

Glen Eira City Council Koornang Road Streetscape Masterplan 2026

City of
**GLEN
EIRA**

GLEN EIRA
CITY COUNCIL

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



CONTENTS

CHAPTER 1

INTRODUCTION	3
Scope	4
What will this Masterplan address?	4
Masterplan boundaries	4
What is outside the scope?	4
Strategic context	5

CHAPTER 2

ANALYSIS AND OPPORTUNITIES	7
Koornang Road Precincts	7
Surveying Koornang Road	8
Community engagement (Stage 1 and 2)	10
Constraints and issues	14
Opportunities	16
Summary of constraints, impacts and opportunities	20
Testing design ideas	21

CHAPTER 3

MASTERPLANS	23
Overview	24
Masterplans	25
Northern Precinct	25
Central Precinct	27
Southern Precinct	31

CHAPTER 4

PALETTES AND DETAILS	32
New canopy trees 'in-road'	33
Perspectives	34
Artist impression	35
Materials palette	36
Street furniture palette	37
Tree selection palette	38
Garden bed palette	39



LOOKING SOUTH TOWARDS NEERIM ROAD
FUTURE VISION: CANOPY TREES AND PEDESTRIAN SIGNALS AT CROSSING

DOCUMENT DETAILS	
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	Flood modelling data — Melbourne Water
	Feature and levels survey — South Coast Surveyors Pty Ltd



CHAPTER 1 INTRODUCTION

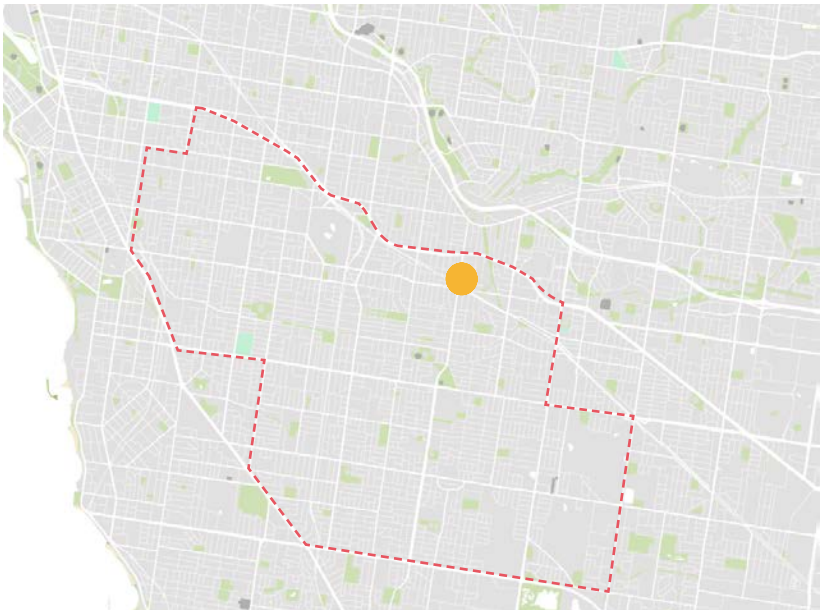
INTRODUCTION

Koornang Road is one of the most successful commercial strips within the municipality of Glen Eira, with a two percent vacancy rate and a thriving night-time economy. However, while the commercial elements within the street are thriving, the public realm is tired and the landscaping along the street is in decline. There is a clear lack of ‘identity’ and cohesion with street furniture and paving across the length of the commercial streetscape. We have also heard from the community regarding ongoing safety concerns for pedestrians, issues with traffic management and parking, as well as a lack of vegetation along the street.

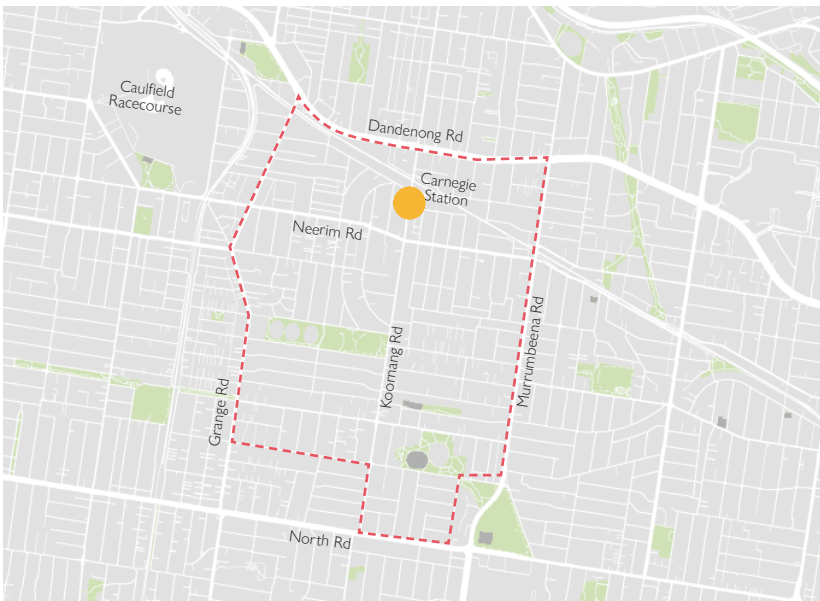
Council's *Better Streets Better Places* strategy prioritises public realm upgrades across each activity centre within the municipality and identifies Koornang Road as a 'high priority' centre for future upgrades. The *Council Plan 2025–2029* also supports continued investment to maintain 'diverse, accessible and welcoming places' (Strategic Direction 2), which includes ensuring activity centres like Carnegie are safe, vibrant and well-connected and support a thriving local economy.

In response to the existing conditions along Koornang Road and the strategic context we set, the *Koornang Road Streetscape Masterplan*:

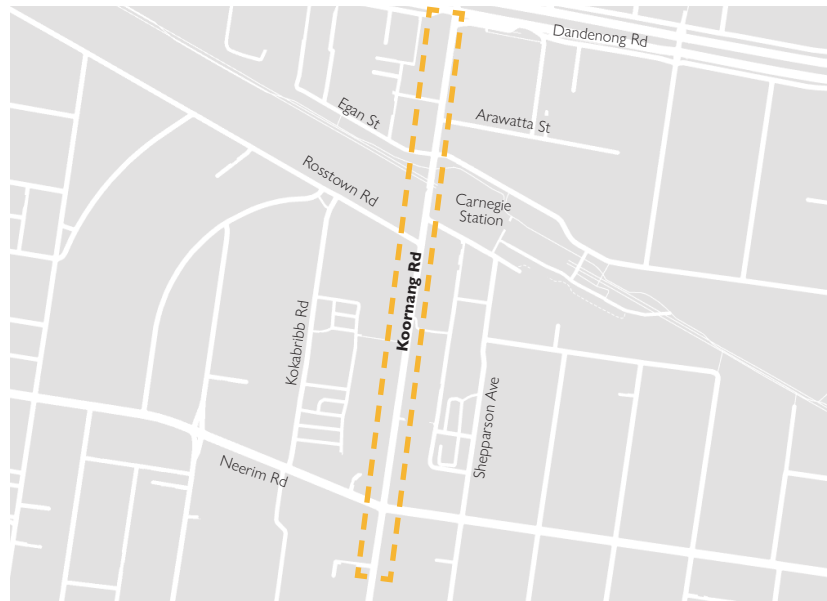
- builds upon the overarching strategic goals and demonstrates Council's commitment to supporting and enhancing Koornang Road as a thriving commercial centre into the future
- identifies opportunities that will retain the valued qualities of the street, while revitalising Koornang Road and maximising its potential, in-line with the feedback from the community
- sets the long-term vision and implementation strategy for the improvement of Koornang Road for the next five to 10 years, between Dandenong Road to south of Neerim Road.



GLEN EIRA MUNICIPALITY



CARNEGIE



KOORNANG ROAD

SCOPE

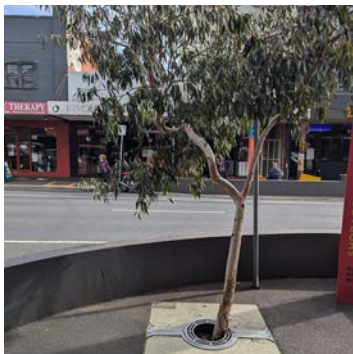
WHAT WILL THIS MASTERPLAN ADDRESS?

The scope of the *Masterplan* will include all public realm areas between the building frontages and the street kerb on both sides of the street between Dandenong Road to just south of Neerim Road.

An example of the types of issues and assets to be reviewed as part of the *Masterplan* includes:



Footpaths along Koornang Road



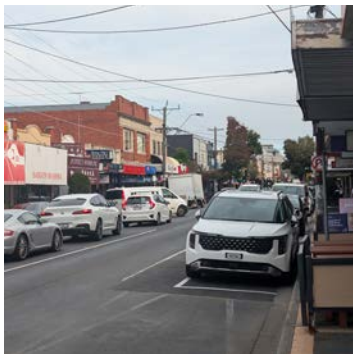
Trees and landscaping



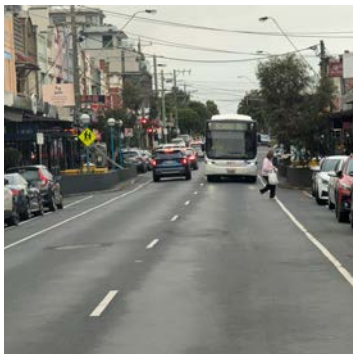
Street furniture (seats, bins, bike hoops etc.)



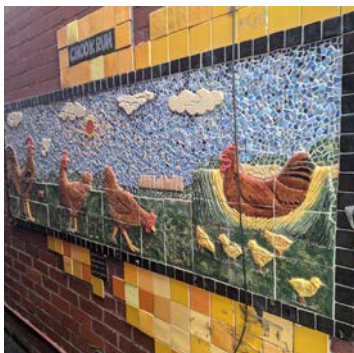
Signage and wayfinding



Car park linemarking



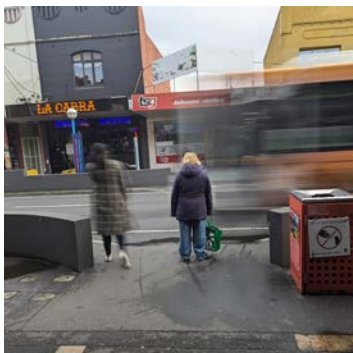
Roadway linemarking



Public artwork

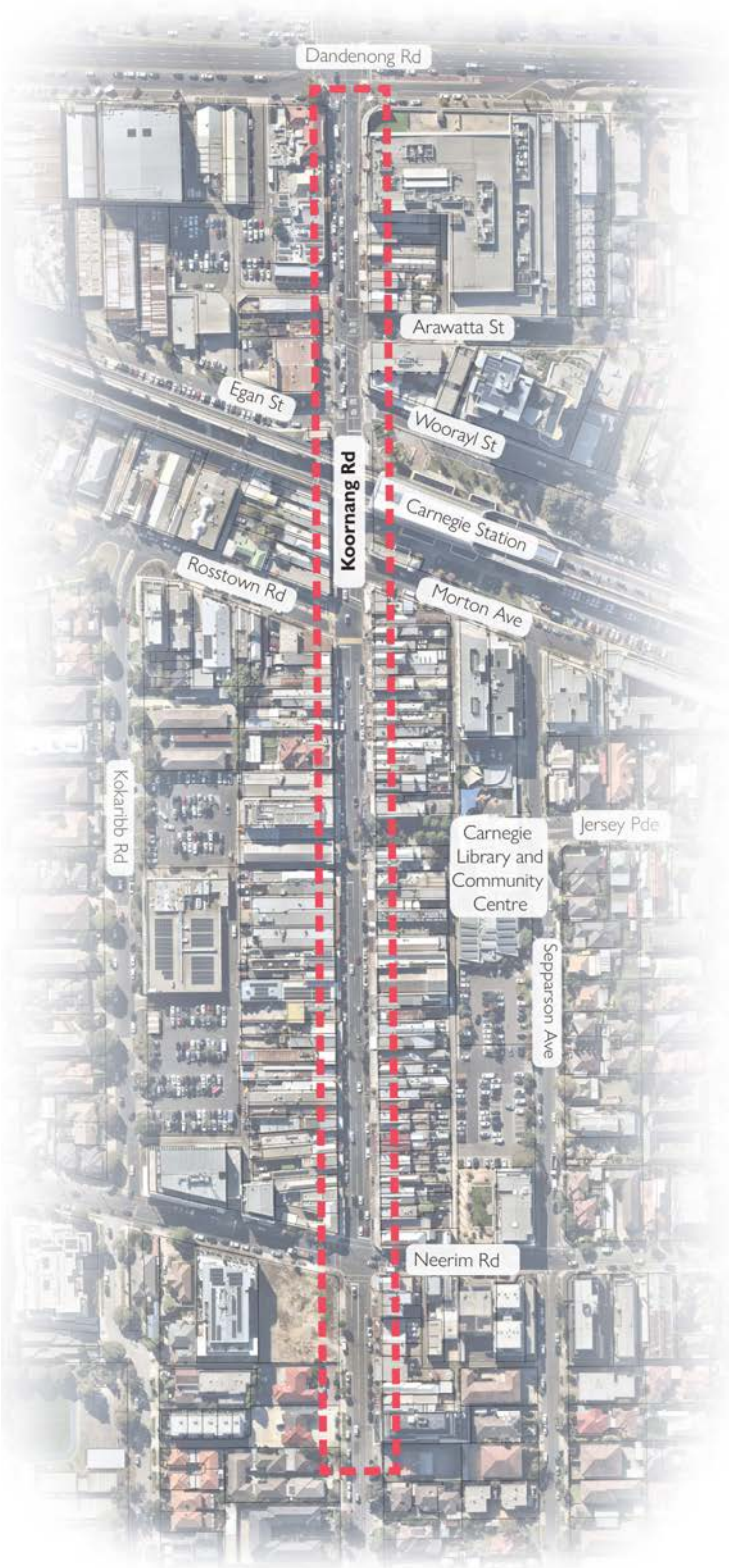


Side street crossing points



Crossing points over Koornang Road

MASTERPLAN BOUNDARIES



WHAT IS OUTSIDE THE SCOPE?

The character and experience of Koornang Road extends well beyond the footpath areas, to include road spaces, transport routes, businesses and the intangible ‘feel’ of a place, among others. The *Masterplan* is focused on a specific section of Koornang Road.

This is to ensure that the design is realistic, achievable and within a reasonable budget for Council to implement.

The following areas and issues are outside of the scope for this *Masterplan*:

- Side streets that intersect onto Koornang Road (beyond the direct point of intersection)
- Laneways that connect onto Koornang Road
- Any works within the private realm (commercial, residential etc.)
- Any works associated with Carnegie Station
- Installation of new car parking areas (outside of re-linemarking existing bays along Koornang Road)
- Removal of overhead powerlines
- Consideration of new planning controls to guide future development of buildings (these were considered as part of the *Carnegie Structure Plan* and will be further considered as part of the *State Government Activity Centre Program*)

All the proposed design strategies and projects within this *Masterplan* are high-level concepts. They will require further detailed investigations covering traffic, underground and overhead services, flooding and approvals during future design stages.

STRATEGIC CONTEXT

STRATEGIC CONTEXT AND FRAMEWORK

This *Masterplan* is informed by our integrated framework of strategies and plans, which guide decision-making from our strategic vision to on-ground delivery. The *Council Plan* provides the overarching direction, supported by higher-order strategies, while the *Carnegie Structure Plan* specifically identifies Koornang Road as a priority location for a dedicated *Streetscape Masterplan*, to support the activity centre’s role and future growth.

This *Masterplan* translates strategies into a long-term vision for Koornang Road and will act as the primary reference for future capital works. Implementation will occur progressively, with streetscape upgrades delivered over time.

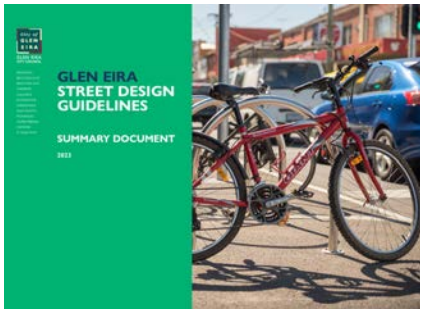
ACTIVITY CENTRE UPGRADE PRIORITY:



BETTER STREETS, BETTER PLACES

Sets out the key priorities to be addressed in each centre and prioritises Koornang Road in Carnegie as a 'high priority' for future upgrades.

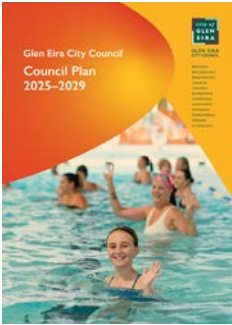
ACTIVITY CENTRE DESIGN MANUAL:



STREET DESIGN GUIDELINES

Sets the materials, furniture and design details to be used in future streetscape upgrades across Glen Eira.

OVERARCHING STRATEGIES:



COUNCIL PLAN 2025—2029

Identifies our priorities over the next four-year Council term. Includes a commitment to creating 'diverse, accessible and welcoming places' (Strategic Direction 2).

CARNEGIE SPECIFIC:



CARNEGIE STRUCTURE PLAN 2022

A 15-year strategy to manage the growth and improvement for Carnegie addresses population growth, development controls and infrastructure upgrades. Calls for the preparation of a streetscape masterplan for Koornang Road to inform future works.

SUPPORTING STRATEGIES:



- URBAN FOREST STRATEGY
- BIODIVERSITY PLAN 2025—2029
- CLIMATE EMERGENCY RESPONSE STRATEGY 2025—2029
- GLEN EIRA PLACEMAKING STRATEGY 2023—2027
- INTEGRATED TRANSPORT STRATEGY 2018—2031

While there are many Council strategies that influence the *Koornang Road Streetscape Masterplan*, the strategies listed here directly shape the *Masterplan* by prioritising increased tree canopy, biodiversity-sensitive design, climate resilience and high-quality public realm outcomes that support local identity and activity.

They also guide the street’s function and layout by balancing sustainable transport, pedestrian comfort and placemaking to create a greener, safer and more vibrant activity centre main street.

KOORNANG ROAD SPECIFIC:



KOORNANG ROAD STREETSCAPE MASTERPLAN (THIS DOCUMENT)

Proposes specific infrastructure upgrades to Koornang Road.

Future public realm projects along Koornang Road will be informed by the concepts and actions in this Masterplan.

FUTURE PUBLIC REALM PROJECTS ON KOORNANG ROAD

Individual projects will be staged for delivery.



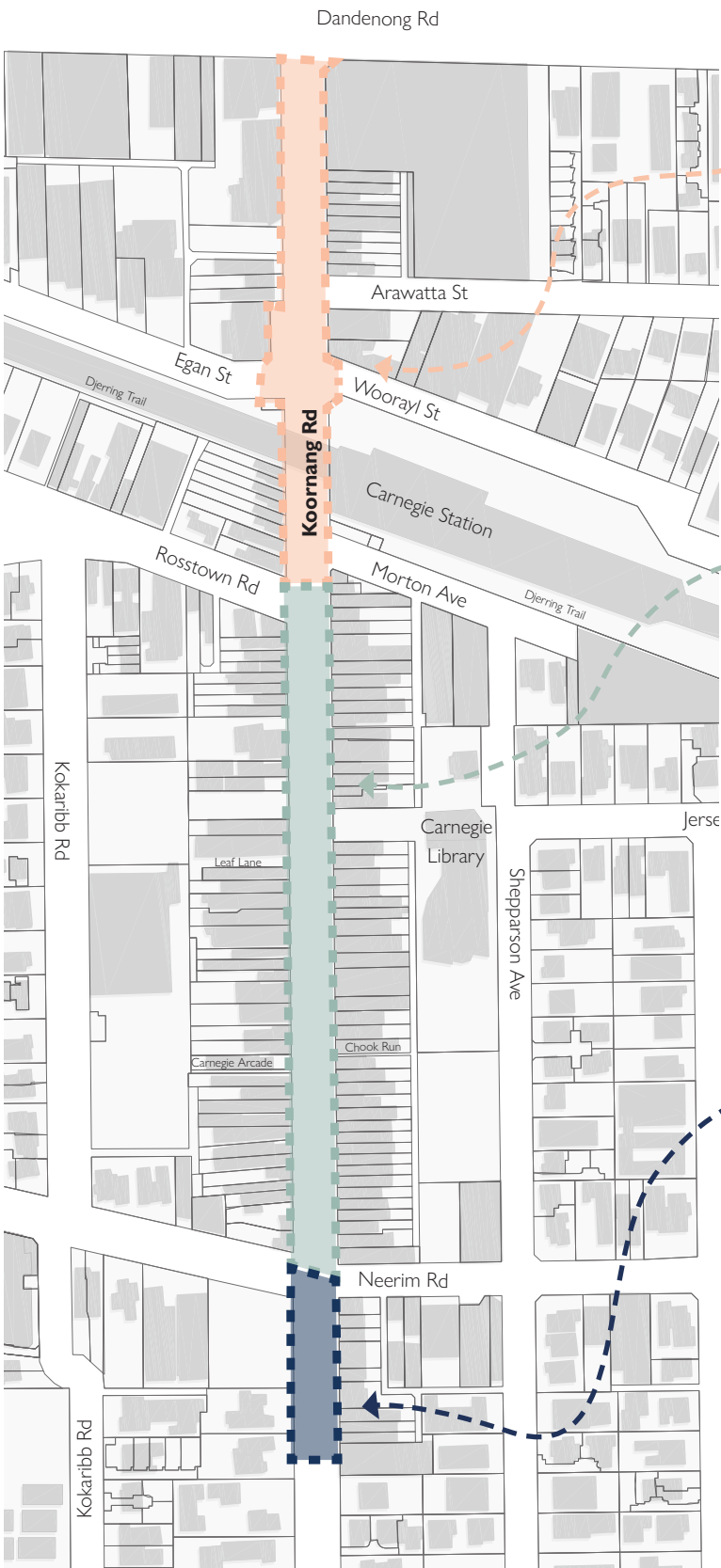
CHAPTER 2 **ANALYSIS AND OPPORTUNITIES**

KOORNANG ROAD PRECINCTS

KOORNANG ROAD PRECINCTS

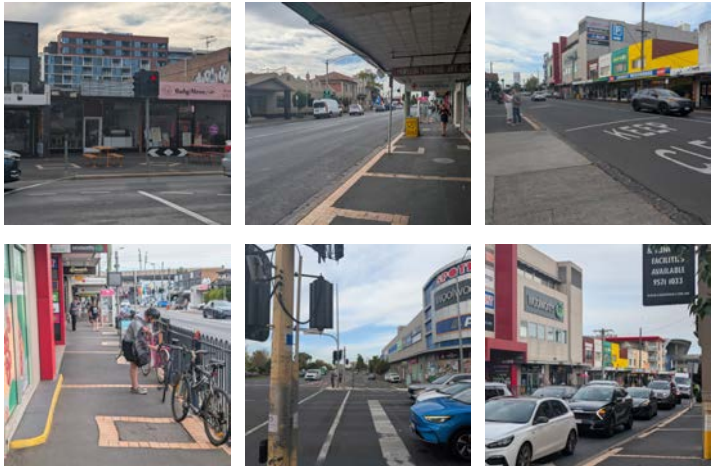
There are three distinct character precincts along the commercial stretch of Koornang Road:

1. Northern Precinct (Dandenong Road — Carnegie Station)
2. Central Precinct (Carnegie Station — Neerim Road)
3. Southern Precinct (south of Neerim Road)



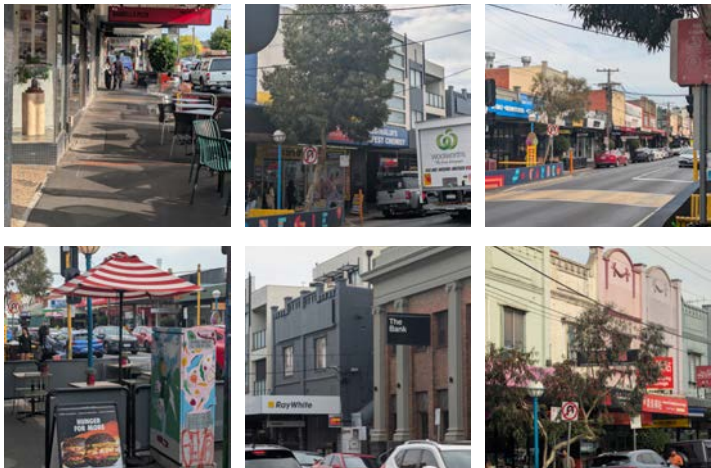
NORTHERN PRECINCT:
DANDENONG ROAD — CARNEGIE STATION

This area has a high volume of vehicle traffic due to the large shopping centre on the corner of Dandenong/Koornang Road. The area also includes the Djerring Trail that runs underneath the rail corridor and the recently upgraded Carnegie Station.



CENTRAL PRECINCT:
CARNEGIE STATION — NEERIM ROAD

The largest and busiest section of Koornang Road, acting as the 'core' of Carnegie. Shops have a consistent frontage along the street and there is activity on the footpath, including outdoor dining, displays and seating areas. Also includes several key laneway connections to rear carpark areas and the large forecourt to the Carnegie Library and Community Centre.



SOUTHERN PRECINCT:
SOUTH OF NEERIM ROAD

South of Neerim Road there are several shops along the eastern side of Koornang Road that continue to provide outdoor dining and activation of the street. The large parcel of land on the corner of Neerim and Koornang Roads remains undeveloped at this time.



SURVEYING KOORNANG ROAD — PART 1

There are many aspects beyond those listed here that go into making Koornang Road a great and successful street.

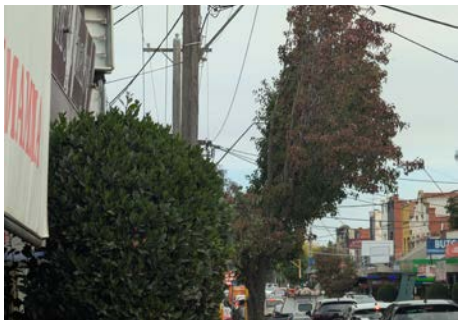
However, to help understand the existing conditions of the street and what may need addressing, the following pages outline examples of the public features that make up Koornang Road.



VEGETATION

There are sparse examples of vegetation along Koornang Road. Existing street trees are generally small Figs/Bay Laurels that have been clipped into a 'lollipop' shaped form.

Larger trees towards the Carnegie Library and Community Centre forecourt have grown close to powerlines and have been heavily pruned on one side.



FOOD AND SHOPPING

The main attraction of Koornang Road is the excellent mix of shops and the broad variety of offerings, from great restaurants, retail and services.

This is one of the strongest drawcards of Koornang Road and creates the sense of vibrancy and activity that makes the street busy, day and night.

Outdoor dining along the footpath is a defining feature of the street and should be supported by a high-quality footpath and public realm.



STREET FURNITURE

A wide variety of street furniture adorns Koornang Road. The street is quite well serviced with seats, bins and bike hoops. Most public assets are colourfully painted and stand out within the street.

However, there is a lack of consistency across the styles of furniture. Furniture has been progressively installed across the years and this ad hoc style of installations has resulted in a disjointed character.



SURVEYING KOORNANG ROAD — PART 2

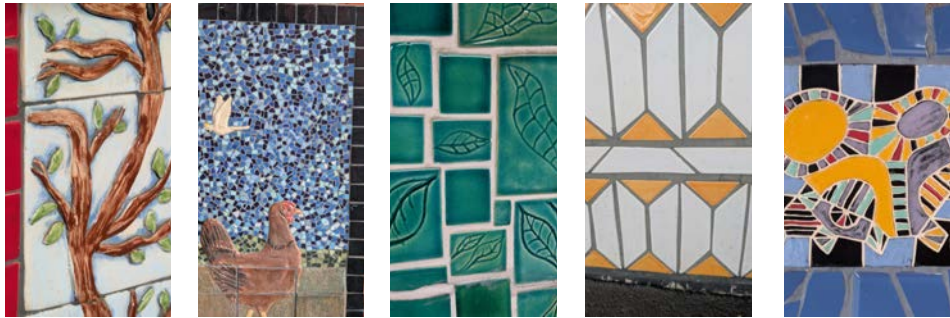
PAVEMENT

The predominant pavement along Koornang Road footpath is asphalt with clay brick banding. There are patches of repair works and uneven surfaces across the length.



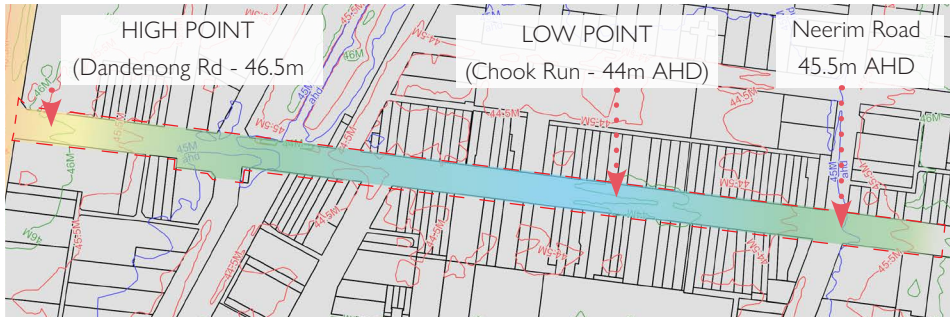
PATTERNS AND DETAILS

There is a wide variety of detailed patterns and colourful details to be found along shopfronts across the commercial strip. These details tell stories of place and enhance the public realm.



TOPOGRAPHY

Koornang Road slopes gently down from Dandenong Road, to a low point at the Chook Run pedestrian crossing. Overall the road falls 1m across the length of the study area.



UTILITY SERVICES

The street is filled with many utility services (gas, electricity, Telstra etc.). Many sit within the footpath paving, but services also exist above (powerlines, lights, traffic lights).



HERITAGE FABRIC

Most buildings along both sides of Koornang Road are protected by a Heritage Overlay. The heritage precinct has intact buildings dating to the Late Federation, Inter-war and post — World War 2 periods.



OUTDOOR TRADING

The street is bustling with activity at all times of the day, from outdoor dining to market style stalls. This brings a vibrancy, however it must be carefully managed to ensure the footpath remains accessible.



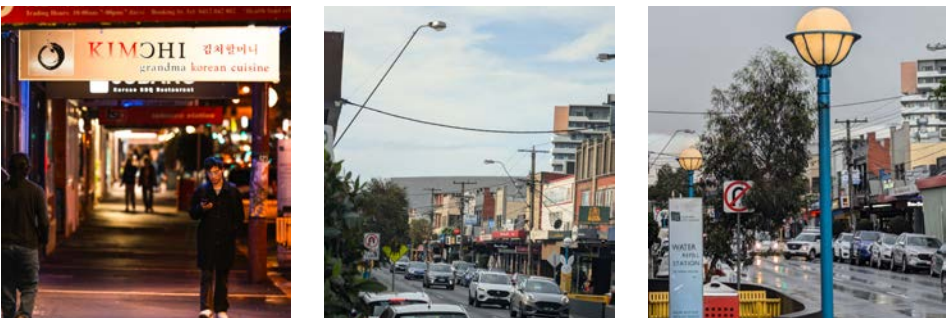
SIGNAGE

There is a large amount of signage along Koornang Road (e.g. advertisements, parking restrictions and traffic signs). A rationalisation of the public signage could assist in ‘decluttering’ the street.



LIGHTING

A mix of lights illuminate the street. Public amenity lights are limited and most illumination comes from street lights and shopfronts and illuminated advertising signs.



INITIAL COMMUNITY ENGAGEMENT

ENGAGEMENT APPROACH

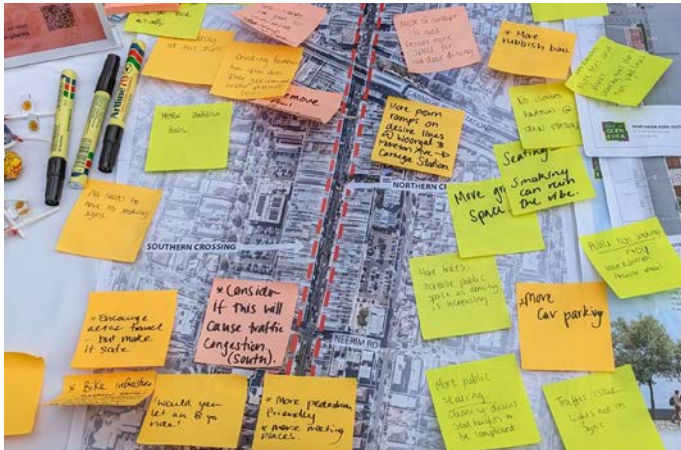
Initial community engagement was undertaken over a four-week period from 9 June to 6 July 2025. This was to understand the existing issues on Koornang Road and the key priorities to be addressed in the draft *Masterplan*. We received 314 pieces of feedback, comprised of:

- 281 survey submissions (*Have Your Say* web page)
- 20 community member comments at in-person pop-up sessions
- eight 'gather tool' public forum contributions
- one in-person workshop with Koornang Road Traders Association

WHO IS THE COMMUNITY

Of the 314 submissions received:

- most respondents were aged 25 to 54
- most respondents were women (68%), followed by men (27%)
- most respondents lived in Carnegie (73%), followed by Murrumbeena (31%)
- among those who selected an identity group, the most common were those from a multicultural background or those born overseas (21% each).



Community drop-in session at Koornang Road
Stage 1 Engagement (June 2025)

WHAT WE HEARD

The top three key themes prioritised by the community through the engagement process were:



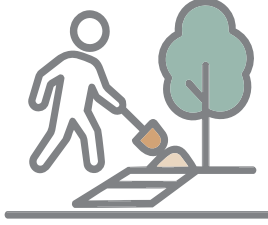
MORE GARDEN BEDS AND STREET TREES

The poor quality of existing vegetation and planting along Koornang Road was highlighted by the community, along with the need for more appropriate street trees, vibrant garden beds and better protection from the elements.



IMPROVED PEDESTRIAN SAFETY

The most pressing issue was the need for improved pedestrian safety along Koornang Road. People advised that they didn't feel safe at times trying to cross Koornang Road and felt the street was dominated by motor vehicles.



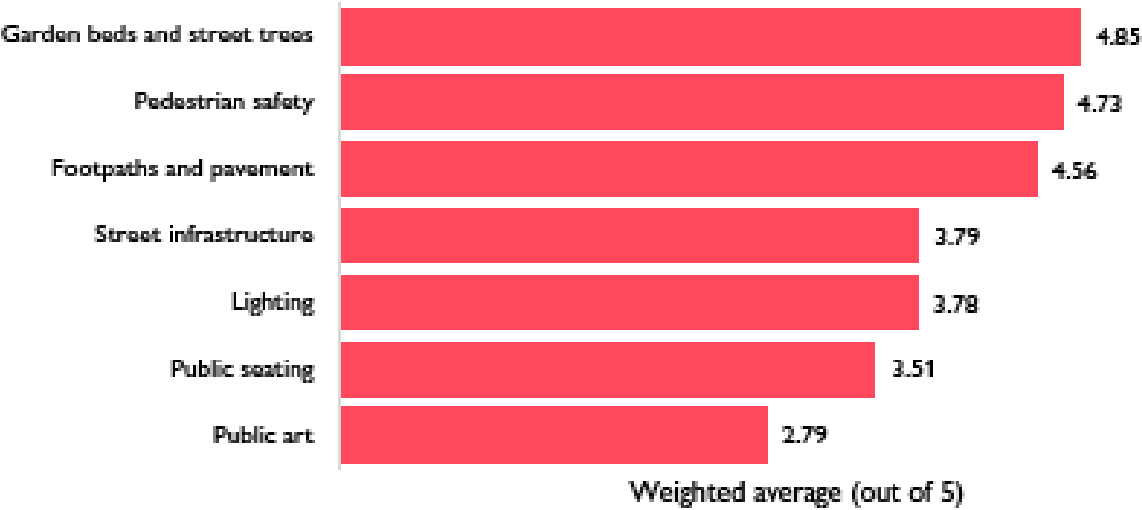
BETTER FOOTPATHS AND PAVEMENT

The quality and maintenance of the existing footpaths were raised as an issue to be resolved. There is a need for consistent footpath paving, with high-quality pavement and more vibrant public spaces along the length of the street.

One of the key questions asked as part of the engagement process was:

"Please rank the following street features in order of priority for improvement on Koornang Road".

We received 281 responses to this question as part of the engagement process. The following street features were identified by the community as priority areas for improvement.



Survey results — Priorities for improvement
Stage 1 Engagement

COMMUNITY ENGAGEMENT — DIRECT FEEDBACK

DIRECT FEEDBACK

We received direct feedback both in person and through submissions on the 'Have Your Say' page. The following sections outline some of the direct sentiments of the community in relation to Koornang Road.

TRAFFIC AND MOVEMENT:

"The street (and surrounding streets) should be recognised as pedestrian zones where people come first and cars second."

"Remove parking between the station and Neerim Road to improve traffic flow."

"The intersection of Morton Avenue and Shepparson Avenue is too wide and cars take this corner very quickly without using indicators."

"Make Koornang Road a 30km speed limit zone and safer for pedestrians or a mall with no cars would be even better."

PEDESTRIAN SAFETY:

"The footpath on Koornang road is very busy and congested. Particularly in areas with furniture, restaurant areas, and at the fruit shops. Parking should be removed from the street in these areas to allow the footpath to be expanded here."

"Food delivery bike riders are often on the footpaths both riding and parking. They should have a dedicated on-road area created for them so they're not using footpaths at all as it's dangerous and unsafe."

"I often feel unsafe walking as a pedestrian along Koornang Road during busy rush hours (school pick-ups or end of day)."

"Encourage active travel and make it safe."

GREENERY AND AMENITY:

"We would love to see more trees, native plants and bright flowers!"

"More trees, increase public space as density is increasing."

More trees and plants, ensuring they don't ruin sight lines."

"More public seating, clean drains."

"More meeting places."

CARNEGIE TRADERS ASSOCIATION

Our officers undertook a presentation and discussion with the Carnegie Traders Association regarding their aspirations for the *Masterplan* and key issues affecting the road. A summary of the feedback received is outlined below.

GENERAL COMMENTS:

- The 'vibrancy' of Koornang Road is what makes it special and unique. There is an amazing mix of businesses and the variety of offerings along the street are what draws people in.
- The street is busy both day and night. The street has the busiest night-time economy in all of the Glen Eira municipality.
- Access is generally easy and convenient.
- Very low vacancy rates along Koornang Road.

OPPORTUNITIES:

- Reduce redundant signage and visual clutter along the streetscape.
- Provide more spaces for events and facilities to host events (in conjunction with traders).
- Providing enough car parking along the street is very important to traders.
- Provide a signalised crossing point at the Chook Run/arcade crossing point.

CONSTRAINTS/ISSUES:

- People are very vulnerable at crossing points.
- There are not enough places for people to park bicycles along the street.
- Uber drivers ride their bikes along the footpath and it is very dangerous. Needs better enforcement.
- Footpath is in poor condition due to service authority works.

STAGE 2 COMMUNITY ENGAGEMENT

ENGAGEMENT APPROACH

Stage 2 consultation and engagement on the draft Masterplan was undertaken over a four-week period from 1 June to 28 June 2026.

Opportunities for the community to provide feedback included:

- an online survey and quick poll on Council's Have Your Say website
- comments shared at two pop-up events on Koornang Road
- presentation and workshop with the Diverse, Welcoming, Accessible Places Advisory Committee, as well as the Carnegie Traders Association
- submissions via email, phone or post

FEEDBACK RECEIVED

We received a total of 150 pieces of feedback during Stage 2 engagement, including:

- 69 survey submissions
- 68 quick poll votes
- 3 written comments at pop-up events
- 10 email submissions



Community drop-in session at Koornang Road Stage 2 engagement (June 2026)

WHAT WE HEARD

Feedback received by the community in response to the draft Masterplan was positive with a large majority of responses in support of the key principles and design. The primary findings from Stage 2 engagement included:



BROAD SUPPORT FOR DRAFT MASTERPLAN

- 70% of quick poll respondents said the draft Masterplan reflects the priorities identified during stage one fairly well or very well.
- In addition, 38% of open-text comments expressed broad support for the overall design.



TREES, SHADE AND GREENERY WERE THE MOST VALUED

- Trees, shade and greenery were the most frequently selected feature respondents liked about the design (69%) and the most commonly discussed open-text theme (43% of comments).



REFINEMENT FEEDBACK FOCUSED ON MOVEMENT AND ACCESS

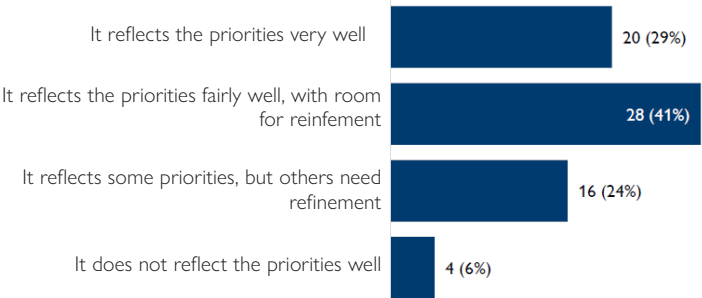
- Suggestions focused on tree species and maintenance, footpath accessibility improvements, and stronger support for cycling and active transport (each receiving 14% of refinement comments).
- Additional pedestrian crossings were also suggested (9% refinement comments).



VIEWS ON TRAFFIC / PARKING WERE MIXED

- Parking generated a range of views, with comments both supporting and opposing the allocation of parking space within the design (30% of refinement comments).
- Traffic-related feedback focused on congestion management, traffic signal changes and no U-turn enforcement (18% of refinement comments).

"How well does the draft Masterplan reflect the community priorities identified during phase one engagement?"



Survey results — Priorities for improvement Stage 2 Engagement

"This is brilliant! Koornang road had lots of constraints and this plan does a great job of balancing all the competing needs for space."

"The new tree cover looks amazing! I can imagine how good it would look and the shade it will provide."

"Loss of 5 carparks is poor given its already a nightmare to get a park."

"The plan should place greater emphasis on shade, pedestrians and public space over parking."

"More consideration is required for active transport."

CHANGES TO MASTERPLAN - POST STAGE 2 ENGAGEMENT

CHANGES TO MASTERPLAN

After reviewing the submissions received, the Masterplan was refined to respond to key themes raised by the community. The updates made to the Masterplan include:

- Flexibility on tree species selection and locations, given limitations of underground services and need for species to adapt as conditions change.
- “Welcome to Koornang Road” signage at either end of Koornang Road.
- Incorporation of findings from stage 2 engagement and the Gender Impact Assessment.
- Revisions to formatting and layout.

MASTERPLAN ITEMS SUBJECT TO DETAILED DESIGN

The following pieces of feedback are supported and will be addressed throughout the next stages of the Masterplan implementation:

- Bollards and low-level garden beds to replace pedestrian fences in some key locations.
- Improved wayfinding throughout the street (footpath markers and consistent / accessible signage design).
- Additional seating and bicycle hoops to be provided across the length of the street (specific locations and details to be resolved at detail design stage)
- Consideration of a dedicated space for event signage and promotion.
- An accessibility audit will be undertaken at the detail design phase, to ensure accessibility objectives are met.

ONGOING WORK OUTSIDE OF MASTERPLAN

Several pieces of feedback received cannot be addressed directly through the Masterplan. Some feedback is the responsibility of other authorities, whilst some feedback is broad and not able to be addressed at this stage of the design process, including:

- Discussion with local Police regarding enforcement of issues along street (no smoking, Uber bike riders on footpath, anti-social behaviour, U-turn enforcement).
- Advocacy to VicTrack to seek permission for Koornang Road specific artwork to be painted on the sky-rail supporting infrastructure.

WHAT WAS NOT CHANGED

Whilst there was mixed feedback regarding car parking changes proposed in the Masterplan, the changes to parking have been retained as they facilitate one of the core design objectives to improve urban greenery and pedestrian safety. The loss of 5 car parking spaces (out of 89) is a minimal change in order to facilitate planting of 15 large canopy trees. On balance this is considered an appropriate outcome for the street. Other aspects such as paving materials, pedestrian crossings and greenery remain as proposed.

Improvements to bicycle routes along Koornang Road were investigated as part of the development of the Masterplan and were not able to be accommodated, without significant impact to existing parking along the street (see rationale within the constraints analysis and design testing sections, further in this Masterplan).

GENDER IMPACT ASSESSMENT

SUMMARY OF FINDINGS

A Gender Impact Assessment (GIA) was prepared as part of the development of the Koornang Road Streetscape Masterplan. The GIA examined how the proposed public realm improvements may affect people of different genders and identified opportunities to ensure the future streetscape is more equitable, inclusive and accessible.

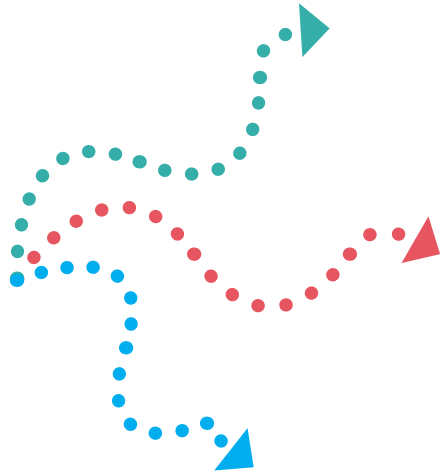
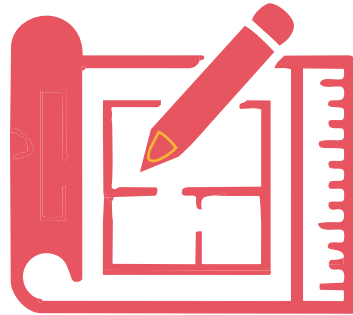
The assessment recognises that people experience and use public spaces differently depending on gender and other intersecting characteristics such as age, disability, culture, sexuality and socioeconomic status. While all users value safe and functional streets, evidence suggests women often place greater value on greenery, comfort, aesthetics and perceptions of safety. The assessment also acknowledged that improving the physical environment alone cannot eliminate feelings of fear or exclusion, but thoughtful urban design can play an important role in creating safer and more welcoming public spaces.

MASTERPLAN RESPONSE

The Masterplan incorporates gender-inclusive and intersectional design elements which will be further refined during detailed design, including:

- Accessible wayfinding,
- Commitment to future accessibility audits as part of detailed design.
- Increased seating opportunities and inclusive design outcomes that support women, non-binary people and other underrepresented groups.

This ensures the future vision for Koornang Road promotes safety, accessibility and inclusion within the public realm for women, non-binary people and other marginalised groups.



CONSTRAINTS AND ISSUES

UNDERGROUND UTILITY SERVICES



Koornang Road contains a dense concentration of underground services within the road reserve and underneath the footpath, including telecommunications (Telstra), gas, electricity, stormwater, drainage and sewer infrastructure.

These assets significantly influence the placement of street furniture, paving, trees and lighting, as minimum clearance zones and access requirements must be maintained to allow for servicing and future upgrades.

Similarly, service authorities require access for maintenance and will replace excavation work with asphalt, regardless of surface material.

IMPACT:

!

Street trees will need to be setback appropriately from underground services. Most services run under the footpath.

Predominant footpath material should be asphalt, to match with constant service authority maintenance works.

SHOP AWNINGS



Continuous shop awnings and weather protection structures are present along both sides of Koornang Road for the majority of the study area, with only occasional breaks in awning coverage. These awnings create a strong and consistent pedestrian environment but also impose physical constraints within the footpath zone, reducing vertical and horizontal space available for trees and lights.

For tree planting, awnings present the most challenging growing condition along Koornang Road. With awning soffits generally located at approximately 3m above ground level, only very small or narrowly formed tree species can be accommodated, significantly limiting canopy potential.

IMPACT:

!

Careful selection of tree species is required (small/compact/shade tolerant), to replace existing trees in the footpath.

OVERHEAD POWERLINES



Overhead powerlines present a vertical constraint along Koornang Road. The primary overhead powerlines run for almost the entire length of the study area along the eastern side of the road, with the exception of the Carnegie Station where powerlines have been moved underground.

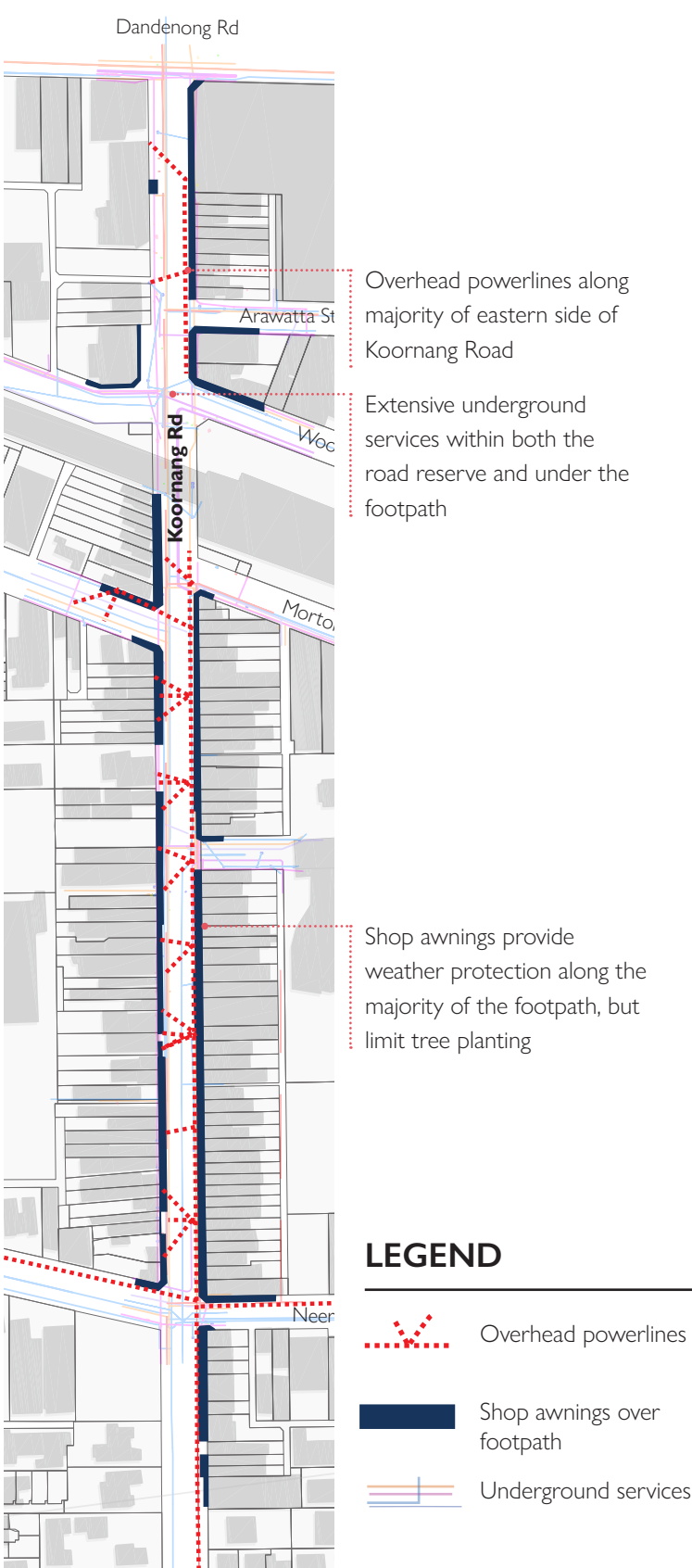
In addition, multiple cross-road overhead connections extend from the main line to supply adjacent businesses, creating a network of aerial infrastructure that spans both footpaths and the roadway.

IMPACT:

!

Street trees planted clear of shop awnings on the east side of the road will need to be pruned to avoid overhead powerlines.

There are limited powerlines along the western side of the street



CONSTRAINTS AND ISSUES

FLOODING AND DRAINAGE



Flooding is an increasing challenge along Koornang Road. Melbourne Water’s updated flood modelling indicates that flood events affecting the corridor are expected to become more severe and more frequent over coming years and decades, driven by climate change and more intense rainfall patterns.

This heightened flood risk is an important consideration for any future public realm upgrades and infrastructure improvements along the street.

Adding 'volume' to the street through additional kerbs or altering the flow path of water will require approval from Melbourne Water. These works need to be carefully planned and modelled to ensure they are supported and importantly do not increase flood risk.

IMPACT:



Ensure that any future public realm works do not increase flood risk along Koornang Road or surrounding areas.

TRAFFIC MOVEMENT AND ACCESS



Traffic movement and access along Koornang Road present an ongoing constraint due to the intensity of retail activity, frequent vehicle turning movements and the interface between private vehicles, pedestrians and buses. This can make for a challenging environment for pedestrians.

There are 89 car parks within the study area along the length of Koornang Road. These are highly valued and have a high turnover.

Existing car parking bays along the street are often tight by contemporary standards, making access and manoeuvring difficult and increasing the likelihood of conflict with passing traffic and bicycles.

IMPACT:



Consider slightly increasing the size of parallel parking bays for easier movement and accessibility.

POOR-QUALITY TREE GROWTH



Existing street trees along Koornang have limited canopy spread and are generally in a poor arboricultural condition.

They receive limited sunlight, water and have been heavily pruned to limit their height and spread along the footpath and underneath powerlines.

IMPACT:



Replacement of street trees with more appropriate species.

Increase tree canopy planting and garden beds along the street.

OPPORTUNITIES: VEGETATION

REPLACEMENT OF EXISTING STREET TREES



There are a total of 42 canopy trees along the footpaths on both sides of Koornang Road — the majority of which are generally in a poor condition (based on a recent arborist assessment).

The most prolific species is the Bay Laurel tree (*Laurus nobilis*), with 27 specimens along the street. These have been pruned to maintain size and shape so they fit under the shop awnings. A majority of the Bay trees are showing signs of stress, likely caused by limited sunlight exposure and poor rainwater filtration.

The *Masterplan* presents an opportunity to provide a more suitable palette of tree planting across the street, which will improve canopy cover and the overall character of the street.

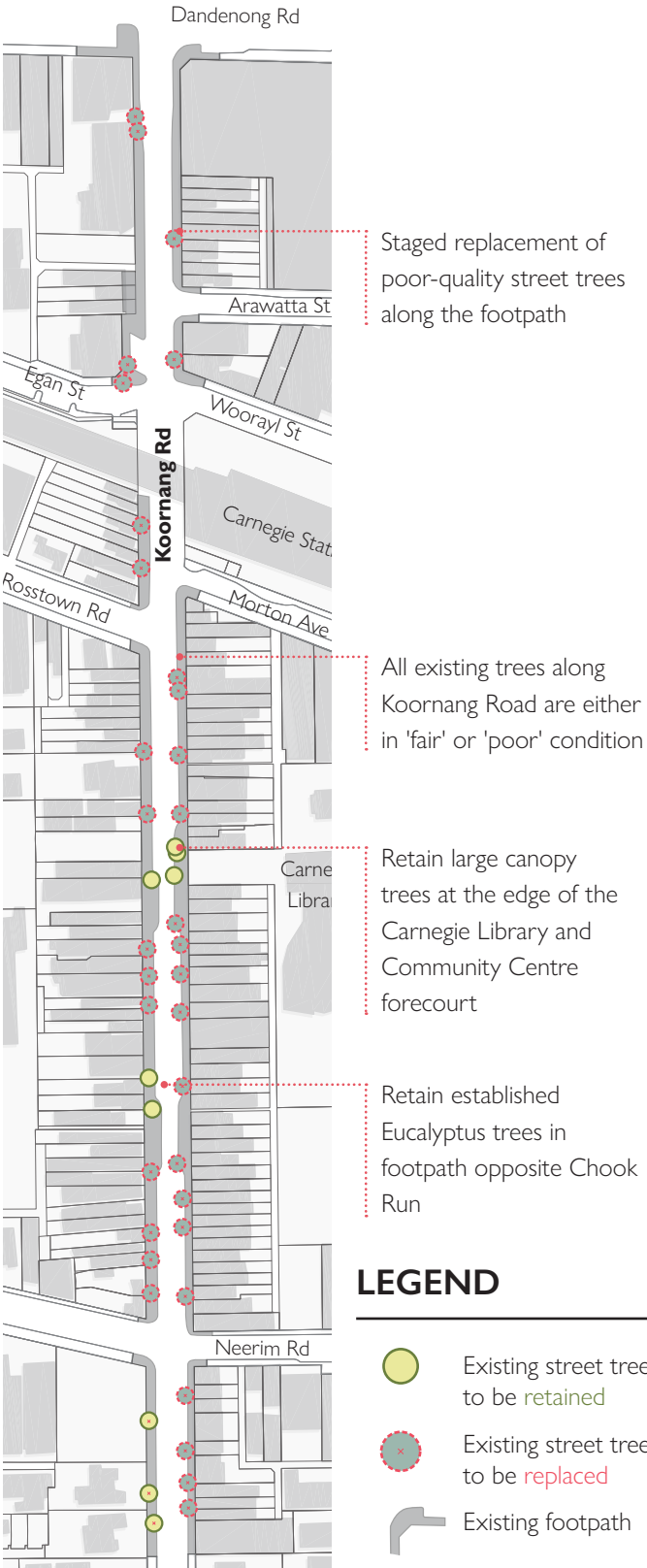
The *Masterplan* will also propose low-level garden beds to complement tree planting and further 'green' the street.

CONSTRAINT ADDRESSED:



Staged replacement of all poor-quality street trees along Koornang Road. Improve urban greenery and visual appeal.

EXISTING TREES TO BE RETAINED/REPLACED



INSTALLATION OF TREES 'IN-ROAD'



Due to overhead awnings and extensive underground services, large canopy trees cannot be accommodated within the existing footpath.

The *Masterplan* therefore identifies opportunities to locate large canopy trees within the car parking bays, where suitable soil volumes and growing conditions can be provided.

Trees within the roadway offer significant benefits, including increased shade, improved thermal comfort, enhanced streetscape quality and water-sensitive urban design outcomes through stormwater capture and flood mitigation.

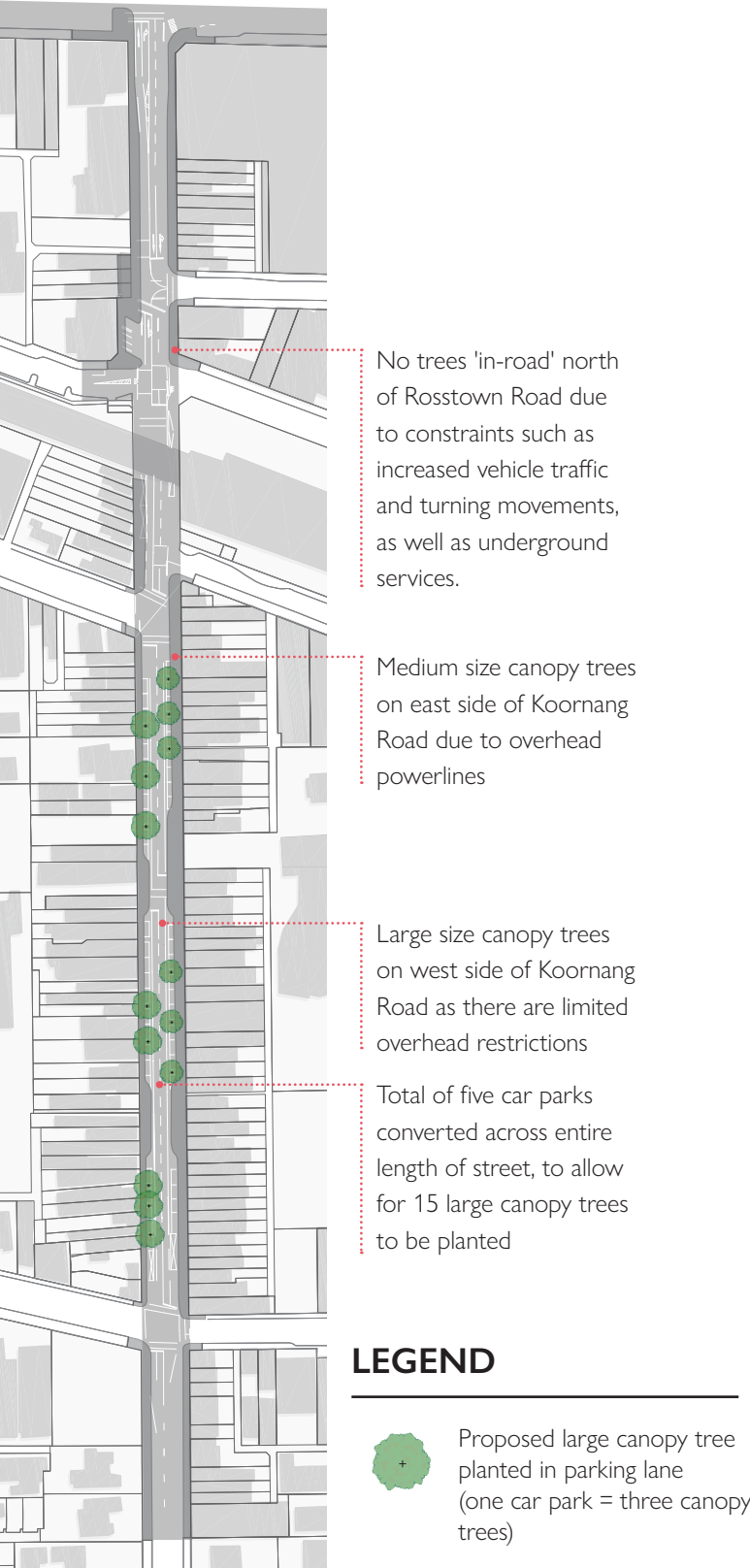
All options have been tested through detailed flood and traffic modelling to ensure safety and suitability for Koornang Road. While some options may slightly reduce on-street parking, the long-term benefits of increased canopy, amenity and biodiversity are considered to outweigh these impacts.

CONSTRAINT ADDRESSED:



Large canopy trees installed in selected parking bays, clear from shop awnings, underground services and powerlines.

PROPOSED TREES 'IN-ROAD' LOCATIONS



OPPORTUNITIES: PAVEMENT AND STREET FURNITURE

RENEW EXISTING FOOTPATH AREAS



Example footpath with asphalt and bluestone banding

The footpath along both sides of Koornang Road is generally asphalt, with clay brick banding. The condition of the footpath is inconsistent in parts, due to service authority works and patchwork renewal over several years.

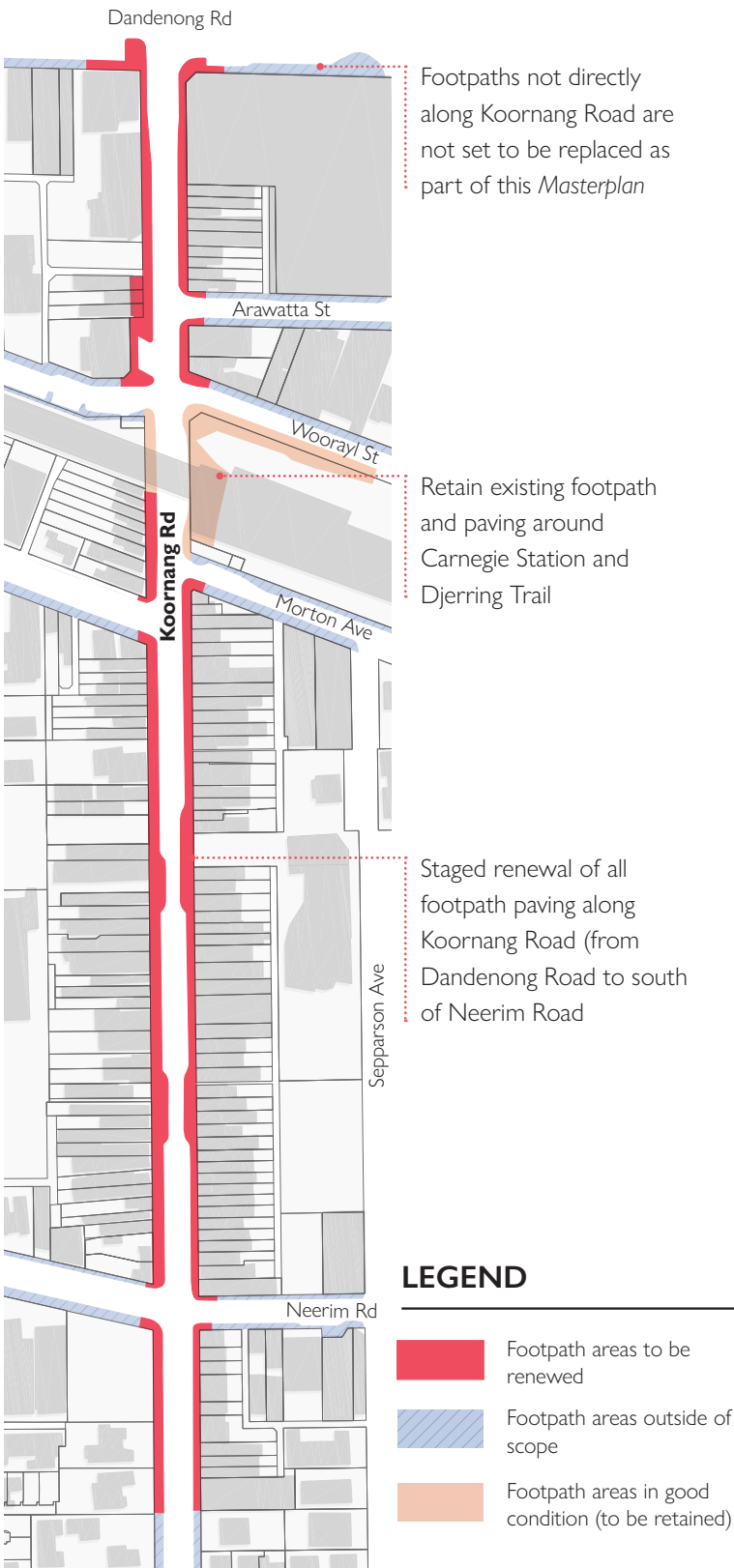
The use of asphalt as the primary surface treatment is preferred, as it allows for easy matching into existing conditions following service authority works. Given the large amount of underground services, there will inevitably be ongoing service authority works along the street. Asphalt is quick to lay, so has minimal impact on trade.

Asphalt is a durable and safe, while also being an affordable surface treatment when used in large quantities. Detail can be added to footpaths through the use of sawn bluestone, which will replace the existing clay brick pavers.

CONSTRAINT ADDRESSED:

- ✓ Improved pedestrian safety, amenity and character of street through consistent and refreshed footpath paving.

FOOTPATH RENEWAL SCOPE



CONSISTENT STREET FURNITURE PALETTE



Example of Glen Eira CC standard timber bench seat

To establish a consistent character along Koornang Road, the *Masterplan* proposes rationalising existing street furniture. The street currently contains furniture from multiple eras, resulting in a disjointed appearance and assets of varying quality and condition, including inconsistent benches, bins, lighting, and bike hoops.

A robust, high-quality and timeless furniture palette (using hardwood, stainless steel and muted tones in line with the *Glen Eira Street Design Guidelines*), will create a cohesive identity. Replacing the coloured 'lollipop' lights at the pedestrian crossings with contemporary luminaries will further modernise the street and improve night-time amenity.

Colour and playfulness could instead be introduced through public artwork and vibrant tree and understorey planting.

CONSTRAINT ADDRESSED:

- ✓ Consistent character, improved amenity and durable materials. Providing more places for people to rest and enjoy the street.

FEATURE PAVING AT KEY AREAS



Example of feature paving at Carnegie Station

In addition to the standard footpath paving materials of asphalt and sawn bluestone banding, there are also opportunities to provide a higher level of paving treatment at key intersections and crossing points along Koornang Road.

The recent paving upgrade around the Carnegie Station forecourt are high-quality and set the character of the centre. These high quality paved areas of bluestone and brickwork are typically the first experience that many visitors have with the public realm when they arrive in Carnegie, either via train, bus or bicycle along the Djerring Trail.

These materials can be repeated at busy pedestrian crossing points to reinforce the materiality of the centre and create a sense of place.

CONSTRAINT ADDRESSED:

- ✓ Connection to place by reinforcing existing materials and recent upgrades as part of the upgrade to Carnegie Station.

OPPORTUNITIES: PUBLIC ARTWORK AND GATHERING PLACES

INCREASE PUBLIC ARTWORK



Example of public artwork — community mural

Koornang Road has a rich history which can be celebrated and enhanced through public artwork. Public artwork can take many forms, including sculptures, temporary installations, murals and lighting. However, setting aside designated areas and general 'themes' for future artwork can assist in creating a cohesive identity for the street.

Some of the themes to be considered for future public artwork include:

- First Nations history and connection to Koornang Road
- The multicultural history and current offerings along Koornang Road
- Reference to the wide variety of shops and retail offerings along Koornang Road
- Reference to the local community and residents of Carnegie.

These could be temporary, permanent, or ephemeral installations.

✓

CONSTRANT ADDRESSED:
Improve public amenity and storytelling of Carnegie/Koornang Road, enhancing the character and history of place.

ENHANCE PLACES FOR PEOPLE TO GATHER



Example of seating that encourages people to gather

Part of what makes Koornang Road so successful is the people that regularly use the street and visit it on a daily basis.

Enhancing the existing gathering places, as well as providing more places to stop and rest, will support the ongoing use of the street and ensure the centre is designed for people first and foremost.

There are several locations along the street where the footpath is wider and this allows for people to congregate, without disrupting the flow of pedestrian traffic along the footpath.

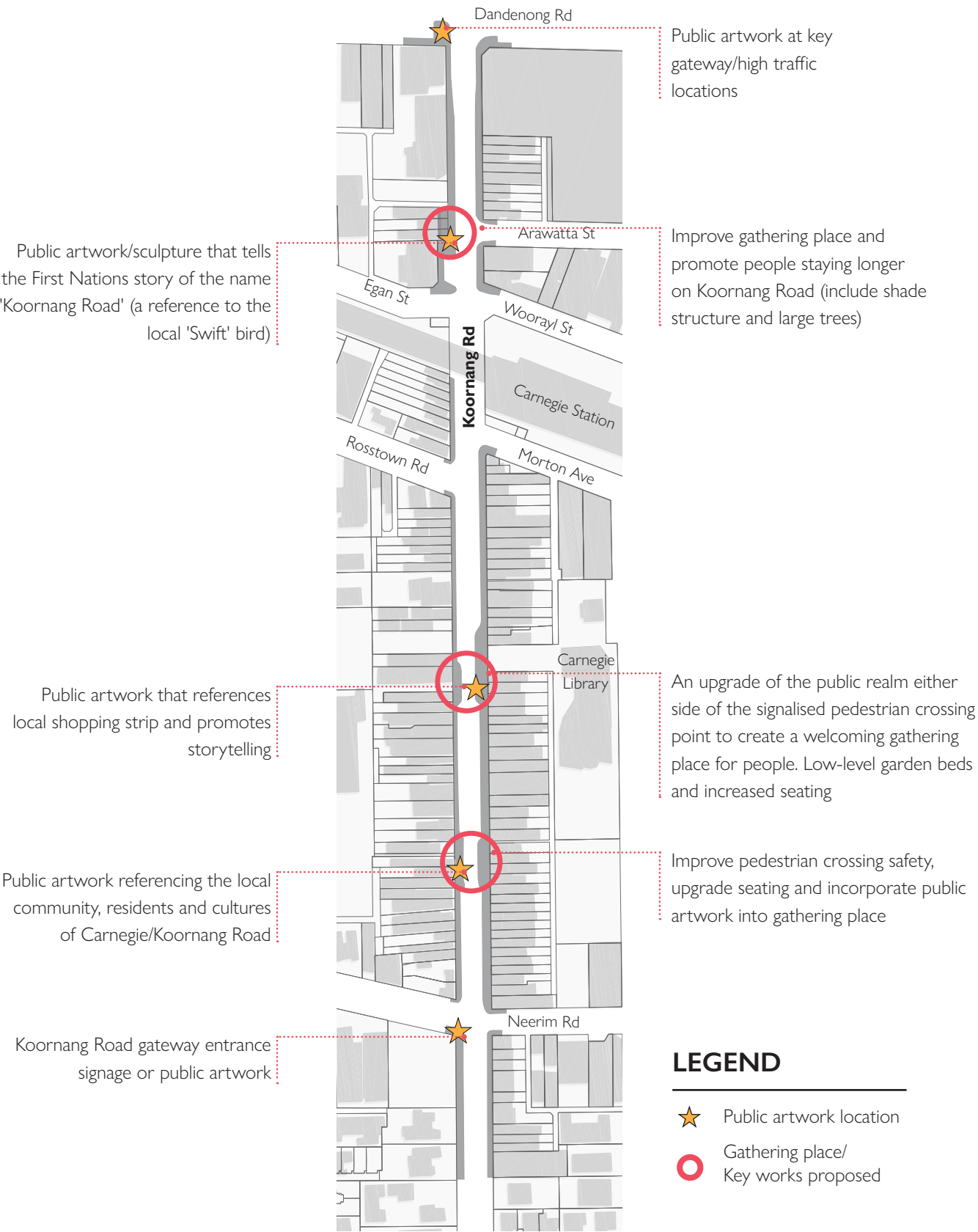
These places are:

- opposite Arrawatta Street
- the signalised pedestrian crossing near the Carnegie Library and Community Centre forecourt/Leaf Lane
- the southern pedestrian crossing opposite the arcade laneway/Chook Run laneway.

✓

CONSTRANT ADDRESSED:
Increase public greenery as well provide opportunities for people to spend more time on Koornang Road.

PUBLIC ARTWORK AND GATHERING PLACE LOCATIONS



OPPORTUNITIES: IMPROVE PEDESTRIAN SAFETY

IMPROVE PEDESTRIAN CROSSING POINTS



Example of formalised pedestrian crossing

A key theme heard during community engagement was that pedestrians feel unsafe when crossing Koornang Road.

The *Masterplan* considers options to improve pedestrian safety along the street, as well as at key crossing points. Flooding and traffic modelling constraints limit some of the viable options, however there are ways to improve pedestrian safety that still address these issues.

The pedestrian crossing that requires the most immediate need for improved safety is the 'southern' crossing, which is opposite Carnegie Arcade and Chook Run. A key focus of this *Masterplan* is to improve pedestrian priority here and make crossing the road safer/easier.

CONSTRAINT ADDRESSED:

✓

People currently feel unsafe crossing Koornang Road. The *Masterplan* will propose improvements to pedestrian crossings and pedestrian safety.

IMPROVE NAVIGATION AND ACCESSIBILITY



Example of text and navigational aids in pavement

Making the footpath a consistent, smooth surface and removing visual clutter will improve accessibility.

There is a large amount of visual clutter along the street, with repetitive signage and many different colours that can confuse pedestrians.

Pedestrian wayfinding can be improved through incorporating navigational aids into the footpath surface, such as bluestone etching of directions and landmarks, decals and subtle navigation cues.

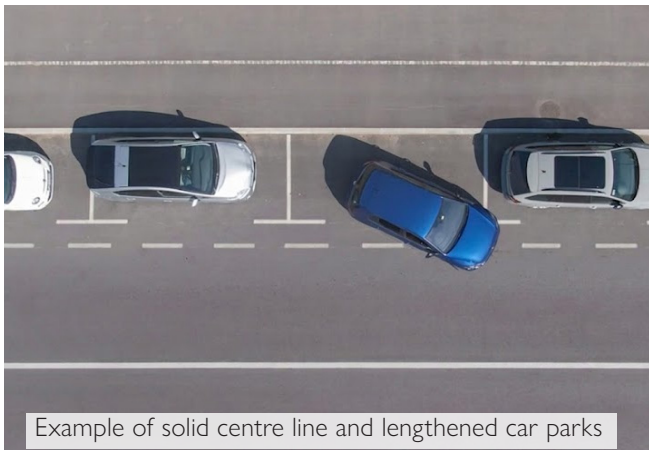
Public signage can also be consolidated as part of any upgrade, allowing a review of which signs are still required.

CONSTRAINT ADDRESSED:

✓

Reduce visual clutter along Koornang Road, improve pedestrian wayfinding and accessibility for people of all mobilities.

REDUCE VEHICLE CONGESTION



Example of solid centre line and lengthened car parks

Another common concern raised during community engagement was that motor vehicles still undertake illegal 'U' turns along Koornang Road. In addition, there is a lot of manoeuvring of vehicles into tight parallel car parks, which increases congestion while traffic waits.

There are cost-effective and simple solutions to resolve some of these concerns, such as revised line marking for car parks that increases their length (making them easier and quicker to get in/out of), as well as solid line marking down the centre of Koornang Road that clearly prohibits 'U' turns.

Flooding constraints limit any ability to provide raised kerbs or central median strips, however, similar results may be achieved through simple line marking.

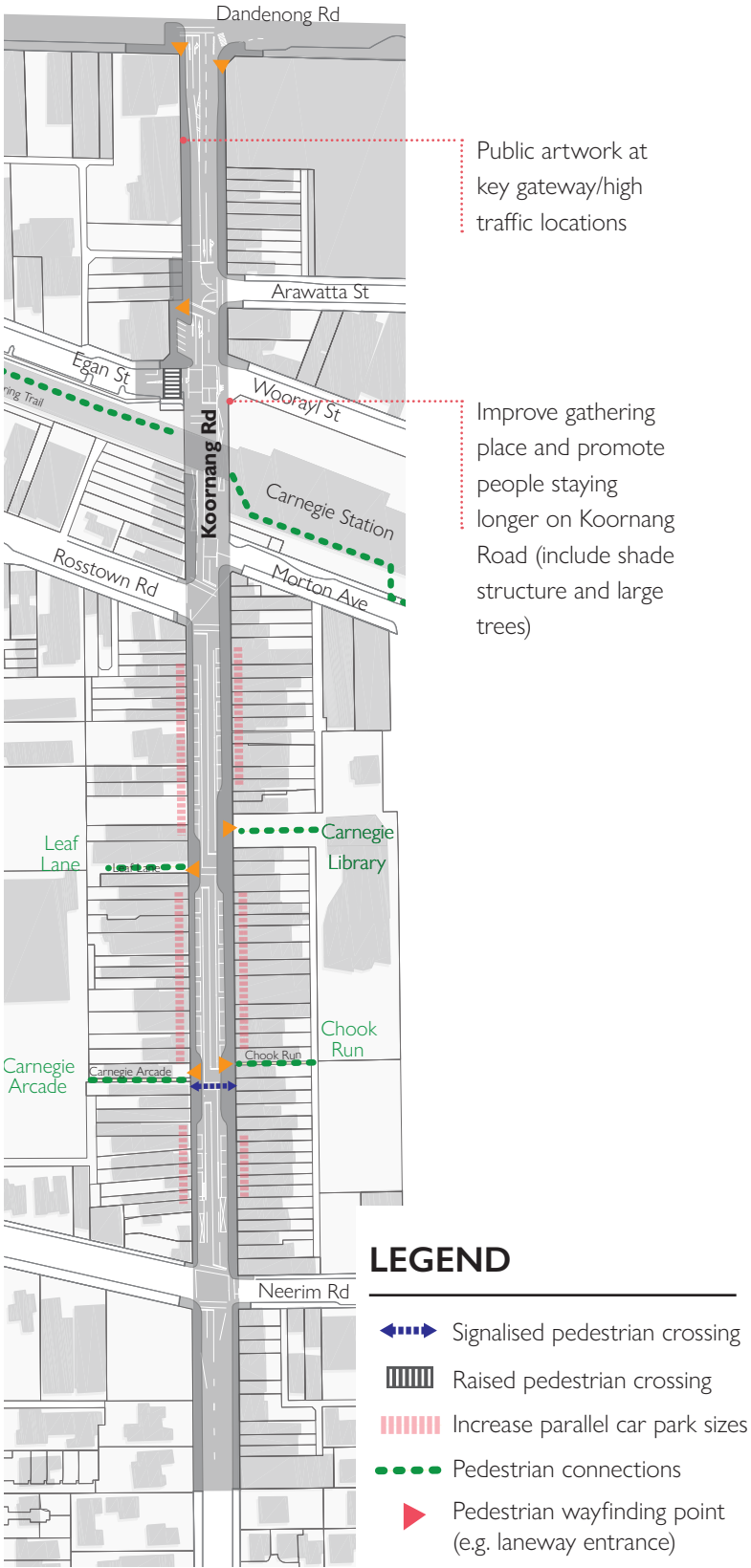
These small changes can dramatically improve traffic flow and help reduce congestion.

CONSTRAINT ADDRESSED:

✓

Improve flow of traffic through subtle line marking changes, which will assist in reducing vehicle congestion and manoeuvring.

PUBLIC ARTWORK AND GATHERING PLACE LOCATIONS



SUMMARY OF CONSTRAINTS, IMPACTS AND OPPORTUNITIES

CONSTRAINT	IMPACT	OPPORTUNITY
Dense network of underground services along the footpath and road reserve.	- Street trees will need to be setback appropriately from underground services. - Service authorities will be constantly excavating the footpath to access and maintain their assets.	- Asphalt should be the predominant footpath material, to complement the service authority works. - Sawn bluestone banding can be used to create detail and replace existing clay brick banding. - Replacement street trees located away from existing underground services.
Shop awnings over the majority of the footpath areas.	Limited sunlight, water and vertical clearance height for trees to establish.	- Careful species selection and replacement planting. - Prioritise large tree canopy outside of shop awnings footprints.
Overhead powerlines along the east side of Koornang Road.	Vertical restriction on large canopy growth which will require pruning.	Selection of tree canopy species that will grow to appropriate height and respond well to pruning.
Increased risk of flooding and drainage issues (based on updated Melbourne Water flood modelling).	No ability to raise or significantly alter the existing level of Koornang Road (including raised pedestrian crossings).	- Provide opportunities for passive irrigation and water sensitive urban design that improves flood water treatment. - Detailed flood modelling undertaken as part of the preparation of this <i>Masterplan</i>, to ensure proposals are supported. - Work with Melbourne Water to ensure future works are supported and improve flow of water along Koornang Road.
High motor vehicle traffic volumes along Koornang Road.	- People feel unsafe when crossing Koornang Road at various locations. - Priority is given over to the motor vehicle. - Illegal 'U' turns by vehicles along the street.	- Traffic modelling to support <i>Masterplan</i> proposals and ensure street continues to function with high traffic/ pedestrian volumes. - Improve pedestrian crossings points, particularly at the southern pedestrian crossing and side road crossing points, where feasible. - Solid line marking down the centre of Koornang Road to help prevent illegal 'U' turns.
Undersized parallel car parking bays.	- Difficult for vehicles to manoeuvre. - Traffic congestion due to waiting for parking. - More likely collisions due to tight movement.	Increase length of parallel parking bays as part of new line marking in the road.
Lack of consistent character along Koornang Road and poor-quality public realm assets.	- Street has vibrancy, but lacks character and feels 'dated'. - No priority for public artwork. - Lack of spaces for people to gather and comfortably stay.	- Consistent palette of street furniture and public realm assets to create a defined character for the street. - Provide opportunities for public artwork at key points along Koornang Road, to promote local history/ storytelling and create visual interest. - Upgrade key gathering points at major pedestrian crossing points, to encourage people to spend more time comfortably on Koornang Road.

TESTING DESIGN IDEAS

A wide range of design ideas were tested in the development of this *Masterplan*. Koornang Road is a highly constrained and complex street with significant challenges, including flooding, extensive underground services and high vehicle and pedestrian volumes.

As a result, many options were found to be unviable. The proposed interventions therefore represent the most realistic and achievable outcomes for the street, balancing technical constraints while maximising public realm improvements and responding to the community’s aspirations.



Zebra crossing



Trees in the centre of the road



Raised pedestrian crossing



Pedestrian operated signals



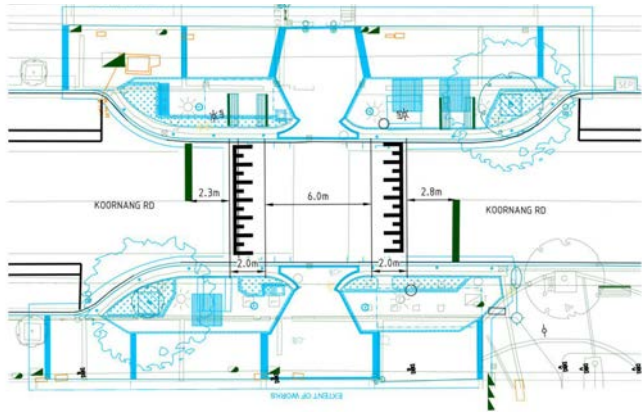
Tree in parking bay



Slow speeds/shared zone

NORTHERN CROSSING
(AT 86 KOORNANG ROAD)

- OPTIONS CONSIDERED:
- Raised pedestrian crossing at existing signalised crossing



ASSESSMENT:

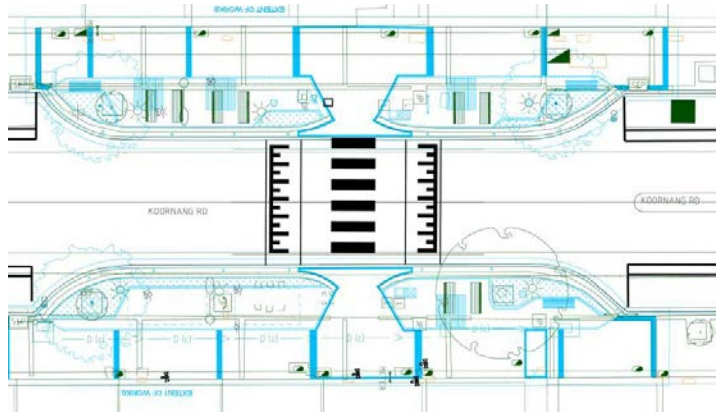
While this option presents many benefits to pedestrians, introducing a raised safety platform at the existing signalised pedestrian crossing opposite the Carnegie Library and Community Centre forecourt/Leaf Lane is not supported by the flood assessment and as such is not recommended.

Based on updated Melbourne Water flooding modelling data and detailed testing, the construction of the a raised crossing is deemed likely to trap additional water in the already low point of the road and increase flood risk.

- CONCLUSION:**
- ✗ Raised pedestrian crossing not supported

SOUTHERN CROSSING
(AT 124 KOORNANG ROAD)

- OPTIONS CONSIDERED:
- Raised pedestrian crossing
 - Zebra crossing (at-grade)
 - Pedestrian operated signals



ASSESSMENT:

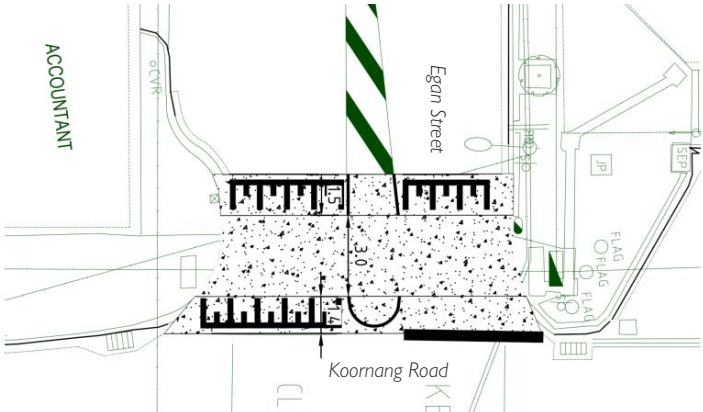
Similarly, flood modelling undertaken does not support a raised pedestrian crossing at this location on Koornang Road. A zebra crossing was tested through traffic modelling and pedestrian surveying. This is not supported due to high vehicle volumes (10,000+ vehicles per day), which would make it unsafe for pedestrians to step onto the street without priority.

Pedestrian operated signals will give pedestrians priority and is the safest option. Detailed traffic modelling has supported this concept and indicated that vehicle queuing lengths will be acceptable. The Department of Transport and Planning has provided 'in-principle support', with final approval subject to detail design.

- CONCLUSION:**
- ✗ Raised pedestrian crossing not supported
 - ✗ Zebra crossing (at-grade line marking)
 - ✓ Pedestrian operated signals supported

SIDE ROAD INTERSECTIONS WITH
KOORNANG ROAD

- OPTIONS CONSIDERED:
- Raised pedestrian crossings at:
 - Egan Street
 - Morton Avenue
 - Arawatta Street
 - Rosstown Road



ASSESSMENT:

Several raised crossings were tested from a traffic and flood risk perspective to improve pedestrian connections and safety across side road intersections along Koornang Road.

Future flood risk extends to side streets along Koornang Road, with several intersections affected by water ponding at their low points.

The intersection of Egan Street and Koornang Road is the only location where a raised pedestrian crossing can be supported from a flood modelling perspective. This will require the installation of additional drainage, as well as maintaining existing kerb and the existing camber in the road surface to support water runoff.

- CONCLUSION:**
- Raised pedestrian crossing at:
- ✓ Egan Street
 - ✗ Morton Avenue
 - ✗ Arawatta Street
 - ✗ Rosstown Road

TESTING DESIGN IDEAS

TREES IN CENTRE OF ROAD

OPTIONS CONSIDERED:

- Raised central median with avenue of trees
- Raised central median with garden bed strips
- Central median strip in small segments



ASSESSMENT:

One of the key aspirations of the community is for increased tree canopy and greening along Koornang Road. Concepts were tested for a variation of raised median strips down the centre of Koornang Road. This area is free of underground and overhead restrictions and would allow for a substantial tree canopy to establish.

However, available widths for a central median (approximately <1m–1.3m) are not suitable for planting canopy trees. The width of the road presents challenges for vehicle turning circles and Koornang Road is a bus route, which requires horizontal clearance that would make it difficult for trees to establish successfully. Also, the minimum width for a pedestrian refuge is at least 1.5m wide.

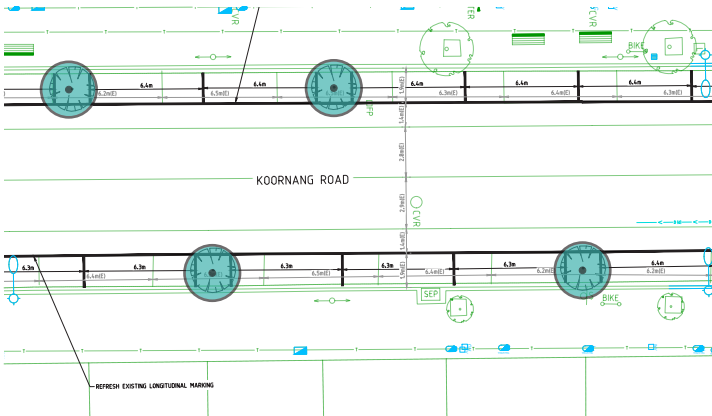
CONCLUSION:

- ✗ Raised central median with avenue of trees
- ✗ Raised central median with garden bed strips
- ✗ Central median strip in small segments

TREES IN SELECTED PARKING BAYS

OPTIONS CONSIDERED:

- Kerbside tree pits in selected parking bays



ASSESSMENT:

A typical parallel parking space along Koornang Road is approximately 6m long. By reallocating the length of one space, a 2m x 2m tree pit can be introduced, allowing for the planting of three large trees for each bay removed. This delivers a significant canopy and amenity gain, in exchange for a minimal reduction in parking.

Community engagement highlighted both the importance of parking and strong support for increased tree planting. The proposed approach responds to both priorities. The repainting of parking linemarking will increase the size of remaining bays to 6.3m–6.5m, making it easier for vehicles to manoeuvre and improving traffic flow, while retaining all loading and disabled bays.

Technical flood and traffic modelling supported this option.

CONCLUSION:

- ✓ Kerbside tree pits in selected parking bays

FORMALISING SLOWER VEHICLE SPEEDS

OPTIONS CONSIDERED:

- Reduce speed limit along Koornang Road to 30km/h



ASSESSMENT:

Slowing vehicle speeds along Koornang Road and prioritising the street for pedestrians is one of the key aspirations of this *Masterplan*.

Analysis of existing traffic speeds along Koornang Road indicate that vehicles rarely travel faster than 30km/h due to the stop/start conditions and high traffic volumes. Therefore, mandating a 30km/h speed limit is not considered appropriate at this point in time. With the addition of a signalised pedestrian crossing at the Chook Run/arcade crossing point, vehicle speeds will be further slowed.

A 30km/h speed limit may be appropriate in the future, however it is not considered an immediate action as part of this *Masterplan*.

CONCLUSION:

- ✗ Reduce speed limit to 30km/h
- ✗ Shared zone along Koornang Road

KOORNANG ROAD AS A SHARED ZONE

OPTIONS CONSIDERED:

- Shared zone on Koornang Road with cyclists and vehicles



ASSESSMENT:

A shared zone on Koornang Road would require cyclists and motor vehicles to operate within the same traffic space, which can only function safely where vehicle speeds are limited to 30km/h.

With parallel parking on both sides, vehicles are regularly stopping, reversing and pulling into traffic, creating constant interruptions to flow. The limited road width also means drivers are unable to safely pass cyclists, which can lead to congestion, frustration and increased stress for both cyclists and motorists.

Retaining the existing lane configurations is considered the safer option. Cyclists are encouraged to use alternative, lower-stress routes nearby, ensuring Koornang Road continues to function effectively for its high traffic and parking demands.

CONCLUSION:

- ✗ Shared zone on Koornang Road between cyclists and vehicles



CHAPTER 3 MASTERPLAN

OVERVIEW

PRINCIPLES

Based on the community engagement received, as well as the analysis of opportunities and constraints along Koornang Road, the following principles are used to inform the *Masterplan* proposals:



IMPROVE AMENITY

- A high quality-streetscape that utilises a consistent suite of furniture/materials.
- Increase seating and street furniture where there is demand.
- Provide shade throughout the street.
- Provide more gathering places.
- Reduce visual clutter (consolidate signage, remove pedestrian fencing/barriers).
- Support public artwork and placemaking.



INCREASE GREENERY

- Replace poor-quality trees underneath shop awnings with garden beds and shrubs.
- Install large canopy trees within the street (kerbside) at key locations.
- Incorporate water sensitive urban design into landscape planting.
- Provide in-ground garden beds at key locations.



IMPROVE PEDESTRIAN SAFETY

- Improve safety of pedestrian crossing points, where feasible.
- High-quality footpath treatments that support pedestrian activity, particularly for people with limited mobility.
- Clear sightlines and priority of pedestrians when crossing Koornang Road
- Improve wayfinding and pedestrian navigation along Koornang Road.



FINANCIAL SUSTAINABILITY

- Provide a design that is affordable and achievable.
- Allow for a staged delivery of the *Masterplan*, to avoid disruption along the street.
- Work within existing site constraints.

SUMMARY OF KEY INITIATIVES

The location plan below provides an overview on the key initiatives that are proposed within the masterplan. These initiatives are informed by the above principles, as well as the feedback from engagement to date:



NORTHERN PRECINCT — DANDENONG ROAD TO CARNEGIE STATION

OVERVIEW

This precinct is the primary entrance to Koornang Road and has the largest amount of vehicle movements. Anchor businesses, such as Rosstown Hotel and Carnegie Central Shopping Centre, generate large numbers of visitors and movement.

The primary upgrade in this precinct is the creation of a large open gathering space, opposite Arrawatta Street. This will be sheltered by a large shade structure, canopy trees and complemented by feature paving, new garden beds and public artwork to create a welcoming place at the northern entrance to Koornang Road.

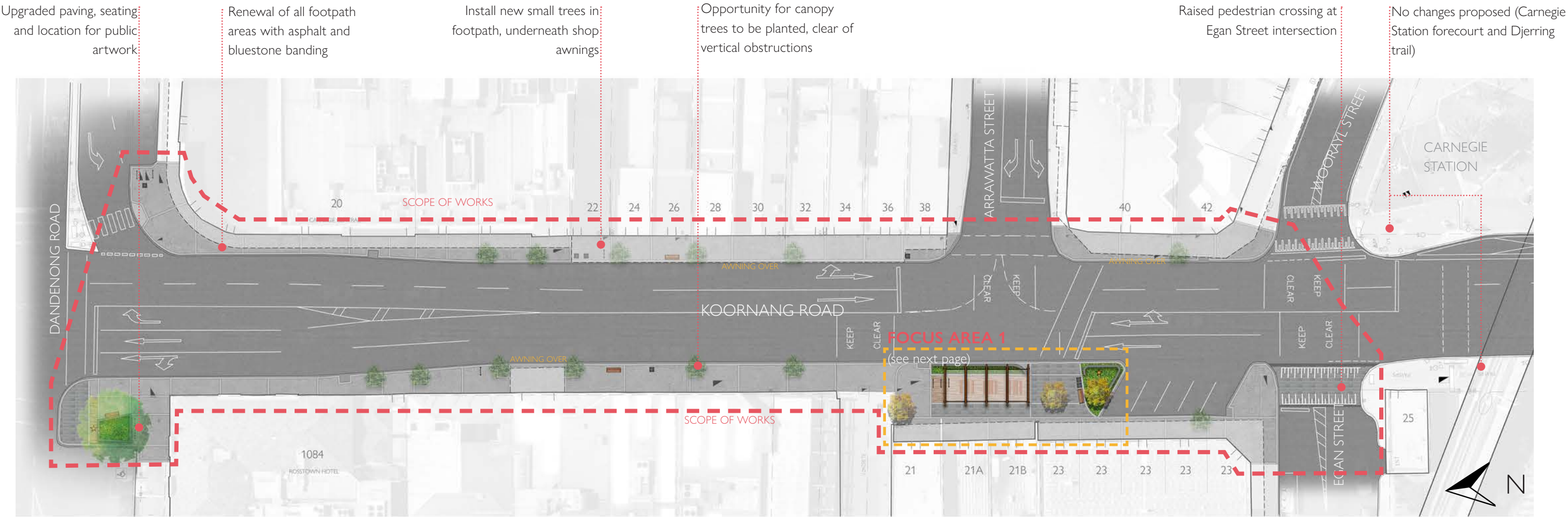
KEY INITIATIVES

- Replacement of all existing street trees underneath awnings with new small trees
- Renewal of entire footpath area with consistent and high-quality palette
- Enhancement of outdoor seating area opposite Arrawatta Street. Includes, sheltered outdoor seating/gathering area, artwork, feature paving and places to rest (see **FOCUS AREA 1** detail on following page)
- Replacement of all existing street furniture with consistent and high-quality assets
- ‘Welcome to’ Koornang Road signage
- Installation of additional seats, bike hoops and bins in selected locations
- Installation of new low rendered wall either side of signalised pedestrian crossing opposite Arrawatta Street (to be finished with public artwork to complement the street)
- Location for future sculpture/public artwork to enhance entrance to Koornang Road. Using the Swift bird, which is called a 'Koornang' in Bunurong/Boonwurrong language
- Raised pedestrian crossing across Egan Street intersection



LEGEND

	Asphalt footpath		Timber picnic table
	Bluestone banding		Timber bench seat
	Garden bed		Stainless steel bins
	Feature brickwork		Stainless steel bike hoops
	Shade structure		New small canopy tree
	Public artwork location		New large canopy tree
	FOCUS AREA 1		



NORTHERN PRECINCT MASTERPLAN — SCALE: 1:500 (A3)

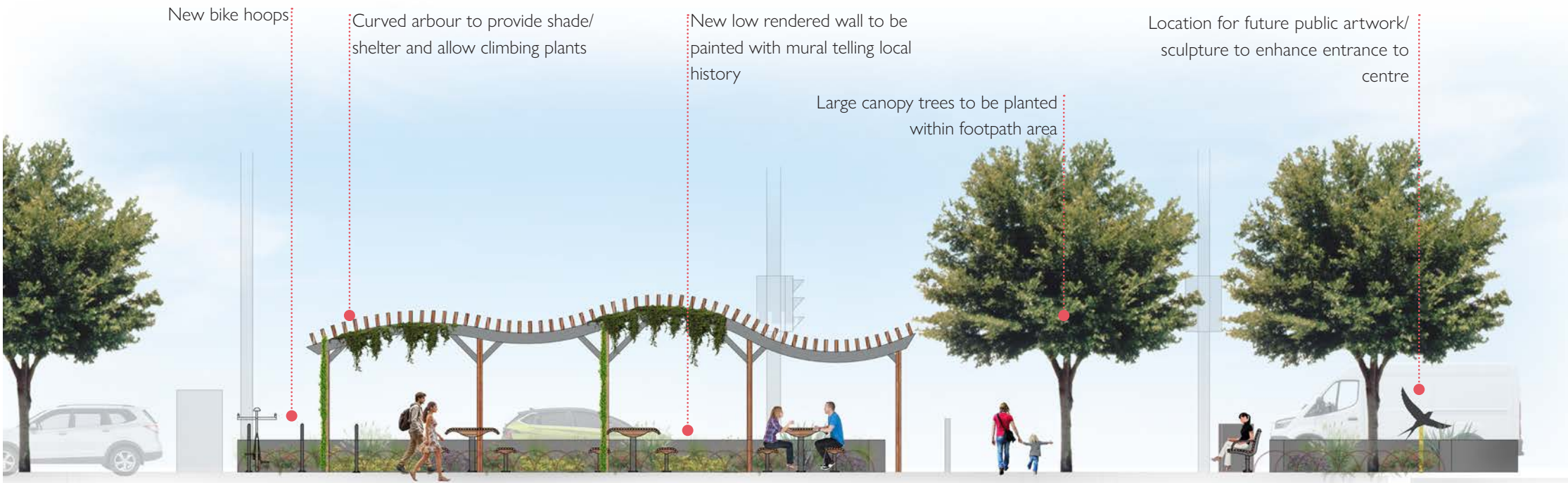
FOCUS AREA 1 — OPPOSITE ARRAWATTA STREET

SHELTERED GATHERING PLACE

An enhanced gathering place opposite the Arrawatta Street pedestrian crossing will create a protected area for people to sit and enjoy the street.

New garden beds with colourful planting will be complemented by public artwork to be painted onto the face of a new low walls that will frame both sides of the space. New seating, bike hoops, bins and feature paving will help create a welcoming environment.

A space will also be set aside for a future public sculpture to be installed, potentially a 'Swift' bird, which is referred to as 'Koornang' by the Bunurong/ Boonwurrung peoples.



FOCUS AREA 1 - (ELEVATION VIEW) SCALE: 1:100 (A3)



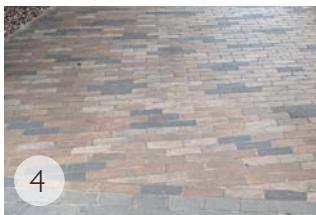
1 Large canopy trees



2 Arbour shade structure



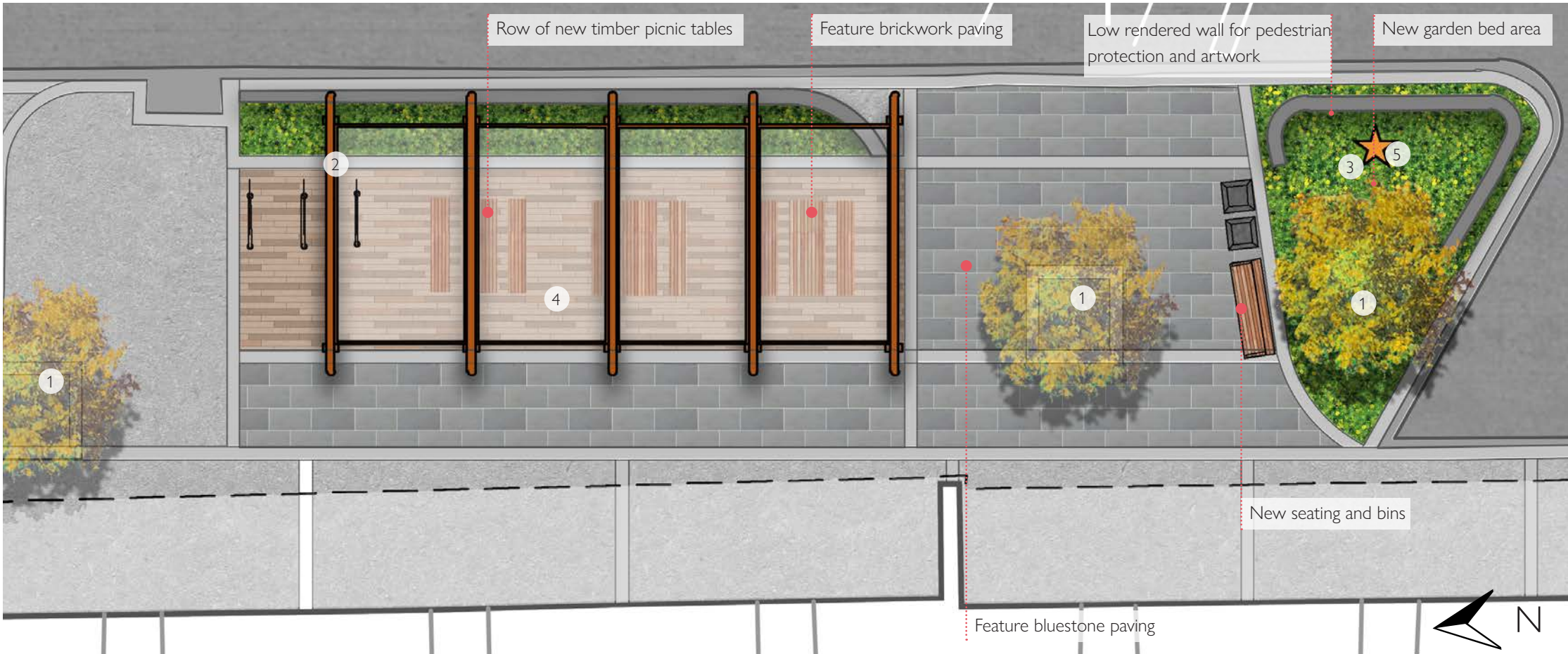
3 Colourful native understorey planting



4 Feature brickwork (matching nearby Carnegie Station forecourt)



5 Example of public artwork sculpture (Swift/'Koornang' bird)



FOCUS AREA 1 — (PLAN VIEW) SCALE: 1:100 (A3)

CENTRAL PRECINCT (PART 1) — CARNEGIE STATION TO PEDESTRIAN CROSSING

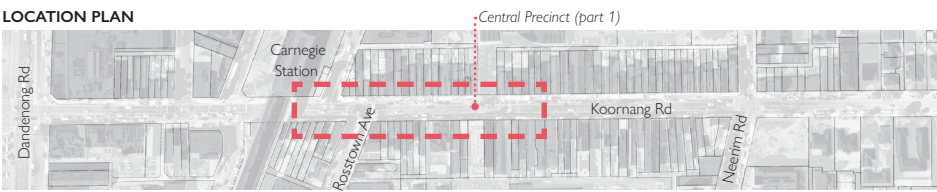
OVERVIEW

This precinct is part of the 'core' of Koornang Road and is bustling with activity, day and night. The fine grain retail frontages line both sides of the street, with awnings above providing weather protection.

Despite the vibrancy, this precinct of Koornang Road can be strengthened through refreshed footpath treatments, consistent street furniture and most importantly, improved tree canopy. Due to limitations with awnings above the footpath, the best opportunity for an improved tree canopy is to locate trees within the street in selected locations, so that trees are free from overhead obstructions.

KEY INITIATIVES

- Installation of six large canopy trees within the parallel parking bays (requiring conversion of two car parks)
- Upgrade parking bays to larger sizes to make parking and manoeuvring easier
- Staged replacement of all existing street trees underneath awnings with new small trees
- Renewal of entire footpath area with consistent and high-quality palette (asphalt with bluestone banding)
- Installation of additional seats, bike hoops and bins in selected locations
- Replacement of all existing street furniture with consistent, high quality and durable furniture
- Upgrade of pedestrian crossing area (seating, lighting, feature paving and garden beds — see **FOCUS AREA 2** detail on following page)
- Retention of large canopy trees in Carnegie Library and Community Centre forecourt and pedestrian crossing point
- Refresh of Carnegie Library and Community Centre forecourt (uplift existing tree canopies to improve sightlines, clean paving, replace existing picnic tables and remove artificial turf)



LEGEND

- | | | | |
|--|-------------------------|--|---------------------------------|
| | Asphalt footpath | | Timber picnic table |
| | Bluestone banding | | Timber bench seat |
| | Garden bed | | Stainless steel bins |
| | Feature brickwork | | Stainless steel bike hoops |
| | Public artwork location | | New small canopy tree |
| | FOCUS AREA 1 | | New large canopy tree 'in-road' |
| | | | Existing tree — to be retained |



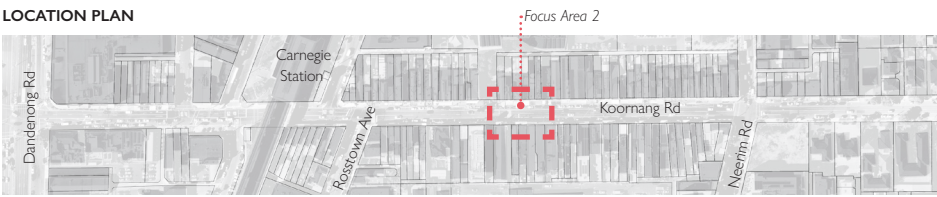
CENTRAL PRECINCT (PART 1) — PRECINCT MASTERPLAN — SCALE: 1:500

FOCUS AREA 2 — PEDESTRIAN CROSSING (LIBRARY/LEAF LANE)

ENHANCED PEDESTRIAN CROSSING AREA

The existing pedestrian crossing point opposite Leaf Lane and the Carnegie Library and Community Centre forecourt is the busiest crossing on Koornang Road. However, the public realm in this location does not support people to stop and rest and enjoy the street. The proposed upgrades include making the seating areas wider, new feature brickwork and bluestone paving and the addition of new timber seats, garden beds and lighting.

The upgrades will maintain the crossing as a primary connection point over Koornang Road, but will also encourage people to stay and engage with each other and enjoy the vibrancy of the street.



FOCUS AREA 2 — (ELEVATION VIEW) SCALE: 1:100 (A3)



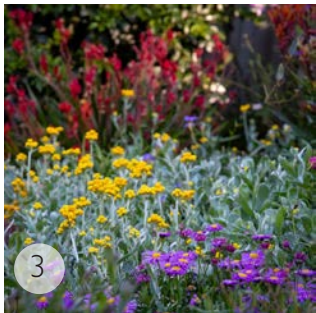
SEATING AREA — PERSPECTIVE SKETCH (LOOKING SOUTH)



1 Retain/enhance existing trees



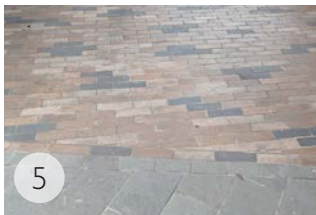
2 Hardwood timber picnic tables



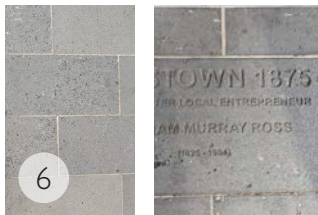
3 Garden bed planting



4 Replace light head fixtures



5 Feature brickwork (matching nearby Carnegie Station forecourt)



6 Bluestone paved areas, with etching of select pavers with local history and wayfinding



FOCUS AREA 2 — (PLAN VIEW) SCALE: 1:200 (A3)

LEGEND

- Asphalt footpath
- Bluestone banding
- Garden bed
- Feature brickwork
- Bluestone paving
- Public artwork location
- Timber picnic table
- Timber bench seat
- Stainless steel bins
- Stainless steel bike hoops
- New small canopy tree
- Existing tree — to be retained

CENTRAL PRECINCT (PART 2) — PEDESTRIAN CROSSING TO NEERIM ROAD

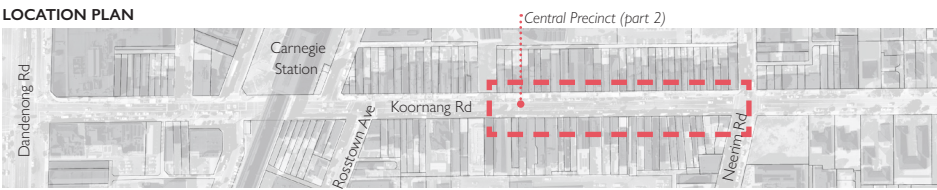
OVERVIEW

The second half of the Central Precinct continues the fine grain retail frontages, awnings over the footpath within outdoor dining and shopping lining the street. Improvements in this section of the street include upgrading the pedestrian crossing to a signalised pedestrian crossing, along with the continued installation of trees within the parallel parking bays (nine trees in total, requiring conversion of three parking spaces).

Other improvements will focus on refreshed footpath pavements, replacement of poor-quality trees in the footpath and upgraded street furniture.

KEY INITIATIVES

- Installation of nine large canopy trees within the parallel parking bays (requiring conversion of three car parks)
- Upgrade parking bays to larger sizes to make parking and manoeuvring easier
- Replacement of all existing street trees underneath awnings with new small trees
- Renewal of entire footpath area with consistent and high-quality palette (asphalt with bluestone banding)
- Installation of additional seats, bike hoops and bins in selected locations
- Installation of pedestrian-operated signals at the pedestrian crossing point (DTP has provided 'in principle' support, but full approval will be subject to detail design/modelling)
- Upgrade of pedestrian crossing area (seating, lighting, feature paving and garden beds — see **FOCUS AREA 3** detail on following page)
- Provision for public artwork at the crossing point, to celebrate Koornang Road's identity
- Replacement of all existing street furniture with consistent, high-quality and durable furniture.
- Solid centre line to replace dashed line down Koornang Road, to prevent 'U' turns



LEGEND

- | | | | |
|--|-------------------------|--|---------------------------------|
| | Asphalt footpath | | Timber picnic table |
| | Bluestone banding | | Timber bench seat |
| | Garden bed | | Stainless steel bins |
| | Feature brickwork | | Stainless steel bike hoops |
| | Public artwork location | | New small canopy tree |
| | FOCUS AREA 1 | | New large canopy tree 'in-road' |
| | | | Existing tree — to be retained |



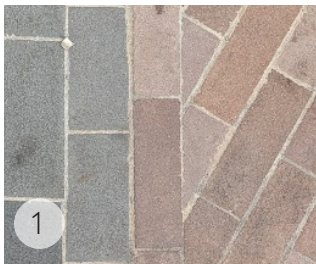
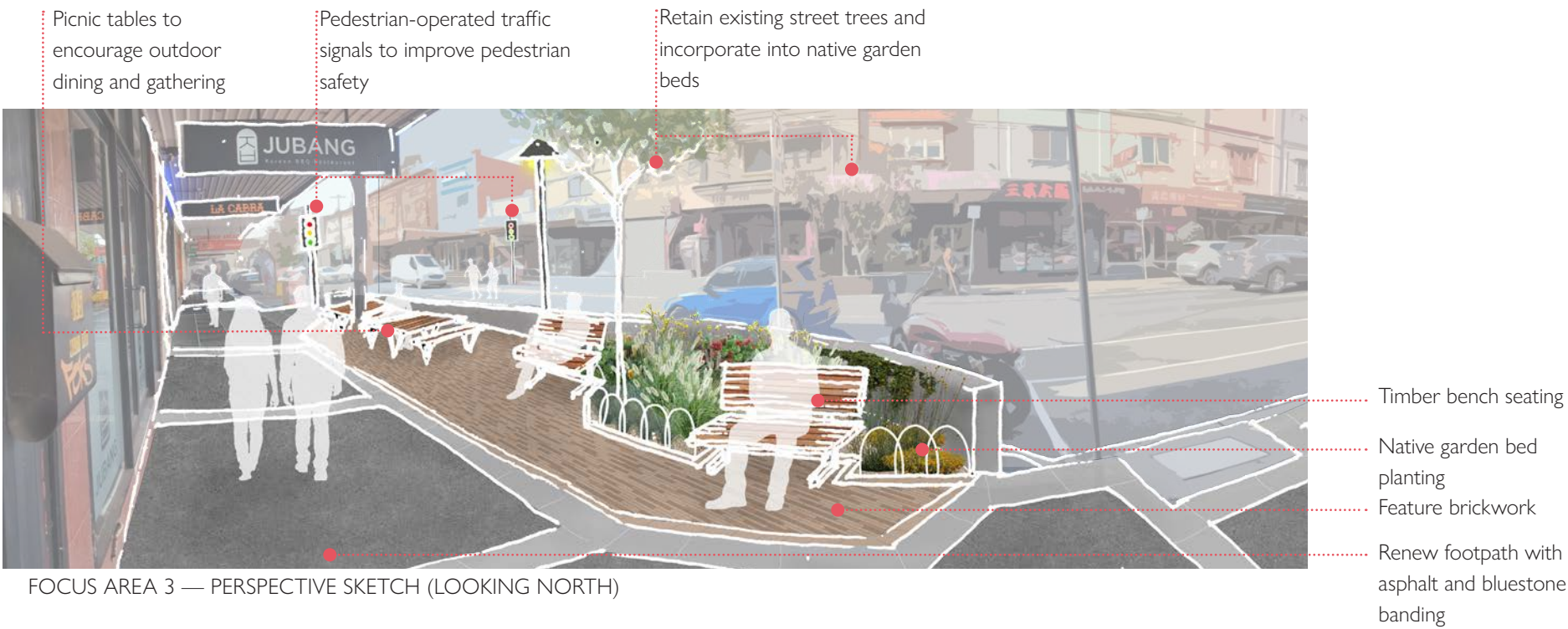
CENTRAL PRECINCT (PART 2) — PRECINCT MASTERPLAN — SCALE: 1:500

FOCUS AREA 3 - PEDESTRIAN CROSSING

ENHANCED PEDESTRIAN CROSSING AREA

The most critical issue to be solved in this location is the unsafe pedestrian crossing point. Traffic modelling and discussions with the Department of Transport and Planning have provided 'in-principle' support for a pedestrian-operated traffic signal at this crossing point. Other options were tested (such as a raised pedestrian crossing, or zebra crossing), however these are not supported based on traffic and flood modelling results. The signalised crossing will provide pedestrians with a safe way to cross the road, while signal timing will be synced with the Neerim Road intersection to ensure smooth flow of vehicle traffic.

Other upgrades at this location include feature brickwork paving, a larger area dedicated for seating and gathering, colourful garden bed planting, upgraded seating/bins/bike hoops and space for public artwork to be installed. Existing feature lights to be upgraded with modern luminaries and painted matte black.



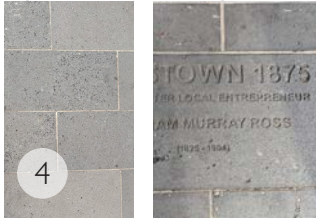
Feature paving



Timber picnic tables



Colourful understorey planting and retain existing trees



Bluestone paved areas, with etching of select pavers with local history and wayfinding



Public artwork location (example)



Pedestrian-operated traffic signals (subject to final approval by Department of Transport and Planning)



FOCUS AREA 3 — (PLAN VIEW) SCALE: 1:100 (A3)

LEGEND

- | | |
|-------------------------|--------------------------------|
| Asphalt footpath | Timber picnic table |
| Bluestone banding | Timber bench seat |
| Garden bed | Stainless steel bins |
| Feature brickwork | Stainless steel bike hoops |
| Bluestone paving | New small canopy tree |
| Public artwork location | Existing tree — to be retained |

SOUTHERN PRECINCT — SOUTH OF NEERIM ROAD

OVERVIEW

This precinct contains a strip of shops along the western side of Koornang Road, which then transitions into the residential areas of Carnegie to the south. On the west side of the road, there are medical centres and commercial buildings setback from the street. However, the most defining characteristic is the large vacant allotment on the corner of Neerim Road.

The footpath area opposite the vacant allotment has indicative changes proposed, however the final design will be dependent upon the proposed development on the vacant corner site.

KEY INITIATIVES

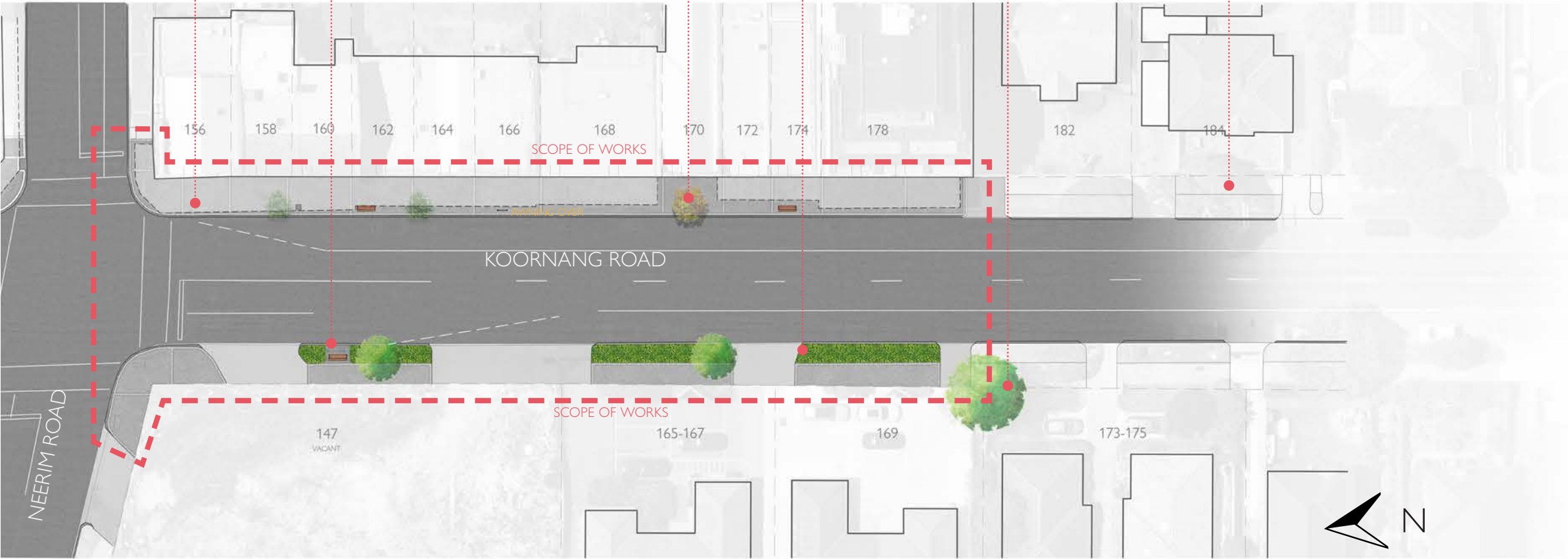
- Replacement of existing street trees underneath awnings with new small trees
- Addition of one medium canopy tree in the space between shop awnings
- Renewal of footpath area with consistent and high-quality palette (asphalt and sawn bluestone banding)
- Installation of additional seats, bike hoops and bins in selected locations
- “Welcome to” signage installed at gateway entrance to Koornang Road
- Footpath area on corner of Neerim Road/ Koornang Road to remain largely unchanged until development is proposed on large corner lot (we will work with the developer on a public realm plan at a future date)
- Installation of a new bench and paved area at the bus stop on the western side of the road
- Retention of existing street trees on western side of road



LEGEND

	Asphalt footpath		Timber bench
	Bluestone banding		Stainless steel bins
	Garden bed		Stainless steel bike hoops
	New small canopy tree		Existing tree — to be retained

- Renewal of all footpath areas with asphalt and bluestone banding
- Timber bench seating and paving at bus stop
- Install new medium canopy tree in clearance space between shop awnings
- Low-level garden bed planting within grassed nature strip areas
- Retain large existing street trees on eastern side of road
- Residential area (no changes proposed)



SOUTHERN PRECINCT — MASTERPLAN — SCALE: 1:500 (A3)



CHAPTER 4 **PALETTES AND DETAILS**

NEW CANOPY TREES 'IN-ROAD'

OVERVIEW

The most transformational component of this *Masterplan* is the proposal for the installation of large canopy trees in selected parking bays along the street. This will provide a lush canopy of greenery and seasonal colour that will make the street more welcoming and visually stunning.

After assessing a variety of options for canopy trees, the many constraints on Koornang Road have meant that the only viable option for large canopy trees to establish successfully, is to plant them in protected kerb outstands, between parallel parking bays.

The 'in-road' trees will also require final detail design approval from service authorities, to ensure appropriate clearance from their underground.

KEY INITIATIVES

- Planting of 15 large canopy trees within parking bays along both sides of Koornang Road. This requires the conversion of a total of five parallel car parks across the length of Koornang Road, to facilitate the canopy tree planting (there are currently 89 car parks within the study area)
- Creation of a 'green corridor' between Rosstown Avenue to Neerim Road
- Water sensitive urban design incorporated into tree pits, for passive irrigation and to reduce flood impacts
- Repainting of remaining parking bays to increase size to approximately 6.3–6.5m long bays, which will make manoeuvring easier and improve traffic flow (without affecting parking numbers)

CANOPY TREES



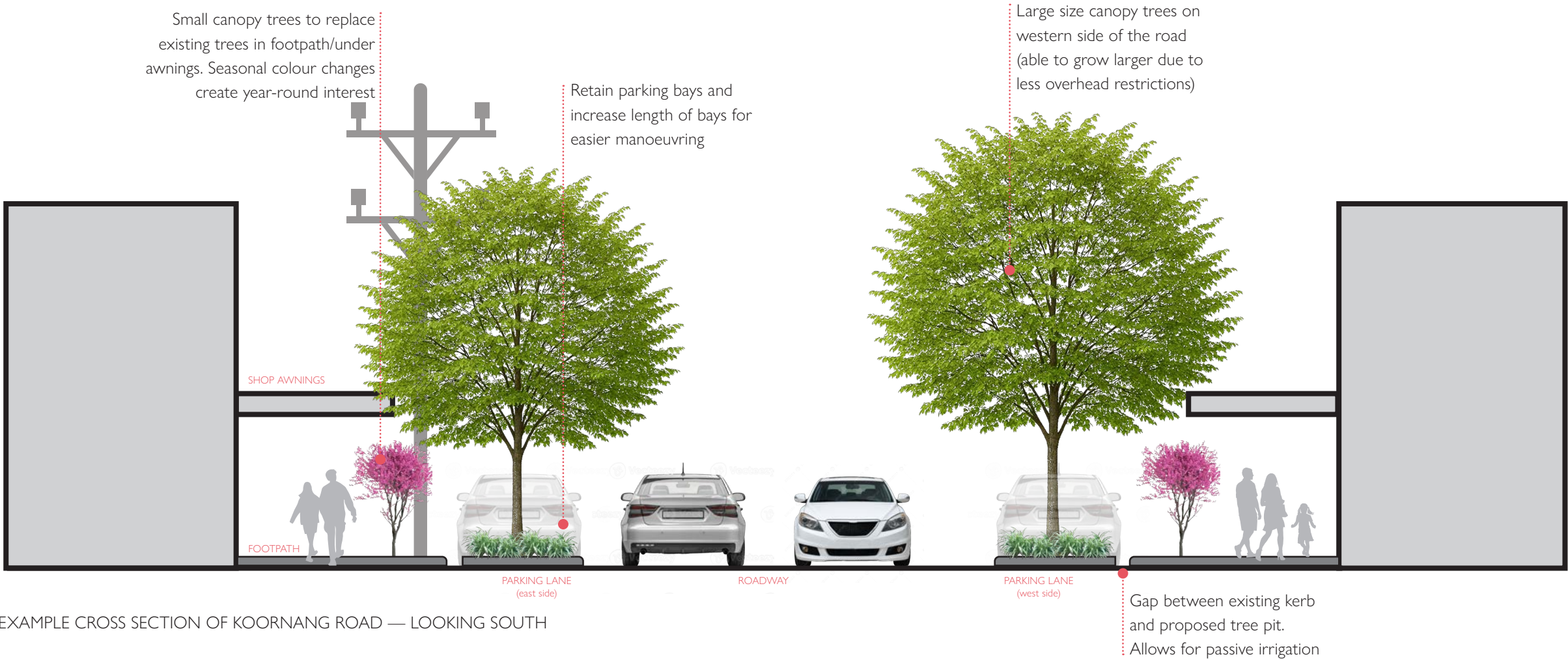
Large tree:
Zelkova serrata
'CITY SPRITE'
Japanese Zelkova



Large tree:
Ulmus parvifolia
'TODD'
Chinese Elm 'Todd'



Small tree (footpath):
Cercis chinensis
'AVONDALE'
Chinese Redbud



PERSPECTIVES — TREES 'IN-ROAD'

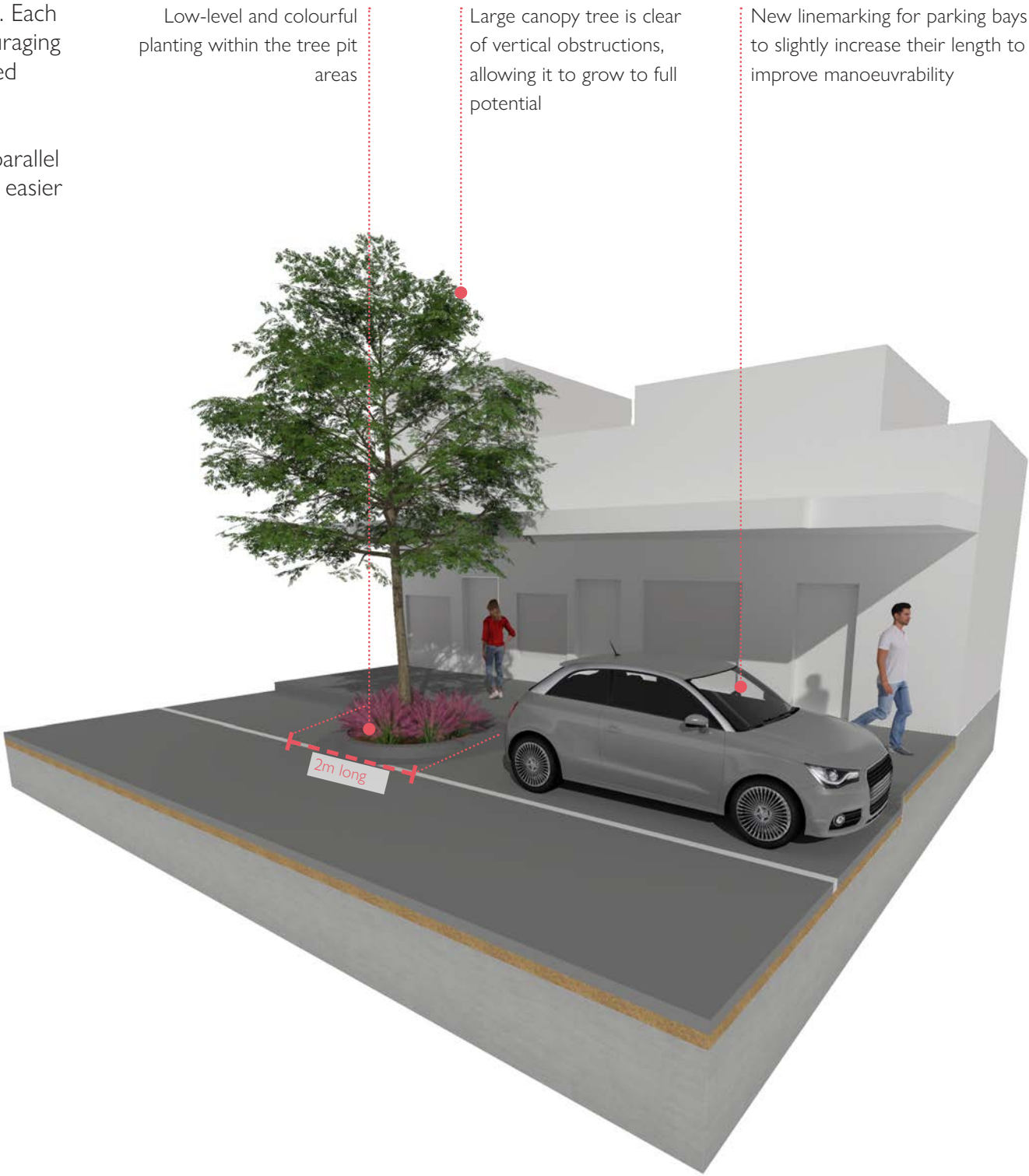
OVERVIEW

The perspectives here demonstrates how the large trees will be installed between car parking bays on Koornang Road. Each tree pit is typically 2m long, by 2.1m wide and will be passively irrigated by existing stormwater along the street, encouraging tree growth. These tree pits can be filled with colourful low-level planting to provide additional greening and garden bed opportunities along the street.

The conversion of one car park (typically 6.5m in length) will facilitate the planting of three trees across a segment of parallel parking. New linemarking for car parks will be undertaken that extends the lengths of the parallel spaces making them easier to get in and out of (reducing manoeuvring and congestion on Koornang Road), without reducing their quantity.



TREE PIT IN PARKING BAY — SIDE VIEW



TREE PIT IN PARKING BAY — ISOMETRIC VIEW

ARTIST IMPRESSION — TREES 'IN-ROAD'

OVERVIEW

This sketch perspective demonstrates what Koornang Road can look like when the new canopy trees within the parking bays have established.

This sketch represents the view looking south from the pedestrian crossing at Leaf Lane, towards Neerim Road.



ARTIST IMPRESSION

LOOKING SOUTH TOWARDS NEERIM ROAD (CANOPY TREES AND PEDESTRIAN SIGNALS AT CROSSING)

MATERIALS PALETTE
FOOTPATH TREATMENTS

TYPICAL FOOTPATH:



ASPHALT WITH SAWN BLUESTONE BANDING

Size 7 asphalt with sawn bluestone banding (245mm x 495mm x 40mm). Banding to align as close as possible to title boundaries between shops and run along back of kerb.

WHERE TO USE:

This will be the typical footpath treatment for the footpath along Koornang Road. To be used the entire length of Koornang Road except for feature areas and crossing points.

FEATURE BRICKWORK:



NARROW BRICKS WITH MIXED COLOURS

Mix of three x Bowral 'Hamlet' bricks (Blue, Sepia and Ash). 230mm x 76mm x 65mm in stretcher bond pattern. Colours mixed in random pattern.

WHERE TO USE:

To be used at proposed gathering place seating areas Chosen as a reference to Carnegie Station forecourt.

TREE PIT COVERS:



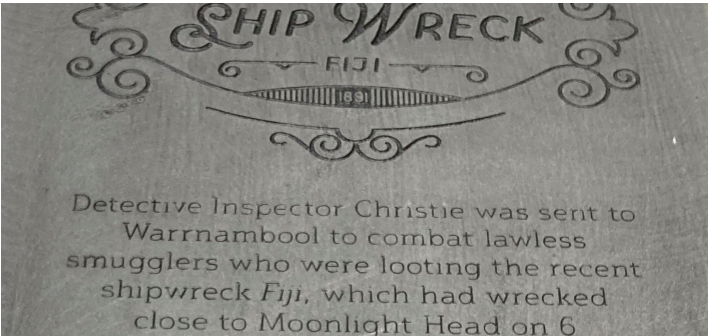
FIBREGLASS AND STAINLESS STEEL PIT COVER

'Glen Eira' Tree Grate by Terra Firma, 1,200mm x 1,200mm. Galvanised steel frame with charcoal-coloured fibre glass pit lids. Removal of inner ring to accommodate trunk growth.

WHERE TO USE:

To be used for all proposed street trees on the footpath, not within garden beds.

LOCAL STORY TELLING:



BLUESTONE ETCHING

Text and images etched into bluestone where large bluestone feature areas are proposed.

WHERE TO USE:

To be used for wayfinding to nearby laneways/landmarks and also a tool for storytelling and local history.

FEATURE PAVING:



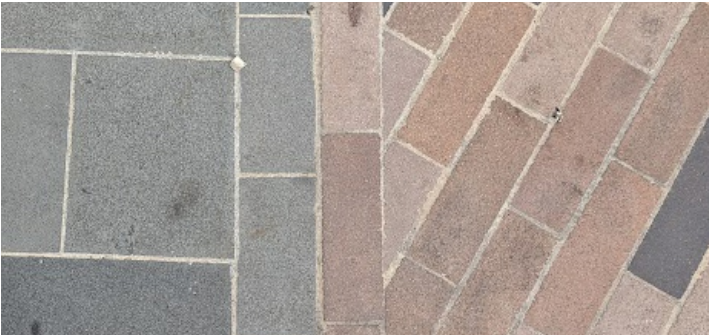
SAWN BLUESTONE

Sawn bluestone (245mm x 495mm x 30mm) in stretcher bond pattern.

WHERE TO USE:

To be used at high-use pedestrian points such as pedestrian crossing points and street corners.

INTERFACE TREATMENTS:



NARROW BLUESTONE/BRICK EDGING

Narrow bluestone (100mm x 200mm x 30mm) edging around perimeter of feature bluestone paving areas.

WHERE TO USE:

To be used where interfacing with brickwork and asphalt surfaces that abut larger bluestone areas.

TACTILE STRIPS AT CROSSING POINTS:



GRANITE AND BLUESTONE TGSi TACTILE STRIPS

Kahn Modular - 'discrete warning and directional' tiles. Ivory colour to contrast against bluestone for compliance with luminous contrast requirements.

WHERE TO USE:

At pedestrian crossing points where bluestone pavers are proposed to the interface with the street.

STREET FURNITURE PALETTE

SEATING:



TIMBER BENCH SEAT WITH RECYCLED CAST ALUMINIUM

'Fulcrum' timber bench seat. Hardwood timber slats (Cutek Stain) with recycled cast aluminium fixtures (Mill Finish).

INSTALL REQUIREMENTS:

Offset 600mm from back of kerb. Facing away from street. Minimum 1.8m space between bench and shopfronts.

GROUP SEATING:



TIMBER PICNIC TABLE

'Fulcrum' timber picnic tables. Hardwood timber slats (Cutek Stain) with recycled cast aluminium fixtures (Mill Finish). Wheelchair accessible option at one end.

INSTALL REQUIREMENTS:

Maintain 1m apron and clearance around outside edge of picnic table. Face wheelchair accessible end towards shopfronts.

LIGHTS:



MODERN LIGHT FIXTURES

BEGA 'Edge-lit pole-top luminary' (Symmetric). Matte black, powder-coated or similar modern light fixture.

INSTALL REQUIREMENTS:

Luminaries to replace existing 'ball top' luminaries along Koornang Road. Retain existing light poles and paint black.

BIKE HOOPS:



STAINLESS STEEL CURVED BIKE HOOP

'BR10' bike hoop, bolted into concrete footings.

INSTALL REQUIREMENTS:

Maintain minimum 1.1m spacing between hoops. Align parallel to road edge. Placed at high traffic locations.

BINS:



STAINLESS STEEL BIN ENCLOSURE

Perforated steel bin enclosure for 240L bins. The enclosure can also be fitted with the 'letterbox' lid, which provides weather protection and can reduce odours.

INSTALL REQUIREMENTS:

Offset 600mm from back of kerb. Generally locate where existing bins are located. Maintain 1.8m clearance between bin and shopfronts.

TREE SELECTION PALETTE

The trees outlined below are example species that can be installed across the street as part of the streetscape works. The selected species are hardy, reliable and will provide seasonal interest as they change colour over the year. There is also a multicultural planting theme, referencing the many multicultural businesses and communities along Koornang Road. These tree species can be used where appropriate when replacing existing trees. In some instances, it may be appropriate to replace existing trees with the same species (typically an Ornamental Fig or Bay Laurel). Additionally, ‘under awning’ trees species may vary depending on site location and constraints.

SMALL CANOPY TREE (UNDER AWNING)



Cercis Chs 'Avondale'
Chinese Redbud

The 'Chinese Redbud' is compact and deciduous, with beautiful purple/pink flowers that appear in Spring. It is a small tree that is drought tolerant and tolerates part shade. The Chinese Redbud tree has been chosen to honour the many multicultural businesses, residents and visitors that contribute to the vitality of Koornang Road.

MATURE SIZE:
3m high x 2.5m wide

WHERE TO USE:
Due to the limitations with sunlight and vertical clearance, this tree is to be used underneath shop awnings when undertaking succession planting to remove the existing trees under awnings.

NOTE: Species selection may vary during detail design phase, pending further analysis of site constraints

SMALL/MEDIUM CANOPY TREE



Lagerstroemia indica x fauriei 'Tonto'
Crepe Myrtle 'Tonto'

The Crepe Myrtle 'Tonto' is hardy, compact and colourful. It displays beautiful purple/pink flowers in late Summer to Autumn. The flowering time will compliment the Chinese Redbud tree and will contribute to the colourful planting palette along the street — creating year-round interest.

MATURE SIZE:
3m high x 3m wide

WHERE TO USE:
The 'Tonto' is hardy and able to withstand difficult growing conditions. As such, it can be utilised on the eastern side of Koornang Road when undertaking succession planting for existing trees underneath shop awnings. It may also be planted on the western side of the street within the footpath areas, where vertical space allows.

LARGE CANOPY TREE (IN-ROAD)



Zelkova serrata 'City Sprite'
Japanese Zelkova 'City Sprite'

This tree is a semi-dwarf cultivar of the Japanese Zelkova. It is a compact and deciduous tree that is able to grow well in difficult urban environments. It has a dense oval shape for its canopy and a tidy growing habit. In summer it has bright green leaves, which turn yellow and brown in autumn before shedding — allowing sunlight to reach the street in winter.

MATURE SIZE:
10–15m high x 7–13m wide

WHERE TO USE:
The 'City Sprite' will succeed best in full sun and will require at least 4–5m of vertical clearance. As such, this tree can be planted within the footpath where there is vertical clearance, or can be used within the proposed kerb outstands between parallel parking bays.

LARGE CANOPY TREE (IN-ROAD)



Ulmus parvifolia 'Todd'
Chinese Elm 'Todd'

The Chinese Elm 'Todd' has a strong vertical growing habit, with fine leaves and an even branch structure. It is a very hardy tree that handles difficult urban environments, delivering excellent shade, dense canopy and year-round visual colour appeal through its leaves, which change to yellow and orange in Autumn. It also has an attractive bark texture that adds character and interest.

MATURE SIZE:
10–15m high x 10–15m wide

WHERE TO USE:
The Chinese Elm 'Todd' is capable of growing quickly and can become a large canopy tree once established. It should be planted within the proposed kerb outstands within Koornang Road, between the parallel parking bays. When clear of vertical and underground restrictions, the tree will spread to create a dense canopy and a green cover on Koornang Road.

GARDEN BED PALETTE
DETAILS AND TYPICAL PLANTING MIX

GARDEN BED HOOPS



RUSTED STEEL HOOPED GARDEN BED EDGES

16mm steel garden edging hoops. Approximately 600mm above surface level, interlaces to create a consistent barrier along garden bed edge.

WHERE TO USE:
Along perimeter of at-grade garden beds along Koornang Road.

PLANTING MIX



TYPICAL GARDEN BED PLANTING MIX

Low-level garden bed planting is a mix of native shrubs, indigenous grasses, colourful perennials along with selected ground covers.

The colour theme is a mix of yellows, purples and reds, with different forms and leaf shapes to create visual and seasonal interest.

All plants are generally low in height, to ensure that sightlines are maintained for vehicles and people, as well as being relatively low-maintenance species that can handle the tough conditions of Koornang Road.

Plant selection show here is indicative and may be subject to revisions, pending detail design and further analysis of on-ground constraints.

WHERE TO USE:
Selected plants from the preferred palette can be used in any garden bed areas along Koornang Road. The repetition of similar plants will create a consistent character theme for the street.



Banksia spinulosa



Hardenbergia violacea 'HB2'



Melaleuca viminalis 'Little John'



Santolina chamaecyparissus 'Nana'



Westringia fruticosa 'WES03'



Dichelachne crinita



Poa 'Eskdale Blue' PBR



Echinops ritro 'Veitch's Blue'



Chrysocephalum semipapposum



Myoporum parvifolium 'PARV01'



Eremophila glabra 'Kalbarri'



Pycnosorus chrysanthus



Stylidium graminifolium



GLEN EIRA
CITY COUNCIL

Glen Eira City Council

Corner Glen Eira and Hawthorn Roads, Caulfield

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Caulfield Junction VIC 3161

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mail@gleneira.vic.gov.au

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National Relay Service

A phone solution for people who have a hearing or speech impairment. Internet relay users connect to NRS then ask for 03 9524 3333.

TTY dial 13 36 77 or Speak and Listen dial 1300 555

727 then ask for 03 9524 3333. [https://internet-relay.](https://internet-relay.nrscall.gov.au)

nrscall.gov.au

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Glen Eira City Council:

www.facebook.com/GlenEiraCityCouncil

@cityofgleneira:

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LinkedIn:

www.linkedin.com/company/glen-eira-city-council

Glen Eira arts, gallery and events:

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