

STAGE 3 CONSULTATION REPORT

# Hawksburn Village Structure Plan



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Unless otherwise noted, the views expressed in our work represent those of the participants and not necessarily those of our consultants or our clients.

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# 1 Introduction

The City of Stonnington (Stonnington) is preparing a Structure Plan (the Plan) for Hawksburn Village, *‘Hawksburn. The Village. The Future’*. The Plan will guide how change and growth is managed in Hawksburn Village (the Village) over the next 20 to 30 years.

## 1.1 Project background

The Plan will consider environmental, social and economic sustainability of the Village. It will include directions for access, movement, land use activities, public realm, open space, built form and heritage. Once the final Plan has been adopted by Council, it will be incorporated into the Stonnington Planning Scheme through a formal amendment process.

Four stages of community consultation will inform the preparation of the Plan:

- Stage 1 - Information gathering and visioning (December 2014)
- Stage 2 - Key directions (June 2015)
- Stage 3 - Draft Structure Plan (March 2016)
- Stage 4 - Statutory exhibition (2016/2017)

The first two stages of consultation informed the preparation of the Draft Plan and established the following shared vision for the Village in 2040:

**“Hawksburn Village will continue to thrive as a welcoming and vibrant centre of quality retailing known for its distinctive charm and village feel, and safe, green, and walkable street network.”**

In Stage 3 of consultation the community were invited to provide feedback on the Draft Plan via survey, submission and resident meetings. Input was sought from residents, traders, visitors, landholders and other key stakeholders from 1 March to 31 March 2016.

The feedback received during this stage will help to finalise the Plan and prepare draft planning controls for the centre. This will be subject to a public exhibition stage in 2016/2017.



## 1.2 Purpose of this report

Capire Consulting Group (Capire) was engaged by Stonnington to support consultation activities and prepare a report for Stage 3 of consultation. The purpose of this Report is to provide a summary of the community consultation that took place in Stage 3 and feedback received on the Draft Plan via survey and email submissions. Any comments made during resident meetings and social media are not included in the following analysis.

Seventeen surveys were received after the close of the consultation period. The feedback from these surveys is included in Appendix A.

## 1.3 Limitations

As with all consultation programs, there were limitations associated with the community engagement that should be acknowledged. These are:

- Not all participants chose to respond to all questions. As such, some surveys have incomplete responses and some questions received more responses than others. All responses for each question have been included in the findings of this report.
- Participants had varying levels of understanding of the planning process. This may influence a participant's capacity to answer some questions, particularly in the self-guided online and household surveys.
- There was an error in the online survey for the question about overall support for the Draft Plan. The question appeared twice. This error was accounted for in the analysis of results by taking the percentage from the total number of responses to this question. Only 20 per cent of surveys were completed online, minimising the impact of this error.

Despite the limitations, we are confident that the findings contained within this Report accurately reflect feedback provided by the participants throughout the consultation.





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## 2 Key findings

Feedback on the Draft Plan was provided by 304 people, predominantly local residents. Overall there was support for having a Plan to direct change and growth, particularly as it will provide greater clarity for residents in the future.

### **The key findings were:**

- The proposal to have more open space and greenery in Hawksburn Village received the greatest level of support from participants.
- The proposed preferred height limits were the most contentious element of the Draft Plan. While there were participants who supported increasing heights above the proposed limits, a larger proportion of participants wanted to see proposed height limits reduced. Their preferences were three storeys in the eastern section of the Village and four in the western section.
- The impact of increased density on neighbourhood character, sunlight and traffic congestion were the most common reasons given for opposition to the proposed preferred height limits.
- Participants consistently felt that retaining heritage character is important. However, they would like to have greater clarification about what 'sympathetic additions' would entail. Some participants felt that the industrial character was not worth retaining.
- Access and movement directions that might impede traffic flow such as bicycle lanes, an accessible tram stop and a pedestrian crossing were less likely to be supported than other proposed directions.
- There was universal support for retaining small scale employment in Hawksburn Village. There was also a high level of support for enhancing McKillop Street as a 'Laneway Precinct'.
- Proposed improvements to public realm and open space were strongly supported, however participants occasionally raised concerns about maintenance of open spaces and reduced traffic access.
- Participants frequently noted that directions for managing traffic congestion and car parking pressures were not provided in the Draft Plan.







# 3 Community engagement

## 3.1 Overview of activities

Consultation activities for Stage 3 of consultation on the Draft Structure Plan for Hawksburn Village took place between 1 March and 31 March 2016.

Feedback was collected through a survey that was available online and in hard copy. Stonnington also prepared a Brochure and Frequently Asked Questions sheet which included information on the process, how people could provide their feedback, the previous consultation stages and how the Draft Plan responds to community input.

**Table 1: Engagement activities that took place in Stage 3 - Draft Structure Plan**

ENGAGEMENT ACTIVITIES	DESCRIPTION
<b>Promotion</b>	<p>Advertisements for Stage 3 consultation activities were distributed in the:</p> <ul style="list-style-type: none"> <li>• <i>Stonnington Leader</i> - 2 March 2016</li> <li>• <i>InStonnington</i> - March/April edition</li> <li>• <i>Stonnington Facebook Page</i> – 3 March 2016 (23,833 people reached)</li> </ul>
<b>Survey mailout</b>	<p>A hard copy of the survey and brochure was mailed out to 5,045 residential and business owners and occupiers within a five-minute walk of the Village.</p> <p>Community members were encouraged to complete the survey and return it by mail or drop it off at the Stonnington City Centre. 243 completed surveys were returned.</p>
<b>Online</b>	<p>An online hub was available throughout the consultation at <a href="http://www.connectstonnington.vic.gov.au/hawksburn">www.connectstonnington.vic.gov.au/hawksburn</a>. The following was accessible through the hub:</p> <ul style="list-style-type: none"> <li>• Frequently Asked Questions</li> <li>• Background reports including urban design, economic and transport analysis, and discussion paper</li> <li>• Full Draft Plan</li> <li>• Brochure</li> <li>• Online and hard copy survey</li> <li>• Consultation reports for Stages 1 and 2</li> <li>• Timeline</li> </ul> <p>In total, the online hub was visited 773 time during Stage 3. Information about the project was downloaded by 308 visitors.</p>

ENGAGEMENT ACTIVITIES	DESCRIPTION
<b>Face-to-face activities</b>	<p>Two intercept activities were held during Stage 3.</p> <ul style="list-style-type: none"> <li>• Tuesday 22 March 2016, 5.30–7.30pm, Hawksburn Woolworths Supermarket, 2x Capire &amp; 1x Stonnington staff.</li> <li>• Thursday 24 March 2016, 8.30–10.30am, Cromwell Park, 365 Malvern Road, 2x Capire, 1x David Lock Associates, 3x Stonnington staff.</li> </ul> <p>The intercept activities were an opportunity for community members to learn more about the Draft Plan, complete a survey or take a hard copy survey and brochure with them.</p> <p>A Capire staff member visited every business in the Hawksburn Village during the intercept activities to inform staff about the Draft Plan and how they could provide feedback. Most businesses had already received a survey in the mail and staff/owners took the opportunity to ask further questions.</p>
<b>Resident meetings</b>	<p>Residents were able to request a meeting with council officers to discuss the Draft Plan. Three meetings were held.</p>
<b>Email submissions</b>	<p>Community members were able to provide feedback via email. Eight email submissions were received.</p>

Stonnington has continued to liaise with key stakeholders throughout the stages of consultation including Public Transport Victoria, Yarra Trams, VicRoads and the Department of Lands Water and Planning.



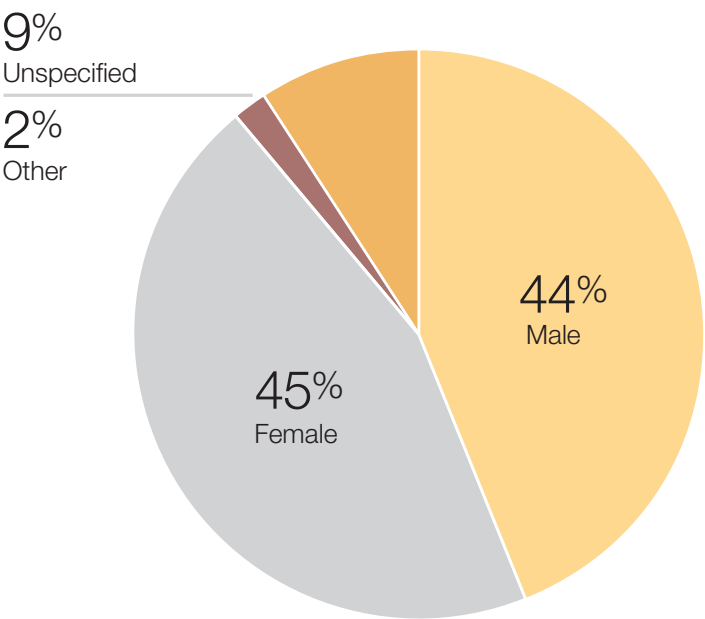
### 3.2 Who participated

Altogether, 304 people participated in Stage 3:

- 293 people took part in the survey,
- 8 people provided submissions, and
- 3 people had resident meetings.

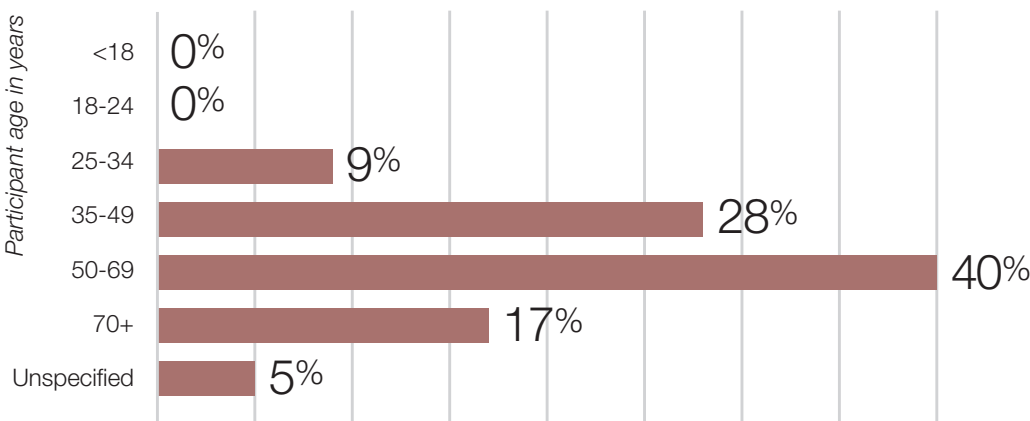
Gender, age and relationship to Hawksburn Village was collected in the survey. There was an even distribution of male and female participants, as illustrated in Figure 1.

**Figure 1: Participants by gender**



As illustrated in Figure 2, a large proportion of the participants were between 50-69 years of age.

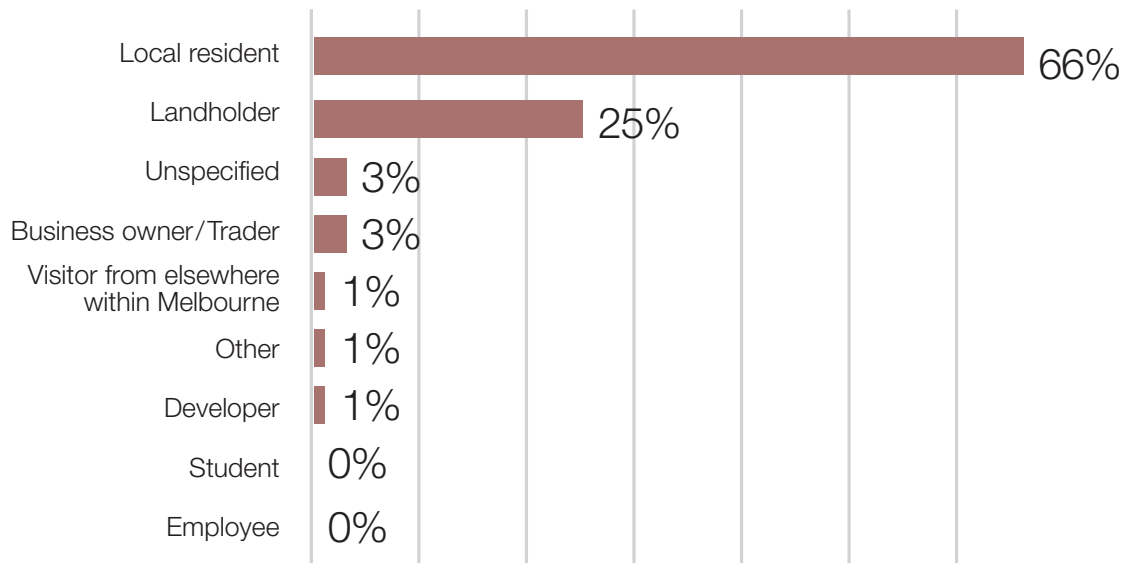
**Figure 2: Participants by age group**





Participants were asked to provide their relationship to the Village, with the option of selecting multiple options. Figure 3 shows that the majority of participants were local residents. No participants identified themselves as a student or employee of a local business.

**Figure 3: Participants relationship to Hawksburn Village**



Of the eight written submissions received during Stage 3, seven were prepared by local residents and/or landowners. One submission was received from a developer. Many people who provided a submission indicated that they had also completed a survey. The submissions generally expanded upon point made in their survey responses.



## 4 Detailed findings

The following section provides the detailed findings from the surveys and submissions. Findings are divided into the following four themes to reflect the survey questions:

- built form and heritage
- land use activities
- access and movement
- public realm and open space.

General support for the Draft Plan and any additional themes raised outside of the proposed directions in the the survey have also been included where relevant.

### 4.1 Built form and heritage

**Figure 4: Participant support for the proposed built form and heritage directions**

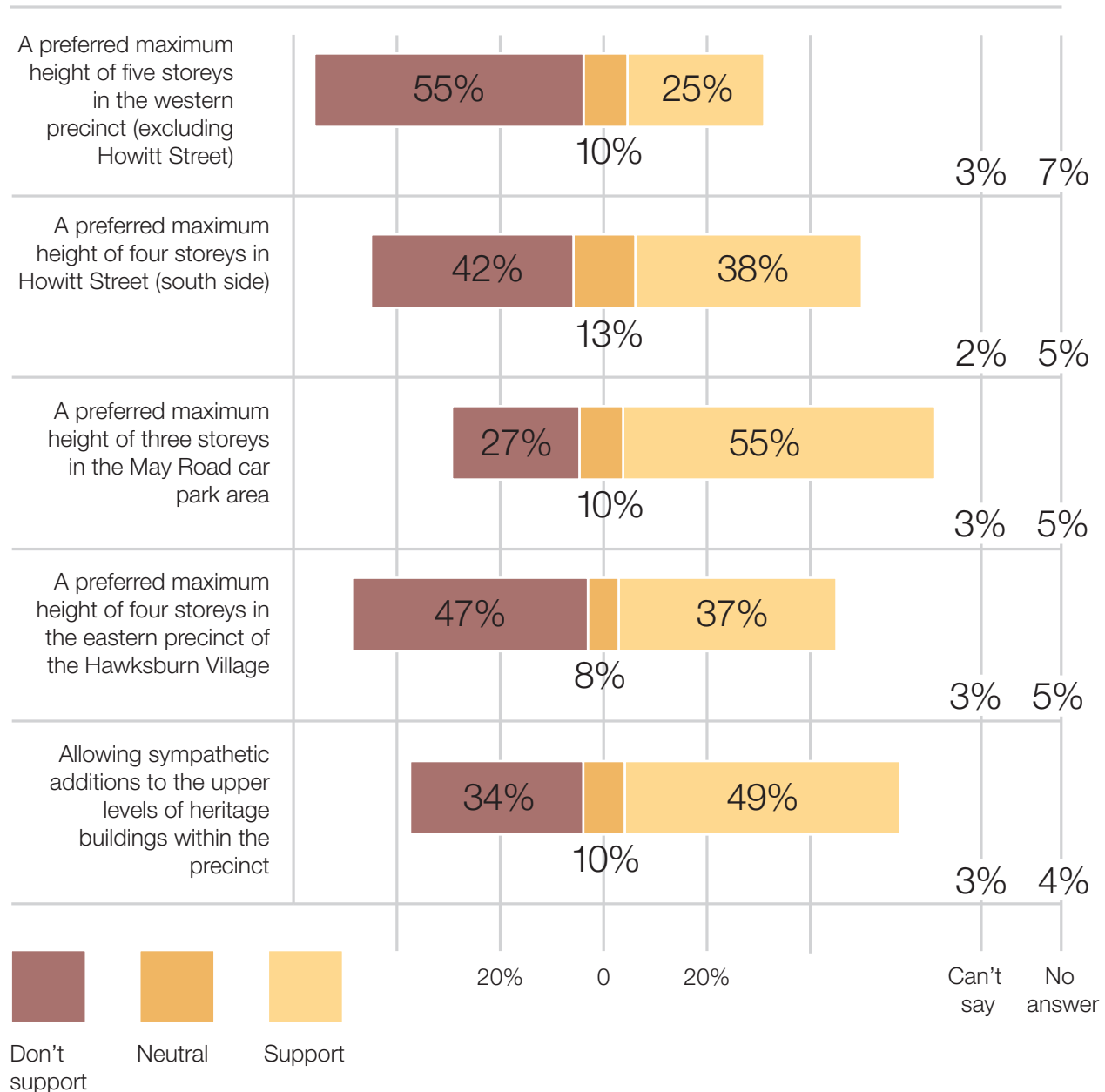




Figure 4 illustrates participants' levels of support for the built form and heritage directions proposed in the Draft Plan. Where participants provided justification for their response, this has been detailed below.

Participants frequently raised concerns around the flexibility in defining 'sympathetic additions', suggesting that altering heritage buildings in any way could impact the character of the neighbourhood. They wanted more information about what 'sympathetic' would entail, particularly with respect to maximum heights (a three storey maximum was suggested several times) and setbacks.

Many participants commented that a maximum height of three storeys was preferred for the eastern precinct of the Hawksburn Village, rather than four. Overshadowing and loss of village character were the primary concerns, others also raised increased traffic and congestion in the area. However, there was support for increasing the density of this precinct by several participants.

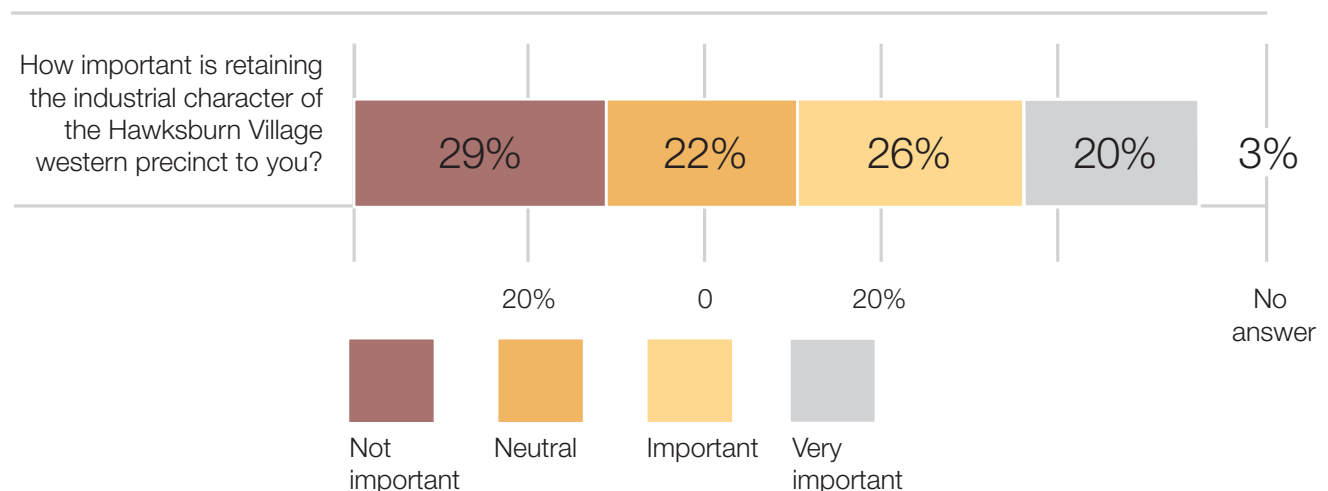
Most participants suggested a preferred height limit of three storeys in Howitt Street, rather than four. The main concern was that four storeys would affect the 'village atmosphere' of the street.

Concerns about potential impacts of a preferred height limit of five storeys in the western precinct could have on the village character of Hawksburn were raised. While increased density in the western precinct was generally supported, there were concerns around the quality and design of new developments, and provision of supporting infrastructure such as, public transport and car parking.

The impact that increased development could have on traffic congestion and car parking in Hawksburn Village was consistently raised. This was often cited as a reason for opposing heights.

Participant opinions were divided as to whether a height limit of three storeys is appropriate for properties facing May Road. Residents of May Road in particular were concerned about possible impacts that expanding the Woolworths car park would have on traffic in May Road. In their submissions participants suggested that a large car park structure could affect the neighbourhood character of the May Road area and that it is important to retain the native trees in the car park.

**Figure 5: Participant responses to the importance of retaining industrial character**



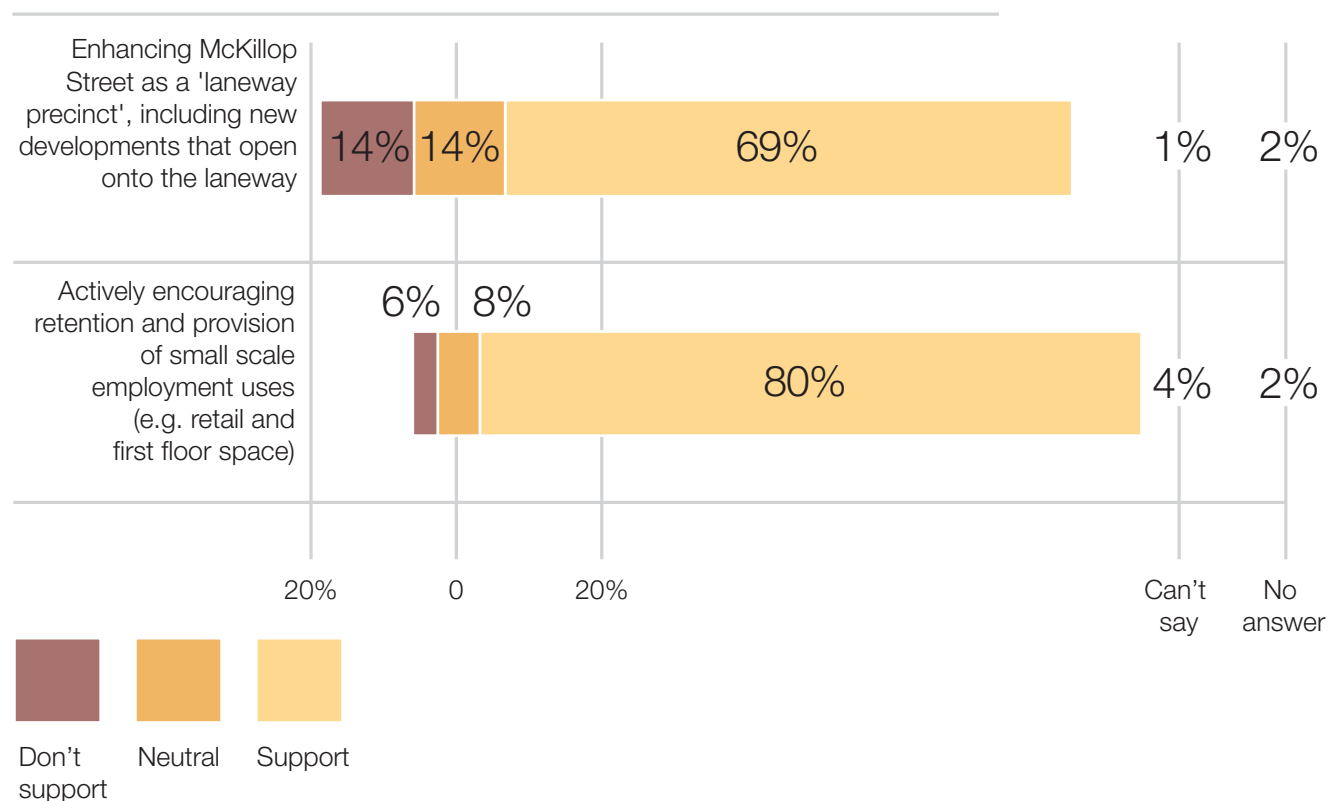


Participants had a range of views towards retaining the industrial character of the western precinct. Whilst many discussed the importance of preserving the industrial facades to keep the unique style and character of the precinct, several participants did not see these buildings as attractive enough to warrant preservation.

There were comments around the use and scale of future residential and retail developments. Participants discussed the importance of maintaining a fine grain with cafes and shops rather than large shopping mall style developments.

## 4.2 Land use activities

**Figure 6: Participant responses to the land use activity directions**



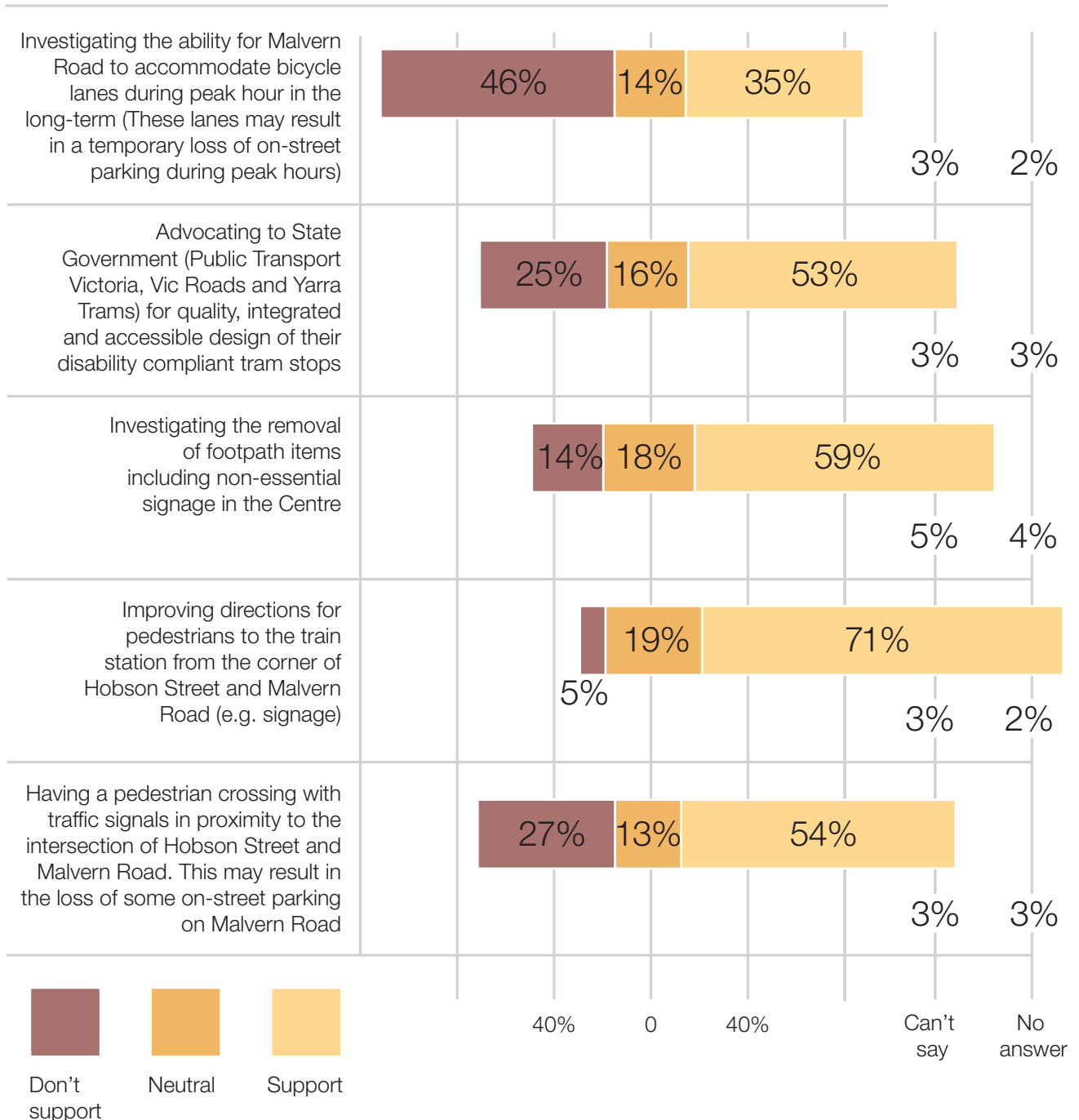
There was a high level of support for enhancing McKillop Street as a laneway precinct. Participants liked the idea that a laneway precinct could promote small businesses and add character to the village. The participants who did not support the proposal want to see McKillop Street remain residential as a commercial laneway could be unsympathetic to the existing neighbourhood character of the Village and encourage vandalism. A local business who provided a submission expressed concern about the loss of access to the rear of their business for waste removal and deliveries.

Actively encouraging retention and provision of small scale employment uses was strongly supported by survey participants. The small scale, intimacy and uniqueness of Hawksburn Village was viewed as an asset. The small number of people who did not support this proposal were divided in their reasons, some wanted to see demand drive land use in the Village, the others preferred only residential.



## 4.3 Access and movement

**Figure 7: Participant responses to the access and movement directions**



Seventy-one per cent of participant supported investigating the removal of footpath items. However, some business owners and residents were concerned that this could mean a loss of signage and outdoor dining space that could affect their business.

Participants were supportive of improving directions to the train station from the corner of Hobsons Street and Malvern Road. Several participants also suggested signage to the station to and from Williams Road.

There was support for a pedestrian crossing with traffic signals in proximity to the intersection of Hobson Street and Malvern Road. Participants commented that this area is currently dangerous for pedestrians crossing Malvern Road and that traffic signals would improve safety. Those who did not support the crossing were concerned about increased traffic congestion and loss of on-street parking on Malvern Road.

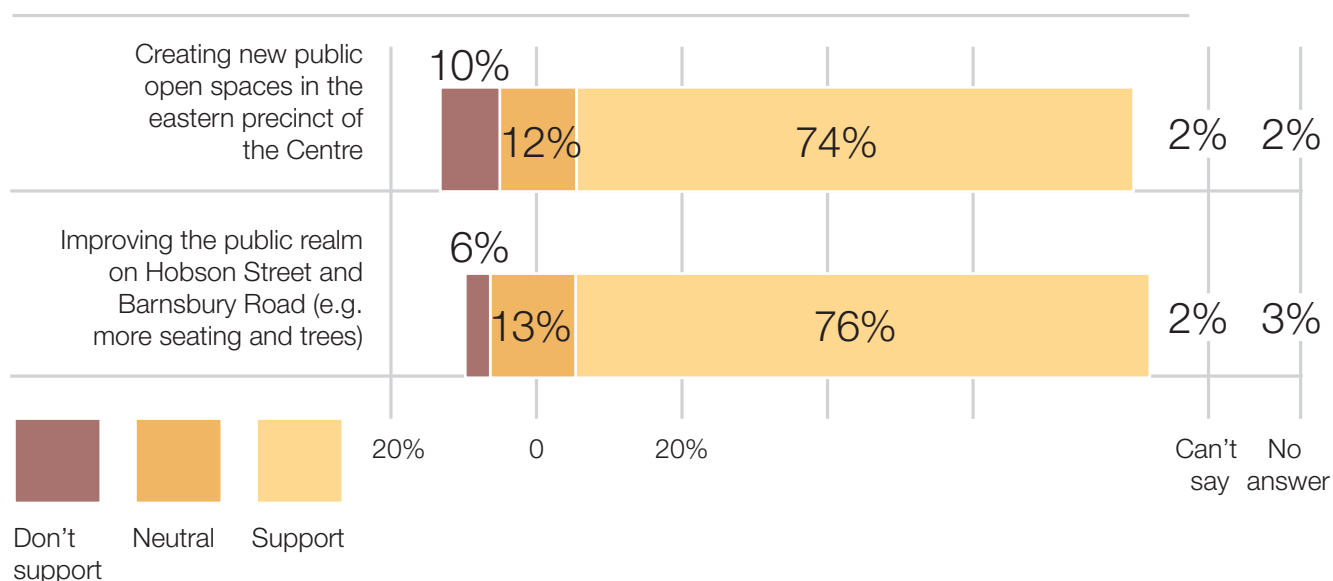


Overall investigating the ability for Malvern Road to accommodate bicycle lanes was not supported. Whilst some participants commented that provision of bicycle lanes could encourage more cycling in the area and ease traffic, many believed that bicycle lanes would worsen vehicle congestion on Malvern Road.

The majority of participants supported advocating for accessible design for disability compliant tram stops. There were comments suggesting that well designed tram stops could encourage more public transport use to and from Hawksburn Village. The main concerns raised were around loss of on-street car parking spaces with no replacement proposed in the Draft Plan.

## 4.4 Public realm and open space

**Figure 8: Participant responses to the public realm and open space directions**



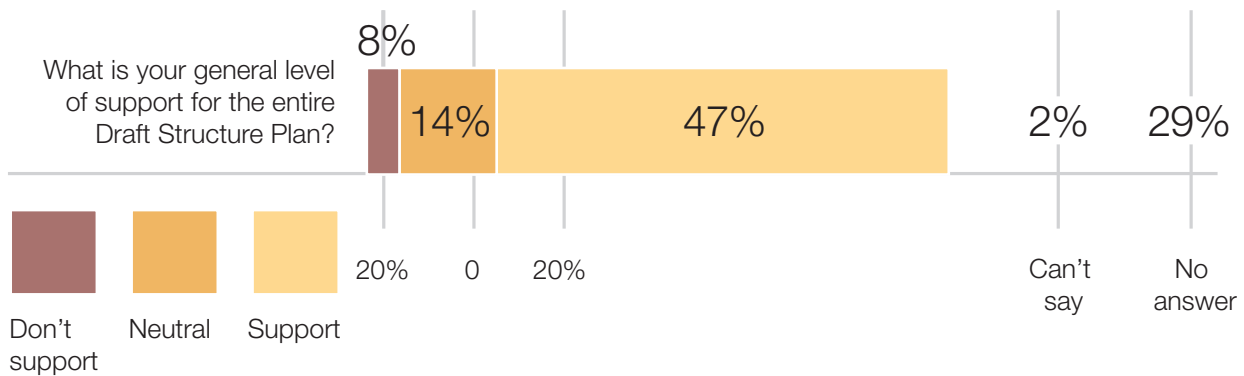
Creating a new public open space in the eastern precinct was strongly supported, particularly opportunities for green space such as a small park. However, several residents of Westbourne Street expressed concern about the proposal to close their Street. They were concerned about the traffic impact and anti-social behaviour that could occur with the provision of a public toilet. There were also concerns that the greater provision open space could mean loss of car parking and would require maintenance from council.

A large majority supported public realm improvements on Hobson Street and Barnsbury Road. Participants frequently commented that these areas are currently underused and any improvements would be welcomed, especially planting more trees.



## 4.5 General support and additional themes raised

**Figure 9: Participants general levels of support for the Draft Plan**



Approximately half of participants supported the overall plan. However, this question had a low response rate (71 per cent) which may be attributed to an error in the online version of the survey which made this question hard to read. Participants who supported the Draft Plan were glad there would be a plan for future growth and change in Hawksburn Village and felt this was a 'step in the right direction'.

Participants were asked to provide comments on the aspects of the Draft Plan they felt most strongly about. Their responses are summarised in Table 2.

Overall more participants chose to list aspects they liked about the Draft Plan than disliked. Improvements to public realm, particularly more greenery, was the aspect most commonly listed as 'most liked' by participants. The preferred maximum height limits (particularly four and five stories) was the aspect that participants most commonly 'liked least'.





**Table 2: What participants liked most and least about the Draft Plan**

What were the aspects of the Draft Structure Plan people <i>most</i> liked? ✓	What do people <i>least</i> like about the Draft Structure Plan? ✗
<ul style="list-style-type: none"> <li>Improvements to public realm particularly more greenery <b>(57 participants)</b></li> </ul>	<ul style="list-style-type: none"> <li>The preferred maximum height limits, particularly 4 and 5 stories <b>(46 participants)</b></li> </ul>
<ul style="list-style-type: none"> <li>Retaining and being sympathetic to the heritage in the area <b>(24)</b></li> </ul>	<ul style="list-style-type: none"> <li>Increasing development, people and congestion in the Village <b>(20)</b></li> </ul>
<ul style="list-style-type: none"> <li>Maintaining the small scale, fine grained 'village' character <b>(23)</b></li> </ul>	<ul style="list-style-type: none"> <li>Having a bike lane on Malvern Road <b>(13)</b></li> </ul>
<ul style="list-style-type: none"> <li>Having a plan for the future of the Village which will provide residents with greater clarity of future change <b>(17)</b></li> </ul>	<ul style="list-style-type: none"> <li>That there was not plan to address current traffic congestion on Malvern and Williams Roads <b>(12)</b></li> </ul>
<ul style="list-style-type: none"> <li>Developing an underground car park at May Road <b>(15)</b></li> </ul>	<ul style="list-style-type: none"> <li>Any proposals to allow for more car parking <b>(11)</b></li> </ul>
<ul style="list-style-type: none"> <li>Having a laneway precinct in McKillop Street <b>(15)</b></li> </ul>	<ul style="list-style-type: none"> <li>Loss of on-street car parking spaces with no substitute <b>(9)</b></li> </ul>
<ul style="list-style-type: none"> <li>The pedestrian crossing at Hobson Street and Malvern Road <b>(11)</b></li> </ul>	<ul style="list-style-type: none"> <li>The proposal to close Westbourne Street <b>(8)</b></li> </ul>
<ul style="list-style-type: none"> <li>Placing height controls in the area <b>(11)</b></li> </ul>	<ul style="list-style-type: none"> <li>Having an accessible tram stop <b>(7)</b></li> </ul>
<ul style="list-style-type: none"> <li>Developing the Western Precinct <b>(9)</b></li> </ul>	<ul style="list-style-type: none"> <li>Proposal to have a pedestrian crossing at Malvern and Hobson Streets <b>(5)</b></li> </ul>
<ul style="list-style-type: none"> <li>Making public transport more accessible <b>(8)</b></li> </ul>	<ul style="list-style-type: none"> <li>The McKillop Laneway Precinct <b>(5)</b></li> </ul>
<ul style="list-style-type: none"> <li>Having a bicycle lane on Malvern Road <b>(7)</b></li> </ul>	<ul style="list-style-type: none"> <li>Developing on top of heritage buildings <b>(4)</b></li> </ul>
<ul style="list-style-type: none"> <li>Removing non-essential obstacles on pedestrian footpaths <b>(3)</b></li> </ul>	

Although it is outside the scope of this consultation, participants frequently brought up the need to plan for future traffic congestion. They felt that this was a missing in the Draft Plan, particularly given current congestion issues on Malvern Road and lack of car parking in the Village. They highlighted that increased density in the Village would only make this worse and therefore needed to be addressed.

Comments on the proposal to have an underground car park off May Road are included in Built Form and Heritage feedback in section 4.1.

A few participants felt that there are inconsistencies in the management of heights in Miller Street. They pointed out that there are currently five-storey buildings in the street and that applying a height limit now will unfairly disadvantage remaining landowners who want to develop in the future.

# Appendix 1

Seventeen surveys were provided after the closing date for Stage 3. The following is a summary of the responses in these surveys. They were not included in the detailed findings in the main body of this report.

## 1. Relationship to Structure Plan area

Local resident	<b>12</b>
Business owner/trader	<b>3</b>
Landholder	<b>6</b>
Developer	
Employee	
Student	
Visitor	<b>1</b>
Other	



## 2. Built form and heritage – level of support for built form and heritage direction

	Don't support	Neutral	Support	Can't say
Allowing sympathetic additions to upper levels of heritage buildings	6		11	
<b>Reasons for level of support:</b>				
Once heritage building is altered it is no longer heritage.				
Keeping the heritage buildings is paramount.				
Natural part of what is already there.				
Affecting sun, wind and experience of openness.				
Unless the heritage part of the building are completely preserved interiors and not only facades				
Support as long as 1st and 2nd floors are setback from facade of ground level				
A preferred maximum height of four storeys in the eastern precinct	9	4	3	1
<b>Reasons for level of support:</b>				
Way too high				
Ugly and shade producing				
Less already congested and too dense.				
But 2 storeys at back adjacent to residents				
In order to retain the amenity of a 'village' precinct in this eastern part should be no more than 3 storeys and 1st and 2nd floors setback from facade of ground level				
A preferred maximum height of three storeys in the May Road car park area	6		10	1
<b>Reasons for level of support:</b>				
Out of keeping with housing in May Road				
Two storeys is enough				
Two would be preferable and include basement car parking				
Support as long as 1st and 2nd floors are setback from facade of ground level				
A preferred maximum height of four storeys in Howitt Street	10	1	5	1
<b>Reasons for level of support:</b>				
Out of keeping with height of housing opposite.				
Two storeys is enough				
Less blocks sun				
Support as long as no more than 3 storeys in eastern precinct and 1st and 2nd floors are setback from facade of ground level				
A preferred maximum height of five storeys in the western precinct (excluding Howitt Street)	10	2	4	1
<b>Reasons for level of support:</b>				
Way too high, the village is being ruined				
Less creates wind tunnel. It is scary at night.				
This height is counterproductive to the professed 'village' plan. Max of four storeys in this western precinct since 'cat already out of bag'				

### 3. Industrial character – level of support for encouraging the retention of the industrial character within the western precinct

	Not important	Neutral	Important	Very important
How important is retaining the industrial character of the western precinct?	1	5	4	7

#### Reasons for level of support:

It is the fabric of our village

The “Character”

Keep it cool!

I think that approval of large apartment complexes removing existing features would degrade the area.

In the scheme of things the ‘industrial’ heritage of this area is low on people’s priority or they are oblivious to it – irrelevant to everyday life!

### 4. Land use activities – level of support for land use directions

	Don’t support	Neutral	Support	Can’t say
Actively encouraging retention and provision of small scale employment uses (eg retail and first floor office space)	1	2	14	

#### Reasons for level of support:

I support small business

I don’t feel confident chain stores will be prevented from leasing these retail spaces (ie Chapel Street northern end)

It is what makes a village!!

Provided open recreational space is included in project or is provided by having a new small park/garden area

Necessary for continued commercial viability of village but need dual development of infrastructure to go hand in hand – e.g. car parking (off street)

Enhancing McKillop Street as a ‘Laneway precinct’ including new developments that open onto the laneway		2	14	1
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#### Reasons for level of support:

Walkable and convenient

Support on the condition that new developments does not mean demolition of existing buildings.

Will create a ‘safe’ route through to railway and also reduce ugly ‘laneway’ mentality of rubbish and graffiti

It will enhance the charm of Hawksburn (what’s left of it)



## 5. Access and movement – level of support for access and movement proposals

	Don't support	Neutral	Support	Can't say
<b>Pedestrian crossing in proximity to intersection of Hobson Street and Malvern Road. May result in the loss of some on-street car parking.</b>	5	4	8	
<b>Reasons for level of support</b>				
Parking on Malvern Road plays an essential role for traders survival. There is not enough foot traffic to justify the expense				
Should not interfere with Malvern Road traffic so close to Malvern/Williams Road intersection.				
It will slow traffic even more.				
May create traffic flow issues, buses, trams etc				
Slows traffic				
We like it as it is				
Safe pedestrian access to supermarket needs to be improved				
Increase of amenity and safety for pedestrians should be a priority but not just here-also at Mathoura Road				
<b>Improving directions for pedestrians to the train station form the corner of Hobson Street and Malvern Road.</b>		4	13	
<b>Reasons for level of support</b>				
Parking on Malvern Road plays an essential role for traders survival. There is not enough foot traffic to justify the expense				
Makes sense				
No more signs needed				
Traffic light crossing should form a traffic flow for egress from any car parking options				
Obviously beneficial if trying to encourage people to use public transport but station has to be safe for use				
<b>Investigating the removal of footpath items including non-essential signage in the Centre.</b>	1	6	10	
<b>Reasons for level of support</b>				
Don't know what will be removed				
Since pedestrian traffic is prime in village – too congested for easy access from shops / vehicles etc and multiple trip hazards with boards /tables/produce eg fruit shop				

## 6. Access and movement – level of support for access and movement proposals

	Don't support	Neutral	Support	Can't say
Advocating to State Government for quality, integrated, accessible design of disability compliant tram stops	5	2	8	2
<b>Reasons for level of support</b>				
Waste of taxpayers money. We can't justify a tram stop. Also look what has happened to Bridge Road Richmond. It has killed all the traders.				
Too much disruption for little improvement.				
Impede traffic flow too many tram stops now.				
It is already congested.				
Super stops ruin the street				
Tram facilities are important but also need to protect tram users getting on and off				
Investigate ability for Malvern Road to accommodate bicycle lanes during peak hour in the long-term.	4	5	7	2
<b>Reasons for level of support</b>				
Absolutely not!!! Your survey points out high end fashion and food outlets including restaurants, the demographics of the surrounding suburbs – do not demonstrate people shopping on bikes				
Not sure if these would be a safe space – too narrow.				
Can't you learn from Fitzroy Street Kilda				
Encourage safe riding is a positive				
Provide safe bike lanes where there are T junctions with roads eg Mathoura Road				
Support providing there is some change to the laws regarding bike use ie registration etc. Currently they ride on footpaths/ ride dangerously amongst cars /beside cars/into pedestrians – all with impunity because in the event of an incident there is no identification possible				



## 7. Public realm and open space – level of support for public realm and open space proposals

	Don't support	Neutral	Support	Can't say
Improving Hobson Street and Barnsbury Road public realm		1	15	
<b>Reasons for level of support</b>				
Trees and seating are always appealing				
Any improvement of streetscape is desirable. Stonnington has dropped the ball completely over past decade re street cleaning/landscaping/graffiti/rubbish removal				
Creating new public open spaces in the eastern precinct of the centre	2		13	
<b>Reasons for level of support</b>				
No need! If they want to sit, they will sit in the cafes.				
Absolutely necessary.				
Very important for liveability. Include more trees and green space				
Desirable but not much point in this if pedestrians find themselves in canyons of tall overscale development casting street and neighbouring properties into shadows viz corner (north side) Hobson and Malvern				

## 8. Aspects of the Structure Plan *most* liked

Nothing!! Bike lanes in Hawksburn is not for the people of the surrounding areas. Malvern road has a clearway on both sides, hence this is sufficient for bicycles and vehicles.

More open space in the eastern precinct

Protection of heritage shops / buildings

Keeping the heritage buildings is imperative

Pulling down the charming block of flats on corner of Grandview and Chatsworth Road is short sighted and will be detrimental to the whole village.

I think you are on the right path. Need more open space, maybe cover train line at station (Malvern)

1. Undergrounding the May road car park is necessary in light of the increased traffic, but entry and exit? Perhaps 2 levels.

2. More 'greening' of the areas would be wonderful.

It is a common sense not too drastic plan. I would call it more an upgrade rather than a Structure Plan.

McKillop Street lane development, trams stops, open spaces, green areas, better traffic flow.

Public open spaces!

Keeping Hawksburn family friendly and no late night venues.

Preservation of heritage precinct in east precinct.

Maintain the Victorian and Edwardian character and others that are 3 or 4 storey buildings

Keep all shop fronts in both Eastern and Western precincts wherever possible. This architecture provides the fabric of the unique experience of Hawksburn Village and should be preserved

Proposal to limit development heights – just got wrong numbers of storeys

Improve pedestrian access to public transport / declutter footpath and safety – traffic lights

Clean up neighbourhood – landscaping/seating etc

Improve parking congestion



## 9. Aspects of the Structure Plan *least* liked

Bicycle paths – sorry bike lanes in Hawksburn is not for the people of the surrounding areas. Malvern Road has a clearway on both sides, hence this is sufficient for bicycles and vehicles.

Development height in Howitt Street and May Streets out of keeping with opposite residential nature of street

Where's the parking plans?

Too much expansion – its a village, not a mecca

No buildings over 3 storeys in eastern precinct or over 4 storeys in western precinct

Exacerbating congestion in traffic. The maximum height in 3 stories on Malvern Road.

The potential for high rise buildings would be a mistake long term.

No bicycles lanes please. No more tram stop alteration. Fight for new design tram's that have elevating doors for disabled like in San Francisco. Do not eliminate chairs and tables from the village.

High rise development

Building heights

There needs to be stricter restrictions about 2 storey limit no super tram stops on Malvern Rd.

Problems with closing Wesbourne Street, access needed for off street parking in garages off the lane. More demands on parking in residential streets will occur – perhaps the 2 hour parking limit could be extended for Sat and Sundays and until 9pm.

The supermarket site loading and parking options should access and egress from Malvern Road preserving the local residential amenity. All deliveries should be from Malvern Road only. I am concerned about the overdevelopment of the supermarket site which might set a benchmark for other commercial buildings.

All new developments or redevelopments should include mandatory accessible underground parking with a proportion of car parking spaces for visitors. No access to supermarket site from May Road

Delusion that all proposals are going to improve amenity is that excessive development in highrise scale will not impact of the 'village' character of hawksburn which makes it pretty unique in Metropolitan Melbourne and in company e.g. Maling Road Canterbury

Not everything is measured in concrete and steel

## 10. General level of support for entire Draft Structure Plan

	Don't support	Neutral	Support	Can't say
<b>General level of support</b>	4	2	9	2
It looks like it has been designed without the consultation of locals nor traders. 191 responses is not adequate.				
Where are the designated parking areas? Such as existing safeway car park on May Road? Will all multi storey developments have adequate onsite parking? Otherwise spill over in residential streets that are already at capacity.				
Depends how tastefully it is carried out				
Access for parking in our street				
Agree with managing and controlling the amount of development that occurs – limit heights to 4 storeys etc and setbacks abutting residential properties				
Support with qualifications – if Council is genuinely wanting to preserve the 'village' amenity especially in eastern precinct, it ought to reduce its proposed development heights				

## 11. Further comments

Scrap it!

The charm of the village is being torn out with the huge developments that will dwarf our little precinct.

Buildings too high – 3 storeys in eastern precinct, 4 storeys in western precinct

Any Plan must be very sensitive to a shopping strip with an unique village atmosphere.

Very worthwhile to look to the future colours of buildings – subdued colours are more attractive to the eye but not black. Also, a pitched roof is more appealing then those 'shoeboxes' with their flat tops.

Please do not change the village to the point that it loses its village life. But try to build more parking space.

Westbourne Street – Strongly against making one way and addition of toilet block etc. Need permit zone only parking in street as per most councils and streets abutting shop centres – Parking has become impossible in this street most of the time!

To improve the area remove power lines and put them underground. Do not go and spend our rates on installing pointless signs with a commissioned Hawksburn logo (like Stonnington did for Glenferrie Road precinct.

Needed keep clear on Malvern Road at the end of Lorne Rd.

- Extension of residential parking hours.
- Keep Westbourne Street open as access required both ends of the lane ways.

It would be a good idea to take the 40 mph speed limit back towards Orrong Rd. Cars are finding it hard to slow down to the limit because of the down-hill run. They are often fast at the Chatsworth Road function and Lorne Road function onto Malvern Road.

Create more green space, manage traffic flows, remove waste collection options from rear of commercial properties.

Enforce use of commercial land according to permits ie delivery times to supermarkets.  
Diesel pollution from trucks running their engines to be limited adjacent to residential areas



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#### Mathoura Road / 7 Malvern Road Intersection

- Six years have now lapsed since restricted 40km zone was implemented. During that period, conditions for safety of all pedestrians have deteriorated
- The speed restrictions have had no impact on reduction of speed by road traffic in this street
- Current installation of the 'speed advisory trailer' is an expensive waste of time and money, a token gesture without the back-up enforcement of a 'speed camera' actually causing some financial pain to repeat offenders
- Mathoura Road continues to be habitual 'ran run' for through traffic seeking to avoid delays of traffic lights at Williams Road (at both intersections of Malvern and Toorak Roads) – these drivers continue to make right hand and left hand turns into the street from Malvern Road and the same at Toorak Road without stopping, disregarding stop signs and irrespective of whether pedestrians are crossing these intersections
- Have been numerous near misses at both ends of the street
- Marked pedestrian crossing at Brookville Road is unsafe with vehicles gathering momentum at this point to speed to either end of the street
- Last year a neighbour was in the process of crossing Mathoura Road (east to west) when he was run over by a female driver in a 4wheel drive vehicle on her mobile, turning left without stopping at the stop sign into Malvern Rd
- If Council is genuine in wanting to protect the safety and ease of access for pedestrians then any draft Hawksburn Village Structure Plan should also include a serious restructuring of the road traffic controls at the intersection of Mathoura and Malvern Rds (and similarly at intersection of Mathoura and Toorak Rds)

To discourage use of Mathoura Road as rat run, the following suggestions are made:

- Create a 'u' shaped traffic lights and pedestrian crossings at the intersection of Mathoura and Malvern Rds around the current 'keep clear' zone
- Move the current pedestrian traffic lights at the intersection of Malvern Road and Street John's Lane (which are not used efficiently because people will not walk out of their way to cross here and then walk back to say the tram stop opposite Mathoura Rd) further to the west; and relocate them at the actual corner of Mathoura and Malvern Rds, with a 'turn right arrow' to control west-bound traffic entering Mathoura Rd, and allowing pedestrians to cross both Malvern and Mathoura Rds with the lights
- At the same time install traffic lights on the west of this intersection, with a turn left arrow to control east-bound traffic entering Mathoura Rd, and again allowing pedestrians to cross both Malvern and Mathoura Roads with the lights (and to access both tram stops at this intersection)
- The same arrangement should be applied to Toorak Road end as well to work in conjunction with the existing pedestrian traffic lights and 'keep clear' zone

Under these conditions, the residents and pedestrians of Mathoura Road and its environs could have some assurance that –

- (a) Stonnington council and vicroads are genuinely serious on the matter of road safety /pedestrian safety/ speed restrictions; and
  - (b) Have the confidence to utilise the pedestrian footpaths and crossings in a manner that is conducive to both their individual health and that of the environment and
  - (c) These changes are crucial to any proposals to increase both vehicular and pedestrian and resident numbers into Hawksburn Village as envisaged by this draft Plan.
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STAGE 3 CONSULTATION REPORT

# Hawksburn Village Structure Plan

PREPARED FOR STONNINGTON CITY COUNCIL