The street is of heritage significance in that it displays a way of life in Elsternwick during the Edwardian era.
 2. **St Clements Church** - This building is at the gateway to Elsternwick Village on the corner of Glenhuntly Rd and Brighton Rd and is of significant heritage value to Elsternwick and Victoria.
 3. **10th Caulfield Scout Hall** - This centre is of high community value to the Jewish Community and is architecturally unique.
8. Consideration should be given for including **Residential Open Space Corridors** between high density apartments in Glenhuntly Rd and Gordon Street in the Urban renewal Zone.
9. The aim of the planning scheme amendment was to maintain Elsternwick as a Village whilst protecting and enhancing its unique heritage and cultural appeal. Further options need to be considered rather than the two proposal which have been put forward in the Elsternwick Concept Plan. Options which achieve a more targeted and balanced approach may achieve this aim by considering factors such as maintaining 4 level building heights in existing RGZ zones, maintaining existing boundaries for commercial zones, placing stricter controls on building heights for heritage buildings in a commercial zones, and allowing 5 storey building heights to be constructed in existing commercial zones not occupied by heritage buildings.

Introduction

The purpose of this document is to provide feedback on the Elsternwick Concept Plan with reference to the area covered by the North side of Glenhuntly Rd between Ripon Grove, Hotham Street and Glenhuntly Rd.

The proposed Urban Renewal Zone proposes to increase building height limits from a maximum of 4 (currently zoned RGZ) to a maximum of 8-12 story's (commercial zone) in the following areas:

1. The boundary between McCombie Street, Millar Street, Hotham Rd and Glenhuntly Rd and
2. The boundary between Ripon Grove, Davis St and McCombie Street.

This feedback provides a rationale for retaining the current residential (RGZ) and commercial zones as described by the VPP and the Glen Eira Planning Scheme.

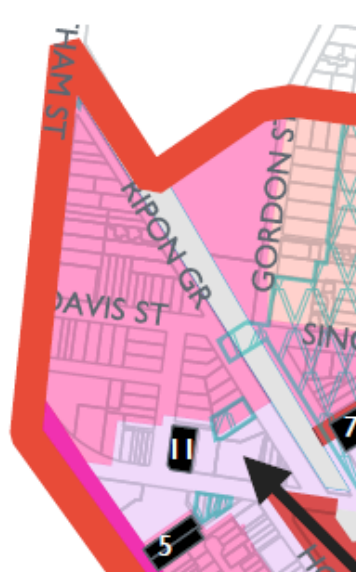
Specifically this document focuses on McCombie Street and surrounding streets as a high value area in respect to community centres and neighbourhood character which contains homes and buildings of historical and architectural importance to the village of Elsternwick.

This area also contains established high density residential apartments and small convoluted restricted roads which have been established for road safety reasons.

Area referred to in this document as depicted in the Elsternwick Concept Plan.

Current Residential Zones
heights (RGZ in bold pink)

Proposed Urban Renewal Zone - Proposed
increase in building heights from 4 to
8-12 in beige



13 Storey apartment block (117 apartments with underground multi-storey car park) - GE/PP-30917/2017

3

The plan outlining the location of high density apartment buildings in the Elsternwick Concept Plan currently under-represents the near term future status of high density living.

The outline excludes a planning permit application for a 13 story (with multi-car parking permit) with rear access to Ripon Grove lodged this year between 233-247 Glenhuntly Rd (Glen Eira Planning Application: reference GE/PP-30917/2017).

The plan also excludes ongoing works at 12 Ripon Grove to convert the heritage listed "Third Church of Christ the Scientist" into apartments which is approximately 4 stories high. This building has a large footprint that connects with the 13 story high apartments planned for 233-247 Glenhuntly Rd

Coupled with future plans for the ABC Gordon Street site this area in the near term future is without question already the highest populated area in Elsternwick.

This is important because residential corridors between high density populations represents area of open space are a key objective of the Glen Eira City council.

The existing corridors along Ripon Grove, McCombie, Davis and Miller Streets link high density populations in Glenhuntly Rd and Gordon Street to Ripponlea Village and Estate, Elsternwick Park and Elwood.

These corridors take on additional significance to the future planning of Elsternwick because of the large number of homes from the late Victorian/early Edwardian period, the presence of heritage buildings such as St Clements Church and the community value and architectural importance of the 10th Caulfield Scout hall which services the Jewish community.

BACKGROUND TO THE HISTORICAL SIGNIFICANCE OF MCCOMBIE STREET

McCombie and Davis Street are the earliest to be constructed in Elsternwick.

McCombie Street is situated in an area of iconic cultural and historical importance being surrounded by Ripon Lea Estate (1868), Elsternwick Hotel (1854), the original site of St Clements Church (1886), The Third Church of Christ the Scientist (1931, Heritage Listed) and early Heritage listed buildings along Glenhuntly Rd.

The street is locally significant for its 19th and early 20th century residential homes to the extent that it demonstrates a past way of life. Some of the very earliest depictions of Elsternwick were captured from the McCombie Street area.

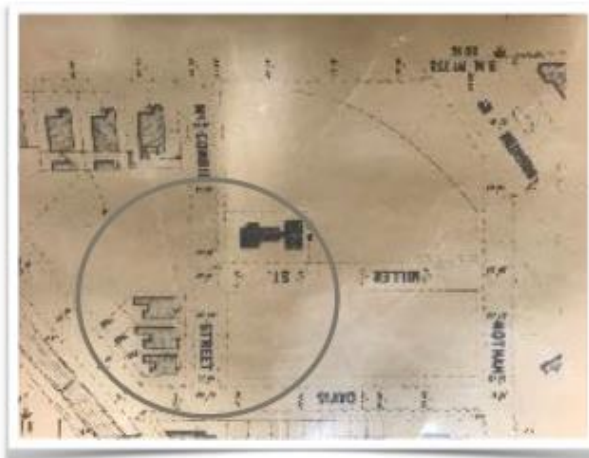


Sketch from McCombie Street looking west to the Elsternwick Hotel (1875) by Robert Russel the first surveyor of Melbourne.



McCombie Street 1854

Prahran Parish map. Source: National Library of Australia, MAP RM 1307 (1854).



McCombie Street 1899

Melbourne and Metropolitan Board of Works Map 49 (1899)

McCombie Street showing the first site of St Clements Church on the corner of McCombie and Miller Street.

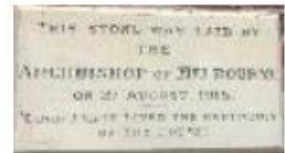
The three houses on the opposite side of McCombie Street (East Side abutting Ripon Grove) were established prior to 1874 and named "Fairlie", "Edzell" and "Corralynn".



Glenhuntly Rd shopping strip opposite McCombie Street showing early Victorian buildings (photo taken 1938). These buildings are within a Heritage Overlay.

ST CLEMENTS CHURCH (1915) . LOCATED AT THE ENTRANCE TO ELSTERNWICK.

St Clements Church is located Corner of Glenhuntly Rd and Brighton Rd. It is currently included in the Elsternwick Concept Plan as a site designated for 8-12 story high building heights.



Saint Clements Church is of important, historical, cultural and community significance. Geographically it is situated at the entrance to the village of Elsternwick at the corner of Glenhuntly and Brighton Rd.

The church was the first to be established in Elsternwick in 1886. Construction of the current building was funded by the Elsternwick community and completed in 1915 at the outbreak of World War I. A number of architectural features of the church were funded by

relatives of servicemen who died in WWI and serve as memorials to Australia's and the Elsternwick's communities sacrifice during this conflict. These include but are not limited to stain glass windows unveiled by the Governor General, a War Memorial Organ, a Tablet of Dedication to those who served and a book of remembrance to those who died in WWI.

The church therefore not only serves as a place for the Elsternwick community for over 102 years but also has strong links with the ANZAC tradition.

Its location is a critical point for council to consider in the context of the Elsternwick concept plan because it challenges the view on what Elsternwick should look like in the future.

Currently the Elsternwick Concept Plan supports major development with high rise buildings in place of St Clements Church.

The current concept plan should be amended to protect this site from future development by removing the Church and its grounds from the Urban Renewal precinct and the associated height limits.

MCCOMBIE STREET - VICTORIAN AND EDWARDIAN HERITAGE

Glen Eira's residential neighbourhoods include a number of distinct areas that have been identified for their high significant neighbourhood character however the last City of Glen Eira heritage management Plan was performed in 1996 and excluded the area North of Glenhuntly Rd between the railway line and Hotham Rd/Brighton Rd.

This residential area is deceiving at first glance as the important early houses are easily missed due to the Glenhuntly rd commercial zone and the Elements Apartments. Stepping away from the Glenhuntly Rd commercial zone the neighbourhood character is defined by many intact Victorian and Edwardian era dwellings that are consistent in building form, scale, materials, setbacks and established gardens.

Evidence of the cultural and historical importance of the area is found in a number of larger buildings which surround the street. These include the original site of St Clements Church (1886), The Third Church of Christ the Scientist (1931, Heritage Listed), St Clements Church (1915) , Elsternwick Hotel (1854), and Ripponlea Estate (1868).

The McCombie Street properties are highly consistent in terms of their scale, form and siting, with most buildings presenting a single storey height to the street, regular front and side setbacks and pitched roofs. Three homes are Victorian properties that were originally named "Fairlie", "Edzell" and "Corralynn" (MMBW amp of 1899 and 1874 AE Lillie Estate Agents) . The majority of the remaining homes are Edwardian of various styles which retain original features. Because this area is small and the turnover of properties has been infrequent all properties maintain their original features.

Examples of architectural style of properties situated in McCombie Street. The street contains a mix of intact Victorian and Edwardian homes.

The street is located between the highest populated areas in Elsternwick and has significant neighbourhood character.

The street acts as an open space residential corridor between high density living apartments in Glenhuntly Rd and Gordon Street allowing pedestrian and bike access to Elwood/Elsternwick Park/Ripponlea Village and Estate.



Despite not being included in the 1996 Glen Era heritage assessment McCombie street displays attributes consistent with significant neighbourhood character equal to streets included in Heritage Overlays to the east of the railway line.

A detailed neighbourhood character and heritage survey should be conducted in the area proposed as an Urban Renewal Zone.

The residential homes and neighbourhood character provide open space residential corridors between high density apartments in Glenhuntly Rd and Gordon Street.

10TH CAULFIELD SCOUT HALL (1959) - SIGNIFICANT COMMUNITY VALUE



Located in Millar Street Elsternwick

The 10th Caulfield first started in 1952 catering to the Jewish youth of the local community. The current building was formally opened on November 1st 1959 by Rabbi Danglow and various government and Scouting dignitaries. It a site of enormous community value in an area which is deprived of open space.

Architecturally the 1959 facade and building with its unique "A" frame entrance is one of the most unique features of modernistic architecture in Elsternwick and is of significant heritage value.

The current concept plan should encourage the protection of this building both for the value it adds to the Elsternwick community and for its unique architecture. It should not be included in the Urban Renewal Growth Zone.

TRAFFIC CONDITIONS

The area has small convoluted restricted roads which have been established for road safety reasons which are suited to small residential traffic flows.

These narrow roads are ideally suited as corridors between high density apartment blocks situated on Glenhuntly Rd and Gordon Street for pedestrian and bike traffic.

The area does not have access to Nepean Highway.

Unlike the Urban Renewal Zone proposed to the south of Glenhuntly Rd along Horne Street there is no access from this area to Nepean Highway.

Current exit points to Glenhuntly Rd via Ripon Grove and McCombie Street are currently at the threshold for causing major traffic congestion and/or disruption. This will be further exacerbated with approval of the planning application for the 13 story apartment building between 233-247 Glenhuntly Rd which will have vehicle access via Ripon Grove.

It is unreasonable to suggest that all occupants of high density living will not possess nor use a car as a mean of transportation even if they live near a station. The area along Ripon Grove and McCombie Street therefore does not support the building height changes proposed in the Urban Renewal Zone for this area in the Elsternwick Concept Plan.

Amendments to the current traffic conditions without expositing current or future residents, pedestrians and vehicle traffic to an increased risk of injury, road traffic accident or catastrophic event is not possible without exposing Glen Eira City Council to legal liability as the responsible party for creating the conditions for such events.

END

SUBMISSION 184 – 10 DECEMBER 2017

From: [REDACTED]

Sent: Sunday, 10 December 2017 10:01 AM

To: Glen Eira City Futures; Cr. Tony Athanasopoulos

Cc: Cr. Mary Delahunty; Cr. Joel Silver; Cr. Daniel Sztrajt

Subject: ELSTERNWICK DRAFT STRUCTURE PLAN FEEDBACK

To City Futures and Mayor Athanasopoulos,

I REJECT BOTH OPTIONS in the Elsternwick Draft Structure Plan.

Both options are excessive and unnecessary – 12 stories is completely out of character with the surrounding community. Such excessive high rise development is at direct odds with the key objectives of your proposal to create a village feel and protect heritage/character housing and will destroy the social fabric of Elsternwick.

I am an Elsternwick resident of more than 10 years with two properties. I bought in Elsternwick because it is a leafy suburb with lots of houses so that I could raise a family. I deliberately purchased in the sleepy side of Elsternwick near Nepean Highway – an area with very low housing turnover because it is a close knit community, where people know their neighbours. The house I purchased was the only house in the street to turn over in 24 years and we have a street Christmas gathering of neighbours every year – and they have done so for the past 24 years!

Overshadowing & Privacy

The council plans (and the council presentation at the recent community forum) are UNABLE or UNWILLING to address community concerns around how houses in this area would be protected from MASSIVE overshadowing of these excessive buildings and how our privacy would be protected (given many young children live in this area and have a right to play in their own backyards without being watched by people in huge high rises).

Protection of heritage properties

Both options destroy heritage/character properties in one of the oldest parts of Elsternwick (many of which are circa 1880 and turn of the century Edwardian properties). In my street, 50% of properties were built circa 1880s. In the adjoining street there are 15 turn of the century Edwardian properties. I completely REJECT the head of your planning departments stating 'Oh, its mixed housing so it is ok to destroy!' If I walked into the streets you are protecting on the other side of Elsternwick, I'd find a mix of housing there also.

Traffic & Parking

City Futures and the previous Mayor **personally advised me** that a Traffic Impact Assessment around the proposed Urban Renewal area was being conducted during Stage 5 of consultation. Council has either NOT conducted this or been UNWILLING to release the results of assessment. As such there is NO detail whatsoever in the plans outlining:

- how a significant increase in traffic (given the 20%+ increase in residents in this small area) will be managed in the Urban Renewal area
- how traffic will be managed in the small residential streets leading up to the Elsternwick shopping strip in St James Pde (which has a school), Denver Ave, Collage St – all of which are streets that currently cars need to pull over to the side to let a car coming in the other direction come through.
- how traffic at the busy Horne St/Glen Huntley Road intersections will be managed for cars to get to the Elsternwick shopping strip the other way

- how parking (including visitor parking and shoppers) will be catered for in relation to these mixed commercial/residential high rise dwellings. Previous experience shows that developers only need to provide a limited amount of car parking which is always completely inadequate for the needs of the actual residents and tenants living in the building, let alone visitors and shoppers.

Public Transport

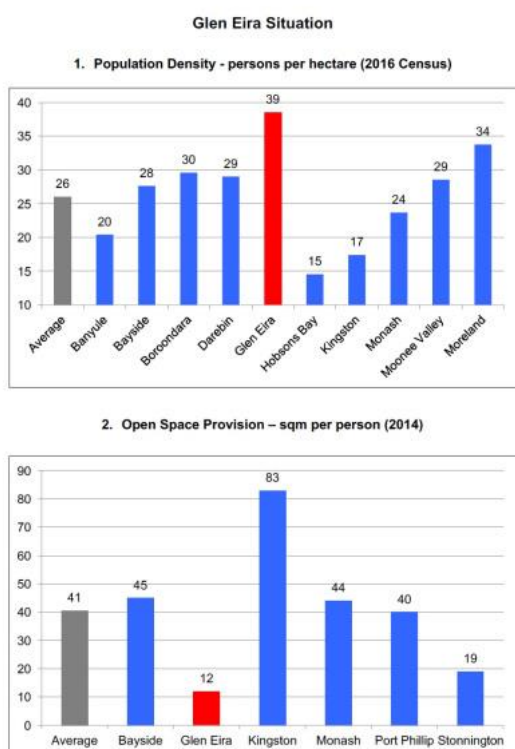
There are also additional impacts related to such a significant population increase in a small pocket of the community in relation to our already over-crowded train, tram and bus facilities. When I have raised questions about this your response has been that **it isn't your problem** (seriously – is that an appropriate answer from your planning department??) – that's for the public transport authorities to sort out – which is extremely unhelpful.

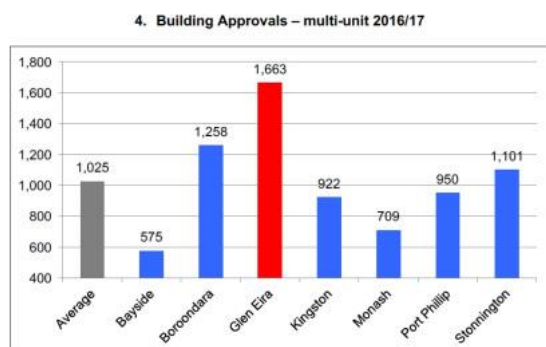
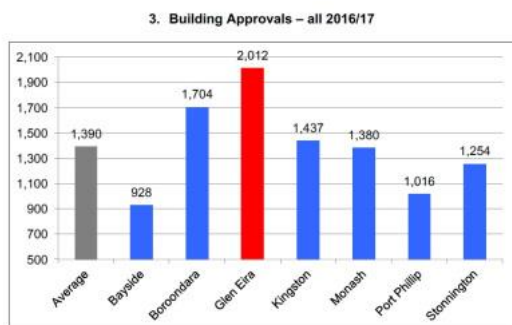
Open Space

Once plan provides NO provision for open space and I am very concerned that the other plan states the new public space in urban development zone is only being 'advocated' for – there is no detail around how the council will secure this park space and Holden have already confirmed to me they will not be selling this land to you.

The Data

Your argument that you need to meet specific targets is flawed when you look at the data. None of the available data supports such an excessive and badly thought out plan given Glen Eira has the highest population density per hectare, lowest open space provision per person and highest overall building approvals (including highest overall multi-unit approvals).





Glen Eira council already has highest number of apartment applications (according to ABS data) <https://gleneira.wordpress.com/2017/12/07/outrageous-stats/>, what we need is more houses for families – not more apartments (and unfortunately developers rarely do 3 to 5 bedroom apartments as there is less money in it for them).

Alternative plans

Council has stated it is taking a whole of municipality approach to meeting Victorian government housing targets. Across the municipality, you have more than enough opportunities to meet these targets (and you are already exceeding your targets) without creating such excessing high rise building zones in Elsternwick.

This includes

- 24 hectares in the new East Village
- Significant opportunities in Bentleigh and Carnegie (including the Bentleigh car yard area which has THREE railway stations close by)
- A recent petition from residents to develop the area on Glen Huntley Road near Hawthorn road.

In addition, there is already a clear precedent for higher rise developments in the Glen Huntley Road shopping strip - which is actually in the Activity Centre zone.

Consultation

As an experienced Senior Change & Communications Manager, I do not consider what you have undertaken this year as 'consultation':

- Directly impacted community found out about this plan during Stage 5 by anonymous letter!!
- Council has not been able to explain why no one in the impacted area received council information about the plan (including how letters were issue eg. addressed, mail drop, which areas)

- Council has confirmed it has made no attempt (before mid-November) to contact Investors with property in this impacted area – as this would needed to have been addressed to investors
- Gardenvale residents at the recent forum stated they had only JUST found out about the plan – by residents doing door knocks!
- The campaign was run under the guise of ‘Tell us what you think about the shopping strip’ – this was even the head of the banner at the council info stand!!
- I also note that NONE of the marketing and communications material in newspapers, social media, facebook etc gave any indication of such a SIGNIFICANT re-zone.

At best the council has been incompetent in running this process, at worst it was a deliberate ploy to keep the most impacted residents in the dark – and either way this is COMPLETELY UNACCEPTABLE. Council has not undertaken due process and MUST SCRAP this plan and begin again this time with PROPER CONSULTATION with the impacted community.


Finally, I EXPECT my elected representatives to come up with a more appropriate and balanced option (OPTION 3) that protects Elsternwick’s heritage, character and village feel (across the ENTIRE suburb – not just the areas the Elsternwick Councillors live in) so we don’t turn Elsternwick into another Port Melbourne and Docklands disaster!

Regards,

[REDACTED]

Oak Avenue, Elsternwick 3185

Submission re Elsternwick Draft Structure Plan


Alexandra Ave
Elsternwick 3185

As a resident of Alexandra Ave I write to strongly object to the proposed change to zoning in my neighbourhood.

In 1993 myself and my partner purchased a house in Alexandra Ave in the West of Elsternwick. We chose this area as it was, and remains, zoned as a Neighbourhood Residential Zone. The Alexandra Ave/Oak Ave area is a small community of historic residences which survive largely intact. The households in these streets are typified by residents who live here for long periods and the turnover of houses has been low in the decades I have lived here. The houses have been left intact and our house is one of 9 Victorian weatherboard houses in a row, which have been maintained and retain the heritage of the suburb.

To single out our streets for so-called “urban renewal” while protecting many other parts of the suburb is inconsistent and without justification. Alexandra Ave and Oak Ave have a large number of Victorian and Inter-War houses. In character the age of the houses, the fact that so many remain and are well maintained, exposes the inconsistency in the neighbourhood character overlay ending on the Eastern side of the railway line. It is inconsistent to claim neighbourhood character for the area East of the railway line and not for the streets West of the railway line when the housing is of very similar, if not higher, heritage value given the number of both weatherboard and brick Victorian residences.

The claim in the Elsternwick Structure Plan draft that the 2 options are somehow based on feedback from previous community engagement is astounding. I was at the meeting held in Oak Ave where the Mayor, Mary Delahuntly, was present along with at least half the residents on the street. At that meeting it was clear that there was no support for rezoning Alexandra and Oak Avenues as urban renewal. There was clear and unambiguous support for retaining the current character of this area. To claim that the options presented bear any resemblance to the community opinion is at best disingenuous, at worst deceptive.

Below I will deal with the options presented by the council along with a few general observations.

Option 2

Option 2 is clearly an ambit claim. Building a line of 12 storey tower blocks in a corner of Elsternwick would destroy the character of the whole suburb. There is no attempt in this proposal to fit in with the character of Elsternwick or neighbouring suburbs.

There is no evidence that high rise tower blocks are becoming a feature in this part of Melbourne. Nepean Hwy South of us and Brighton Rd North of us do not have lines of tower blocks. The only tower blocks are concentrated a few kilometres away around StKilda Junction. In Elsternwick there is only one apartment being built along Nepean Hwy (next to McDonalds) and it is 4 floors.

This proposal assumes that my house, along with those of our neighbours, would be demolished to make way for high rise developments. There is no basis for this assumption.

This option is clearly designed to make option 1 more acceptable. In this, Option 2 clearly fails as it is so absurd. I am thoroughly unconvinced that this option is serious, it is unacceptable.

Option I

Option I also envisages large scale developments in the Western area of Elsternwick. It is also completely unacceptable.

As mentioned earlier the Alexandra/Oak Ave area, and indeed the surrounding areas, are residential communities with many of us raising families. To now decide to rezone and allow 6-8 or even 8-12 storey developments is completely unacceptable, as is the proposal to allow 3-4 storey developments in Alexandra Ave.

There are many reasons for my view the following provides more detail.

The Elsternwick Structure Plan Draft is clearly a response to the State Government's Plan Melbourne document. In Plan Melbourne the State Government is aiming to promote medium and high density housing to meet the needs of an increasing population. The idea is to create areas for urban renewal to "ease pressure on established areas" (Plan Melbourne p38). The area of Elsternwick consisting of Alexandra/Oak Ave and surrounds is an established area. It consists of long-standing communities in established residential dwellings located within a neighbourhood residential zone. Option I does not follow the Plan Melbourne direction, it contradicts Direction 1.3 (ibid p38). Rather than easing pressure on an established area, it would destroy an established neighbourhood and community and create uncertainty for residents.

In section 6 of the Elsternwick Structure Plan Draft the claim is made that the area located east (I assume this should read west) of the railway line has been identified as the ideal location for growth (read high rise development). Various claims are made here such as the need to revitalise underused land and focus on new and diverse housing and employment opportunities. But where is the evidence that this particular neighbourhood has underutilised land and what are these employment opportunities?

The residential communities in Alexandra/Oak Avenues and surrounding streets are similar, if not identical, to other areas where no urban renewal is proposed. The area east of the railway line is very similar, but apparently not underutilised since it is not proposed for urban renewal. Where is the explanation for a different treatment of similar areas on either side of the railway line? Urban Renewal is defined in Plan Melbourne (p140) as "The process of planning and redeveloping underutilised medium and large-scale urban areas". Our residential area is not underutilised, it is home to a community of long term residents typified by houses which are rarely offered for sale and also by original housing dating back to the late 19th century.

The proposal is for higher density housing, not for commercial enterprises which provide employment. In fact, the current use of the Nepean Hwy frontage does provide employment in car dealerships.

Simply put, section 6 of the Elsternwick Structure Plan draft makes many assertions without evidence, in contradiction to the Glen Eira Council and Community Plan 2017-2021 which, on page 39, claims decisions will be evidence-based.

Furthermore, the Elsternwick Structure Plan draft contradicts the Glen Eira Council and Community Plan 2017-2021 in the following aspects:

- "Our approach will prioritise the uniqueness of each place" (p17). This destroys our unique community.
- "Ensure future development respects and celebrates our heritage and character" (p18). By demolishing a substantial number of Victorian and Inter-War houses?

There is simply no argument as to why our particular area should be singled out and rezoned for high rise development and our community destroyed. The Council strategy appears to be to hive off

and isolate one small section of the community in the hope that it won't be noticed (the lack of information provided until we started making a fuss further reinforces this perception) and that the proposed change will become a fait accompli.

Not only is there no evidence supporting the case for high density development in the west of Elsternwick, this is no way to plan for the future of our suburb. The character of the area to the west of the railway line is little different to the rest of Elsternwick, except maybe for the preponderance of original dwellings in our area.

Plan Melbourne mentions the need for development to take place where there is existing or planned transport (see pp39 and 44). While it is true that our area is near existing transport, this transport is already at capacity with no plans to expand the current transport infrastructure. How the transport infrastructure is supposed to cope with the influx of thousands of new residents, when Nepean Hwy is at a standstill at peak hour, and trains and trams are filled to capacity, seems to have been ignored. The draft Structure Plan looks at very local transport but ignores the fact that infrastructure beyond our streets is already at capacity. One wonders, too, at how the sewerage and storm water infrastructure would cope with more dwellings and residents.

In summary, option I does not meet the council's own professed aims. It also is not in line with the Plan Melbourne document which aims to promote urban renewal precisely to avoid the destruction of neighbourhoods such as ours. I wonder whether the council simply wants us all to move out of the area, and I also wonder why our community is being singled out to be sacrificed.

A more sensible approach would be to limit development along Nepean Hwy between Glenhuntly Rd and the Railway Bridge to 4 storeys. This would protect the neighbourhood character of the area west of the railway line. In addition, there is no justification for rezoning our streets, they should remain a neighbourhood residential zone as they were when all of us moved here, many of us decades ago.

CC: local councillors (Camden Ward), local State Member of Legislative Assembly, members of Legislative Council for Southern Metropolitan Region and Victorian Planning Minister.

SUBMISSION 186 – 8 DECEMBER 2017

From: [REDACTED]
Sent: Friday, 8 December 2017 5:53 PM
To: Glen Eira City Futures
Subject: NO HIGH RISE IN RESIDENTIAL ELSTERNWICK STREETS

To Glen Eira City Futures Department:

West Elsternwick Community Group response to the proposed Structure Plan Review for Elsternwick

Our place: West Elsternwick

Our place is a small neighbourhood bounded by the Sandringham Railway line, the Nepean Highway and Glenhuntly Road in Elsternwick.

We are a community of old-timers and new comers who highly value the current scale and heritage mix of this place.

we have lived here since 1984 and would like my children to also live here for as long as they desire

Our place: now

The area has a majority area occupied by small-scale residential streets bordered by commercial or retail businesses along the Nepean Highway, Glenhuntly Road and Horne Streets, close by the Elsternwick train station.

Our house is situated at [REDACTED] Alexandra Avenue and I enjoy the quiet residential style living our lovely spacious tree filled and green back yard.

The residential Sherbrooke, Alexandra, Oak, and Elm Avenues are overwhelmingly comprised of Victorian or inter-war owner-occupied homes on traditional ~1/4 acre blocks providing space and amenity for a close-knit and diverse community.

What gives our neighbourhood its character?

The existing properties give the streetscape a heritage appearance and appeal due to their scale and period facades. The narrow tree-lined streets with established gardens support living in a family friendly, ecological and culturally diverse safe place.

We know each other, we are friends, best friends, and warm caring neighbours. This is not an area where we lead isolated lives, this is an area where people buy in, live here and stay to grow families or to live a secure and supportive old age.

Expected and Required New Residences

Population Growth projections: Why do we need more growth in West Elsternwick?

Glen Eira continues to exceed new dwellings compared to other Councils. Yet the implementation of the revised Glen Eira Structure Plans will exceed the 2051 target of 29,158.

Of these new dwellings 3660 will be in Elsternwick, proposed to be concentrated in the area between the Sandringham Railway line and the Nepean Highway.

- Where are the proposed demand, economic and sustainable design benefits to the area documented?

Transport Planning Principles: Does the TOD location drive the agenda beyond community preferences?

- Is the intensity of development due predominantly to the proximity of the transport interchange?
- What are the other principles and values that underpin the development to the western fringe of Glen Eira beyond Transport Oriented Design (TOD) principles?
- Has the economic and transport modelling been done to support the area as a growth zone over all others, as the existing train system is a near capacity?
- Does overturning existing neighbourhood residential zones in lieu of more density in commercial/retail zones result in good community and economic planning?
- What consideration is given to the capacity of the public transport system to support such growth? Have the studies been done into access and amenity conflicts?

Open Space principles: how can healthy living principles supported by expanding public open space and biodiversity be accommodated in this already highly built up area?

Glen Eira has the lowest area of 'green' space compared to other Councils across metropolitan Melbourne, yet the proposals only plan to introduce minimal new green and community activity spaces. The importance of nature and biodiversity to healthy communities are found in the public and private garden and treed spaces in the proposed Elsternwick urban renewal zone

- Where will the residents of these new 3660 dwellings go for passive and active recreation beyond the use of pedestrianised streets and carparks targeted for patrons of commercial food, beverage and retail outlets?

Strategic policies in greening, water management, public open space recreation, biodiversity and climate mitigations are lacking to guide the structure plan and attendant future development.

- How will greening, public amenity and sustainable health lifestyles be facilitated under the new Structure Plans?

Our place in Future: neighbourhood community responses

The Glen Eira Council is proposing 2 options for change in our area. We propose an alternative Option 3 at lower density

Option 1

- Shows a range of different height limits one 6-8 level and the remainder 8-12 mixed use podium and tower development, along Nepean Highway with predominantly 3-4 level 'Garden apartments' along Sherbrooke, Alexandra and Oak. There is a mix of development styles on the remaining areas.

- Few design quality benefits for access, greening of areas outside the suggested open space zone or climatic and social amenity are presented, including preservation of the heritage values of the areas to the southwest.
- The Urban Renewal (A and B) are designed to have rear access or secondary streets, this would impact on the adjoining residential properties given the tight constraints of the site.

Option 2

- Proposes extensive areas of 8-12 story height limits along the West sides of McMillan and Alexandra Ave, and South side of Oak, with the remaining areas subject to 4 storeys.
- The nominal green space is seemingly subject to developer negotiation rather than council ownership and management for public use.
- The potential for overshadowing of all residential properties on both sides of the railway line is clear, with little understanding of the logistics of traffic planning and parking for commercial and residential occupants along this busy arterial road.

Consideration of Option 3 proposed by the West Elsternwick Neighbourhood Group is requested.

Retain the residential streets zoned as Neighbourhood Residential Zone, limited to 2 storeys, with the redevelopment option of side-by-side townhouses if desired; and rezone

the adjacent Commercial 2 zone properties, along the Nepean Highway to Shop top, 4-5 storeys, with interface constraints where the site overshadowing would impact nearest residential neighbours between 9am and 3pm to allow North and (importantly) Western light to illuminate these impacted residential properties.

- **A longitudinal overfill over the railway line, South of Glenhuntly Road could be included to provide a green, walkable and bike suitable space to increase the liveability and function of this area**
- **Maintain and enhances the current core values and attractive qualities of the retained residential streets, in a low-rise neighbourhood that sustainably and sensitively cohabits with the nearby highway fronting commercial/retail/apartment mix and cancels overshadowing of eastern properties, retaining local community aspirations and supporting the greening city of the future.**
- **Built form will make efficient use of existing commercial land without overt negative impacts on neighbours and streetscapes. The area will have additional green lungs amenity, be walkable and bike friendly, achieved within stated Design Guidelines for built form, traffic management and open space criteria.**

Densify growth in areas already subject to commercial and mixed-use development interests:

To accommodate the stated Council and State Government desire for increased density adjacent to transport interchanges we propose to refocus development in areas where development planning approvals for densification close to service and retail amenity are already in play including the Glenhuntly Road commercial precincts and towards South Caulfield shopping areas.

SUMMARY SALIENT POINTS

- **Reject Glen Eira Structure Plan Draft Options 1 & 2 in their current form as they lack supporting detail to confirm the principles of a healthy and sustainable urban realm.**
- **Proposal of a new Option 3 that meets Council objectives for quality living, with focussed sustainable increase in population whilst enhancing and protecting the character**
- **of the area.**

[REDACTED]

Signed: [REDACTED]

8/12/17

Name: [REDACTED]

Address: [REDACTED] **ALEXANDRA AVENUE ELSTERNWICK. Mob** [REDACTED]

SUBMISSION 187 – 11 DECEMBER 2017

RESIDENT 11th December 2017

[REDACTED]
Sinclair St
ELSTERNWICK, VIC 3185
[REDACTED]

To: Glen Eira City Council
PO Box 42
CAULFIELD SOUTH VIC 3162
RE: Draft Structure Plan ELSTERNWICK

I am writing to provide feedback regarding the recent draft structure plan update.

Firstly, let me state as a long-term resident of Sinclair St, I am in favor of a wider plan to address the development, traffic and parking pressure of the area. I have been active in the consultation process of the majority of developments and council forums.

It is important to state from the outset that residents of Sinclair and Gordon Streets are long term, very proud and community minded residents. We understand we are on the edge of an activity centre, however we have a right to protected amenity and the safety of our children. Steady development pressure over the past 5 years has seen this amenity deteriorate considerably – we just want reasonable amenity, quiet and access to our homes in a community we love. As a cluster of heritage overlaid houses we will be greatly affected by these plans and other ones not mentioned including:

- The Woolworths development
- ABC Gordon St development
- Sholem Aleichem College expansion into 1 Sinclair St

I have concerns regarding the following 3 areas of the draft structure plan:

1. **Plaza Development over the Northern Rail** area between Glenhuntly Rd and Sinclair St.
2. The concept that the block bordering Selwyn, Sinclair, Gordon and Glenhuntly Rd is an **entertainment precinct** in its entirety
3. Parking and traffic issues caused by the proposed 'shared' mall areas of Selwyn & Gordon Streets.

See details further. December 11, 2017 2

I. Plaza Development over the North Rail area between Glenhuntly Rd and Sinclair St.

I understand the desire to capitalize on the entertainment precinct that is the intersections of Gordon, Selwyn, Glenhuntly Rds and adjacent park with Bang Bang and Goathouse. The latter two being a great example of council working with the land owner in creating amenity for the community.

The open plaza opposite the cinema is a good idea, however should not extent to further development of the rail. The mock plans indicate a development site of high density. Please understand with the increasing development around this area the open space above the rail actually provides a level of visual serenity, given the rich plant and birdlife it attracts. It affords views of the beautiful church on Rippon Grove – an important landmark in the area, which would be obscured with the proposed development and existing ones in approval stage.

This area should be protected as a Green Wedge, providing light and a sense of space. Why must this be filled in??

It completely defeats the purpose of creating an open space at the Glenhuntly Rd end only to essentially block off what is actually a dense green wedge, albeit visually rather than accessible. Where will the light come from, the trees, the birds? There is a great opportunity to create a visual green space rather than in fill with high density apartments. It would complement the proposed bike path along Rippon Gve and connection to the proposed new park behind the ABC.

My living space currently takes in much of this view and since the 8 story building build adjacent to the cinema now looks directly into my back yard and living area we have deliberately orientated an extension to make the most of the treed outlook along Gordon St – This is the thinking the caulncil needs – make the most of the rail rather than give a free swing to developers.

There is also the question of how? From an engineering perspective, the rail will need to go deeper (unlikely) or the building significantly high just to allow the rail to exist, let alone build something commercially viable above it. What setbacks would it be required to achieve? Will it be built abutting the paths? How does this meet the requirement of sensitive transition to low rise residential. IT IS COMPLETELY UNSUITABLE. As opposed to the section above Elsternwick station to the south. This Southern area has the better placed geographical layout, orientation based on the existing residences with their back to it and the access available via Stanley St and the carpark entry from Horne St. The station will need to be upgraded – include re-development in the mix. December 11, 2017 3

Suitable outcome: Open plaza to the North (level with the cinema), development to the South, above a re-developed station.

Low-rise residential protected by overlay

2. The incorrect concept that the block bordering Selwyn, Sinclair, Gordon and Glenhuntly Rd is an entertainment precinct in its entirety

This block is made up of 90% non-entertainment. How can an area zoned as residential simply be made an 'entertainment precinct' through the stroke of a graphic designers keypad? Take a look at the houses on this block – we are protecting the neighborhood character not by selling our houses to developers but by renovating and extending to create a more family aesthetic. Three houses at the Gordon St end of Sinclair St are currently being renovated. Shall we all expect 24/7 entertainment is acceptable in an area you have zoned as residential? We are trapped – we can't meaningfully develop our blocks, yet will be hemmed into overshadowing and congestion as a result of the plans.

We are houses with families – children - what protection of amenity is the council providing to us as all long-term residents? Where is our up-side?

This is not an entertainment precinct – it's a Low-rise residential area protected by overlay December 11, 2017 4

3. Parking and traffic issues caused by the proposed 'shared' mall areas of Selwyn & Gordon.

The latest plans to create shared public spaces in Selwyn and Gordon through removal of parking and one-way flows will only further exacerbate the issues Gordon St and Sinclair St residents experience in relation to parking and traffic. My heritage overlay doesn't allow me off street parking – what am I to do when the entertainment precinct, supermarket in Selwyn, new schoolyard (at #1 Sinclair St) and other developments are in full swing – where will my family and visitors park? Where will the busses associated with the Sholem Aleichem College and visitors to the Holocaust Centre park? Even this very weekend we had two buses associated with the school double parked in Sinclair street causing dangerous conditions for residents.

Where will the new phenomena of Uber Eats drivers idling in our streets park?

Consideration should be given to blocking off the Sinclair St end of Selwyn, and Gordon St end of Sinclair providing access to the proposed supermarket solely via Glenhuntly Rd, rather than forcing traffic onto residential Streets (Gordon, Sinclair, Elizabeth, regent & St Georges).

Sinclair is a residential street with a school – through traffic should be discouraged.

Sincerely,

 Sinclair St.

SUBMISSION 188 – 11 DECEMBER 2017



11 December 2017

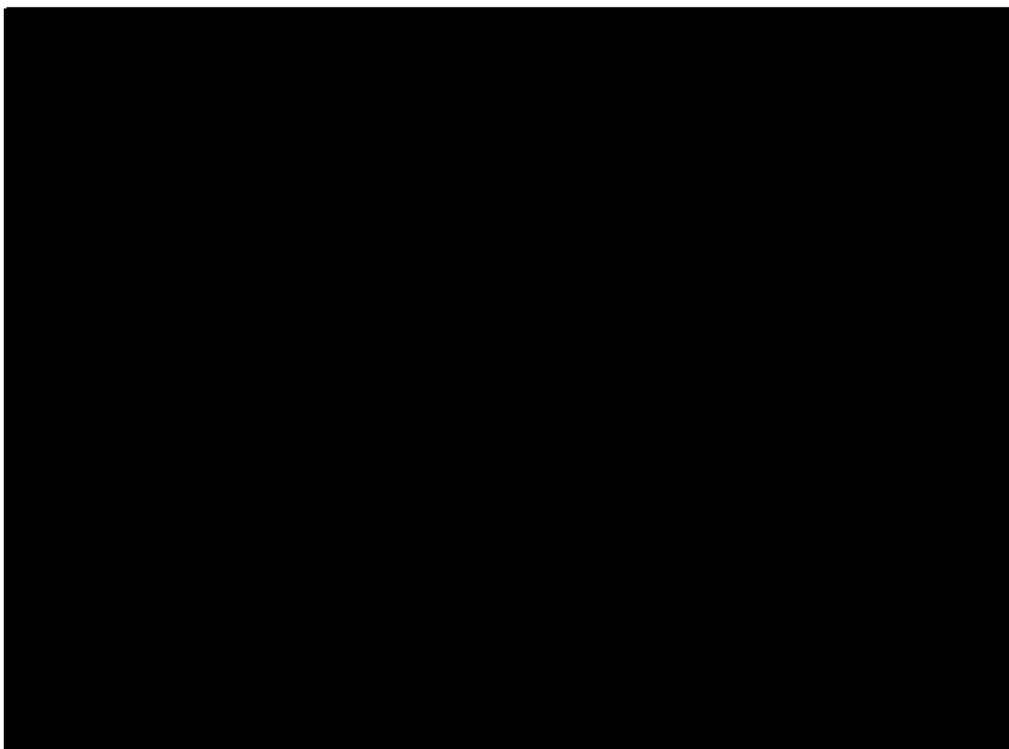
Glen Eira City Council
City Futures Department
PO Box 42
Caulfield South 3162

Sent: cityfutures@gleneira.vic.gov.au

Dear Sir/Madam,

Elsternwick draft Structure Plan Submission

[REDACTED] is the owner of the land at [REDACTED] Gordon Street Elsternwick (Subject Site) and reference is made to the Elsternwick draft Structure Plan which is currently on public exhibition. We provide the following submission in relation to the Elsternwick draft Structure Plan.



We have undertaken a review of the Elsternwick draft Structure Plan and generally support the following elements of the document:

- The site's designation within the Entertainment and Cultural Precinct.

- The proposed shared pedestrian and vehicle space within Gordon Street including the increased footpath widths and improved pedestrian amenity.
- Creation of the new civic space to establish a Jewish Cultural Precinct within Selwyn Street.

However, we object to following aspects of the proposed draft Structure Plan:

- The conversion of Gordon Street to one-way north bound traffic only.
- The 3 - 4 storey height limit.

Whilst it is recognised that the existing building is classified as having heritage significance, this should not predetermine the overall maximum building height for the site. Instead, the future development potential of the land and any preferred building height should have regard to the site's classification as a strategic development site within State Planning Policy and the emerging character of the Elsternwick Activity Centre, which includes building heights of up to eleven (11) storeys.

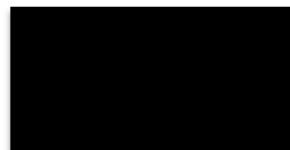
It is our submission that the broad ambitions for the site and precinct are supported however the above matters relating to height and vehicle access within Gordon Street should be further reviewed.

We thank Council for the opportunity to participate in this process. Naturally, should you have any queries in relation to the submission, please do not hesitate to contact the undersigned.

Yours sincerely,



SUBMISSION 189 – 11 DECEMBER 2017



11 December 2017

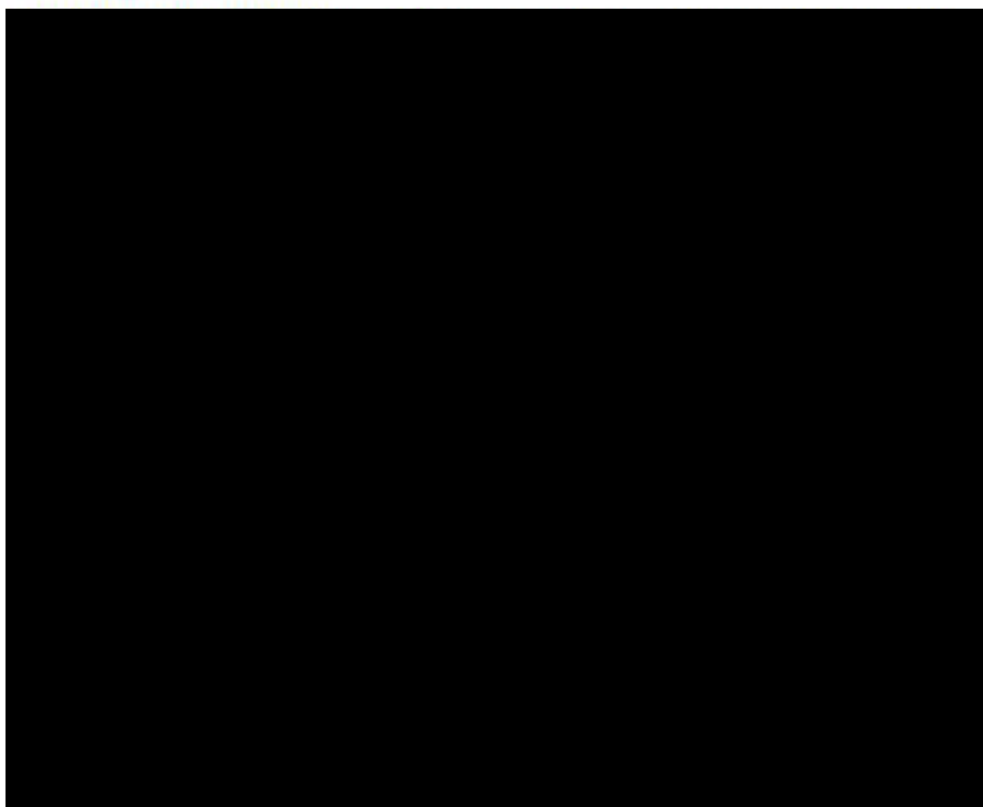
Glen Eira City Council
City Futures Department
PO Box 42
Caulfield South 3162

Sent: cityfutures@gleneira.vic.gov.au

Dear Sir/Madam,

Elsternwick draft Structure Plan Submission

██████████ is the owner of the land at ██████████ Ripon Grove, Elsternwick (Subject Site) and reference is made to the Elsternwick draft Structure Plan which is currently on public exhibition. We provide the following submission in relation to the Elsternwick draft Structure Plan.



We have undertaken a review of the Elsternwick draft Structure Plan and generally support the following elements of the document:

- The site's designation within the Urban Renewal Precinct, which is designated for growth, diverse housing and employment opportunities (as depicted in Figure 1.0 Land Use Precincts).

However, we object to following aspects of the proposed draft Structure Plan:

- The site being nominated as minimal change of 1-2 storeys (as depicted in Figure 3.0 Building Transitions).

Whilst it is recognised that the existing building is classified as potentially having some heritage significance, this should not predetermine the level of change or overall maximum building height for the site. Instead, the future development potential of the land and any preferred building height should have regard to the site's classification as a strategic development site within State Planning Policy and the emerging character of the Elsternwick Activity Centre. To this end, the Urban Renewal Area (A), which surrounds the site, is nominated for heights of 8-12 storeys, and this should also apply to the subject site.

It is our submission that the broad ambitions for the site and precinct are supported however the matter relating to building height should be further reviewed.

We thank Council for the opportunity to participate in this process. Naturally, should you have any queries in relation to the submission, please do not hesitate to contact the undersigned.

Yours sincerely,



SUBMISSION 190 – 11 DECEMBER 2017

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

From: [REDACTED]

Sent: Monday, 11 December 2017 11:11 AM

To: Glen Eira City Futures

Subject: Draft Structure Plan

I attended a library drop in session on Thursday 7 December to clarify my concerns regarding the following matter.

I am a resident of Victoria Street Elsternwick and had concerns that the Cabrini property which is on the south side of Glenhuntly Road would have a height limit of 3-5 levels extending back into the laneway behind Cabrini, abutting properties in Shoobra Road and Victoria Street which would cause overshadowing (resulting in a lack of natural light) and privacy issues.

I was please to beinformed told that the portion of land owned by Cabrini which extends behind those properties in Shoobra Road and Victoria Street is to be maintained at the same height as the abutting properties at 1-2 levels.

On the other hand I am also concerned that allowing a shop top height of 3-5 levels on Glenhuntly Road will only add to the traffic congestion and lack of parking as currently staff of Cabrini Hospital and the Nursing home on the corner of Victoria Street and Glenhuntly Road park in Victoria street.

Regards

[REDACTED]

SUBMISSION 191 – 10 DECEMBER 2017

10 December 2017

To whom it may concern,

Re: Feedback and objections to Elsternwick Structure Plan

I reside at ■ Stanley St Elsternwick and hold serious concerns as to some of the propositions put forward in Council's Elsternwick Structure Plan in its current form. From the proposed plans we will be severely impacted with reduced amenity that would make our home untenable.

Whilst State government may have an objective for growth – it is not a mandatory requirement for Glen Eira Council to meet these objectives especially when they are in direct conflict of the current planning scheme as they pertain to Elsternwick and the significant detriment to the residents and owners of this suburb.

Residents and owners have repeatedly told Council they do not share a long-term vision for a busy central Elsternwick area that includes high density multi-story developments and grossly over developed retail precinct that disrespects and denigrates the heritage and neighbourhood character of this area.

Council's vision is flawed and without the proper consultation and support of its residents.

I strongly object specifically to the following proposed developments:

- 2.0 Land Use – Retail Precinct
- 3.0 Buildings – Strategic Site (A)
- 3.0 Buildings – Strategic (B) & 4.0 Public Spaces – 5. Stanley St East Car Park
- 4.0 Public Spaces – 3. Carre St Pedestrian Amenity
- 5.0 Parking and Movement

2.0 Land Use – Retail Precinct

I strongly object to the proposed increase in retail precinct. The area blocked out includes frontage to Stanley street West and East, existing residential homes – including a house with Heritage listing (St Elvins) and two existing public car parks and is directly opposite residential homes that are subject to Neighbourhood Character Overlay and Design and Development Overlay.

The proposal also states under 5.0 Parking and Movement p.42 to reinforce the rear laneway south of Glenhuntly Rd between Orrong Road and Riddel Parade but makes no provision to the impact on the current retail establishments and their parking requirements which are on tile to their premises with driveway and crossover access, waste removal from these businesses and the fact that the lane cannot be widened to accommodate an increase in traffic due to existing homes and the proposed State 2 Development . It is also incongruent that the proposed Carre St Mall would have vehicle access crossing right through it to travel down the lane.

The proposed gross over expansion of the retail precinct would add to increases traffic and associated noise noise and light intrusion to residential properties on the south side of Stanley Street.

3.0 Buildings – Strategic Site (A)

Proposed multi-story multi-purpose development including above ground car parking at Stanley Street West must be stopped.

This area has already been over developed and commercialised within an inch of its life with the village and residential homes being dwarfed by 28 Riddle Parade – an 8 story development and stage 2 immediately next-door – a further 10 story development with construction yet to commence and the development currently under construction on the corner of Orrong Rd and Stanley Street.

The irony is Council fought to stop these monstrous developments albeit not with conviction at VCAT, yet now feel multi-story developments are acceptable.

Council should review their previous submissions to VCAT and reacquaint themselves with they own words they argued as to why developments such as these with excessive height, bulk and lack of transition should not be tolerated and will not sustain the neighbourhood character of the area. I strongly object to the proposed Strategic site (A). Of all the proposed plans in the Structure Plan – this site is lacking in any detail of what Council *really* plans to do on this site. There has been no consultation whatsoever with the residents that would be directly impacted from this strategic site. No consideration have been afforded for this project site in terms of overshadowing, detailed architectural design to ensure a positive contribution to open spaces and the impacts to the residential properties surrounding this site.

The proposed Strategic Site (A) will have significant adverse effect on the residential amenity of private homes directly opposite on the south side of Stanley Street by reason of (among other factors) loss of privacy, unacceptable loss of northern light, significant overshadowing, massive increased traffic and congestion, increasing noise, intruding on the skyline and reduced solar access will dramatically reduce our amenity.

The proposed Strategic site A is unacceptably high density / overdevelopment of the site, showing no provision of garden land or the open aspect of the neighbourhood.

Whilst no illustration have been provide one can only assume that the building will be foreboding and similar in nature that proposed for Strategic Site (B) with the visual impact of the development being out of character with the neighbourhood.

As refresher for council – below is an extract from your minutes with regards to the development of 28 Riddle Parade:

“Properties in Stanley Street have suffered significant loss of amenity due to construction at 28 Riddell, this disruption could continue for some time in the future and may require resident permits to be issued. The proposed design does not have an acceptable level of internal amenity, many apartments’ bedrooms do not have windows. And the no. of dwellings planned reduces the amenity of the existing apartments at 28 Riddell.

It should be noted that because 28 Riddell is not completed the contracted owners have been circumvented as to their views. There has been significant changes to their building to accommodate the additional requirements imposed on it by the proposed development. This has resulted in significant increase in loss of privacy.”

Seriously, I am utterly disillusioned by Glen Eira Council and the proposed Strategic site (A) based on the contradictory statements on public record council has made and the complete backflip on the position on multi-story development.

[REDACTED] The proposed development by reason of its size, depth, height and mass represents an unneighbourly form of development and would have an unacceptably adverse impact on the amenities of my home and residential properties immediately adjacent to the site and the surrounding area by reason of overlooking, loss of privacy and visually overbearing impact. Solar access will be 100% impacted. Increased traffic, pedestrian foot traffic, noise and pollution will also result from this design.

Strategic Site (B) and 4.0 Public Spaces – 5. Stanley St East Car Park

This is a monstrous development of significant bulk and visual impact on the streetscape.

Far from promoting high quality urban design and architecture, the proposed design, with its visual bulk and lack of transition is too dominant and overbearing, and gives an overwhelming sense of enclosure.

Basement car parking should be encouraged rather than multi-storey car parking which is visually unappealing and hold no heritage value whatsoever. The open surface could contribute to community demands for open space. Such car parks should be underground connected to Glenhuntly road without directing traffic to residential areas.

Council through their own traffic study has stated the carparks are not at full capacity. As a resident in the immediate vicinity I can attest to the fact that they are never full and there is all day parking on Stanley Street. Demand does not necessitate the supply.

Again the proposed development will result in the loss of existing views from neighbouring properties would adversely affect the residential amenity of neighbouring owners and fails to enhance the heritage and neighbourhood character of the area.

There has been no detail provided as to whether these parking spots will be free or whether Council proposed to charge for the parking as a revenue raising exercise to recoup funding of the development.

4.0 Public Spaces – 3. Carre St Pedestrian Amenity and 5.0 Parking and Movement

Parking is simply not an issues in Elsternwick. The carparks are not at capacity. However traffic is an issue along Glenhuntly Road and Riddle Parade and no detailed plan of the impacts on residential streets has been provided in terms of the closure of Carre St and Stanilands Grove. At present this is a slip through route that alleviates the pressure of traffic from Glenhuntly Rd, Orrong Rod and Riddle Paade. It also provides car parking which is used for quick turnover with success.

Passage crossing from Carre St to Staniland Grove is made easy as the pedestrian lights allow for speedy and convenient interaction and seamless crossover.

There has been no mention made of the single residential dwellings within the proposed Carre St pedestrian amenity, not how car will cross over Carre St from the proposed traffic flow from the rear access laneway south of Glenhuntly Rd.

If this closure went ahead locals would be competing with Orrong Rd traffic and having to make wide detours to deliver children to school and visit community resources. As a mother of two children this is a dangerous proposition provide by Council.

The proposed removal of the car parking in Staniland Grove is a significant loss. This carpark is the only in the area to service the cinema, library, Australia Post, Office work, school drop off and pick for local parents of St Josephs Primary and the Jewish schools in the immediate zone, flow over from Glenhuntly road and in particular the new proposed cultural precincts and Woolworths Supermarket at the ABC site.

Whilst nice open green space is welcomed, it should not be at the detriment of losing adequate current parking space and evenly distributing it on either side (north and south) of Glenhuntly Rd rather than redirecting it to an already car park saturated Stanley St causing more traffic congestion, bottle neck and increased transient element into the area, creating significant impacts on the amenity of the Stanley St residents in that neighbourhood character overlay area.

The desire for open space can be met by making a basement car park. The notion of relocating this car park to Stanley is simply wrong. To centralised car parks does not increase amenity of any area. Distributed car parks work far better. As council has previously stated – car parking is not at capacity in the area, however adequate provision to the key structures community will be visiting is paramount. These key attractions currently exist and proposed for the future in the Structure Plan are on the north side of Glenhuntly Rd, not the south side.

It should be noted that the existing 30 parking spaces in Carre St should also be retained. These spaces should be time managed and limited. They currently represent a good parking resource for visitors to Glenhuntly Rd and for local residents to travel north south.

Given that, as you say the activity centre is serviced by a range of transport modes, including trains, trams and buses, it would be a mistake to encourage more cars, and hence greater congestion into the area. Locals already know traffic movements throughout the village. Visitors will quickly learn to use public transport. Nonetheless – who are we catering to – visitors or to the local community who live in the area?

I can not understand why Council wants turn the lovely village of Elsternwick into a bustling metropolis. I moved from Prahran/South Yarra to escape the urban jungle it has become so I could raise my children in suitable community environment.

I implore your Glen Eira Council to abandon the two options you have provided with this Structure Plan for Elsternwick. It is a gross overstatement or requirements for the area that lack complete consideration for the residents, traders and the environment.

I object to your proposals and sincerely encourage Council planners to withdraw this plan and give serious consideration to the following:

1. DO NOT REPURPOSE Stanley St West carpark. This immediate area has already been completely overdeveloped and the transition, visual bulks and council own objections to multistorey development of this particular local but be acknowledged and upheld.
2. Effect of increased housing on schools.
3. Even distribution of parking solutions on the north side of Glenhuntly road.
4. Any provision of public car park sites (proposed or existing) to be underground basements ONLY rather than above ground to provide additional open green space to the area for community use which is significantly lacking.
5. It is not a mandatory requirement to grow Elsternwick. Less growth, less need for car parking and housing development.
6. Give preference to local residents rather than visitors.
7. Have staff and town planners that are residents of the affected area.
8. Give more precise details as to how to become more bicycle friendly without compromising traffic and pedestrian.
9. Do an analysis of existing shops that have more than 7meter frontage that are capable of a top shop development
10. Improve time management of car parks
11. Improve waste management and road cleaning.
12. Do a review of all eating establishments.....they may be very adequate. At present, of an evening not all restaurants are full. In fact many are empty. Car parking is not an issue.

13. See that traffic flows are not concentrated in fewer locations.
14. Refrain from one way street movements.
15. Urban renewal around Nepean highway seem the best option.
16. Refrain from turning the activity area into a high rise metropolis like Prahran.
17. Retain the village feel of Elsternwick.
18. Acknowledge that affordable housing in the activity centre without Government subsidy is impossible.
19. Any new developments should not have reduced amenity for residents.

Yours sincerely,


Stanley St
Elsternwick


SUBMISSION 192 – 11 DECEMBER 2017

From: [REDACTED]
Sent: Monday, 11 December 2017 10:59 AM
To: Glen Eira City Futures
Subject: Elsternwick Structure Plan Draft feedback

Dear Madam/Sir,

Elsternwick Structure Plan Draft feedback

As an 11+ year resident of Riddell Parade in Elsternwick I am strongly opposed to some aspects of the urban renewal plans that have been proposed in particular the dense apartment developments in the West Elsternwick Area, and the heights that have been suggested within the Structure Plan Draft (both Options 1 and 2).

The 3 main areas of concern I would like to comment on in detail are as follows:

1) Height and density of the developments

My family have been living in Riddell Parade since 2006, during that time we have seen our street and those surrounding it evolve 'mostly' through the thoughtful preservation and renovation of the beautiful heritage homes within it. The proposed development of 3-4 story "Garden Apartments" and 8-12 storey towers along Nepean Hwy across the railway line seems in opposition to this as well as the classification of our area as a "Neighbourhood of Significance". Should a "Neighbourhood of Significance" be overshadowed by potentially poorly constructed Apartment dwellings, more often than not designed and built with only profit in mind? We are already forced to look at the rear 'eye sore', cheaply built, graffiti covered, poorly maintained apartments bordering the railway line closer to Glenhuntly Road. We absolutely do not want to see this trend continued to the lower part of Riddell Parade where we currently experience glorious evening light and a pleasant vista through to neighbouring Brighton.

We are very concerned about afternoon overshadowing that will occur if these multi storey residencies are built.

2) Making Carre Street a pedestrian precinct

While I am in favour of more pedestrian areas around Glenhuntly Road, I am not convinced that Carre Street is the best place to do this.

The proposed 'pedestrian plaza' at the top end of Carre St is a great idea in essence but will likely push more traffic on to the already VERY busy Riddell Parade. Council have offered no supporting information around traffic management with this proposed change.

Drivers treat Riddell as a 'speedy' short cut from Kooyong Rd. The speed humps have done little to limit the speed of some drivers. We can only expect more traffic on Riddell Pde if Carre St is closed.

3) Car parking plans

The idea of a new 4 storey parking lot on the corner of Stanley & Orrong seems to be completely unnecessary. The current carpark is never full so why would we need a 4 storey carpark to replace it.

I understand the concerns about potential future lack of parking, but I do not think building a four storey above ground car park on Stanley Street is a solution to this. The car park next to the train station on Horne Street has really ruined the character of that street and it is not an attractive environment for pedestrians.

The focus instead should be on making Elsternwick as pedestrian and public transport friendly as possible, all plans for carparks should be below ground, with friendly retail or residential spaces at ground level.

In summary, although I am interested in seeing 'appropriate development' within our neighbourhood and much of what has been proposed seems to be an *attempt* to improve our amenity, it must be carefully considered to avoid losing the extremely valued sense of community we currently experience. I believe the **OVER** development will only **decrease** what we value so much about our wonderful neighbourhood.

Riddell Parade connects much of Greater Elsternwick to our shopping centre and transport hubs, commuters, school kids, dog walkers, runners all use the path bordering the railway line on a daily basis and I am sure all enjoy the stroll along this Plane Tree lined Parade. Much of what has been proposed will reduce the amenity of this wonderful and connecting part of our community to fill the pockets of Developers? We are already one of the least-green urban areas in metropolitan Melbourne (compared to other Council precincts) and should be looking to improve this issue by adding as much green space as possible to any future plans for our neighbourhood. There is no available bike paths connecting greater Elsternwick to the main shopping and transport hub. Perhaps this is something council should be considering when planning for our future?

Along with my friends in the **West Elsternwick Neighbourhood Group** over the railway line, I am most in favour of your consideration of Option 3

Option 3:

Retain the residential streets zoned as Neighbourhood Residential Zone, limited to 2 storeys, with the redevelopment option of side-by-side townhouses if desired; and rezone the adjacent Commercial 2 zone properties, along the Nepean Highway to Shop top, 4-5 storeys, with interface constraints where the site overshadowing would impact nearest residential neighbours between 9am and 3pm to allow North and (importantly) Western light to illuminate these impacted residential properties.

A longitudinal overfill over the railway line, South of Glenhuntly Road could be included to provide a green, walkable and bike suitable space to increase the liveability and function of this area

This outcome, Option 3, would maintain and enhance the current core values and attractive qualities of the retained residential streets, it would be a low-rise neighbourhood that sustainably and sensitively cohabits with the nearby highway fronting commercial/retail/apartment mix in an inclusive way and that retains the current sense of local community and supports the greening and biodiverse city of the future

Option 3 would also negate the overshadowing concerns of residents immediately to the East of the railway line in Elsternwick

Importantly, the built form will make efficient use of the existing commercial land without overt negative impacts on neighbours and streetscapes. The area will have additional green amenity, be walkable and bike friendly, but will achieve this within agreed upon built form criteria to establish and maintain expectations and to minimize the impacts of change upon the existing adversely impacted community.

Yours sincerely,

[REDACTED]

[REDACTED] Riddell Parade

Elsternwick

SUBMISSION 193 – 10 DECEMBER 2017

Dear Sir/ Madam,

We act on behalf of the owners of properties at [REDACTED] Glen Huntly Road, Elsternwick, in relation to Draft Elsternwick Structure Plan.

Details of our clients' submissions are contained in the attached cover letters, the first submission letter is associated with properties at [REDACTED], whereas the second submission letter relates to [REDACTED].

If you have further queries in relation to the cover letter, please do not hesitate to contact us on

Regards,

B

[REDACTED]

[REDACTED]

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

Date: 11 December 2017

Re: **Submission to Draft Elsternwick Structure Plan**
[REDACTED] Glen Huntly Road, Elsternwick

We act on behalf of the owner of the properties at [REDACTED] Glen Huntly Road, Elsternwick, which lie within the study area of the Draft Elsternwick Structure Plan (DESP).

[REDACTED]

Our client was recently made aware of the DESP by Council and have asked [REDACTED] to prepare submissions on their behalf in response to the future vision for the Elsternwick Urban Village set out in the document.

Our client supports in principle the encouragement of employment and housing growth and diversity within the centre, which is notionally promoted by the DESP. Initiatives regarding the consolidation and

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increased provision of public parking and the creation of additional public open space are also broadly supported as potentially positive outcomes for the future of the centre.

However, our client is concerned that the proposed built form outcomes do not reflect the capacity of the centre to accommodate future growth and positive change, and in doing so undermine its ability to meet the aspirations for high order activity centres expressed in both State and local planning policy.

Existing Planning Controls and Policies

Each of our client's properties are currently within the Commercial 1 Zone (C1Z) and are effected by Heritage Overlay 72 – Elsternwick Estate and Environs (HO72) and Parking Overlay – Schedule 2 (PO2). There are no prescriptive built form controls that currently apply in the centre.

HO72 is a precinct-wide control which applies to most of the Urban Village and recognises and seeks to protect its special Victorian character.

Pursuant to local policy at Clause 22.05 each of the properties are identified as being within the Retail Hub of the Bentleigh Urban Village. The policy identifies Urban Villages as the 'preferred locations for the municipality's highest densities of residential development', and encourages 'densities of development which increase as proximity to the preferred strategic location increases and which decline as proximity declines (i.e. a higher density would be encouraged for shop top housing within a commercial centre than would be encouraged in a conventional residential street immediately surrounding the centre)'.

This local policy is consistent with the directions of State Planning Policy at Clause 11 (Settlement) and Plan Melbourne, which promote increased density in high order activity centre settings to foster employment and housing growth in locations with convenient access to jobs, services, public transport and community infrastructure.

Draft Elsternwick Structure Plan Proposals

The DESP contemplates built form with a maximum preferred street wall height of 2 storeys and a preferred overall maximum building height of 3-4 storeys for each of our clients' properties.

It also outlines a proposal to provide an additional 156 public car parking by developing a multi-level car parking facility at the site of the existing Stanley Street East car park. The existing car park to the north of the Elsternwick Library is proposed to be developed into a new landscaped public open space. The Stanley Street west car park comprises a transition area towards residential property to the east (20 Stanley Street). The DESP proposals also include the pedestrianisation of Carre Street.

It is noted that the DESP encourages investigation of a developer contribution model to fund the projects.

Submissions in Relation to DESP Proposals

Public Parking and Open Space

Our client generally supports the proposal expressed in the DESP to increase the public parking supply within the centre, as they consider convenient access to parking is critical to the survival and success of retail trade along Glen Huntly Road, and the function of the centre more broadly. To this end, the suggested reduction of existing at-grade parking [REDACTED] Glen Huntly Road is of concern. It is our client's submission that any redevelopment of the existing public car park should result in no net loss of publicly accessible parking spaces, to support retail trade at the western end of the centre.

Indeed, our client's view is that the Stanley Street West car park is a more suitable location for a future dedicated multi-level parking facility, on account of:

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- Its closer proximity to the station than Stanley Street East; and
- The ability for future taller buildings on neighbouring Riddell Parade land to partly screen a car park facility (8 and 11 storey buildings approved for [REDACTED] Riddell Pde respectively).

It is noted that the traffic analysis provided in the Background Report to the Structure Plan identifies that *"Carre Street carries significant west bound traffic in the AM peak"*. However, there does not appear to be any information provided which considers the effect on the surrounding road network of the proposed pedestrianisation of Carre Street. In our client's view, this is a particularly important consideration on account of the expanded car park facility proposed for Stanley Street East. It is our client's submission that proper analysis of these impacts should be undertaken prior to the Carre Street closure being given further consideration.

It is submitted that the sequencing of the proposed parking and open space projects is critical to the health of the centre. It is important, in our client's view, that proposed increases in public car parking be delivered prior to any project that anticipates a reduction in public parking, to ensure that the centre is not left with a deficit of parking resources, even as a temporary situation. In our client's experience, this scenario has the potential to create a sufficiently negative image of the centre amongst visitors and customers so as to cause long term damage to its image and vitality.

Whilst it is understood that details of a funding model for those projects is yet to be considered in any detail, our client submits that the preferred mechanism should be carefully selected to ensure that it is transparent, fair and equitable and is not prohibitive to the realisation of future development and change within the centre.

Built Form

It is our client's submission that the built form outcomes expressed in the DESP generally fail to adequately recognise the impetus of designations in Plan Melbourne, State Planning Policy and Council's own local policy at Clause 22.05 to deliver growth and change in this established major activity centre setting.

Our client says that the nominated maximum building height of 3-4 storeys are inadequate for the following reasons:

- The Elsternwick Urban Village located approximately 7.5km from Melbourne's CBD. It is served by the Elsternwick Railway Station and the no. 67 tram service (Melbourne University – Carnegie), a variety of retail and commercial services, community facilities and public open spaces (Elsternwick Station Reserve, Hopetoun Gardens and Harleston Park), all of which identify it as a centre with the capacity for substantial growth and change as directed by the Planning Scheme.
- Clause 22.05 encourages greater density of development in the commercial areas (Retail Hub) of the Elsternwick Urban Village than in residential areas within the centre. Residential land either side of Centre Road is largely within the Residential Growth Zone (RGZ), which allows for development of up to 4 storeys. Notwithstanding the Heritage Overlay and Neighbourhood Character Overlay controls that apply to some of this residential land, the nomination of building heights in the Retail Hub of the centre which are equal to, or less than those permitted in the surrounding residential area, undermines the clear growth hierarchy articulated in the policy, and indicate a capacity for greater building height on our clients' landholdings.
- A number of existing and approved developments of between 7-11 storeys exist within the centre. Whilst appreciating that the context of these developments is somewhat different to that of our client's land, they nevertheless provide an indication of the centre's capacity to accommodate taller built form than proposed by the DESP.

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- Properties at [REDACTED] each have non-sensitive rear interfaces with existing car parking facilities, which are identified to be either retained or extended in the future, and have building heights of between 4-8 levels nominated in the DESP.

In consideration of the above, it is our client's submission that 4-5 storey maximum building heights would be a more accurate reflection of the centre's capacity for growth and change, whilst also acknowledging the need to protect the centre's heritage character. The preferred maximum building heights within the DESP should be amended accordingly, to better respond to State and local policy imperatives.

With regard to the 2 storey street wall heights nominated in the DESP, our client submits that:

- The future redevelopment of our clients' land could accommodate three contemporary building levels within the same height of existing two storey Victorian shopfronts which predominantly characterise Glen Huntly Road. It is our client's submission that the street wall height designation within the DESP as it relates to their properties should be revised accordingly.
- Properties at [REDACTED] each have a rear interface with existing at grade car parks. In relation to no. [REDACTED] it is noted that the site immediately across the laneway to the south has a street wall designation of 3 storeys. It is unclear why a lower height would be required on our client's land to the same laneway. It is submitted that the DESP should be updated to allow for a 3 storey street wall to the rear of [REDACTED] Glen Huntly Road.
- The land immediately south of [REDACTED] Glen Huntly Road is nominated in the DESP to accommodate a future multi-level car park and has a 4-5 storey building height designation with no street wall expectation to the laneway which separates the properties. Given the non-sensitive nature of this existing and future interface it is our clients' submission that it is unreasonable and unnecessary to impose a street wall designation to the lane way, and this should be reflected in amendments to the DESP.

For the reasons expressed above, it is submitted that the built form suggestions promoted in the DESP undervalue the capacity of the centre to accommodate growth and change. In doing so the proposals undermine State and local policies governing the role of high order activity centres to 'take the load', so as to ensure that limited change is required in low scale residential areas where established scale and character is understandably more highly valued.

Furthermore, maximum building and street wall heights in the DESP (and associated planning controls) should retain discretion in the hands of planning decisions makers and should not be applied as mandatory.

Conclusion:

In summary, our client provides their in principle support for the overarching objective to increase the diversity of future employment and housing within the centre, and to increase the provision for public open space and parking resources.

However, it is submitted that land within the commercial areas of the centre is capable of accommodating greater building height and scale that proposed by the DESP, for the reasons outlined in the body of this submission.



Our client thanks Council for the opportunity to provide their feedback in relation to this project and respectfully request that they be kept informed of Council's progress and be invited to provide further feedback at the appropriate junctures in the process.

Should you have any queries in relation to the above, please do not hesitate to contact us on [REDACTED]

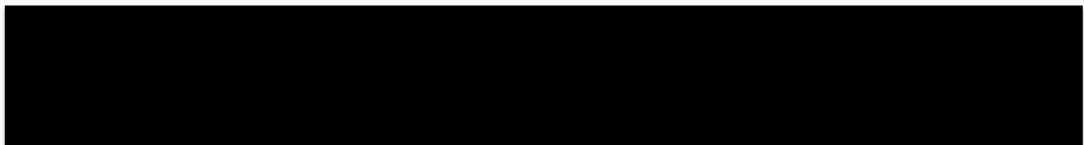
Yours sincerely

[REDACTED]

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[REDACTED]

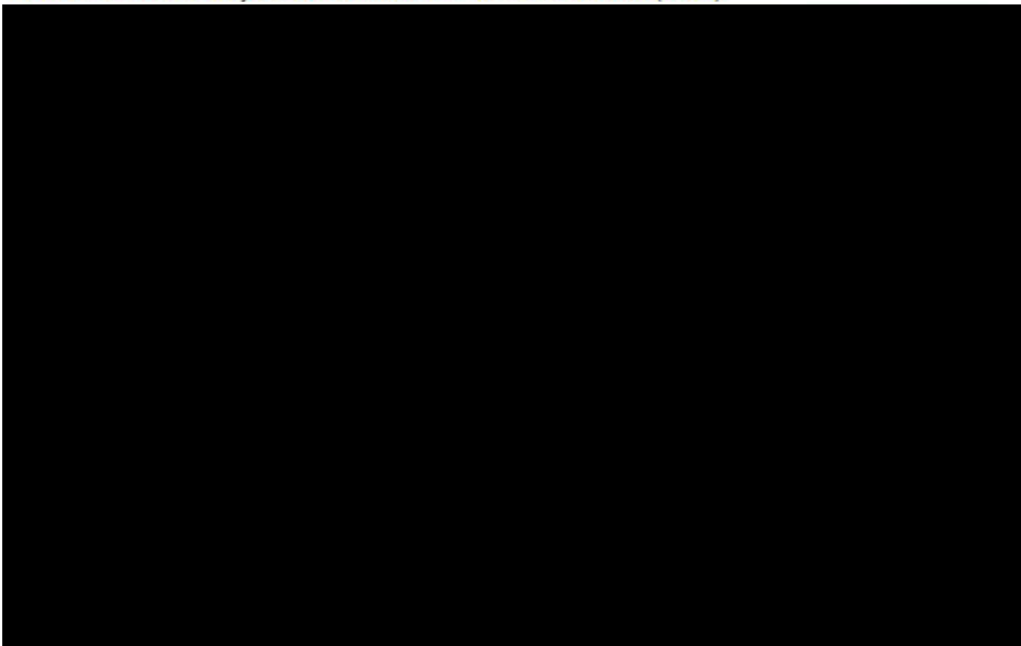


City Futures Department
Glen Eira City Council
PO BOX 42
CAULFIELD SOUTH VIC 3162

Date: 11 December 2017

Re: Submission to Draft Elsternwick Structure Plan
[Redacted] Glen Huntly Road, Elsternwick

We act on behalf of the owners of the properties at [Redacted] Glen Huntly Road, Elsternwick, which lie within the study area of the Draft Elsternwick Structure Plan (DESP).



Our clients were recently made aware of the DESP by Council and have asked [Redacted] to prepare submissions on their behalf in response to the future vision for the Elsternwick Urban Village set out in the document.

Our clients support in principle the encouragement of employment and housing growth and diversity within the centre, which is notionally promoted by the DESP. Initiatives regarding the consolidation and

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increased provision of public parking and the creation of additional public open space are also broadly supported as potentially positive outcomes for the future of the centre.

However, our clients are concerned that the proposed built form outcomes do not reflect the capacity of the centre to accommodate future growth and positive change, and in doing so undermine its ability to meet the aspirations for high order activity centres expressed in both State and local planning policy.

Existing Planning Controls and Policies

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It is noted that the DESP encourages investigation of a developer contribution model to fund the projects.

Submissions in Relation to DESP Proposals

Public Parking and Open Space

Our clients generally support the proposal expressed in the DESP to increase the public parking supply within the centre, as they consider convenient access to parking is critical to the survival and success of retail trade along Glen Huntly Road, and the function of the centre more broadly. To this end, the suggested reduction of existing at-grade parking immediately to the rear of our clients' land at 340 Glen Huntly Road is of concern. It is our clients' submission that any redevelopment of the existing public car park should result in no net loss of publicly accessible parking spaces, to support retail trade at the western end of the centre.

It is submitted that the sequencing of the parking and open space projects is critical to the health of the centre. It is important, in our clients' view, that the Stanley Street East Car Park project be delivered prior to the reduction of existing public parking at the Stanley Street West Car Park, to ensure that the centre is



not left with a deficit of parking resources, even as a temporary situation. In our clients' experience, this scenario has the potential to create a sufficiently negative image of the centre amongst visitors and customers so as to cause long term damage to its image and vitality.

Whilst it is understood that details of a funding model for those projects is yet to be considered in any detail, our clients submit that the preferred mechanism should be carefully selected to ensure that it is transparent, fair and equitable and is not prohibitive to the realisation of future development and change within the centre.

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It is our clients' submission that the built form outcomes expressed in the DESP generally fail to adequately recognise the impetus of designations in Plan Melbourne, State Planning Policy and Council's own local policy at Clause 22.05 to deliver growth and change in this established major activity centre setting.

Our clients say that the nominated maximum building height of 3-4 storeys are inadequate for the following reasons:

- The Elsternwick Urban Village located approximately 7.5km from Melbourne's CBD. It is served by the Elsternwick Railway Station and the no. 67 tram service (Melbourne University – Carnegie), a variety of retail and commercial services, community facilities and public open spaces (Elsternwick Station Reserve, Hopetoun Gardens and Harleston Park), all of which identify it as a centre with the capacity for substantial growth and change as directed by the Planning Scheme.
- Clause 22.05 encourages greater density of development in the commercial areas (Retail Hub) of the Elsternwick Urban Village than in residential areas within the centre. Residential land either side of Centre Road is largely within the Residential Growth Zone (RGZ), which allows for development of up to 4 storeys. Notwithstanding the Heritage Overlay and Neighbourhood Character Overlay controls that apply to some of this residential land, the nomination of building heights in the Retail Hub of the centre which are equal to, or less than those permitted in the surrounding residential area, undermines the clear growth hierarchy articulated in the policy, and indicate a capacity for greater building height on our clients' landholdings.
- A number of existing and approved developments of between 7-11 storeys exist within the centre. Whilst appreciating that the context of these developments is somewhat different to that of our clients' land, they nevertheless provide an indication of the centre's capacity to accommodate taller built form than proposed by the DESP.
- Properties at [REDACTED] each have non-sensitive rear interfaces with existing car parking facilities, which are identified to be either retained or extended in the future, and have building heights of between 4-8 levels nominated in the DESP.

In consideration of the above, it is our clients' submission that 4-5 storey maximum building heights would be a more accurate reflection of the centre's capacity for growth and change, whilst also acknowledging the need to protect the centre's heritage character. The preferred maximum building heights within the DESP should be amended accordingly, to better respond to State and local policy imperatives.

With regard to the 2 storey street wall heights nominated in the DESP, our clients submit that:

- The future redevelopment of our clients' land could accommodate three contemporary building levels within the same height of existing two storey Victorian shopfronts which predominantly characterise Glen Huntly Road. It is our client's submission that the street wall height designation within the DESP as it relates to their properties should be revised accordingly.

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- Properties at [REDACTED] each have a rear interface with existing at grade car parks. In relation to no [REDACTED] it is noted that the site immediately across the laneway to the south has a street wall designation of 3 storeys. It is unclear why a lower height would be required on our client's land to the same laneway. It is submitted that the DESP should be updated to allow for a 3 storey street wall to the rear of [REDACTED] Glen Huntly Road.
- The land immediately south of [REDACTED] Glen Huntly Road is nominated in the DESP to accommodate a future multi level car park and has a 4-5 storey building height designation with no street wall expectation to the laneway which separates the properties. Given the non-sensitive nature of this existing and future interface it is our clients' submission that it is unreasonable and unnecessary to impose a street wall designation to the lane way, and this should be reflected in amendments to the DESP.

For the reasons expressed above, it is submitted that the built form suggestions promoted in the DESP undervalue the capacity of the centre to accommodate growth and change. In doing so the proposals undermine State and local policies governing the role of high order activity centres to 'take the load', so as to ensure that limited change is required in low scale residential areas where established scale and character is understandably more highly valued.

Furthermore, maximum building and street wall heights in the DESP (and associated planning controls) should retain discretion in the hands of planning decisions makers and should not be applied as mandatory.

Conclusion:

In summary, our clients provide their in principle support for the overarching objective to increase the diversity of future employment and housing within the centre, and to increase the provision for public open space and parking resources.

However, it is submitted that land within the commercial areas of the centre is capable of accommodating greater building height and scale that proposed by the DESP, for the reasons outlined in the body of this submission.

Our clients thank Council for the opportunity to provide their feedback in relation to this project and respectfully request that they be kept informed of Council's progress and be invited to provide further feedback at the appropriate junctures in the process.

Should you have any queries in relation to the above, please do not hesitate to contact us on [REDACTED].

Yours sincerely

[REDACTED]

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[REDACTED]

SUBMISSION 194 – 11 DECEMBER 2017

From: [REDACTED]

Sent: Monday, 11 December 2017 10:19 AM

To: Glen Eira City Futures

Subject: Urban renewal

I own and live at [REDACTED] Mc Combie street Elsternwick.

I approve of the proposed cultural activity center zoning heights and overlays of my property as Urban Renewal (A) 8-12 stories.

I also approve of allocating everything south of the railway line to Nepean Highway to be high density/urban renewal.

Regards

[REDACTED]

SUBMISSION 195 – 11 DECEMBER 2017

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

From: [REDACTED]

Sent: Monday, 11 December 2017 10:00 AM

To: Glen Eira City Futures

Subject: Structure Plan

Dear Sirs

I wish to object to the possible development of 8-12 storey apartment blocks on the Nepean Highway. Smaller well designed buildings could be appropriate.

Yours faithfully

[REDACTED]

Clonard Ave

Gardenvale. 3185

SUBMISSION 196 – 11 DECEMBER 2017

From: [REDACTED]
Sent: Monday, 11 December 2017 9:57 AM
To: Glen Eira City Futures
Subject: Elsternwick high rise rezoning

I wanted to register my objection to the proposed 12 storey rezoning along the Nepean Highway. I consider this to be an excessive height for the location and that it will create a detrimental impact to the residential housing in the area, despite it being the other side of the rail line.

There are far more appropriate areas for such redevelopment, such as the Caulfield Racecourse area.

Thanks,

[REDACTED]

[REDACTED]
Clarence Street
Elsternwick, 3185
[REDACTED]

SUBMISSION 197 – 7 DECEMBER 2017

**To: City Futures Department
Glen Eira City Council**

From: [REDACTED]

[REDACTED] Gordon Street
Elsternwick 3185

07 December 2017

Elsternwick Structure Plan Draft-My Response

After having attended your recent structure plan meeting at the Caulfield Town Hall and perusing your documented structure plan for the Elsternwick area, I can say with confidence that your 'Plan A' has many deficiencies that need to be addressed and that you do not have a viable 'Plan B'.

It must be patently clear to any reasonable person of at least average intelligence that city planners are not super human, they are as fallible in all respects as any other human being of similar intelligence. It naturally follows that planners are capable of making mistakes, and this can be unequivocally demonstrated by the almost disastrous planning and development of that family-unfriendly complex known as 'Docklands'. By any measure this was the planners' and developers' metaphoric slap on the back, the golden hand-shake, as it were. And by any measure this has turned out to be an embarrassment in urban development; a most anonymous, unfriendly and certainly family- negative environment, with huge potential for becoming a ghetto, bordering on a future slum, catering for a very narrow section of the general demographic.

High Rise Development Proposal

These types of developments currently and generally attract people who are in the main single, aged in their 20's to 40's, younger married or partnered couples, who are in the most anonymous to each other, and who are childless. There are of course exceptions, such as retired individuals and 'down-sizers', but they are by far in the minority. The majority of the inhabitants of these types of accommodations, I submit, are transient now, and always will be. That is to say when the call of nature visits the females of child-bearing age, they and their partners commence the search for larger accommodation, preferably with a back yard and more storage space. This is just fact of life that seems not to register with planners and certainly makes no difference to the developers who, clearly are interested only in short term profit, and suffering from long term indifference. Interestingly, those same developers generally have no intention in ever residing in the 'dog-boxes' they have been fostering with their copious quantities of trendy sales jargon.

2.

This is a situation that has no end. So long as a husband and wife, partner and partner if you will, remain childless, then there is a probability that they will continue to live the 'apartment lifestyle' (although they are just flats disguised with a trendy name).

As soon as children become part of the equation, there will be an exodus, as explained previously, for greener pastures and more room to expand. So long as human-beings continue to procreate, this situation has no end. Clearly then these family-negative environments will continue to attract the very same demographic, 'ad infinitum'.

You, the combined members of the Glen Eira council have the opportunity to do something different, something reasonable and something sustainable in terms of developing this borough of Elsternwick. You can still avail yourselves of the opportunity of maintaining this Village concept that is relatively family-friendly, as apposed to over development and high-rise, anonymous accommodation that attracts a transient population of a very small section of the general demographic, similar to that of the Docklands project. There is nothing whatsoever wrong with low-rise accommodation of say 3 to 4 storeys within the so-called public transport corridors or hubs. Building projects of this magnitude, especially if they are not so restricted by lack of internal dimensions, are clearly far more attractive to family occupation for the long term rather than the obvious transient population for the short term. This is what makes a 'village'; family, children, the old and the young, all living in harmony in a friendly village environment, rather than an anonymous lifestyle, like that is demonstrated once again, in the Docklands project.

Traffic Management And Parking

And what about the traffic? If council, planners and developers are of the belief that the motorcar, in this Australian culture, is going to disappear within the foreseeable future, then they are all sadly mistaken. Australians in general love their motorcars and no amount of bicycle storage facilities and bicycle lanes is ever going to satisfy the innate desire of the average Australian citizen to own a motorcar. No amount of public transport availability will change that culture. To believe otherwise is to be naïve at best and stupid at worst. Therefore, if for arguments sake, a block of flats is planned for a particular location, then the plan should provide for the introduction to the area of a similar number of motorcars, at least equivalent to the number of flats proposed. What happens then? There will always be an overflow of vehicles onto the streets in any planning proposal that has provided for parking facility on site, simply because of human nature. You need to open your collective eyes! Many flat dwellers do not like to park within the confines of underground parking, and this situation is exasperated when car stackers are brought into the equation by greedy developers, because they cost less than excavating that additional level of mother earth.

The overflow of flat dwellers' cars onto surrounding streets, together with citizens from suburbs far removed from Elsternwick, who take daily advantage of free street parking in the areas surrounding transport hubs, whilst en route to their daily public transport commute to and from the Melbourne CBD, totally exasperates the parking situation within this Elsternwick village.....

3.

.....And this is the current situation, before further development plans are even taken into account. Please consider this seriously: There is a large number of daily public transport commuters who deposit their cars, free of charge, in and around the transport hub of Elsternwick (at least). I submit, they contribute nothing whatsoever to this community. They drive to Elsternwick, and other convenient transport hubs, from many suburbs outside the Glen Eira council scope of influence, park their vehicles free of charge and then join the daily public transport commute. At the end of the working day those same commuters return to their cars and drive away to their individual suburbs. By these actions alone, a large proportion of these commuters contribute nothing whatsoever to the Elsternwick village concept, except of course to assist in the convolution of vehicular traffic and parking.

You would be well aware of the term 'rat run'. You would also be aware of the rat runs that occur daily along many Elsternwick Roads, not least of all being Gordon Street. Whilst facing the fact of modern life in a Western democracy such as ours here in Australia, the reality of the motorcar is with us on a continuum. Accordingly, the increase in traffic flow, parking and associated inadequacies is all part of the overall scheme of things. This will not go away! Where are you going to divert the vehicular movements into the future? Gordon Street certainly is unable to cope right now. Glenhuntly Road is in a similar position, as is Nepean Highway, and the rest.

Street parking is chaotic now and will become even worse in the future. Your council plans certainly have not come to terms with the reality of the motorcar situation, and yet you still have greedy developers constantly applying for **waivers in car parking requirements and waivers in loading bay requirements** in most planning applications. Where is the commonsense factor?

The public transport in this plan is not even addressed in an equitable fashion. At the present time, especially during the 'peak hours', all public transport traversing this Elsternwick village, is overcrowded and somewhat unreliable. Again this is a situation that for the foreseeable future is not about to change. The influx of many more proposed flat dwellers in the proposed multi-storey developments will exasperate that scenario, well into the future. This is not village life in any way, shape or form. This is again a potential slice of anonymity as a result of over- population and the lack of infrastructure.

Speaking of infrastructure, how many people deposited into such a small area without open spaces, without trees and grass, does it take to develop huge deficiencies in general amenity? Clearly in your document of 'Vision and Objectives' at clause 1.2, you seek to "Celebrate the historic character and village feel"...etc. The Oxford Dictionary describes the word '**village**' thus: "assemblage of dwellings in country district, smaller than a town".

The Macquarie Dictionary describes a '**village**' in the following manner; "a small assemblage of houses in a country district, larger than a hamlet and smaller than a town". I pose the question, how does the influx of a large number of high rise blocks of flats, together with the obvious population increase, "help to celebrate the historic character and village feel" of the Elsternwick Village concept?

4.

Your objective at clause 1.4 does very little to alleviate the negative issues of this very poor planning concept. Surely you must have a **Plan B** somewhere, for your current vision is disturbingly simplistic and counter-productive in terms of general amenity.

I am very sceptical about this 'vision and objectives', however I can understand the council rationale to some degree. Yes indeed, I do understand that there is a definite fiscal advantage from a council perspective, in approving any multi-site development, purely and simply because more dwellings equals more revenue. Very clearly this means, that any potential development site that may contain one or two dwellings (or thereabouts), that provide one or two rate instalments, simply becomes redundant as the concept of a multi-storey building on the same site(s) may well attract twenty, thirty or more sets of rates from the same building(s) footprint.

Village feel, historic character? I don't think so. But hey, I am not a town planner, I am merely an ordinary, law-abiding, rate-paying citizen. How can I possibly compete with such planners? They produce such wonderful examples of culturally- significant, user-friendly, family-oriented edifices as can be seen in the DOCKLANDS! Those same planners have had the same impact on Southbank/South Melbourne with yet more multi-storey, dog-box accommodations that overlook each other, overshadow each

other and are occupied in the main by those transient populations referred to earlier in this document, most of whom will want to find bigger accommodation if and when the urge to procreate becomes overwhelming .

The fabric of the unique character of the Melbourne metropolis is being torn apart at an unsustainable rate. Reasonable, sustainable development should be the war cry into the foreseeable future, for the sake of the lifestyles of the generations yet to come, at least.

Heritage And Character/Public Spaces

Your vision includes **“active streets and shared community and open spaces”**. Part of your vision is to turn streets such as Selwyn and Carre into pedestrian malls, or similar. Well people actually live in those streets! There are blocks of flats and more in those streets! There is also the prospect of further flats and shops on the old ABC site in Selwyn Street. What part of your vision accommodates the amenity of the rate-paying, car-driving inhabitants of those streets? Your vision is untenable and completely ignores the needs and general amenity of those citizens who in good faith have chosen to reside in such streets, prior to your vision. The burning question that needs to be put to those planners who present these visions; **“Would you choose to live there?”**

Your vision includes a **“new plaza over the railway line”**, thereby covering the railway line north of Glenhuntly Road and expanding that area to accommodate a **“public open space with strong visual and pedestrian connections”...etc.**

Very clearly, you already have an open space/park abutting the Elsternwick railway line/station, the ‘Elsternwick Plaza’.

5.

Is it not feasible to continue that plaza in a westerly direction, over the current railway line/station complex, rather than crossing Glenhuntly Road, as it were, to create a second plaza that is intersected by the very a busy and congested Glenhuntly Road?

The station infrastructure is already in place, with a multi storey car parking facility already in existence. It seems to me that this would be the obvious place to expand the current plaza, covering the railway line/station. The current car park could easily be extended over the railway line to meet the expansion of the current park/plaza, instead of imposing an amenity nightmare north of Glenhuntly Road, on a residential area that is covered by a heritage overlay.

The buildings around the immediate vicinity of the current railway station are characterless and certainly, in my view, do not live up to the expectation of your vision of promoting **“high quality urban design and architecture”**. Your vision of this plaza, North of Glenhuntly Road appears to include another multi storey complex over the railway line, I presume this is another car park. How does this in any way assist in **“Maintaining Elsternwick’s pristine heritage and character-filled residential areas”**? Immediately opposite this ‘vision’, in Gordon Street, we have the Classic Cinema, an 1880’s building (with modern extensions). We have 1880’s shop-fronts immediately to the south of the Classic Cinema. To the North, with the exception of a 7 storey block of flats, we have a further three Victorian homes, one of which dates back to 1860, and was the first house in Gordon Street, and was completed before the nearby Ripponlea mansion. Further to the north along Gordon Street we have several California Bungalow style homes, all such homes being covered by a heritage overlay. A multi-level car park directly opposite these significant properties? What part of your philosophy of **“respects and celebrates the character”** in terms of **“Heritage and character housing”** am I misunderstanding?

What part of **“Encouraging landscaping and greenery”** does this vision of yours encompass? This is totally untenable! What is your **Plan B**?

Here's the bottom line with your Structure Plan Draft, it is naïve and it does not encompass the views of many of your constituents. To be an effective plan, particularly in terms of your **Elsternwick Village** concept, you need to accept the fact that high-rise accommodation is not family friendly. You need to accept the fact that the motorcar is not going to disappear. You need to accept that general amenity issues will interfere severely with a huge number of your constituents under your current 'vision'. As previously mentioned, you need a **Plan B** and you need to consult much more with your constituents, well and truly before any implementation of your long-term vision.



SUBMISSION 198 – 10 DECEMBER 2017

Local Residents: [REDACTED]
Horne Street Elsternwick,
VIC, 3185
1/2

**RE: ALTERNATIVE SUGGESTION FOR HORNE AND RUSDEN STREET
“PROPOSED URBAN RENEWAL AREA”, ELSTERNWICK, VICTORIA.**

Date: 10th December, 2017

Dear Aidan Mullen of Glen Eira Council,

We are a family of three (2 adults and 3 ½ year old) owner/occupiers living at unit [REDACTED] Horne Street and we attended the town hall meeting on 4th December to understand council's *structure plan* proposal and to listen to other resident's concerns. In theory we support the “urban renewal development” plan however our concerns are the same as other resident's that 6-12 story buildings are excessive and will detract from Elsternwick's true character. We are also unsure how Horne and Rusden Streets will manage the additional car, pedestrian, bus and cycling traffic if a surge in high rise occurs in our local area.

My wife and I have lived in Horne Street (two locations) for eleven years and the appeal of living at [REDACTED] Horne Street is not just close proximity to Glenhuntly shopping precinct but also the benefit of living in a safe affluent area which does not subscribe to shadowing from high rise buildings as extreme as 6-12 stories high.

We frequently walk along Horne and Rusden Street transitioning between Elsternwick and Elwood to enjoy the variety of open spaces, parks, cafes, shops and other venues and services both locations have to offer. To date we have felt privileged to live in a low-rise development area where long sighted views and sun light are visible from most aspects. We firmly believe excessive shadowing of Horne and Rusden Streets from high rise apartments 6-12 stories high is a mistake and will ruin apartment living in Horne Street for young/old persons and young families.

We always knew our local area would be developed further however we are counting on Glen Eira council to develop the area with boutique 3-5 story apartments to “conservatively” increase the density of young/old people and young families which in turn will promote improved shops and eateries in Glenhuntly road shopping precinct.

We purchased [REDACTED] Horne Street seven years ago as a place to live because of the appeal of buying into a boutique apartment block only three stories high which contain just 17 apartments. We have experienced high-rise apartment living in the past along St Kilda Road and the community aspect was lacking compared to the community mindedness we have found living at [REDACTED] Horne Street. As a result, we firmly believe clustered high-rise apartments are simply not fitting with the existing character and community mindedness of Elsternwick especially on the fringe of Elwood and Gardenvale which don't advocate high rise development either.

We want our council to continue to attract the same type of people who currently live in Elsternwick

and we fear introducing clustered high-rise apartments will attract different types of residents to the norm and increase the risk of complex social issues for the area. Residents are critical in helping shape the character of Elsternwick therefore attracting the same kind of people to Elsternwick that have been attracted to Elsternwick for the last 100 years is an important pursuit to maintain the true

Local Residents: [REDACTED]
Horne Street Elsternwick,
VIC, 3185
2/2

character of Elsternwick and we believe this course will be interrupted with clustered high-rise development.

Horne Street is already a major thoroughfare for car and bus traffic from the suburbs of Highett,

Hampton, Brighton, Elwood and beyond via Rusden Street and New Street. This traffic is already significant during peak times and we are certain Horne Street traffic could not cope with clustered 6-12 story residential apartments in the local area.

Horne and Rusden Streets already serve as a thoroughfare for pedestrian and cyclist traffic to and from the train station, to and from the shopping precinct, and to and from Elsternwick park. Almost every apartment at [REDACTED] Horne Street has one or more bicycles these days therefore a surge in residential 6-12 story apartments would significantly increase the number of pedestrians and local cyclists in the local area which we don't believe council has considered for Horne Street/Rusden Street thoroughfare in the new *structure plan*.

Clustered 6-12 story apartments will choke up all kinds of traffic in Horne and Rusden streets and even rezoning to five stories will require council to consider limiting traffic to accommodate local resident traffic. We strongly suggest council consider rezoning the urban renewal area to five stories and only allow buses, local resident car traffic and Elsternwick station car park car traffic in and around Rusden and Horne Streets. By reducing the traffic and restricting the wider public from using this thoroughfare council could widen the footpaths or even have a centre foot/bike path to accommodate increased cyclists and pedestrians in Horne/Rusden Street and promote their movement between Elsternwick park and Glenhuntly shopping precinct.

Once the golf course operators vacate Elsternwick park Elsternwick park will become an even larger attraction for Elsternwick residents just as improvements to Glenhuntly Shopping precinct will further attract Elwood residents. Therefore, streamlining an attractive and inviting pedestrian and cycling thoroughfare via Horne and Rusden Streets should not be overlooked. This thoroughfare is already important for pedestrians, cyclists and public transport users and it is already the most desirable route compared to walking down Glenhuntly road. We much prefer Horne/Rusden Street route for walking and cycling down to Elsternwick park than Glenhuntly Road because you can avoid the major vehicle traffic, which emits unwanted noise and air pollution.

In conclusion, we don't support option one or two of the draft structure plan and would like to see an option three where council has considered a *structured plan* which limits apartment development in the urban renewal area to five stories high in order to protect the true character of Elsternwick. Furthermore, in option three we want Glen Eira Council to consider limiting car traffic in Horne and Rusden Streets to encourage pedestrian, public transport and cyclist traffic between Elsternwick and Elsternwick Park.

Sincerely,

[REDACTED]
[REDACTED] Horne Street, Elsternwick,
[REDACTED]

SUBMISSION 199 – 29 NOVEMBER 2017

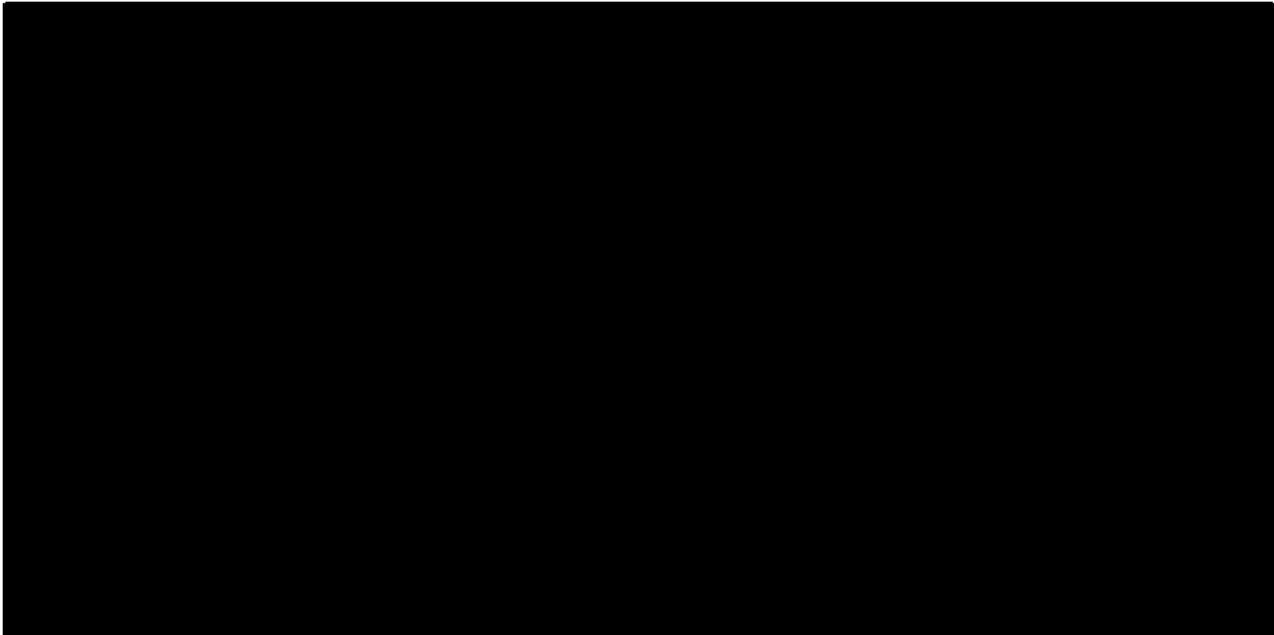
29 November 2017

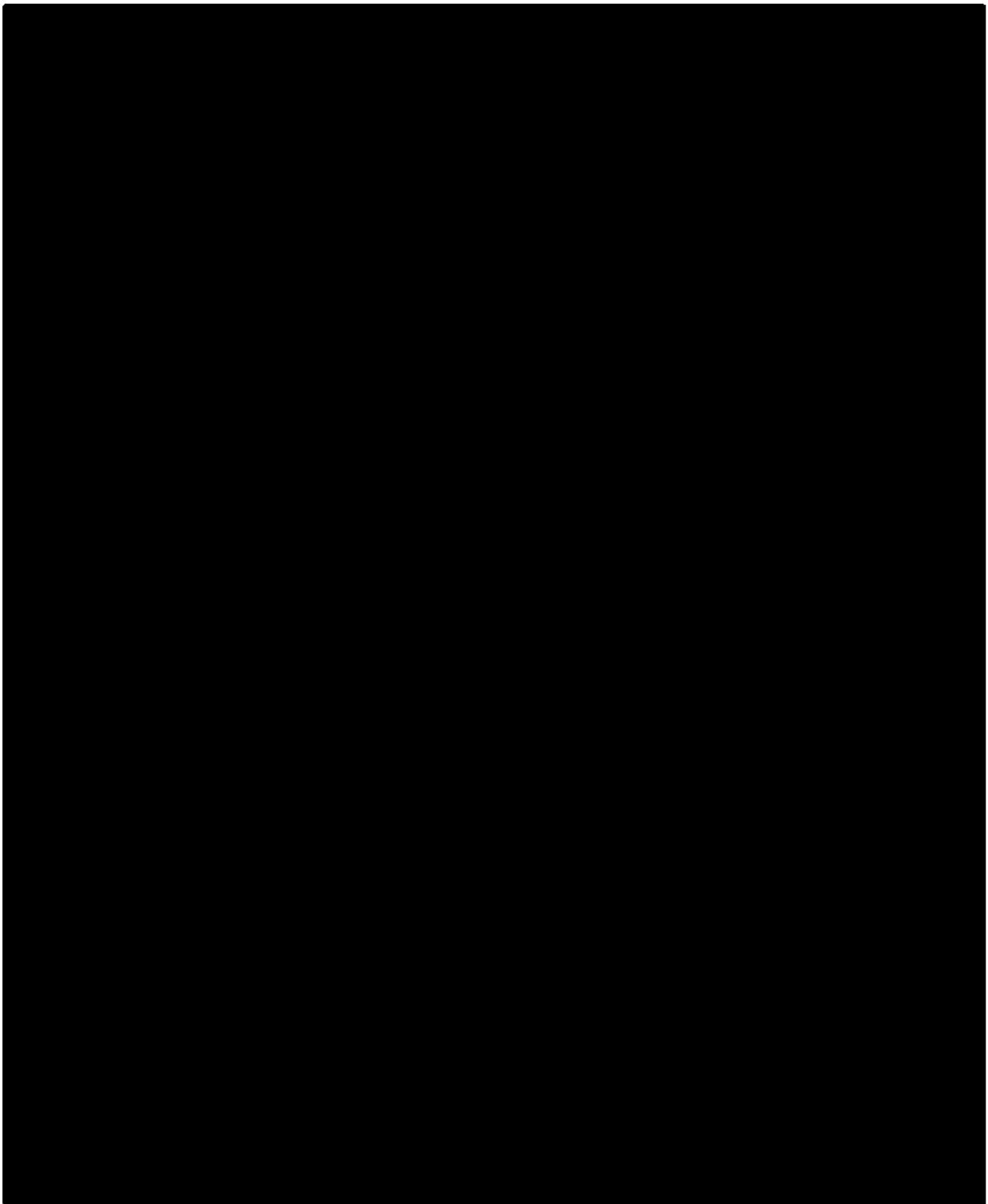
Strategic Planning Department
City of Glen Eira
PO Box 42
CAULFIELD VIC 3162

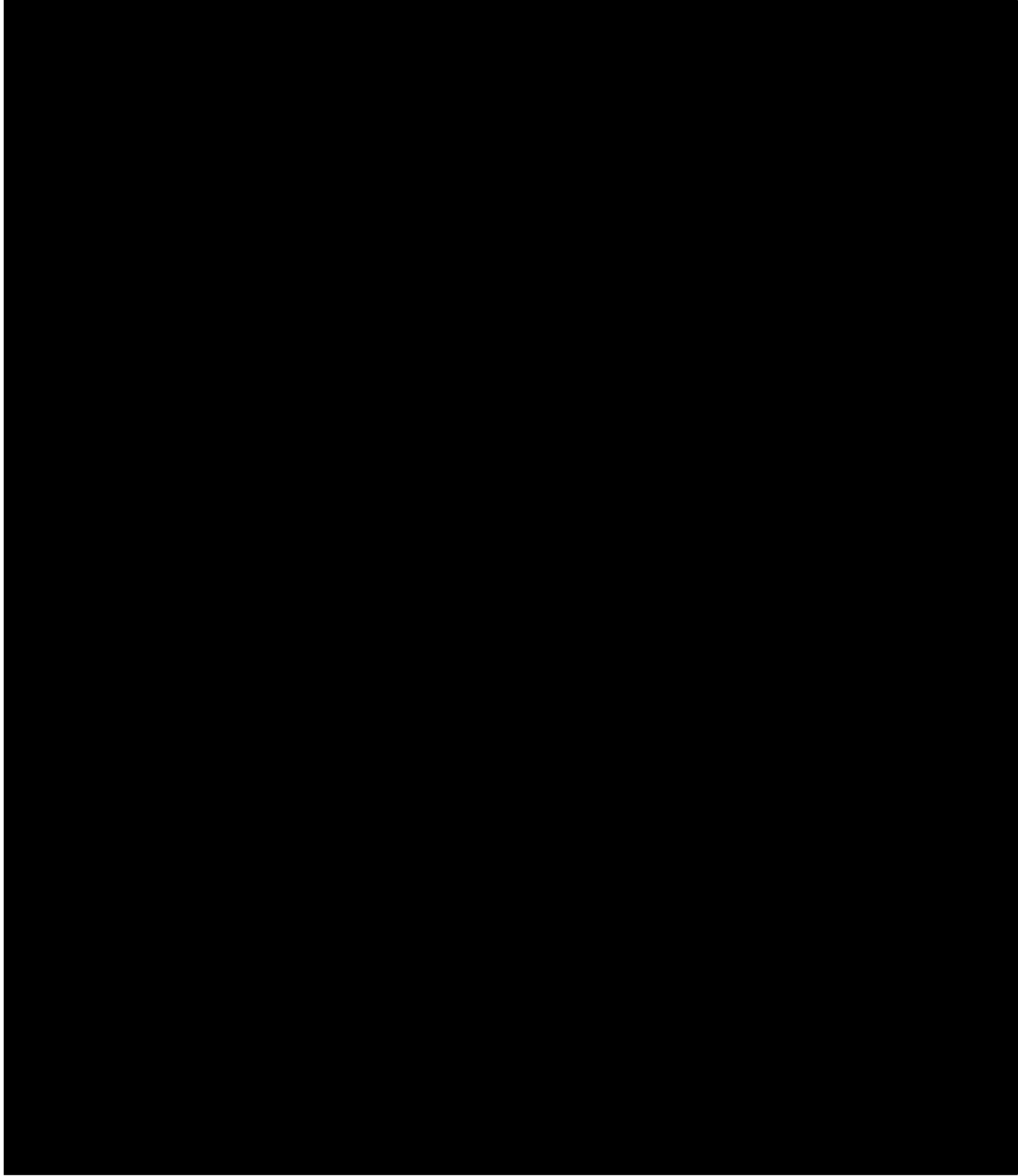
Dear Sir/Madam,

RE: ELSTERNWICK ACTIVITY CENTRE DRAFT STRUCTURE PLAN

I, [REDACTED], the owners of the property at [REDACTED] Stanley Street, Elsternwick located within the proposed Elsternwick Activity Centre Draft Structure Plan, wish to provide feedback in response to the community consultation sought by Council.








Our feedback in response to Council's community consultation relates to the broader strategic objectives of metropolitan Melbourne. This supports greater urban consolidation by allowing for maximum building heights of up to 13.5m on land zoned Residential Growth which are located adjacent to Commercial zoned land. Major activity centres such as Elsternwick are earmarked for future high-density developments taking advantage of excellent access to public transport, facilities and services in order to support higher density development and population growth. Moreover, the identification of the Elsternwick as a major activity centre also allows for the preservation of the residential hinterland areas further from major activity centres, which are generally characterised by low to medium housing densities with high values in terms of neighbourhood character.

The Elsternwick Activity Centre Draft Structure Plan identifies my property as being 'heritage and character housing' with a proposed 1-2 storey building height limit. We oppose the imposition of the building height limit as part of the Draft Structure Plan as the current planning controls already takes account of the heritage and character housing in the NCO4. The new building height limit contradicts the purpose and spirit of both the RGZ1 and NCO4 which allows dwelling yield to support housing growth and housing diversity around activity centres, These policies also provide policy guidance for ensuring new residential developments are sensitively designed to respect the existing neighbourhood character.

The Elsternwick Activity Centre Draft Structure Plan is considered to be at odds with the strategic objectives for metropolitan Melbourne and does not add value to the current planning controls. If the Elsternwick Activity Centre Draft Structure Plan does proceed unchanged after the community consultation, we believe that the housing growth will need to be accommodated outside the activity centre and applies pressure to the 'minimal change' hinterland residential areas.

I trust that the above concerns sufficiently outlines our feedback on the Elsternwick Activity Centre Draft Structure Plan and Council will give consideration to the matters that have been raised. Should you have any enquiries, please do not hesitate to contact me.

Kind regards,

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

SUBMISSION 200 – 11 DECEMBER 2017

From: [REDACTED]
Sent: Monday, 11 December 2017 9:21 AM
To: Glen Eira City Futures
Subject: Proposed Structure Plan Elsternwick

To Whom It May Concern:

I am writing in regards to the proposed re-zoning and the proposed structure plan for Elsternwick in the City of Glen Eira.

I am a current owner and resident of [REDACTED] Nepean Hwy Elsternwick. I purchased this apartment in 2011, and at that time was aware that the Council did not support large scale developments above 5 floors. My reasoning for purchasing in this area was that this would remain a user friendly suburb and that it would not be surrounded by tall buildings. At that time there were only a few buildings above 3 floors in the area.

My concerns with both proposals are that they will change the shape and nature of Elsternwick significantly. Elsternwick and Glen Huntly Road already presents as a busy precinct. It struggles to provide car parking, ease of access on Glen Huntly Road, and the services required for the current population, and by opening up a large area for large buildings, will increase population numbers which will have a huge impact on road use, public transport use and access to amenities.

From a personal point of view, I have a small courtyard, which has great access to sun and easy access to the street. Nepean Hwy, despite being a large road, is a safe environment, which I believe will change with an increase in residents. Large buildings surrounding my property will also significantly impact on my quiet enjoyment of my property, reducing the access to sun, and placing my building in shadow for the majority of the day. There is already very limited parking on the service road at my property (I have a garage), but without this, I would routinely not be able to park my car near my property. It is also not uncommon for people to end up parking on the nature strips (until the trees were planted) due to a lack of car parking. There is no access to parking close by, so at times when I am not parking in my garage, I am having to walk a long distance from my property. With higher density living, then this will only worsen. And it may be that you are not able to access a car park at all.

I am greatly concerned by these proposals and believe they will significantly reduce the resale value of my apartment. This was a huge draw card at the time of purchase, which will be taken away from me.

I am supportive of council moving towards increasing access to housing, but do not believe this needs to come at the expense of the current residents and owners. There are other pockets of land which can be developed, which do not impact on current owners.

I also believe council has not explored the true impact of this type of development, particularly in regards to parking, and access to transport. Glen Huntly Road would not be able to sustain a large increase in traffic, or would become unmanageable, with local residents who must use this route, stuck in traffic jams. There are no proposals to address this.

Thank you for your time,



Nepean Hwy

Elsternwick

SUBMISSION 201 - 11 DECEMBER 2017

From: [REDACTED]
Sent: Monday, 11 December 2017 9:09 AM
To: Glen Eira City Futures
Subject: re. proposed Elsternwick 12 storey re-zone

To whom it may concern,

My name is [REDACTED] and I'm a resident and ratepayer of Horne Street, Elsternwick. I am writing to express my deep concern about the proposed rezoning in Elsternwick. I am quite opposed to the construction of 12 storey buildings in the area. Having recently returned to Australia with my family for the health and well-being of our children, it seems the character of the area will be totally altered as a result of the proposed changes. We enjoy the neighbourly environment of Elsternwick, and I feel this would be horribly compromised if such changes are permitted. This is quite apart from the heritage value of the area. It is also quite clear that neither the council nor building developers have any idea what changes to infrastructure might be necessary, or if they do, they are certainly not informing residents.

I would therefore urge the reader of this email to listen clearly to the opposition of local residents. We matter, too.

Kind regards,
[REDACTED]

SUBMISSION 202 – 10 DECEMBER 2017

10 December 2017

St James Parade, Elsternwick

Feedback on Elsternwick Structure Plan Draft

Focus: Nepean Highway Car Yards proposed 'Urban Renewal Precinct' rezone.

Preface.

Given the extremely belated notification that residents of the abutting St James Parade, Denver Crescent and Brentani Avenue received, I'll limit our feedback to this specific location, on the assumption that residents and stakeholders of the other Elsternwick areas affected by the draft concept plan will have provided ample feedback and thoughts.

Before proceeding with feedback regarding the proposal, I'd like to reiterate our concerns, expressed at a meeting with Sophie Holdsworth at Glen Eira Council on Friday 8 December, about previous lack of consultation with residents of the above streets. To my knowledge, no official notification from GEC was received until 13th November, by post, thus precluding these residents from the ability to provide any consultation such as that received from other areas with proposed rezoning. The subsequent community feedback may therefore have resulted in the council response proposing 'relocating this type of development to the urban renewal area' of the current car yard due to a predictably lesser response from adjoining areas.

While perhaps an unintentional oversight, the impression gleaned is one of opacity, which may account for some of the strong reactions at the meeting convened on Monday 4th December.

While the meeting on Monday night provided good insight into the process, and was well presented under what were sometimes difficult conditions, there was a comment from Glen Eira Council Senior Planner Aden (apologies, did not catch Aden's surname) made in passing that older residents, couples or singles, should consider downsizing to make 'housing stock' available to families is a potentially extremely divisive one.

It's increasingly common planning terminology that deliberately reframes attitudes and may provoke resentment toward residents deservedly enjoying their homes of many years. Homes that are packed with experience, neighbourhood relationships and earned through hard work. These homes are not simply part of a property portfolio.

A larger, serious, and holistic discussion of this issue is required, rather than fostering societal pressure for older residents to abandon their neighbourhoods and be obligatorily ghettoized in 'suitable' areas. My belief is this attitude ensues in large part from the inequitable benefits through negative gearing and halved capital gains tax given to housing investors. It's this that has resulted in inflationary and ultimately exclusionary purchasing conditions, not simply 'selfish' older residents. I would ask for this position to be re-examined.

Notwithstanding the above, I'd like to thank Aden and the council for the presentation. We have expected for some time that development along the car yard precinct would occur. Change, growth and potential profit makes some development inevitable, but this can easily provoke anxiety and frustration.

I recognise GEC is getting out in front of the issue, with some sensitivity and planning, rather than

risk uncontrolled development that simply maximises profit thrust upon the Elsternwick area, whether through government mandate or VCAT appeals from developers. Also recognised is the council commitment to good architectural practice in larger scale building projects.

Both [REDACTED] and myself would also like to thank Sophie Holdsworth for her time and consideration at our meeting on Friday 8th.

Concerns and Proposals.

1. **HEIGHT.** 8 – 12 stories directly abutting single and double story residential dwellings is inappropriate. The narrow corridor provided by the train line does little to nothing to mitigate this, particularly for those residents on the west side of St James Parade and Denver Crescent and the rail side extension of Brentani Avenue. We are opposed to these heights. We recognise the proposed developments are within walking distance from Elsternwick train station which is a major activity centre but 8 to 12 storeys is an over development for these sites. Recent developments in Martin St, Gardenvale consist of five storeys and are aligned within 100 metres of the train station. We do recognise that a 4 story limit is unrealistic and unenforceable, but given proximity to neighbouring properties, propose a maximum 7 story height limit.

2. **SHADOWING.** Whether the strict definition of overshadowing is based on a northerly aspect (though Sophie Holdsworth did provide a good explanation of this) there's little doubt that the heights proposed will impact on sunlight for those neighbours directly east of the proposal with shadows occurring from shortly after midday, with residents on the eastern side of those streets potentially experiencing similar shadowing from 3.30-4.00pm in winter.

3. **'OVERWHELMING'.** The potential heights of 8-12 stories are, at the very least, overwhelming. It will negate any privacy in particular for residents on the western side of the area. The rezoning makes for potentially 'St Kilda Road business district' height towers, abutting the aforementioned predominantly single story homes.

4. **DESIGN.** As discussed on Friday, design is of key concern. A featureless cliff of concrete will negatively impact on neighbourhood amenity, with further impact on sense of community, happiness and even psychological wellbeing. I am reassured from Friday's meeting that Council also shares these concerns, but have definite misgivings that developers will disregard and appeal, should it impact on their profitability.

5. **TRAFFIC.** The Draft Concept Plan at this stage does not address Traffic. Clearly, the potential thousands of new residents will often utilise the service road, and thus St James and Denver to access Glenhuntly Road shopping precinct. These are already very narrow streets, with serious congestion issues already at certain times of the day, often making it impossible to leave ones driveway. The addition of further traffic will only further strain this situation. Suggest blocking the service road prior to the rail crossover and installing a controlled intersection/lights directing traffic from the new development along Nepean highway.

6. **PARKING.** Ample parking should be provided to all residents of new buildings. There is a growing tendency for developers to cloak proposals in a green coat, minimising car parking

allocation by predicating this on apartment dwellers with access to public transport dispensing with car ownership. While on the surface this may seem idealistic, the motivation is more likely profit driven. The new residents *will* have cars. Without appropriately provided and easily accessed parking, further stress to surrounding streets and service road will inevitably occur. The service road and areas adjoining (St James, Elster, Gough, Lucy) are already utilised by train commuters, and while no real issue currently exists, there's little doubt commuter parking will spread substantially as a result of both the construction process as well as new residents.

7. NOISE. As mentioned in the Friday meeting, there will no doubt be substantial new noise generated through the area, both as general resident activity, as well as the undoubted air conditioning/heating/cooling required. Positioning of these units will be crucial to maintaining neighbourhood amenity. Placement along the eastern border (railway line side) of the development will vent and channel substantial and constant machinery noise to neighbouring residents, affecting both peaceful enjoyment of homes and health.

8. TREES/FLORA/FAUNA. The proposal should consider the large trees aligned within VicTrack land along the rail line. Any development to the west of the rail line needs to carefully consider the tree protection zones of all vegetation. Construction plans should also consider impacts on drainage, modification to the finished surface levels and natural light to the trees.

Additionally, flora and fauna surveys and landscape amenity assessments of these trees should be undertaken. The trees make significant amenity and ecological contributions to local fauna, adjacent residents and the broader community and must be protected. I would request it mandatory that these be retained, both for heritage aspects as well as flora and fauna health, general attractiveness and amenity.

Thank you for your time. If you'd like to discuss any of the above further, I can be contacted on

[REDACTED]

(This response is also attached as a pdf)

Yours sincerely,

[REDACTED]

SUBMISSION 203 – 11 DECEMBER 2017

From: [REDACTED]
Sent: Monday, 11 December 2017 6:40 AM
To: Glen Eira City Futures
Subject: Elsternwick Draft Structure Plan - feedback

Dear Sir,

This is further to my email of the 8 December 2017, detailing your request for feedback to the above subject Plan.

An open letter from Mr Warren Green to the Mayor, has come to my attention.
See attached PDF.

The information in Mr Green's letter is extremely alarming.
Firstly, it appears that the development blitz now occurring in Elsternwick is not just to comply with Victorian Government policy.
He states "*All too often the justification has been about state government policy.*"
There does appear to be a lot of room for Glen Eira to have policy in place that would allow sustainable development in lieu of the "blitz" now happening.

Secondly, it appears that Glen Eira is expanding at a far greater rate than our neighbouring municipalities. Why is this so? it would seem that the Elsternwick Draft Structure Plan is very much "over cooked" He states "*the latest ABS building permit approval numbers which show 1,324 building approvals in Glen Eira from July to end of October with 1,233 apartments and only 91 houses (This compares to an average of 541 building approvals and 443 apartments for neighbouring local government areas).*"

Thirdly, it's worrisome that the ratepayers of Glen Eira are not being given all the information that is relevant and required in order to provide proper feedback to the Elsternwick Draft Structure Plan.
He states "*the most recent ABS building approvals, which are tracking to be significantly higher than last years, have not been highlighted in any of the research and reporting undertaken as part of the structure planning process.*"

If I had read Mr Green's letter before providing my feedback to you then my feedback would have been very different.

It would have been given in the form of <*we don't want this over development that the Elsternwick Draft Structure Plan promotes*>.

Regards,
[REDACTED]
[REDACTED]

Copy of a Letter Sent to the Mayor

8th December 2017

Dear Mr Mayor (Tony),

Congratulations on your appointment as the Mayor, an exciting year ahead. An independent and new perspective should be invaluable for confronting our key challenges. And yes, Glen Eira has some significant challenges as further highlighted by the latest ABS building permit approval numbers which show 1,324 building approvals in Glen Eira from July to end of October with 1,233 apartments and only 91 houses (This compares to an average of 541 building approvals and 443 apartments for neighbouring local government areas). These figures again reiterate the reasonable community concern that Glen Eira is growing at a very disturbing and unsustainable rate.

I understand that you have inherited this excessive and unplanned growth however unless it is more effectively controlled it will totally destroy the municipality that we have grown to love. We already have exceptionally high population density, rapid development rates and very low open space provision and hence have been very strongly pulling our weight in terms of Melbourne's overall population growth. I have attached the relevant graphs (following) which highlight these points while also comparing the Glen Eira situation to other local government areas. I am not in any way anti-development (I have several children that will want to live in a home somewhere) but am seeking a balance to ensure liveability, long term sustainability and the right legacy.

Respectfully, what's required is a counter-balance to address the weaknesses of the past. Firstly, a genuine acknowledgement of the current situation is fundamental to the move forward situation. Unfortunately, the most recent ABS building approvals, which are tracking to be significantly higher than last years, have not been highlighted in any of the research and reporting undertaken as part of the structure planning process. The projection of 9,000 new dwellings over 15 years is well and truly understated (unless controlled) and this is further confirmed by the ABS building approval figures. I have requested on numerous occasions that Council project new dwellings numbers forward, including East Village, Caulfield Village, VC110 etc. but this has not been done. The Housing ID analysis, which is a research basis for Glen Eira planning, didn't undertake this fundamental assessment. In summary, we need some real honesty, transparency and analysis, a good fair dinkum look in the mirror. Let the community know that you know this is a serious issue, this is a message that hasn't been delivered previously.

Secondly, Glen Eira needs to implement appropriate controls and quickly. I understand and greatly respect that Council officers are working very hard on the structure planning process but it is counter-productive if Activity Centres are expanded, heights are discretionary, heights are excessive, public land is sold (or used) for further development and interim controls are weak. We are at a critical juncture where a counter-balance is required to offset the legacy. We need to get our planners to seriously assess the controls that are required to achieve fair and reasonable outcomes. Develop a clear and public action plan that demonstrates a strong commitment to this objective.

Thirdly the community needs strong advocacy and representation on this issue. All too often the justification has been about state government policy. I understand state government policy but the beauty (?) of Australia is that we have three tiers of government all of which has the power to play a role. I am not interested in the politics of this situation, as has been introduced by others, but a pragmatic and evidenced based approach. The evidence is clear that strong advocacy is justifiable and required and now is the last opportunity. In talking and listening to fellow residents, I believe that this situation is a very major issue in Glen Eira that is effecting people's lives on a daily basis. It is also an opportunity to actively address the issues that we confront.

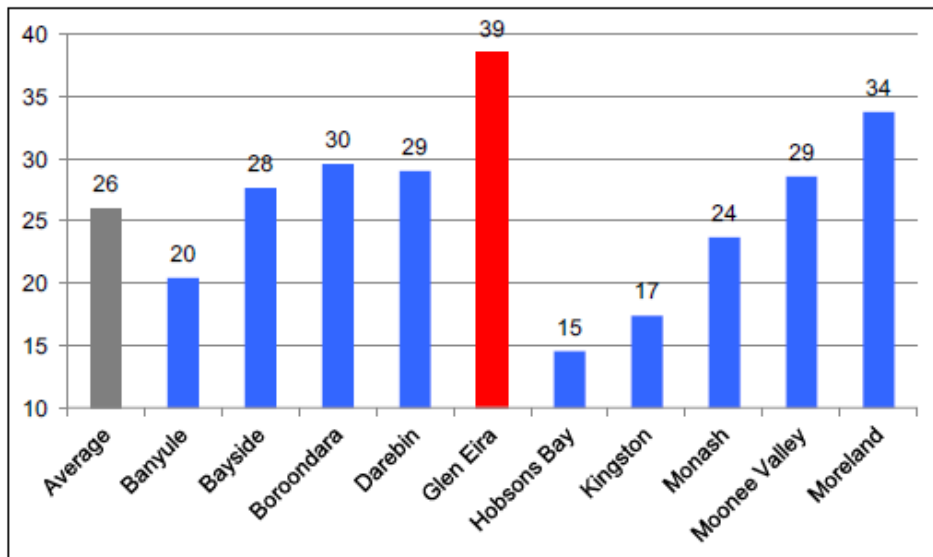
I have been fortunate to meet you on several occasions and believe that you are a person of exceptional integrity with a focus on community representation and advocacy. I appreciate that Rome wasn't built in a day but implore you, in your role as a custodian, to actively address the culture and practices associated with development in Glen Eira and to do this with resolve, dedication and strong leadership. If you need any assistance to achieve the outcomes you can call on the people to support you. It is through the third space - the people (a term used by William Ury in Getting to Yes) that substantial and meaningful change can occur.

With great respect and kind regards,

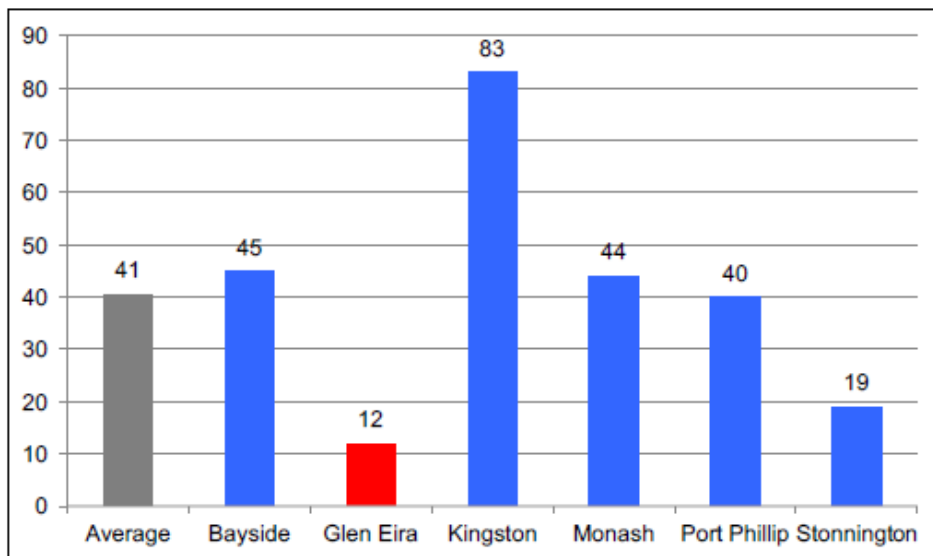
A handwritten signature in cursive script that reads "Warren Green".

Warren Green.

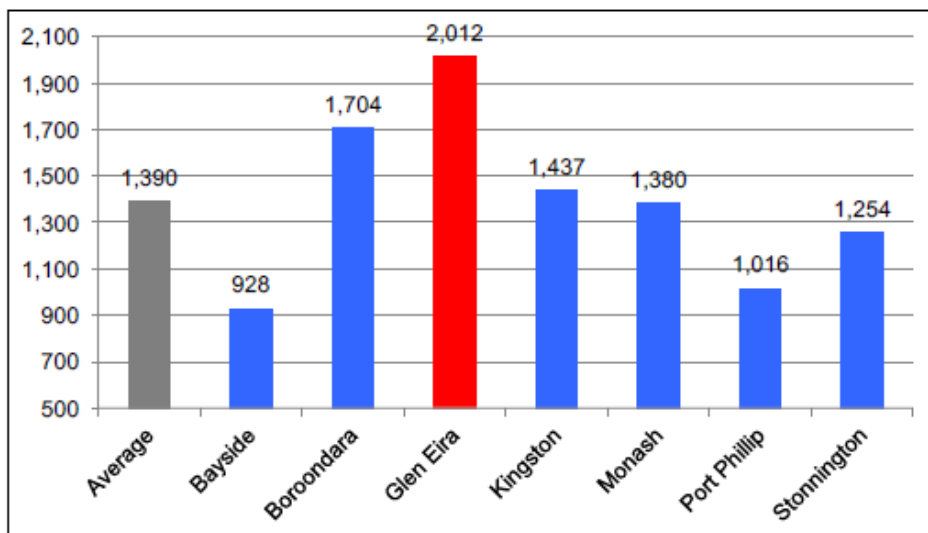
1. Population Density - persons per hectare (2016 Census)



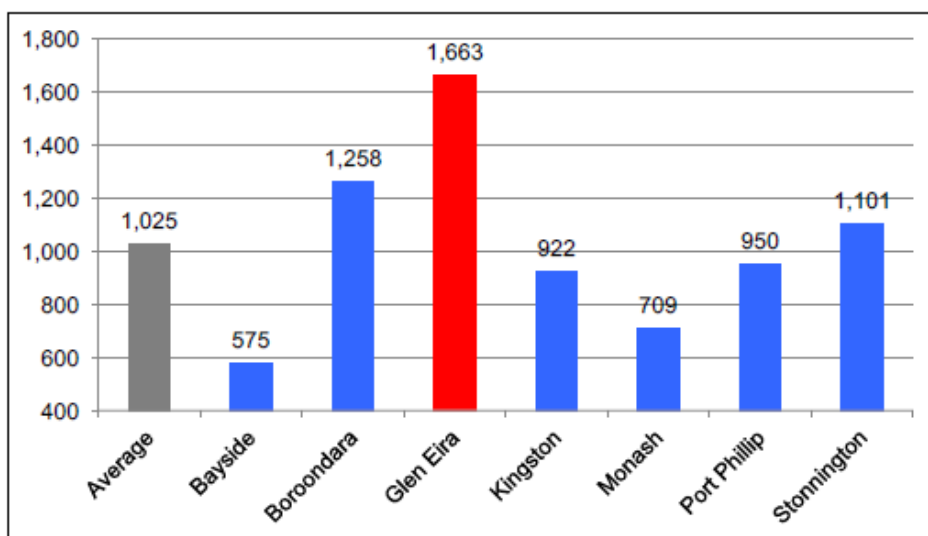
2. Open Space Provision – sqm per person (2014)



3. Building Approvals – all 2016/17



4. Building Approvals – multi-unit 2016/17



5. Estimated Unoccupied Dwellings

It's been reported that currently Glen Eira has in excess of 1,300 dwellings. This is the 3rd highest in the state.

SUBMISSION 204 – 10 DECEMBER 2017

To all it may concern,

I am writing to provide my feedback regarding the Elsternwick Structure Plan Draft for Consultation.

I reject completely BOTH options for the Urban Renewal Precincts as proposed in the Elsternwick Draft Concept Plan.

City of Glen Eira state:

“What have we heard?... Urban renewal area is excessive and 12 stories is too high...” “What are we proposing?... Provide two options for further community feedback.”

The 2 options in response to “what have we heard” show complete disregard to the wishes and opinions of Elsternwick residents. Neither option addresses “excessive” or “12 stories”.

The distress my family feels is compromising our health and well-being. I am therefore resolved to fight this proposal with all resources at my disposal.

My neighbours feel the same.

The proposal directly threatens our quality of life. We all feel this proposal will destroy that which makes Elsternwick a great place to live.

Please read the attached PDF for a detailed account and feedback on the proposal and accept this as my submission for the community consultation sought by the City of Glen Eira.

Kind regards



Denver Cres
Elsternwick

Feedback for Urban Renewal Precinct - Elsternwick

I reject completely BOTH options for the Urban Renewal Precincts as proposed in the Elsternwick Draft Concept Plan.

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“What are we proposing?... Provide two options for further community feedback.”

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The proposal directly threatens our quality of life. We all feel this proposal will destroy that which makes Elsternwick a great place to live.

Please read on for a detailed account and feedback on the proposal and accept the following as my submission for the community consultation sought by the City of Glen Eira.

A: Negative effects & inadequacies of planning for Urban Renewal Precinct - Elsternwick.

1. Overshadowing

The proposed towers will block sunlight from falling onto my home and garden for more than 5 hours a day. This is an extremely distressing possibility that will directly compromise the health and wellbeing of my family. And I am not alone. Many, many residents will be likewise hurt by overshadowing. This proposal is therefore a direct assault on all of us who fall within the shadow of the proposed buildings and I fail to understand why any elected councillor would wish this upon the constituents who elected them into office.

- I No shadow planning has been done by council. Why?
I am told by the planning department that this would occur on a case by case planning permit basis. Too little too late!
In any case, the shadow mapping would only consist of shadow effects at 9am and 3pm at the autumn and spring equinox days. Such mapping would grossly underestimate the harmful effects of these proposed buildings.
- II Even the four-story blocks proposed for adjacent to the railway will shadow my residence and many of my neighbours’.
- III Shadowing will be harmful for gardens.

Gardens that are considered so important for Neighbourhood Character Overlay that existing residents cannot build fences over 1.2m.
What is the point of an NCO designed to protect views of homes and gardens if overshadowing towers destroy the view there is to offer?

- IV Shadowing particularly in winter will heavily impact natural heating of the house, which will lead to further heating required... ie higher gas and electricity bills.
On a personal level this will majorly impact my family budget and threatens to push us into poverty. Collectively for the suburb, this is not an environmentally sound proposition as it will drive up energy consumption of many, many households.
- V Overshadowing will also make any plan I have for solar panels obsolete. Again, this has a huge impact on energy consumption collectively for the affected households.
- VI Overshadowing has profound consequence to the psychological and physical health of families.
Every evening my family enjoy a family meal in the natural light that washes our dining table. The urban renewal proposal will destroy this luxury.
As such, all future meals will be in shadow and require powered lighting.
As such, all future BBQ's will be in shadow and no longer enjoyed in the evening sunlight.
The conversation will most likely consist of the disgust we have for the City of Glen Eira.

Solution: **Limit building height to prevent shadowing existing residences.**
This requires extensive shadow planning beyond the 9am and 3pm slots to be conducted at the height of winter and summer in order to fully understand the real cost to households and environment.

- **Building adjacent to railway lines and other houses should not exceed 2 stories.**
- **Building in proposed tower sites should not exceed 5 stories.**

2. Privacy

- I 2000 (sic) residents given to full view of surrounding houses.
- II In my case this will mean all apartments with a view in my direction will see directly into my living, lounge and bathroom. Our shower and toilet will be fully visible by any building higher than 2 stories.
Due to architecture of my residence this will require very problematic and expensive solutions to obscure the intrusion. Architecture designed to take advantage of the natural light no longer to be offered.

So, are we expected to live in a darkened cave by blocking all windows to allow for privacy?

III Again, the health and wellbeing implications of such a removal of privacy.

IV The NCO my home is subject to does not allow for privacy in terms of restrictions to frontal fence height. The proposal for high rise buildings compromises my home for rear privacy. Glen Eira appear hell-bent on not allowing my family privacy from any angle.

Solution: **Limit building height to prevent overlooking of existing residences. This requires extensive sightline planning to fully realise the potential cost to households.**

- **Building adjacent to railway lines and other houses should not exceed 2 stories.**
- **Building in proposed tower sites should not exceed 5 stories.**

3. Security

I 2000 (sic) residents given to full view of surrounding houses allows for any criminally minded to fully "case" the neighbourhood and determine when residents are not home or when women and children are home alone.

II The ante is upped on this considering the council claim that the towers "may" allow a "community benefit" of affordable housing.

III Due to the Neighbourhood Character Overlay, existing residents cannot build fences over 1.2m. This is completely inadequate protection against unwelcome intrusion and is further compromised by the ability for high rise occupants to view weaknesses in neighbours' security.

This proposal severely compromises the security and safety of my family.

Solution: a) Limit building height to prevent overlooking existing residences. This requires extensive sightline planning to fully realise the potential cost to households.

- **Building adjacent to railway lines and other houses should not exceed 2 stories.**
- **Building in proposed tower sites should not exceed 5 stories.**

b) Relax the parameters of fence height restrictions within an NCO to counter the effect of compromised security from overlooking.

4. Traffic Control

- I How do the projected new residents access Elsternwick Village? No solution to this issue has been proposed by council. The only possibility for the new residents is to head south via Napean Hwy service road and turn left and use St James Pde/Denver Cres. These streets cannot cope with any further demand.
- II Blocking access from service road to St James Pde will simply inconvenience current residents and simply push the same problem up alternative back streets.
Existing residents would also be forced to join the new traffic if streets were blocked and thus compound the issue for neighbouring back-streets.
- III Increased back-street traffic means increased danger to children.
This is already a problem, this problem will be compounded. Any subsequent death or injury would be a direct result of inadequate traffic planning by Glen Eira in response to the urban renewal proposals.

Nb: City Futures and Mary Delahunty said a traffic impact assessment was being done during Stage 5 of consultation. Council has not released the outcome of this impact assessment or been able to answer simple questions around how a significant increase in traffic (given the 20%+ increase in residents in this small area) will be managed and how traffic will be managed in the small residential streets leading up to the Elsternwick shopping strip with likely traffic chaos in St James Pde (which has a school), Denver Ave, Collage St, Horne St/Glen Huntley Road intersections.

Solution: **There is no solution to the proposal as currently put forward by Glen Eira as there has been no published detail into any traffic impact study.
It is my belief (and shared by others) that the urban renewal precinct is simply not sustainable and any massive injection of residences needs to occur in a more appropriate location.**

*Photos below are of Denver Crescent.
Clearly apparent is the lack of infrastructure required to handle any further traffic.*





5. Neighbourhood Character

How is it that on one side of the railway tracks the NCO is enforced with the view of protecting the neighbourhood character, but within 25m of these properties a series of 12-story high rise is proposed? The proposed towers will fully dwarf the NCO area, will be highly visible and overbearing and will destroy the character the council are saying they wish to protect.

The overshadowing will not only overshadow the housing but also the footpaths.

As stated the overshadowing will massively decrease sunlight afforded to gardens and trees and compromise those very assets the NCO is trying to keep visible.

High rise development is at direct odds with the objective of an NCO.

High rise development is at direct odds with the objective of creating and protecting Elsternwick's character and "village feel" changing the social fabric of our suburb.

High rise development will produce an ugly, overbearing and dominant skyline at complete odds to Elsternwick's current suburban housing.

Solution: **There is no solution to protecting neighbourhood character as currently put forward by Glen Eira.**
It beggars belief in my opinion as to how such development can even be considered given the blight on the neighbouring landscape and skyline.
This is simply not the location for such development to occur if
Neighbourhood Character is to be preserved.

6. Light Pollution

High rise of this volume will generate significant night time light pollution that will greatly impact neighbours. The only solution to this will be the further requirement for neighbours to shut themselves out from the world with heavy duty curtains.

7. Noise Pollution

As an expert in audio I am fully aware of the impact on sound pollution a 20% population increase will have in such a small geographical area.
Goodbye to quiet Sunday morning birdcalls. Hello to exponential sound intrusion.

8. Wind Tunnel

As a resident situated alongside the railway I can already testify to the impact the railway line has on the movement of wind. On a windy day, the wind tunnel effect is significant as it stands, being bordered by fencing and housing.
Adding a row of high rise buildings will exponentially add to this wind tunnel effect and create significant extra disturbance for residents, existing fencing, trees and gardens.
Such an effect also dramatically reduces air quality for surrounding residents as dusts and contaminants are picked up from the rail line and spread through the neighbouring homes.

I have no doubt that this effect has been overlooked and it should not be ignored or underestimated.

9. Infrastructure and public transport

Additional 20% population increase impacts to our already over-crowded train, tram and bus facilities – plans have NO detail on how this is being managed.

Other considerations: Schools, policing, parking, parks and recreation, child care, health services... I am sure there are more.

Many of these factors are outside of council control and cannot be in any way resolved without assistance of state government and the private sector.

B: Unsubstantiated council claims

This proposal has been sold using a number of rhetorical claims that have not been substantiated in any way by council. In fact, when I have raised these issues I have been told in vague terms that the claims would be used as leverage for any developer proposals.

Council are prepared to trade off with developers the very tangible aspect of height control for vague promises of community benefits. These are:

- I Affordable Housing - I cannot get a straight answer as to how Council will enforce this. These towers will command amazing bay, city and mountain views. How is it that the apartments will not be subject to the same market forces that any other housing is subject to? In short, they cannot.
When I raised this at the library session I was told that council *might* be able to insist that 5% of apartments will be State Housing.
If these towers and surrounding low rise apartments are "affordable", what does this mean? Without wishing to sound like a snob, I cannot help but wonder if it would encourage an influx of a less than desirable population. State housing by its very nature lends to the possibility of drug dealers/users.
- II Employment opportunities. - Council love to sell this project on the basis it will bring employment opportunities. They even use a statistic that 79.9% of locals work outside of the area.
Who for? How? This is a meaningless statistic in the context of this proposal.
Apparently, the employment will come because council *might* insist developers will have to provide a percentage of office spaces. This will then add further opportunity for employment in these offices.
But again, who for? Council cannot insist these spaces be filled by local employees.
Basically, if council insist that office spaces be added to the development, all this achieves is additional height requirements for the building. Not further employment opportunity for locals.
The arguments put forward regarding employment opportunity - on the basis of office space - are thus quite simply idiotic.
'Such claims are very much seen through by the intelligent members of the community and all these claims accomplish is for complete lack of confidence in council and a question as to the validity of the entire proposal.
- III Community benefits - Council expect these will be demands for developers to include parkland (where, what and how); child care (is this council funded?)
Exactly what are these undefined community benefits?

Once more I reiterate - **council basically intend to sell off a very definite asset of zoned height control for “pie in the sky”, as yet undetermined and vague ideas.**

None of these presented arguments by council are site specific. Therefore, there is no reason to build the towers at the suggested location to attract these benefits. High rise could occur at more appropriate locations where some of these “benefits” might have more weight.

- IV Council has stated it is taking a whole of municipality approach to meeting Victorian government housing targets – why is it not providing a consolidated list of all housing development sites/opportunities across the municipality?

In reality, across the municipality, council has enough opportunities to meet these targets (and is already meeting and exceeding its targets) without creating such excessing high rise building zones in Elsternwick. This includes 24 hectares in the new East Village; significant opportunities in Bentleigh and Carnegie (including the Bentleigh car yard area which has THREE railway stations close by) and a recent petition from residents to develop the area on Glen Huntley Road near Hawthorn road.

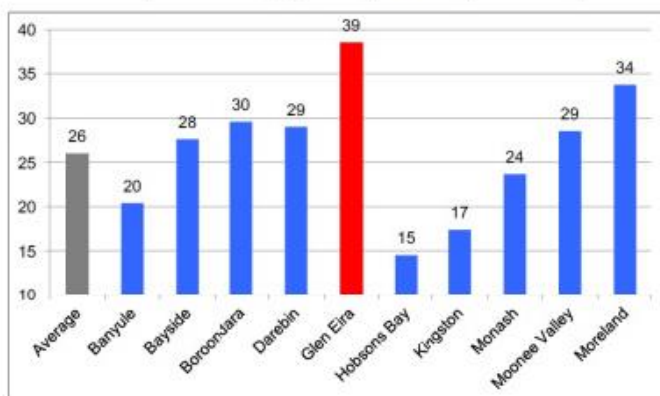
- V Parkland?
Council has suggested that parkland will be an acceptable trade-off for the development proposal.
Currently the plans suggest **token** allocation of green space. So small is the suggested space it is laughable.
Even more ludicrous is that the suggested green space will be in shadow for 80% of the day time.

- VI The Urban Renewal Proposal is necessary to fulfil state government expectations.

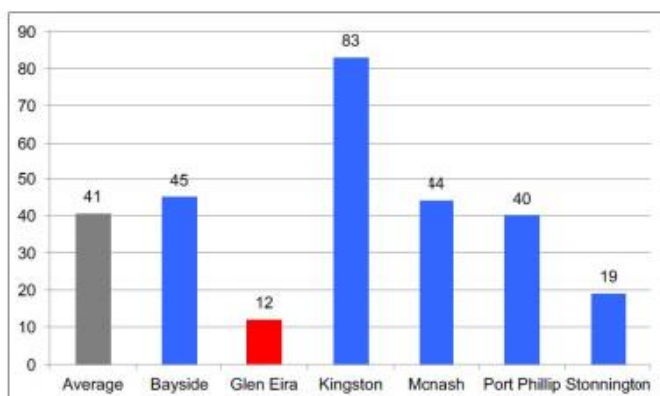
This is categorically incorrect. ABS data suggests the City of Glen Eira is already pulling its weight far beyond other municipalities.

Glen Eira Situation

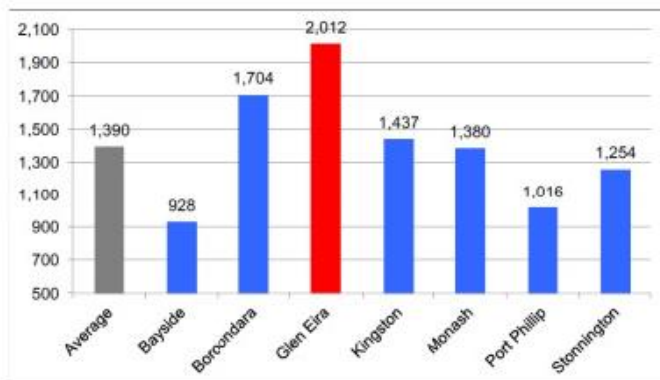
1. Population Density - persons per hectare (2016 Census)



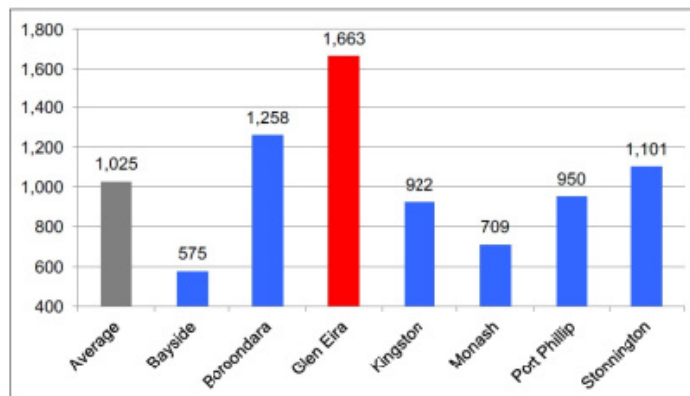
2. Open Space Provision – sqm per person (2014)



3. Building Approvals – all 2016/17



4. Building Approvals – multi-unit 2016/17



C: Potential suggestions:

I cannot offer too many as I don't see any cause for adding towers to the area, but...

I Relocation to existing local developed areas.

Currently we have some hideous new developments along Glen Huntly road. As this strip is already compromised, is it not better to continue that trend and limit high rise to the retail strip?

- That way, at least parking can be included to development plans to relieve the existing shortage where it is actually required.
- That way a second Elsternwick village is not created and all resident can visit one single village.
- That way shadowing will be somewhat reduced as towers will overshadow the current retail blocks and less of the neighbourhood houses.

In fact, if high rise was further limited to the north side of Glen Huntly rd there would be little to no overshadowing of existing residences.

II Tree barriers.

Tall trees should be added to protect privacy of existing dwellings from proposed towers. This will only work for buildings of up to four stories. But a wall of trees would certainly assist between existing homes and towers.

If my sunset views are going to be removed, please allow me to look out my window at tall green trees and not at concrete or balconies of clothes hung out to dry.

III Parkland buffer zones

High rise should be buffered by parkland (including trees) to prevent the overshadowing and overlooking of existing residential homes.

IV Relocation of high rise to other precincts already compromised.

The most obvious of which is anywhere along the elevated train lines in Carnegie. Surely this is the strip that would be most suitable for increased building heights?

V Limit building heights to:

5 stories along Napier Hwy graduated to 2 stories where development occurs next to or adjacent existing properties. This includes any property effected by this proposal, ie those along the railway line.

This can be the only means to development within the proposed urban development zone that won't lead to the majority of the above outlined issues, in particular overshadowing and overlooking.

D: Conclusion

I love Elsternwick. My family have enjoyed this home for 18 years. With my youngest daughter being 5 years old, we intend to live here for a further 18 years at least.

The urban design proposal shatters the lifestyle we have come to love. It is causing us a great deal of distress and angst.

It is impossible not to take this personally and respond with great emotion. We feel City of Glen Eira have launched an assault directly on us, our home and our lifestyle. We feel utterly betrayed by this council.

We beg you to please bring an end to this assault on our community.

SUBMISSION 205 – 11 DECEMBER 2017

From: [REDACTED]
Sent: Monday, 11 December 2017 12:36 AM
To: Glen Eira City Futures
Cc: [REDACTED]
Subject: Fwd: submission - continued

Subject: submission - start

We concur with the sentiments forcefully expressed at the town hall meeting last Monday 4/12/2017.

We moved into Elsternwick more than 20 years ago and found it to be a wonderful “sleepy-hollow” type of area where our neighbours greeted us and stopped to chat when we were working in the garden/washing the car or going for a stroll to the shops or the beach or the marvellous cinema. For a time we moved away, closer to Melbourne, into a highrise where there was a garden but.... due to the building coming under community control, we were unable to enjoy the garden, either by working in it or just being in it and the garden was eventually eliminated and replaced with concrete.

We decided to move back to Elsternwick where we knew we could garden to our hearts’ delight and with neighbours who were like-minded. Glenhuntly Road provides necessary shops. Public transport is very convenient for access to work and entertainment while keeping our pocket of Elsternwick relatively quiet.

Unfortunately the plaza that has been developed next to the train station into a concrete jungle to attract screaming children and teenagers who squeal at the top of their voices while the swing squeaks loudly and inconsiderate adults who skateboard and ride their bicycles roughshod over the concrete seats and footpaths have destroyed our once peaceful and restful home. If you plan to attract more people to gather at yet another plaza that is surrounded by residences, it will create a ghetto, and disturb the peace. If people wish to meet, why don’t they meet in their own backyard or at one of the many cafes in the area or Ripponlea? Why should the poor taxpayer have to fund everybody else’s indulgence? There are plenty of gardens and play grounds already available so there is no need to destroy communal residential amenity.

A. Our suggestion is to insist that the proposed Coles and Woolworths supermarket developments have underground car parks and rooftop gardens with perhaps cafes around the perimeter and glass walls to provide light and views to the bay. These gardens could provide a gathering place for families and friendly, civil meetings. This approach (to insist on green plantings) could be applied to any future developments.

B. The current plaza could be altered to incorporate a boules/bocce piste surrounded by seats with shady fixed umbrellas to encourage the older community to gather and quietly play as they do in Europe keeping them active and involved, not shut away.

We are owner/occupiers of a two-storey townhouse in Horne Street where we’ve installed photo voltaic cells at a cost of around six and a half thousand dollars.

To us this is significant with regards to the proposed zoning change in two ways:

The potential for over-shadowing making our system redundant or less efficient

And . . . this was never a short-term exercise but rather done with the consideration of remaining into retirement in a pleasant suburban environment (as we knew it). The outlay is not a cost that will be recouped on selling - certainly not to a developer, but nor do we believe to a purchaser buying their own dwelling or investment property. We believe that purchasers see solar panels as a 'free bonus', not something to influence the price they offer. Therefore, we are potentially penalised for our commitment to the 'Elsternwick' that we bought into.

C. May we request that design rules formally recognise a requirement on developers to not impact on 'neighbour's' solar power panels?

Of late, We have happily observed an increased presence of native bird life (and introduced song birds) adding greatly to the pleasure of residing where we do. This is despite the abundance of indian myna birds ('the most invasive animal species in the world'). We believe that our tree/shrub and flower plantings have assisted the many bird (non-myna) species.

We would also like to highlight the fact that greenery enables photosynthesis to take place, purifying the air and giving us oxygen to breathe and cooling the atmosphere whereas Highrise buildings promote turbulence and wind tunnels and concrete create more heat, leading to greater global warming. So if you create another plaza over the railway line, it will eliminate the greenery that is there and heat up the area and encourage more graffiti vandalism while adding to the noise pollution.

D. May we request that design rules insist on more than token efforts at including vegetation?

E. Also, that Glen Eira directly performs humane culling of indian mynas rather than just directing people to the Yarra Indian Myna Action Group (YIMAG).

Developments like 28 Riddell Parade that occupy every square centimetre of their site are a disaster in this regard, no vegetation but a multitude of myna bird nesting opportunities. The height of that building also enables the occupants to oversee the surrounding houses; looking into our bedroom windows; taking away our privacy.

F. For your consideration, should 12 storey buildings occur on the current car-yard sites along Nepean Highway, roof-top nesting opportunities for birds of prey should be incorporated.

We don't see any need for more night time activity as that undoubtedly encourages crime but there is a need for making the transport areas more safe and there is an obvious solution.

G. Have a police station and presence at every rail station.

Response to the Elsternwick Draft Structure Plan

1. & 2. We are not in agreement with the Urban Renewal areas as depicted in option 1 or option 2 as they allow for highrise up to 13 storeys and we don't think any buildings should be higher than 7 storeys as they pose an unacceptable fire danger. (Fire equipment cannot safely reach higher than 7 storeys to rescue people). So buildings up to 7 storeys should be the limit anywhere to accommodate high density.

3. There is no need for more green parks in the areas from the railway line to the Nepean Highway if homes have their own gardens and any apartments have green walls and rooftop gardens incorporated into the design.

4. The Elsternwick Library needs to be improved in that it should have the opening times extended and have the building modernised/upgraded to incorporate a rooftop garden and underground parking.

5. More parking is definitely needed but more so access to it is imperative so closing off access via Staniland Grove and Carre Street absolutely negates the additional car parking which should be underground with rooftop gardens and perhaps surrounding cafes. Make it at least 300 more car spaces since you want more high density residential areas. The residents of Carre Street and Staniland Grove and their visitors need to be able to park in front of their homes so it is an impossible situation to close the street off for a pedestrian public space. Nobody wants to have all and sundry outside their home and these streets have homes in them and they are also through streets to allow access to the car parks for the shops and take some of the load off Glenhuntly Road.


6. & 7. There are more than sufficient community spaces and areas for people to meet. Cafes abound along Glenhuntly Road and Elsternwick Plaza, Houptoun gardens and the future Coles and Woolworths rooftop garden cafes will provide adequately for community spaces and places for people to meet.

8. To improve walkability, the pedestrian crossing at the railway station needs to have a quicker response time to enable people to transfer to the tram/train in a timely manner as it is meant to be an exchange hub. Kerbs don't need to be widened but all footpaths should be just that. That means NO BICYCLES on footpaths and NO shared bike/footpaths. Dogs MUST BE ON LEASH on any footpath and this must be policed and enforced all the time.

9. The safety of cyclists should not be at the expense of the safety of pedestrians and this should be strictly enforced. Cyclists are not entitled to more rights than any body else. Human rights should uphold pedestrians first and foremost as the most vulnerable of all travellers. Don't forget, they are the ones who enter the shops.

10. We do not need any more night-time activity in Elsternwick as it is well serviced with abundant restaurants, cafes and has an excellent cinema, well positioned. We do not want night clubs. Elsternwick has excellent public transport to the CBD affording world class theatres, night clubs and other cultural events. We do not need to compete with these and don't wish to drag any more immoral elements closer to our homes which do need to be guarded more for safety. To this end, it would be prudent to encourage a police station at the rail station with a constant visible police presence. (We used to have a police station in Gordon Street to great effect. To have more police would bring employment into the area.)

We do not agree with any 12 Storey high-rise in Elsternwick and are not happy with the enforcement of higher density living in Suburbia. This is obviously designed to avoid the government providing infrastructure in outer suburbs and cities. It also avoids the government encouraging decentralisation which it should be doing as the influx of immigrants to Australia and the encouraging of everybody having large families, is necessitating. We do not want to mimic Hong Kong or New York, that's why we live in Elsternwick, for low rise, low density living. We do not want our area to be rezoned to Urban Renewal. Help us to get rid of VCAT!


Horne Street,
Elsternwick, 3185

SUBMISSION 206 – 11 DECEMBER 2017

From: [REDACTED]
Sent: Monday, 11 December 2017 12:05 AM
To: Glen Eira City Futures
Cc: [REDACTED]
Subject: Future plans for Elsternwick

Dear Council,

My family has resided at [REDACTED] Denver Crescent in Elsternwick since January 2014. We moved here from Brighton where we had lived for 13 years.

We purchased our home for the enjoyment of the open landscape and views of the bay, together with the proximity to Caulfield Grammar School where our two children are educated.

We have become concerned about the increased development in and near Glenhuntly Road as part of the higher density inner city development in proximity to train lines, but understand the need to accommodate a growing population whilst avoiding further urban sprawl.

Our concerns have increased to alarm at the significantly increased level of development proposed under the Future plan for Elsternwick.

Our alarm is at increased traffic in the area which has already become a problem with recent development. Of personal concern to us and our home is the obstruction of bay views from our home and the shadows caused by multi-storey developments between Nepean Highway and the railway line. We live on the east side of the railway line. Our concerns are such that we would likely sell our home and leave the area, and possibly remove our children from Caulfield Grammar school. Thereby leaving the community altogether.

The proposed plans do not properly take into account the impact of increased residents on traffic congestion, nor on public transport availability or schools and hospitals in the vicinity. This creates increased risks for existing residents on many levels.

We expect our elected representatives to come up with a more appropriate and balanced option that protects Elsternwick's heritage, character and village feel across the entire suburb, and supports Elsternwick's existing residents.

Faithfully,

[REDACTED]

SUBMISSION 207 – 10 DECEMBER 2017

From: [REDACTED]

Sent: Sunday, 10 December 2017 11:43 PM

To: Glen Eira City Futures

Subject: feedback on proposed Elsternwick activity centre zoning

I am a resident in Denver Crescent and having reviewed the proposed planning zoning, heights and overlay I have concerns with the height levels in predominately residential precincts being increased to 4 levels with the population increase placing added strain on public transport and road use in the area including Glenn Huntley Road which is already congested and Riddle and Denver which has high traffic usage with the local school.

In addition the area marked section BB will result in 4 level residential use property (Garden) appear high relative to the rail line and the surrounding area.

8 – 12 levels on the car park sites adjoining the Nepean hwy will significantly change the character of the local area. These buildings are very high relative to the pure residential zone across the other side of the Nepean.

These height levels should be reduced to encourage better development in character of the suburb.

Regards

[REDACTED]

SUBMISSION 208 – 10 DECEMBER 2017

From: [REDACTED]
Sent: Sunday, 10 December 2017 11:39 PM
To: Glen Eira City Futures; [REDACTED]
Cc: [REDACTED]
Subject: FUTURE PLANS ELSTERNWICK

Thank you for the opportunity to comment by Monday the 11th December 2017.

I respond on behalf of the owners of [REDACTED] Orrong Road Elsternwick 3185.

We refer to your proposal for developing the Stanley Street East carpark which also faces Orrong Road and it is suggested by you that the carpark be a strategic site limited to 5 storeys.

We contend that as the existing properties to the North of this carpark site are designated as shop top with a 3-4 storey maximum and the existing properties to the South and East of this carpark are proposed to be limited to 2 storeys, a better solution would be to limit the height of the carpark by adding two underground levels and two or three minimum height carpark above ground levels.

This solution would mean that the carpark does not end up being a bulky building out of character with the heritage overlay in the area and would blend in between the shops and the dwellings in the immediate area.

You would appease the property owners of the area, achieve a more suitable aesthetic outcome and achieve the same strategic outcome by building under ground and limiting the above ground activities.

The number of car parks may be a little reduced, but the carpark would not end up being the most obtrusive structure within the existing envelope if developed to a 5 storey above ground structure as you propose.

[REDACTED]

SUBMISSION 209 – 10 DECEMBER 2017

From: [REDACTED]
Sent: Sunday, 10 December 2017 11:28 PM
To: Glen Eira City Futures
Subject: Opposition to Elsternwick draft structure plan

To the Councillors and Planners at Glen Eira council,

I live in the small pocket of houses that is in the most unenviable position in the draft structure plan: on Alexandra Ave backing on to the caryards. In option 1, our homes become zoned for 4 storeys adjacent to 8 storeys; in option 2 we become 12 storeys adjacent to 12 storeys. In both options, we will be trapped behind developments along the highway. Neither I nor any of the many neighbours I have spoken to wants to leave or develop. Neither of these options seem reasonable given the loss of Heritage already along Glen Huntley rd, the lack of consideration or information about the whole of Glen Eira planning relevant to this and the lack of genuine alternative options other than sacrificing the whole of West Elsternwick. The options as they stand will create a 1.4 km ghetto with minimal facilities when compared to an equivalent development centered on Glen Huntley rd.

I am not happy at the cavalier way West Elsternwick is declared as sub-standard and in need of “renewal” when it is on par with many of the other areas on the other side of the railway and throughout Glen Eira. The statistics show Glen Eira has already “pulled its weight” with regard to meeting planning requirements from State Government and the general tone of the whole planning process appears to have been to appease a requirement that is not fully articulated.

We have a tight knit community that meets every year for Christmas or at the rare house sale. We support our neighbour’s when they have had ill-health or needed assistance. Our community will be destroyed by this poor planning situation and I request that proper consideration be given to the value of our community rather than just the value to developers that appears to be the main objective at present.

Yours

[REDACTED]
Alexandra Ave
Elsternwick
[REDACTED]

SUBMISSION 210 – 10 DECEMBER 2017

Dear Sirs

Feedback on Elsternwick Structure Plan

I am a resident and owner of a property in Stanley Street Elsternwick and have some grave concerns as to some propositions as advanced in the draft plan..

I agree with the Vision- Elsternwick 2013 Section 1.0 But the way this is hoped to be achieved does not make lots of sense to me.

I strongly object to the proposed increase in retail as stated on p13. The area blocked out includes frontage to Stanley street. This covers existing car spaces and a heritage house. It would add to increases traffic ,noise and light intrusion to residential properties on the south side.

Stanley street current openspaces will be lost if multistory carpark are erected . These would have absolutely no heritage value. Current car parking is adequate and works well as these multi access points. If more car parks are thought necessary then THEY SHOULD BE BASEMENT only. The open surface could contribute to community demands for open space. Such car parks could be underground connected to Glenhuntly road. Consider these as an investment in the future.

By have a 2 level car park East and West would give you a increase of 250 car spaces, preference should be for dual access which is possible taking into consideration of the multiple access roads surrounding existing parks.

It should be noted that the existing 30 parking spaces in Carre St should be retained. These should be very time managed and limited. They currently represent a first class resource for visitors to Glenhuntly Road and for local residents to travel north south. My observations are that this intersection works very well at Glenhuntly road ,it is rare to see congestion here . Passage is made easy as the pedestrian lights create traffic patens to allow speedy and convenient interaction. I have talked to many shops in this street and they are not in favor of closure. There is also some single residential dwellings within the proposed closure. If this closure went ahead locals would be competing with Orrong road traffic and haveing to make wide detours to deliver children to school and visit community resources.

The same argument goes to one way desires for Staniland Grove, this is not necessary. It will make access to library difficult. My observations is that both the carpark is not overstressed. The desire for open space can be met by making a basement car park. The notion of relocating this car park to Stanley is simply wrong. To centralize carpark does not increase amenity of any area. Distributed car parks work far better. I have never noticed people car park hunting..

On heritage issues. Elsternwick does have some great properties that add great character to the area, but there is also some shockers built some 90-100 years ago that have simply past their use by date. New houses of good design can be just as acceptable, the "heritage future".

The plan indicates that there should be greater restriction to heights of developments, I maintain the the existing residential growth zone adequately meets future demands..I refer to 45 Orrong road developments.



Developments like this enhance the the streetcape.

I would like the planner to give consideration to

1. Effect of increased housing on schools.
2. Using current carparks with 1-2 level basement, retaining open space from community access
3. Adopt a attitude that "Bigger is nor Better"
4. Give preference to local residents rather than visitors.
5. Have staff and town planners that are residents of the affected area.
6. Give more precise details as to how to become more bycycle friendly without compromising traffic and pedestrian .
7. Do an analysis of existing shops that have more than 7meter frontage that are capable of a top shop development
8. Make better use of overhead rail facilities.
9. Improve time management of carparks
10. Improve waste management and road cleaning.
11. Do a review of all eating establishments.....they may be very adequate.
12. See that traffic flows are not concentrated in fewer locations.
13. Refrain from one way street movements.
14. Urban renewal around Nepean highway seem the best option.
15. Refrain from turning the activity area into a high rise metropolis like Prahran.
16. Acknowledge that affordable housing in the activity center without Govt subsidy is impossible.
17. Any new developments should not have reduced amenity.
18. But foremost DO NOT REPURPOSE Stanley street west carpark .at best make it a basement carpark with open space .leave it as public resourse.

██████████
██████████ Sherbrooke Ave
Elsternwick, Vic 3185

Glen Eira Council
Planning Department
Email: cityfutures@gleneira.vic.gov.au

10th
December 2017

Dear Madam/Sir,

Re: Feedback on proposed rezoning of Elsternwick

I have been living in my house, address above, since 1978, and believe that I know the area and can provide some useful comment on the proposed rezoning. For easier understanding I reply in point forms.

1. The two options provided for the Elsternwick Concept Plan are totally unacceptable. The proposed highrise development in the Urban Renewal Area would turn this part of Elsternwick into another overdeveloped area as we have seen in many parts of Melbourne with the worst excess in Box Hill. The Concept Plan misses the most important issue – what to do with the greatly increased traffic in the area ? The road space cannot be increased nor more parking provided. In fact road space will be reduced by turning part of Carr Street into a pedestrian area. As a consequence the area will become clogged with traffic. Glenhuntly Road has already reached capacity.
2. Protecting the “village feel” of Elsternwick. This cannot be achieved by converting residential streets with single dwellings into high density developments. The Urban Renewal Area is unsuited for high rise development, due to its restricted road space. High rise developments are more suitable along Glenhuntly Road whereby the street frontages could be preserved and highrise developments built with a set back, thereby preserving the street frontages. This has been implemented in a number of cases along Collins Street in the CBD, example Olderfleet Building and others. My house in Sherbrooke Avenue was built in 1919 together with most of the other houses in the neighbourhood. They are good examples of houses built during this period. They have slightly differing architectures and beautiful, well maintained front gardens. The street provides a village feel. High rise buildings, even Garden Apartments, will destroy the character.
3. Singling out a slither of Elsternwick for redevelopment doesn't make sense. The entire municipality needs to be looked at, not a small proportion of it, with the remainder left alone. Glen Eira is likely to achieve the objective of the Victorian Government for accommodating thousands of additional residents by higher density housing along Glenhuntly Road and especially near Hawthorn Road where it is actually desired by the residents in the area.
4. Redeveloping the car yards along Nepean Highway. When highrise buildings are desired in the CBD, doesn't mean that they are also desired in Elsternwick. The proposal to build 12 storey residential towers where the car yards are now, would turn the area behind it into very undesirable housing locations. The concept that overshadowing and privacy concerns can be controlled is farcical. Once the sun turns west, everything behind a 12 storey apartment building will be in the shade, and the occupants of the higher floors would overlook and intrude into the privacy of the houses behind, which are between Nepean Highway and the railway line, and even beyond, on the other side of the railway line.

In Summary:

If you want to protect the character of Elsternwick and its “village feel” and keep its social fabric, increase development along Glenhuntley Road and in other, more suitable parts of the municipality where a better road structure is provided to cater for the increased demand.

SUBMISSION 212 – 10 DECEMBER 2017

From: [REDACTED]

Sent: Sunday, 10 December 2017 10:22 PM

To: Glen Eira City Futures

Subject: Elsternwick draft plan issues

To whom it may concern,

This email is in regards to the Elsternwick draft plan. My concerns are dot pointed below:

- I reject both options in the Elsternwick Concept Plan
- the Plan is excessive and completely out of character with the suburb and the reason people (choose to live here)
- Council has provided no detail (or addressed community concerns) around how properties next to or near 12 storey developments will be protected by massive overshadowing and privacy concerns in a residential area with many young families that have children.
- we reject both options. We would like to request a third option.
- we live in Elm Ave thus are directly affected by the proposed 8-12 storey high apartments
- we will lose privacy in our backyard and may need to keep our blinds closed so nobody can see inside our bedrooms
- there will be increased air and noise pollution. We already have the car yard workers smoking in front of our building so it always smells like smoke and we have a child aged 1 years old who we don't want to expose to second hand smoke
- there is no car parking already. People fight for car park here already. Will you ensure there is sufficient car park for everyone if you do build apartments and an open space here
- there is lots of traffic and congestion. When we arrive or leave home we already find it difficult to get in and out of our place. Can you please ensure we can access the main roads easily
- unable to cross Napean highway easily. If you do build apartments and an open space can you please build a pedestrian overpass like the one near the shell petrol station in Gardenvale so people can cross easily. Currently to get to the nearest school Elsternwick Primary we need to cross at Gardenvale or go to the main lights at New St. This is far just to get across the road. You also need to cater for people coming to new open space.
- please consider reducing height of apartments along Napean Highway to 4 storey so current residents don't lose complete privacy and to restore Elsternwick image. We don't need high rise apartments like in the city.
- if you do build an open space can you please put in a playground suitable for small children. We currently go to Elsternwick park and Gardenvale Park which are both not in Elsternwick to go to a park because we do not have one close to our house.
- please inform Gardenvale residents who's houses will be affected by High rise apartments along Napean Highway. They don't know about changes but should be given an opportunity to express concerns and opinions as it directly impacts them too.
- if you build more apartments and more people live in Elsternwick you will need to consider Glen Huntly Rd. Right now there is so much traffic. We go around to another Rd and cut through to Glen Huntly Rd as the road is always gridlocked.
- please consider building new Elsternwick Library with other facilities like multipurpose room like in Carnegie for things such as Playgroup. Also, maybe move Elsternwick MHCN to same location just like caulfield Library.
- please build new playground like boorin park in Elsternwick. Maybe even in new open space where car yards are.
- the latest ABS building permit approval numbers which show 1,324 building approvals in Glen Eira from July to end of October with 1,233 apartments and only 91 houses (This compares to an average of 541 building approvals and 443 apartments for neighbouring local government areas).

These figures again reiterate the reasonable community concern that Glen Eira is growing at a very disturbing and unsustainable rate

-also according to ABS our: population density is high, our open space provision is low in comparison to surrounding councils, building approvals and building approvals for multi units are the highest in Elsternwick in comparison to surrounding suburbs and councils.

- Glen Eira has an estimated 1300 unoccupied dwellings which is the 3rd Highest in the state.

-A traffic impact assessment was being done during Stage 5 of consultation. Council has not released the outcome of this impact assessment or been able to answer simple questions around how a significant increase in traffic (given the 20%+ increase in residents in this small area) will be managed and how traffic will be managed in the small residential streets leading up to the Elsternwick shopping strip with likely traffic chaos in St James Pde (which has a school), Denver Ave, Collage St, Horne St/Glen Huntley Road intersections.

-Additional impacts to our already over-crowded train, tram and bus facilities – plans have NO detail on how this is being managed.

-Both options for high rise destroy heritage/character properties in one of the oldest parts of Elsternwick (many of which are circa 1880 and turn of the century Edwardian properties). It is letting developers destroy Elsternwick history.

-Council has provided NO detail (or addressed community concerns) around car parking in the urban development zone and in the shopping strip to cater for a significant increase in residents many of whom will still need to drive to local shops.

-High rise development is at direct odds with the objective of creating and protecting Elsternwick's character and "village feel" changing the social fabric of our suburb.

-New public space in urban development zone is only being 'advocated' for – there is no detail around how the council will secure this park space.

-Across the municipality, council has enough opportunities to meet these targets (and is already meeting and exceeding its targets) without creating such excessing highrise building zones in Elsternwick. This includes 24 hectares in the new East Village; significant opportunities in Bentleigh and Carnegie (including the Bentleigh car yard area which has THREE railway stations close by) and a recent petition from residents to develop the area on Glen Huntley Road near Hawthorn road.

-Glen Eira council already has highest number of apartment applications (according to ABS data) <https://gleneira.wordpress.com/2017/12/07/outrageous-stats/comment-page-1/#comment-35760>

-In addition, there is already a clear precedent for higher rise developments in the Glen Huntley Road shopping strip -which is actually in the Activity Centre zone.

I hope you can take all my feedback into consideration when you finalise the Elsternwick draft plan.

Happy local residents means a happier Elsternwick now and for the future.

Regards,



SUBMISSION 213 – 10 DECEMBER 2017

From: [REDACTED]
Sent: Sunday, 10 December 2017 10:12 PM
To: Glen Eira City Futures
Subject: Objection to Glen Eira Council planning department

Dear Sirs,

This email is to express my concerns with the high rise apartment concept in Elsternwick Draft Plan.

Please note that I live in Elm Ave and high rise apartment will directly affect my living.

Concerns:

1. Lose of privacy due to high rise apartments.
2. High rise apartments will cast shadow over where I live.
3. Noise and smell pollutions.
4. Safety issues due to increased number of residents.
5. Safety issues along Nepean Hwy as a number of people will start to cross Neapan Hwy to the other side (Elsternwick park side) although there is no pedestrian crossing / bridge near Elm/ Oak Av. (Nearest school is Elsternwick primary school which is the other side of Nepean Hwy, which means that children will also start to cross Hwy in a dangerous way).
6. Traffic. How do we go towards the city or towards the other side (Sandringham side) without taking detour? Any detour will cause huge traffic. Any wait to enter Nepean Hwy (as the cars are always running) will also create huge traffic.
7. Less car space

Suggestions to the plans:

1. No new apartments to be built or if this is inevitable, height to be up to 4 storey high.
2. Pedestrian bridge near Elm/ Oak Av must be built.
3. New entrances/ exists for easy access to Nepean Hwy must be created.
4. New park along where the car yards currently are must be build like planned.
5. A number of street parking must be introduced to Elm/ Oak Av.

Regards,

[REDACTED]

SUBMISSION 214 – 10 DECEMBER 2017

From: [REDACTED]
Sent: Sunday, 10 December 2017 10:03 PM
To: Glen Eira City Futures
Subject: Feedback Elsternwick Draft Structure Proposal

We are writing to express our concerns with the proposed Draft Structure Plan for Elsternwick. We have been residents of Sherbrooke Ave for seven years and bought in this area because of its amenity and family friendly neighbourhood.

However, the proposed alterations by council to our neighbourhood are strongly objected to by us on the following grounds:

Car Yard Redevelopment

- The plans for building 12 stories on the highway (currently car yard precinct) overshadows nearby neighbours in Elm Ave, Oak Ave and Alexandra Ave, as well as extending beyond the other side of the railway line into Denver, Brentani Ave and St James Parade.
- The addition of 12 stories itself and the influx of housing density creates a burden on infrastructure and traffic flow in the neighbourhood which is already congested and difficult to enter and exit in the above areas named (including Riddell Pde) , as well as placing additional burden on Glenhuntly Rd thoroughfare and shopping strip.
- We have seen how enormous these buildings are and their impact on the character of the area; the diminished peaceful enjoyment of the neighbourhood is not to be understated. These buildings are imposing, strong and completely out of step with the character of Elsternwick.
- A structure of this magnitude (12 stories) is strongly opposed in both options of the proposal.

Horne St, Macmillan St and Sherbrooke Ave Redevelopment

- We do not agree with the dwellings opposite Sherbrooke Ave in MacMillan being converted to 8-12 stories (option 2).
- We do not agree with the zone being altered in Sherbrooke Avenue (our street) to 3-4 story buildings or in Horne/Macmillan St,
- This is in contradiction to the single dwelling covenant which applies to all the homes in Sherbrooke Ave, including some also in Horne and Macmillan St. These single dwelling covenants are there to preserve the character and amenity of the area and we do not agree to any alteration of this and will oppose any proposals to change it.
- Under both options proposed by Council, we see the idea of changing our street and the neighbourhood to 3-4 stories of garden apartments as being an additional burden again on traffic, infrastructure and congestion.
- We chose this area due to the peaceful conditions for family life and we consider it grossly unfair that this be altered as it impacts on our way of life in Elsternwick. This is a beautiful suburb, and we don't consider it fair that we be impacted when other streets are so clearly being 'preserved' on the grounds that our home is supposedly 'old stock'. A home that cost us over one million dollars to purchase is not old stock and we utterly repudiate this argument ...you will find our neighbours in Sherbrooke feel the same about this.

In summary, the objections we have can be described in the following phrases: noise, drilling, concrete dust, building congestion, air conditioning buzz 24x7, machinery, traffic congestion, loss of sunlight, loss of solar panel efficacy (overshadowing), difficulty street parking (already hard re: commuters), ugly, destruction of Elsternwick's character and charm.

We also agree with the points raised in Warren Green's letter to the new mayor of Glen Eira and are shocked at the rapid rise of unplanned, unsustainable and inappropriate development in our area to date. Do not proceed to further damage our suburb - we need to put the brakes on this quickly and determine a better solution for the taxpaying residents of Glen Eira.

Regards,


Sherbrooke Ave

SUBMISSION 215 – 4 DECEMBER 2017

1



Submission to City Futures-Re: Draft Structure Plan –Elsternwick

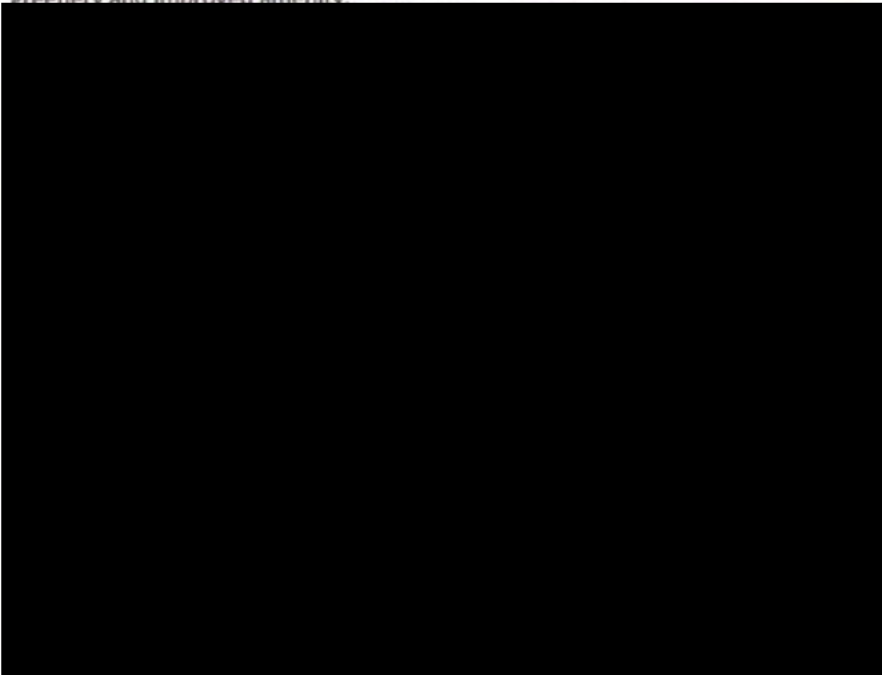
We wish to talk about what we see as the existing amenity of our residential area in McMillan St and surrounds. We have already submitted detailed comments on the Draft Structure Plan.

As residents who have been very concerned about loss of amenity when the Glen Eira City Council's *Draft Structure Plan* comes into force we have tried to explain here what we value in the amenity of the area at present. The above *Plan* we feel has unfairly ignored the heritage and communal nature of the quality housing on the West side of the railway and in an *ad hoc* way identified it as an ideal location for increased development intensity.

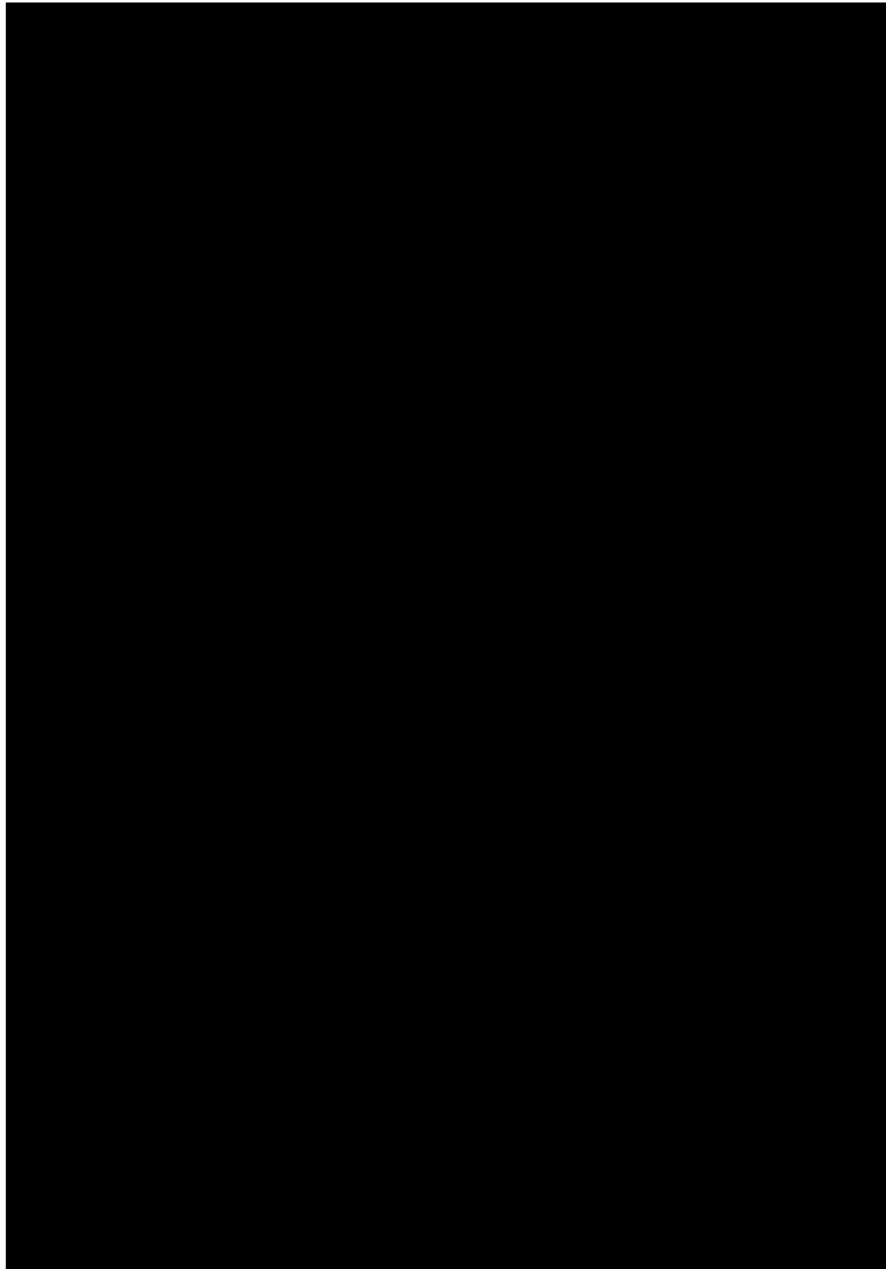
It takes no account of the rich history of settlement of Elsternwick and the heritage of it being a comfortable middle class suburb. Our own area (McMillan St) is, currently protected under the Neighbourhood Residential Zone. The new *Plan* appears in direct contradiction to the Council's original intentions of only a few years back.

The quality built houses and flats in this area contribute both greenery and air-space to all residents. Garden areas separate each building, even multistorey flats, and very few buildings are built up to side boundaries.

Figure 1 shows how even a modest set back from a side boundary allows a host of greenery and improved amenity.



In our own case we are avid gardeners and have front and back open air living space in very pleasant surroundings *Figure 2* and *3*. This not only benefits us but provides a pleasant outlook for the flats next door. The gardens in the area attract a wonderful range of native birds to the area.



Surrounding properties including the flats right beside us have many beautiful trees, *Figures 4 and 5*, we think illustrate this.



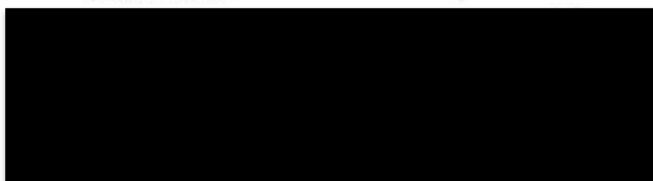
At present our streetscape is quite beautiful as are the surrounding streets as in *Figures 5, 6 and 7* and *8* illustrate this. *Figure 8* (Sherbrooke Avenue))





Our area is the residence for a large number of families, it is a safe place for kids and in the absence of really close formal parks still has sufficient open space, quietness and safety for children. This is why we bought here in the first place and why we enjoy it so much. Once this amenity is destroyed it cannot be replaced.

Yours sincerely



SUBMISSION 216 – 10 DECEMBER 2017

From: [REDACTED]
Sent: Sunday, 10 December 2017 11:08 PM
To: Glen Eira City Futures
Subject: Elsternwick draft structure plan response

Response to Glen Eira Draft Structure Plan for Elsternwick

10.12.17

I have attended community forums, read documents and spoken to Glen Eira City Futures planning officials in private and public meetings about the draft Structure Plan for Elsternwick. They all use avoidant and euphemistic language to disguise many unpleasant facts about the proposed urban renewal zone. Here is my summary of the Draft Structure Plan proposal, using plain language.

1. The State government has decided to increase density, especially in inner ring suburbs and near public transport.

This is despite Glen Eira already having by far the lowest proportion of open space of any metropolitan council (12%; this is only a third of Port Phillip's percentage and a mere fifth of Kingston's), and despite Glen Eira already approving apartment developments at 3 times the rate of neighbouring councils (1324 approvals in the year just passed, compared to an average of 443 for surrounding councils).

2. The State government will force Council to implement this decision on the state's behalf.

I have heard no councillors or planning officials say that urbanisation in Glen Eira is desirable, but they seem to feel coerced into making this unpopular decision anyway, even if it is against the desires and interests of ratepayers and against the principles of good planning. If the state government insists on dense urbanisation in the suburbs, they should answer to the electorate themselves.

3. Council thinks that high rise developments are not desirable.

City Futures wants to stop the current proliferation of high rise development along Glen Huntly Rd commercial strip because high rises destroy the heritage character of the shopping strip and nearby streets; and people like heritage character. City Futures says that residents were attracted to move to Elsternwick for its historic neighbourhood character in the first place.

4. Residents agree that high rise developments are not desirable.

No residents are fighting for the right to have a 12 storey building next door to them. I agree with City Futures that some local residents want to downsize; all of the people I know in Glen Eira who have downsized wanted a townhouse or unit with a courtyard. They emphatically did not want a city-type apartment.

5. Houses east of the railway line are judged to need protection.

An interface of 4 storey buildings and a railway line is planned to protect these areas, which are described as 'heritage', 'neighbourhood', 'character'.

6. Houses west of the railway line are judged to be dispensable.

These areas are described as ‘tired’, ‘ready for renewal’, whereas the truth is that this area is just as charming and valuable as identical areas east of the railway line: it has heritage houses, leafy streetscapes, a dynamic social neighbourhood: just the sort of place and just the sort of community that the council is protecting elsewhere. People who moved here were attracted to its historic neighbourhood character, just as much as in other parts of Elsternwick. High rise development will detract from or destroy this just as much as it would in the streets near Glen Huntly Rd.

The only reason that this area is denigrated and is not described as needing protection is because that would not be convenient to council.

7. West Elsternwick will be sacrificed to save the rest of Elsternwick.

Residents will eventually be driven away; in fact, the plan cannot be realised if they remain. The plan does not pretend that the urban renewal zone will be pleasant to live in: it is assumed that current residents will sell up and leave.

8. The proposed Urban Renewal zone won’t be so great for future residents anyway.

City Futures expects that most residents of new apartments will be downsizers from the local area rather than newcomers from outside Glen Eira. That means they are those same residents who were attracted to Elsternwick’s character in the first place, and whose desire to keep Glen Huntly Rd low rise is the driving force behind the entire structure plan. It seems implausible that those same residents will enjoy the experience of living in 6, 8 or 12 storey apartment blocks next to Nepean Highway.

In responding to this proposal, we are asked to choose between two similar, and unacceptable options. The only people who would want either option are those who hope to make money from development; those in other parts of Elsternwick who are relieved that the problem is in someone else’s backyard; and perhaps those who seek to curry favour with state planning or the state government.

To maintain liveability in Elsternwick we need a third, lower rise option. Townhouses or 3-4 storey developments are much more likely to offer the kind of quality of life that Glen Eira would hope for their residents. However, it is impossible for residents, and I suggest for councillors, to make any recommendations for a suitable third option when we have seen no detailed information about any of the following:

- Population targets: what target population has the government set for Glen Eira? How does this compare to other councils in Melbourne? If there is no clear target, then how can council plan to satisfy it? What is Glen Eira’s target population for Elsternwick? How does this compare to other neighbourhoods within Glen Eira? The draft structure plan for Bentleigh has now reduced in density. Does this mean Elsternwick will be obliged to bear more of the burden of population? I have been unable to get this information from council: it is either unknown, in which case council may destroy our neighbourhood unnecessarily; or it is known but withheld from the public, which is an abuse of the consultation process.
- Population projections: What is the projected population increase for Elsternwick, even before any urbanisation; this is, once developments that have already had planning approval are built? What will be the population under option 1 and option 2 urban renewal? What

are the projected population increases for the whole of Glen Eira under the various planning scenarios for Carnegie and Bentleigh?

- Traffic management: How many cars per day are expected to be accommodated on the narrow local streets in the urban renewal zone and on St James Pde and other streets up the east side of the railway line that will become rat-runs?
- Green space: How binding is City Futures' proposal to 'advocate' for the proposed park on Elm Ave? What circumstances would be necessary for this to become reality? In what scenarios could it not happen? How exactly will it be funded? If Holden chooses not to sell/develop their land, but other car yards do develop, there could be a huge increase in population many years before a park is even possible. Could the 'community contribution' paid by early developments end up being used for open space in other parts of Glen Eira simply because the Holden space does not become available for sale? It is conceivable that when Holden land finally does become available, by which time the current council and council planners would be long gone, the community contribution will have already been spent on open space far from the urban renewal zone, which would, of course, be the area of greatest need.
- Open space: Glen Eira currently has 12 m² of open space per resident. This is vastly less than neighbouring and comparable councils. This number will be reduced even further when projected population increases are accounted for – what will it fall to? By how much will the projected Elm Ave park offset this fall?
- Parking: current train commuters and local employees already crowd the streets of the proposed urban renewal zone. Most of these commuters drive in from Elwood or north Brighton; these numbers will increase as a result of rapid development in Elwood that is not in the control of Glen Eira council. What is the projected increase in the number of train commuters as a result of developments in Elwood and elsewhere? Where will these cars park in a developed urban renewal zone? What is the projected increase in street parking generated by visitors or employees as a result of development?
- Public transport: what is the projected increase in population, plotted against projected increase in public transport (if any)?
- Definition of 'community benefit': high rises in the urban renewal zone will be eligible for increases in height of 50% if they provide an undefined amount of 'community benefit' from a ill-defined list. Examples include such dubious benefits as short-stay accommodation. Councils around Australia are currently attempting to restrict or ban short-stay accommodation in residential areas because the community impact is so negative, so it is very worrying that this an example of something that could earn a developer the right to build an additional 4 storeys of height right next to our homes. This is a triple insult: not only are we, the immediate neighbours, being asked to bear the burden of development on behalf of all of Elsternwick, but we could also be subjected to a 50% increase in that development AND have to endure short stay accommodation on our doorsteps.

It is also irresponsible to ask residents to choose between two options without the following information:

- Rates for properties in re-zoned areas. How much is it projected that these will increase by? This could be a key factor in driving residents away.

- A comparison of homeowners' rights under the two options. Apparently under option 2, houses rezoned into the urban renewal area would lose their rights to protection from overshadowing, overlooking, and noise and light pollution.

It may be that development on a more human scale, for example, 4 storey garden apartments with set-backs, would be acceptable in the car yards and along the length of Glen Huntly Rd, but I certainly wouldn't make such a decision with so many unanswered questions, and I hope Council won't either.

Regards

[REDACTED]

■ Alexandra Ave, Elsternwick

SUBMISSION 217 – 9 NOVEMBER 2017

1



The Officer in Charge,
City Futures,
City of Glen Eira Planning,

9-11-2017

McMillan St,
Elsternwick 3185

Dear Sir/Madam,

3 Page Document

We wish to add our comments on your *Draft Structural Plan* and re-iterate our comments and objections to *The Elsternwick Draft Concept Plans July 2017* and also with reference to the *Elsternwick Background Report Building Transition Plan*.

We submit this document because we believe we need to comment on this far reaching and to us potentially devastating Plan which we have always believed is being pushed too quickly through Council. We, as with many other residents, did not at first realize that such important matters and adverse changes were being contemplated. We believe as long time owners and residents, Council, should be working in our interests.

The documents that have been presented during Council's process have been lacking in detail, used ill-defined terms and made statements about residents' likes and dislikes based on obscure evidence. *The Elsternwick Background Report Building Transition Plan* on which much of the Plan is based, is much more detailed but makes some erroneous assumptions, and as a result, deals very unfairly with our area (West of the Sandringham Railway).

There are many questions and comments we would make as follows:

1. **Will the Plan create more green spaces?** Preserving greenery, we think is a priority but how could this possibly happen with such a huge redevelopment with high rise buildings up to 12 stories high? Would you mandate that the Developers provide landscaping and greenery. Would Council resume some existing houses to provide the required open space and amenity of living?
2. **Community benefit, more people in Elsternwick.** If parts of this plan go ahead more people will get a roof over their heads in Elsternwick, which at the present is a very desirable place to live, but will that be the case when all the building is finished in the "Urban Renewal Precinct" or will you have produced a ghetto of under-privileged people on the West side of the tracks? This would be in stark contrast to the stated Glen Eira –city vision which aims for a vibrant, socially inclusive community.
3. **Safety and the request for "Night Time Activity"** does is mean: encourage all night venues such as clubs and bars? It is hard to see how this would be of benefit to most residents of Elsternwick. Or is it intended to alter the whole character of the place to be more like St Kilda? Public safety is hardly likely to accompany such a change. This statement of the need for more "night-time activity" is repeated and repeated in your literature and we ask who is driving this?

4. **Parking problems not addressed.** "Innovative Approaches to Parking" What does this actually mean. The *Elsternwick Background Report* implies you intend to allow building on at least one of the crucial open air car parks in Stanley Street. One proposal includes what sounds like a relocation of the Elsternwick Station Car Park. If this is the case it would be a disaster for residents in nearby streets including us in McMillan Street. . The whole Plan is vague as to how the parking issue which is already critical, will be addressed.
5. **Near a train station-a resource that is only finite.** The Plan leans heavily on utilizing the Metro train link as if it has unlimited capacity. The reality is that the system is already near saturation (ask Metro) and could not cope with a considerable increase in the population of Elsternwick.
6. Your heading "**The Right Buildings in the Right Locations**" is ominous to us as it implies there are "wrong buildings and houses". It takes no account of the rich history of settlement of Elsternwick and the heritage of it being a comfortable middle class suburb. You state in *Elsternwick Background Report* that most of the Elsternwick study area is protected under the Neighbourhood Residential Zone in which our property is currently in. You say this protects residential areas and yet your new Plan appears in direct contradiction of this statement.
7. **Safe cycling path from the "Southern Urban Renewal Precinct".** Where would it go?
8. **Loss of open space** by creating a plaza on the north side of Glenhuntly Road at the Station This would have considerable impact on some **iconic** Elsternwick businesses such as "the Classic" and do away with valuable open air space and greenery.
9. **Urban Renewal Precinct** has a focus on employment. Does this mean a greater variety of businesses would be permitted in such an area? We believe this would adversely affect residents in McMillan Street bringing even more traffic, exacerbating parking problems and increasing noise. Any plan for Horne/McMillan should include traffic re-direction to prevent the now prevalent light dodging through traffic using our residential streets and the Nepean Highway service road.
10. **Very High Buildings permitted.** You say that in the new Commercial mixed areas, a developer would be able to apply for permission to build extraordinarily high buildings (up to 8 stories). Does the "Providing Community Benefit" allow a developer to go even higher (4 stories more) if they provide some communal facility? This is an extraordinary concession. How is this defined, controlled and executed?
11. **Definitions of new zones loose.** In our own case we would come under "Garden Apartment" and this could allow up to four story apartments, which would not only be devastating for us, but would be in conflict with the protective Covenant on our land as part of the Sherbrooke Estate. **We think this once again shows that the new**

plan plays no attention to the existing amenity of residents and the historic nature of the suburb which attracted us to the area in the first place.

12. **Upgrading of all infrastructure will be needed.** In all the new Plan there is no attention given to the impact on infrastructure (apart from vague statements about parking) of all this potential development and population increase. Is there provision by Council (say by levying developers) for concomitant development of water reticulation, sewer, electricity supply and drainage or will it be assumed the money for all these necessary upgrades will be provided by the Residents through increased charges from the various utilities.

13. **Inadequate protection of heritage areas.** The *Urban Design Analysis* document prepared by Planisphere has ignored the heritage and communal nature of the quality housing on the West side of the railway and in an *ad hoc* way identified it as an ideal location for increased development intensity. No where do they explain how they assess that eight storey or even 12 storey building would be appropriate.

We do hope you will consider our comments,

Yours sincerely,

PS As we have not received acknowledgements for our previous comments on this matter, we request you send us a receipt via E-mail: [REDACTED]

9-11-2017

Page 3 of 3

SUBMISSION 218 – 16 NOVEMBER 2017



Submission re Glen Eira Draft Structure Plan, Elsternwick

To: City Futures Department, PO Box 42, Caulfield South 3162

From: [REDACTED]

Email: [REDACTED]

Residence: [REDACTED]

Date: 16 November 2017

1. Urban Renewal proposals: 12 storeys is far too high

Options 1 and 2 have a height limit of 12 storeys in the Urban Renewal Area bounded by Glenhuntly Road, Ripon Grove and McCombie Street, an area directly opposite my house at [REDACTED] Gordon Street, across the rail line. This is far too high. It would destroy the heritage character of the area opposite through visual bulk and intrusion, reduce the open aspect severely and have a detrimental affect on my amenity and privacy.

If I had to chose between options 1 and 2, I would prefer option 1, as it appears to give the best hope of maintaining the low scale 1 to 2 storey character of the immediate area where I live. However, both options would have a huge negative impact on me. I would be facing, directly out of my lounge and bedroom windows fronting Gordon Street, a number of up to 12 storey buildings.

Looking out of my lounge room and bedroom directly at 12 storey buildings would severely restrict the one bit of nature that I can currently enjoy in this location – the sky. In an area almost completely deprived of parks and reserves, this would be a savage loss.

The immediate view currently from my two rooms facing Gordon Street is of some trees on the nature strip and some greenery abutting the railway line. They would be dwarfed by towering apartment blocks, and the constant visual intrusion would reduce the sense of space, greenery, privacy and some sense of natural life, and my feeling of well-being. I also think it would make for a less pedestrian-friendly experience, with a feeling of being hemmed in, over-shadowed, crowded. In my view it is not urban renewal to allow 12 storey buildings on this site, but urban destruction.

I would prefer the maximum height in the proposed renewal area between the railway line and Nepean Highway to be 3 to 4 storeys. That way, greater density can be achieved without sacrificing liveability, which is an intrinsic part of the existing heritage low-scale fabric of the surrounding area. A 3 to 4 storey limit would help to preserve a sense of human scale and the psychological benefits of spaciousness and a bit of nature.

I would prefer the corner pocket of heritage housing bounded by Gordon and Sinclair Streets to be low scale, 1 to 2 storey maximum height, which option 1 appears to maintain.

2. Public Spaces

The proposed new cultural precinct around Selwyn Street is worthwhile in theory, but **I have doubts about the traffic flow problems inherent in the draft.** The indicative illustration (p 28, top) looks great but where would the southbound traffic fit? Similarly, the restriction to northbound traffic on Gordon Street would create problems. For example, if I want to exit Gordon Street for Nepean Highway, currently I have a choice of using Glenhuntly Road or Glen Eira Road. Both options can be extremely congested currently, and I suggest would be even more fraught if car access is limited further. Widening footpaths and improving 'road treatments' on Gordon Street would probably make for difficult access to and from residences by car.

The proposed new plaza over the railway line while possibly a good addition to the neighbourhood is too sketchy to be definitive about. I am concerned it would make access to Gordon Street even more difficult, and worry about any future plans to put buildings over the railway line.

The proposed new park adjacent to Rippon Lea is a good idea, but would be terminally compromised if high-rise development (e.g. 12 storeys) occurs on the ABC site.

3. Parking and Movement

I have already outlined my concerns about restricting Gordon Street to northbound traffic, and Selwyn Street to southbound traffic. More generally, putting up 12 storey buildings between the rail line and Nepean highway would increase parking problems exponentially. Where would visitors of the new apartments park? If a couple lives in an apartment with only one or no parking space, but need two cars for work, where would they park? If the denser development included family homes, what happens if kids turn 18 and need a car, say to get to Monash University at Clayton? Where would they park? If the massive increase in dwellings has the usual average of things needing fixing – internet, kitchen appliances, building problems, renovations etc – where do the tradesmen and delivery vehicles park? Where would the many school buses taking students to the Holocaust Centre park? Currently they frequently use Gordon Street, by necessity. Where would commuters who catch the train from Elsternwick to the city park their cars? Where would the people coming to cafes, the Classic or cultural attractions park?

In short, what usually happens with big apartment blocks is that a bare minimum of parking spaces is mandated, and the excess demand created by packing more people in has to be somehow accommodated in surrounding streets.

In my 20 years here, I have seen the parking problems multiply, and it has had a real impact on me, not least the difficulty of friends and family visiting. The extra 156 spaces proposed, while welcome, would not meet current needs, let alone future demand propelled by massive apartment developments.

Yours sincerely



SUBMISSION 219 – 10 DECEMBER 2017

City Futures Department
City of Glen Eira

■ St James Pde
Elsternwick
VIC 3185

Dear Sir/ Madam

I am writing in relation to the *Elsternwick Structure Plan Draft for consultation*.

My comments primarily relate to the proposed urban renewal area on the current sites of the Nepean highway car yards.

Neighbourhood character overlay on St James Parade

My house is part of the [REDACTED], on St James Parade Elsternwick, described in Schedule 3 to the Neighbourhood Character Overlay of the Glen Eira Planning Scheme as 'significant as an intact collection of Interwar era dwellings set in well landscaped surrounds. Most buildings are Californian Bungalow style dwellings. The area has highly consistent neighbourhood character attributes of building form, scale, materials and regular front and side setback that allow space for substantial planting. Fences are also consistent in their height and style...'

The car yard redevelopment sites are immediately to the rear of significantly detract from the intact neighbourhood character of the street.

Twelve stories is too high

Urban renewal options A and B both propose the exact same scenario for the southern end of the car yard redevelopment - three towers of eight to twelve stories in the area immediately across the railway line behind St James Parade. Two of these towers will abut the railway line and all will dominate the skyline immediately to the west of St James Parade.

Both of these options are unacceptable. Residents want another, more considered option.

Materials provided by the Council, both on the web and at the Community Forum held on Monday 4 December, state that the Council has 'heard' that the community thinks that 12 storeys is too high for development in this suburb. But this consideration has not been applied to the proposals for the southern end of the car yard redevelopment or for the other 12 storey towers proposed around the west end of Glenhuntly Road. I want to know the rationale behind this decision to leave towers up to 12 stories in these areas if this height is too high for other areas in the suburb. The fact is that this height is excessive and totally out of character with our suburb.

The railway line is not a sight or a sound barrier and is not much wider than Orrong Road at this point. Eight to twelve storey towers, built against the railway line in this area, will both overshadow and overlook our back yards- our private recreational space, which is a massive and unnecessary invasion of privacy. There is no way that residents can screen out overlooking from adjacent buildings of this height. Council is unable to adequately explain to me how or if my home can be protected from overlooking and overshadowing by this development.

I have noticed that in the time between the release of Elsternwick Draft Concept Plans in July 2017 and the release of the Draft Structure Plan, the proposal for the preferred building type in the urban renewal area have changed from:

Urban renewal development	6-8 storeys
+ Providing community benefit	8-12 storeys
To:	
Urban renewal B	6-8 storeys (one block in option 1)
Urban renewal A	8-12 storeys (four blocks in the south end of the car yards and eight blocks around the West end of Glenhuntly Road in Option 1)

The draft structure plan includes a confusing statement (page 57) which says:

'Proposals seeking to exceed the preferred height must demonstrate a significant community benefit (to Council's satisfaction) and must not exceed the maximum height.'

Preferred height and maximum height are not defined in the document and need to be. I have been advised by Council that the main reason for developing the structure plans is to provide certainty to the community and developers about what can be built in particular areas but the statement about community benefit causes confusion about what maximum heights may be allowed. The community needs to know if the heights proposed in the draft structure plans are for preferred heights or maximum heights that cannot be exceeded.

In relation to determining what constitutes community benefit, the definition appears to have been developed without reference to any standards or evidence; the criteria are intentionally vague, and in some cases where specifics are mentioned, very curious. For example, why are student housing and short stay accommodation classed as being of community benefit? And why should inclusion of these elements be sufficient to allow additional storeys to be added to developments? None of this has been addressed in the draft structure plan.

Demand for this type of housing in this area

In November 2017 the Age reported that there were approximately 2,500 vacant apartments in the CBD, mostly in high rise buildings, and that Glen Eira and Port Philip councils both have up to 1,300 vacant properties each. I would like to know if modelling has been done to assess the demand for such high density accommodation in Elsternwick?

In addition, ABS figures for building permit approvals between July to October 2017 show that Glen Eira has approved 1,233 apartments and 91 houses compared with 234 apartments and 101 houses in the adjoining suburb of Bayside and 132 apartments and 21 houses in Port Philip. We do not need to be inviting in more intensive development.

A lower maximum height for tower blocks would make the proposal more acceptable to me. More preferable still would be development of medium density housing spread more widely across the municipality, rather than concentrating pockets of unnecessarily high density housing in Elsternwick and Carnegie.

Potential to create a community of disadvantage

People who live in this suburb know that the car yard area is not well connected to the rest of the suburb, being hemmed in on both sides by the Nepean Highway and the railway line. It is physically isolated from both the activity centre on Glenhuntly Road and the existing community to the east of the railway line. Nothing in the draft structure plan addresses this isolation, with no additional connections proposed between the west and east sides of the railway line and no cycling link from the new development to the activity centre or the existing community. The only existing connection across the railway line between the junction of St James Parade and the Nepean Highway and Elsternwick station is an unlit and poorly maintained footbridge.

Building high density housing in this isolated pocket of the suburb, which has nothing particularly attractive to entice buyers, having no views, being close to both the railway line and the Nepean Highway, with no access to significant open space (apart from the small amount included in the development itself) and no access to any major shopping hub poses a significant risk of creating a community of disadvantage. The last thing anyone in any area wants is a cluster of unappealing housing that depreciates in value over time and either becomes untenanted or deteriorates into a run down enclave that no one wants to live in. This is a real possibility given the current urban renewal proposal in the draft structure plan.

It must be appreciated that Elsternwick is not the CBD, it does not have beach frontage and night life like St Kilda, and it is not within walking distance to employment in the CBD like Fitzroy or Richmond or South Melbourne. If our suburb is going to become a centre of medium to high density apartment living and lose the benefits of the village feel, the relatively large blocks, attractive heritage houses, and mature gardens and street scapes what exactly is going to attract new residents to live here?

Additional jobs in Glen Eira?

Although the draft structure plan claims that 9,500 jobs will be created in Glen Eira over the next 15 years there is no detail about the evidence to support this statement. Building additional accommodation in an area is no guarantee that any businesses employing large numbers of people

will follow. Additional cafes, supermarkets and small shops will not employ these numbers of people. As no National Employment and Innovation Cluster is proposed for Glen Eira most of the 22,000 new residents will be joining other residents of the south east suburbs on the already crowded public transport system and road networks to commute to their jobs in the CBD.

Traffic control

Locating large numbers of additional housing on the car yard sites is going to put very significant pressure on the local road network on the east side of the railway line. The plans that have been released have no information about how traffic flow and parking for the cars of the large numbers of new residents will be managed.

Council is aware that there are already problems with traffic flow and parking on St James Parade and the smaller streets running off it. Blocking off the Nepean Hwy access from St James Parade and installing numerous speed humps have done little to deter drivers from using the road as a 'rat run' from the Elsternwick activity centre to the Nepean Highway. Drivers simply do a U turn in Elster Avenue or drive through the service station at the end of the street to join the Nepean Highway. In the other directions drivers coming from the Nepean highway use the street to get to the Elsternwick shops as it is the most direct route.

St James Parade already goes into gridlock at 8.30 in the morning and again at 3 or 4 pm when children are being collected from Yavnah College. Parking on both sides of the street, utilised by residents, students and teachers, parents collecting children from school and commuters driving to access the train at Gardenvale, already restrict the entry into St James Parade from the Nepean Highway to one lane. Cars frequently turn left from the Nepean Highway at speed, often on the wrong side or in the middle of the road. It is only a matter of time before there is a tragic collision on this corner.

These problems, which already exist, will be exacerbated by the addition of a large number of cars on the road resulting from the car yard redevelopment and will need to be proactively managed by the Council

Heritage significance of Oak and Alexandra Avenues and McCombie Street

The draft structure plan for both urban renewal options A and B makes reference to '*investigate potential significance of properties in Oak and Alexandra Avenues and McCombie Street*'. Why would the Council rezone and investigate later when the heritage value of this area has been destroyed? The investigation should be done first before rezoning the areas to three to four storeys in the case of Oak and Alexandra Avenues and 8 to 12 storeys in McCombie Street, and before allowing tower blocks to be built in the adjacent areas

In summary, I have many concerns with the draft structure plan. I hope that Council will take the residents' concerns seriously and take the time to fully investigate the impacts of the proposal and make the significant improvements that are obviously needed, before finalising the plan. This plan will lock in the development of our suburb for the next two decades- let's try to keep the heritage aspect and village character of our area that people find attractive rather than opening the door for unnecessary over development.

Yours sincerely



10 December 2017

SUBMISSION 220 – DECEMBER 2017

To: City Futures Glen Eira City Council

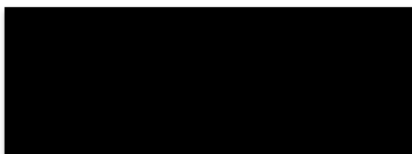
We ask that a review for a third and appropriate option be given. There isn't enough clarity to be able to agree on either of the options. I would like to express concerns and object to the Elsternwick Urban Nepean Renewal 8-12 storeys:

- Over populated urbanisation is not in the Elsternwick Character that we pride ourselves with. To create a community feel one needs to provide a balance between your long standing residents and your up coming residents, by creating appropriate dwellings which pays homage to Elsternwick's history and character.
- Consideration for a 4-5 storey max is more appealing and less invasive on the streetscape and heritage feel.
- Perhaps reconsider in diverting your interests of growth on Glenhuntly road were appropriate infrastructure and demands are there to service that quantity.
- Traffic is still not addressed appropriately on the urban renewal area, which creates uncertainty if City Futures can combat this effectively.
- Privacy and overshadowing is a vital key in this proposal and yet it is fleetingly addressed in your guidelines.

Clearly this proposal lacks confidence in its execution and outcomes. My residency over 40years will not be jeopardize by poor planning and consultation to suit money driven developers.

Please respect our future by strengthening our community by appropriate height development.

Yours sincerely



ALEXANDER AVENUE
ELSTERNWICK

SUBMISSION 221 – DECEMBER 2017

To: City Futures Glen Eira City Council

We ask that a review for a third and appropriate option be given. There isn't enough clarity to be able to agree on either of the options. I would like to express concerns and object to the Elsternwick Urban Nepean Renewal 8-12 storeys:

- Over populated urbanisation is not in the Elsternwick Character that we pride ourselves with. To create a community feel one needs to provide a balance between your long standing residents and your up coming residents, by creating appropriate dwellings which pays homage to Elsternwick's history and character.
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- Privacy and overshadowing is a vital key in this proposal and yet it is fleetingly addressed in your guidelines.

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Please respect our future by strengthening our community by appropriate height development.

Yours sincerely



Alexandra Clenue
Elsternwick

SUBMISSION 222 – 11 DECEMBER 2017

From: [REDACTED]
Sent: Monday, 11 December 2017 11:18 PM
To: Glen Eira City Futures
Cc: [REDACTED]
Subject: Elsternwick high rise development

To the City Futures Department,

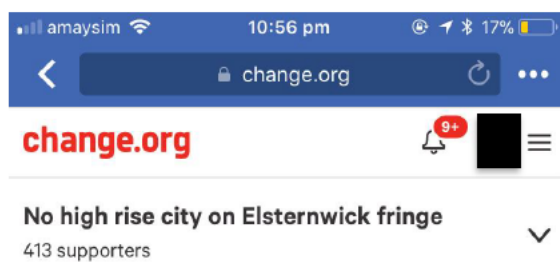
As of today 413 people have signed the petition against high rise tower blocks in Elsternwick at a height of 8-12 stories.

Anger in Elsternwick and Gardenvale is growing stronger every day as neighbours learn of these invasive and unreasonable plans. We expect our concerns to be heard.

[REDACTED]

Resident of Denver Crescent Elsternwick

https://www.change.org/p/glen-eira-council-no-high-rise-city-on-elsternwick-fringe-0de8588f-3ba6-4088-a9a1-78e2a2a0abb4/c?source_location=petition_show

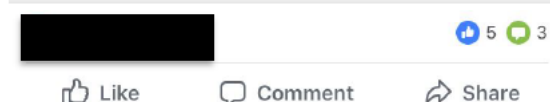


Petitioning Glen Eira Council Mayor Tony Athanasopoulos

**No high rise city on
Elsternwick fringe**

**NO HIGHRISE
CITY IN**

Share this petition



Sent from my iPhone

SUBMISSION 223 – 12 DECEMBER 2017

From: [REDACTED]
Date: 12 December 2017 at 2:55:47 am AEDT
To: mdelahunty01@gmail.com
Subject: Proposed Urban Development Zone - Elsternwick

Dear Mary,

As a resident that will be impacted on the proposed Urban Development Zone in between the Highway and Railway line I wish to submit my following concerns:

I have written to council - city futures asking many questions and have never received any direct responses to my questions except for generic responses that do not make details any clearer. I appreciate that town planning cannot fully tackle the questions to the fullest details, but every time we have written and been in contact whether at the general meeting or in person, we are not getting enough information to make informative decisions, or decide options whether that be the options 1 or 2 or any proposed alternative. No wonder the immediate neighbourhood and surrounding areas are up in arms! It was hard enough that majority of the neighbours were unaware of the proposed changes earlier and If the council was more transparent (particularly to those like me and my family) who live close by to the development proposals then we could have had a better understanding. This whole feedback phase is a farce and its clear that council has made its mind up to put development in one area, albeit to the concerns of those living close by and at the cost of many long term residents who have given so much to this community. This is a tight community that is very supportive of one another.

I think GE Council and councillors have underestimated the value this west side community has and how important we are to the overall Elsternwick framework..

I urge you to assist your electorate and help support the residents to avoid feeling stressed and unsure, as I do currently!

Your thoughts are greatly appreciated.
Regards

[REDACTED]

SUBMISSION 224 – 20 DECEMBER 2017

From: [REDACTED]
Sent: Wednesday, 20 December 2017 3:03 PM
To: Glen Eira City Council
Subject: RE: Elsternwick Structure Plan

Councils City Futures Department,

I left a note on the online forum, but thought I'd echo it via email as well.

I'm a resident in Ross Street [REDACTED] First of all I'm supportive of the infrastructure investment in the suburb, I think that it can only be positive for our community - but there is a careful balance to keep the Elsternwick charm that we've grown to love.

I have previously raised concerns of the urban renewal proposal and its impact on the Character housing in Ross Street. I've since read the Structure Plan (particularly the urban renewal and its impact to my property), and see that there are two options for the street, one with a 4 storey limit (Option 1), another with an 8-12 storey limit (Option 2). **If these are the only two options, and the Structure Plan gets approval then my preference would be Option 2 (8-12 storey).**

I think that regardless of whether it is 4 or 12 storeys; the street (and immediate area) will be changed significantly, so we may as well proceed with 12 storeys then at least the owners can sell with a better land value. Even if the current Ross Street housing remained, if there are 12 storey blocks built around it then the effect of natural light, privacy and increased traffic would make me want to relocate anyway. In summary, if these really end up being our only two options then I am supportive of 8-12 storeys.

I see you've been getting a lot of negative feedback, so thought it would be refreshing for you to receive something a little more positive!

Regards,

[REDACTED]

[REDACTED]

SUBMISSION 225 – 21 DECEMBER 2017

From: [REDACTED]
Sent: Thursday, 21 December 2017 1:05 PM
To: Glen Eira City Futures
Subject: Re: Elsternwick draft structure plan feedback

Hi Melodie,

I would also like to voice my concern on another point that has just come to light.

The draft structure plan states that Selwyn Street is to become a Jewish Cultural Centre. This excludes the majority of the community. If it is to be a 'cultural area' it should instead celebrate and include all the different cultures of the community, not just one very small section.

Thanks, [REDACTED]

SUBMISSION 226 – 10 DECEMBER 2017

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

From: [REDACTED]

Sent: Sunday, 10 December 2017 9:0. PM

To: Glen Eira City Futures

Cc: [REDACTED]

Subject: Feedback on Elsternwick draft structure plan for [REDACTED]

Please find attached feedback on the Elsternwick Draft Structure Plan from [REDACTED]

■ St James Parade
ELSTERNWICK VIC 3185

9 December 2017

Glen Eira City Council

Feedback on Elsternwick Draft Structure Plan

I have read the Elsternwick Draft Structure Plan and find both options for the urban renewal area unacceptable. Both plans offer high rise buildings behind my property. I was particularly disappointed that at the 4 December consultation meeting the council employee refused to produce a third option which reflected the views of the community living near the urban renewal area.

An elected council should take into account the views of the community and advocate on behalf of the community. This consultation process has not included me or my neighbours until a point where we had **no input into the options**.

The council employee at the meeting suggested that the twelve level buildings would assist with housing for families if people downsized to those buildings. I have absolutely no desire to live in a 12 level building and believe most of my neighbours share the same view. If this is the purpose of the development, it should be targeted at providing what is demanded.

The 12 level buildings would overlook my property, reduce my quality of life and create noise seven days a week. The current car yards do not generate much noise in evenings or weekends.

The development would worsen the traffic in St James Parade. For residents of the proposed towers to get to Elsternwick, they would have the choice of going up St James Parade or doing a U turn in an 8 lane highway. Our quiet suburban street would become a thoroughfare. It was never designed to carry this volume of traffic and would pose dangers to residents as well as noise and air pollution. I would find it much harder to get my car out the driveway into the street to go anywhere.

The heritage value of Glenhuntly Road has already been lost with existing buildings, current and proposed developments. To sacrifice the interests of the residents of St James Parade and surrounding areas to protect something which has already been lost does not make sense.

I reiterate that I believe Council should reject both options for the urban renewal site. Neither option takes into account the views of surrounding residents. If Council considers a structure plan for Elsternwick to be desirable, it should re-start the process from the beginning, including all impacted residents of Elsternwick so options presented can take into account the view of the broader Elsternwick community.

■

SUBMISSION 227 – 10 DECEMBER 2017

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

Sent: Friday, 26 January 2018 12:28 PM

To: Glen Eira City Council

Subject: Make a complaint Submitted

Name:

Address:

Email:

Telephone business
hours:

Please provide any
request or enquiry
numbers you have been
given from Council in
relation to this matter:

Type of complaint?

Complaint topic:

I last emailed the Glen Eira council on 16 Jan. I have heard no response

Quality of action

Other

Details of complaint:
(limit to 1,000
characters)

I have contacted the Glen Eira city council by your website, phone and email and have heard no significant response to the following In regards to the rezoning of Elsternwick by Alexandra Ave: already suffers from a lack of open space per person. It is a wasted and shameful choice to build up to 12-storey apartments in an quiet and friendly area currently housing families in a Neighbourhood Residential Zone. This will no doubt ruin the 'village feel' of our beautiful neighbourhood, and our affected street are worried that they will lose their cherished lifestyles. My partner and I have only moved into Elsternwick this month and chose this suburb because of it's tranquil and neighbourly atmosphere. These 12-storey apartments will look over my new garden, as well as my lovely new neighbours'. The construction time would cause disarray in our quiet, one-way streets and the broader area. There is no foresight in increasing the number of residents in an already overcrowded Glen

SUBMISSION 228 – 10 JANUARY 2018

From: Melodie Silva

Sent: Wednesday, 10 January 2018 12:54 PM



Feedback from St James Parade resident:

- Property backs on to the railway lines
- Heritage area – developing car yards is not appropriate to the amenity of the area
- A low rise residential area
- Concerned about noise and traffic congestion on St James Parade, Elster Ave – there is already school traffic in the area
- Concern about aesthetic of high rise backing onto backyard
- Concern about overshadowing
- Resident is developing a 'peace' garden for people with disabilities, elderly, students, isolated people and people with mental illness that will be affected by the noise and overshadowing of high rise
- Car yards should be developed into open space

SUBMISSION 229 – 19 DECEMBER 2017

From: [REDACTED]
Sent: Tuesday, 19 December 2017 12:55 PM
To: Glen Eira City Council
Cc: [REDACTED]
Subject: GE/PP = 30917 - 233 -247 Glenhuntly Road Elsternwick

Dear Cr Tony Athanasopoulos,

Please find attached correspondence for the above mentioned proposed development for your perusal and records.

Kind regards

[REDACTED]
<Letter Re Elsternwick Structure.pdf>

18th December 2017

Dear Councillors,

I refer to the draft Elsternwick Structure Plan which has been the subject of recent community consultation and I note that I attended the recent community consultation evening.

From my perspective the built form that is contemplated in this draft document is completely at odds with the Elsternwick Village and would result in the village being totally consumed by new development.

The scale and mass of buildings contemplated by the draft Structure Plan is at odds with the built form that exists in Elsternwick and would inform a fundamental and negative shift in the liveability and amenity of an activity centre that presently functions efficiently and provides a fantastic place to live and work.

The community responded to the proposal of up to 12 storeys in the so called Urban Renewal Area saying that the height was far too high especially in side streets and abutting single storey and double storey houses. Currently there is not even a building of 12 storeys in the commercial area of Elsternwick where taller buildings are accepted. You would end up with larger buildings in existing residential areas than the Elsternwick commercial area.

If you happened to attend the community consultation meeting on the 4th December 2017 you would have witnessed the very clear and well-articulated concerns of the residents of Elsternwick and the broader community. The concerns raised are a clear and direct response to the misconceived directions that have informed the structure planning work that has been undertaken.

I urge you to carefully consider each submission that has been made to the draft structure plan and that you each take the time to visit the village with a copy of the document and envisage the sheer scale of built form that is contemplated. You will, I am sure, question the logic of the approach that is outlined in the document.

The draft plan needs to be abandoned and the principles of proper town planning and urban design need to be revisited to prepare an outline brief that will inform a more contextual and responsive planning document to inform the future development of the Elsternwick Village.

Please contact me or [REDACTED] to discuss these matters and our concerns regarding the directions intended for Elsternwick.

Yours sincerely,

[REDACTED]

SUBMISSION 230 – 5 JANUARY 2018

From: [REDACTED]
Sent: Friday, 5 January 2018 2:23 PM
To: Glen Eira City Futures
Subject: Elsternwick Structure Plan

Dear City Future Department,

My wife and I were away from home for the entire month of November and for the first week of December so I could not attend any of Community Forums.

Unfortunately, I may have left my comments too late but I was prompted by the sketch of the proposed new plaza along Glen Huntly Road (over the railway, north side of Glen Huntly Road, west side of Gordon Street).

When the Carnegie tram stops at Elsternwick station, the driver often waits for passengers to cross the road from the station. As a result, the motor traffic is forced to wait. If part of the proposed plaza is ceded to the roadway, a safety zone or a super stop, then motor traffic can safely pass the stationary tram.

This is the last opportunity for cars to overtake trams until they have crossed Bambra Road.

The widening of the roadway can be kept to a minimum if the new tram stop is constructed between the up and down tracks and would-be tram passengers will not be able to run across the road to the tram.

I hope that this suggestion is of use to you,

Yours truly,

[REDACTED]
Newlyn Street,
Caulfield VIC 3162

SUBMISSION 231 – 21 DECEMBER 2017

From: [REDACTED]
Sent: Thursday, 21 December 2017 1:05 PM
To: Glen Eira City Futures
Subject: Re: Elsternwick draft structure plan feedback

Hi Melodie,

I would also like to voice my concern on another point that has just come to light.

The draft structure plan states that Selwyn Street is to become a Jewish Cultural Centre. This excludes the majority of the community. If it is to be a 'cultural area' it should instead celebrate and include all the different cultures of the community, not just one very small section.

Thanks, [REDACTED]

SUBMISSION 232 – 19 DECEMBER 2017

From: [REDACTED]

Sent: Thursday, 18 January 2018 11:14 AM

To: Melodie Silva

Subject: Re: Feedback from Helen Harper

Thank you for your email regarding my objections to the current proposed plan to develop the car yard area in Nepean Highway.

This letter is to be added to my previous feedback.

I should just like to add that St James Parade and surroundings being a heritage listed area, while our residents are not allowed to even add a car port to our existing houses in case we spoil the heritage amenity. And this have no protection for our cars, yet Council proposes to redevelop the car yards which back onto our properties with high rise buildings. It is not in keeping with the area, which before the car yards were built were low rise houses with gardens and trees, some areas had pine trees and horses. High rise buildings are NOT APPROPRIATE.

I returned to Elsternwick to my present address at [REDACTED] St James Parade to have peace and quiet which I could not obtain where I was in Richmond. And I am currently developing a "Garden of Peace" for people with disabilities in my back garden..a plan which being on my own land is going to be totally ruined by the plan of high rise buildings which the council proposes. A plan which includes in input of local school and neighborhood children in particular.

The peace and quiet of the neighborhood will be totally disrupted by the addition of who knows how many more cars in the area of St James Parade and surrounding streets. There is a constant traffic jams mornings and late afternoons as parents in 4 wheel drives come to take and pick up their children from school.

I have lived in this house at [REDACTED] St James for over [REDACTED] years and require peace and quiet in my own home in my old age.

I suggest that the council turn the whole area in parkland where people can walk , can walk their dogs and play with their children.

Failing that what is wrong with single storey houses such as are in the whole area.

Yours sincerely,

[REDACTED] St James Parade Elsternwick 3185

and

[REDACTED] Elster Ave Gardenvale 3185

SUBMISSION 233 – 15 JANUARY 2018

From: [REDACTED]

Sent: Monday, 15 January 2018 4:05 PM

To: Cr. Mary Delahunty; Cr. Joel Silver; Cr. Daniel Sztrajt; Cr. Margaret Esakoff; Cr. Clare Davey; Cr. Tony Athanasopoulos; Cr. Jamie Hyams; Cr. Jim Magee; Cr. Nina Taylor

Subject: Rezoning of Council Areas - Nepean Highway, Elsternwick

Good afternoon all,

I am writing to express my views over your proposed rezoning/redevelopment of the council areas near/on the Nepean Highway in Elsternwick. As a resident of this area, I am deeply opposed to your proposition to build 500 residential units, and buildings higher than 3-4 stories, along the Nepean Highway. Even with the addition of footpaths, bike paths, etc, development of this size with such a large, sudden influx of additional residents will overwhelm and cause traffic nightmares in an already busy area; given that both Oak and Elm Streets feed into a one way frontage road that leads away from the CBD, people exiting this proposed development will have to turn left out of the development (away from the city) and either snake through the surrounding residential streets to wind their way around towards the city OR have to execute U-turns in peak hour traffic in the middle of Nepean Highway....dangerous options, either way! And if you are further proposing to add another set of traffic lights and intersection on Nepean Highway to allow residents to enter the highway... more traffic nightmares, during both the building of said intersection and it's eventual use!!!

If you were proposing to build a tasteful, well-maintained low rise (3-4 stories max) retirement community I would say go for it! Minimum impact on the surrounding amenities, roads, public transport, etc. But not high rise "dog boxes", that will overlook the existing lovely properties in this area and decrease their amenity and value; imagine how awful it will look when there are 8 international students living (illegally) in each two bedroom apartment in your 8, 10, 12 story blocks, using the balconies as storage space...not to mention the strain on existing local amenities...the next thing you will be proposing to build will be more supermarkets, petrol stations, takeaway restaurants, shops, etc etc to service all of these additional people and in the not too distant future it will end up looking like the St Kilda area stretch of Nepean Highway....AWFUL!!!! One of the nicest things about Elsternwick is feeling like we are living in the suburbs, yet we are only 10 minutes from the city; it feels this way because it is green, and quiet, and has lovely homes with gardens; there are plenty of high rise apartments in the CBD area (the Melbourne City council has made sure of that!!), **let people who want high rise, urban living occupy apartments in the city and leave our suburb as the beautiful suburban area that it is.**

Please don't let greed drive your decisions in all matters; it isn't always about money!!!

Regards,
[REDACTED]

SUBMISSION 234 – 20 JANUARY 2018

From: [REDACTED]
Sent: Saturday, 20 January 2018 6:58 PM
To: Cr. Jamie Hyams
Subject: Re: Rezoning of Council Areas - Nepean Highway, Elsternwick

Hi Jamie,

Okay, developers' greed then...although I'm sure there is money for the council in there somewhere, in rezoning that land. And I'm quite sure that if anyone in the "state government" lived in our neighbourhood in the quiet streets that will be affected, they would be voting to cater for that population growth somewhere else. Let's face it, council's argument that there is not enough housing to accommodate families (too few houses, too many small apartments) in our area doesn't wash..."families" aren't going to want to live in tiny apartments in high rise blocks that are wedged between a busy (at all hours!) highway and train lines!! And as much as you suggest that you want Elsternwick to be it's own stand-alone city, where people both live AND work in the same suburb, it isn't going to happen!!! They will continue to get in their cars and drive a half hour to an hour to their place of work on the other side of the city somewhere, creating added congestion to our roads. The only people who may move into these blocks who may actually commute within the area on public transport are international students; do you really think families will want to live in student housing slums? Plus there are plenty of apartments that have gone up in the Glenhuntly/Caulfield/Malvern East/Chadstone areas to accommodate that demographic...our whole city does not need to look like Beijing!

According to the proposal, you are considering extending Oak and Elm over the rail line into Riddell Parade....what about the existing properties in that area? How much is that going to devalue them? How many will be torn down to accommodate these roads? What about the heritage listed properties? And why would you be adding two busy roads to feed into your proposed cycling corridor?

SUBMISSION 235 – 27 JANUARY 2018

Hi Melodie

I wanted to mention that I saw the Cato street, Prahran carpark development, where they are apparently adding an underground multi level carpark with a creating a green space/park on ground level. I'm aware of a multi level carpark possibly going into the Orrong rd car park behind the Glenhuntly shopping strip so I thought the Cato st style development would be a great alternative or option for City Futures if you could put that forward during this planning phase, as it would add space plus improve the aesthetics of a proposed above ground multi level carpark.

Thanks

SUBMISSION 236 – 1 FEBRUARY 2018

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

From: [REDACTED]
Sent: Thursday, 1 February 2018 7:15 AM
To: Glen Eira City Council
Subject: Feedback - elsternwick draft plans

Hi,

I wanted to have my say on the draft plans for elsternwick.

I moved to the area in December and haven't received any notification of the high density developments proposed along Nepean road but was made aware by flyers posted on neighbourhood fences.

I feel that 8-12 storey towers along Nepean is excessive and damaging to the neighbourhood character. The height should be contained to around 4-5 storeys.

I live not far away and feel that these towers are not in keeping with the area and do not provide any community benefit and will only send lots of traffic along very narrow side streets through elsternwick which would impact us and create more safety concerns and spare a thought for the various schools nearby and children having to dodge more traffic crossing the street.

Please reconsider the height restrictions along here and ensure that you are representing the residents' views adequately and not those of developers.

Thank you.

Regards,
[REDACTED]

SUBMISSION 237 – 25 JANUARY 2018

From: [REDACTED]

Sent: Thursday, 25 January 2018 4:40 PM

To: Cr. Tony Athanasopoulos; Cr. Jamie Hyams; Executive and Councillor Support; Cr. Nina Taylor; Cr. Joel Silver; Cr. Daniel Sztrajt

Subject: Re: Elsternwick Draft Concept Plans

Dear Councillors and Your Worship,

Thank you for your email of the 22nd of December.

I was prompted to write to you after recently reading the Elsternwick Forum listing on the 'Have Your Say' part of the Glen Eira website. A person, 'Hoppine' wrote *'personally this whole idea Elsternwick is a village is a fantasy. I have been in my street for over 20 years and most wont even acknowledge your existence'*.

I have been pondering this statement over the past days, initially I was shocked by it - and asking myself why do the Elsternwick Structure plans Option 1 & 2 matter so much to both me and my neighbours? Why am I moved to engage so strongly with my Council over this issue? After all, as some people have said to me, 'just move out and get on with life'.

Hoppine's comment actually hit a nerve and made me think deeply to clarify what is actually important.

What has become crystal clear to me over the past weeks is that the area between the Railway and the Nepean Highway is special as we do know each other well. If threatened with overshadowing or the lure of a good price due to developers need for larger than single home footprint, then we, as residents, lose our friendship base.

Hoppine's comment does not apply to this area of Elsternwick.

I spent the first week in January painting my front picket fence, I met and chatted with passers-by. One person said, 'You cannot buy community like this' and that is the way many of us feel. Please convey this sentiment to the other Councillors when you have the opportunity.

Recently, there have been many articles in the press on urban village and community, the relationship between urban density, quality living and mental health. A sample of this discussion is included here, *'Well we want it big enough to benefit from economies of scale but we also want it small enough to ensure that residents have an effective 'say' in the organisation of their social relationships. We propose a number of between 100 – 200 people, which is about the size of a small village'*. My surrounds, here in the West of Elsternwick qualify to fulfill this concept. The most recent 2 families who bought into our area both said they did so on the recommendation of the livability and friendliness of the area - interestingly, both moved from other areas from within Glen Eira.

I was surprised (astonished actually) at the quantity of people who attended the Elsternwick Community Forum on December the 4th, many, perhaps a third I knew by name, and half by sight and greeting, options 1 & 2 have definitely ignited resident sentiment on this issue. Many discussions over the past weeks, have centered on why increased density is not focused on the Glenhuntly Road retail strip.

On a related matter, I and others wish to review the community feedback that was submitted before the December 11th deadline. Please advise me when this is available for examination.

Please ignore and delete the incomplete earlier email that I accidentally sent prematurely.

Sincerely
[REDACTED]

SUBMISSION 238 – 4 FEBRUARY 2018

04 Feb 18 21:21

p.1

3185 Elsternwick

Rebecca McKenzie
CEO Glen Eira Council
PO Box 42

3162 Caulfield South

4th January 2018

- per fax -

Future Plans for Elsternwick / Disregard for residents and their wished

Ms McKenzie,

Regarding your letter of the 13th of November 2017, I'd like to share a few important points.

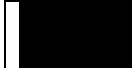
1. While population growth is occurring across Melbourne, it is debateable how we should support it, if at all. There has been no independent data released that quantifies what our contribution should be and over what timeframe. I should point out that Glen Eira has the least per capita open space in Melbourne and if the state government wants growth then they should look to the struggling country areas for opportunities.
2. Unrestrained Population growth is unethical and can have catastrophic effects on our way of life. Any plans should be sustainable and go beyond just the basic planning regulations, which based on recent history (Bethlehem Private Hospital Re-development) are in dire need of review.
3. Protecting Elsternwick and its character should be your main priority. Placing 12 Storey high residential blocks and some 2000 residents in front of our noses is not a sign of preserving the character of our neighbourhood.

Best regards


3185 Elsternwick

FACEBOOK SUBMISSIONS


SUBMISSION 1 - 15 NOVEMBER 2017

	I love how those drawings have all these trees around highrises, the reality is NEVER the same as the 'fantasy'.	15 November
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SUBMISSION 2 - 2 DECEMBER 2017

	More car parking ,you are all talk glen eira!	2 December
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SUBMISSION 3 - 3 DECEMBER 2017

	Where is the artists impression of the 12 storey high rises next to the 1 storey family homes??? Rezoning a large area for 12 storey high rises in and next to residential streets does not equal 'village feel'.	3 December
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SUBMISSION 4 - DECEMBER

	Limit apartment developments to 4 levels!	
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SURVEYS

SURVEY I

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

Protect heritage areas: Somewhat

Urban renewal area is excessive and 12 storeys is too high: Not at all

Create more green spaces: Not well

Improve Elsternwick library: Not well

More parking is needed: Not well

More outdoor areas are needed for people to meet: Well

Elsternwick needs vibrant community spaces and places: Not well

Improve walkability: Not well

Improve cycling amenity: Well

More night-time activity is needed with safe places for people: Not at all

Please provide any comments about the proposed actions.

1. Protecting heritage most important
2. 12 storeys far too high. 4 storeys limit needed. Overshadowing a big issue.
3. Green spaces – we have 3 lovely parks close to Glenhuntly Rd. Perhaps need one new space.
4. Library is fine where it is. Has just been upgraded!
5. Much more parking needed – but not a multi storey in Stanley St. No one likes those at night.
10. We don't need more night time activity or increased dining. We have so many lovely cafes/restaurants but its hard to park.

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

Please provide any comments about option one

Not perfect but better than other option. Listen to the residents in Oak and Alexandra Avenues and McCombie St.

Please provide any comments about option two

Don't like it!

Please list any further information you would like included in your submission.

Very unhappy with development around our shopping strip. This is a village and our roads are narrow, how will they cope with hundreds of new residents and more cars. Congested now!

Please list your suburb

ELSTERNWICK

Please list your street name

LISCARD ST

SURVEY 2

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

Protect heritage areas: Not at all (no protection for heritage/character houses near urban renewal)

Urban renewal area is excessive and 12 storeys is too high: Not at all (you have not reduced this)

Create more green spaces: Not at all (Holden have told me no intention of giving up this land)

Improve Elsternwick library: Somewhat

More parking is needed: Somewhat

More outdoor areas are needed for people to meet: Somewhat

Elsternwick needs vibrant community spaces and places: Somewhat

Improve walkability: Not well

Improve cycling amenity: Not well

More night-time activity is needed with safe places for people: Somewhat

Please provide any comments about the proposed actions.

There has been little to no community engagement with residents and investors in the area earmarked as urban development. Our community is outraged – neither option addresses issues around overshadowing, privacy, traffic, parking.

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

Please provide any comments about option one

Excessive and unnecessary heights. No high rise City in Elsternwick! Will destroy village feel and our suburb.

Please provide any comments about option two

Excessive and unnecessary heights. No highrise city in Elsternwick. Will destroy village feel and our suburb.

Please list any further information you would like included in your submission.

Scrap urban development zone proposal and start again – this time consult with impacted residents

Please list your suburb

ELSTERNWICK

Please list your street name

OAK AVE

SURVEY 3

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

Protect heritage areas: Somewhat

Urban renewal area is excessive and 12 storeys is too high: Not well

Create more green spaces: Somewhat

Improve Elsternwick library: Somewhat (I would keep the library)

More parking is needed: Well

More outdoor areas are needed for people to meet: Well

Elsternwick needs vibrant community spaces and places: Well

Improve walkability: Well

Improve cycling amenity: Well

More night-time activity is needed with safe places for people: Well

Please provide any comments about the proposed actions.

I think that protection of heritage is VIP. I live in [REDACTED] where there is an intact group of 8 victorian (1895) homes. The development [REDACTED] on the existing (library) car park can augment this marvelous piece of intact history, but it could be damaging. I wish to urge Council to protect the heritage of [REDACTED] in particular the streetscape of [REDACTED] [REDACTED]

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

Option one

Please provide any comments about option one

Please provide any comments about option two

Please list any further information you would like included in your submission.

We don't want the pretty village of Elsternwick to become overdeveloped, like option 2. It is too much. I heard what was said about 4 storey – is 6 storey achievable as a mandatory height? Is 8 storey achievable? If you say 12, every developer will seek 12 storey.

Please list your suburb

ELSTERNWICK

Please list your street name

STANILAND GROVE

SURVEY 4

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

Protect heritage areas: Not well

Urban renewal area is excessive and 12 storeys is too high: Not well

Create more green spaces:

Improve Elsternwick library:

More parking is needed:

More outdoor areas are needed for people to meet:

Elsternwick needs vibrant community spaces and places:

Improve walkability

Improve cycling amenity:

More night-time activity is needed with safe places for people:

Please provide any comments about the proposed actions.

Height restrictions in Elsternwick Village. Green space – all very well, but parking throughout the strip, should be a better option.

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

Please provide any comments about option one

Please provide any comments about option two

Please list any further information you would like included in your submission.

Please list your suburb

ELSTERNWICK

Please list your street name

N/A

SURVEY 5

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

Protect heritage areas: Well
Urban renewal area is excessive and 12 storeys is too high: Not well
Create more green spaces: Somewhat
Improve Elsternwick library: Not Well
More parking is needed: Somewhat
More outdoor areas are needed for people to meet: Well
Elsternwick needs vibrant community spaces and places: Mot well
Improve walkability: Well
Improve cycling amenity: Well
More night-time activity is needed with safe places for people: Well

Please provide any comments about the proposed actions.

Traffic management.
Library is poorly explained – improved? Connection to cultural centre?
With increased number of people living in area there is little incorporated in the plan focussing on livability/environment.
Community focus is NB
Building height limits far too high!!
Traffic management in Glenhuntly Rd/Orrong Rd/Elster junction side streets now used as rat run exacerbated by 6 schools within 1 km of shopping centre
.....

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

Option one

Please provide any comments about option one

Preferred with lower heights!!

Please provide any comments about option two

No

Please list any further information you would like included in your submission.

Traffic management in Glenhuntly Rd and side streets

Please list your suburb

ELSTERNWICK

Please list your street name

SEYMOUR RD

SURVEY 6

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

Protect heritage areas: Not well

Urban renewal area is excessive and 12 storeys is too high: Somewhat

Create more green spaces: Not at all

Improve Elsternwick library: Not at all

More parking is needed: Very well

More outdoor areas are needed for people to meet: Not at all

Elsternwick needs vibrant community spaces and places: Not at all

Improve walkability: Somewhat

Improve cycling amenity: Not at all

More night-time activity is needed with safe places for people: Not well

Please provide any comments about the proposed actions.

We need more car spaces. Do not decrease at all only increase as Centre Rd Bentleigh.

Why only extend Stanlet St and Orrong Rd car park, why not behind chemist warehouse?

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

Please provide any comments about option one

Please provide any comments about option two

Please list any further information you would like included in your submission.

We do not need more green spaces. We need more parking for the strip to grow.

Please list your suburb

ELSTERNWICK

Please list your street name

GLENHUNTLY RD

SURVEY 7

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

Protect heritage areas: Somewhat

Urban renewal area is excessive and 12 storeys is too high: Not well

Create more green spaces: Somewhat

Improve Elsternwick library: Not well

More parking is needed: Not well

More outdoor areas are needed for people to meet: Somewhat

Elsternwick needs vibrant community spaces and places: Not well

Improve walkability: Somewhat

Improve cycling amenity: Somewhat

More night-time activity is needed with safe places for people: Somewhat

Please provide any comments about the proposed actions.

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

Please provide any comments about option one

Please provide any comments about option two

Please list any further information you would like included in your submission.

Please list your suburb

ELSTERNWICK

Please list your street name

NEAR PARK STREET

SURVEY 8

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

Protect heritage areas: Somewhat (except urban areas where heritage counts for nothing)

Urban renewal area is excessive and 12 storeys is too high: Not at all

Create more green spaces: Well

Improve Elsternwick library:

More parking is needed:

More outdoor areas are needed for people to meet:

Elsternwick needs vibrant community spaces and places:

Improve walkability

Improve cycling amenity:

More night-time activity is needed with safe places for people:

Please provide any comments about the proposed actions.

Re questions 4-10: All nice ideas but I am loath to support them because last time I did this was taken as implicit support for the trade off. Concern that all the negative developments on some poor residents streets

Nice to protect heritage areas, but some areas are increasingly protected while other areas are sacrificed and their heritage value is completely destroyed. Avoiding creating height and traffic on some streets has only been achieved by other, seemingly 'disposable' streets being completely given up to excessively urbanized development.

The urban renewal options are intended, apparently, to avoid excessive traffic in residential streets. But if this is only made possible by re-classifying some streets as not-residential, then it doesn't achieve much.

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

Please provide any comments about option one

I prefer 'option three' – if population increase is so inevitable and so beneficial, then let everyone share in it – spread a reasonable (3-4) level development up the length of Glenhuntly Rd and concentrate it in the south of Caulfield – Hawthorn Rd intersection.

Please provide any comments about option two

Please list any further information you would like included in your submission.

Cultural precinct, open space, walkability, tree lined streets – all these things are admirable. Unfortunately for those of us in the urban renewal zone, who are being in effect ejected from Elsternwick, we are being sacrificed in order to obtain these improvements for the rest of Elsternwick. Lucky them – I'm sure they'll enjoy it.

Please list your suburb

ELSTERNWICK

Please list your street name

ALEXANDRA AVE

SURVEY 9

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

Protect heritage areas:

Urban renewal area is excessive and 12 storeys is too high: Not at all

Create more green spaces:

Improve Elsternwick library:

More parking is needed:

More outdoor areas are needed for people to meet:

Elsternwick needs vibrant community spaces and places:

Improve walkability

Improve cycling amenity:

More night-time activity is needed with safe places for people:

Please provide any comments about the proposed actions.

Council should propose a limit of only four storeys.

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

Please provide any comments about option one

Please provide any comments about option two

Please list any further information you would like included in your submission.

Please list your suburb

ELSTERNWICK

Please list your street name

ALEXANDRA AVE

SURVEY 10

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

Protect heritage areas: Somewhat
Urban renewal area is excessive and 12 storeys is too high: Not at all
Create more green spaces: Not at all
Improve Elsternwick library: Well
More parking is needed: Well
More outdoor areas are needed for people to meet: Very well
Elsternwick needs vibrant community spaces and places: Very well
Improve walkability: Well
Improve cycling amenity: Somewhat
More night-time activity is needed with safe places for people: Well

Please provide any comments about the proposed actions.

Green spaces – Oak/Elm park is only advocated, not guaranteed. Worthless wish.

Protected heritage areas – the existing zoning keeps development in one central area and shopfronts could be maintained. What defines heritage areas, poor definition which ignores the urban renewal houses.

Urban renewal area – unless other options that are more amenable would rather keep existing zoning. The 2 options are only variations on one theme and will create a ghetto in the urban renewal area due to lack of community facilities.

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

Please provide any comments about option one

Option 1 and option 2 are essentially the same. Would rather keep existing zoning with the developments of 3-10 included.

Please provide any comments about option two

Option 1 and option 2 are essentially the same. Would rather keep existing zoning with developments of 3-10 included. Please rename – renewal is offensive.

Please list any further information you would like included in your submission.

The urban renewal area is vast with maybe 1 park if car yards can be persuaded (so it will not happen). This is greater by 50% than the Elsternwick precinct with no community facilities and massively more residents. This is leading to the creation of a ghetto and economically depressed area. The commercial developments are unlikely to create much additional jobs.

Please list your suburb

ELSTERNWICK

Please list your street name

ALEXANDRA AVE

SURVEY II

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

Protect heritage areas:

Urban renewal area is excessive and 12 storeys is too high:

Create more green spaces:

Improve Elsternwick library:

More parking is needed:

More outdoor areas are needed for people to meet:

Elsternwick needs vibrant community spaces and places:

Improve walkability

Improve cycling amenity:

More night-time activity is needed with safe places for people:

Please provide any comments about the proposed actions.

Request for one-on-one

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

Please provide any comments about option one

Please provide any comments about option two

Please list any further information you would like included in your submission.

Please list your suburb

ELSTERNWICK

Please list your street name

SURVEY 12

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

Protect heritage areas: Well (facades)

Urban renewal area is excessive and 12 storeys is too high: Very well (Elsternwick too intense. Not in mainstreet if at cost to local businesses Oak & Elm)

Create more green spaces:

Improve Elsternwick library: Inclusion in Woolworth site makes one ask questions

More parking is needed: Definitely – opportunities lost

More outdoor areas are needed for people to meet: Take into account trades and senior citizens access and parking

Elsternwick needs vibrant community spaces and places: Yes cost to traders

Improve walkability: 50% population is over 50 years

Improve cycling amenity: Our Glenhuntly road classes for senior citizens

More night-time activity is needed with safe places for people: Seniors don't go out at night

Please provide any comments about the proposed actions.

Council has little sentiment for Elsternwick. Buildings on Nepean Hwy. Plant a buffer along rail land and Jacarandas and Flame Trees now. By time developed it is a real buffer.

Why is Elsternwick different from Bentleigh?

Third option? Needed.

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

Please provide any comments about option one

Option 3

Please provide any comments about option two

Please list any further information you would like included in your submission.

Without parking cinema will close. You seem to have not taken into account 50% of our community are over 50 years. Cycling? Parking near cafes/shops, how far do you want them to walk.

Cultural area – needs a woolworths?

Please list your suburb

CAULFIELD SOUTH

Please list your street name

N/A

SURVEY 13

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

Protect heritage areas:

Urban renewal area is excessive and 12 storeys is too high:

Create more green spaces:

Improve Elsternwick library:

More parking is needed:

More outdoor areas are needed for people to meet:

Elsternwick needs vibrant community spaces and places:

Improve walkability

Improve cycling amenity:

More night-time activity is needed with safe places for people:

Please provide any comments about the proposed actions.

Need more options for urban renewal area. Too big at present. 8-12 far too big.

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

Please provide any comments about option one

Both options are too big. I have lived in Docklands and didn't like it which is why I moved to Elsternwick. Too big, too much shadow and green space doesn't work when grass cannot work.

Please provide any comments about option two

Both the same option really. 8-12 is too tall. 5-6 storeys should be maximum. That size would meet Glen Eira population requirements so why do 8-12 storeys?

Please list any further information you would like included in your submission.

Traffic, traffic, traffic going through St James Parade and other streets. Where is it going to go?
Answers please.

Please list your suburb

ELSTERNWICK

Please list your street name

SAINT JAMES PARADE

SURVEY 14

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

Protect heritage areas: Well

Urban renewal area is excessive and 12 storeys is too high: Well

Create more green spaces: Well

Improve Elsternwick library: Well

More parking is needed: Well

More outdoor areas are needed for people to meet: Well

Elsternwick needs vibrant community spaces and places: Well

Improve walkability: Well

Improve cycling amenity: Well

More night-time activity is needed with safe places for people: Well

Please provide any comments about the proposed actions.

Most people, me included are against high rise ie. >4-6 storeys. This seems to be overwhelming sentiment.

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

Please provide any comments about option one

Please provide any comments about option two

Please list any further information you would like included in your submission.

Please list your suburb

ELSTERNWICK

Please list your street name

N/A

SURVEY 15

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

Protect heritage areas: Not well

Urban renewal area is excessive and 12 storeys is too high: Not at all

Create more green spaces: Not well

Improve Elsternwick library: Somewhat

More parking is needed: Not well

More outdoor areas are needed for people to meet: Not well

Elsternwick needs vibrant community spaces and places: Not well

Improve walkability: Not well

Improve cycling amenity: Not well

More night-time activity is needed with safe places for people: Not well

Please provide any comments about the proposed actions.

I feel like we keep hearing Council saying that they hear us as a community and our concerns, however it does not feel as though any measures are actually being taken to protect the community.

High rises are not the answer!

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

Please provide any comments about option one

None of the 2 options offered to the community are options that will benefit the current community.

Please provide any comments about option two

Both are unacceptable

Please list any further information you would like included in your submission.

Please take more conservative approach. Hear the community when we ask for 3-4 storeys and no higher.

Please list your suburb

ELSTERNWICK

Please list your street name

HORNE ST

SURVEY 16

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

Protect heritage areas: Not well

Urban renewal area is excessive and 12 storeys is too high: Not at all

Create more green spaces: Not well

Improve Elsternwick library: Well

More parking is needed: Somewhat

More outdoor areas are needed for people to meet: Somewhat

Elsternwick needs vibrant community spaces and places: Somewhat

Improve walkability: Somewhat

Improve cycling amenity: Somewhat

More night-time activity is needed with safe places for people: Somewhat

Please provide any comments about the proposed actions.

These two options do not protect the community that are currently living in Elsternwick. Even more so for residents living between the railway and Nepean Highway. Please limit 3-4 storey in this particular area. The high rises will change the suburb forever and not in a positive way.

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

Please provide any comments about option one

Option 3: 3-4 storey building limitation.

Simply unacceptable.

Please provide any comments about option two

There is still an 8-12 storey building allowance and this does not preserve the heritage whatsoever. Our apartment on Horne St will suffer overshadowing and lack of privacy.

Please list any further information you would like included in your submission.

I think that after tonight and hearing the community, I believe that you need to consider a third option. Please listen to your community.

Please list your suburb

ELSTERNWICK

Please list your street name

HORNE ST

SURVEY 17

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

Protect heritage areas: Somewhat

Urban renewal area is excessive and 12 storeys is too high: Somewhat

Create more green spaces: Well

Improve Elsternwick library: Well

More parking is needed:

More outdoor areas are needed for people to meet: Very well

Elsternwick needs vibrant community spaces and places: Well

Improve walkability: Very well

Improve cycling amenity: Well

More night-time activity is needed with safe places for people: Well

Please provide any comments about the proposed actions.

Option one

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

Please provide any comments about option one

Excessive height of buildings along Nepean; option one is not acceptable for this reason!

Please provide any comments about option two

Ought to be ruled out!

Please list any further information you would like included in your submission.

Please list your suburb

ELSTERNWICK

Please list your street name

SURVEY 18

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

Protect heritage areas: Somewhat
Urban renewal area is excessive and 12 storeys is too high: Not well
Create more green spaces: Not well
Improve Elsternwick library: Somewhat
More parking is needed: Well
More outdoor areas are needed for people to meet: Somewhat
Elsternwick needs vibrant community spaces and places: Not well
Improve walkability: Somewhat
Improve cycling amenity: Somewhat
More night-time activity is needed with safe places for people: Not well

Please provide any comments about the proposed actions.

Have not addressed the issue of 12 storeys being too high. There should be a low rise option to preserve the village and community feel of Elsternwick and have a proper plan to manage traffic/transport flow.

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

Option one

Please provide any comments about option one

There should be another low rise option. Why 12 stories? What transport impact assessments have been done?

Please provide any comments about option two

Please list any further information you would like included in your submission.

1. Concerns over 12 storeys have been dismissed
2. Why are we so keen on changing Elsternwick – we are a village not a City. The council should seek to preserve this.

Please list your suburb

ELSTERNWICK

Please list your street name

ROSS ST

SURVEY 19

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

Protect heritage areas:

Urban renewal area is excessive and 12 storeys is too high:

Create more green spaces:

Improve Elsternwick library:

More parking is needed:

More outdoor areas are needed for people to meet:

Elsternwick needs vibrant community spaces and places:

Improve walkability

Improve cycling amenity:

More night-time activity is needed with safe places for people:

Please provide any comments about the proposed actions.

Thank you for all of the work you have done so far. I appreciate the complexity and difficulty of what you face.

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

Please provide any comments about option one

Please provide any comments about option two

Please list any further information you would like included in your submission.

I'd like to see a third option put forward. Traffic, over shadowing, loss of amenity, disturbance to our peaceful existence created by the building of a concentrated number of high rise buildings. 1000's of new residents all between railway and Nepean Hwy is not fair to the large number of current residents who will be affected.

Please list your suburb

ELSTERNWICK

Please list your street name

SHERBROOKE AVE

SURVEY 20

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

Protect heritage areas: Somewhat

Urban renewal area is excessive and 12 storeys is too high: Not at all

Create more green spaces: Well

Improve Elsternwick library: Well

More parking is needed: Very well

More outdoor areas are needed for people to meet: Somewhat

Elsternwick needs vibrant community spaces and places: Somewhat

Improve walkability: Somewhat

Improve cycling amenity: Somewhat

More night-time activity is needed with safe places for people:

Please provide any comments about the proposed actions.

12 storey developments are a total over development. It will create a mess of traffic management, which is already at near breaking point.

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

Please provide any comments about option one

Please provide any comments about option two

Please list any further information you would like included in your submission.

Please list your suburb

ELSTERNWICK

Please list your street name

SURVEY 21

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

Protect heritage areas: Somewhat

Urban renewal area is excessive and 12 storeys is too high: Not at all

Create more green spaces: Well

Improve Elsternwick library: Well

More parking is needed: Well

More outdoor areas are needed for people to meet: Somewhat

Elsternwick needs vibrant community spaces and places: Somewhat

Improve walkability: Somewhat

Improve cycling amenity: Somewhat

More night-time activity is needed with safe places for people: Somewhat

Please provide any comments about the proposed actions.

Urban renewal area: with the proposed plans there will be slums in 20 years. The Sandringham line is not a hub like Caulfield Station, Richmond or South Yarra. Horne St/Glenhuntly Rd area can not take more than 3 storeys in spite of one tall residential block already in Glenhuntly Rd. The rezoning means I will lose my view of the bay and light. Council should be looking at affordable housing for young families in the urban renewal area if they are looking to the future plus a big open space, ovals, trees, parkland and off leash dog area in that precinct.

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

Please provide any comments about option one

Do not prefer, This option is not suitable.

Please provide any comments about option two

Do not prefer. This option is not suitable either,

Please list any further information you would like included in your submission.

Please list your suburb

ELSTERNWICK

Please list your street name

HORNE ST

SURVEY 22

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

Protect heritage areas: Not at all

Urban renewal area is excessive and 12 storeys is too high: Not at all

Create more green spaces: Somewhat

Improve Elsternwick library: Very well

More parking is needed: Somewhat

More outdoor areas are needed for people to meet: Somewhat

Elsternwick needs vibrant community spaces and places: Somewhat

Improve walkability: Somewhat

Improve cycling amenity: Somewhat

More night-time activity is needed with safe places for people: Somewhat

Please provide any comments about the proposed actions.

We strongly oppose this horrible proposal for Elsternwick tower blocks. Option 1 or 2 are grossly inappropriate for the site which overlooks family homes. This is invasive and excessive!

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

Please provide any comments about option one

Please provide any comments about option two

Please list any further information you would like included in your submission.

Please list your suburb

ELSTERNWICK

Please list your street name

N/A

SURVEY 23

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

Protect heritage areas: Somewhat

Urban renewal area is excessive and 12 storeys is too high: Not at all

Create more green spaces: Well

Improve Elsternwick library: Well

More parking is needed: Somewhat

More outdoor areas are needed for people to meet: Well

Elsternwick needs vibrant community spaces and places: Well

Improve walkability: Well

Improve cycling amenity: Somewhat

More night-time activity is needed with safe places for people: Somewhat

Please provide any comments about the proposed actions.

We want an option developed that includes growth but only medium density (eg. 4 storeys with 6 for community benefit) spread across a larger area. We want the amenity and life protected not just those assessed as heritage. Community is more important than heritage which you think is more important than development.

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

Please provide any comments about option one

Option 3 needs to be developed. There is a third way and you haven't consulted nor thought hard enough.

Please provide any comments about option two

Please list any further information you would like included in your submission.

A 3-4 storey limit will get more than 20% yield if distributed more evenly and with sensitivity ie. Set backs to minimize the shadowing plus overlooking controls.

Please list your suburb

ELSTERNWICK

Please list your street name

ROSS ST

SURVEY 24

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

Protect heritage areas: Not well

Urban renewal area is excessive and 12 storeys is too high: Somewhat

Create more green spaces: Somewhat

Improve Elsternwick library: Somewhat

More parking is needed: Not well

More outdoor areas are needed for people to meet: Not at all

Elsternwick needs vibrant community spaces and places: Not well

Improve walkability: Not well

Improve cycling amenity: Not at all

More night-time activity is needed with safe places for people: Not at all

Please provide any comments about the proposed actions.

How will you provide a safe area around the Elsternwick train station when its not safe now. You would bring in more people and more problems.

Maybe will need more trauma units if you have a cycling path along Glenhuntly Rd.

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

Please provide any comments about option one

Do not want it – unacceptable – 4 storeys only.

Please provide any comments about option two

Do not want it, unacceptable. 4 storeys only. Have a third option.

Please list any further information you would like included in your submission.

My concern is that all the new proposals do not take into consideration the residents mental health when the development goes ahead. Where will the residents find the peace of mind and community that exists at the moment. Both options are an overdevelopment of the area.

Please list your suburb

ELSTERNWICK

Please list your street name

ALEXANDRA AVE

SURVEY 25

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

Protect heritage areas: Not at all
Urban renewal area is excessive and 12 storeys is too high: Not at all
Create more green spaces: Well
Improve Elsternwick library: Not well
More parking is needed: Not at all
More outdoor areas are needed for people to meet: Somewhat
Elsternwick needs vibrant community spaces and places: Somewhat
Improve walkability: Well
Improve cycling amenity: Not well
More night-time activity is needed with safe places for people: Somewhat

Please provide any comments about the proposed actions.

The urban renewal development is not protecting the existing residents between Nepean Hwy and the train line.

150 car spaces will not help, especially with the increase in residents.

Housing fit for purpose, explain how this will benefit the impacted residents behind the renewal development.

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

Please provide any comments about option one

There is no protection for current residents behind the development site on Nepean Hwy.

Please provide any comments about option two

Please list any further information you would like included in your submission.

4 storeys maximum.

What power does Council have against VCAT?

Why can't we have moderate development? Why does it have to be extreme?

8-12 storeys is not fair and reasonable. It is not just overshadowing, its about skyline and visual aspect.

Please list your suburb

ELSTERNWICK

Please list your street name

OAK AVE

SURVEY 26

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

Protect heritage areas: Not at all (not addressed for residents of St James Parade who live near urban renewal area)

Urban renewal area is excessive and 12 storeys is too high: Too high

Create more green spaces: Not at all – The urban renewal area park will be an overshadowed wind tunnel if 8 storeys allowed

Improve Elsternwick library:

More parking is needed:

More outdoor areas are needed for people to meet: Irrelevant for St James Parade residents

Elsternwick needs vibrant community spaces and places: Again irrelevant if my neighbourhood is destroyed. Traffic has not been investigated in St James Parade area.

Improve walkability

Improve cycling amenity:

More night-time activity is needed with safe places for people:

Please provide any comments about the proposed actions.

Heritage – not addressed for residents of St James Parade who live near urban renewal area – too high.

The urban renewal area park will be an overshadowed wind tunnel if 8 storeys allowed.

Carre St – irrelevant for St James Parade residents. Again irrelevant if my neighbourhood is destroyed.

Traffic has not been investigated in St James Parade area.

The plan completely ignores the needs and concerns of those near the urban renewal area. It may be commercial use, but currently only single storey not 8-12 storeys. These proposed heights are completely appalling. The residents on the eastern-side, the St James side will have their neighbourhood and their aspect destroyed. Any positive benefits of the plan are all focused on Glenhuntly Rd area and not benefits to our area.

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

Please provide any comments about option one

Neither is appropriate. 12 storeys is too high. Traffic plans have not been considered in relation to the southern 'urban renewal' area and St James Parade.

Please provide any comments about option two

The proposed green park will be award winner in between the buildings

Please list any further information you would like included in your submission.

Please list your suburb

ELSTERNWICK

Please list your street name

ST JAMES PARADE

SURVEY 27

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

Protect heritage areas: Not at all

Urban renewal area is excessive and 12 storeys is too high: Not at all

Create more green spaces: Not at all

Improve Elsternwick library: Not at all

More parking is needed: Not at all

More outdoor areas are needed for people to meet: Not at all

Elsternwick needs vibrant community spaces and places: Not at all

Improve walkability: Not at all

Improve cycling amenity: Not at all

More night-time activity is needed with safe places for people: Not at all

Please provide any comments about the proposed actions.

Blasé and no questions answered!

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

Please provide any comments about option one

Please provide any comments about option two

Please list any further information you would like included in your submission.

Give us a third option

Please list your suburb

ELSTERNWICK

Please list your street name

SURVEY 28

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

Protect heritage areas: Not well
Urban renewal area is excessive and 12 storeys is too high: Not well
Create more green spaces: Well
Improve Elsternwick library: Well
More parking is needed: Somewhat
More outdoor areas are needed for people to meet: Very well
Elsternwick needs vibrant community spaces and places: Very well
Improve walkability: Very well
Improve cycling amenity: Very well
More night-time activity is needed with safe places for people: Very well

Please provide any comments about the proposed actions.

Third option please

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

Please provide any comments about option one

Third option please. I cannot agree to either. However a more targeted approach to identify areas for development and areas that should be protected. In particular I do not support the urban A plan north of Glenhuntly Rd between the railway line and Hotham Rd.

Please provide any comments about option two

St Clements Church on the corner of Glenhuntly Rd and Hotham St should be protected. McCombie Street heritage buildings and the 10th Caulfield Scout Hall should also be protected ie. Not included in the Urban A zone. St Clements Church on the corner of Glenhuntly Rd and Hotham St should be protected. McCombie Street heritage buildings and the 10th Caulfield Scout Hall should also be protected ie. Not included in the Urban A zone.

Please list any further information you would like included in your submission.

The area is currently the most densely populated area in Elsternwick and therefore the balance favours protection of building of high heritage and community value.

Please list your suburb

ELSTERNWICK

Please list your street name

MCCOMBIE ST

SURVEY 29

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

Protect heritage areas: Not well

Urban renewal area is excessive and 12 storeys is too high: Not well

Create more green spaces: Well

Improve Elsternwick library: Well

More parking is needed: Somewhat

More outdoor areas are needed for people to meet: Somewhat

Elsternwick needs vibrant community spaces and places: Somewhat

Improve walkability: Somewhat

Improve cycling amenity: Somewhat

More night-time activity is needed with safe places for people: Somewhat

Please provide any comments about the proposed actions.

Listen to the people!

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

Please provide any comments about option one

Neither option. A third option is required that more closely addresses residents objections.

Please provide any comments about option two

Please list any further information you would like included in your submission.

Please list your suburb

ELSTERNWICK

Please list your street name

VICTORIA ST

SURVEY 30

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

Protect heritage areas: Not at all

Urban renewal area is excessive and 12 storeys is too high: Not at all

Create more green spaces: Well

Improve Elsternwick library: Somewhat

More parking is needed: Not well

More outdoor areas are needed for people to meet: Somewhat

Elsternwick needs vibrant community spaces and places: Not well

Improve walkability: Somewhat

Improve cycling amenity: Somewhat

More night-time activity is needed with safe places for people: Somewhat

Please provide any comments about the proposed actions.

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

Please provide any comments about option one

Please provide any comments about option two

Please list any further information you would like included in your submission.

No high rise development. Leave well alone! Develop along Glenhuntly Rd. You can do this and still keep the Victorian shopfronts.

Please list your suburb

ELSTERNWICK

Please list your street name

SURVEY 3I

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

Protect heritage areas: Not at all – In Oak & Alexandra Avenue
Urban renewal area is excessive and 12 storeys is too high: Not well
Create more green spaces:
Improve Elsternwick library: Well
More parking is needed: Well
More outdoor areas are needed for people to meet: Neutral
Elsternwick needs vibrant community spaces and places: Neutral
Improve walkability: Neutral
Improve cycling amenity: Very well
More night-time activity is needed with safe places for people:

Please provide any comments about the proposed actions.

Both options are ill placed – growth should be along Glenhuntly Rd not on residential sites. The car yard sites should be limited to 4 storeys (with setback adjacent to residences). Precedent is already 4 storeys with the freemasons development.

Still too high – medium growth only.

We need more and intersecting cycle paths – separate cycle paths along north Road – way too dangerous to cycle along North Rd currently.

Council has minuted a 135 signature petition for growth along Glenhuntly Rd. Glenhuntly Rd is 4.5km long (Nepean to Grange) – do medium density shop top or low rise commercial along here. Public transport already exists – not between the railway and Nepean Hwy – on top of homes and adjacent to period homes.

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

Please provide any comments about option one

Option 3 – along Glenhuntly Rd – 4.5km long

Please provide any comments about option two

Appalling heights. Unlivable. No traffic study, no sustainability study.

Please list any further information you would like included in your submission.

How will the existing infrastructure cope?

Please list your suburb

ELSTERNWICK

Please list your street name

OAK AVE

SURVEY 32

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

Protect heritage areas: Not well

Urban renewal area is excessive and 12 storeys is too high: Not well

Create more green spaces: Not well – not enough

Improve Elsternwick library: Somewhat

More parking is needed: Not well

More outdoor areas are needed for people to meet: Somewhat

Elsternwick needs vibrant community spaces and places: Somewhat

Improve walkability: Well

Improve cycling amenity: Not at all

More night-time activity is needed with safe places for people: Not well

Please provide any comments about the proposed actions.

Car parks could be underground with green spaces on top.

China has fantastic model for garden apartments where all buildings have large verandahs with plants on it.

Only build on half of land (like old day planning permits required) so there would be green spaces within the monstrous buildings.

Force developers to provide one car spot for very bedroom in each apartment – young people will all have a car.

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

Option one

Please provide any comments about option one

Option three – forest city – on Nepean Hwy only.

3-4 storey buildings and all buildings above that need to have vertical gardens so at least they can be attractive. 2 car spots per apartments – 3 bedrooms need car spaces.

Please provide any comments about option two

Far too big

Please list any further information you would like included in your submission.

www.huffingtonpost.com.au/2017/06/28/china-is-building-a-forest-city-and-it-looks-absolutely-increasing-23006882/ check it out for a great development idea for multiple storey buildings.

Please list your suburb

ELSTERNWICK

Please list your street name

OAK AVE

SURVEY 33

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

Protect heritage areas: Not at all

Urban renewal area is excessive and 12 storeys is too high: Not at all

Create more green spaces: Somewhat

Improve Elsternwick library:

More parking is needed:

More outdoor areas are needed for people to meet:

Elsternwick needs vibrant community spaces and places:

Improve walkability

Improve cycling amenity: Very well

More night-time activity is needed with safe places for people:

Please provide any comments about the proposed actions.

You ignore the fact that no one wants this behind the car yards.

As a result of these changes, residential streets will become crammed and overly used. You mention an additional 150 parking spaces – but will there only be 150 dwellers?

You ignore the fact that behind the car yards are streets and families living there; 12 storeys overlooking or 6-8 storeys is enormous!

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

Please provide any comments about option one

8-12 storeys is absolutely ridiculous in the suburban area! 8-12 storeys in the residential streets is completely invasive to private properties next door. No one wants that which has been made very clear yet you choose to ignore public outcry and refuse to acknowledge other option proposed.

Please provide any comments about option two

Please list any further information you would like included in your submission.

The Elsternwick Concept Plan consultation responses from within the urban renewal and housing opportunity precinct have been largely ignored in option 1&2. Only minor adjustments have been made – why is this? Are you able to give us an option 3? Such as 2 storey on residential, 4 (shop) level on the commercial strip, like the new freemasons building. Or use Glenhuntly Rd as the growth zone.

Please list your suburb

ELSTERNWICK

Please list your street name

OAK AVE

SURVEY 34

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

Protect heritage areas: Not at all None in Oak & Alexandra Ave
Urban renewal area is excessive and 12 storeys is too high: Not at all
Create more green spaces: Not a good enough compromise
Improve Elsternwick library: Well
More parking is needed: Not well
More outdoor areas are needed for people to meet: Well
Elsternwick needs vibrant community spaces and places: Somewhat
Improve walkability: Somewhat
Improve cycling amenity: Well
More night-time activity is needed with safe places for people: Enough already

Please provide any comments about the proposed actions.

Growth should be along Glenhuntly Road. There are lots of heritage period homes between highway and train line. These should be protected. Why do you need area in addition to car yards.

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

Please provide any comments about option one

Option 3 – along Glenhuntly Rd

Please provide any comments about option two

Height of planned buildings far too high – traffic at Brighton Rd/Glenhuntly Rd already terrible.

Please list any further information you would like included in your submission.

Traffic not mentioned

Please list your suburb

ELSTERNWICK

Please list your street name

OAK AVE

SURVEY 35

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

Protect heritage areas: Not well

Urban renewal area is excessive and 12 storeys is too high: Not well

Create more green spaces: Well

Improve Elsternwick library: Well

More parking is needed: Not well

More outdoor areas are needed for people to meet: Not well

Elsternwick needs vibrant community spaces and places: Not well

Improve walkability: Not well

Improve cycling amenity: Not well

More night-time activity is needed with safe places for people: Not well

Please provide any comments about the proposed actions.

Acknowledge the feedback of your residents and develop option 3

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

Please provide any comments about option one

Not acceptable

Please provide any comments about option two

Not acceptable

Please list any further information you would like included in your submission.

Develop option 3 as per the request of residents!

Please list your suburb

CAULFIELD SOUTH

Please list your street name

AILENE AVE

SURVEY 36

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

Protect heritage areas: Not at all

Urban renewal area is excessive and 12 storeys is too high: Not at all

Create more green spaces: Not well

Improve Elsternwick library: Somewhat

More parking is needed: Somewhat

More outdoor areas are needed for people to meet: Somewhat

Elsternwick needs vibrant community spaces and places: Somewhat

Improve walkability: Somewhat

Improve cycling amenity: Not at all

More night-time activity is needed with safe places for people: Not well

Please provide any comments about the proposed actions.

The options do not address feedback at all – you are ignoring us.

Option 2 proposes 12 storey buildings which directly contradicts the second point above – in what way are you listening?

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

Please provide any comments about option one

Neither – stop trying to limit the agenda.

Option 2 is clearly designed to make option 1 look palatable – option 1 is completely unacceptable and option 2 is clearly absurd.

Please provide any comments about option two

Clearly an ambit claim – does not fit the area at all.

Please list any further information you would like included in your submission.

Both options contradict Plan Melbourne which states that urban renewal is designed to ease pressure on established areas (see p38) – you want to destroy the established area west of the railway line. You say 8 storey buildings erode the shopping precinct – how would 8 storeys not erode the area West of the railway line?

Please list your suburb

ELSTERNWICK

Please list your street name

ALEXANDRA AVE

SURVEY 37

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

Protect heritage areas: Not at all

Urban renewal area is excessive and 12 storeys is too high: Not at all

Create more green spaces: Not at all

Improve Elsternwick library: Not well

More parking is needed: Not at all

More outdoor areas are needed for people to meet: Not well

Elsternwick needs vibrant community spaces and places: Not well

Improve walkability: Somewhat

Improve cycling amenity: Somewhat

More night-time activity is needed with safe places for people: Somewhat

Please provide any comments about the proposed actions.

We are asked to trust that Council will look after our best interests. Discussion tonight leads me to believe this is not the case.

Necessary research is missing eg. Shadow profiling.

How will any highrise development be managed to be in keeping with beautiful Elsternwick? Will builders be required to address and maintain architecture and garden areas?

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

Please provide any comments about option one

Disgusting

Please provide any comments about option two

Disappointing

Please list any further information you would like included in your submission.

I don't understand why applicable research (shadowing etc.) hasn't already been undertaken. I don't believe that option 1 or 2 adequately looks after current residents, heritage value, traffic overflow, light and noise pollution or changes to current property values.

12 storeys is much too high – 3-4 storeys would be best.

Please list your suburb

ELSTERNWICK

Please list your street name

ST JAMES PARADE

SURVEY 38

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

Protect heritage areas: Not at all

Urban renewal area is excessive and 12 storeys is too high: Not at all

Create more green spaces: Not well

Improve Elsternwick library: Not well

More parking is needed: Not at all

More outdoor areas are needed for people to meet: Somewhat

Elsternwick needs vibrant community spaces and places: Somewhat

Improve walkability: Somewhat

Improve cycling amenity: Somewhat

More night-time activity is needed with safe places for people: Somewhat

Please provide any comments about the proposed actions.

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

Please provide any comments about option one

Please provide any comments about option two

Please list any further information you would like included in your submission.

Neither option adequately responds to the expressed concerns over the impact of the urban renewal proposal. Why isn't a 4-5 storey limit option given? 12 storeys max is too high and will have an enormous impact on existing properties – privacy, traffic, noise, light etc.

Please list your suburb

ELSTERNWICK

Please list your street name

ST JAMES PARADE

SURVEY 39

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

Protect heritage areas: Very well

Urban renewal area is excessive and 12 storeys is too high:

Create more green spaces: Very well

Improve Elsternwick library: Very well

More parking is needed: Not at all

More outdoor areas are needed for people to meet: Somewhat

Elsternwick needs vibrant community spaces and places: Very well

Improve walkability: Very well

Improve cycling amenity: Very well

More night-time activity is needed with safe places for people: Very well

Please provide any comments about the proposed actions.

I am concerned that these plans to placate VCAT will give no guarantees to protect heritage areas.

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

Option one

Please provide any comments about option one

Please provide any comments about option two

Please list any further information you would like included in your submission.

As a resident of Shoobra Rd I would like to see it remain a 2 level limit build zone

Please list your suburb

ELSTERNWICK

Please list your street name

SHOOBRA RD

SURVEY 40

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

Protect heritage areas: Not well

Urban renewal area is excessive and 12 storeys is too high: Not at all

Create more green spaces: Not well

Improve Elsternwick library: Somewhat

More parking is needed: Somewhat

More outdoor areas are needed for people to meet: Not well

Elsternwick needs vibrant community spaces and places: Not well

Improve walkability: Not well

Improve cycling amenity: Not well

More night-time activity is needed with safe places for people: Not well

Please provide any comments about the proposed actions.

Our preference of not building highrise apartment along Nepean Hwy is not at all heard.

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

Option one

Please provide any comments about option one

Apartment development should be limited to up to 3 storey high

Please provide any comments about option two

Please list any further information you would like included in your submission.

If new apartments are to be built along Nepean Hwy, access to the other side (Elwood/Elsternwick Park side) and traffic routes towards the City must be considered with new facilities.

Please list your suburb

ELSTERNWICK

Please list your street name

ELM AVE

SURVEY 4I

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

Protect heritage areas: Not well

Urban renewal area is excessive and 12 storeys is too high: Not at all

Create more green spaces: Not well

Improve Elsternwick library: Somewhat

More parking is needed: Somewhat

More outdoor areas are needed for people to meet: Somewhat

Elsternwick needs vibrant community spaces and places: Somewhat

Improve walkability: Somewhat

Improve cycling amenity: Not at all

More night-time activity is needed with safe places for people: Not at all

Please provide any comments about the proposed actions.

We need option 3 – 8-12 storeys too high

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

Please provide any comments about option one

None. Need option 3. Find another area to develop along Glenhuntly Rd. Increase levels of buildings along 4km strip. Keep façade to maintain heritage buildings.

Please provide any comments about option two

We need option 3. No highrise or reduce significantly.

Please list any further information you would like included in your submission.

We already have noise, air pollution. We will lose privacy. We already cannot get in and out of our street due to congestion. There is no parking for our second car.

Please list your suburb

ELSTERNWICK

Please list your street name

ELM AVE

SURVEY 42

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

Protect heritage areas: Somewhat

Urban renewal area is excessive and 12 storeys is too high: Very well

Create more green spaces: Somewhat

Improve Elsternwick library: Very well

More parking is needed: Somewhat

More outdoor areas are needed for people to meet: Somewhat

Elsternwick needs vibrant community spaces and places: Somewhat

Improve walkability: Somewhat

Improve cycling amenity: Somewhat

More night-time activity is needed with safe places for people: Somewhat

Please provide any comments about the proposed actions.

Stop treating those who live between the railway line and the Nepean Hwy as second-class citizens!
There are other areas which can be developed for increased residences.

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

Please provide any comments about option one

None- not acceptable!

Please provide any comments about option two

None – not acceptable!

Please list any further information you would like included in your submission.

The houses in our street, Sherbrooke Ave, were built in 1919. Why are these not treated as heritage houses?

Please list your suburb

ELSTERNWICK

Please list your street name

SHERBROOKE AVE

SURVEY 43

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

Protect heritage areas: Not at all

Urban renewal area is excessive and 12 storeys is too high: Not at all

Create more green spaces: Not well

Improve Elsternwick library: Not well

More parking is needed: Not well

More outdoor areas are needed for people to meet: Somewhat

Elsternwick needs vibrant community spaces and places: Somewhat

Improve walkability: Somewhat

Improve cycling amenity: Not well

More night-time activity is needed with safe places for people: Not at all

Please provide any comments about the proposed actions.

Reasons for poor rating:

1. Totally ignored western side of railway
2. Neither option acceptable – new option needed
3. The addition of park is not set in concrete and very small area 800m²
4. Library – losh – no real plan
5. 150 spaces for 20,000 new residents?
10. Not important issues.

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

Option one

Please provide any comments about option one

Option one is a very unfair impost onto existing residences on the West side of the railway.
Option 2 would be very unfortunate.

Please provide any comments about option two

Option 2 should never have been proposed

Please list any further information you would like included in your submission.

Presentation was indistinct at times. People at back would not have heard all of the presentation. A microphone on the floor was needed.

Please list your suburb

ELSTERNWICK

Please list your street name

MCMILLAN ST

SURVEY 44

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

Protect heritage areas: Not at all

Urban renewal area is excessive and 12 storeys is too high: Not well

Create more green spaces: Somewhat

Improve Elsternwick library: Somewhat

More parking is needed: Not at all

More outdoor areas are needed for people to meet: Somewhat

Elsternwick needs vibrant community spaces and places: Somewhat

Improve walkability: Not at all

Improve cycling amenity: Not at all

More night-time activity is needed with safe places for people: Somewhat

Please provide any comments about the proposed actions.

Traffic has not been adequately addressed nor has overshadowing

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

Please provide any comments about option one

Please provide any comments about option two

Please list any further information you would like included in your submission.

Please list your suburb

ELSTERNWICK

Please list your street name

N/A

SURVEY 45

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

Protect heritage areas: Not well
Urban renewal area is excessive and 12 storeys is too high:
Create more green spaces: Not well
Improve Elsternwick library: Not well
More parking is needed: Not well
More outdoor areas are needed for people to meet: Not well
Elsternwick needs vibrant community spaces and places: Not well
Improve walkability: Not well
Improve cycling amenity: Not well
More night-time activity is needed with safe places for people: Not well

Please provide any comments about the proposed actions.

The baseline has not been completed consistently of houses and the shopping centre.
Riddell Parade, Stanley St preferably Glenhuntly Rd.
The library could be part of a high rise development eg. Coles, Woolworths as part of cultural precinct.
Parking – poorly addressed plan – net increase of 150.
This plan is not strong on transport plan.
Poorly put together plan and many motherhood statements.
The 8-12 storeys facing Nepean Hwy doesn't have transport access addressed. This land is occupied by car industry/this is good for Elsternwick financially – why destroy this. In the plan there is a recommendation to encourage industry! Not if the 8-12 storeys goes ahead – on what basis can this occur.

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

Please provide any comments about option one

First question asked what do you like about your shopping centre – this is closed question has a predicted answer. Residents in affected area informed too late – not part of consultation process.
No concentrates only one area. Council has not considered other areas eg. Riddell Parade, Glenhuntly Rd also has heritage overlay. Let the houses have similar period in the 'planned' rezoning area. In fact McMillan St has houses which should be heritage listed. Why not??

Please provide any comments about option two

As above mentioned. Additional – transport has not been appropriately planned either in Glenhuntly Rd/tram + limited access or no access to side streets eg. Carre St

Please list any further information you would like included in your submission.

Please list your suburb

ELSTERNWICK

Please list your street name

SHERBROOKE AVE

SURVEY 46

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

Protect heritage areas: Not at all

Urban renewal area is excessive and 12 storeys is too high: Not at all

Create more green spaces: Not at all

Improve Elsternwick library: Somewhat

More parking is needed: Somewhat

More outdoor areas are needed for people to meet: Somewhat

Elsternwick needs vibrant community spaces and places: Somewhat

Improve walkability: Not at all

Improve cycling amenity: Not at all

More night-time activity is needed with safe places for people: Somewhat

Please provide any comments about the proposed actions.

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

Please provide any comments about option one

Neither are acceptable without considerable consultation with residents in the proposed urban zone!

Please provide any comments about option two

Please list any further information you would like included in your submission.

This forum was a complete 'gloss over' without any realistic details covered.

Please list your suburb

ELSTERNWICK

Please list your street name

SURVEY 47

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

Protect heritage areas:

Urban renewal area is excessive and 12 storeys is too high:

Create more green spaces:

Improve Elsternwick library:

More parking is needed:

More outdoor areas are needed for people to meet:

Elsternwick needs vibrant community spaces and places:

Improve walkability

Improve cycling amenity:

More night-time activity is needed with safe places for people:

Please provide any comments about the proposed actions.

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

Please provide any comments about option one

What happened to your option 1 that you sent to us recently about urban renewal areas where they be reduced from (8-12 storeys) to garden apartments (3-4 storeys)

Please provide any comments about option two

We live in McCombie St and to suggest up to 12 storeys is ridiculous. We believe garden apartments (3-4 storeys) is acceptable not 12 storeys in side streets.

Please list any further information you would like included in your submission.

Please list your suburb

ELSTERNWICK

Please list your street name

SURVEY 48

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

Protect heritage areas:

Urban renewal area is excessive and 12 storeys is too high:

Create more green spaces:

Improve Elsternwick library:

More parking is needed:

More outdoor areas are needed for people to meet:

Elsternwick needs vibrant community spaces and places:

Improve walkability

Improve cycling amenity:

More night-time activity is needed with safe places for people:

Please provide any comments about the proposed actions.

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

Please provide any comments about option one

If I had to choose, I would opt for option one although either way it looks to directly affect my current home however would prefer to keep the building heights to a minimum.

Please provide any comments about option two

Please do not ruin the area with 12 storey housing

Please list any further information you would like included in your submission.

Recently purchasing an amazing renovated apartment on Nepean Hwy as my first home I would prefer no renewal development within our apartment blocks, these buildings are solid and well built and development these days is cheaply done and corners cut. Would be a shame to lose the quality buildings we have at my home.

Please list your suburb

ELSTERNWICK

Please list your street name

NEPEAN HWY

SURVEY 49

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

Protect heritage areas: Somewhat

Urban renewal area is excessive and 12 storeys is too high: Not well

Create more green spaces: Somewhat

Improve Elsternwick library: Well

More parking is needed: Somewhat

More outdoor areas are needed for people to meet: Well

Elsternwick needs vibrant community spaces and places: Well

Improve walkability: Well

Improve cycling amenity: Very well

More night-time activity is needed with safe places for people: Very well

Please provide any comments about the proposed actions.

Is there an opportunity to open up other areas that are currently zoned neighbourhood and/or covered by heritage overlay to reduce the pressure and parking etc in Ross St Elsternwick?

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

Please provide any comments about option one

Please provide any comments about option two

Please list any further information you would like included in your submission.

Were there any Councillors at the forum? If so, I hope they heard the many concerns from residents. If not they should have been in attendance.

Please list your suburb

ELSTERNWICK

Please list your street name

ROSS ST

SURVEY 50

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

Protect heritage areas: Somewhat
Urban renewal area is excessive and 12 storeys is too high: Not well
Create more green spaces: Somewhat
Improve Elsternwick library: Somewhat
More parking is needed: Somewhat
More outdoor areas are needed for people to meet: Well
Elsternwick needs vibrant community spaces and places: Somewhat
Improve walkability: Well
Improve cycling amenity: Somewhat
More night-time activity is needed with safe places for people: Somewhat

Please provide any comments about the proposed actions.

Is there the potential to open up development opportunity in areas that are currently zoned neighbourhood residential zone and not covered by a heritage overlay to reduce the pressure in Ross St?

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

Please provide any comments about option one

8-12 storeys will create shadowing traffic, loss of community

Please provide any comments about option two

We need a further option – covering a larger area with a lower height to give the same result.

Please list any further information you would like included in your submission.

Further consideration of lowering heights from 8-12 storey's to say 4 and broadening the area where 3-4 storeys can be built thus having the same result of increase population by 20%.

Please list your suburb

ELSTERNWICK

Please list your street name

ROSS ST

SURVEY 51

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

Protect heritage areas: Somewhat

Urban renewal area is excessive and 12 storeys is too high: ot at all

Create more green spaces: Well

Improve Elsternwick library: Very well

More parking is needed: Somewhat

More outdoor areas are needed for people to meet: Very well

Elsternwick needs vibrant community spaces and places: Well

Improve walkability: Well

Improve cycling amenity: Somewhat

More night-time activity is needed with safe places for people: Somewhat

Please provide any comments about the proposed actions.

You have said you heard the urban renewal area is excessive and 12 storeys is too high but you are yet to create an option that genuinely addresses that concern. Your actions are not backing up the words being said.

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

Please provide any comments about option one

None of this. We want options.

Please provide any comments about option two

Please list any further information you would like included in your submission.

6 storeys is a limit

Please list your suburb

ELSTERNWICK

Please list your street name

ELSTER AVE

SURVEY 52

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

Protect heritage areas: Not well

Urban renewal area is excessive and 12 storeys is too high: Not well

Create more green spaces: Somewhat

Improve Elsternwick library: Somewhat

More parking is needed: Not well

More outdoor areas are needed for people to meet: Very well

Elsternwick needs vibrant community spaces and places: Somewhat

Improve walkability: Well

Improve cycling amenity: Well

More night-time activity is needed with safe places for people: Well

Please provide any comments about the proposed actions.

Balaclava, Ripponlea and St Kilda are known for their Jewish culture and shops – why Elsternwick as well! We want Elsternwick to be inclusive of all cultural groups and not exclusive to any one particular. There is a history of many migrant groups who have shaped Elsternwick.

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

Please provide any comments about option one

Other options?? Please!!

Please provide any comments about option two

Please list any further information you would like included in your submission.

Don't want multi-level above ground car park – it will be a real eyesore.

Car traffic problems will be enormous around St James Parade and small streets around the area.

Please reduce levels (4-5 is enough). 12 storeys too too much. Anywhere in Elsternwick. Annoyed that Coles have taken on precedent and now developers seeking to make more \$\$ with ugly/cheap apartments which will destroy quality of Elsternwick. But its great bthat development has been removed from the shopping strip.

Please list your suburb

ELSTERNWICK

Please list your street name

N/A

SURVEY 53

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

Protect heritage areas: Well

Urban renewal area is excessive and 12 storeys is too high: Not well

Create more green spaces: Not well

Improve Elsternwick library: Well

More parking is needed: Not well

More outdoor areas are needed for people to meet: Well

Elsternwick needs vibrant community spaces and places: Well

Improve walkability: Somewhat

Improve cycling amenity: Somewhat

More night-time activity is needed with safe places for people:

Please provide any comments about the proposed actions.

Why such a focus on Jewish culture? There are other migrant groups in Elsternwick that have helped shape and build Elsternwick to what it is today. WE do not need more emphasis on Jewish culture and heritage. Propose more inclusive outcomes.

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

Please provide any comments about option one

Please provide any comments about option two

Please list any further information you would like included in your submission.

Be an proactive and innovative Council by embracing low rise developments for future planning. Restrict to 4 storeys high. Set a precedence for height controls across historic neighbourhoods.

Please list your suburb

ELSTERNWICK

Please list your street name

SURVEY 54

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

Protect heritage areas: Somewhat

Urban renewal area is excessive and 12 storeys is too high: Not at all

Create more green spaces: Somewhat

Improve Elsternwick library: Well

More parking is needed: Somewhat

More outdoor areas are needed for people to meet: Well

Elsternwick needs vibrant community spaces and places: Well

Improve walkability: Well

Improve cycling amenity: Not well

More night-time activity is needed with safe places for people: Well

Please provide any comments about the proposed actions.

Strategic sites are too high (6-8 storeys) as they back onto residential houses. Limit to 4 storeys across all new building heights.

12 storey heights too high for urban renewal zone. Limit to 4 storeys.

Parking on corner Orrong and Stanley should be underground multi-level not above ground.

Cultural precinct should embrace all culture not just focused on Jewish culture. Eg. Strong Greek and Italian history exists in Elsternwick as well.

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

Option one

Please provide any comments about option one

Height limits are still too high for strategic and urban renewal sites. Reduce all new developments to 4 storeys.

Please provide any comments about option two

Ridiculous heights which do not take into consideration Elsternwick as a liveable neighbourhood. Option 3 required with new height limits.

Please list any further information you would like included in your submission.

Please list your suburb

ELSTERNWICK

Please list your street name

DOWNSHIRE RD

SURVEY 55

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

Protect heritage areas: Not well

Urban renewal area is excessive and 12 storeys is too high: Not well

Create more green spaces: Not well

Improve Elsternwick library: Not at all

More parking is needed: Not at all

More outdoor areas are needed for people to meet: Well

Elsternwick needs vibrant community spaces and places: Not well

Improve walkability: Not well

Improve cycling amenity:

More night-time activity is needed with safe places for people:

Please provide any comments about the proposed actions.

Most people who use Elsternwick don't live in Elsternwick. Shopping after hours is market driven. Car parking has to be spread throughout the centre. Mentone parking throughout.

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

Please provide any comments about option one

Please provide any comments about option two

Please list any further information you would like included in your submission.

Please list your suburb

ELSTERNWICK

Please list your street name

SURVEY 56

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

Protect heritage areas: Somewhat

Urban renewal area is excessive and 12 storeys is too high: Not at all

Create more green spaces: Very well

Improve Elsternwick library: Well

More parking is needed: Somewhat

More outdoor areas are needed for people to meet: Well

Elsternwick needs vibrant community spaces and places: Well

Improve walkability: Well

Improve cycling amenity: Well

More night-time activity is needed with safe places for people: Somewhat

Please provide any comments about the proposed actions.

In regard to the pedestrian plaza area in Carre St, will there be time curfew (say 11pm) for restaurants and other activities in the plaza area to control and minimize noise late at night that will impact residents abutting and living in Carre St. Also will there be strict controls around the type of activities that can take place in the malls and outdoor areas.

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

Please provide any comments about option one

Please provide any comments about option two

Please list any further information you would like included in your submission.

Please list your suburb

ELSTERNWICK

Please list your street name

SURVEY 57

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

Protect heritage areas: Not at all

Urban renewal area is excessive and 12 storeys is too high: Not at all

Create more green spaces: Not at all

Improve Elsternwick library: Somewhat

More parking is needed: Somewhat

More outdoor areas are needed for people to meet: Somewhat

Elsternwick needs vibrant community spaces and places: Somewhat

Improve walkability: Not at all

Improve cycling amenity: Not at all

More night-time activity is needed with safe places for people: Somewhat

Please provide any comments about the proposed actions.

12 storeys is too high everywhere! Including urban renewal areas – sun blocking is not acceptable.

Where are the green spaces? Heritage protection and development still clashing under proposed new urban renewal areas – doesn't remove conflict – creates it.

150 new car parks not sufficient to meet needs of 1000's of new residents. More native trees needed on streets – not exotics.

How about improving the intersection of Orrong Rd and Glenhuntly Rd – its incredible dangerous.

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

Please provide any comments about option one

Neither option is acceptable

Please provide any comments about option two

Please list any further information you would like included in your submission.

Please list your suburb

ELSTERNWICK

Please list your street name

ST JAMES PARADE

SURVEY 58

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

Protect heritage areas: Not at all

Urban renewal area is excessive and 12 storeys is too high: Not well

Create more green spaces: Well

Improve Elsternwick library: Well

More parking is needed: Somewhat

More outdoor areas are needed for people to meet: Well

Elsternwick needs vibrant community spaces and places: Well

Improve walkability: Somewhat

Improve cycling amenity: Not well

More night-time activity is needed with safe places for people: Somewhat

Please provide any comments about the proposed actions.

Elsternwick has always been the place for me that is full of culture and beautiful period homes and trying to include 12 storey buildings right next to my house is not an ideal option. This will not only stand out from the rest of Elsternwick but it will block light and life from entering the suburb. Very unhappy. [REDACTED]

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

Please provide any comments about option one

Both are inconsiderate

Please provide any comments about option two

Please list any further information you would like included in your submission.

Please list your suburb

ELSTERNWICK

Please list your street name

N/A

SURVEY 59

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

Protect heritage areas: Not at all

Urban renewal area is excessive and 12 storeys is too high: Not well

Create more green spaces: Well

Improve Elsternwick library: Well

More parking is needed: Somewhat

More outdoor areas are needed for people to meet: Well

Elsternwick needs vibrant community spaces and places: Well

Improve walkability: Somewhat

Improve cycling amenity: Not well

More night-time activity is needed with safe places for people: Somewhat

Please provide any comments about the proposed actions.

The two options do not provide sufficient change and are not truly reflective of residents views on height limits which in both options have 12 storey buildings. Very disappointed with this whole process.

Vague, poorly communicated plan/proposal

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

Please provide any comments about option one

None of the two! Both options pose issues of privacy, loss of character to my property (area) loss of village feel.

Please provide any comments about option two

Would like further options explored. The proposed towers would increase shadowing on our house, would create over-crowding and traffic issues

Please list any further information you would like included in your submission.

Traffic flow plan

Environmental impact not sufficiently understood!

No detail on the ability of the existing infrastructure to cope with the increased population?

Please list your suburb

ELSTERNWICK

Please list your street name

BRENTANI AVE

SURVEY 60

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

Protect heritage areas: Not at all

Urban renewal area is excessive and 12 storeys is too high: Not at all

Create more green spaces: Not well

Improve Elsternwick library: Not at all

More parking is needed: Not at all

More outdoor areas are needed for people to meet: Not well

Elsternwick needs vibrant community spaces and places: Not at all

Improve walkability: Not at all

Improve cycling amenity: Not well

More night-time activity is needed with safe places for people: Not at all

Please provide any comments about the proposed actions.

Don't steal the sun with bloody 12 storey buildings in character areas.

Read your own heritage character areas not ignore it.

More green space is still necessary yet ignored.

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

Please provide any comments about option one

It is the same as 2. Option 3 – try again.

Please provide any comments about option two

It is the same as 1

Please list any further information you would like included in your submission.

Try again. This consultation is a joke.

Please list your suburb

ELSTERNWICK

Please list your street name

ST JAMES PARADE

SURVEY 6I

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

Protect heritage areas: Somewhat

Urban renewal area is excessive and 12 storeys is too high: Not at all

Create more green spaces: Somewhat

Improve Elsternwick library: Somewhat

More parking is needed: Well

More outdoor areas are needed for people to meet: Somewhat

Elsternwick needs vibrant community spaces and places: Well

Improve walkability: Well

Improve cycling amenity: Somewhat

More night-time activity is needed with safe places for people: Somewhat

Please provide any comments about the proposed actions.

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

Please provide any comments about option one

This proposal has excessive height recommendations

Please provide any comments about option two

This proposal also has excessive height recommendations.

Please list any further information you would like included in your submission.

I strongly advise (suggest) that a third option to the urban renewal area be developed and put to the community

Please list your suburb

ELSTERNWICK

Please list your street name

SURVEY 62

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

Protect heritage areas: Well

Urban renewal area is excessive and 12 storeys is too high: Well

Create more green spaces: Very well

Improve Elsternwick library: Very well

More parking is needed: Very well

More outdoor areas are needed for people to meet: Very well

Elsternwick needs vibrant community spaces and places: Very well

Improve walkability: Well

Improve cycling amenity: Well

More night-time activity is needed with safe places for people: Somewhat

Please provide any comments about the proposed actions.

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

Option one

Please provide any comments about option one

Please provide any comments about option two

Please list any further information you would like included in your submission.

If option 1 is adopted, will that satisfy the planning for additional development, or will there be further plans for high rise development elsewhere ie. not currently in the urban renewal zone.

Please list your suburb

ELSTERNWICK

Please list your street name

SURVEY 63

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

Protect heritage areas:

Urban renewal area is excessive and 12 storeys is too high:

Create more green spaces:

Improve Elsternwick library:

More parking is needed:

More outdoor areas are needed for people to meet:

Elsternwick needs vibrant community spaces and places:

Improve walkability

Improve cycling amenity:

More night-time activity is needed with safe places for people:

Please provide any comments about the proposed actions.

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

Option one

Please provide any comments about option one

Can't – I don't mind either way

Please provide any comments about option two

Please list any further information you would like included in your submission.

Car park in Stanley St – where will the entrance be? Not near my place – I hope – not near Carre St. So noisy after hours.

Please list your suburb

ELSTERNWICK

Please list your street name

SURVEY 64

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

Protect heritage areas: Not at all

Urban renewal area is excessive and 12 storeys is too high: Not well

Create more green spaces: Not well

Improve Elsternwick library: Not at all

More parking is needed:: Not well (150 spaces, 20,000 people)

More outdoor areas are needed for people to meet: Well

Elsternwick needs vibrant community spaces and places: Somewhat (how far in the future?)

Improve walkability: Well

Improve cycling amenity: Well

More night-time activity is needed with safe places for people: (Who pushes for nighttime activity?)

Please provide any comments about the proposed actions.

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

Option one

Please provide any comments about option one

The changes made from the original Elsternwick Draft Concept Plan are noted. We prefer Option 1 to option 2.

We note with disappointment that the number sites specified at 3 or less storeys can be counted on one hand. For the rest of the sites the minimum building height is 3-4 storeys with the many sites along Nepean Hwy remaining at heights of up to 12 storeys. The potential negative impacts of the size and particularly the height of buildings introduced into urban environments is well documented.

We will continue to lobby for height reduction and for the Glen Eira Council to be true to the promise in the Elsternwick Draft Concept Plan that developers will need to provide on the ground and above ground building designs that enhance our local community – in quality of housing, quality of visual and green spaces and being supportive of cultural diversity.

Please provide any comments about option two

Please list any further information you would like included in your submission.

Both options 1&2 are incredibly disturbing for someone who lives on the West side of the railway line. Even so we think that option 1 is preferable to Option 2. It seems residents who have paid taxes and felt part of the broader Glen Eira municipality and very connected to the more local Elsternwick community are to be 'sacrificial lambs to the slaughter'.

Given the significant size of the majority of housing blocks in Elsternwick, we wonder if a significant increase in residential housing could have been achieved by encouraging an increase in the number of buildings on a current residential block, as well as encouraging two storey dwellings. It appears that those in what are designated 'heritage housing' have been given substantial preference over the more mixed housing currently present to the west of the railway.

The lack of exploration of multiple approaches to increase residential opportunities is stark. A small section of the Elsternwick residential area will in turned into a high density urban environment. Great care will need to be taken to ensure the result is not highly divisive for Elsternwick residents.

Please list your suburb

ELSTERNWICK

Please list your street name

SURVEY 65

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

Protect heritage areas: Not at all

Urban renewal area is excessive and 12 storeys is too high: Not at all

Create more green spaces: Not at all

Improve Elsternwick library:

More parking is needed: Not at all

More outdoor areas are needed for people to meet:

Elsternwick needs vibrant community spaces and places:

Improve walkability

Improve cycling amenity:

More night-time activity is needed with safe places for people:

Please provide any comments about the proposed actions.

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

Please provide any comments about option one

Please provide any comments about option two

Please list any further information you would like included in your submission.

Both options are inappropriate, needs to be revised and recognize 8-12 storey needs to be reduced to maximum 4-5 storey. I feel you have missed the mark on your proposal, its still needs to be refined in its traffic, transport findings. Our residents rights and privacy is dismissed.

Please list your suburb

ELSTERNWICK

Please list your street name

SURVEY 66

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

Protect heritage areas: Not at all

Urban renewal area is excessive and 12 storeys is too high: Not at all

Create more green spaces: Not at all

Improve Elsternwick library:

More parking is needed: Not at all

More outdoor areas are needed for people to meet:

Elsternwick needs vibrant community spaces and places:

Improve walkability

Improve cycling amenity:

More night-time activity is needed with safe places for people:

Please provide any comments about the proposed actions.

I don't believe the 2 options is well thought out. It's extremely excessive and certainly doesn't fit with the Elsternwick community feel. Feedback noted that City Futures revise the height limits, yet we still have the controversial 8-12 storeys. Please revise again!!

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

Please provide any comments about option one

I am not in favour with neither, the concerns that both options are clearly too high the increase of development in our already heavy density suburb plagues us with many issues that are still not being addressed in your proposal. Traffic, community feel, privacy, open green space which is not guaranteed. There's still pressure on infrastructure in our surrounding streets, which does not appear to be clarified in depth.

Please provide any comments about option two

Please list any further information you would like included in your submission.

Please reconsider to 4-5 storey as opposed to 8-12 storeys. Preserve with high respect our streetscape and long standing residents community liveability. Please take care in deciding what's best for Elsternwicks future.

Please list your suburb

ELSTERNWICK

Please list your street name

ALEXANDRA AVE

SURVEY 67

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

Protect heritage areas: Not at all

Urban renewal area is excessive and 12 storeys is too high: Not at all

Create more green spaces: Not at all

Improve Elsternwick library:

More parking is needed: Not at all

More outdoor areas are needed for people to meet:

Elsternwick needs vibrant community spaces and places:

Improve walkability

Improve cycling amenity:

More night-time activity is needed with safe places for people:

Please provide any comments about the proposed actions.

My biggest concern is the 12 storey. Glen Eira City Futures proposal appears to be setting a dangerous precedent. This is most distressing as I am a resident of 45 years and to be in the vicinity of this 8-12 storey is unfair. "Council is committed to making Glen Eira a great place to live, work and visit" how do you think this is going to work when your proposal is in-coherent.

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

Please provide any comments about option one

None of the Above – I would like to leave as is – if not I would recommend 4-5 storey and move it to Glenhuntly Rd where its more suited and can handle such volume of growth.

Please provide any comments about option two

I have lived in Alexandra Avenue for ■ years and have been in awe of the community life, but this proposal causes me huge fear of the future of my home. Please take care in deciding on these height limits as this will impact all of us!

Please list any further information you would like included in your submission.

None of the above. Please address traffic, privacy, open green space to suit streetscape in our street. I do not feel this is dealt with in a satisfied manner.

Please list your suburb

ELSTERNWICK

Please list your street name

ALEXANDRA AVE

SURVEY 68

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

Protect heritage areas: Very well

Urban renewal area is excessive and 12 storeys is too high: Very well

Create more green spaces: Very well

Improve Elsternwick library: Very well

More parking is needed: Very well

More outdoor areas are needed for people to meet: Very well

Elsternwick needs vibrant community spaces and places: Very well

Improve walkability: Very well

Improve cycling amenity: Very well

More night-time activity is needed with safe places for people: Very well

Please provide any comments about the proposed actions.

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

Option one

Please provide any comments about option one

In the area on the corner of Glenhuntly Rd and Brighton Rd, given the current development there, a future garden apartment development is more appropriate. 8-12 storeys is too high.

Please provide any comments about option two

Please list any further information you would like included in your submission.

Please list your suburb

ELSTERNWICK

Please list your street name

N/A

SURVEY 69

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

Protect heritage areas: Not at all

Urban renewal area is excessive and 12 storeys is too high: Not at all

Create more green spaces: Somewhat

Improve Elsternwick library: Well

More parking is needed: Not well

More outdoor areas are needed for people to meet: Somewhat

Elsternwick needs vibrant community spaces and places: Well

Improve walkability: Well

Improve cycling amenity: Well

More night-time activity is needed with safe places for people: Well

Please provide any comments about the proposed actions.

We unanimously request 1. Development along Glenhuntly Rd 2. Present third option of maximum 4 storeys Nepean Hwy with parkland acquired and tiered approach with no overshadowing into any property any afternoon sun. 12 storey Nepean Hwy not acceptable, 8 not acceptable 2-4 possible if green park area and no shadowing!!!

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

Please provide any comments about option one

Not acceptable

Please provide any comments about option two

Not acceptable

Please list any further information you would like included in your submission.

Please list your suburb

ELSTERNWICK

Please list your street name

SURVEY 70

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

Protect heritage areas:

Urban renewal area is excessive and 12 storeys is too high:

Create more green spaces:

Improve Elsternwick library:

More parking is needed:

More outdoor areas are needed for people to meet:

Elsternwick needs vibrant community spaces and places:

Improve walkability

Improve cycling amenity:

More night-time activity is needed with safe places for people:

Please provide any comments about the proposed actions.

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

Please provide any comments about option one

Please provide any comments about option two

Please list any further information you would like included in your submission.

Develop Glenhuntly Road above shops in keeping with current development and heritage styles etc.

Please list your suburb

ELSTERNWICK

Please list your street name

N/A

SURVEY 71

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

Protect heritage areas:

Urban renewal area is excessive and 12 storeys is too high:

Create more green spaces:

Improve Elsternwick library:

More parking is needed:

More outdoor areas are needed for people to meet:

Elsternwick needs vibrant community spaces and places:

Improve walkability

Improve cycling amenity:

More night-time activity is needed with safe places for people:

Please provide any comments about the proposed actions.

In regard to the urban renewal area only, I feel, along with others, that 12 storeys is too high. Whilst not against development opportunities for the land owners I feel that we in the 'buffer zone' have been thrown under the bus, so to speak.

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

Please provide any comments about option one

Please provide any comments about option two

Please list any further information you would like included in your submission.

More rezoning options throughout Elsternwick, typically 3-4 storey along major roads.

Please list your suburb

ELSTERNWICK

Please list your street name

OAK AVE

SURVEY 72

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

Protect heritage areas: Not well

Urban renewal area is excessive and 12 storeys is too high: Not at all

Create more green spaces:

Improve Elsternwick library: Not at all

More parking is needed: Not at all

More outdoor areas are needed for people to meet: Not well

Elsternwick needs vibrant community spaces and places: Not at all

Improve walkability: Somewhat

Improve cycling amenity: Somewhat

More night-time activity is needed with safe places for people: Not at all

Please provide any comments about the proposed actions.

Definitely protect heritage areas. 8 or 12 storeys are too high. They are eye sores – 4 max.

Leave the car parks as they are. I have never had trouble parking. Put the green space on the ABC block. Library is in the perfect position. What's on Carre St? Cultural area!! What person thought that up? Move the Holocaust Museum next to the library.

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

Please provide any comments about option one

Need another option.

Please provide any comments about option two

Another option please.

Please list any further information you would like included in your submission.

Please list your suburb

ELSTERNWICK

Please list your street name

REGENT ST

SURVEY 73

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

Protect heritage areas: Very well,
Urban renewal area is excessive and 12 storeys is too high: Very well,
Create more green space: Very well,
Improve Elsternwick library: Very well,
More parking is needed: Not at all,
More outdoor areas are needed for people to meet.: Very well,
Elsternwick needs vibrant community spaces and places: Very well,
Improve walkability: Very well,
Improve cycling amenity: Very well,
More night-time activity is needed with safe places for people: Very well

Please provide any comments about the proposed actions.

Elsternwick should be more pedestrian friendly - close Selwyn street to cars (which will contribute to the atmosphere on the street). Increasing parking spaces at Stanley St means more traffic, more pollution & more noise. Any re-design of the space should respect the heritage layout and residents living in the area. Design the space while making sure the noise & pollution from the parking area are at the minimum level.

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

Option two: retain extent of urban renewal precincts as proposed in Elsternwick Draft Concept Plan

Please provide any comments about option one

Please provide any comments about option two

Please list any further feedback you would like to include in your submission

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Glen Huntly Rd

SURVEY 74

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

Protect heritage areas: Somewhat,
Urban renewal area is excessive and 12 storeys is too high: Not well,
Create more green spaces : Very well,
Improve Elsternwick library: Very well,
More parking is needed : Well,
More outdoor areas are needed for people to meet.: Well,
Elsternwick needs vibrant community spaces and places.: Very well,
Improve walkability.: Very well,
Improve cycling amenity.: Somewhat,
More night-time activity is needed with safe places for people.: Well

Please provide any comments about the proposed actions.

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

Option one: reduce urban renewal precincts from proposed boundaries in Elsternwick Draft Concept Plan.

Please provide any comments about option one

Option one is my preference. However, additional modifications needed to better protect heritage buildings and the interface between them and new high rise buildings. Elm Street (east of Marmama Dr) has an old Victorian Mansion whose original land holdings extended to the bay. Heritage like this needs better protection and buffers for gradual integration. Need to also consider the 12 m buildings overlooking properties located west of St James Parade. Some tweaks to option 1 should work. Do not support original version (option 2)

Please provide any comments about option two

Over developed and lacks sensitivity to heritage that is Elsternwick

Please list any further feedback you would like to include in your submission

Heritage and character overlay should be extended over Alison Road to Seymour Road, East of Orrong Rd to preserve the many beautiful heritage houses that exist. I enjoy walking the suburb and looking at the old architecture. If you ruin it, it is lost forever. Also extend the heritage overlay over Grafton and Charles Street, where again many 1880- 1910 type buildings exist. We need some streets where this heritage is preserved to keep a piece of our cultural heritage. This is our true cultural heritage precinct - the old turn of century buildings. Have no issue with development behind the old facade - but keep front old rooms so streetscape preserved. Shop top (standard) appears too bulky, alter profile so 4th level is stepped back as per shop top heritage, but permit a 5th level.

Building on south side of Glenhuntley Road need to be no higher than 4 floors to prevent over shadow of houses in streets behind (or have large rear set back) to ensure solar access and no overlooking. The images of greening new buildings (green walls) is a good move. In regards to trees along Glenhuntley Road, this will not work, due to overhead infrastructure - you will end up with

poor tree form and structure or have topiary trees that add nothing to streetscape/ urban forest. I suggest providing large tree plots at some intersections to get as large a tree as possible.

City of Melbourne have successfully moved to planting fewer but bigger trees that provide meaningful canopy cover. Please work with arborists to achieve this aim (not regular planted trees squashed in). Finally, the plan does little to improve cycle routes east/ west. My daughter is at Elwood College and there is no clear or safe cycle route through Elsternwick and across Nepean Hwy. With Elwood soon to be zoned - that includes Elsternwick, it would be good to have a cycle route provided - perhaps along Stanley Street and then back to Glenhuntley Road.

Please add note in cycle section to work with Vic Roads for pedestrian overpass at Nepean Hwy / Glenhuntley Road. The set of lights are so short, you can hardly get across Nepean Hwy if you don't run. The overpass in Gardenvale works very well - should be replicated in Elsternwick.

Thank you for the opportunity to comment. Overall well considered plan.

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Shoobra Road

SURVEY 75

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

Protect heritage areas: Not well,
Urban renewal area is excessive and 12 storeys is too high: Not at all,
Create more green spaces : Not well,
Improve Elsternwick library: Somewhat,
More parking is needed : Somewhat,
More outdoor areas are needed for people to meet.: Not well,
Elsternwick needs vibrant community spaces and places.: Somewhat,
Improve walkability.: Not well,
Improve cycling amenity.: Not well,
More night-time activity is needed with safe places for people.: Somewhat

Please provide any comments about the proposed actions.

12 storeys is certainly too high and the council is still proposing 12 storey towers for parts of the urban renewal areas (particularly the west end). In fact, 8-12 storeys has become the standard for urban renewal A areas whereas the original draft proposed either 6-8 storeys or 8-12 storeys for developments providing community benefit. Overlooking and over shadowing in the areas to the east and the south of these towers is going to be very significant. This new draft is no better than the first for the south end of the urban renewal area which is very disappointing.

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

Please provide any comments about option one

This is marginally better as there are fewer 12 storey towers but both these options are very poor for the southern end of the urban renewal area

Please provide any comments about option two

More 12 storey towers makes this the worst option but both these options are very poor for the southern end of the urban renewal area

Please list any further feedback you would like to include in your submission

Please note -This really is a terrible engagement interface- it loses data from this page when you go back to review previous answers.

We have previously signed up for updates on the structure plan but have received none and no notice that the new draft plan was available for comment. Can you please make sure that this is rectified. The plan for the urban renewal area is very disappointing and lacks vision. Concerns about height of buildings abutting the rail line (and consequently the areas with neighbourhood overlays on the east side of the railway line) particularly at the southern end of the urban renewal area have not been addressed.

Overlooking and overshadowing on St James Parade in particular is going to be very significant and will really reduce neighbourhood amenity. The new public open space in the urban renewal area is

wedged between tower blocks, is divided by a street and has no access from neighbourhoods to the east of the railway line.

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

St James Parade

SURVEY 76

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

Protect heritage areas : Well,
Urban renewal area is excessive and 12 storeys is too high: Very well,
Improve Elsternwick library: Somewhat,
More parking is needed : Well,
More outdoor areas are needed for people to meet.: Well,
Elsternwick needs vibrant community spaces and places.: Very well,
Improve walkability.: Well,
Improve cycling amenity.: Not at all,
More night-time activity is needed with safe places for people.: Very well

Please provide any comments about the proposed actions.

No more high rises in the area! Especially on glenhuntly road. There are too many apartments being built. The traffic is already terribly congested! The growth is too large and too quick. I'm appauld that I wasn't made aware about this plan by the council, especially as I have been a long-term resident

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

Option one: reduce urban renewal precincts from proposed boundaries in Elsternwick Draft Concept Plan.

Please provide any comments about option one

Please provide any comments about option two

Please list any further feedback you would like to include in your submission

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Mccombie

SURVEY 77

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

Protect heritage areas : Not well,
Urban renewal area is excessive and 12 storeys is too high : Not at all,
Create more green spaces : Somewhat,
More parking is needed : Somewhat,
More outdoor areas are needed for people to meet.: Somewhat,
Elsternwick needs vibrant community spaces and places.: Somewhat,
Improve walkability.: Somewhat,
Improve cycling amenity.: Somewhat,
More night-time activity is needed with safe places for people.: Somewhat

Please provide any comments about the proposed actions.

The proposed building heights are still too high. They should be 6 storeys or less.

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

Option two: retain extent of urban renewal precincts as proposed in Elsternwick Draft Concept Plan

Please provide any comments about option one

Please provide any comments about option two

Please list any further feedback you would like to include in your submission

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Riddell Parade

SURVEY 78

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

Protect heritage areas : Somewhat,
Urban renewal area is excessive and 12 storeys is too high : Not at all,
Create more green spaces : Somewhat,
Improve Elsternwick library : Well,
More parking is needed: Well,
More outdoor areas are needed for people to meet.: Not well,
Elsternwick needs vibrant community spaces and places.: Not well,
Improve walkability.: Somewhat,
Improve cycling amenity.: Not well,
More night-time activity is needed with safe places for people.: Somewhat

Please provide any comments about the proposed actions.

Traffic movements have not been dealt with. Rat running through the local streets to avoid the Orrong/GH Road intersection is a real problem. You have not come up with any 'innovative traffic management' ideas at all as stated in the study objectives.

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

Option two: retain extent of urban renewal precincts as proposed in Elsternwick Draft Concept Plan

Please provide any comments about option one

Too soft

Please provide any comments about option two

The area between the rail line and Nepean Highway is ideal for urban renewal and growth. The area between McMillan and Alexandra should be 8-12 stories. These tall buildings will not only provide commercial, retail and residential opportunities but will also create an effective noise barrier for NH.

Please list any further feedback you would like to include in your submission

Elsternwick needs to grow in a sustainable way. Public transport links must be strengthened and car trips discouraged. i dont believe a multistorey carpark on the cnr of Orrong and Stanley is necessary. Use the urban renewal development opportunity for MSCP above and below ground. It would be nearer the station and trams on GHR.

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Downshire

SURVEY 79

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

Protect heritage areas : Well,
Urban renewal area is excessive and 12 storeys is too high : Not at all,
Create more green spaces : Well,
Improve Elsternwick library : Well,
More parking is needed : Somewhat,
More outdoor areas are needed for people to meet.: Well,
Elsternwick needs vibrant community spaces and places.: Well,
Improve walkability.: Well,
Improve cycling amenity.: Well,
More night-time activity is needed with safe places for people.: Well

Please provide any comments about the proposed actions.

I just found out (through your structure plan mailed to me) that the Glen Eira Council is planning to re-zone the strip on [REDACTED] from Commercial/Mixed to Urban Renewal (A) allowing development of 8-12 story apartment buildings.

I am appalled that this consultation process has already gone through stages 5 of 8 but I was NOT INFORMED via any formal notifications from the Council. This directly impacts me, I want to know why I wasn't informed.

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

Option one: reduce urban renewal precincts from proposed boundaries in Elsternwick Draft Concept Plan.

Please provide any comments about option one

I'm not STILL NOT HAPPY that [REDACTED] has been rezoned to allow for Urban Renewal (A) apartments of up to 8-12 Storeys without informing or consulting me.

Please provide any comments about option two

Please list any further feedback you would like to include in your submission

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Glen Huntly Rd

SURVEY 80

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

Protect heritage areas : Well,
Urban renewal area is excessive and 12 storeys is too high: Not well,
Create more green spaces : Somewhat,
Improve Elsternwick library: Not well,
More parking is needed : Well,
More outdoor areas are needed for people to meet.: Well,
Elsternwick needs vibrant community spaces and places.: Well,
Improve walkability.: Very well,
Improve cycling amenity.: Well,
More night-time activity is needed with safe places for people.: Well

Please provide any comments about the proposed actions.

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

Option one: reduce urban renewal precincts from proposed boundaries in Elsternwick Draft Concept Plan.

Please provide any comments about option one

This is by far the preferable option for us and I think most residents on this side of Glenhuntly Rd will agree.

Please provide any comments about option two

The extent of 'urban renewal' areas in this option is excessive and will change the character of the area and devalue homes.

Please list any further feedback you would like to include in your submission

I strongly hope Option 1 will be adopted. I feel that Option 2 will significantly devalue my home, both in terms of how I enjoy it and in terms of its potential sale value. I also think if we make room for excessive numbers of apartments the entire suburb will end up congested.

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Alexandra Ave

SURVEY 8I

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

Protect heritage areas : Well,
Urban renewal area is excessive and 12 storeys is too high : Somewhat,
Create more green spaces : Well,
Improve Elsternwick library: Somewhat,
More parking is needed : Somewhat,
More outdoor areas are needed for people to meet.: Well,
Elsternwick needs vibrant community spaces and places.: Well,
Improve walkability.: Well,
Improve cycling amenity.: Well,
More night-time activity is needed with safe places for people.: Somewhat

Please provide any comments about the proposed actions.

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

Option one: reduce urban renewal precincts from proposed boundaries in Elsternwick Draft Concept Plan.

Please provide any comments about option one

Please provide any comments about option two

Please list any further feedback you would like to include in your submission

I particularly like the plans for more open and green space. I also appreciate the need for urban renewal but I think in most places 12 stories is too tall. Additionally I'd like to be sure if more high rise development is being allowed that there are more controls for the quality of individual development. I am in favour including the library in part of the entertainment precinct as long as the collection is not reduced. Finally I believe the heritage of the area should be celebrated in any new development.

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Yorston Court

SURVEY 82

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

Protect heritage areas : Not at all,
Urban renewal area is excessive and 12 storeys is too high : Not at all,
Create more green spaces : Somewhat,
Improve Elsternwick library: Somewhat,
More parking is needed : Somewhat,
More outdoor areas are needed for people to meet.: Well,
Elsternwick needs vibrant community spaces and places.: Somewhat,
Improve walkability.: Somewhat,
Improve cycling amenity.: Somewhat,
More night-time activity is needed with safe places for people.: Somewhat

Please provide any comments about the proposed actions.

Protect the residential streets between the railway line and the Nepean highway and leave the height limit on these gorgeous turn of the century homes (the weatherboard ones are a diminishing resource in Melbourne and the remainder of these homes are in a consistent streetscape, leave them at 2 storey maximum.

Glen Eira is exceeding their new dwelling quota and exceeding the new dwellings listed in other Councils, leave these residential streets alone, protect this heritage.

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

Please provide any comments about option one

This plan had made some concessions but still proposes 4-storey garden apartments (50 dwellings over 3 house blocks according to your Council website documents) where current heritage housing sits.

Option 3: Protect the homes between the railway and the Nepean, leave at 2 storey limit.
Develop along the Nepean Highway at a height level tolerable to the adjacent homes

Please provide any comments about option two

The abutment of the 12 storey across from 4 storey (if approved) is intolerable and will destroy this area.

Option 3: Protect the homes between the railway and the Nepean, leave at 2 storey limit.
Develop along the Nepean Highway at a height level tolerable to the adjacent homes

Please list any further feedback you would like to include in your submission

Strong opposition to the positioning of the urban growth zone placement and the catastrophic effects that these plans would have on the area between the railway and the Nepean. This is a multicultural precinct with many Greek, Polish, Dutch, etc. people who are in disbelief and bewilderment that this rezoning could happen to them with so little regard to the current attributes (welcome community, friendly neighbours, attractive streetscape, minimal occupier turnover)

Traffic with these plans will be chaos, there is currently no detail on this.
Why consider Oak and Alexandra Avenue for heritage overlay subsequent to Council voting on this in February - isn't it a bit late then?

looking at the Community Feedback document on the Council website, the supportive submissions are traders or large block owners and within the growth zone are few in number compared to the negative affected resident feedback.

The other cohort of supportive respondents live OUTSIDE the affected area (Railway line to Nepean Hway).

Leave the residential streets, railway line to Nepean Hway as 2-storey.

Increase green areas as Glen Eira very low in this regard, a green corridor along the train with bike path would be good.

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Oak Ave

SURVEY 83

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

Protect heritage areas : Not well,
Urban renewal area is excessive and 12 storeys is too high : Somewhat,
Create more green spaces : Somewhat,
Improve Elsternwick library : Well,
More parking is needed : Well,
More outdoor areas are needed for people to meet.: Very well,
Elsternwick needs vibrant community spaces and places.: Well,
Improve walkability.: Well,
Improve cycling amenity.: Well,
More night-time activity is needed with safe places for people.: Well

Please provide any comments about the proposed actions.

Well done - some good initiatives!

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

Option one: reduce urban renewal precincts from proposed boundaries in Elsternwick Draft Concept Plan.

Please provide any comments about option one

Provides a more appropriate scaling solution on Elsternwicks borders

Please provide any comments about option two

Although Nepean Highway is a significant boulevard that can absorb some increased density there is a mismatch between the proposed wall of mid rise and the predominant character of the suburb.

Please list any further feedback you would like to include in your submission

The quality of the graphic resolution of Figure 3 is poor - difficult to read the legend.
The Minimal Change preferred type area should be reevaluated as there are many pockets in this area of consistent older building stock that merit protection. Grafton Street for example consists of predominantly intact 120 year old weatherboard cottages which have mostly been sensitively restored, but ungainly two level additions - plainly out of character - have been approved and constructed and this has negatively impacted the streetscape character. The heritage overlays need to be reviewed and extended urgently and the planning controls strengthened to prevent insensitive and out of scale development.

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Grafton

SURVEY 84

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

Protect heritage areas : Well,
Urban renewal area is excessive and 12 storeys is too high : Very well,
Create more green spaces : Very well,
Improve Elsternwick library : Well,
More parking is needed : Well,
More outdoor areas are needed for people to meet.: Very well,
Elsternwick needs vibrant community spaces and places.: Very well,
Improve walkability.: Well,
Improve cycling amenity.: Very well,
More night-time activity is needed with safe places for people.: Very well

Please provide any comments about the proposed actions.

12 Storeys is too high for the Urban renewal area. It will affect the neighbourhood on many factors including blockage of sunlight.

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

Option one: reduce urban renewal precincts from proposed boundaries in Elsternwick Draft Concept Plan.

Please provide any comments about option one

Try to keep the height upto 5 storeys and reduce urban renewal constructions.

Please provide any comments about option two

Please list any further feedback you would like to include in your submission

Require new parks, cycling paths and better/safer pedestrian crossing access across Nepean highway.

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

■ McCombie Street

SURVEY 85

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

Protect heritage areas : Somewhat,
Urban renewal area is excessive and 12 storeys is too high : Somewhat,
Create more green spaces: Well,
Improve Elsternwick library: Somewhat,
More parking is needed : Well,
More outdoor areas are needed for people to meet.: Well,
Elsternwick needs vibrant community spaces and places.: Very well,
Improve walkability.: Very well,
Improve cycling amenity.: Well,
More night-time activity is needed with safe places for people.: Very well

Please provide any comments about the proposed actions.

I'm a resident of Alexandra Ave. While I'm happy with most of the actions proposed, my main concern is with the new building heights proposed in Elsternwick, particularly anything over 6 stories in the urban renewal area. I understand that Elsternwick needs to grow but the heights being proposed are excessive, especially in option two (up to 12 stories).

If large 8 - 12 storey buildings were to start popping up in Alexandra Ave:

- the character of the street would be destroyed
- the construction sites would be a complete nightmare to live next to
- views and privacy would be impacted significantly
- the value of my home would be negatively impacted

If I had to choose between the two options, I would strongly advocate for option one.

Thanks, [REDACTED]

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

Option one: reduce urban renewal precincts from proposed boundaries in Elsternwick Draft Concept Plan.

Please provide any comments about option one

Please see my comments from the previous page.

Please provide any comments about option two

Option two would destroy the character of Elsternwick, and is in stark conflict with the goal of "enhancing and protecting the character of the local area".

Please list any further feedback you would like to include in your submission

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Alexandra Ave

SURVEY 86

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

Protect heritage areas : Not well,
Create more green spaces : Very well,
Improve Elsternwick library: Very well,
More parking is needed : Very well,
More outdoor areas are needed for people to meet.: Very well

Please provide any comments about the proposed actions.

Staniland car park to be converted to a park is a great idea.
Refurbish and maintain the library. It is in a great spot. Easy to walk to.
We want Elsternwick to be safe. Walking paths to be lit.
Cycling paths great.
Do not need too much parking.
Diverse housing near Nepean Highway and purchase of car yards is an option/good option.
Keep kindergarten location as where it is. Will be close to park and library, close to St Josephs.
Thanks

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

Please provide any comments about option one

Please provide any comments about option two

Please list any further feedback you would like to include in your submission

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Allison Rd

SURVEY 87

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

Please provide any comments about the proposed actions.

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

Please provide any comments about option one

Please provide any comments about option two

Visibility to neighbours to west.

Please list any further feedback you would like to include in your submission

Urban Renewal Area - I am concerned about how visible the proposed 12 storey buildings will be to the west. Can you prepare diagrams showing this from various spots - eg from public park at corner of Gisborne and Archibald streets.

Urban Renewal Area - In general I think it is a good idea to develop this space. It would be fantastic to have additional pedestrian overpass over Nepean to allow access to the canal/bike paths and park land (eg. Elsternwick Park) over other side.

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Downshire Road

SURVEY 88

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

Protect heritage areas : Well,
Urban renewal area is excessive and 12 storeys is too high: Very well,
Improve Elsternwick library : Very well,
More parking is needed : Very well,
More outdoor areas are needed for people to meet.: Very well,
Elsternwick needs vibrant community spaces and places.: Very well,
Improve walkability.: Very well,
Improve cycling amenity.: Somewhat,
More night-time activity is needed with safe places for people.: Well

Please provide any comments about the proposed actions.

1. No 12 storeys - reduce to 6-8 located near Nepean Highway end of Glenhuntly Rd
2. Improve Elsternwick Library. Perfect proposal. Do not move site. Will be accessible to new proposed open space (existing Staniland library car park).
3. Improve kindergarten. Do not move site - close to library, open space and cultural precinct. Perfect location.

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

Please provide any comments about option one

Please provide any comments about option two

Please list any further feedback you would like to include in your submission

Urban Renewal (near station for access/transport)
Stanley St multi-level car park - PERFECT LOCATION
Diverse housing located on the Stanley St site or Elsternwick Station Site or Oak/Alexandra/McCombie St location.
Do not want multi-level buildings on kindergarten site. Retain kindergarten.
Thanks great job.

Diverse housing located at the Elsternwick Station end of Glenhuntly Rd/Nepean HWY end. Would be great to purchase care yards.

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Maysbury Ave

SURVEY 89

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

Protect heritage areas : Not at all,

Urban renewal area is excessive and 12 storeys is too high : Not at all,

Create more green spaces : Not at all

Please provide any comments about the proposed actions.

Shocking. We are going to assemble a team to challenge this. It impacts on many and community are furious. Please be prepared for a lot of opposition.

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

Please provide any comments about option one

Shocking

Please provide any comments about option two

Shocking

Please list any further feedback you would like to include in your submission

Will be attending the 4th for a team of people.

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Denver Crescent

SURVEY 90

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

Protect heritage areas : Not well,
Urban renewal area is excessive and 12 storeys is too high : Not at all,
Create more green spaces : Not well,
Improve Elsternwick library : Well,
More parking is needed : Well,
More outdoor areas are needed for people to meet.: Not well,
Elsternwick needs vibrant community spaces and places.: Somewhat,
Improve walkability.: Somewhat,
Improve cycling amenity.: Well,
More night-time activity is needed with safe places for people.: Somewhat

Please provide any comments about the proposed actions.

I am not sure where is the improvement with the 12 storeys buildings. In the 2 options, there are still 12 storeys building allowance in a large part of Elsternwick. This suburb has a strong heritage appearance and a history that will both be lost because of this Structure plan. I understand that Melbourne is growing and that some suburbs have to follow the "Plan Melbourne" but not in the jeopardy of these suburbs and their community. Authorising this range of buildings will get out of control and will change Elsternwick forever. Please listen to the community and people that have chosen to live here. I believe that 3-4 storeys buildings will be enough to achieve a significant growth without affecting Elsternwick. Thank you for taking this comment into consideration.

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

Option two: retain extent of urban renewal precincts as proposed in Elsternwick Draft Concept Plan

Please provide any comments about option one

Please provide any comments about option two

Please note that I am not preferring any of these options. The storey high is still way too high to blend in the suburb and not affect the heritage, community and calm that the residents love. I believe we should work on an option 3 with a strong limitation of buildings: 3-4 storeys. In my case, I live [REDACTED] in an apartment. Having a building that high in front of me will overshadow the apartment, take off any privacy and it will greatly affect our everyday living, not to mention the lost of property value. I moved 4 months ago in Elsternwick to start a family. Unfortunately, I start to regret my choice as Elsternwick will lose the reasons why I moved here for: Calm, village feeling and strong community values.

Please list any further feedback you would like to include in your submission

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Horne Street, Elsternwick

SURVEY 9I

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

Protect heritage areas : Well,
Urban renewal area is excessive and 12 storeys is too high : Somewhat,
Create more green spaces : Well,
Improve Elsternwick library: Well,
More parking is needed : Well,
More outdoor areas are needed for people to meet.: Well,
Elsternwick needs vibrant community spaces and places.: Well,
Improve walkability.: Well,
Improve cycling amenity.: Well,
More night-time activity is needed with safe places for people.: Well

Please provide any comments about the proposed actions.

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

Option one: reduce urban renewal precincts from proposed boundaries in Elsternwick Draft Concept Plan.

Please provide any comments about option one

Please provide any comments about option two

Please list any further feedback you would like to include in your submission

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Mcmillan

SURVEY 92

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

Protect heritage areas : Well,
Urban renewal area is excessive and 12 storeys is too high : Not at all,
Create more green spaces: Somewhat,
Improve Elsternwick library: Very well,
More parking is needed : Not well,
More outdoor areas are needed for people to meet.: Very well,
Elsternwick needs vibrant community spaces and places.: Very well,
Improve walkability.: Very well,
Improve cycling amenity.: Very well,
More night-time activity is needed with safe places for people.: Very well

Please provide any comments about the proposed actions.

I am a resident of [REDACTED] and I welcome development in this street. I would prefer well designed apartment blocks than more cars parking in the street. I think the apartment block at the corner of Stanley and Riddell was a success. It is high but has had little impact on my liveability in the street, it is the parking of workers and shoppers who invade our street and show no respect for the residents that bugs me. I think [REDACTED] should have garden apartments up to 3-4 storeys. It is perfectly positioned for careful development being so close to shops.

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

Option two: retain extent of urban renewal precincts as proposed in Elsternwick Draft Concept Plan

Please provide any comments about option one

Please provide any comments about option two

I believe the current zoning is much better and more realistic than the proposed changes. The proposed puts the apartment blocks closer to nepean highway which makes their liveability reduced. I am more for integration of well designed and well built apartment blocks scattered within Elsternwick, like they did in the 1930's.

Please list any further feedback you would like to include in your submission

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Stanley Street

SURVEY 93

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

Protect heritage areas : Somewhat,
Urban renewal area is excessive and 12 storeys is too high : Not well,
Create more green spaces : Somewhat,
Improve Elsternwick library: Well,
More parking is needed : Somewhat,
More outdoor areas are needed for people to meet.: Somewhat,
Elsternwick needs vibrant community spaces and places.: Somewhat,
Improve walkability.: Somewhat,
Improve cycling amenity.: Somewhat,
More night-time activity is needed with safe places for people.: Somewhat

Please provide any comments about the proposed actions.

There seems to be a bias towards improving amenities and creating more public space in areas that are proposed to have lower population growth. The urban renewal areas with up to 12 storey buildings are all congested into the western and southern sections yet only one open space and no other community spaces created. This does not seem fair nor sensible

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

Option one: reduce urban renewal precincts from proposed boundaries in Elsternwick Draft Concept Plan.

Please provide any comments about option one

Why is zoning directly north of Glen Huntly Road reducing from current 3-4 storeys down to 1-2 when they are directly within proximity to all the shops and community amenities? The proposed urban renewal zones between nepean highway and the railway line need better pedestrian access to Glen Huntly Road amenities. Upgrade the pedestrian access over the railway line and create more where possible. There are also a number of old houses within this area that in my opinion could be given the same heritage zoning as those areas north of Glen Huntly Road. I feel the plan is heavily biased towards protecting and improving the areas on the eastern side of the railway line while the western side is subjected to most of the high density zoning with very little community spaces

Please provide any comments about option two

Same comments as option 1 above but even more amplified. Least preferred option

Please list any further feedback you would like to include in your submission

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

[REDACTED]

SURVEY 94

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

Protect heritage areas : Not well,
Urban renewal area is excessive and 12 storeys is too high : Very well,
Create more green spaces : Somewhat,
Improve Elsternwick library : Very well,
More parking is needed : Very well,
More outdoor areas are needed for people to meet.: Well,
Elsternwick needs vibrant community spaces and places.: Well,
Improve walkability.: Well,
Improve cycling amenity.: Well,
More night-time activity is needed with safe places for people.: Well

Please provide any comments about the proposed actions.

The precinct near McCombie Street should not have any more tall buildings other than the existing Element residential apartment. The heritage shop houses should be preserved. Low rise apartments for residential should not exceed 3 storeys.

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

Option one: reduce urban renewal precincts from proposed boundaries in Elsternwick Draft Concept Plan.

Please provide any comments about option one

See previous comments on the precinct at McCombie Street

Please provide any comments about option two

Please list any further feedback you would like to include in your submission

More trees along Glenhuntly Road from McCombie Street at Elsternwick

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Glenhuntly Road

SURVEY 95

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

Protect heritage areas : Well,
Urban renewal area is excessive and 12 storeys is too high : Not well,
Create more green spaces : Well,
Improve Elsternwick library: Somewhat,
More parking is needed : Somewhat,
More outdoor areas are needed for people to meet.: Well,
Elsternwick needs vibrant community spaces and places.: Well,
Improve walkability.: Well,
Improve cycling amenity.: Well,
More night-time activity is needed with safe places for people.: Well

Please provide any comments about the proposed actions.

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

Option one: reduce urban renewal precincts from proposed boundaries in Elsternwick Draft Concept Plan.

Please provide any comments about option one

Please provide any comments about option two

Please list any further feedback you would like to include in your submission

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Nepean Hwy

SURVEY 96

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

Protect heritage areas : Well,
Urban renewal area is excessive and 12 storeys is too high : Not well,
Create more green spaces : Somewhat,
Improve Elsternwick library : Well,
More parking is needed : Somewhat,
More outdoor areas are needed for people to meet.: Somewhat,
Elsternwick needs vibrant community spaces and places.: Well,
Improve walkability.: Well,
Improve cycling amenity.: Well,
More night-time activity is needed with safe places for people.: Well

Please provide any comments about the proposed actions.

* Traffic congestion on glenhuntly road is a problem.
* the area between the goathouse and bang bang could do with family friendly play ground. Allowing adults to enjoy both venues and watch children at the same time
* Proposed heights and overlays in the existing elsternwick area especially Yorston Crt are ridiculous... What is strategic site A? heights of 6-8 in this small area is crazy! the parking in this street is terribly difficult as it is let alone with multiple dwellings at that height! Even if you had one park there is always 2 or 3 that need parking and guests.. This needs to be reconsidered! It should remain at minimal change 1-2 height

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

Option one: reduce urban renewal precincts from proposed boundaries in Elsternwick Draft Concept Plan.

Please provide any comments about option one

Please provide any comments about option two

Glenhuntly rd and the surrounds should remain as unique as possible. The area should not be overcrowded.. it will simply ruin it..
Yorston crt is horrendous with activity as it is.. The idea of making this worse baffles me!

Please list any further feedback you would like to include in your submission

Glenhuntly rd and the surrounds should remain as unique as possible. The area should not be overcrowded.. it will simply ruin it..
Yorston crt is horrendous with activity as it is.. The idea of making this worse baffles me!

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

yorston crt

SURVEY 97

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

Protect heritage areas : Somewhat,
Urban renewal area is excessive and 12 storeys is too high : Not at all,
Create more green spaces : Well,
Improve Elsternwick library : Somewhat,
More parking is needed : Not at all,
More outdoor areas are needed for people to meet.: Not well,
Elsternwick needs vibrant community spaces and places.: Well,
Improve walkability.: Somewhat,
Improve cycling amenity.: Well,
More night-time activity is needed with safe places for people.: Well

Please provide any comments about the proposed actions.

My main concern is that the heritage feel of Elsternwick will be lost with all the increased apartment development. The apartment, and soon to be apartments should never have been created and if a new one is created in the adjacent block then it further diminishes the heritage value and blocks the skyline for many surrounding dwellings. A 12 story building will be an eyesore and create further traffic congestion that will not be an easy solve.

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

Option one: reduce urban renewal precincts from proposed boundaries in Elsternwick Draft Concept Plan.

Please provide any comments about option one

See notes from previous page.

Please provide any comments about option two

Strongly disagree and of the view that the needs of the broader community have not been taken into account with this urban development plan.

Please list any further feedback you would like to include in your submission

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Riddell Parade

SURVEY 98

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

Protect heritage areas : Well,
Urban renewal area is excessive and 12 storeys is too high : Very well,
Create more green spaces : Very well,
Improve Elsternwick library: Very well,
More parking is needed : Somewhat,
More outdoor areas are needed for people to meet.: Well,
Elsternwick needs vibrant community spaces and places.: Well,
Improve walkability.: Well,
Improve cycling amenity.: Well,
More night-time activity is needed with safe places for people.: Very well

Please provide any comments about the proposed actions.

Generally I like the idea of having active public spaces and more green areas incorporated with civic uses. However on Urban Renewal front I find Option 2 excessive and not justified. Option 1 has better integration with the existing urban texture without crusifying much of the existing low and medium density residential buildings and it's residents by making use of the car yards. The area nominated as 3-4 storey buildings have already established residential function for long term.

I seriously hope that the council will take the residents advise and drop proposal Option 2 for good.

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

Option one: reduce urban renewal precincts from proposed boundaries in Elsternwick Draft Concept Plan.

Please provide any comments about option one

The area nominated as 3-4 storey buildings has already established residential function for long term. Option 1 shows more respect to the surrounding existing urban texture without crusifying much of the existing low and medium density residential buildings and it's residents by presenting a better integration and by making use of the car yards for the high density buildings.

Please provide any comments about option two

I find Option 2 excessive and not justified as well as offensive to the surrounding residential texture. I seriously hope that the council will take the residents advise and drop proposal Option 2 for good.

Please list any further feedback you would like to include in your submission

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Nepean Highway

SURVEY 99

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

Protect heritage areas : Somewhat,
Urban renewal area is excessive and 12 storeys is too high : Not at all,
Create more green spaces : Well,
Improve Elsternwick library: Well,
More parking is needed : Not at all,
More outdoor areas are needed for people to meet.: Not well,
Elsternwick needs vibrant community spaces and places.: Not well,
Improve walkability.: Somewhat,
Improve cycling amenity.: Somewhat,
More night-time activity is needed with safe places for people.: Not well

Please provide any comments about the proposed actions.

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

Option one: reduce urban renewal precincts from proposed boundaries in Elsternwick Draft Concept Plan.

Please provide any comments about option one

Please provide any comments about option two

Please list any further feedback you would like to include in your submission

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Gordon

SURVEY 100

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

More outdoor areas are needed for people to meet.: Well,
Elsternwick needs vibrant community spaces and places.: Well,
Improve walkability.: Not well,
Improve cycling amenity.: Not well,
More night-time activity is needed with safe places for people.: Well

Please provide any comments about the proposed actions.

Here are my concerns and comments on the proposals:

- I am very concerned about new traffic flow from the new urban renewal area along the Nepean Highway. I am concerned that this will cause significant increase in traffic along in the streets on the other side of the railway line. This must not happen. Perhaps an underpass could be created at the end of McMillan St to link to the new proposed destination car park on the corner of Stanley and Riddell.
- Walkability. There should be an alternate additional entrance to the station from the southern end. This will reduce pedestrian traffic along Glenhuntly road, and significantly increase walkability to the station for those to the south. It takes around 5 minutes to walk from the southern end of the station to the entrance on the northern end. This new southern entrance should also connect to the new urban renewal area (ie with walkover).
- Walkability - similar issue. There should be additional crossing points from the proposed urban renewal area across the rail lines (eg to connect to Ridell parade, Carre st area). This will hopefully decrease traffic, as walking will be much more pleasant and quick to Glenhuntly road.
- walkability. - There should be a crossing point for pedestrians over the Nepean (between Glenhuntly Rd and Martin St). This is desirable regardless of whether the urban renewal area is developed. There is amazing parkland on the other side of the Nepean (ie elsternwick park, the canal) which is difficult to access for pedestrians.
- Urban renewal area - In general I am supportive of the concept, but I am not a directly affected landowner. It seems very unfair on existing landowners in the precinct, unless they are able to benefit from increased land value due to the rezoning which I suspect is the case.
- Urban renewal area - I think 8-12 storeys in the southern end will impact on the neighbourhood character area to the east (ie along st james rd). I think this should be reduced to 3 to 4.
- Traffic - I like the idea of the Carre St closure in principle. However, this street currently does carry a lot of local traffic as an alternative to Orrong Road which is very congested. So I am concerned about traffic impacts and Orrong Road becoming a blockage. Orrong Road would flow better if the bus stop on Sth/West corner was moved away from the intersection (eg south towards Stanley St). Currently whenever the bus comes along and stops, no traffic can cross at the green light because of the dogs leg configuration. This is just poor design.

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

Please provide any comments about option one

I have no preference re option one or two as I am not directly affected. I believe the walkability and traffic issues are paramount. If option two (ie greater development) means more likelihood of getting traffic underpass, Nepean pedestrian crossing and southern train station entrance as mentioned above then I'd prefer that.

Please provide any comments about option two

Please list any further feedback you would like to include in your submission

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Downshire Rd

SURVEY 101

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

Protect heritage areas : Not at all,
Urban renewal area is excessive and 12 storeys is too high : Not at all,
Create more green spaces : Not well,
Improve Elsternwick library : Not at all,
More parking is needed : Not at all,
More outdoor areas are needed for people to meet.: Not at all,
Elsternwick needs vibrant community spaces and places.: Not at all,
Improve walkability.: Not at all,
Improve cycling amenity.: Not at all,
More night-time activity is needed with safe places for people.: Not at all

Please provide any comments about the proposed actions.

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

Option one: reduce urban renewal precincts from proposed boundaries in Elsternwick Draft Concept Plan.

Please provide any comments about option one

It is not an accurate representation of our community interests nor in line with the plan melbourne implementation plan in addition to being the same as option two. Furthermore I find it disgraceful that the height limit was raised from 6-8 to 8-12 stories in the planned highrise in the car yard area.

Please provide any comments about option two

It is not an accurate representation of our community interests nor in line with the plan melbourne implementation plan in addition to being the same as option one except worse. Furthermore I find it disgraceful that the height limit was raised from 6-8 to 8-12 stories in the planned highrise in the car yard area.

Please list any further feedback you would like to include in your submission

This is a disgrace to your office and in no way should this have been considered let alone pushed through. I find your community dictation session last night insultingly paper thin in what it aimed to accomplish (which was a rubber stamp). Option 2 being nothing more than something to be set back in favour of 1 as an alternative is a farce. I also take incredible offence that an elected official would smirk and laugh about their constituency being as distressed as we were

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

st james pde

SURVEY 102

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

Protect heritage areas : Not well,
Urban renewal area is excessive and 12 storeys is too high : Not at all,
Create more green spaces: Not well,
Improve Elsternwick library : Somewhat,
More parking is needed: Not at all,
More outdoor areas are needed for people to meet.: Not well,
Elsternwick needs vibrant community spaces and places.: Not well,
Improve walkability.: Not well,
Improve cycling amenity.: Not well,
More night-time activity is needed with safe places for people.: Not well

Please provide any comments about the proposed actions.

The planning of this proposal has been poorly executed and no thought has been taken into account for the existing residents in those affected areas behind the car yards on Nepean Hwy. There are houses directly behind the proposed site of a potential 12 storey dwelling. Explain how you propose to build such a development with no overshadowing for the existing residents. I urge Aiden to come down to [REDACTED] and stand there and look at his proposed development, and then imagine he just paid over 2 million dollars to reside here only months ago. Then imagine the extra traffic, people, noise, loss of sunlight, loss of original housing that shaped Elsternwick, lack of parking (which already exists). My other neighbours have been there for 30, 40 and 50 years and the houses are old double fronted Victorian homes from 1890s. If you think this is going to happen without a fight then there is less going on between the councils ears than I thought.

My suggestions are, spread the load throughout the council, develop the shop strip (more people want this than dont which your survey does not show, maybe it was the questions you asked), build 4 storey on Nepean hwy, build a pedestrian overpass over Nepean Hwy at Elm St, strategically create better traffic flow, create more car parks, 150 will not help at all.

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

Option one: reduce urban renewal precincts from proposed boundaries in Elsternwick Draft Concept Plan.

Please provide any comments about option one

Please provide any comments about option two

Please list any further feedback you would like to include in your submission

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Oak ave

SURVEY 103

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

Protect heritage areas : Very well,
Urban renewal area is excessive and 12 storeys is too high : Very well,
Create more green spaces : Very well,
Improve Elsternwick library : Very well,
More parking is needed : Very well,
More outdoor areas are needed for people to meet.: Very well,
Elsternwick needs vibrant community spaces and places.: Very well,
Improve walkability.: Very well,
Improve cycling amenity.: Very well,
More night-time activity is needed with safe places for people.: Very well

Please provide any comments about the proposed actions.

I favour Option 2

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

Option two: retain extent of urban renewal precincts as proposed in Elsternwick Draft Concept Plan

Please provide any comments about option one

Please provide any comments about option two

Elsternwick needs more multi unit residential development to cater for the demand for such a booming and attractive suburb to live in.

Please list any further feedback you would like to include in your submission

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Ross St

SURVEY 104

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

Please provide any comments about the proposed actions.

Not happy jan

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

Option one: reduce urban renewal precincts from proposed boundaries in Elsternwick Draft Concept Plan.

Please provide any comments about option one

Please provide any comments about option two

Please list any further feedback you would like to include in your submission

No high rises

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

McMillan

SURVEY 105

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

Protect heritage areas : Very well,
Urban renewal area is excessive and 12 storeys is too high: Somewhat,
Create more green spaces : Somewhat,
Improve Elsternwick library : Well,
More parking is needed : Somewhat,
More outdoor areas are needed for people to meet.: Somewhat,
Elsternwick needs vibrant community spaces and places.: Well,
Improve walkability.: Somewhat,
Improve cycling amenity.: Not well,
More night-time activity is needed with safe places for people.: Somewhat

Please provide any comments about the proposed actions.

The library should stay at its current site in the proposed redeveloped community centre. Moving the Selwyn street would create more congestion in an already congested traffic area. Parking is limited in Selwyn Street precinct. Glen Eira Road is the best east - west thoroughfare however in its current state it is very unsafe for cyclists. The parking should be removed so a dedicated bike path so the 1 to 1.5 metre clearance between bus and cars can be maintained. We live at [REDACTED] and have been included in the entertainment precinct. The entertainment/cultural precinct should not include St Georges Road and Sinclair streets which are residential. The eastern border of the entertainment/cultural precinct could be Selwyn Street but could include the east side of Selwyn street where the proposed Woolworths development will be located. The traffic flow plan is problematic in the Selwyn Street precinct. Having a shared car and pedestrian area does not work. Please research this. There are no examples in the world where this concept has worked, All examples in Australia and the rest of the world have failed. Either turned back into pedestrian only or reverted to traditional dual use. Please do your research on this before you commit our money to a doomed concept. In addition. We would like our property considered for the heritage survey in 2018. 1 May street Elsternwick.

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

Please provide any comments about option one

12 storeys is too high

Please provide any comments about option two

12 storeys is too high

Please list any further feedback you would like to include in your submission

Please include our property for consideration the the Heritage Survey in 2018

1 May Street Elsternwick

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

■ May street

SURVEY 106

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

Protect heritage areas : Well,
Urban renewal area is excessive and 12 storeys is too high : Well,
Create more green spaces : Somewhat,
Improve Elsternwick library : Well,
More parking is needed : Somewhat,
More outdoor areas are needed for people to meet.: Somewhat,
Elsternwick needs vibrant community spaces and places.: Well,
Improve walkability.: Well,
Improve cycling amenity.: Well,
More night-time activity is needed with safe places for people.: Well

Please provide any comments about the proposed actions.

in total agreement that any higher stories are to be near the Nepean highway end of Elsternwick as already too many approved in the centre such as near supermarket redevelopment. definitely 12 storeys far too high.

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

Option one: reduce urban renewal precincts from proposed boundaries in Elsternwick Draft Concept Plan.

Please provide any comments about option one

preferred option all higher rise neat Nepean hwy end where high traffic already

Please provide any comments about option two

too many high rise already and important not to have more to retain the character of Elsternwick.

Please list any further feedback you would like to include in your submission

main to retain character minimal high rise and make sure no parking reduced as bad already and increase green space

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

orrong road

SURVEY 107

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

Protect heritage areas : Well,
Urban renewal area is excessive and 12 storeys is too high : Not at all,
Create more green spaces : Not well,
Improve Elsternwick library : Well,
More parking is needed : Somewhat,
More outdoor areas are needed for people to meet.: Well,
Elsternwick needs vibrant community spaces and places.: Well,
Improve walkability.: Somewhat,
Improve cycling amenity.: Not well,
More night-time activity is needed with safe places for people.: Somewhat

Please provide any comments about the proposed actions.

7 December 2017

Re. DRAFT STRUCTURE PLAN

To whom it may concern:

I would like to present my strongest objection to the two proposed options for the redevelopment along the railway line of 8-12 storey buildings. It is quite unbelievable that Council would propose such heights in this area. As a resident of [REDACTED], my home would only be 50 metres from these towers, severely impacting shadowing and privacy to my home.

I also believe that the neighbourhood character overlay has been completely overlooked in favour of this high density development. I am also very concerned about the environmental impact to the area, the high level of traffic activity through small roads to Glen Huntly Rd.

It would appear that requests to have buildings no higher than four storeys has been completely disregarded.

I strongly oppose the redevelopment of this area as proposed and request a review of heights for developments to be a maximum of four storeys.

Thank you

Yours sincerely

[REDACTED]

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

Please provide any comments about option one

None of the two option provided take into account the objections to the neighbours to ANY 8-12 storey buildings. We do not want any 8-12 storey buildings at all.

Please provide any comments about option two

None of the two option provided take into account the objections to the neighbours to ANY 8-12 storey buildings. We do not want any 8-12 storey buildings at all.

Please list any further feedback you would like to include in your submission

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Breatani Avenue

SURVEY 108

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

Protect heritage areas : Not at all,
Urban renewal area is excessive and 12 storeys is too high: Not at all,
Create more green spaces : Well,
Improve Elsternwick library : Very well,
More parking is needed : Not at all,
More outdoor areas are needed for people to meet.: Somewhat,
Elsternwick needs vibrant community spaces and places.: Very well,
Improve walkability.: Very well,
Improve cycling amenity.: Very well,
More night-time activity is needed with safe places for people.: Very well

Please provide any comments about the proposed actions.

There is already a neighbourhood. character overlay which council treats as a heritage overlay. the heritage overlay will add costs to home owners. council needs to be more transparent about this.

no more parking is needed. parking needs to be made more efficient. more passive places and community uses are needed

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

Option two: retain extent of urban renewal precincts as proposed in Elsternwick Draft Concept Plan

Please provide any comments about option one

the boundaries and heights will be transformative over the coming decades which is what the area needs

Please provide any comments about option two

I believe there needs to be more wind and shadow analysis for the proposed heights.

the plan could be more transformative. There should be lot amalgamation incentives in Ross Street. It should be rezoned for office C2 and a cut through to Glen Huntly Road from Ross Street proposed. Likewise Rippon Grove could be activated in the same way that Gordon street has been. There could be a cut through joining Rippon Grove to Glen Huntly.

I wish that the heights and built form were accompanied by a little bit more innovative thinking about how to improve the street layout and the walking environment with tangible projects that create more connectivity and bigger footpaths and more passive space.

The area around Ross Street and Rippon Grove provides opportunity for that and to leverage an already degraded urban form.

Please list any further feedback you would like to include in your submission

I encourage greater ambition in the vision for the street network. There is opportunity in Ross Street, Rippon Grove, Stanely Streets to do something transformative and special.

Height is not an issue. The heights will be accepted once they are realised. The issue is the spaces between the buildings and how they can be imagined as places for connection, activity and passive recreation. There really needs to be more ambition from council about how the streets of the centre could improve. At the moment the focus is strongly on development control, but for the centre to thrive it needs to be thinking of street network, creating employment and economic spaces for the areas' supremely educated residents, and creating opportunities for enjoyment and thermal comfort. More thinking needs to go into the street network and the spaces between buildings. But this is a good start.

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

riddell

SURVEY 109

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

Protect heritage areas : Not at all,
Urban renewal area is excessive and 12 storeys is too high : Not at all,
Create more green spaces : Not at all,
Improve Elsternwick library : Somewhat,
More parking is needed : Somewhat,
More outdoor areas are needed for people to meet.: Not at all,
Elsternwick needs vibrant community spaces and places.: Not at all,
Improve walkability.: Not at all,
Improve cycling amenity.: Not at all,
More night-time activity is needed with safe places for people.: Not at all

Please provide any comments about the proposed actions.

This plan is an attempt to turn this part of Elsternwick into a version of Southbank. Particularly deceitful is the use of monochrome photos to play down the fact that existing areas are already green spaces. Cramming in vastly more people will increase council revenues while devaluing existing properties. It was also destroy the present tranquil character of the heritage areas while bringing no benefits to existing residents at all.

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

Option one: reduce urban renewal precincts from proposed boundaries in Elsternwick Draft Concept Plan.

Please provide any comments about option one

Anything that reduces the Council's vandalism to the existing streets and areas is better than nothing.

Please provide any comments about option two

This is not urban renewal, this is devaluing existing properties by cramming an inappropriate number of residences into the neighbourhood - at the same time increasing Council revenues from rates on a greater number of cheaper properties.

Please list any further feedback you would like to include in your submission

This plan is a blatant and cynical attempt on the part of the council's consultants to tell residents that they need developments that are clearly not in their interests. The only parties to benefit will be the property developers and the council. We need a Save Our Streets campaign like the one conducted in Elwood.

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Sinclair Street

SURVEY 110

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

Protect heritage areas : Very well,
Urban renewal area is excessive and 12 storeys is too high: Somewhat,
Create more green spaces : Somewhat,
Improve Elsternwick library : Well,
More parking is needed: Somewhat,
More outdoor areas are needed for people to meet.: Somewhat,
Elsternwick needs vibrant community spaces and places.: Somewhat,
Improve walkability.: Somewhat,
Improve cycling amenity.: Somewhat,
More night-time activity is needed with safe places for people.: Somewhat

Please provide any comments about the proposed actions.

I totally disagree with the Option 2 of having eight to 12 level high rise buildings and even the option 1 of having up to eight level high rise buildings proposals along Horne St. I stay in [REDACTED] Glen huntly elsternwick. Knowing the bad traffic jams during peak hours and also all so limited public car parks, (which both the proposals above will definitely increase the issues of so much more cars parking along Horne st (which at this very point in time there are not enough already) and traffic, I proposed that a limit of up to 5 level buildings. I enjoy living in Elsternwick due to its low rise buildings and keeping with the heritage areas and also having the the residents along Horne St enjoy the beautiful sky areas, I really hope the council will take into the residents considerations. I have been writing in objections forms for all the building proposals. We residents who live here understand and know the area while builders only think of "the higher we are able to build, the better for profitability" and then they move on . I really hope the current council will listen to our requests and I have hope and faith in the current council to defend the residents here. (Email: [REDACTED]). Kind regards, [REDACTED]

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

Please provide any comments about option one

I totally disagree with both Option 2 and also option 1 and proposed that only up to 5 level buildings.

Please provide any comments about option two

I totally disagree with both Option 2 and also option 1 and proposed that only up to 5 level buildings.


Please list any further feedback you would like to include in your submission

I have said my peace in my initial feedback at the front of this submission

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

 Glen Huntly Rd, Elsternwick VIC 3185

SURVEY III

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

Protect heritage areas : Somewhat,
Urban renewal area is excessive and 12 storeys is too high: Very well,
Create more green spaces : Very well,
Improve Elsternwick library : Somewhat,
More parking is needed : Very well,
More outdoor areas are needed for people to meet.: Very well,
Elsternwick needs vibrant community spaces and places.: Very well,
Improve walkability.: Very well,
Improve cycling amenity.: Very well,
More night-time activity is needed with safe places for people.: Very well

Please provide any comments about the proposed actions.

I am currently the owner of unit [REDACTED]. I understand the need for growth in the area, but would appreciate full consideration as to have minimal impact on my townhouse. We already have a monumental structure built on one side of our once boutique apartment dwelling, now it seems we will have another. We would appreciate that the council takes full responsibility and consideration of our townhouses and where they are situated before making a decision. I would appreciate that they all step in our shoes so to speak. We have paid good money for them and always pay our rates on time, we need to be heard on this matter. Growth is inevitable, but clearly our members should be heard loud and clear.

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

Please provide any comments about option one

To be quite honest i am not quite sure, but please take the one that has minimal impact on my townhouse. [REDACTED]

Please provide any comments about option two

As above

Please list any further feedback you would like to include in your submission

I would like to be heard on this matter honestly and dilligently.

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

[REDACTED] Glenhuntly Rd Elsternwick

SURVEY 112

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

Protect heritage areas : Somewhat,
Urban renewal area is excessive and 12 storeys is too high : Not at all,
Create more green spaces: Well,
Improve Elsternwick library : Well,
More parking is needed : Somewhat,
More outdoor areas are needed for people to meet.: Well,
Elsternwick needs vibrant community spaces and places.: Well,
Improve walkability.: Well,
Improve cycling amenity.: Well

Please provide any comments about the proposed actions.

4 storey development in the Urban Renewal area would be acceptable, considering how large the overall area is. There is absolutely no need for 12 storeys, both planning options provide for far too much 12 storey, which would be ridiculous for both traffic and parking for nearby elsternwick and gardenvale residents. Parking would spill into neighbouring streets and clog up these streets, as well as the intrusion from 12 storeys on Brentani avenue and St James Parade residents in particular, which contain many heritage properties.

Council must explain why more than 4 storeys is required

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

Please provide any comments about option one

8-12 storeys at south end towards Gardenvale totally unacceptable, will cause traffic, parking and overshadowing problems for residents in St James Parade and Brentani Avenue, with heritage houses 10 metres from potential 12 storey development

NEITHER OPTION AFFORDS ANY DIFFERENCE FOR RESIDENTS IN ST JAMES PARADE OR BRENTANI AVENUE

Please provide any comments about option two

8-12 storeys at south end towards Gardenvale totally unacceptable, will cause traffic, parking and overshadowing problems for residents in St James Parade and Brentani Avenue, with heritage houses 10 metres from potential 12 storey development

NEITHER OPTION AFFORDS ANY DIFFERENCE FOR RESIDENTS IN ST JAMES PARADE OR BRENTANI AVENUE

Please list any further feedback you would like to include in your submission

Council have not provided meaningful options for the Urban Renewal aspects of this plan. Both options do not provide an alternative for ridiculously large developments. The local traffic, parking and overshadowing of properties on the opposite side of the railway line in St James Parade, do not appear to have been acknowledged at all. 4 storey development, with maybe 1 or 2 8 storeys

would be appropriate over such a large area, but creating a large area of 8-12 storeys would cause massive impact on local residents

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Denver Crescent

SURVEY 113

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

Protect heritage areas : Well,
Urban renewal area is excessive and 12 storeys is too high : Not at all,
Create more green spaces: Very well,
Improve Elsternwick library: Well,
More parking is needed: Well,
More outdoor areas are needed for people to meet.: Well,
Elsternwick needs vibrant community spaces and places.: Somewhat,
Improve walkability.: Well,
Improve cycling amenity.: Well,
More night-time activity is needed with safe places for people.: Well

Please provide any comments about the proposed actions.

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

Option one: reduce urban renewal precincts from proposed boundaries in Elsternwick Draft Concept Plan.

Please provide any comments about option one

12 storeys is too high in the area west of the Elsternwick station ie area including Horne St through to the Nepean Highway. 5 to 6 storeys is more acceptable. Horne St is too small and traffic too busy to accommodate 8 to 12 storey buildings along its western side ie from Rusden St to Glen Huntly Rd. I would consider such heights to be an over development of these sites. I consider 8 to 12 storeys is more acceptable to those sites fronting Nepean highway where the car yards are now, but not the part of the highway between Glen Huntly Rd and Rusden St. I think there should be a graded height of buildings from Horne St down to the Highway so use can be made of the lanes and Ross street (trees, seats etc) and people could use them as attractive thoroughfares. 8 to 12 storey buildings would create an urban jungle feel which is not conducive to a community feel. We are told 8 storeys is preferable (with the Council) and that anything higher would have to include significant community benefit. I have been at VCAT 3 day Hearing this past week where developers want to put a 9 storey building on the 1 - 3 Horne St site. They include no community benefit in their plans. The council is opposing this and I hope VCAT will find in favour of a lower height. I understand the need for more housing because of the increasing population (& pressure from the State government) but this must not be at the expense of residents already living here. I am convinced that development must be measured and slow and evolutionary, rather than radical and opportunistic.

Please provide any comments about option two

I do not support the larger development which comprises Option 2.

Please list any further feedback you would like to include in your submission

I would like to congratulate the council on the vast improvements made recently to the small park area between the Elsternwick Station and Riddell Pde. It is a pleasure to look at and to be in . You have landscaped it with flair and elegance and, during the process, looked after the beautiful mature

trees fronting Glen Huntly Rd. If the improvements to parks and public spaces proposed in the Structure Plan - Draft are done a well then Elsterwick will be truly enhanced and justly admired. Please consider seriously the impact that your Urban Renewal Options (ie 8 to 12 storey building heights) may have in negatively affecting the liveability of Elsternwick. Looking after the heritage sites and improving parks and public spaces might not be enough to compensate for this.

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Glenhuntly Rd

SURVEY 114

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

Protect heritage areas : Not well,
Urban renewal area is excessive and 12 storeys is too high : Not at all,
Create more green spaces : Somewhat,
Improve Elsternwick library : Somewhat,
More parking is needed: Somewhat,
More outdoor areas are needed for people to meet.: Well,
Elsternwick needs vibrant community spaces and places.: Somewhat,
Improve walkability.: Somewhat,
Improve cycling amenity.: Somewhat,
More night-time activity is needed with safe places for people.: Well

Please provide any comments about the proposed actions.

1. Protect Heritage areas - Your priority to protect heritage areas that are currently zoned as such and to relocate this 'type' of development to my slice of Elsternwick shows no appreciation of the very same character of my (and neighbouring), street, [REDACTED] A beautiful and historically rich row of 1880's homes will get the wrecking ball if you have your way. These are the very same type of family home that you will protect, with the same types of families who pay the same rates and expect to have the same lifestyle in the very same Elsternwick. Whilst not protected by any heritage zoning we should be appreciated and respected as part of exactly what makes up the tapestry of Elsternwick.

2. Urban renewal area excessive and 12 storeys too high. - ABSOLUTELY. You have provided 2 options and neither is acceptable. You have heard the unanimous community feedback opposing this and now you need to go back to the drawing board and provide a 3rd option that address all of the reasons we oppose. Your disregard of this to date and your seeming determination to approve this development zone in light of the greater community feedback so far shows has resulted in an unacceptable option 1 or 2. I, like many others, want an Option 3 to be fair and sympathetic to the community feedback you have received thus far.

Whilst 4 storey development along the Nepean Highway and filtered through the existing 'Urban Renewal Zone' is totally acceptable and what one would consider an improvement on the existing car yard sights, a 12 storey ghetto is not and will do everything and more to create a non inclusive and anonymous part of Elsternwick that has very little regard for the very 'community' based type of resident living here now -

the very same people that you seem to want to protect outside of this 'Urban Renewal Zone'. Hear our voice. Give us a 3rd option that softens the blow and spreads development throughout Elsternwick and more importantly along Glenhuntly Rd. Why stop development along here to create a 'village feel' when you have a high rise looming in the west. How about listening to South Caulfield and sharing the love with them?

3. Create more green spaces - Yes you should. I would love to see a large parkland by Oak and Elm Ave but why do this as a soft option to appease development of ridiculous 12 storey high rise. Do you propose this park only as a peace offering? Why not do it anyway and increase your obligations of providing green space to the existing community rather than those moving anonymously in to the future 'city of Elsternwick'.

4. Improve Elsternwick library - Sure, but I'm at odds why you need to move an existing structure.

5. More Parking needed - It is. I'm not sure 150 spaces will accommodate the significant increase in population growth and cars but it's a start.

6. More outdoor areas needed for people to meet. - I think a plaza in Carre St is a great idea and would benefit the community as a whole in this high traffic zone.

7. Elsternwick needs vibrant community spaces and places. - I believe we already have enough of these but I think this plaza area is a great idea as long as it doesn't come at a cost of local safety, noise and further traffic issues.

8. Improve walkability. As a 'walker', I think this is great but will this change the way people go about their day or come at the expense of taking away existing car parking? I have lived in Elsternwick for 12 years, have spent my life walking with dogs and children and certainly haven't seen an increase in people walking anywhere. Many of my neighbours from my past Elsternwick address all drove to the station even tho' they lived all but 10 minutes away by foot. Walkability unfortunately doesn't solve this issue.

9. Improve cycling amenity. - Great and as above. Why would you not have a cycle route on the west side of the tracks, remember that side...the Urban Renewal Zone, linking Gardenvale Station and Elsternwick. There is already an unused corridor on much of this side.

10. More night-time activity is needed with safe places for people. - Sure, great idea but will this come at the expense of existing restaurants and businesses. There are already many shopfronts 'for lease' along Glenhuntly Road.

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

Option one: reduce urban renewal precincts from proposed boundaries in Elsternwick Draft Concept Plan.

Please provide any comments about option one

****Please note I DO NOT LIKE EITHER OPTION and would prefer and OPTION 3 that shows you have listened to community feedback.**

Whilst Option 1 is slightly more sympathetic to the original proposal, the 8-12 storey heights are still unacceptable. You cannot provide an appropriate transition to surrounding residential areas if you build to this height. There are still many existing residents, both residing in the immediate renewal area and many who live on the other side of the tracks that will be hugely impacted. Your green open space is 'advocated' but not secured. The increase in traffic has not been addressed, the social effects ignored. Public transport in the area will not support such population increase.

Please provide any comments about option two

Option 2 is an unacceptable option therefore you should be providing us with OPTION 3 so we can have a reasonable debate on preference.

Please list any further feedback you would like to include in your submission

You are elected to represent your community - get on and represent us, that is all of us, equally. Stand up for us and your greater community and stop Elsternwick becoming yet another tragedy for the sake of unnecessary over development.

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

■ Oak Ave

SURVEY 115

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

Protect heritage areas : Not well,
Urban renewal area is excessive and 12 storeys is too high : Not well,
Create more green spaces : Well,
Improve Elsternwick library : Well,
More parking is needed : Not well,
More outdoor areas are needed for people to meet.: Well,
Elsternwick needs vibrant community spaces and places.: Well,
Improve walkability.: Not well,
Improve cycling amenity.: Not well,
More night-time activity is needed with safe places for people.: Well

Please provide any comments about the proposed actions.

Improve visual entry to the car park between the library and the shops off Staniland Grove.
Shop-top (Heritage/Character) in Staniland Grove requires more height restrictions.
The planned Shop-top in Staniland Grove is too close due to the narrow lane to the first Heritage overlay house.
The Heritage overlay in Staniland Grove needs more protection.

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

Please provide any comments about option one

The proposed urban renewal precincts are too high which shadows too many existing properties.

Please provide any comments about option two

It would be very easy to destroy the character of Elsternwick.

Please list any further feedback you would like to include in your submission

At our house at No [REDACTED] we are very concerned at the prospect of being shadowed by the proposed changes.

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Staniland Grove

SURVEY 116

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

Protect heritage areas : Not at all,
Urban renewal area is excessive and 12 storeys is too high : Not at all,
Create more green spaces : Not at all,
Improve Elsternwick library: Not at all,
More parking is needed : Not at all,
More outdoor areas are needed for people to meet.: Not at all,
Elsternwick needs vibrant community spaces and places.: Not at all,
Improve walkability.: Not at all,
Improve cycling amenity.: Not at all,
More night-time activity is needed with safe places for people.: Not at all

Please provide any comments about the proposed actions.

I live in an area with a heritage overlay however this plan will not protect my building as it will be subjected to unacceptable traffic velocity and resultant pollution, which will damage my home over a period of time. The proposal of 12 storey buildings will block my skyline creating a dark overshadowing which will reduce light to my home. I am a visual artist and have a backyard studio for which natural daylight is of paramount importance to my practice. Further my husband is severely disabled and we have constructed a driveway, native garden, accessible vegetable gardens, paths and accessible ramps to ensure his enjoyment and engagement with outdoor area which will be savagely reduced by overshadowing. I have adequate access to green space in my local area. It is important to maintain and preserve the quality of green space we currently enjoy. Local bird life, frogs along railway line, native flora and fauna will all be massively disrupted by the development and in many instances the loss of local habitat will irreparably damage or destroy the species and thus threaten their existence. A manufactured park cannot replicate this. Elsternwick Library is satisfactory to my needs as a full time student I have used the internet and study facilities on offer there throughout 2017 most successfully. Parking is a priority for visitors and commuters. I have a community facility in my street and access to exit and enter driveway can be a great problem. Also [REDACTED] is currently used as a shortcut between Nepean Highway and Glenhuntly Road which has an extremely adverse affect on our local environment. I believe there are adequate areas for people to meet within Elsternwick with parks, gardens and outdoor seating and areas on offer to address these needs. Elsternwick has a vibrant bar, restaurant and cinema scene which works well. I walk around the local area daily whilst exercising the family pet and attending Elsternwick Post office for my small business and believe it has great walkability. I also use the footbridge or cross over nepean highway at the traffic lights almost daily to access my community garden plot and attend my volunteer [REDACTED] but increased traffic velocity will make that journey more hazardous. Paths and walkways are adequate for the able bodied but unacceptable for the disabled. My husband in an electric wheelchair negotiates a very uneven surface of brick paving, broken concrete and cracked asphalt and has rung Glen Eira Council on several occasions highlighting this. I ride my bike frequently locally around the streets and I not sure a bike lane in riddell parade will enhance this as thousands more cars will be traversing the local area. Currently the area around restaurants, cinemas and outdoor areas is safe. It has a small village, local, and intimate air which is conducive to a feeling of safety. Thousands of extra residents in vast cavernous spaces will reduce that feeling of safety by sheer weight of numbers and increased danger by higher concentrations of people in confined spaces.

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

Option two: retain extent of urban renewal precincts as proposed in Elsternwick Draft Concept Plan

Please provide any comments about option one

Only slightly less intrusive and marginally more sympathetic to existing residents. Still represents a massive overdevelopment of essentially a small commercial site . I believe development could be more evenly spread across the municipality specifically in those areas already deemed commercial or mixed use such as glenhuntly, glen eira , and hawthorn road precincts.

Please provide any comments about option two

Totally invasive and detrimental to the quality to life currently enjoyed. Massive overshadowing and unacceptable traffic implications. Huge unsustainable impact on local flora and fauna.

Please list any further feedback you would like to include in your submission

I have an old growth tree on my nature strip at least 80 years old but possibly 100 years . It is a bloodwood tree part of the eucalyptus species normally indigenous to Western Australia. Overshadowing and increased traffic flow will adversely affects its life. It also harbours, nurtures and feeds many native bird species, insect life, and enhances the street scape and liveability of the area. I believe it may be a tree of some significance and could be placed on a register and protected.

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

denver crescent

SURVEY 117

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

Protect heritage areas : Somewhat,
Urban renewal area is excessive and 12 storeys is too high : Not at all,
Create more green spaces : Not well,
Improve Elsternwick library : Somewhat,
More parking is needed : Well,
More outdoor areas are needed for people to meet.: Not well,
Elsternwick needs vibrant community spaces and places.: Not well,
Improve walkability.: Not well,
Improve cycling amenity.: Not well,
More night-time activity is needed with safe places for people.: Not well

Please provide any comments about the proposed actions.

I completely reject the proposed Urban renewal area as being vastly excessive with undesirable outcomes associated with high rise overcrowding and inadequate infrastructure. Residential status should be retained in these areas of Alexandra Avenue, Sherbrook Oak and Elm and the homes in this area should be protected in the same way as other period homes in Elsternwick. This residential area in question be limited to 2 to 3 levels with an option of side by side town houses. I would support and recommend the adjacent Commercial properties along Nepean Highway to shop and dwelling of 4 to 5 levels. This option would maintain the quiet residential village feeling in our quiet residential Elsternwick Avenues

Consideration should also be given to overshadowing concerns in areas East of the railway line.

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

Please provide any comments about option one

I do not agree or support any of the urban renewal precincts in the Elsternwick residential areas such as Sherbrook, Elm, Alexandra and Oak Avenues

Development could be more focused in Commercial Nepean Highway and Glenhuntly Road would be ideal.

Please provide any comments about option two

See above

Please list any further feedback you would like to include in your submission

Consideration of Option 3 proposed by the Elsternwick Neighbourhood Group is requested. Retain the residential streets zoned as Neighbourhood Residential Zone, limited to 2 storeys, with the redevelopment option of side-by-side townhouses if desired; and rezone the adjacent Commercial 2 zone properties, along the Nepean Highway to Shop top, 4-5 storeys, with interface constraints where the site overshadowing would impact nearest residential neighbours between 9am and 3pm to allow North and (importantly) Western light to illuminate these impacted residential properties.

A longitudinal overfill over the railway line, South of Glenhuntly Road could be included to provide a green, walkable and bike suitable space to increase the liveability and function of this area

This outcome, Option 3, would maintain and enhance the current core values and attractive qualities of the retained residential streets, it would be a low-rise neighbourhood that sustainably and sensitively cohabits with the nearby highway fronting commercial/retail/apartment mix in an inclusive way and that retains the current sense of local community and supports the greening and biodiverse city of the future

Option 3 would also negate the overshadowing concerns of residents immediately to the East of the railway line in Elsternwick

Importantly, the built form will make efficient use of the existing commercial land without overt negative impacts on neighbours and streetscapes. The area will have additional green amenity, be walkable and bike friendly, but will achieve this within agreed upon built form criteria to establish and maintain expectations and to minimize the impacts of change upon the existing adversely impacted community.

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

ALEXANDRA ANENUE

SURVEY 118

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

Protect heritage areas : Somewhat,
Urban renewal area is excessive and 12 storeys is too high : Very well,
Create more green spaces : Well,
Improve Elsternwick library : Well,
More parking is needed : Somewhat,
More outdoor areas are needed for people to meet.: Well,
Elsternwick needs vibrant community spaces and places.: Well,
Improve walkability.: Well,
Improve cycling amenity.: Well,
More night-time activity is needed with safe places for people.: Not well

Please provide any comments about the proposed actions.

I am terribly concerned about the height of the proposed apartment buildings. Elsternwick is a beautiful family area that is expanding, however the extent of these building applications are far greater than gives respect to the community and what is appropriate in this area.

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

Please provide any comments about option one

Please provide any comments about option two

Please list any further feedback you would like to include in your submission

Elsternwick is a great area to live, however a proposal of high rise will ruin the area.

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Gisborne Street

SURVEY 119

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

Protect heritage areas : Not well,
Urban renewal area is excessive and 12 storeys is too high: Not well,
Create more green spaces : Somewhat,
Improve Elsternwick library : Well,
More parking is needed : Well,
More outdoor areas are needed for people to meet.: Well,
Elsternwick needs vibrant community spaces and places.: Well,
Improve walkability.: Not well,
Improve cycling amenity.: Somewhat,
More night-time activity is needed with safe places for people.: Not well

Please provide any comments about the proposed actions.

My wife and I live in [REDACTED], Elsternwick. Neither Option 1 or Option 2 in the Urban Renewal Plan is beneficial for us. Under Option 2 it is highly probable we will be forced out of our home by the council and developers. Under Option 1, we may not be forced out of our home, however we, the entire street, will be surrounded by 8-12 storey buildings on our East (sun rise) and West (sun set) sides. Keeping a court of 4 storey houses surrounded by towering 12 storey apartments doesn't seem logical or well thought through. In the forum, the speaker also dismissed the fact that shadowing rules only apply to resident on resident and any developer, under Option 1 or Option 2, would not have to follow the shadowing rules.

Consequently, we have no choice but to request that you proceed with your original plan for urban redevelopment (Option 2) to allow us the opportunity to sell to a developer and find alternate accommodation. We considered ourselves very fortunate to have been able to purchase our home in Elsternwick and whilst we would hope to stay in the area, this will be dependent on the vacancies and affordability in Elsternwick at that time.

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

Option two: retain extent of urban renewal precincts as proposed in Elsternwick Draft Concept Plan

Please provide any comments about option one

Refer to comments on previous page

Please provide any comments about option two

Refer to comments on previous page

Please list any further feedback you would like to include in your submission

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Ross Street

SURVEY 120

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

Protect heritage areas : Somewhat,
Improve Elsternwick library: Very well,
More parking is needed : Very well,
More outdoor areas are needed for people to meet.: Very well,
Elsternwick needs vibrant community spaces and places.: Very well,
Improve walkability.: Very well,
Improve cycling amenity.: Well,
More night-time activity is needed with safe places for people.: Very well

Please provide any comments about the proposed actions.

Heritage protected homes can not be single dwellings it is either all the street or none at all. It is unfair for one home to be singled out from the rest of the street.

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

Please provide any comments about option one

Please provide any comments about option two

Please list any further feedback you would like to include in your submission

Stanley st east car park should be developed however please do not let it be more than 4 stories including a basement parking. It is unfair that the council want to develop this site as high as 8 stories however the surrounding homes to be removed from being a growth zone. it is hypocritical that the council would do that. I think if the Stanley st is removed from being a growth zone then other developments including the carparks should follow suit. My home is significant in heritage so i don't want more towers next to me. However if the carparks become developed into towers then i want my heritage removed by the council and the growth zone remain for the homes in Stanley st. It can't be inconsistent with your heritage placements. Its either all or nothing including the carparks in Stanley. Please consider the residents in the Stanley St .

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Stanley St

SURVEY 121

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

Protect heritage areas : Not well,
Urban renewal area is excessive and 12 storeys is too high: Not well,
Create more green spaces : Not well,
Improve Elsternwick library : Somewhat,
More parking is needed: Not well,
More outdoor areas are needed for people to meet.: Not well,
Elsternwick needs vibrant community spaces and places.: Not well,
Improve walkability.: Somewhat,
Improve cycling amenity.: Not well,
More night-time activity is needed with safe places for people.: Somewhat

Please provide any comments about the proposed actions.

Commercial zone along Nepean Hwy should not be re-zoned to include residential development. It should remain commercial only.

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

Option one: reduce urban renewal precincts from proposed boundaries in Elsternwick Draft Concept Plan.

Please provide any comments about option one

How can you investigate the heritage potential of houses in Oak Ave and Alexandra Ave etc and then have urban development of 12 storeys next door?
Too much traffic will be pushed into Alexandra Ave.

Current Commercial zoned area along Nepean Hwy should remain commercial use only or have the same height restrictions as the rest of the urban renewal area of 3 to 4 storeys only.

The plan does not set out how private land will be turned over to public use, looks like wishful thinking that won't eventuate.

Please provide any comments about option two

Another poor option, same comments as for option one but there is a complete lack of transition from 8 to 12 storey developments down to the single story properties that are currently in existence.

The level of development is not required as Glen Eira is on track to meet its population targets without it.

Please list any further feedback you would like to include in your submission

Both options are extremely poor examples of urban planning. There is too much hoping people will use their cars less and walk or cycle more. There is no planning for the reality of significant increased car use.

How can anyone support a plan which just advocates for additional public space?

The council is letting the developers take over with free rein in the urban renewal area similar to Docklands or most of the new suburbs and then try and squeeze in the infrastructure as an after thought. The Council should try the alternative approach and develop the people, car and cycling movement plans, create the open spaces, develop the increased public transport requirements and then allow the development that the infrastructure will support. It is only this way that the existing residents and new residents will be able to enjoy a fantastic quality of life that the area has to offer rather than a diminished one.

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Oak Avenue

SURVEY 122

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

Protect heritage areas : Not well,
Urban renewal area is excessive and 12 storeys is too high: Not well,
Create more green spaces: Well,
Improve Elsternwick library : Well,
More parking is needed : Well,
More outdoor areas are needed for people to meet.: Well,
Elsternwick needs vibrant community spaces and places.: Well,
Improve walkability.: Somewhat,
Improve cycling amenity.: Somewhat,
More night-time activity is needed with safe places for people.: Somewhat

Please provide any comments about the proposed actions.

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

Option one: reduce urban renewal precincts from proposed boundaries in Elsternwick Draft Concept Plan.

Please provide any comments about option one

The dwellings in the Macmillan Street/ Sherbrooke Avenue/ Alexander Street and Oak Avenue are largely the original buildings, dating from the time of subdivision. They should be retained, and the character of that area retained. In area, this is similar to a the wedge of housing on the plans mirrored on the other side of the railway line. there should be no discrimination.

This area has a strong community in existence now. Many of the initiatives to do with increasing areas/plazas for people to interact are to improve the opportunity for just such a community to develop. Why destroy one community in the hope of creating another?

It makes sense to build higher apartment blocks in the area between the railway line and Nepean Hwy at the southern end of the area. this is within easy walking distance of Gardenvale Station, the railway line is elevated there. The small park will provide a recreational area for residents from those blocks.

Please provide any comments about option two

Please list any further feedback you would like to include in your submission

Parking in the streets near me is becoming an increasing problem. the old rule that no-one should park over bins on rubbish day is risible. Any apartments need to provide at least 2 parking spots per apartment, plus extra for visitors.

Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Sherbrooke Avenue

SURVEY 123

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

Protect heritage areas : Well,
Urban renewal area is excessive and 12 storeys is too high : Not at all,
Create more green spaces : Somewhat,
Improve Elsternwick library : Somewhat,
More parking is needed : Not well,
More outdoor areas are needed for people to meet.: Not at all,
Elsternwick needs vibrant community spaces and places.: Not at all,
Improve walkability.: Not well,
Improve cycling amenity.: Somewhat,
More night-time activity is needed with safe places for people.: Somewhat

Please provide any comments about the proposed actions.

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

Option one: reduce urban renewal precincts from proposed boundaries in Elsternwick Draft Concept Plan.

Please provide any comments about option one

It seems to be the best of 2 poor options

Please provide any comments about option two

Please list any further feedback you would like to include in your submission

I am totally opposed to the proposed closure of Carre St.
There are only 2 streets accessing Glen Huntly Rd from the south between Orrong Rd and the railway whereas from the north across the same area there are 4 streets. If a plaza absolutely needs to be created in that part of the shopping strip then close Staniland St on the north side - it was marked for closure on one of the draft plans, why is it now left open?
If you close Carre the load on Riddell Pde will be unmanageable - it is commonly blocked back to Stanley St in busy times now and extra traffic from the South will be generated by the proposed 'urban renewal'/higher density development on the car yard sites on the highway (with people going under the railway bridge and left up St James to Riddell/Orrong)
You are also proposing the large carpark on Stanley St which will also markedly increase the amount of traffic south of Glen Huntly Rd yet you want to reduce the streets that increased traffic can use??

The issue of disabled parking close to the shops has not been addressed in the proposed closure - the 2 disabled spots in Carre St are critical for disabled residents south of Glen Huntly to be able to easily and independently access the shops. Those 2 disabled spots (at the minimum) must be maintained in a position very close and convenient to the shops (and safe) ie just where they are now!

The ability to have angled parking for general use in Carre St is also much more efficient use of kerb space than most other parking options.

I have raised these issues before on multiple occasions on paper and in face to face consultations with GECC staff (several times at the Library plus at the RSL and Town Hall meetings) and I am most concerned that the negatives involved in the Carre St closure have never been mentioned in any documents let alone taken on board in the plan. In my view the closure of Carre St has been a "fait accompli" in the minds of GECC staff from the start of this process which make the whole concept of consultation a farce.

The proposal document is also very misleading in the depiction of the proposed Carre St plaza - the fact that the laneway will remain open across Carre St, along with the required vehicle access to properties with 'right of way' privileges to the street are totally ignored in the misleading 'artist impression'.

The fact that there are no traffic counts or projections in the document to support the closure of Carre St, or explain how the traffic flows will work if it is closed (taking into account other proposed changes which will increase traffic in the area) is a glaring deficiency. This supports the view that GECC has decided for its own reasons to close the street without serious (or any?) consideration of the negative impacts, and has therefore chosen to ignore objections.



Please list your suburb

ELSTERNWICK, VIC

Please list your street name

Gisborne St

FORUM COMMENTS

SUBMISSION 1

	<p>To whom it may concern, My name is [REDACTED] and I'm a resident and ratepayer of Horne Street, Elsternwick. I am writing to express my deep concern about the proposed rezoning in Elsternwick. I am quite opposed to the construction of 12 storey buildings in the area. Having recently returned to Australia with my family for the health and well-being of our children, it seems the character of the area will be totally altered as a result of the proposed changes. We enjoy the neighbourly environment of Elsternwick, and I feel this would be horribly compromised if such changes are permitted. This is quite apart from the heritage value of the area. It is also quite clear that neither the council nor building developers have any idea what changes to infrastructure might be necessary, or if they do, they are certainly not adequately informing residents. I would therefore urge the Councillors reading this message to listen clearly to the opposition of local residents. We matter, too. Kind regards, [REDACTED]</p>
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SUBMISSION 2

	<p>I attended the meeting on the 4th December and was encouraged by the large attendance and the feeling that we who have our homes in Elsternwick do not want our community and destroyed by becoming a high rise waste land.</p>
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SUBMISSION 3

	<p>Hi All, I am a relatively new resident of Elsternwick (I have lived here for about 1 1/2 years) and have spent a significant amount of time and resources renovating our place. This new proposal of building 8-12 storey apartments along Napier Hwy where the Car yards are currently will directly impact us. We will lose all privacy in our back yard and have to keep our curtains closed at all times as people will now be able to see everything we do. We already have no where to park our second car and have to navigate through traffic to get in and out of our place. More residents, less privacy, more noise pollution and air pollution (the young car workers smoke outside the front of our place). I told my husband maybe it's time to move if this plan gets approved. Will be attending the session tomorrow to raise my concerns and protest. Don't know if my small voice will do anything though. We already got a letter asking if we want option 1 or 2. Where's option 3 "no highrise"? That's the one I want to select.</p>
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SUBMISSION 4

	<p>Please do not ruin this great suburb. 8-12 storey building is definitely too high! You are opening the door to disaster... You will affect the Neighbourhood character, Heritage and the reasons why its community lives here. I agree that 3-4 storeys limitation is definitely enough and a good compromise to adapt to the Melbourne's population growth. As resident of Horne street (in a 3 storey building), we are directly impacted by this Structure Plan. The two options proposed by the Council</p>
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	will negatively affect our lifestyle, our privacy and overshadow our apartment. Please listen and protect your existing community.
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SUBMISSION 5

	I'm all for redevelopment for Carre St, but what is going to happen to underground parking access from Carre st for residence of Renown apartment?
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SUBMISSION 6

	If council is seriously trying to protect and respect the heritage village feel of Elsternwick then reduce the maximum height of all new buildings / urban development to 4 storeys. 12 storeys is simply a money grab for council and greedy developers resulting in a total destruction of our beloved Elsternwick
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SUBMISSION 7

	I notice this is a quote on Glen Eira website from Cr Mary Delahunty: "I will apply my skills for social good and I truly believe government is a place of change. I want to make sure the change being created by Local Government is for the better. I want to add to this great City and continue to build on the strong foundation we have at Glen Eira to create a safe and connected community." I do hope she remembers this comment at the community forum on December 4th.
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SUBMISSION 8

	Having received this council notification for the first time several days ago, and from the conversations I've had with a small number of residents in the area, this massive towering project is a major and most distressing issue. The enormity of the impact is only just beginning to sink in.
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SUBMISSION 9

	Very disappointed that the 'drop in' sessions are not scheduled on a weekend, or later in the evening. Does the council really want our feedback? And if so, why not schedule some more options?
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SUBMISSION 10


	Looks like nothing has changed. No notification or contact from the council about planning changes. Received a shiny newsletter today which happens to include an 8 storey building being zoned along the back of our and half the residential properties in our street. This is replacing one and two storey buildings. This is exactly the same height they want for Ormond station. Oh and they are legislating our rights away. We are a long way from the Elsternwick station and precinct. Wonder why Talk about under hand and by stealth.
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SUBMISSION 11


	I love living in Elsternwick, it has a really nice "community feel" to it, and I believe that development is necessary to allow residents to experience this into the future.
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	<p>However, I am opposed to the suggested nature of future planning as I do not believe it is in line with what the current residents want or what future residents will need. In particular, the area between Elsternwick Station and Nepean Highway. The proposed 8-12 story building limits are excessive for the area, and open the way for multiple, tall, "mismatched" developments which will not fit with the Elsternwick Community, and will frankly be ugly and "cheapen" a really nice area. I believe that development of the Horne St precinct is necessary, but I believe it would be more beneficial for both current and future residents to focus on improving bus and train connections, car parking and green spaces. For example, numerous bus routes terminate along the street which is dangerous for pedestrians, confusing for commuters and reduces the possibility for on street parking. If the area was developed focusing on commuters (ie. a bus interchange with shopping and public green areas) this would be great for the local community. Further, if developments are to happen in this area it would be recommended to keep developments in the same style as each other (for example the Eastern side of Horne St) as opposed to inconsistent and of different designs to each other (ie. The Western side of Horne St)</p>
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SUBMISSION 12

	<p>As a resident of Elsternwick, I continue to be disappointed in the actions of the Glen Eira council. The council claim that these changes are for the positive benefit of the current and the future residents of the Elsternwick and the surrounding areas. The proposed changes (8-12 storey residences on Nepean Hwy, Carr St plaza) are in direct opposition to the views and wishes of the current residents. I am sure that if we ask the future residents of the intended apartment blocks - they won't be overly sure about the merits of being in small residences on a main road sandwiched between a railway and a busy road and with no greenery around. The council's decisions continue to baffle me and others. They can't even build/commission a playground at Elsternwick plaza that doesn't need regular building works to fix up potential issues - what hope do we have in regards to looking at co-ordinating the community's interests in this matter. The other comments here clearly illustrate how these new developments (esp the proposed areas at the car yards) will have significant issues with liveability to new and established residents. Surely the Council can be bold in their vision and not just rehash the cookie cutter approach to development that continues throughout Melbourne and its suburbs. Development is inevitable - I, and the others commenting here, understand that and that by and large we are not objecting to developments, it's just that the nature of the developments are excessive, are not needed based on the council's intentions and comments (there are a huge apartment building approvals ongoing already and there's already an area around the station that's been earmarked) and that appropriate consultation and co-ordination with the community has not been adequately performed by the council.</p>
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SUBMISSION 13


	<p>As an 11+ year resident of Riddell Parade in Elsternwick I am strongly opposed to some aspects of the urban renewal plans that have been proposed in particular the dense apartment developments in the West Elsternwick Area, and the heights that have been suggested within the Structure Plan Draft (both Options 1 and 2). The 3 main areas of concern I would like to comment on in detail are as follows: 1) Height and density of the developments My family have been living in Riddell Parade</p>
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since 2006, during that time we have seen our street and those surrounding it evolve 'mostly' through the thoughtful preservation and renovation of the beautiful heritage homes within it. The proposed development of 3-4 story "Garden Apartments" and 8-12 storey towers along Nepean Hwy across the railway line seems in opposition to this as well as the classification of our area as a "Neighbourhood of Significance". Should a "Neighbourhood of Significance" be overshadowed by potentially poorly constructed Apartment dwellings, more often than not designed and built with only profit in mind? We are already forced to look at the rear 'eye sore', cheaply built, graffiti covered, poorly maintained apartments bordering the railway line closer to Glenhuntly Road. We absolutely do not want to see this trend continued to the lower part of Riddell Parade where we currently experience glorious evening light and a pleasant vista through to neighbouring Brighton. We are very concerned about afternoon overshadowing that will occur if these multi storey residencies are built. What about the families who have created homes for their families in this precinct? There seems to be no consideration for their future. Are they expected to live amongst the towers with little or no light and privacy or just get pushed out by greedy developers!!!2)


Making Carre Street a pedestrian precinct While I am in favour of more pedestrian areas around Glenhuntly Road, I am not convinced that Carre Street is the best place to do this. The proposed 'pedestrian plaza' at the top end of Carre St is a great idea in essence but will likely push more traffic on to the already VERY busy Riddell Parade. Council have offered no supporting information around traffic management with this proposed change. Drivers treat Riddell as a 'speedy' short cut from Kooyong Rd. The speed humps have done little to limit the speed of some drivers. We can only expect more traffic on Riddell Pde if Carre St is closed.3)

Car parking plans The idea of a new 4 storey parking lot on the corner of Stanley & Orrong seems to be completely unnecessary. The current carpark is never full so why would we need a 4 storey carpark to replace it. I understand the concerns about potential future lack of parking, but I do not think building a four storey above ground car park on Stanley Street is a solution to this. The focus instead should be on making Elsternwick as pedestrian and public transport friendly as possible, all plans for carparks should be below ground, with friendly retail or residential spaces at ground level. In summary, although I am interested in seeing 'appropriate development' within our neighbourhood and much of what has been proposed seems to be an attempt to improve our amenity, it must be carefully considered to avoid losing the extremely valued sense of community we currently experience. I believe the OVER development will only decrease what we value so much about our wonderful neighbourhood. Riddell Parade is the connection for much of Greater Elsternwick to our shopping centre and transport hubs. The commuters, school kids, dog walkers, runners all use the path bordering the railway line on a daily basis and I am sure all enjoy the stroll along this Plane Tree lined Parade. Much of what has been proposed will reduce the amenity of this wonderful and connecting part of our community to fill the pockets of Developers? We are already one of the least-green urban areas in metropolitan Melbourne (compared to other Council precincts) and should be looking to improve this issue by adding as much green space as possible to any future plans for our neighbourhood. There is no available bike paths connecting greater Elsternwick to the main shopping and transport hub. Perhaps this is something council should be considering when planning for our future?


SUBMISSION 14

	<p>While I agree that 8 storeys or higher is too much for most streets in Elsternwick, I think placing all high rise on Nepean just means the quality of living in these apartments will be reduced. The reality is that people have to live somewhere and the alternative is more people on the roads and having to drive for hours to work. Elsternwick has lots to offer in transport, shops and is convenient and the fact is more people can afford an apartment than a home. I'd rather have well designed apartment blocks or townhouses in my street than the proposed increase in carparks in my street.</p>
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SUBMISSION 15

	<p>All very well said until you realise that it is your home or that of your dearest friend/family member which is underneath the apartment block. Your families memories & life's investment is being devalued & demolished &/or your established fruit trees don't receive sunshine anymore and your windows have to be covered all the time so you do not have prying eyes watching your every move. Gone is the natural light and your home of more than 20 years is completely overshadowed, your privacy gone. There are numerous ways to provide housing in areas which are not established homes and the proposed Nepean Hwy apartment blocks are grossly out of character with Elsternwick's village community feel. Council has many areas on the go all at once! Massive over construction I fear. Ps -the developers create their own plans and do not use the ones supplied by council in the draft plans:-)</p>
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SUBMISSION 16

	<p>Be realistic about the situation. The population of Melb is increasing every year - 20,000 and that is the reason your home has increased in value. Where do u suppose people are to live? Elsternwick is ideal for development with excellent transport and other amenities. Good planning & design is about allowing development that is considered and does not adversely affect all. Putting in high rise in one area and protecting the rest of E'wick is a short term view and pressure will mount to change the planning again. Personally this whole idea Elsternwick is a village is a fantasy. I have been in my street for over 20 years and most wont even acknowledge your existence. Only the established and professionals can afford to buy a home. The so called 'working class' or the young would never be able to buy a house in E'wick, instead have to drive hours everyday to/from work. I wouldn't want 8 storeys next to me but 2-3 storeys with space is reasonable and realistic.</p>
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SUBMISSION 17

	<p>It's very sad that after 20 years in your neighbourhood your existence goes without acknowledgement. I have lived in Elsternwick for 12 years, residing 11 and 1/2 years on Clarence St, just outside of this development nightmare where I felt and still am very much part of that neighbourhood and have developed many long lasting friendships. I have recently moved in to this development zone, Oak Avenue, a choice I made so I could live in a larger family home, just like those you find in and around Staniland Grove, Murray St and other streets in the 'safe' part of</p>
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	<p>Elsternwick, and have in a short time met and formed relationships with many of my new neighbours. I am very much part of my new community. Anonymity is sad, and I think that most high rise development shapes this type of neighbourhood. BTW, I am young (ish), have a young family, I work hard and I love living in Elsternwick. Sure, I bought in when it was more affordable and I already had my foot in the real estate door. However, I too could not afford to live in Melbourne's most desired inner city suburbs of the time such as South Yarra or Toorak. Living in Elsternwick is privilege not a 'right'. Don't get me wrong, development is and will happen and I'm not totally opposed but perhaps on a lower density and more inclusive scale. As for good planning and design, I unfortunately have little faith in that - look out of your window</p>
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SUBMISSION 18

	<p>As per my email submission to the City Futures Department, I vehemently oppose both Options One and Two for the development of commercial property along Nepean Highway, and the land identified as "Urban Renewal Zone" west of the train line. The impact of implementation will be an unmitigated disaster for this municipality - not to mention the fact that critical issues such as, overshadowing; loss of amenity and privacy; traffic management and parking; public transport congestion; loss of heritage and character; infrastructure strain and incorporation of green space, have glaringly failed to be addressed. Glen Eira already has highest number of apartment applications, which is frightening in itself. Additionally, it has been reported that in excess of 1300 dwellings are unoccupied. Based on this data alone, the intent to pursue Options 1 or 2 beggars belief !The time is nigh to undertake the necessary due diligence, be open, honest and transparent, and actively listen to and consult with your community - only then can you deliver a plan that is appropriate and balanced. At this juncture, I note that (according to your website, and I quote), you work with and for the community. Sadly, I see no evidence of this in your proposed plans. To that end, I request an Option 3 as overwhelmingly conveyed at the community meeting on Dec 4th 2017.</p>
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SUBMISSION 19

	<p>The plan for high density population/high-rise buildings is a disaster for the livable character of the targetted areas because of consequences such as: Traffic congestion; An overloaded public transport system; Psychologically disadvantageous living conditions affecting primarily and especially the already socioeconomically disadvantaged proportion of residents in high-rise type dwellings; The felt and perceived livability would deteriorate for current residents in affected areas — a deterioration of livability that would be *additionally* caused and worsened by overshadowing. Yours sincerely,</p>
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SUBMISSION 20

	<p>I totally reject both options One and Two for redevelopment of the commercially zoned car yards on Nepean Hwy and the strip of land currently deemed 'Urban renewal zone' west of the Sandringham railway line. I request an Option 3 as per the community meeting on Dec 4th 2017. The plan is out of character with the suburb I know and love having chosen to live here 24 years ago to be within walking distance of the Jewish community shuls. I am truly distressed by councils</p>
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plans to allow overshadowing of our property and destroy our right to privacy. I fear a large influx of residents will reduce the safety and amenity of our suburb particularly as there is no substantial green space for people within the drafts plan view. Where do all those people spend their leisure hours? Plans have green drawn upon them, buildings invariably do not provide the green spaces, the inclusion of which is dependant upon the 'good will' of the developers compared to potential earnings related to the number of units included. Does our council collect a significant payment from developers to ensure sufficient park land is made available to future tenants? Has this money been collected and invested for local residents near the current high rise buildings being built along GlenHuntly Rd? Council has not yet released the outcome of the the traffic impact assessment or been able to answer simple questions around how a significant increase in traffic will be managed and how traffic will be managed in the small residential streets surrounding Elsternwick shopping strip. Our already over-crowded train, tram and bus facilities will be overburdened and no detail has been released on how this will be managed. Both options 1&2 destroy heritage/character properties in one of the oldest parts of Elsternwick including many which are circa 1880 & turn of the century Edwardian properties plus inter war housing which is just now coming of age as heritage listing. I fear council and indeed the state planning minister are driven by developers greed and misleading information as there is no evidence that more apartments will reduce the price of housing in Victoria. Factors outside the local & state government are of greater importance in regulating the housing market. Let us not allow the greed of developers destroy Elsternwick nor indeed Glen Eira and its history. I fear car parking is a large issue which is not addressed by council - other than to say they hope everyone will walk more! (as discussed in a recent council meeting) However a significant number of residents will need to drive to local shops as carrying produce home is always an issue! Our suburb has a lovely village feel which will be sadly lost should high rise development replace our existing village. New public space in urban development zone is only being 'advocated' for – there is no detail around how the council will secure this park space. Council has stated it is taking a whole of municipality approach to meeting Victorian government housing targets. Could you please publish a list of all developments across Glen Eira rather than this piece meal approach dividing the information and hiding it from Glen Eira residents? Across the municipality, council has extensive opportunities to meet state government targets and is reportedly exceeding the targets. At what cost to the heritage village of Elsternwick? It appears – upon close scrutiny, that council is creating an excessive amount of highrise building zones in Elsternwick. -see council plans for details! Glen Eira council already has highest number of apartment applications (according to ABS data) Council has already established a clear precedent for developments in the Glen Huntley Road shopping strip - which is in the Activity Centre zone and I implore you to reject future high rise developments across Glen Eira. To maintain a sense of balanced and harmonious community with family homes, I request council implement a 'maximum four storey, mixed commercial' zone on current commercial zones. Please reserve residential zoning - max 2-3 storey or 13m or town houses. On GlenHuntley Rd shopping strip - max 3-4 storey and town houses. Overall a low rise approach spread over significant areas will provide better quality (if your design guides are implemented) of housing for the larger number of people without hugely dense populations becoming disenfranchised in small high rise. I implore our elected councillors to act with due diligence in our name and truly represent the community's wishes by providing a more appropriate and balanced option which that protects Elsternwick's heritage, character and

	village feel. Don't turn our municipality into a high rise disaster.
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SUBMISSION 21

Dear Sir/Madam, Firstly, I would like to say how delighted I am that the City of Glen Eira Council is planning for the future and inviting all residents to have their say on the development of the wonderful area we live in. Well done, this is to be commended. As a resident of Riddell Parade in Elsternwick for more than 11 years, I really enjoy living in our suburb and the amenities it provides including a vibrant shopping centre, public transport and parks close by. I am in favour of our suburb further becoming an inner city "hub" and think that increasing the density of the suburb will only add to the life and colour we already have, however, this needs to be done with careful consideration so we don't destroy the wonderful tapestry that this suburb is made of. I suppose you could say that we're lucky that our house and immediate surrounds are covered by the "Neighbourhood of Significance" overlay and protected from excessive development, however, I have strong concerns about the plans for the areas around us and that, despite those plans being a couple of blocks away, they will erode our area.

1) Plans to develop the West Elsternwick Area am absolutely opposed to the urban renewal plan that proposes dense apartment developments in the West Elsternwick Area, in particular to the heights of 8-12 stories that have been proposed within the Structure Plan Draft, both Option 1 and 2. Any proposed development should seek to maintain the character and personality of our suburb and I believe we should aim to limit all developments to 3-4 storeys, incorporating garden spaces. Any developments immediately bordering the railway line in the West Elsternwick Area that are higher than 3-4 stories will cast enormous shadows over the houses in our area, thereby ruining a "Neighbourhood of Significance" as it is currently classified. Along with my friends in the West Elsternwick Neighbourhood Group over the railway line, I am in favour of your consideration of Option 3 to retain the residential streets zoned as Neighbourhood Residential Zone, limited to two storeys and to rezone the adjacent Commercial 2 Zone properties along Nepean Highway to "Shop Top Developments" of 4-5 storeys, with interface constraints to limit overshadowing and allow north and western light to illuminate impacted residential properties. This would make efficient use of the existing commercial land without overt negative impacts on neighbours and streetscapes.

2) Making Carre Street a pedestrian precinct While I am in favour of more pedestrian areas around Glenhuntly Road, I am not convinced that Carre Street is the best place to do this. We've seen this area deteriorate considerably since Pound, Arabesque and the Carre Street Deli changed hands. Any public space will need significant investment and effort much like the partnership the Council has with Bang Bang to enhance the amenity of Elsternwick Plaza. Given the recent investment in Elsternwick Plaza and the vibrancy this has added to this area, I would suggest that the top of Riddell Parade would make for a far better pedestrian precinct. The park could be extended across the road to provide a safe amenity close to the train station and cinema and the old post office building could become a wonderful feature. To truly make this area an additional green amenity, a longitudinal overfill over the railway line, south of Glenhuntly Road could be included to provide a green, walkable and bike suitable space to increase the liveability and function of this area.

3) Car parking plans I understand the concerns about lack of parking, but I do not think building a four storey above ground car park on Stanley Street is a

	<p>solution to this. The car park next to the train station on Horne Street has really ruined the character of that street and it is not an attractive environment for pedestrians. The focus instead should be on making Elsternwick as pedestrian and public transport friendly as possible, all plans for carparks should be below ground, with friendly retail or residential spaces at ground level. We do not want Elsternwick to become LA.4) Congestion on roads Many people cut through Elsternwick to avoid using the Nepean Highway and North Road. All plans must focus on reducing traffic through residential streets in Elsternwick, slowing traffic speeds and providing people with direct access to shops. As a result more efforts need to be made to direct traffic to Kooyong and Orrong Roads.5) Height and density of the developments All new developments should be required to be of a high quality and design to help preserve the character of Elsternwick. For example, why aren't they all required to have six star energy ratings, recycled water, solar power and garden space? Why aren't planter boxes compulsory, like the lovely apartments in Paris? Why are the buildings so frequently poorly maintained and unkempt? Currently the only thought going into these high density dwellings is the hip pocket of the developer. They are often of low quality and covered in graffiti (like the ones near Elsternwick train station) attracting transient populations who don't add to the sense of community in Elsternwick. They lack greenery and any sense of green space, little consideration is given to overshadowing or the privacy of neighbours. The City of Glen Eira could make a name for itself in having state of the art developments, that truly add value to the area and improve the lives of those living and working out of them. I look forward to hearing from you with regards to next steps and how we can continue to be involved to plan for a better future for our suburb.</p>
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SUBMISSION 22

	<p>I am very concerned about the proposed plaza in Carre Street. I reside in an apartment in █ Glenhuntly Road. The garage is under our building and the only exit is onto Carre Street. It would be a considerable inconvenience if we are unable to access the garage and it would also significantly decrease the value of our property. We are also concerned that a plaza outside our property would create excessive noise, particularly during Summer and would make sleeping very difficult in the warmer weather when the windows are open.</p>
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SUBMISSION 23

	<p>I am totally opposed to the Elsternwick Draft Structure Plan as well as the 8-12 storey limit along Nepean Highway. This will be detrimental to the immediate and wider surrounds. 8-12 storeys is completely inappropriate to propose or develop. The land stretching along Nepean Highway where the car yards are, is already elevated (at a higher natural ground level) to the neighbouring residential streets on the other side Of Nepean Highway and therefore the proposal would be elevated even further - completely inappropriate other than creating an ugly high rise that would allow tenants/residents to overlook the backyards into My own and my neighbours private open space and all existing living and habitable rooms. If it is proposed that all the car yards are to cease being on the land, more open spaces and green areas should be considered rather than quick fix, quick profit, dense high rise apartments that only aim to maximise the amount of people you can fit into the area. Glen Eira is known for its leafy and tranquil family oriented area and this should not be compromised for a quick buck</p>
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SUBMISSION 24

	<p>I do not agree with both options proposed by council. The high-rise along Nepean Highway is excessive for this residential setting. The increased residents will create more traffic congestion, the high-rise will cause over shadowing and privacy issues. Where is our security as residents that our properties will be protected from these developments? It is so disappointing that after living in a suburb for 20 years that this new development could ruin the village feel we have here and damage our properties value. 3 - 4 storeys along Nepean Highway should be enough to satisfy the numbers needed while also providing more sustainable housing for new families that want their space and to live in a healthy environment. I urge the council to distribute evenly the development of new housing to town houses instead of high rise apartments that cause many issues. The communication between council and residents should also be improved in my opinion. The documents of the quality design principles and structure plan are lengthy to read and understand for the average resident. If the council wants to work with us they should be explaining clearly what they want even if they know we won't like it and explaining their reasons for it. This will allow us to come up with solutions that benefit us both. Let's work together council, at the moment it feels like our voices are acknowledged but not much is being done about the issues we've raised.</p>
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SUBMISSION 25

	<p>As a resident of Alexandra Ave, my issues with the Elsternwick Structure Draft Plans include:- Significant vocal negative feedback and the council has still not offered a better solution for its residents. We do not want this massive development with high-rise apartments. - There are other areas within the Glen Eira Council Zone that seem more appropriate for development. I have no objection to development above the shops along Glen Eira Road.- I reject the 8-12 storey proposal along Nepean highway in BOTH options, it is out of character with the neighbourhood.- The issues it presents are: Overshadowing, traffic congestion, loss of heritage appearance and privacy. - There is a community feeling here and it will be destroyed with an influx of hundreds of new residents.- Parking and congestion will be the result of adding many people to the suburb. Where are the detailed traffic analytics for these plans?- There has been no information on how the already crowded public transport will be improved, it's hard enough to board a train during the morning as it is!! I understand that change is the future and am not opposed to it, the plans should be adjusted so they are suitable for the resident's future, short and long term. We believe that 3-4 storeys buildings will be enough to achieve significant growth without affecting Elsternwick. I do not agree with EITHER option, My neighbours and I EXPECT a third option be made available by our elected representatives that suits the needs of the community and residents.</p>
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SUBMISSION 26


	<p>As a resident of Sherbrooke Ave, which currently consists of single story heritage house of 1920s era, I strongly oppose both plans. My comments are similar to the comments raised by most residence in this area in response to the draft plans.</p>
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	<p>Rezoning current heritage single story areas to be 3-4 floors in height would destroy the character of the neighborhood. Rezoning areas to 6-12 stories in height in surrounding streets is insane. There has been no traffic analysis completed and you are not listening to the residence of this area that clearly do not want this type of development. After the release of the draft plans, the Mayor came and spoke us (a large crowd of displeased residence) to inform us that our complaints had been heard and then proceeded to release these draft structure plans, which are almost the same. I actually feel lied to directly. If the council is required to approve huge development areas, there are precedence of these types of buildings around Glen Huntley Rd or in other suburbs within the Glen Eira Council zone that seem more appropriate. It appears the council has selected its "Strategic Urban Development Area" without consultation, as even with significant negative feedback they do not seem open to relocating this area. I assume none of the council members live here.</p>
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SUBMISSION 27

	<p>As a resident of Alexandra Avenue in Elsternwick I am opposed to an urban renewal plan that allows dense apartment developments, in particular to the heights that have been proposed within the Structure Plan Draft, both Option 1 and 2. I have been a resident of Alexandra Avenue for almost 12 years. Both my children were born whilst we have resided at this address. One of the main reasons we have enjoyed living in Elsternwick for the past decade, is the sense of community that occurs from an area that houses (predominantly) families. Families choose to put down stumps in an area where they can see their children grow, go to local schools and high schools, take up part-time jobs and so forth, all the while being part of the community they are living within. Having attended a local Mother's Group with my eldest child, and later being an active member of our Kindergarten Committee, has insured that we have a large friendship group of like-minded people - all living in walking distance to each other. Apartment dwellings are more often than not designed and built with profit in mind. In general developers build one or 2-bedroom apartments within their blocks. Families cannot reside in a 2-bedroom apartment consequently the high-rise developments become the fodder of investors, and in turn are occupied by a transient population. This does nothing for the sense of community of an area, and in general causes many more issues with parking and congestion, due to most dwellings being occupied by groups of single people – all of whom may own vehicles. Although parking is usually incorporated into apartment designs it is always capped at one space per apartment, so does not cater for all its occupants. The Draft Structure Plan does not properly protect the heritage and neighbourhood character of our suburb, nor does it add to our existing amenity. We are already one of the least-green urban areas in metropolitan Melbourne (compared to other Council precincts). My issues with the Structure Plan Draft Option 1 and 2 include: Lack of parking – shops and street; Height of the developments impacting residents - lack of green, overshadow, privacy, noise; Transient population – loss of sense of community; Loss of amenity; Congestion on roads; Multiple developments all designed and built by different groups will ensure we have a streetscape of hodgepodge buildings in a row. We EXPECT our elected representatives to come up with a more appropriate and balanced option that protects Elsternwick's heritage, character and village feel (across the entire suburb). Don't turn our municipality into another Port Melbourne / Docklands disaster!</p>
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SUBMISSION 28

	Hello - Didn't get the letterbox drop and only found out through a neighbour that this was going on. As a resident in a street opposite the proposed 8-12 storey development on the carpark sites I feel that this would be totally at odds with the surrounding housing in the area. It sets a dangerous precedent which cannot be undone and opens the door for similarly inappropriate development. I am not attached to the car yards and welcome a better solution to develop these sites for residential and commercial use.
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SUBMISSION 29

	As most of the other comments below state, I agree with the development of the area however the height of the buildings and visual bulk it will create is simply not acceptable and will create serious privacy issues for anyone within the area.
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SUBMISSION 30

	Whilst the Elsternwick Draft Structure Plan seeks to increase the utilisation of underdeveloped land, it proposes it at a detrimental rate that would be completely at odds with the immediate and wider surrounds. 8-12 storeys is completely inappropriate to propose or develop. The land stretching along Nepean Highway where the car yards are, is elevated (at a higher natural ground level) to the neighbouring residential streets on opposite (south-western) side of the Highway and therefore the proposal would be elevated even further. For example, a 4-6 storey development would actually have the built form impact of 6-8. The proposed development would provide opportunities for long range views into our private open space and all existing living and habitable rooms. We support a reduction in building height to reduce the impact of visual bulk and long range views. 4-6 storeys would be a considerably more measured approach. I note the example on corner of Nepean Highway and North Road with staggered setbacks to neighbouring residential streets. Also the residential apartment near to corner of New Street and Nepean Highway.
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SUBMISSION 31


	If you telling us what we are going to have forced on us as was made abundantly clear last night how could this possibly be considered consultation? I either accept one of two identical plans or the state government steps in (with no bloody proof about this I must add) and makes us accept the plan. I instead opt for option 3 of getting a more reasonable and respectful council which will actually adopt policies which are acceptable for our area such as protecting the strip of victorian houses behind the car yards and a limit of 4 stories to the development.
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SUBMISSION 32


	I'm a resident in Ross Street. First of all I'm supportive of the infrastructure
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	<p>investment in the suburb, I think that it can only be positive for our community - but there is a careful balance to keep the Elsternwick charm that we've grown to love. I have previously raised concerns of the urban renewal proposal and its impact on the Character housing in Ross Street. I've read the Structure Plan (particularly the urban renewal and its impact to my property), and see that there are two options for the street, one with a 4 storey limit (Option 1), another with an 8-12 storey limit (Option 2). If these are the only two options, and the Structure Plan gets approval then my preference would be Option 2 (8-12 storey). I think that regardless of whether it is 4 or 12 storeys; the street (and immediate area) will be changed significantly, so we may as well proceed with 12 storeys then at least the owners can sell with a better land value. Even if the current Ross Street housing remained, if there are 12 storey blocks built around it then the effect of natural light, privacy and increased traffic would make me want to relocate anyway. In summary, if these really end up being our only two options then I am supportive of 8-12 storeys</p>
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SUBMISSION 33

	<p>We live in a small street in the area proposed for 8-12 storeys (in both options) and wish to register our strong objection to both proposals and urge council to think harder about the options. 8-12 storeys is a ridiculous increase over the current streetscape on Horne St. 4 storeys with potential to go to six for a significant benefit could be done responsibly and with set backs that protect locals from increased shadow. I have recently gone through the planning process and was told there would be no appetite for a change in the shadow impact on my neighbours and 6 months later you are proposing 12 storeys less than 4 meters from me - that is hypocritical! I had already designed to ensure I didn't increase overshadowing and overlooking because I care about my neighbours - we have an incredible community in this pocket and all your proposals are destroying community not building it!</p>
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SUBMISSION 34

	<p>We have been residents of Elsternwick for over 26 years. We have no objection to development above shops along Glenhuntly Road, which the council has already commenced. We do object to and reject the 8-12 storey proposal along Nepean Highway and any development of the surrounding areas where there are currently houses and 1-2 storey flats with gardens. This area is unique in character where residents have lived for many years. The issues that any development would create cannot be resolved. They are the loss of beautiful gums trees, uniqueness of gardens and architecture blends, community and village character, overshadowing blocking the sun onto gardens and houses, increased traffic which Nepean highway is already congested beyond capacity every weekday morning and the upheaval of many residents who call this area their home for many years.</p>
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SUBMISSION 35

	<p>8-12 storey proposal is completely out of character for the neighbourhood and will put further strain on an already stressed transport infrastructure (both public and private). I understand the need to provide affordable housing in Melbourne, however there are far better options than Elsternwick. Let's preserve what makes</p>
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	Elsternwick great- we are a village not a city!
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SUBMISSION 36

	<p>We are residents of a small street, blocks of land are only about 21 metres in depth and about 7 in width, as are most of the blocks on land on this street, the proposal for 4 storey buildings on these blocks appears to be extreme. Not only are we faced with this but it is also proposed to have 8-12 storey buildings on the highway and Horne Street, thus surrounding us, the issues that this will cause are enormous, including, over shadowing, traffic congestion, loss of heritage appearance, our street community this is only a very few of the reasons why I do not agree with either of the current 2 options. The street is small with one side of the road parking, a no through road,</p>
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SUBMISSION 37

	<p>I do not accept the proposed 8 to 12 storey development along the Nepean Highway where car dealerships are currently located. It is going to invade the privacy of residents that currently live at the back of car yards, creating a number of issues such as safety, traffic, noises, car spaces etc</p>
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SUBMISSION 38

	<p>In the 2 options, there are still 12 storeys building allowance in a large part of Elsternwick. This suburb has a strong heritage appearance and a history that will both be lost because of this Structure plan. I understand that Melbourne is growing and that some suburbs have to follow the "Plan Melbourne" but not in the jeopardy of these suburbs and their community. Having buildings that high in front of existing properties will overshadow, take off any privacy and it will greatly affect our everyday living. Authorising this range of buildings will get out of control and will change Elsternwick forever. Please listen to the community and people that have chosen to live here. I believe that 3-4 storeys buildings will be enough to achieve a significant growth without affecting Elsternwick. I have only been in this suburb for 5 months in Horne Street. The Structure Plan is making us regret our decision to move here as it is taking away the core reasons to live here: Calm, family vibe, village feeling and strong community values. I hope that you will look after your existing community and review for an option 3.</p>
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SUBMISSION 39

	<p>I reject both council options for a 12 storey rezone. The building heights are excessive and unnecessary and will completely destroy the village feel of elsternwick. The council has done very little to take into account the concerns of the community around overshadowing, privacy, traffic, parking, and loss of many historic buildings from circa 1880 to the early 1900s. To put it in context, the building on the corner of Nepean & North roads is only 5 storeys - double this and then add some - and then put it next to a residential area with one storey family homes. The "new open space" in this area is also not guaranteed. The council will only "advocate" for developers to put this in on private land - which is highly unlikely. This council has more than enough development areas throughout the municipality to meet its housing targets without turning Elsternwick into a highrise</p>
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	jungle like port melbourne and the docklands. The consultation process by council has also been disgraceful - residents in the impacted zone were only 'formally' notified by council on 13 November!! The urban development section of this proposal MUST be scrapped and started again - this time with PROPER consultation with the impacted community
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SUBMISSION 40

	I am very concerned about the draft Structure Plan and the inconsistency of the council. St James Pde has been given a character overlay and then will possibly be shadowed by 8-12 storey apartments looming over the houses. The traffic is heavy in the street especially with morning and afternoon school traffic. Commuters park in the side streets and walk to the station, affecting visibility at the intersections, allowing only one vehicle to pass along the streets. Imagine what the increase in traffic will be with hundreds more residents living along Nepean Highway, turning into St James Pde in order to head north to Orrong Rd and Elsternwick shops. There must be a height limit, surely 4 storeys is ample in residential streets, and altered traffic flow.
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SUBMISSION 41

	It's scary to think about the implications this will have on Elsternwick. Getting rid of car parks along the shopping strip will make it impossible for most people to come down to Elsternwick to do their shopping. I see that they plan to put in a multi level carpark, but it's at an end, definitely too far to walk up from if you're pressed for time and/or have children in tow! Even when positioned well, those types of carparks make shopping such a procedure and so much more time consuming. They are suitable where you might be shopping for a number of hours, but not worth it if you're quickly ducking into a couple of shops. If you need to run in to the pharmacy for example with a script, there's no way you're going to park down the other end in a multi level and walk or tram up. You'll simply go somewhere else. The whole appeal of Glenhuntly Rd and other shopping strips is the CONVENIENCE. Take that away and people will go Chadstone or somewhere else where parking is easy instead. I know I will! It will kill retail in Elsternwick which is such a shame. It sounds like they're trying to turn Elsternwick into something that it's not. Glen Eira is a family area. It's suburban. There are people with young families and also lots of elderly people. The people who use Glenhuntly Rd shopping strip are spread out quite widely, mostly not walking distance or with easy access to trams. People in Glen Eira need to drive and all you're doing by reducing car parking is driving them elsewhere! To compound it all further, the proposed higher density development will only make it worse, bringing more people and therefore more cars to the area. And the closing of Staniland grove and Carre St, and the partial closing of Gordon and Selwyn Streets will further reduce parking. Crazy
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SUBMISSION 42

	I'd like to know if there are any plans to make changes to the Davis Street-Ripon Grove especially with the second block of apartments slated to be built on Ripon
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	Grove through to McCombie Street. The increase in traffic and stress on parking in the area is likely to cause congestion in this pocket and the crazy one way system is confusing and restrictive
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SUBMISSION 43

	i am concerned at the reduction in car parking in Stanley street East. The retailers backing on to this car park already suffer a shortage of spaces and a reduction of 1/3 of their spaces will result in a dead retail pocket being created. The redevelopment of this car park should not be at the expense of the existing retailers. the additional car parking in Stanley street West will only make things worse. Shoppers are generally too lazy to walk the extra distance and therefore retail activity will be centred there at the expense of those retailers further west
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SUBMISSION 44

	As a Carre Street resident who would be directly affected by the the pedestrianising of the street, I'm open to the idea in principal. Encouraging people to get out of their cars and drive less and creating car-free zones should definitely be a priority of this plan. Particularity with the congestion the area's already facing - which is beginning to negatively impact Carre Street - traditionally be a quiet side street that is seeing an increase in through traffic. However, it would be important to ensure that it's done correctly and would benefit residents of the street. A peaceful plaza sounds fine. But we don't want a playground out there ruining our otherwise peaceful street. Or something that simply becomes a hangout for teenagers on skateboards after dark. It's a good idea, but thought and care concerning how this will affect the residents of this section are needed.
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SUBMISSION 45

	Agreed... reducing traffic and cars honking along Carre st would be ideal. There is plenty of parking in carpark behind building to accommodate parking and the businesses would benefit from a European style plaza with seating and trees. It would definitely improve the street while still keeping noise down (no playground!)
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SUBMISSION 46

	The proposed 8-12 storey apartment 'urban renewal' area along Nepean highway will not fit with the current character of the neighbourhood and is in discourse with the current 1-2 storey homes and flats already along this route. There is already an eyesore of an apartment building along Glen Huntly road, we don't need to add further eyesores. I will join any action to oppose the proposal in it's current state
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SUBMISSION 47

	I do not like the proposed 8 to 12 storey development along the Nepean Highway on the sites of the current car yards. My residence is in Brighton but is opposite the proposed development. The development will add traffic congestion and will
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	reflect Nepean Highway noise into Brighton. We already have a noise problem from the highway and the proposal will make it worse. Very little new green urban space is being created to cater for the increase in population. I don't think our public transport system will cope and traffic congestion and parking will be awful.
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SUBMISSION 48

	<p>I am extremely concerned about the size and the scope of the buildings proposed for the redevelopment of the car yards currently located on Nepean Hwy. I understand the need for increasing housing but would have thought 4-6 story developments graduating down in size to the train line would be a much better outcome. Some retail/commercial aspects would be far more suited to the location. Retail and commercial on the ground floor would be a good job boost for the area but i cant see where adequate car parking for visitors will be? I dont think under any circumstances should car park dispensation being given for residents to the new projects and allowance . Box Hill and Docklands developments allow for the visitors with multistory car parks but this project does not have those and nor is it suited to it. The impact of 8-12 story developments on neighbouring streets such as St James Pde, Elster, Brentani, Denver and others is going to be huge from a view point and also from a traffic management aspect. St James Pde and College St are currently used as a cut through to Glen Huntly Rd and were never designed to be. Surely access must be limited through this area and a better traffic management plan put in place to diver traffic back onto the highway or down gardenvale rd onto Kooyong is required if the many 1000 new residents do move into the new car yard development. These streets are already under immense pressure from school and local traffic and simply cannot handle increased traffic flow. This might be a very good opportunity to look at reworking some of the access points to green zones such as the one created along Riddell which works very well for residents in the area and visitors to the park Perhaps as simple as diverting all traffic from the potential development site back onto Nepean Hwy before the train bridge by blocking the service road prior and that whole area could be made into Green Park and join up with the proposed Green park in in initial plans also? Would increase GlenEira greenspace (badly needed and also help greatly reduce traffic impact on the residents of Gardenvale/Elsternwick immediately by promoting other avenues for traffic to use bigger thorough fares. All in all the proposal seems grossly excessive in size and scope and not really thought out from the impact that is going to affect the local neighbourhoods around. I also whole heartedly agree with others in thinking that the whole process seems very sneaky and underhand - we only found out after the time had already passed for having our say - was it a week that we had to reply? Not good enough GE Council.- no mail box drops, no contact, no signage to alert us of what was happening. Please treat us fairly and make the whole process a lot more transparent and less rushed than it has been so far. BP Concerned Elsternwick Resident.</p>
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SUBMISSION 49

	<p>We just found out the council is putting an eight storey building along our back fence and half of the properties in our residential street. No consultation, no discussion of the impact on the houses in our street and they will legislate our rights away completely. It will completely destroy the amenity of all the residential houses being completely overshadowed by eight storeys. No set back, no nothing.</p>
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	This is replacing one and two storey buildings and why. Nothing but nothing from the council as to the reason or rationale for putting eight storeys on residential houses back yard. We are also a long way from the so called precinct. So underhand and dubious wonder if this is a matter for ICAC.
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SUBMISSION 50

	I feel that blocking carre st and staniland grove will create traffic problems in the area. It will also remove upto 20 car parks from the area which will impact on traders at a time when there is already a huge strain on parking
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SUBMISSION 51

	Please can you produce a summary report of no more than 5 pages with all the proposed changes clearly shown and not much of the statutory stuff. Also I did not see an Effects Register; eg changes in traffic volumes on GHR and surrounding streets; increased passenger loads on trams and trains; ped movements along GHR as the sidewalks are already too narrow with retail encroachment.
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SUBMISSION 52 (POSTED ON QUALITY DESIGN GUIDELINES FORUM)

	<p>The Elsternwick draft structure plan still lacks sufficient detail to make an accurate assessment. The best option at present for the activity centre zoning, heights and overlays is option 1. There is still insufficient car parking spaces proposed for the Elsternwick shopping strip. The part of the Strategic Site A in Stanley St which hasn't yet been build on needs to be a multi story car park for the shoppers and customers of all the eateries and food outlets. Car parking spaces need to be increased ten fold for the railway uses and shoppers. Details of traffic movement and flow have not yet been demonstrated and will affect all residents' quality of living and needs to be planned and hard decisions taken to keep it manageable. Turning right from Glenhuntly Rd into Riddell Parade has become a nightmare because of pedestrians walking to and from the Railway station. It is probably busier than the current pedestrian crossing outside the railway station crossing Glenhuntly road. Cyclists should be banned from Glenhuntly Road as cars and cyclists don't mix when there is a pedestrian safety zone painted down the centre of the road. The road is too narrow as marked to safely negotiate people opening car doors without the ability to straddle the tram tracks where poor braking results in wet conditions with wheels on the tram rail. Restaurant tables on the street should also be banned unless the street is closed to traffic. Again this is a huge safety issue as a car traveling at 40 km/hr will still create horrific damage if it runs off the road. Monash University should be contracted to come up with a safe solution to this issue. Obviously Elsternwick will become an overcrowded concrete jungle with insufficient additional green spaces planned for the near future. The Victorian government forces other people to sell their homes for the East West link and the completion of the Ring Road but will not do it in the inner suburbs to improve traffic flow. A long term traffic plan needs to be developed for Elsternwick and the government needs to buy land/ homes to make it feasible. The long term plan needs to be in place so homeowners will know if they will be affected and can plan accordingly.</p>
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SUBMISSION 53 (POSTED ON QUALITY DESIGN GUIDELINES FORUM)

	<p>Option 1 looks ok, subject to the quality of the design of the buildings and sufficient car parking. We don't want a long row of shabby apartments like the ones along Horne Street. Option 2 is totally inappropriate. The high rise buildings (8-12 storeys) should not be built at the southern end. This is too close to the Elsternwick heritage residential areas around Orrong Road and Riddell Parade -the southern end of the proposed Elsternwick activity area - separated by a railway line but very close as the crow flies. This would ruin the look and amenity of the residential area. The high rise buildings of 8-12 storeys should be limited to the built up area near Elsternwick station. They will require ample parking as the Glenhuntly Rd precinct is already suffering congestion and parking problems.</p>
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SUBMISSION 54 (POSTED ON QUALITY DESIGN GUIDELINES FORUM)

	<p>Both options ignore the residential nature of well establishes streets adjacent to the railway lines i.e. Sherbrooke, McMillan, Oak Avenue, Elm Avenue, Alexandra Avenue. These streets feature heritage style homes some dating from the 19th century that would be lost is the multistorey developments are permitted. Not only would the residential nature and amenity of these streets be destroyed the volumes of new residents and subsequent traffic/parking would create a high rise ghetto which is totally out of character with this suburb. These problems would spill over the railway into the heritage areas and have a compounding effect.</p>
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SUBMISSION 55 (POSTED ON QUALITY DESIGN GUIDELINES FORUM)

	<p>I don't believe option 1 or 2 are viable options for Elsternwick. Glen Eira council needs to take a more conservative approach in order to maintain the heritage and village feel that drew residents to Elsternwick In the first place. While I am not averse to change and I do believe that geographically etc the Elsternwick fringe is the logical place for this change to take place, I just believe that the proposed change is far too drastic and is at the expense of current residents who chose Elsternwick as our home because of the safe village feel. With these proposals we will be living in a concrete jungle with overshadowing, high traffic congestion and a loss of the village feel that the we came here for. We embrace change and only ask That council takes a reasonable approach to the change! Nothing over 4-5 stories please!</p>
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SUBMISSION 56 (POSTED ON QUALITY DESIGN GUIDELINES FORUM)

	<p>Both option 1 & 2 do not fulfill the heritage and village feel that is supposedly being protected by placing high density living along the highway corridor. The village that currently exists along McMillan, Alexandra, Oak and Elm seems to be being</p>
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	<p>sacrificed to fulfill government pressure for increased density living. Yet these are the very homes and residents that have developed and contributed to the village feel that is supposedly being protected. Council needs to show a commitment to better protect traditional low scale residential areas from dense apartment developments. There is a significant residential footprint already in existence along the urban renewal corridor and it appears to be being surrendered. Poor traffic management planning and vision has not accounted for the inevitable increase in vehicle flow through to Glenhuntly Road in both Option 1 & 2. The bus and railway facilities in the area (Elsternwick and Gardenvale) are already stretched and without significant upgrade will not cope with the proposed development. I would also ask the Council to consider other areas to be 'growth areas' such as along Glenhuntly Road, as there are many (15) multi-level developments with planning permits along the Elsternwick area alone.</p>
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SUBMISSION 57 (POSTED ON QUALITY DESIGN GUIDELINES FORUM)

	<p>I think there is a better option than both 1 and 2. 8-12 stories is far too high and the impact on surrounding residents with regards to visibility, noise and traffic flow will be too great. There will be a massive increase in traffic through St James, Elster and surrounds if the project goes through in its current form. Where are the traffic flows and studies? Surely they have been completed by this stage but i couldnt find anywhere?The process of consultation seems to have a lot of flaws and i didnt receive any notification of anything going on until a fair way down the planning track and only once our neighbours alerted us. Needs to be much more community involvement and the council should be more proactive with this rather than just leaving it to concerned neighbours. Please be more transparent with the residents you represent. Not fair and quite sneaky to put through so quickly. Thank you for reading.</p>
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SUBMISSION 58 (POSTED ON QUALITY DESIGN GUIDELINES FORUM)

	<p>Have written three times on this forum and my comments keep getting marked as spam. Not sure what is going on. In short a massive lack of awareness by council to the community surrounding the project. Buildings are far too tall at 8-12 stories and massive impact on surrounding neighbourhood from visibility and also traffic congestion etc. More consultation and time please.</p>
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SUBMISSION 59 (POSTED ON QUALITY DESIGN GUIDELINES FORUM)

	<p>Have written three times on this forum and my comments keep getting marked as spam. Not sure what is going on. In short a massive lack of awareness by council to the community surrounding the project. Buildings are far too tall at 8-12 stories and massive impact on surrounding neighbourhood from visibility and also traffic congestion etc. More consultation and time please.</p>
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