

CONSULTATION SUMMARY: STAGE 3

July 2015



2015 GLENFERRIE ROAD HIGH STREET ACTIVITY CENTRE STRUCTURE PLAN

Introduction

What is a Structure Plan?

The City of Stonnington is preparing a Structure Plan to plan for and manage the future development and growth of the Glenferrie Road and High Street activity centre to 2040. Council has recently completed the Draft Structure Plan and has undertaken the associated Stage 3 Consultation phase. The Draft Structure Plan sets out a vision for the look and feel of the Centre, and provides design guidance and parameters for potential future growth and change.

Report Purpose

This report provides summary of the feedback received during the Stage 3 consultation phase. It is designed to acknowledge the responses, issues and opportunities identified by the community and stakeholders. The feedback has been paraphrased to illustrate the sentiment of the participants. The report is structured to respond to each of the core consultation questions.

Next Steps

The City of Stonnington will consider all the feedback received during the engagement period, together with directions set out in government policy and evidence from research studies that will be undertaken. The information will be used to inform the final Glenferrie Road, High Street Structure Plan.

Background Context

Glenferrie Road and High Street is a designated Major Activity Centre and transport hub approximately 8 kilometres southeast of Melbourne's Central Business District.

The area includes two distinct shopping areas along High Street, Armadale and Glenferrie Road, Malvern. Extending from west of Armadale Station near High Street to south-east of Malvern Station off Glenferrie Road, the area is large in scale and offers a mix of shopping, leisure and employment, together with health and education facilities within and around the centre. As a Major Activity Centre, state government policy identifies that the centre provides additional scope to accommodate ongoing investment and change in retail, office, community, services and residential markets.



Community and Stakeholder Engagement

Community consultation was undertaken as part of Stage 1 in March 2014. This first round of consultation sought the community's views on key features and characteristics of the Centre, including areas required for improvement and the overarching vision for the future. Similar discussions were also conducted with other stakeholders such as traders and major landholders as well as government departments and agencies.

Stage 2 consultation focused on the key issues and opportunities to be developed within the Structure Plan and was conducted from 18 August to 5 September 2014. This consultation sought the community's views on a draft vision for the activity centre, significant sites and what opportunities they present. Key themes were also discussed, including; linkages and connections; car parking; pedestrian, cycle, public transport friendly environment; and open / public space.

Stage 3 consultation was conducted from 16th March to 3rd April 2015 and allowed the community and stakeholders to review the Draft Structure Plan. Public Notification of the Stage 3 Community Consultation process was conducted by publishing a notice in the Stonnington Leader on 17th March, 2015 and sending 6000 brochures within and surrounding the Structure Plan area. Relevant information was made available on-line via the City of Stonnington website, where an information brochure, FAQ sheets and questionnaire could be downloaded. Refer to Appendix 1 for the Brochure and Appendix 2 for the online questionnaire template.

Methodology

The methodology undertaken throughout the Stage 3 consultation process was streamlined into 5 key stages to ensure simplicity and clarity of the project process. These stages include;

- Stage 1: prepare draft consultation engagement material
- Stage 2: finalise consultation engagement material
- Stage 3: undertake consultation processes
- Stage 4: analysis of consultation feedback
- Stage 5: prepare key findings and recommendations report

Consultation platforms

The community, including local residents, landholders and other stakeholders were given the opportunity to provide feedback via a number of platforms, including;

- *An online survey*

A total of 18 participants provided feedback in the Draft Structure Plan Online Survey. This questionnaire sought feedback on a range of issues including heritage and built form, landscape and open space, economic activity, car parking and public transport. Participants were given the opportunity to answer questions with 5 options ranging from 'Strongly Don't Support' through to 'Strongly Support'. There was also opportunity to provide detailed comment on each theme of the Draft Structure Plan.

- *Email submissions*

Email submissions commenting on the proposed initiatives with the Draft Structure Plan were encouraged from 17 March to 13 April 2015. A total of 22 submissions were received.

- *Community walking tour/ information session*

A Community 'Walkshop' was held on Saturday 21st of March 2015 at 10.00am to 12.00pm. A total of 5 people participated in the event. The format of this consultation initiative included 2 parts, comprising a 1 hour Study Area tour conducted by the Structure Plan authors and a 1 hour follow up workshop for additional questions and discussions. The purpose of this 'Walkshop' was to engage with a group of interested residents, workers and business owners on the Draft Structure Plan recommendations and to highlight particular initiatives 'on ground'. This was an opportunity to generate discussion, answer questions and receive feedback from various participants.

Summary of feedback

The key issues discussed during this phase of consultation include:

- The retention of heritage buildings and the impact of potential vertical expansion (upper level additions);
- The premise of preferred maximum building heights throughout the activity centre;
- Urban design initiatives to enhance the appearance and function of laneways and public spaces; and
- Key pedestrian, cycling and public transport aspects of the plan.



Consultation feedback

The feedback received from the online survey, email submissions and Walking tour are collated into **key** themes below:

Heritage values

In summary, there was strong support for the retention and restoration of heritage buildings along the Glenferrie Road and High street commercial spines. There were concerns regarding the future development along these streets with residents cautious of potential over-development of contemporary forms at upper levels. It was considered that new forms might potentially erode the valued character of these significant streetscapes. A number of submissions sought the need for clearer design guidelines to define 'sympathetic' additions to heritage forms.

Proposed preferred maximum building heights and setbacks

A variety of submissions were received pertaining to the proposed preferred building heights across the Study Area. In general terms, it was considered the preferred building height of 4 storeys across High Street and Glenferrie Road would result in excessive overshadowing and visual bulk effects. Feedback received also indicated the preference for maximum building height of up to 3 storey, particularly on sites where heritage buildings are to be retained. Furthermore, it was considered that a clearer set of assessment guidelines are required, which demonstrate how developments exceeding 4 storeys should be designed and assessed. Whilst there is no strong objections that increased development heights and density could be contemplated on the right sites, the Structure Plan would need to stipulate the required characteristics, which warrant strategic sites nomination, or where development above 4 storey could potentially be accommodated.

There was support for the preferred maximum 6 storey height designation in areas where it is currently proposed. These heights should also be translated into areas within close proximity to public transport and areas of increased commercial activity.

Location-specific feedback regarding preferred building heights can be summarised as followed;

- The preferred maximum building height of 6 storeys along Station Street (between Soudan, McKinley Avenue and Glendearg Grove) will not adequately allow appropriate transition to residential land to the north. Due to the presence of the intersections and railway embankment, there was preference for the Structure Plan to be amended to allow 4 storeys at this area and maintain 6 storeys where land truly interfaces Dandenong Road.
- Proposing a blanket preferred height limit of 4 storeys along Station Street is considered underwhelming given increasing development potential within this precinct. The preferred height of 6 storeys is warranted having regard to the sites strategic location within close proximity to public transport and commercial activity.
- It is considered that limiting building heights to 4 storeys to the south of Evandale Road along Glenferrie Road could potentially make development unviable. A preferred building height of 5-6 storeys (maximum height of 18-19m) is preferable.
- Encourage mixed-use (shop-top) development of 6-8 storeys along High Street to encourage increased activity and vibrancy within the centre.



Land use

In Summary, submitters were mindful of the impact of expanding commercial, medical and higher-density residential development on existing single dwelling residential land in the Study Area. The Structure Plan needs to consider the impact of ongoing development within areas that are subject to a variety of land uses.

A number of specific land use issues arose from the consultation phase including:

- The car park on the corner of Coonil and Wattleree Roads could be considered as part of the 'Coonil Estate' and not the Cabrini Medical Precinct.
- Council to publicly acquire the Williams Street carpark currently owned by Macro Foodstore on High Street.

At the other end of the spectrum, submissions supported the designation of Wattleree Road as a medical and health precinct, with the acknowledgement that development outcomes in this area will represent a different built form character than the surrounding residential hinterland due to the operational requirements of the hospital.

Furthermore, submissions supported the Draft Structure Plan's direction surrounding the facilitation of place making and the future expansion of Malvern Central. It is submitted that this precinct should be nominated within the Structure Plan as being a key gateway to the Activity Centre from Dandenong Road. It was also acknowledged the forecast growth of 800 to 900 additional dwellings is to be accommodated with the Activity Centre by 2031 and therefore residential development should be accommodated at Malvern Central to enhance the viability of the centre without undermining the amenity of the local area.

Landscape and public realm initiatives

Generally speaking, submissions received were strongly supportive of the Draft Structure Plan with regards to public realm upgrades and streetscape improvements throughout the Study Area. It was accepted that additional way-finding signage is required within the commercial/ retail precinct; however, the implementation of signage should be a part of a holistic approach to avoid creating visual clutter.

Feedback also suggested that the Study Area is considered to be at capacity with regards to public open space and the Structure Plan should therefore show greater emphasis towards public open space for existing and future residents. Additional public open space should offer various programs to cater for a wide range of age groups. This could include 'pocket playgrounds' for children. Overall, existing and proposed public spaces should ensure pedestrian safety and passive surveillance.

Other issues raised include the need to enhance pedestrian movement throughout the Study Area for people with various levels of mobility is also a considerable concern for residents, including the need for additional accessible public toilet facilities. The need for additional 'pause points' along Glenferrie Road and High Street was also raised which can also accommodate additional bike parking. This could also work in conjunction with the implementation of community art and installations.

Specific suggestions relating to public realm improvement include;

- A sign at Malvern Station to direct pedestrian movement to Glenferrie Road;
- Facilitate pedestrian access to the east of Malvern Station;
- A pedestrian crossing adjacent to the Glenferrie Road and Winter Street (at the entrance of Coles).



Car parking and traffic management

Ensuring the Structure Plan considers opportunities to manage vehicle congestion, public transport as well as integrated pedestrian and cycling networks was a key issue identified within the consultation feedback. It was acknowledged that additional public car parking within the Study Area is required in the immediate future, with concerns pertaining to the impact of future development within an already congested Activity Centre.

Other feedback sought for the removal of car parking along Glenferrie Road and High Street to effectively provide safe and convenient pedestrian and cycle networks as well as improve upon the existing tram network along these major roads. Feedback suggested that tram 'super stops' along these routes could significantly improve access and movement throughout the Study Area.

Overall, the consultation feedback indicated that further information and research is required regarding the provision of car parking and public transport upgrades for new residential and commercial development across the study area.

What do people like about the Draft Structure Plan?

In summary, online feedback received suggest that residents are particularly satisfied with the acknowledgement of heritage values and the intention to retain heritage buildings. Consideration towards the enhancement and creation of community hubs as well as improvements to public open spaces and streetscapes is also an admirable feature of the Draft Structure Plan. Residents also commend the strong focus on local business opportunities to stimulate the economy along High Street and Glenferrie Road. Overall, feedback suggested that Structure Plan should be seen as a Community focused document with clear references to the effective utilisation of the Study Area for residents, visitors and employees etc.

What do people dislike about the Draft Structure Plan?

Overall, the key concerns from the online feedback relate to car parking, traffic congestion, preferred building heights and pedestrian/ cycle networks. It is considered the Structure Plan should ensure that new development provides sufficient off-street parking as well as additional car parking in the immediate future for visitors and shoppers. The preferred maximum height of building nominated throughout various precincts is considered too high. In most cases, it is accepted that three storeys should be the maximum preferred height or upper levels should be significantly setback. Further consideration towards pedestrian and cycle movement across the Study Area is required as well as the impact of traffic congestion as a result of the proposed preferred maximum building heights and increased dwelling density.



Other

The Key Themes - Framework Plan provided in Council's Community Consultation brochure inaccurately illustrated the Precinct Boundary as encompassing land to the south of Derril Avenue, extending to Thanet Street. It is noted that this plan was inadvertently misinterpreted during the compiling of consultation documentation, which gave rise to questions and concerns about exactly what land close to Cabrini Hospital was in or out of the Structure Plan boundary. The Draft Key Themes Plan prepared by the Structure Plan Consultant correctly illustrates the proposed Activity Centre Boundary including Cabrini Medical Precinct Boundary.

A Legend error was identified on page 15 'Economic Activity Map' incorrectly identifies Cabrini Hospital as a 'retail anchor'. This item has been rectified and identifies the land as an 'employment node'.

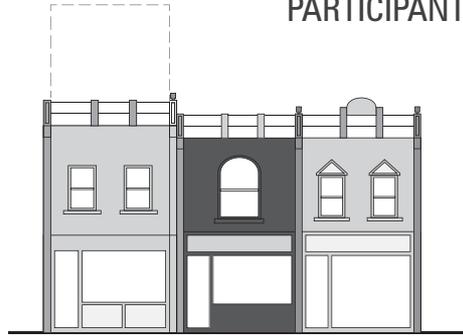


GLENFERRIE ROAD HIGH STREET STRUCTURE PLAN

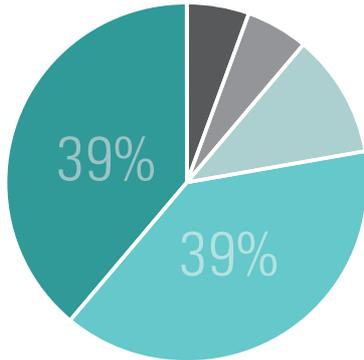
FAST FACTS

ONLINE COMMUNITY SURVEY

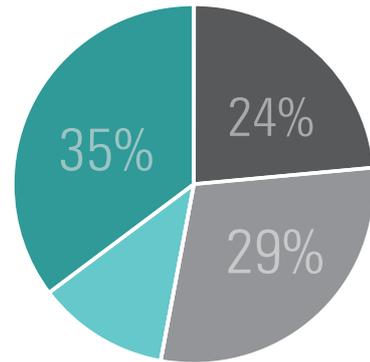
18 PARTICIPANTS



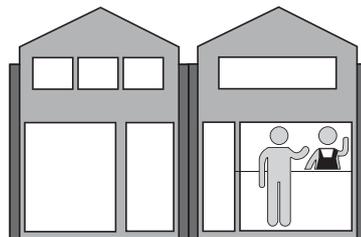
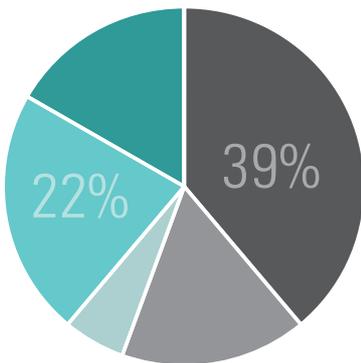
RETAIN HERITAGE BUILDINGS, AND ALLOW SYMPATHETIC ADDITIONS AT UPPER LEVELS



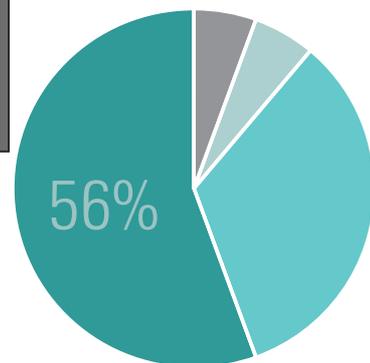
DIRECT POTENTIAL TALLER BUILT FORM OF A PREFERRED MAXIMUM HEIGHT OF 5 TO 8 STOREYS FOR MALVERN CENTRAL AND THE KEY STRATEGIC REDEVELOPMENT SITE SOUTH OF MALVERN STATION

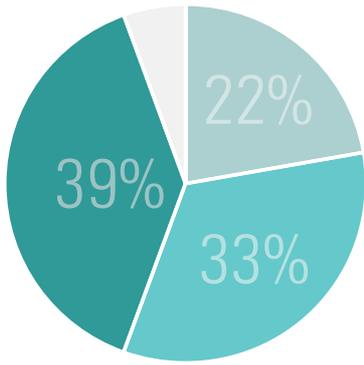


ENSURE THE PREFERRED MAXIMUM HEIGHT OF BUILDINGS THROUGHOUT THE ACTIVITY CENTRE IS PREDOMINANTLY 4 STOREYS



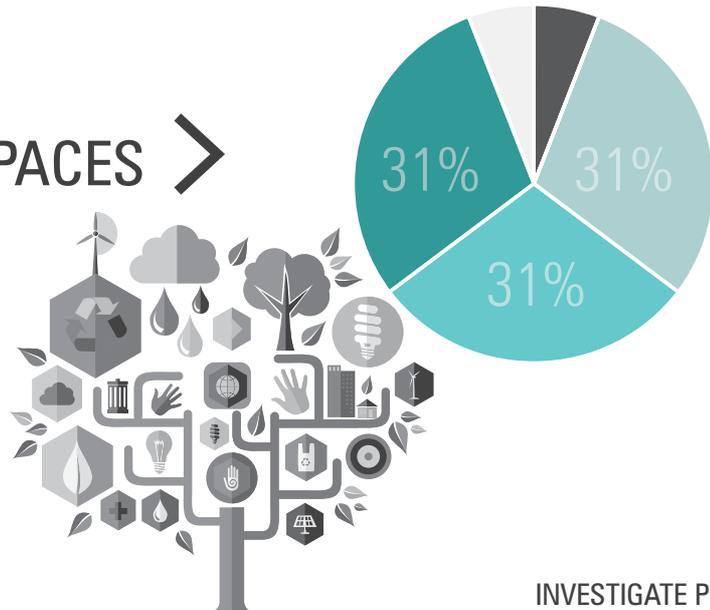
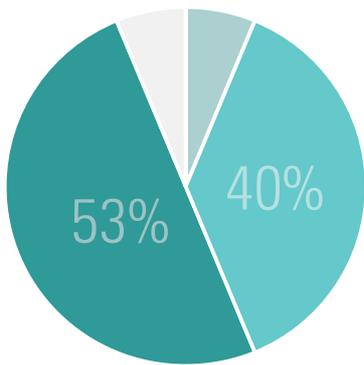
ACTIVELY ENCOURAGE EMPLOYMENT, COMMERCIAL ACTIVITY AND RETENTION OF SMALL SCALE BUSINESS AND BOUTIQUE SHOPS THROUGH PLANNING POLICY





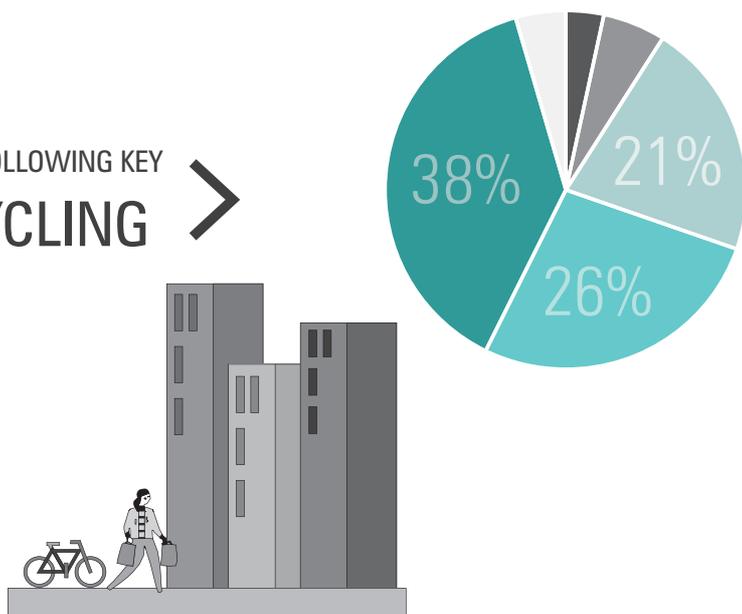
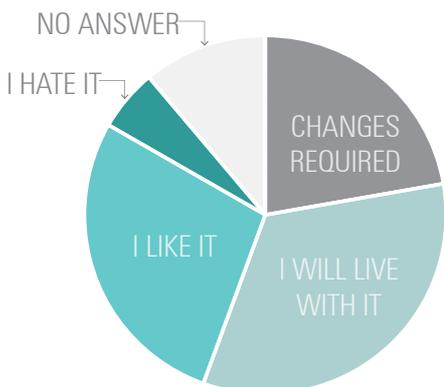
INVESTIGATE POTENTIAL FOR
TEMPORARY EVENT SPACES
AT KEY LOCATIONS

ENHANCE AND UPGRADE THE
APPEARANCE OF LANEWAYS
TO REAR OF COMMERCIAL PROPERTIES WHERE THEY PROVIDE
THROUGH LINKS AND ACCESS TO PUBLIC CAR PARKS



INVESTIGATE POTENTIAL
PUBLIC REALM UPGRADES
AND IMPROVEMENTS AT KEY LOCATIONS

TO WHAT EXTENT DO YOU SUPPORT THE FOLLOWING KEY
PEDESTRIAN AND CYCLING
ASPECTS OF THE PLAN?



OVERALL LEVEL OF COMFORT
WITH STRUCTURE PLAN



APPENDIX 1

CONSULTATION BROCHURE

GLENFERRIE ROAD AND HIGH STREET ACTIVITY CENTRE DRAFT STRUCTURE PLAN – HAVE YOUR SAY



Planning for the centre now and in the future

Dear Resident,

Stonnington City Council has consulted widely with people who live, work and visit the Glenferrie Road and High Street area to prepare a Draft Structure Plan.

This is your opportunity to view and provide feedback before the plan is finalised and translated into planning controls in the Stonnington Planning Scheme.

The Draft Glenferrie Road and High Street Structure Plan sets out a shared long-term vision for future growth and change in the area. The Plan aims to facilitate positive change in relation to the use of land, transport, open space and public realm. It will also cover neighbourhood character, development, building height and density, economic development and the appearance of the precincts.

This Draft Structure Plan is based on your earlier feedback. I hope you take the time to visit Council's website, complete a survey, attend the workshop or one of the walking tours. Council is seeking feedback on the Draft Structure Plan from 17 March to 13 April 2015.

This brochure aims to provide you with information on how you can view the Draft Structure Plan and provide feedback.

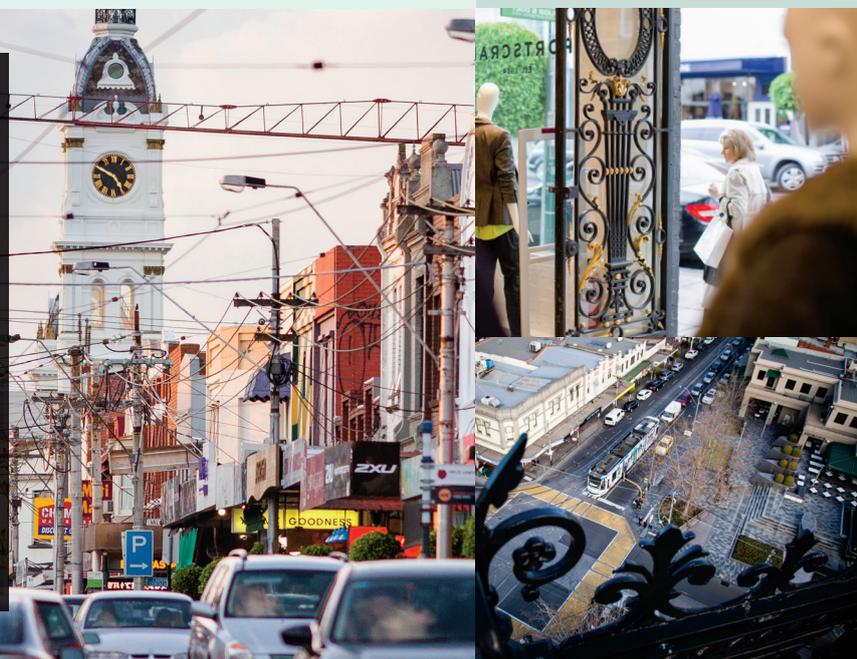
For more information, please visit: www.stonnington.vic.gov.au/glenferriehigh



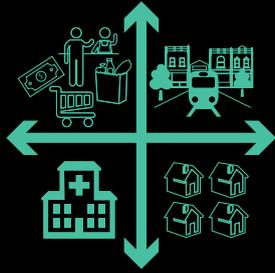
Cr Melina Sehr
Mayor,
City of Stonnington

Why do we need a Structure Plan?

Defined by its two intersecting main streets, Glenferrie Road and High Street Activity Centre is an important economic/shopping hub in Melbourne's inner south east. It provides a range of retail and hospitality services to the immediate suburbs as well as speciality retailing with a regional catchment. Within the Melbourne metropolitan context this area is expected to be the focus of future development, both residential and non-residential. The Structure Plan focuses on the commercial zones of the centre, broadly located along the main strip shopping centre frontages of Glenferrie Road and High Street.



What is the Vision? In 2040, Glenferrie Road and High Street Activity Centre will be:



A thriving shopping centre, serving the day to day needs of the local community, coupled with a range of specialist retailers serving a wider regional area.



A vibrant, inviting, attractive and clean centre with well-designed 'green' streetscapes, pedestrian connections and community gathering nodes.

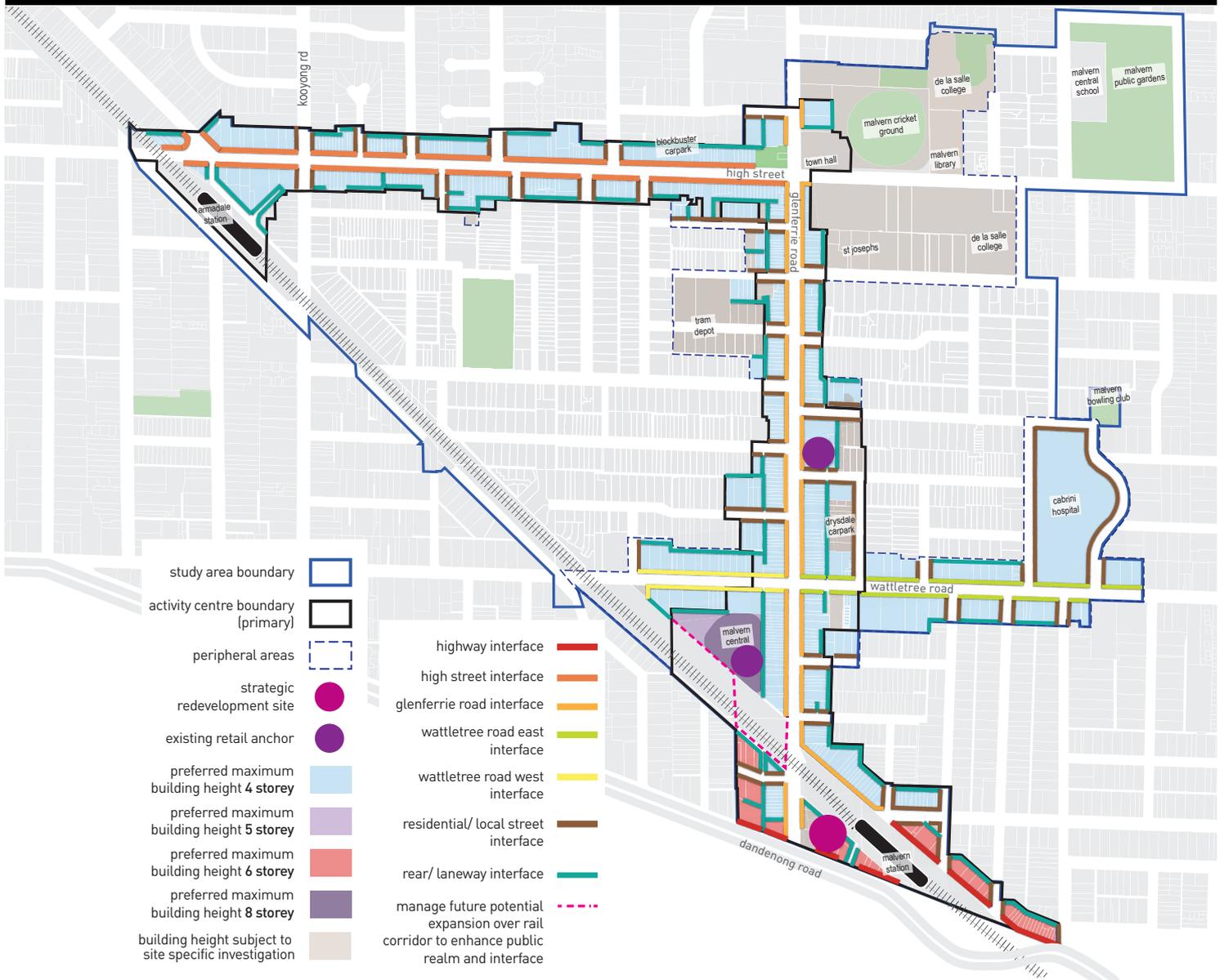


A centre where new development respects and enhances the form and scale of heritage buildings, which retain prominence.



A centre for localised employment and housing within the commercial spines whilst protecting the valued residential hinterland.

Built form plan – heights and setbacks



What you told us

You said

Our response

Dandenong Road Gateway lacks character and would benefit from a gateway treatment and improved amenity.

Enhance the precinct to the southern side of the station as the 'gateway' to the centre, including potential for a landmark building.
Direct higher intensity built form along Dandenong Road.

Malvern Central to accommodate a potential taller built form, expanded range of commercial uses and enhancing links to Glenferrie Road.

Encourage high quality mixed use precinct with potential higher built form.
Potential additional link to Malvern Central from Glenferrie Road.

Development over the railway line while preserving the heritage value of **Malvern Station**, Station Street and Claremont Avenue village.

Investigate improvements to pedestrian movement and amenity between tram stops, railway station and key destinations.

Improved accessibility to the station and better bicycle parking.

Establish community focused 'activity node' to the north of Malvern Station.

Armadale Station/ Kings Arcade: potential for more vibrancy and higher quality public realm.

Investigate creation of pedestrian and vehicular 'shared space' along Morey Street and Kingsway.

A shared space for pedestrians and cars to improve environment for pedestrians; improved car parking conditions, way-finding and landscaping.

Improve defined pedestrian movement between tram stops, railway station and key destinations.

Wattletree Road: support for health precinct but interface with residential areas needs to be managed, heritage value protected and expansion of health services should be limited to Wattletree Road.

Wattletree Road (east of Glenferrie Road) to include maximum building heights and rear setbacks. Side setbacks to accommodate landscaping.

Car parking for visitors and staff is a key issue.

Wattletree Road (west of Glenferrie Road): Active frontages at ground level with weather protection canopies. Rear setback ground level to ensure functional use of rear laneway.

Tram depot precinct presents some new opportunities. Protection of the heritage listed buildings was strongly supported.

Greater public access to area for temporary community events.

Landscaping and public realm improvements at Glenferrie Road.

Improved pedestrian and cycle connections through and around the precinct.

Malvern Town Hall and Civic Precinct: improved way-finding, enhanced pedestrian access to and through the site (e.g. creating a walking circuit), and improve landscaping.

Improve the integration of Malvern Cricket Ground and Malvern Library with the Town Hall and Civic Precinct.

Improve defined pedestrian movement between tram stops, railway station and key destinations.

Malvern Square (corner Glenferrie Road and High Street): incorporate more green into the landscape with shady trees/creepers/lawn.

Encourage activities within the existing Malvern Square to highlight it as a gathering space in the centre.

Use as a market space, making the site more level so that it can be used as a congregation space with additional public seating.

All **car parks should be retained** and new developments should include sufficient parking.

Retention of public car parking spaces with public realm improvements to improve amenity.

Improve the safety and amenity of car parks through way-finding, signage, enhanced lighting, landscaping, weather protection and public toilets.

Improve the quality of north-south pedestrian, bicycle and vehicle access through the at-grade car parks.

Redesign the intersection between Llaneast Street car park and Wattletree Road to address road safety issues.

How to find out more and have your say?

Council is undertaking consultation from 17 March to 13 April 2015. This provides the opportunity to review the Draft Structure Plan and comment on the proposed initiatives.

Register to participate in a workshop or walking tour

COMMUNITY WALKING TOUR 1:

Saturday 21 March 2015 at 10am–12pm

Meeting point at Malvern Town Hall, outside the Service Centre entrance (on High Street)

COMMUNITY WALKING TOUR 2:

Tuesday 24 March 2015 at 10am–12pm

Meeting point at Malvern Town Hall, corner Glenferrie Road and High Street

COMMUNITY WORKSHOP:

Malvern Town Hall, corner Glenferrie Road and High Street (entry via Glenferrie Road)

Tuesday 24 March 2015 at 6–8pm

Call 8290 1395 to register

Fill out a survey

Fill out or download a survey from www.stonnington.vic.gov.au/glenferriehigh

Collect a hard copy survey from Council Service Centres or libraries.

Provide feedback

- Visit www.stonnington.vic.gov.au/glenferriehigh
- Write to City of Stonnington, PO Box 21, Prahran 3181
- Email strategicplanning@stonnington.vic.gov.au

More information

To view the Draft Structure Plan visit Council's Service Centres

- Planning Counter, Prahran Town Hall, corner Chapel and Greville Streets
- Service Centre, Malvern Town Hall, corner Glenferrie Road and High Street

Or visit www.stonnington.vic.gov.au/glenferriehigh

Or call 8290 1395

Next steps

Council will consider the feedback before endorsing the final Plan.

The Draft Structure Plan will inform the preparation of new planning controls through a Planning Scheme Amendment which will be subject to a formal consultation process.

MULTILINGUAL INFORMATION Call the Stonnington Community Link. A multilingual telephone information service.

General Enquiries	8290 1333
Mandarin 普通話	9280 0730
Cantonese 廣東話	9280 0731

Greek	Ελληνικά	9280 0732
Italian	Italiano	9280 0733
Polish	Polski	9280 0734

Russian	Русский	9280 0735
Indonesian	Bahasa Indonesia	9280 0737
All other languages		9280 0736

CITY OF STONNINGTON

T: 8290 1333

F: 9521 2255

E: council@stonnington.vic.gov.au

PO Box 21 Prahran, Victoria 3181

SERVICE CENTRES

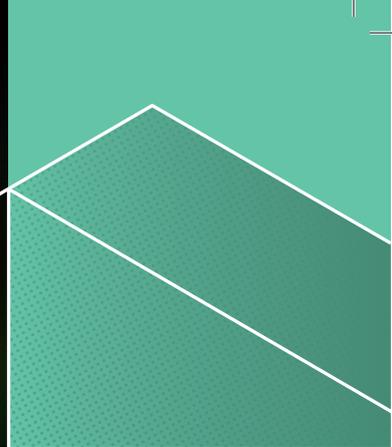
Corner Glenferrie Road and High Street, Malvern

Corner Chapel and Greville Streets, Prahran

293 Tooronga Road, Malvern

www.stonnington.vic.gov.au





GLENFERRIE ROAD AND HIGH STREET ACTIVITY CENTRE DRAFT STRUCTURE PLAN



FRAMEWORK PLAN – KEY THEMES

What you told us

You said	Our response
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Allow for Mobility and Safe Access

Streets are ‘community hubs’ where pedestrian access should be prioritised.

Conflict noted between pedestrians, cars, bikes and trams on Glenferrie Road.

Need to improve the cycling routes by creating dedicated bike lanes.

Identify opportunities for public realm upgrades to streetscape, landscaping, shared spaces, way finding, pedestrian and working with VicRoads to give cycle prioritisation.

Potential for additional pedestrian crossings along Glenferrie Road, including: Malvern Station, Union Street and Malvern Town Hall.

Green and For Everyone

More **open space** is required.

Need for general streetscape improvements.

Potential pedestrian focused public space at intersections of Union Street and Coldblo Tram Depot with Glenferrie Road.

Improved integration of open space adjacent to Malvern Town Hall (Malvern Cricket Ground).

Facilitate Place Making / Celebrate Heritage and Embrace the Future

Retention of **heritage** is an important element.

New buildings to reflect scale of surrounding buildings and consideration to overshadowing and overlooking.

Greatest opportunity for development is infill sites with no heritage value.

Retain heritage fabric and balance the opportunity for modest and sympathetic upper floor redevelopment.

Setback upper level development above heritage fabric.

New built form to be setback from sensitive interfaces.

Contribute to Local Economy

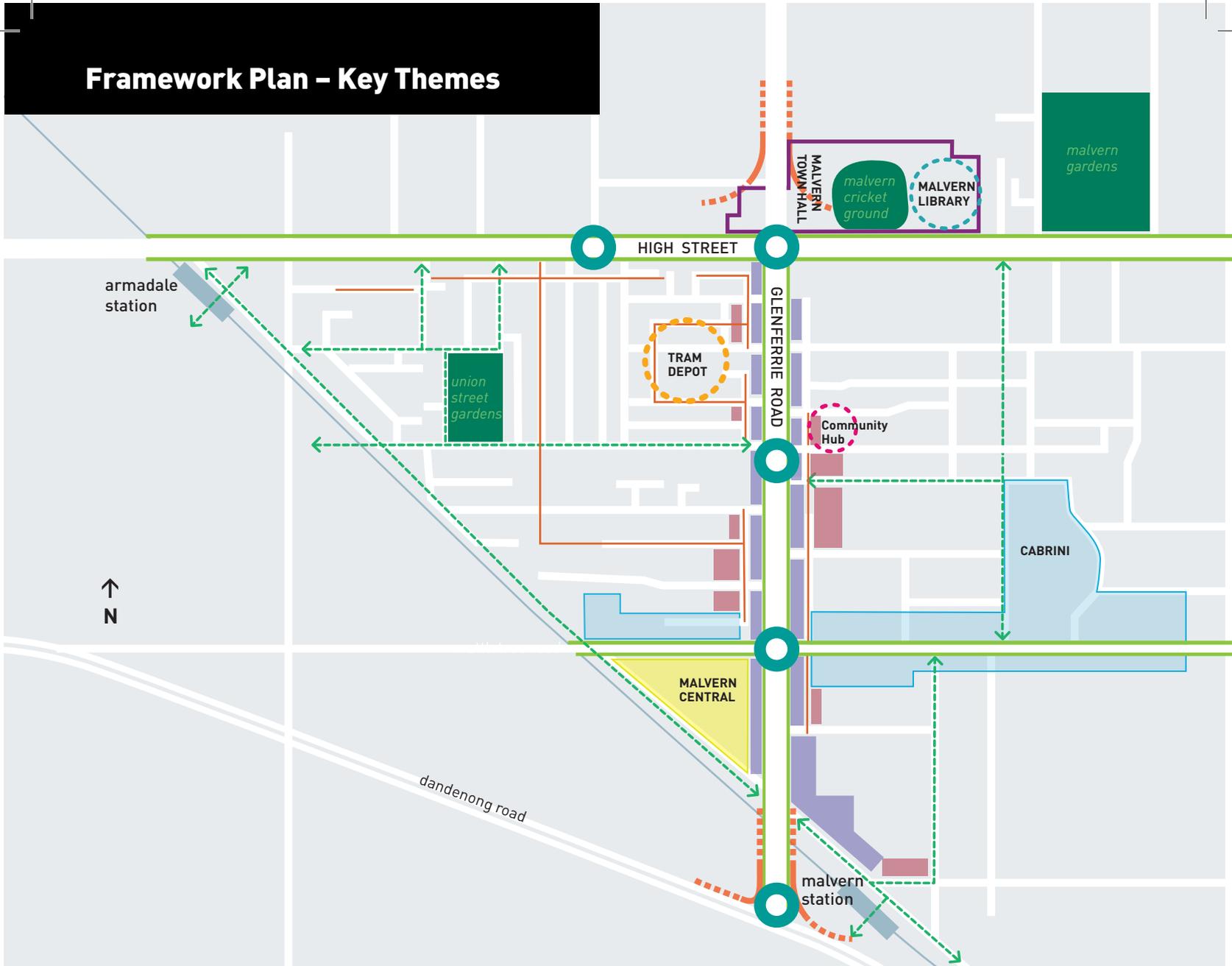
Support for **mixture of uses**, while balancing impact on existing residential amenity and not displacing commercial uses.

Development and use of land should build a sense of community through street life and activity, including support for night time uses (ensuring appropriate location and sensitive to amenity).

A need was identified for additional public toilets.

Strengthen local and regional role of the centre, focusing on the unique differences and combined strengths of Glenferrie Road and High Street.

Framework Plan – Key Themes



Contribute to Local Economy

- Acknowledge **High Street** as a regional commercial and retail destination
- Strengthen local and retail role of **Glenferrie Road**

 Provide guidance to possible future expansion of **Malvern Central**

 Consolidate medical and health facilities along **Wattle Tree Road**

 Encourage entrepreneurship, creative industry and special focal points in the Centre

Facilitate Place Making

- Establish active and attractive street presentations along **Glenferrie Road** and **High Street**
- Establish clear urban form and design guidance through key strategic development areas

 Establish new and strengthen clearly defined gateway and entries into the Centre

 Consolidate and strengthen community node around Malvern Library and Malvern Cricket Ground

Allow for Mobility and Safe Access

- Establish clear streets hierarchy and users' priorities

 Encourage and facilitate more sustainable modes of travel within and around the Centre

 Establish clearly defined pedestrian linkages and manage road crossing points

Celebrate Heritage and Embrace the Future

- Protect and enhance significant heritage fabric along **Glenferrie Road** and **High Street**

 Protect and enhance the laneway network within the Centre

 Encourage development to provide a secondary address to rear lanes behind Glenferrie Road

 Encourage development to provide a secondary address to the rear at commercial interfaces

Green and For Everyone

 Consolidate and strengthen the community node around the Civic Space

 Strengthen public meeting space and vegetation at and around important junctions

 Improve access to all public open spaces

 Establish potential event spaces at key sites

 Establish additional vegetation in the public realm

 Potential community hub and public open space



APPENDIX 2

ONLINE QUESTIONNAIRE TEMPLATE

Glenferrie Rd and High St Draft Structure Plan Survey

Privacy Statement

Information provided by you will only be used for the purposes for which it was collected. Personal information provided will not be disclosed to any outside organisation or third party. Individuals about whom "personal information" is provided in this Survey may apply to the City of Stonnington's Privacy Officer on telephone number 8290 1333 for access to or correction of the information. It is requested that surveys be completed by people aged 15 years and over only.

To complete this survey, please:

- Tick the box or circle adjacent to your selected response
- Return your completed survey in the reply paid envelope provided

	Strongly don't support	Don't support	Neutral	Support	Strongly support	Can't say	What are your reasons for the level of support?
Actively encourage employment, commercial activity and retention of small scale business and boutique shops through planning policy.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
Enhance and upgrade the appearance of laneways to rear of commercial properties where they provide through links and access to public carparks (including new development fronting laneways).	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
Investigate potential for temporary event spaces (markets, special events etc.) at key locations including: Kings Arcade/ Armadale Station, Coldblo Tram Depot and Station Street/ Malvern Station.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
Investigate potential public realm upgrades and improvements (e.g. new trees, seats etc.) at locations including: the Malvern Town Hall Civic Precinct, Armadale Station Precinct, Malvern Station Precinct, Malvern Central Precinct, Coldblo Tram Depot and Drysdale Street Carpark.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

Q2: To what extent do you support the following key **pedestrian and cycling** aspects of the plan?

	Strongly don't support	Don't support	Neutral	Support	Strongly support	Can't say	What are your reasons for the level of support?
Improved and simplified signage to key places.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
Improved pedestrian crossings.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
Creation of community gathering spaces at side street intersections.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
Public realm guidelines for street furniture and bicycle parking facilities.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
Working with VicRoads for on-road cycle lanes.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

Q3: What do you like **most** about the Draft Structure Plan?

Q4: What do you like **least** about the Draft Structure Plan?

Q5: What is your overall level of comfort with the Draft Structure Plan?

I love it - I am 100-80% comfortable with the draft plan, only minor tweaks, if any, are required. I am very happy

I like it - I am 80-60% comfortable with the draft plan. Some small changes required but I am mostly happy

I will live with it - I am 60-40% comfortable with the draft plan. Some significant changes are required but I can accept it as it is

I am uncomfortable with it - I am 40-20% comfortable with the draft plan. There are lots of changes required

I hate it - I am 20-0% comfortable with the draft plan. It needs an overhaul I can't see it working at all

Q6: Any other comments about the Draft Structure Plan?

Q7: Please nominate the gender description that you most identify with?

- Female
- Male
- Other _____

Q8: What is your age range?

- <18
- 18-24
- 25-34
- 35-49
- 50-69
- 70+

Q9: What is your interest in and relationship to the Structure Plan area? (Please tick as many as apply).

- Local resident
- Business Owner/ Trader: (please specify business general location) _____
- Landholder
- Developer
- Employee
- Student
- Visitor from elsewhere in Stonnington/ Melbourne
- Other _____

Q10. Please state your post code.

Postcode _____

Q11. If you would like to receive updates regarding the Draft Structure Plan please provide your contact details below

Name _____

Email _____

This completes the survey. Thank you for your time.