

## **Submission on the Draft Concept Plan (Carnegie) – by Greg Ptak (0402 220 572)**

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

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

### **The vision**

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

**The Draft Concept Plan contains the following vision for Carnegie:**  
*Carnegie will be a safe, connected and welcoming centre that embraces its authentic urban character and cultural identity.*  
*The centre will be a destination for night-life, shopping and employment, supporting a range of businesses and interconnected community spaces that meet the needs of the local community."*

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

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

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

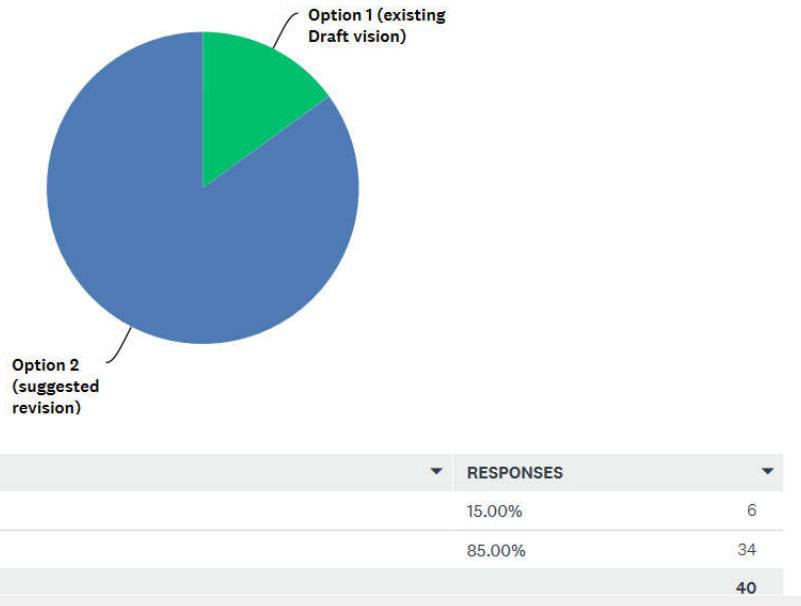
*It will encourage the creation of employment opportunities by providing spaces for businesses (including shops, offices and light industry/ warehousing).*

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

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

Answered: 40 Skipped: 1



Showing 13 responses

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

8/30/2017 2:54 PM

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

8/29/2017 12:16 PM

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

8/29/2017 4:42 AM

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

8/29/2017 1:42 AM

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

8/28/2017 6:07 PM

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The centre should focus on the provision of medium and high density housing opportunities which will assist in supporting its role as an Activity Centre

8/28/2017 5:25 PM

Too wordy. Kinda like utopia the other night.

8/28/2017 5:09 PM

It still has too much "motherhood" stuff that is open to widely different interpretations, such as "authentic suburban character".

8/28/2017 4:09 PM

Just motherhood statements that can't be implemented. So sick of such statements being made at the briefings. It's never going to happen.

8/28/2017 2:11 PM

Make it shorter. Its too long winded to be a vision.

8/28/2017 11:17 AM

Is the the Carnegie primary school within the precinct, if it's not I would "primary schooling" out

8/27/2017 11:47 PM

They say the same thing thing but the first one is better and shorter. The new version is trying to capture everything I dont like it

8/27/2017 9:47 PM

Whatever the vision statement says is in the big scheme of things unimportant compared to what happens with the resulting amendments.

8/27/2017 7:36 PM

⇒ I would ask that the Vision be revisited to ensure that the suburban natures of Carnegie, and the importance of families and schooling is appropriately highlighted. Also, that the focus not be on "nightlife" as – if VCAT has to decide between different uses, I believe lawyers would quite happily argue that as nightlife is the first use, it should be the predominant one. And whilst we might like to think that nightlife means dining in this context, I would ask council to give the vision to a lawyer practicing at VCAT to see how they would define "nightlife".

## Reporting on development and demographics

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

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

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

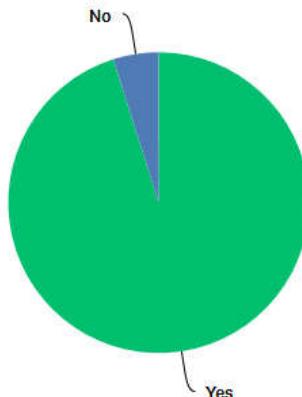
Data should use the last and current census. Ideally, it should also cover the time since July 2013 in shorter intervals, e.g. quarterly.

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

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This question concerns the context of development happening in Carnegie. To provide some evidence-base to the debate, would you like Glen Eira Council to produce reporting, which shows changes in population and dwelling numbers?

Answered: 41 Skipped: 0



ANSWER CHOICES	RESPONSES
▼ Yes	95.12% 39
▼ No	4.88% 2
<b>TOTAL</b>	<b>41</b>

Comments (10)

Showing 10 responses

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

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8/30/2017 7:50 AM

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

8/29/2017 12:16 PM

Open space to population ratio numbers in suburban areas

8/29/2017 1:42 AM

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

8/28/2017 4:09 PM

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

8/28/2017 3:45 PM

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

8/28/2017 2:11 PM

no

8/28/2017 11:17 AM

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

8/27/2017 11:47 PM

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

8/27/2017 9:47 PM

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

8/27/2017 7:36 PM

⇒ Introduce regular reporting covering the measures mentioned

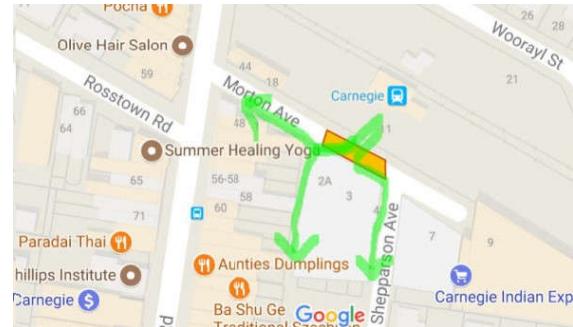
## Pedestrianisation and Morton Avenue

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

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

### **Pedestrianisation of Morton Avenue / Carnegie Station exit**

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



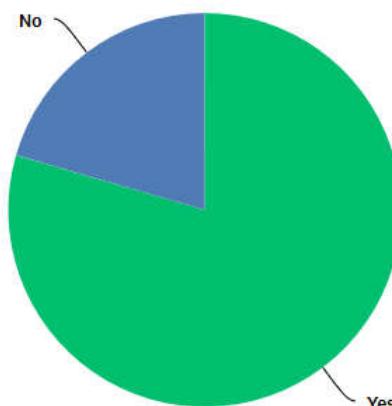
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Would you support a suggestion to close part of Morton Avenue (between the laneway and Shepparson Avenue)?

Answered: 39    Skipped: 2



ANSWER CHOICES	RESPONSES
Yes	79.49%
No	20.51%
<b>TOTAL</b>	<b>39</b>

Comments (16)

Showing 16 responses

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

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8/31/2017 8:41 PM

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

8/30/2017 2:54 PM

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

8/29/2017 10:40 PM

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

8/29/2017 7:48 PM

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

8/29/2017 12:16 PM

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

8/28/2017 8:05 PM

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

8/28/2017 8:04 PM

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

8/28/2017 7:58 PM

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

8/28/2017 6:07 PM

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

8/28/2017 5:25 PM

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

8/28/2017 4:09 PM

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

8/28/2017 3:45 PM

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

8/28/2017 2:11 PM

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

8/28/2017 11:17 AM

Morton should be west bound only

8/27/2017 9:47 PM

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

8/27/2017 9:41 PM

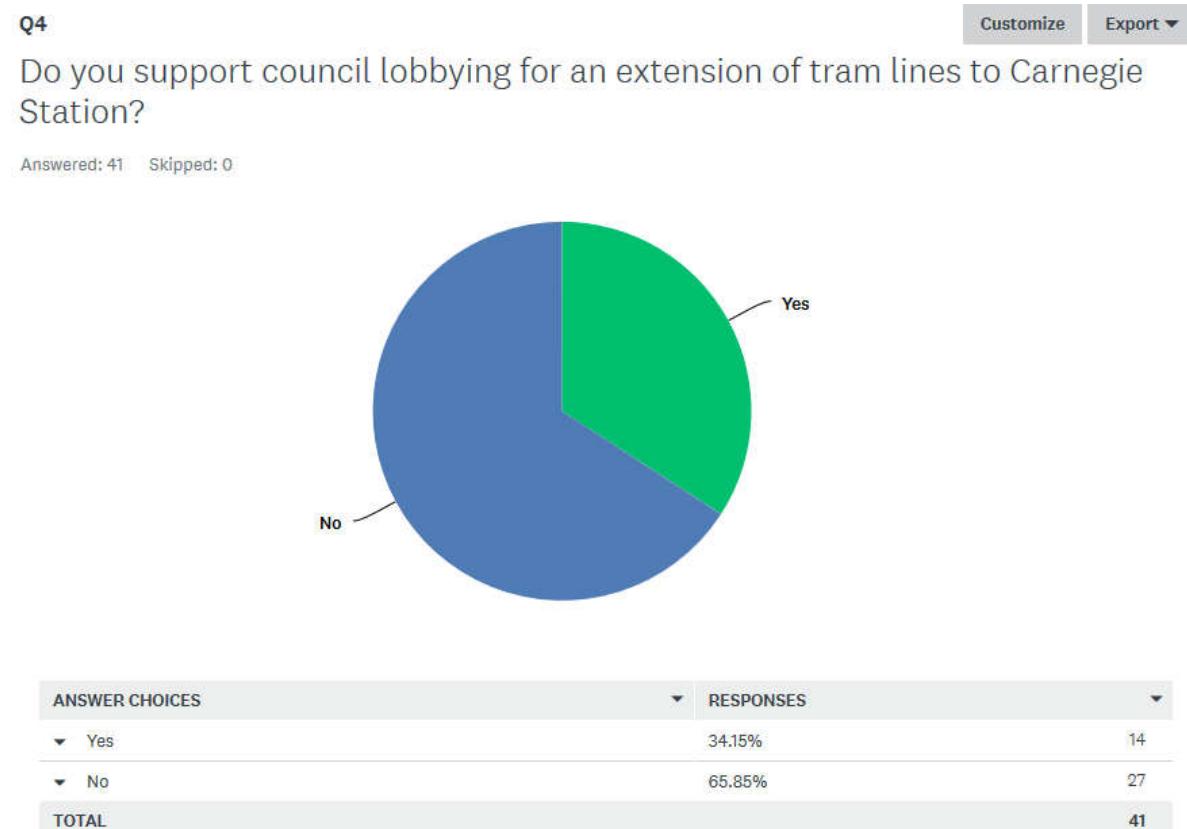
⇒ Further investigate closure of Morton Avenue, especially in light of pedestrian flows from the new station and the desired laneways activation.

## Carnegie Tram Extension

### 4. Tram extension

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

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



Showing 15 responses

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

8/31/2017 8:41 PM

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

8/30/2017 2:54 PM

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

8/30/2017 1:37 PM

No need

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8/30/2017 7:50 AM

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

8/29/2017 12:16 PM

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

8/29/2017 4:42 AM

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

8/28/2017 5:25 PM

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

8/28/2017 5:09 PM

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

8/28/2017 4:09 PM

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

8/28/2017 2:11 PM

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

8/28/2017 11:17 AM

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

8/28/2017 7:21 AM

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

8/27/2017 11:12 PM

more pt connections the better

8/27/2017 9:47 PM

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

8/27/2017 9:41 PM

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

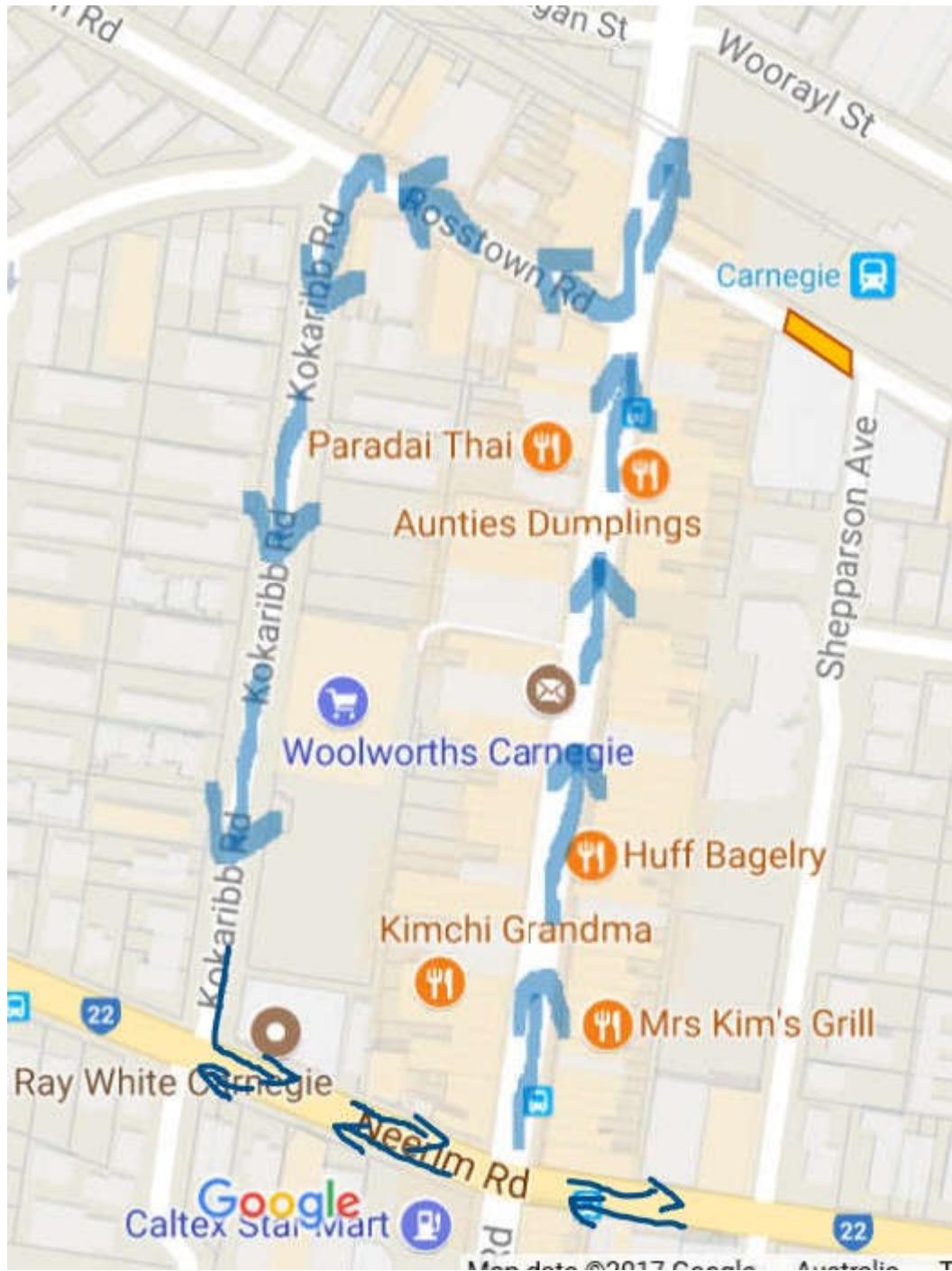
## Pedestrianisation of Koornang Road

### 5. Improve Pedestrian Amenity

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

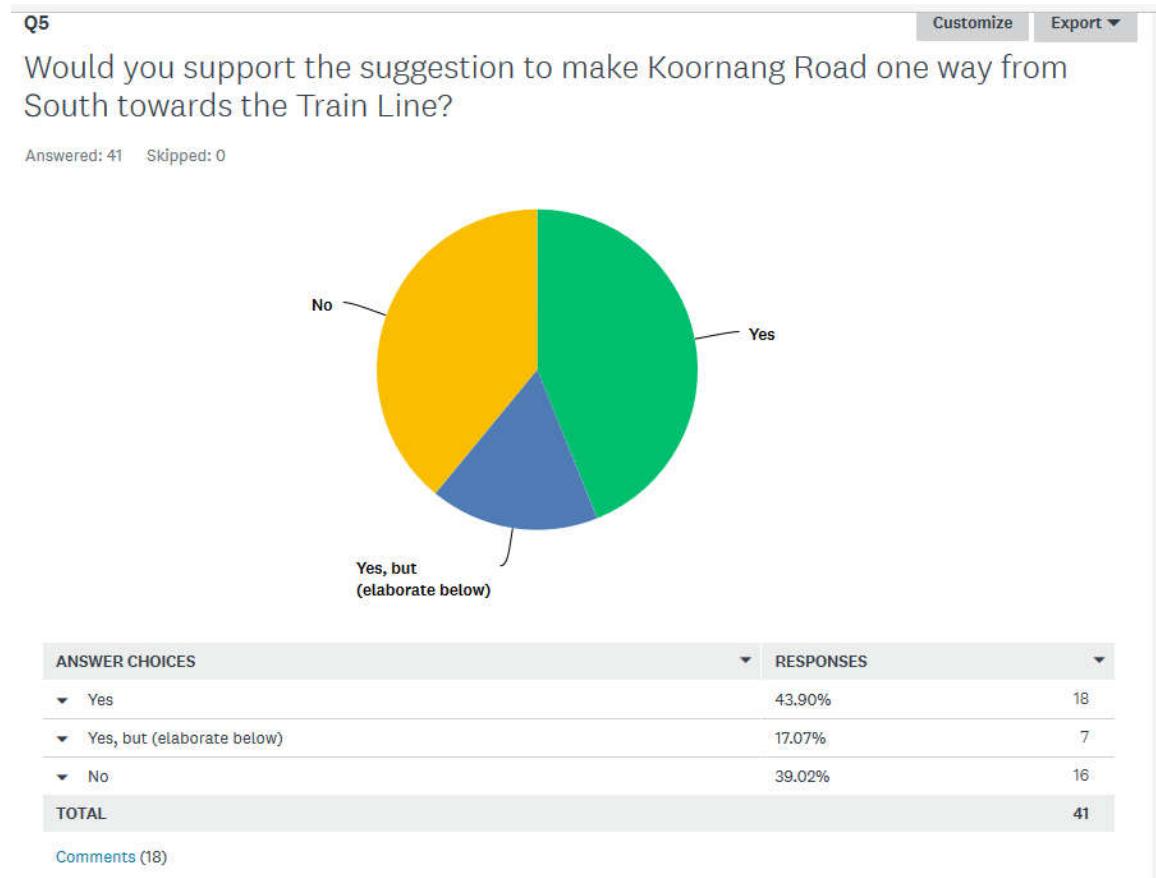


Would you support a suggestion that creates more room on Koornang Road for pedestrians and trees / open space, whilst retaining most of the car parking?



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

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Showing 18 responses

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

8/31/2017 8:41 PM

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

8/31/2017 12:10 AM

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

8/30/2017 7:50 AM

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

8/29/2017 10:40 PM

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

**Submission on the Draft Concept Plan (Carnegie) – by Greg Ptak (0402 220 572)**

8/29/2017 7:48 PM

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

8/29/2017 12:16 PM

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

8/28/2017 7:58 PM

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

8/28/2017 5:25 PM

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

8/28/2017 5:25 PM

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

8/28/2017 4:09 PM

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

8/28/2017 3:45 PM

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

8/28/2017 2:11 PM

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

8/28/2017 11:17 AM

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

8/28/2017 7:21 AM

**Submission on the Draft Concept Plan (Carnegie) – by Greg Ptak (0402 220 572)**

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

8/27/2017 11:47 PM

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

8/27/2017 9:47 PM

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

8/27/2017 9:41 PM

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

8/27/2017 7:36 PM

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

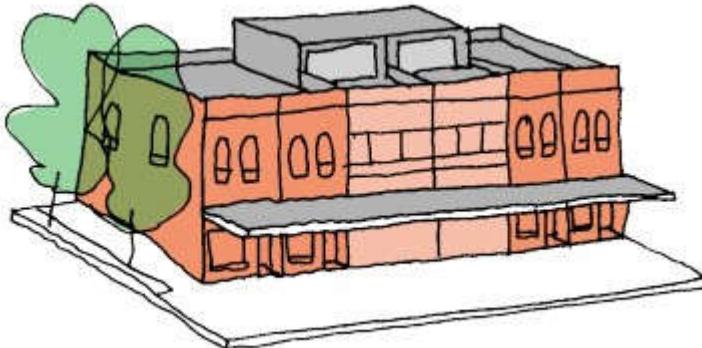
### **Heritage character of shopping strip**

#### **6. Preserving the heritage character of the shopping strip.**

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

### **Heritage/character shop top**

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



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

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



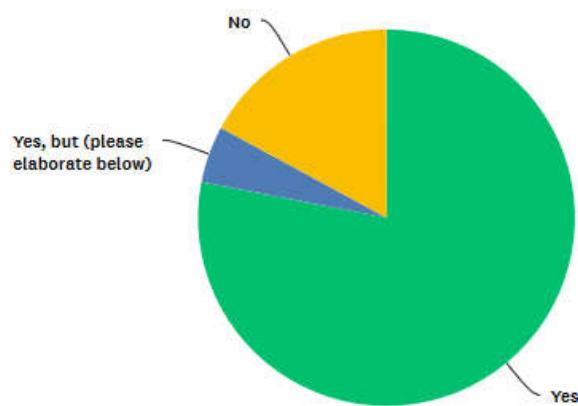
**Would you support a requirement in the planning scheme that requires:**

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

## Submission on the Draft Concept Plan (Carnegie) – by Greg Ptak (0402 220 572)

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

Answered: 41 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes	78.05%
Yes, but (please elaborate below)	4.88%
No	17.07%
<b>TOTAL</b>	<b>41</b>

[Comments \(9\)](#)

Showing 9 responses

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

8/29/2017 7:48 PM

Setbacks of upper floors Heritage protection of Rosstown Hotel

8/29/2017 12:16 PM

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

8/29/2017 4:42 AM

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

8/28/2017 4:09 PM

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

8/28/2017 3:45 PM

no comment

8/28/2017 11:17 AM

Yes, yes and yes.

8/27/2017 11:47 PM

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

8/27/2017 11:12 PM

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

8/27/2017 7:36 PM

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

## **Purchase 47-53 Rosstown Road**

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

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

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

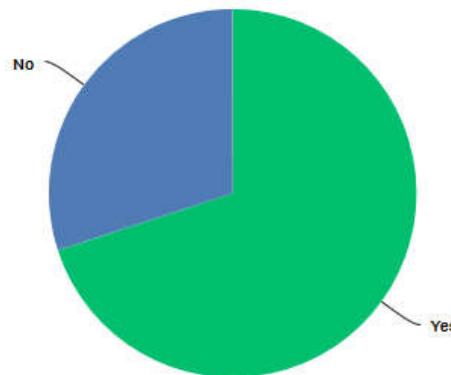
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Council should seek to ensure multiple laneways / accessways from Rosstown Road through to the park under Skyrail. Council should work with the State Government to purchase the properties at 47-53 Rosstown Road to provide green space and access to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

Answered: 40    Skipped: 1



ANSWER CHOICES	RESPONSES
Yes	70.00% 28
No	30.00% 12
<b>TOTAL</b>	<b>40</b>
<a href="#">Comments (14)</a>	

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

8/31/2017 12:10 AM

Highly agree.

8/30/2017 7:50 AM

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

8/29/2017 7:48 PM

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

8/29/2017 12:16 PM

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

8/29/2017 4:42 AM

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

8/28/2017 8:05 PM

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

8/28/2017 8:04 PM

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

8/28/2017 5:25 PM

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

8/28/2017 4:09 PM

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

8/28/2017 3:45 PM

Why is this needed?

8/28/2017 11:17 AM

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

8/28/2017 7:21 AM

its on the wrong side

**Submission on the Draft Concept Plan (Carnegie) – by Greg Ptak (0402 220 572)**

8/27/2017 9:47 PM

And another road crossing for local traffic to help avoid congestion

8/27/2017 9:41 PM

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

## **Rosstown Road**

### **8. Rosstown Road and Skyrail**

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

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



- 2) Having four-storey buildings on the south side of the railway line and significantly higher buildings on the north side may reflect sound from trains into the residential area south of the railway line. The planning scheme should include a requirement that buildings north of the railway line do not reflect sound back south, but either absorb it or direct it upwards / towards Dandenong Road.**
- 3) The Heritage / character shop top requirements should include the shops at 59-67 Rosstown Road (with the old facades).**

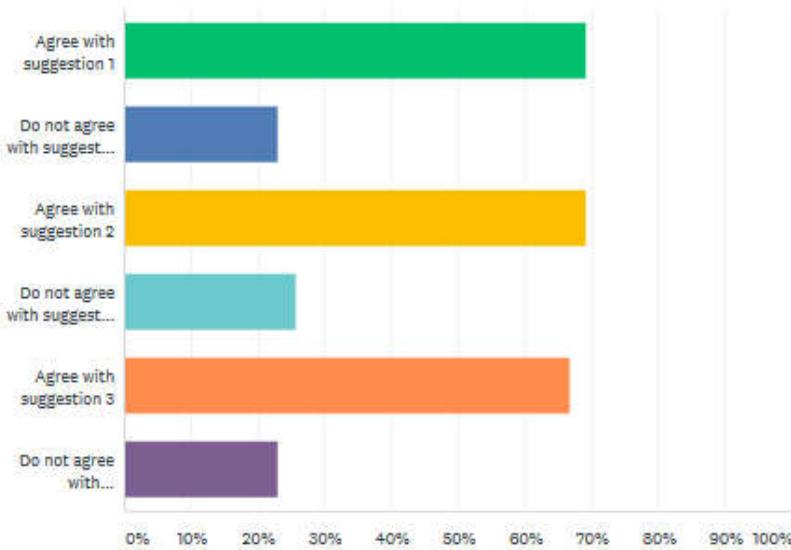
## Submission on the Draft Concept Plan (Carnegie) – by Greg Ptak (0402 220 572)

Q8

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

Answered: 39 Skipped: 2



ANSWER CHOICES	RESPONSES
Agree with suggestion 1	69.23%
Do not agree with suggestion 1	23.08%
Agree with suggestion 2	69.23%
Do not agree with suggestion 2	25.64%
Agree with suggestion 3	66.67%
Do not agree with suggestion 3	23.08%

Total Respondents: 39

Comments (7)

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

8/31/2017 12:10 AM

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

8/28/2017 5:25 PM

**Submission on the Draft Concept Plan (Carnegie) – by Greg Ptak (0402 220 572)**

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

8/28/2017 4:09 PM

Trees and sky. Tick.

8/28/2017 2:11 PM

I am not fussed about any of these

8/28/2017 11:17 AM

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

8/27/2017 9:47 PM

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

8/27/2017 7:36 PM

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

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

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

## **Definition of "Community Benefit"**

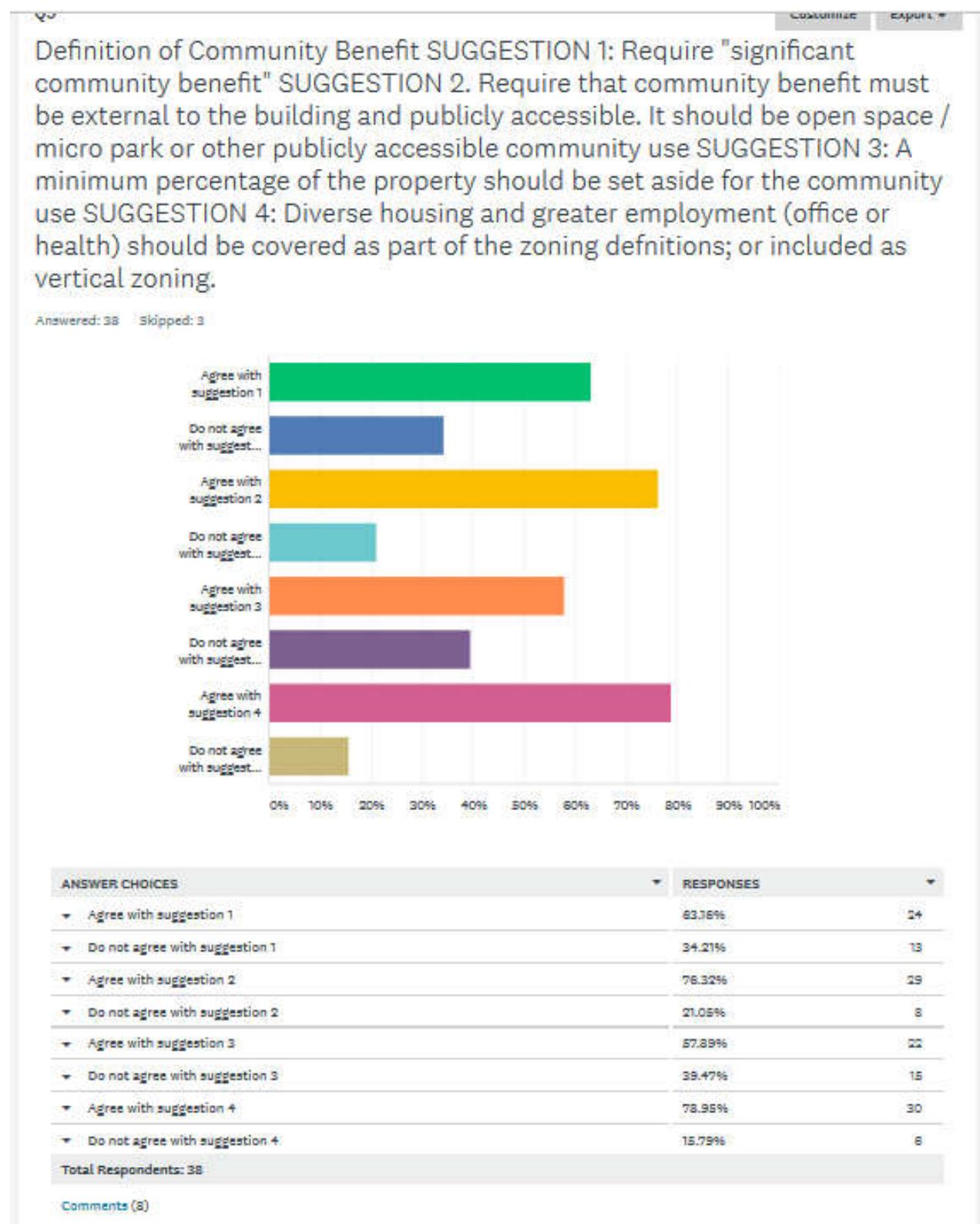
### **9. Definition of Community Benefit**

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

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

**What are your thoughts on the following suggestions:**

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



Showing 8 responses

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

8/31/2017 12:10 AM

## Submission on the Draft Concept Plan (Carnegie) – by Greg Ptak (0402 220 572)

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

8/29/2017 12:16 PM

Community benefit must be measurable and benefits available to all

8/29/2017 1:42 AM

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

8/28/2017 8:04 PM

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

8/28/2017 5:25 PM

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

8/28/2017 4:09 PM

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

8/28/2017 2:11 PM

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

8/27/2017 9:47 PM

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

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

## Heritage protection

### 10. Broader heritage protection

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

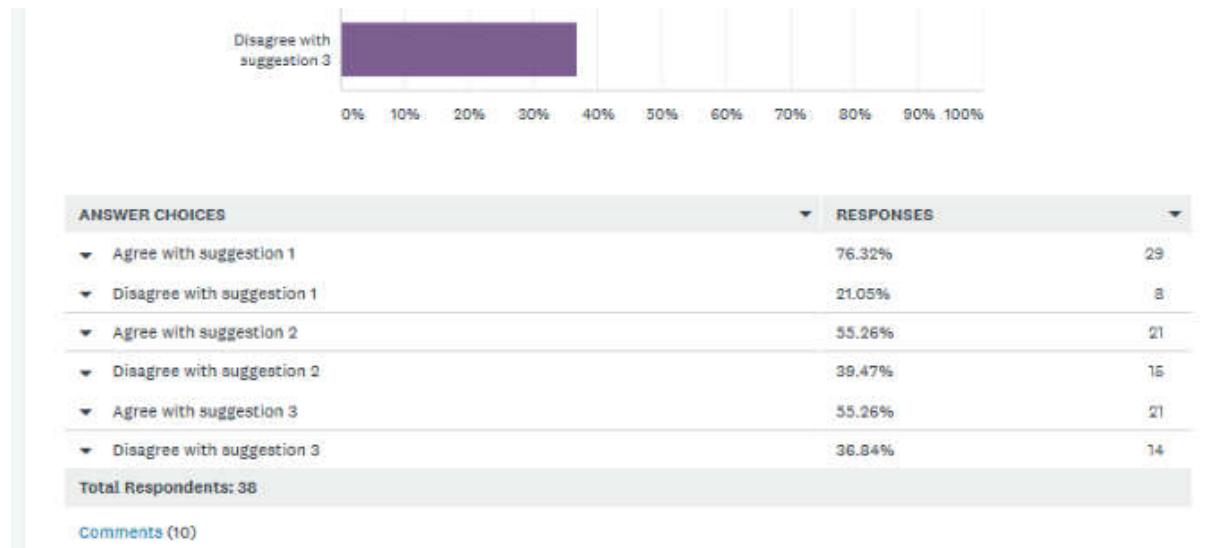
It seems a lot of them are getting knocked down and being replaced with modern homes (either a single large home or two side-by-side townhouses). If this trend continues, then within a few years Carnegie, aside from the shopping strip, will look like any other suburb, as the new homes that are being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

What are your thoughts on the following suggestions:

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



## Submission on the Draft Concept Plan (Carnegie) – by Greg Ptak (0402 220 572)



Showing 10 responses

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

8/29/2017 10:40 PM

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

8/29/2017 4:42 AM

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

8/29/2017 1:42 AM

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

8/28/2017 5:25 PM

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

8/28/2017 5:25 PM

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

8/28/2017 4:09 PM

**Submission on the Draft Concept Plan (Carnegie) – by Greg Ptak (0402 220 572)**

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

8/28/2017 3:45 PM

We will have no heritage soon.

8/28/2017 2:11 PM

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

8/28/2017 11:17 AM

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

8/28/2017 8:13 AM

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

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