



## Hawksburn Village Structure Plan – Stage 2 Survey Analysis Report August 2015

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# INTRODUCTION

The City of Stonnington is preparing a Structure Plan (the Plan) for the future use and development of land in Hawksburn Village “Hawksburn. The Village. The Future.” The Structure Plan, when completed, will articulate the vision for Hawksburn in 2040. The directions of the Plan will inform a future amendment to the Stonnington Planning Scheme to embed the Plan's recommendations. This report details the results of Stage 2 consultation phase ‘key directions’.

The purpose of this stage of consultation was to seek feedback from residents, traders, visitors and key stakeholders of the Hawksburn Village area, on the proposed key directions of the Plan.

The consultation period was Wednesday 3 June to Wednesday 1 July 2015. Council provided numerous formal avenues for the community to seek information and provide feedback on the key directions for the Hawksburn Village Structure Plan (Stage 2), including:

- Online and hard copy survey
- Submissions made by direct mail and email, and telephone enquiries

This report provides a summary of the key outcomes and findings from the communication and consultation activities and analysis.

## Purpose of this report

This report provides summary of the feedback received during the Stage 2 consultation phase. It is designed to acknowledge the responses, issues and opportunities identified by the community and stakeholders. The report is structured to respond to each of the core survey questions.

## Background

Council has embarked on the development of a long term plan for the future use and development of land in the Hawksburn Village. The plan will seek to protect and enhance what is good about the Village and will guide opportunities for enhancement and change to meet the anticipated needs of a growing population.

The directions of the structure plan will inform amendments to the Stonnington Planning Scheme to embed the plan's recommendations.

## The process

- Stage 1 consultation ‘information gathering’ – complete
- Stage 2 consultation ‘key directions’ – current
- Stage 3 consultation ‘draft Structure Plan and background documents’ – future stage
- Stage 4 consultation ‘statutory exhibition of a planning scheme amendment to include planning controls in the Planning Scheme’ – future stage



## Current consultation (Stage 2 – key directions)

Before Council prepares a Draft Structure Plan ('the Plan'), Council sought community feedback on some key ideas or 'directions' to help shape the long term vision and objectives for the area. The key areas of feedback sought by Council were:

- The vision for the future of Hawksburn Village
- The draft Activity Centre boundary
- Areas where pressure for increased development could be managed
- Built form heights
- Character
- Open space
- Movement around the centre

The final Plan will provide a planning framework for the use of land, transport, building height and density, open space and public realm. The following report is an analysis report of the community feedback gained.

### **Methodology**

Preparing and conducting the Stage 2 consultation included:

- Prepare consultation and engagement activation plan
- Prepare and finalise communication and consultation material
- Undertake consultation processes
- Analyse consultation data
- Prepare key findings and recommendations report

During the preparation of the consultation and engagement plan, consideration was given to the approach, response rate and attendance levels of the Stage 1 consultation for the Plan. Attendance at the Stage 1 information sessions was very low and subsequently the focus of the Stage 2 consultation was to provide a comprehensive brochure and survey with pre-paid envelope rather than information sessions.

**191**  
surveys received

*and included*

**1076**  
Individual comments

### **Communication Activity:**

A number of communication tools were employed, including:

- Dedicated webpage
  - [www.stonnington.vic.gov.au/hawksburn](http://www.stonnington.vic.gov.au/hawksburn)
- Dedicated email address
  - [hawksburn@stonnington.vic.gov.au](mailto:hawksburn@stonnington.vic.gov.au)
- Leader News paper advertisements
  - 9 June 2013
  - 23 June 2015
- InStonnington – June/July 2015 (delivered to every residence/shop in Stonnington)
- Direct mail Brochure – June 2015
  - Information on Structure Plan for Hawksburn Village, the process, previous feedback, how to find out more and have your say.

### **Engagement Activity**

- An online or hard copy survey (Attachment 1)

This survey sought feedback on a range of issues including the vision, new built form locations and height, open space, economic activity, car parking and public transport. Hard copy surveys were sent to all owners and occupiers within the Hawksburn Village area including free post envelopes. These were also dropped off by hand to traders in the Village and the same survey was provided online.

Participants could also draw on the map provided in the hard copy survey, attach additional pages with comments or comment on issues outside of the survey questions. The survey and brochure is included as Attachment 1.

- Email submissions

Email submissions commenting on the proposed key directions of the Plan were received.

- Meetings

Officers met with the owners of proposed strategic sites to discuss the key directions of the Plan and any future plans for the sites.

## Draft Activity Centre Boundary and Surrounds

Map shows potential areas and sites and draft activity centre boundary for consideration



### Areas

- |   |  |
|---|--|
| <b>A</b> Woolworths supermarket and May Road car park | <b>D</b> Rear of police station        |
| <b>B</b> BMW Dealership                               | <b>E</b> Eastern precinct              |
| <b>C</b> Western precinct                             | <b>F</b> Hobson Street and Barmby Road |

### Planning Zones

- |   |   |
|---|---|
| <span style="display:inline-block; width:15px; height:15px; background-color:blue; border:1px solid black;"></span> Residential Growth Zone             | <span style="display:inline-block; width:15px; height:15px; background-color:lightgreen; border:1px solid black;"></span> Public Use Zone |
| <span style="display:inline-block; width:15px; height:15px; background-color:lightblue; border:1px solid black;"></span> General Residential Zone       | <span style="display:inline-block; width:15px; height:15px; background-color:purple; border:1px solid black;"></span> Commercial 1 Zone   |
| <span style="display:inline-block; width:15px; height:15px; background-color:lightgrey; border:1px solid black;"></span> Neighbourhood Residential Zone | <span style="display:inline-block; width:15px; height:15px; background-color:darkgreen; border:1px solid black;"></span> Heritage Overlay |
| <span style="display:inline-block; width:15px; height:15px; background-color:orange; border:1px solid black;"></span> Mixed Use Zone                    |   |

### Draft Activity Centre Boundary



#### Draft Activity Centre Boundary

- a** Includes former school building (A1 graded) and surrounding land as Surrey Road forms a natural boundary to Activity centre along Malvern Road, marks the corner and has a close relationship to the Activity Centre
- c** Includes car park to reflect inter-dependent relationship with Activity Centre

#### Areas considered but not included

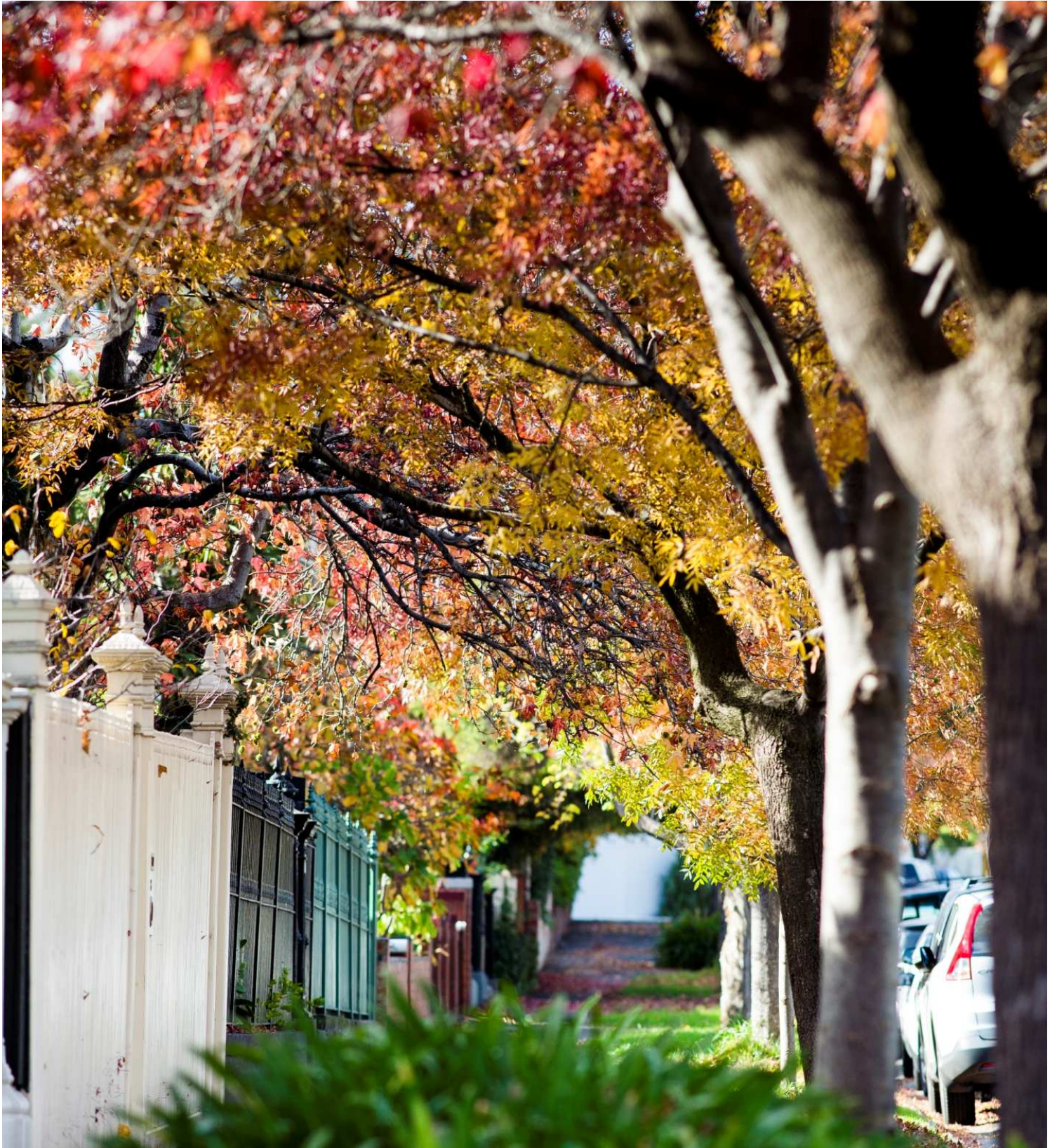
- b** Considered due to close proximity and relationship to Activity Centre. Not included due to existing character, proximity to Heritage Overlay precincts and existing zone provisions which provide appropriate level of management
- d** Not included due to high level of multi-unit development
- e** Not included due to existing zone provisions which offer appropriate level of management for an edge of centre location



## Feedback Overview







## Analysis Overview



## ANALYSIS OVERVIEW

The following commentary is an overview of the results and covers each of the questions in the survey. Further information can be obtained through the range of data images following this including graphs and tables.

### A vision for the Future of Hawskburn village

Question 1 asked whether respondents agree with the vision 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’.

The majority of respondents agreed with the vision (68%/122 respondents) followed by *other* (31%/55 respondents). Most respondents who said *other* wanted to include something about the variety of retail in the vision.

Other comments touched on diversity of retail, building height, signage, access and transport and parking. One respondent commented that the vision was ‘generic’ and questioned what the ‘point of difference’ for the Village would be.

### Draft Activity Centre Boundary

Question 2 asked what respondents thought about the proposed activity centre boundary which is focused predominantly on the existing commercial and mixed use zone areas. Eighty seven respondents answered this question. Just over half (55%/ 48 respondents) agree with the boundary followed by propose a change to the boundary (26%/ 26 respondents) and parking concerns (11%/ 10 respondents). Comments included “looks well considered”, “happy with the area”, and “proposed boundary looks great”. There were no overly negative comments to this question, however there were comments stating concern or conditions to agreeing to the boundary. These included questioning why Howitt Street was included and a suggestion to create a separation between residential and commercial areas.

“I think it strikes  
a good balance  
given the  
existing area”

(Indicative comment)

### Managing pressure for increased development

Question 3 asked about the importance of a number of new development objectives with a five point scale of *not important at all* to *very important*. The overwhelming response was that all of the new development objectives are very important. The first option of *new development allows for adequate sunlight, access to the footpath and public open spaces* scored the highest with 86% (160 respondents). The objective of *new development enhances existing streetscape, character and heritage* received the second highest score of 84% (151 respondents).

“Does not detract  
from the current  
village feel”

(Indicative comment)

Question 4a asked respondents to complete this sentence “It is most important to me that if Hawksburn Village is to have any taller buildings that they are designed to/in a way that...”. Most respondents who said any new development should *complement existing character /does not impact on village atmosphere*, also indicated that they would like underground parking. Comments included “Underground parking with parks, gardens, open spaces above”, “underground parking + parking on additional level at back of Woolworths.” And “Underground car parking behind Woolworths supermarket”.

Respondents were then asked what does slightly taller buildings mean to them. Just under half of respondents (48%/89 respondents) said 3 storey's followed by 4 storey's (34%/63 respondents).

Question 5 asked respondents if they agree with the approach to guide new development to respond to the differences in character between the western (Area C) and eastern (Area E) precincts to keep them unique. The majority of respondents (81%/142 respondents) agree with this approach and (19%/33 respondents) did not agree.

Of those that agreed, most also said no over development even in the western precinct and if development were to happen it should be in the western precinct.

### Where to create open space and its look and feel

Respondents were asked if the Woolworths/May Road car park (Area A) and the rear of the Prahran Police Station (Area D) are good areas for public open space and would they make any other suggestions. Most comments were in support of open space in the areas A, D or both (28%/36 respondents) followed by a number of comments disagreeing (20%/26 respondents). The majority of comments (32%/41 respondents) for this question was about having the open space in other parts of the centre.

“Underground parking with green space on top at various sites suggested”

(Indicative comment)

Then respondents were asked in Question 7 if open spaces were created what things would they like to see. Most comments indicated that landscaping (e.g. Green Space, Native Vegetation etc) (45%/62 comments) should be considered followed by infrastructure and facilities (32%/44 respondents and including bbq's, seats, shade, public toilets, age and family friendly) and access (e.g. bikes, parking, dog friendly) (25%/35 respondents).

#### *Suggestions for open space sites*

BMW site.

Enlarging the space adjacent to 7 Hobson Street.

Public park in area D connecting Francis and Summers St.

Closing streets to traffic such as the northern section of Westbourne Street and Barnsbury Road.

Beautifying the streets.

Acquiring and creating a Pocket Park on the Surrey Rd frontage of Leonard Joel site (area A)

Maximise park space by considering multi-level car park for police station

Council consider acquisition of properties on corner Francis and Clarke street for park land

## Getting around the centre

Question 8 asked for creative ideas to improve car parking. Out of the 153 comments received 89 referred to the construction of car parking. 31 respondents discussed above ground car parking with most in favour of constructing new spaces. 58 comments were in favour of constructing underground car spaces. There were 18 comments in relation to open space, such as a park or community garden. One respondent's idea is to "demolish the existing supermarket building. Rebuild with supermarket below ground level with two levels of car parking above ground". 45 respondents referred to either the "Coles or Woolworths" supermarket, these comments were generally in relation to construction of car parks on or near the buildings.

In question 9 respondents were asked if they had any ideas to improve sustainable transport choices. Most comments indicated that more bike lanes and bicycle parking is need (29%/36 respondents) followed by footpath improvement and more pedestrian crossings (19%/24 respondents) and off street parking (16%/ 20 comments).

Respondents were then asked in Question 10 if they had any improvements for Hobson Street and Barnsbury Road. The majority comments (42%/55 respondents) were about active transport infrastructure (improve footpaths and create cycle paths) followed by safety infrastructure (additional lighting and CCTV) (38%/49 respondents) and landscaping (11%/14 respondents). One suggestion was to close the northern access to Barnsbury Road.

Question 10 also asked whether respondents had any other suggestions for areas to improve. A range of ideas were suggested (snap shot provided below).

### *Some suggestions for other areas to improve*

Improvements to Evelina to Mathura Road.

Pedestrian crossing across Williams Road to Hawksburn Station.

Traffic calming on Cromwell Road & Motherwell Street and including a crossing point on Motherwell Street.

Lighting and pavement improvements on Luxton Road.

Improvements to McKillop Street.



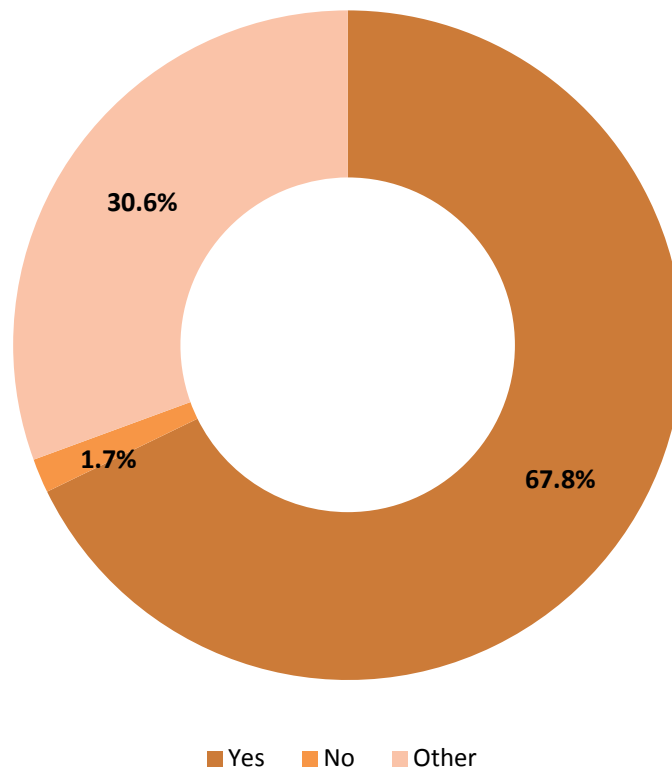


**Summary of Overall Results**

## Q1. Vision

*To plan for the future of Hawksburn Village, we need a vision of what the centre will look like in 20 years time. Based on the feedback we have received so far, the following vision is suggested... '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' Does this capture how you see the future of Hawksburn Village?*

Number of respondents: 181 of 191 total survey respondents.



Source: Corporate and Community Planning 2015

Figure 1: Question 1

Number of respondents: 180 of 191

Summary responses to other:

- More variety of retail x10
- More parking x9
- Maintain Village feel x6

## Q2. Boundary

*To identify the extent of the area where the future planning controls will be focused, we need to define an 'activity centre boundary'. We have considered State Government criteria and proposed a boundary which is focused predominantly on the existing commercial and mixed use zone areas – this is marked on the map as the dark blue line. What do you think? Would you make any other suggestions?*

Number of respondents: 88 of 191 total survey respondents.

Four themes were identified and demonstrated in the indicative comments below.

### Theme 1

#### Agree with the Boundary

48/55% respondents said:

"Boundary appears appropriate. Of paramount importance to maintain community ethos".

"I think it strikes a good balance given the existing area".

"I agree with these boundaries".

### Theme 2:

#### Propose change to the Boundary

27/30% respondents said:

"The current residential on the south western side of Howitt St needs to be removed from the activity centre boundary".

"I think it a shame A and E will have more residential growth - should be left I feel alone"

"Opposed to extending the presently Proposed Activity Centre boundary (defined by solid black line) into residential areas.

### Theme 3

#### Parking/Speed limit

10 /11% respondents said:

"Parking is already maxed out on most days other than Sunday. Parking is impossible. Those extra areas offer no parking".

"Parking for residential and commercial activities is now already inadequate. Any new planning needs to take account limited parking".

"Please consider speed limit positioning on this spot. People drive very dangerously as they approach my house and leave the congestion of the precinct".

### Theme 4

#### Heritage overlay

4 /4% respondents said:

"Properties within the heritage overlay need to be reconsidered as those retailers struggle and are not viable (Area C), Area E is ok currently".

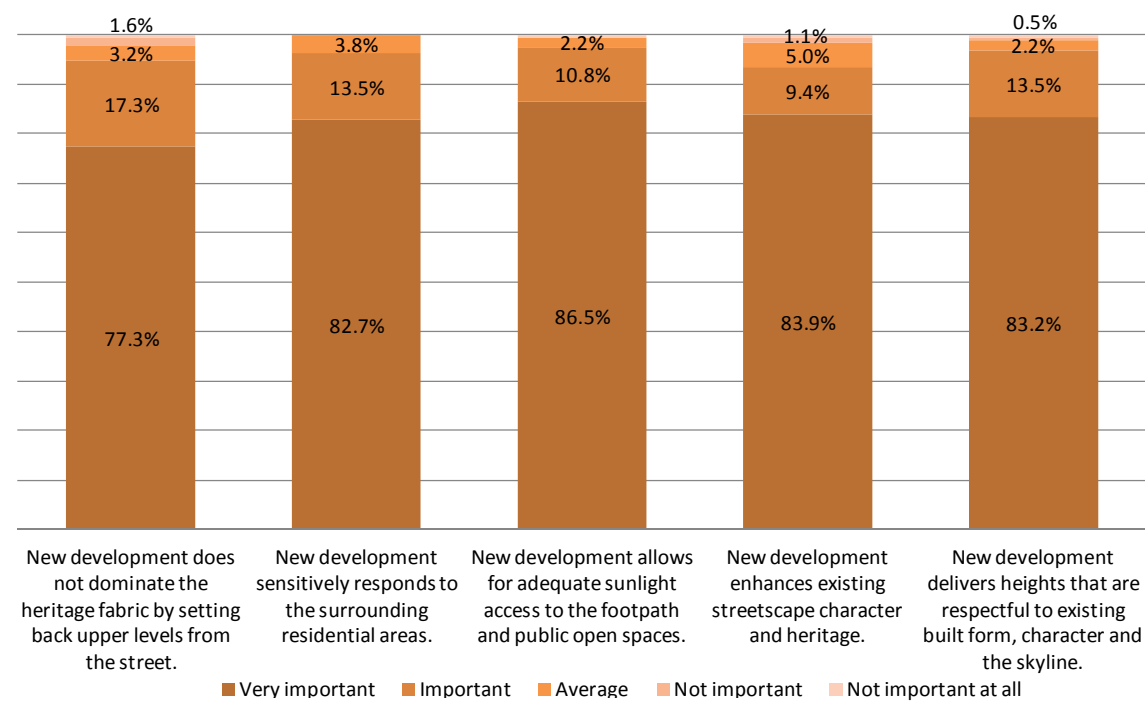
"I would have thought there was heritage overlay on Eastern side of Cromwell Road towards Luxton Road. Otherwise looks about right".

"Shops in the photo (cover) should be 'heritage Overlay' (eg 582 etc) Area E-S/East".

Q3. New Development

How important are these objectives to you?

Number of respondents: 185 of 191 total survey respondents.



Source: Corporate and Community Planning 2015

Figure 2: Question 3

Number of respondents: 185 of 191



#### Q4a. Taller buildings

*Slightly taller buildings can provide local landmarks and interest to an area, however not if they are inappropriately located or designed. Complete this sentence: It is most important to me that if Hawksburn Village is to have any taller buildings that they are designed to/in a way that...*

Number of respondents: 170 of 191 total survey respondents.

Four themes were identified and demonstrated in the indicative comments below.

##### Theme 1

Complements existing character /does not impact on village atmosphere 62/36% respondents said:

"Complements existing features & developments"

"Does not detract from the current village feel"

"Does not detract from a village feel. I am not opposed to redevelopment as long as it does not overwhelm the integrity of Hawksburn"

##### Theme 2

Height limit of four storeys/no taller than existing buildings 39/23% respondents said:

"That they do not be more than 2 storeys. Anything higher than this must be underground"

"Is in keeping with the heritage nature of the existing buildings. However I'd prefer 2 levels only"

"Doesn't overwhelm or be higher than 4 storeys"

##### Theme 3

Does not overshadow/ keep sunlight 30/18% respondents said:

"Does not overshadow the low buildings. Buildings heights need to be reduced on new developments"

"They do not shade the streets excessively"

"Does not impact on sunshine at street level"

##### Theme 4

Setbacks 10/6% respondents said:

"They are set back from the streetscape so light to footpath is not affected"

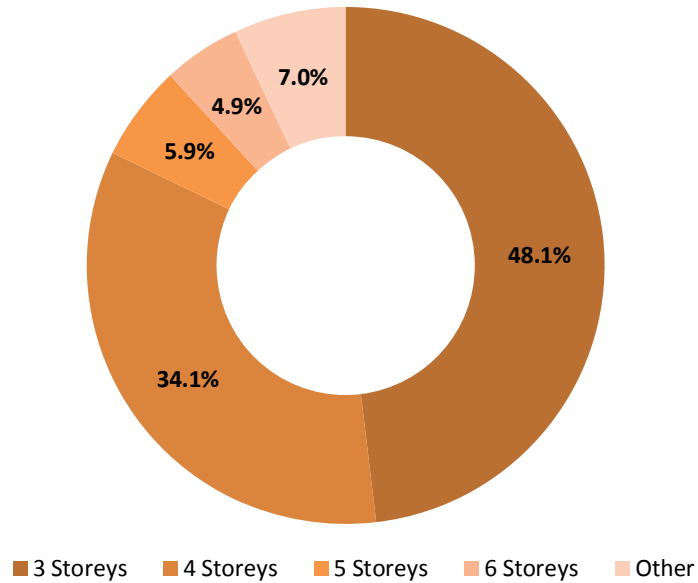
"Is set back and higher to maintain the existing streetscape - but I have no objection to going higher"

"They are well set back. Part of an overall co-ordinated streetscape - not one, two and three storey's"

#### Q4b. Slightly taller buildings

What does 'slightly taller buildings' mean to you?

Number of respondents: 185 of 191 total survey respondents.



Source: Corporate and Community Planning 2015

Figure 3: Question 4b

Number of respondents: 185 of 191

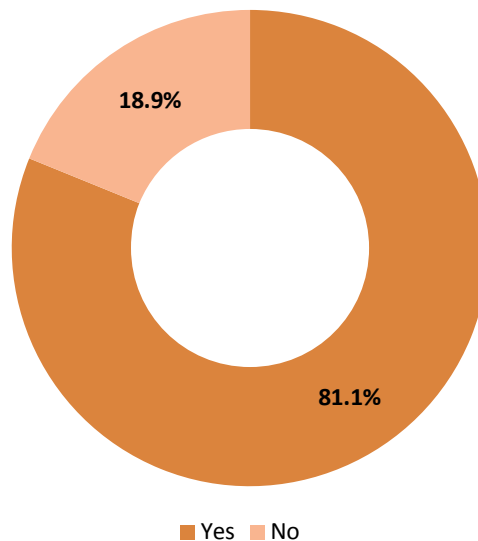
Those that said taller buildings should complement existing character /does not impact on village atmosphere also said:

3 storeys is "slightly taller buildings"

## Q5. Unique of Area C and Area E

*The character of the eastern precinct is different from the western precinct. The eastern precinct (Area E) has narrow lots, the buildings are built right to the footpath, there is a traditional high street environment and historic buildings. The buildings in the western precinct (Area C) are less consistent – the lots are wider, there are spaces between buildings with some set back from the footpath and there is a mix of retail, commercial and industrial uses. The Draft Structure Plan could guide new development to respond to these differences in character so that these two areas continue to be unique. Do you agree with this approach?*

Number of respondents: 185 of 191 total survey respondents.



Source: Corporate and Community Planning 2015

Figure 4: Question 5a.

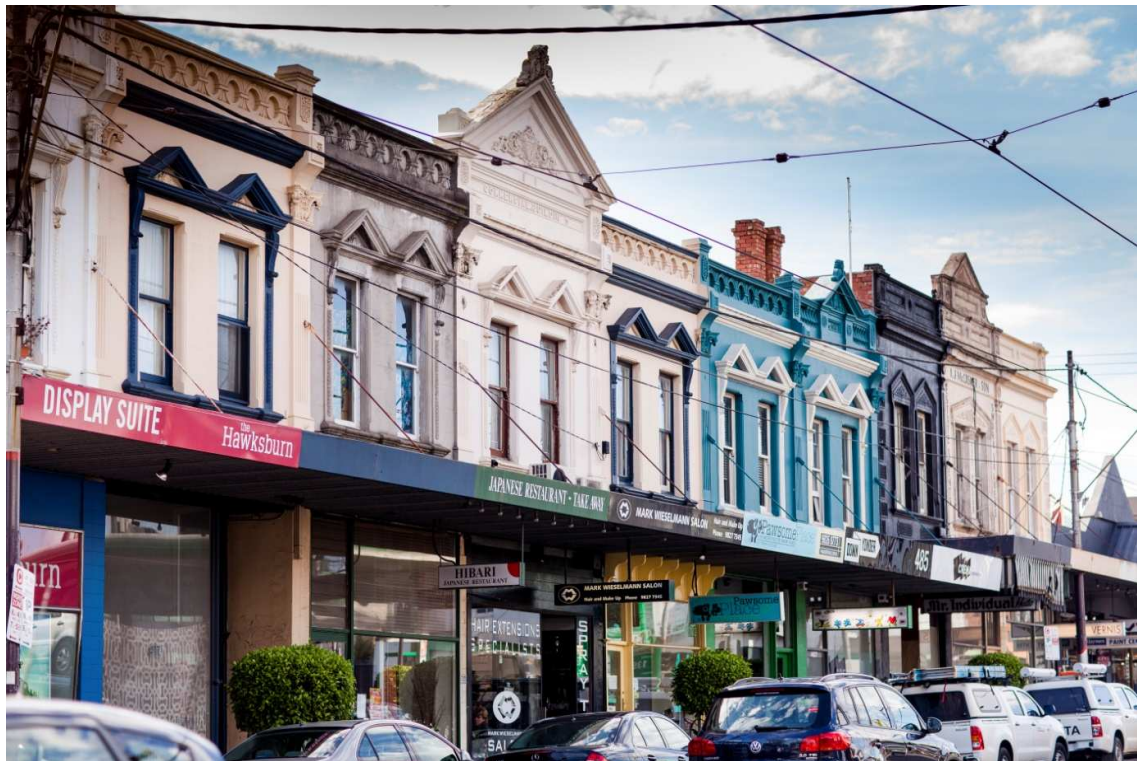
Number of respondents: 185 of 191

Those that said yes, also said:

“... tall buildings even in Western precinct should be avoided”

” yes, keep the two areas consistent with their existing character - this does not mean Area C should be 'developed' further with larger, taller buildings”

“the western precinct appears suitable for denser, higher development”





## Q6. Areas A and D for open space

*The draft structure plan is an opportunity to identify some possible locations for publicly accessible spaces. Look at areas A and D – these are some potential locations which might offer opportunities for future open space. Would you make any other suggestions?*

Number of respondents: 130 of 191 total survey respondents.

Three themes were identified and demonstrated in the indicative comments below.

### Theme 1

Agrees with public open space in areas A, D or both  
36/28% respondent said

"Like the idea of open spaces (A+D) however need additional parking incorporated for Woolworths & local shops"

"Great, put the car park A underground and create a park on top (aka Cato St)"

"D' would be better for open space"

### Theme 2

Disagrees with public open space in areas A, D or both  
26 /20% respondents said:

"Do not spend money on over priced real estate just to make a park".

"Area D should remain as an area available for police station staff - otherwise cars will abound streets".

"Area A is on a hill, is scarce car parking for a supermarket. I'm not sure it is suitable".

### Theme 3

Other suggested area for public open space 41/32% respondents said:

"Area B Area C on corner of Williams/Malvern Create a park".

"Be creative! Western corner of E - shop on the corner could be used an open space or 'reused' open space"

"It would be perfect (but difficult) if Area E could have open space".

Respondents who agreed that Woolworths/May Road car park (Area A) are good areas for public space said they would like to see landscaping (e.g. Green Space, Native Vegetation etc).

Comments included:

"green spaces, lawns, trees" , "more trees, plants - maybe compulsory rooftop gardens" and "low maintenance gardens, parks".

## Q7. Useable open space

*What are two things that would make useable open space for you in these locations or the locations you have suggested?*

Number of respondents: 137 of 191 total survey respondents.

Three themes were identified and demonstrated in the indicative comments below.

### Theme 1

Landscaping (e.g. Green Space, Native Vegetation)

62/45% respondents said:

"Indigenous plants throughout - encourage birds/insects. Make it state of the art - 'mini Birrarung Marr'".

"Open areas with grass, etc, not just paving".

"Park area with seating".

### Theme 2

Infrastructure & Facilities (e.g. furniture/facilities, safety/Lighting)

44/32% respondents said:

"BBQ, tables and chairs. Family friendly space. Free wi-fi"

"Park with outdoor play equipment and gym"

"Safe playground equipment auto toilets video security 24 hours"

### Theme 3

Access (e.g. Bikes, pedestrians, bikes, dog friendly, traffic, parking)

35/25% respondents said

"Dog free parks everywhere currently I can't use any"

"In order to feel safe would need significant pedestrian traffic passing the area"

"A multi-level underground car park at the rear of Woolworths, ideally with green space at street level (park benches, garden, etc)"

## Q8. Car parking

*Parking was identified in the Stage 1 consultation as a key issue – what creative ideas do you want us to think about to improve parking facilities within the centre?*

Number of respondents: 153 of 191 total survey respondents.

Four themes were identified and demonstrated in the indicative comments below.

### Theme 1

Constructing underground car spaces 58/38% respondents said:

"Underground car parks should be mandatory. Car 'stackers' do not work – e.g. 610 Malvern Road. Cars cannot be parked in allocated space and don't allow space for car doors to open!"

"Underground parking at rear of Coles as part of major redevelopment"

"Underground parking with green space on top at various sites suggested".

### Theme 2:

Above ground car parking 31/20% respondents said:

"Multilevel car parking at rear of Woolworths shopping"

"Multi storey car park at back of Woolworths"

"Double storey parking at rear of Woolworths"

### Theme 3

Open space, such as a park or community garden 18/12% respondents said:

"The existing car park should be below ground levels with green space at ground level similar to Cato Street"

"Two storey car park at the rear of Woolworths supermarket with roof top garden on third level"

"Underground parking with green space on top at various sites suggested"

### Theme 4

Public transport 6/4% respondents said:

"Encourage residents to bike or walk"

"Encourage people to use public transport"

"Drivers must be 'guided' to use public transport and this section of Stonnington is well served by same"

## Q9. Sustainable Transport

*Do you have any ideas to improve sustainable transport choices (such as walking, cycling, trams etc) within and to the centre?*

Number of respondents: 126 of 191 total survey respondents.

Five themes were identified with and demonstrated in the indicative comments below.

### Theme 1

Bicycle lane/Bicycle racks. 36/29% respondents said:

"Bicycle parking could be considered"

A bicycle lane beside the footpath would be helpful"

"Create cycling strips through Hawksburn to create village atmosphere between residential and retail areas"

### Theme 2

Improve footpath quality/ pedestrian crossing/ pedestrian linkage  
24/19% respondents said:

"Improve pedestrian crossings"

"Footpath between A'Beckett Street and Lorne Road along Malvern Road is uneven, bumpy and too narrow"

"It would be a significant improvement to have a dedicated pedestrian linking the village to the station"

### Theme 3

Off street parking. 20/16% respondents said

"No street car parking Car parks at perimeter of precinct".

"I support the idea of underground car parking"

"Redevelopment of the Woolworths area to including parking that is available for shoppers using the entire village (not just Woolworths customers)"

### Theme 4

Sustainable transport is adequate. 20/16% respondents said:

"Trams and buses already serve area and Toorak Station not far away"

"Tram service great. Walking good - cycling a problem. Need to look at what Holland has done!"

"Tram and walking access is already good, although it can be difficult to cross in the Woolworths car park with a tram"

### Theme 5

Increase transport frequency. 5/4% respondents said:

"Increase frequency of no. 72 tram should be increased"

"More trains stopping at Hawksburn station"

"Lobby for trains to stop at Toorak, Armadale and Hawksburn often during day and to access city loop"



## Q10. Hobson Street and Barnsbury Road

*Look at area F – Hobson Street and Barnsbury Road have been identified as a key connection from Hawksburn Station to the western precinct. What ideas do you have to improve this connection and make it more pedestrian friendly? What other connections would you like to see improved (improvements could include things like lighting, landscaping, signalised crossing points, widened footpaths)*

Number of respondents: 130 of 191 total survey respondents. Five themes were identified and demonstrated in the indicative comments below.

### Theme 1

Active transport infrastructure (footpath/cycle path)

55/42% respondents said:

"Fix up footpaths"

"Widened footpaths. I often use this route when walking to Chapel Street"

"Cycle lanes along Malvern road would be good"

### Theme 2

Safety infrastructure (lighting/CCTV). 49/38% respondents said:

"Improved lighting and CCTV"

"Additional street lighting"

"CCTV for safety at night"

### Theme 3

Parks/landscaping. 14/11% respondents said:

"Better landscaping"

"landscaping to give a sense of open green space"

"Landscaping bear in mind accessibility"

### Theme 4

Signage/way finding – 10/8% respondents said:

"Create signage to indicate the walkway to the station".

"Signs for drivers to look out for cyclists through the village".

"Good way finding is missing".

### Theme 5

All the above. 11/8% respondents said:

"All of the mentioned things would improve things but just not sure if could be done"

"All of these would make the zone more user friendly for both motorists of pedestrians"

"Great idea - all of the above seem sensible"







Verbatim Comments

Q2. To identify the extent of the area where the future planning controls will be focused, we need to define an 'activity centre boundary'. We have considered State Government criteria and proposed a boundary which is focused predominantly on the existing commercial and mixed use zone areas – this is marked on the map as the dark blue line. What do you think? Would you make any other suggestions? Please refer to the map here on page 2: Hawksburn feedback form

Responses
1. The heritage overlay is being extended (plan requires updating) 2. Luxton Road near the railway station is part of the experience and being developed. 3. See comment about High St precinct 4. It should include Victoria House near at ?
Abolition of street parking in Malvern Road to allow a free access mall for pedestrians aka Melbourne City Swanston St/Bourke St
Activity centre boundary should not include car park behind Woollies as car park is located on quite residential street. Any 'activity' here needs to be 'quiet' in keeping with the street.
Agree
Agree
Agree with 'dark blue line' marking
Agree.
Appears reasonable
Appears reasonable
Appears to be well thought out.
Appropriate
Appropriate
Area 'A' houses the previous building (as mentioned) any development here should be sensitive to that building and therefore no higher than 2 storeys.
As a resident of 631 Malvern Rd, I have witnessed many disturbing road accidents, some which have been fatal, have caused physical injury, property damage - including my car which was run into and written off in May 2013. As you go forward and continue developing this wonderful activity centre that is Hawksburn, please consider speed limit positioning on this spot. People drive very dangerously as they approach my house and leave the congestion of the precinct.
As a retailer of over 40 years I see that it would be hard to entice customers to go to 'A, B, D, E'. Parking is already maxed out on most days other than Sunday. Parking is impossible. Those extra areas offer no parking.
B - assume under existing apartments, which is a great idea. E - if this goes ahead, there needs to be a better plan for pedestrian's crossing Chatsworth Road.
Boundary appears appropriate. Of paramount importance to maintain community ethos
Boundary is ok.
Boundary seems right
Can the boundary be extended further along Williams Road in both directions?
Can you activate to Hawksburn Station. This would transform the connectivity between existing precinct and transport?
Consider long-term opportunities/options for provision of off-street car parking south of Malvern Road. This may suggest a boundary adjustment for the Activity Centres.



Considered well thought out.
Dark blue looks good
Do not include E and A sections.
Exclude 'B'
Fine
Fine.
Generally agree but if there are insufficiently restrictive height limitations on the residential growth and general residential zones there will be a negative impact on the village including loss of authenticity and congestion.
Generally reasonable.
Good idea as long as does not put pressure in the small streets
Growth zone is fine as long as council ensures that every res building has 1 car space for unit allowing for less. Causes all sorts of traffic/parking problems. We are not yet at a point of people being car free!!
Happy with the area - the west is very disjointed and characterless - it needs work
Hawksburn also goes to Toorak Road, with Williams and Cromwell Roads as the other boundaries.
I agree with statement
I agree with these boundaries.
I cannot see why the dark blue C section (from Grandview Grove to Lorne Rd) is treated differently from the other residential growth zone areas.
I do not agree with the activity centre boundary to dog leg into the western end of Howitt Street. This is a residential street. The boundary should continue along McKillop Street so it goes around the commercial zone and not into a general residential zone.
I think it strikes a good balance given the existing area.
I think those zones are well considered
I would extend scope up Malvern to Orrong Road to prevent horrible modern developments creating a corridor up to village itself
I would have thought there was heritage overlay on Eastern side of Cromwell Road towards Luxton Road. Otherwise looks about right.
I would only support the extension of the boundary to Surrey Road if significant off street car parking was provided in the Western Precinct. The car park behind the supermarket in Area A is the key element in maintaining the quality of Hawksburn Village.
If Council cannot provide additional car parking and green parks then future planning should be limited to current boundary.
Include all areas including A,B,C,D and E on the map
It is important to confine the Activity Centre boundary such that there is minimal incursion into residential and especially heritage overlay areas
It should extend to the train line.
It should not expand beyond this boundary.
It's currently not walkable, so the vision is misleading
Less dog poo on the street, (Malvern Rd)
Looks fine.

Looks ok
Looks reasonable
Looks to be well-considered
Makes sense.
Maybe, include Luxton St - include some cafes and busy due to railway station. Also in need of upgrade to street lighting.
Mixed use zones does not have building greater than 5 stories high.
No
No
No high rise buildings.
No other suggestions
No.
Ok
Ok - if a bit ambitious
One thing being asked of council to consider is 'establish a break between the residential area and commercial shopping strip!'. The boundary to the east ie past Mathoura Road should be considered in light of this issue for council consideration.
Opposed to extending the presently Proposed Activity Centre boundary (defined by solid black line) into residential areas
Parking for residential and commercial activities is now already inadequate. Any new planning needs to take account of narrow streets and limited parking.
Pretty good
Properties within the heritage overlay need to be reconsidered as those retailers struggle and are not viable (Area C), Area E is ok currently
Proposed boundaries look ok.
Proposed boundary is great
Proposed boundary makes sense
Protect the existing shops and shopfront to retain the 'High St' feel and character. What about green space.
Reduce the number of developments in Stonnington.
Seems acceptable
Seems appropriate
Seems ok
Seems ok
Shops in the photo (cover) should be 'heritage Overlay' (eg 582 etc) Area E-S/East.
Smythe St, Ashe Grove, Tashinny Rd and Ellerslie Place should be retained as a low rise, low density residential area
South side of Howitt St, between Hobson and Cromwell should be either Commercial 1 zone or Residential Growth. It's well located to train and in the Activity Centre so is substantial growth. Otherwise looks good.
The area chose looks fine.
The boundary looks ok.

The boundary seems fair. I think it a shame A and E will have more residential growth - should be left I feel

The current proposed activity centre boundary seems to lack vision since development will be accompanied by increased vehicle traffic and significantly impact amenity. That the railway station area is not included is myopic

The current residential on the south western side of Howitt St needs to be removed from the activity centre boundary.

The housing commission area is an ugly site. Does your planning include re-location? It is sitting on prime real estate in the western precinct.

The outline section is fine, however I don't agree with corner 'E' on the Grandview Grove corner which by the way is completely wrong, That is Chatsworth Road in that position. This corner will turn into another ugly block like the one built further along by 'Elemont Five' creating untidy ugly architecture with Rubbish on balconies.

The Prahran police station area is incredibly ugly. More big, nice trees/plants perhaps?

The proposed zone seems adequate

This area does not need to be extended

This is appropriate 'activity center boundary' demarcation.

What dark blue line?

Would include shops on northern side of Malvern Road (east of Area B)

I believe Council should consider including area "e", between Lorne Rd and Grandview Gve to be included within the activity centre as a Commercial or Mixed Use zone:

- The original design of the new development at 610 Malvern Rd included cafes on ground floor tenancies. This would be a welcome addition to take off some of the pressure on the congested Hawksburn Village and provide much desired north facing outdoor areas.
- One of the iconic images of the Village is the row of converted Victorian (Edwardian?) houses on the South side of Malvern Rd, West of Lorne Rd.
- Future conversion of the twin historic mansions at 612 and 608 Malvern Rd would provide an historic "gateway" entrance to the Village which would enhance the existing unique historic atmosphere.
- There is already an incursion of Commercial activity in this area, with a doctor and dentist (located in a converted Victorian mansion) to the East of Mathoura Rd.

Q4a. Slightly taller buildings can provide local landmarks and interest to an area, however not if they are inappropriately located or designed. Complete this sentence: It is most important to me that if Hawksburn Village is to have any taller buildings that they are designed to/in a way that...

Responses
- does not create areas without sunlight - does not create wind tunnels
2 storeys from Malvern Road to rear of Woolworths building and 4 storeys from there to May Road. Similar on southern side to Robinson St and Irene Place.
3 Storey is the best fit.
Adequate sunlight to adjoining areas.
allows free car parking at an adequate level; is architecturally within the vernacular. The Tok H is horrible, for eg.
allows some interaction with surrounding area ie; foyers including cafes to street.
Any taller building will destroy the feel and look of village and heritage . Bush Inn Hotel should the bench mark of all new building height. No building should be taller than Bush Inn Hotel.
Apartments should be make to plant large trees in front of their buildings. Otherwise this will be a city of cement jungle
are completely unobtrusive.
ARe not obtrusive, blend in and do not block out sun along the footpaths/café dining areas/residential.
are of size and style not to exceed and to blend in with surrounding buildings to retain existing character of areas
are respectful to privacy of other residential properties surrounding it. Not like a 5 or 10 storey apartment block next to existing homes.
be no taller than 3 storeys, allow sunlight on the street, and provide off-street parking
Blend in with the existing streetscape and not be overpowering
blend into the adjoining areas and integrate with the architectural fabric of the wider city.
Blending in with existing streetscape that are visually appealing (not cheaply made and mass produced).
Blends in with the existing streetscape
brings architecture of significance to the area
brings good design elements into play.
building higher should be about scale and not creating shadows and wind tunnels
Caters for increase in traffic, population. Very important to have sufficient parking, easy to walk and drive.
complement existing shops; provide outdoor spaces (rooftop?) and parking; and one set back at upper levels
complement the existing character and history of the neighbourhood.
Complements existing features & developments.
complements heritage surrounds and is respectful to bordering heritage residential areas
complements rather than competes with existing surrounds
complements the existing building streetscape



Complements the existing streetscape, providing visual appeal but not blocking light to other buildings.
Compliment, and not dominate or unduly overshadow existing streetscape.
Compliments the existing structures.
Copies the existing streetscape
Do not block views. In keeping with Hawksburns current design theme. Do not create wind tunnels.
Do not overshadow buildings blocking significant natural light.
does not alter the sense of community - village in the eastern precinct.
Does not block sunlight or create a wind tunnel that deters pedestrians.
Does not block the view of the beautiful buildings currently along Malvern Road.
does not burden infrastructure. 'Green and leafy' is the goal. The area is congested, polluted, dirty, rundown and lacking uniformity.
Does not cause any overshadowing.
does not crowd out the streetscape/shadow in the eastern
Does not detract from a village feel. I am not apposed to redevelopment as long as it dose not overwhelm the integrity of Hawksburn.
does not detract from the current features that help give the village its significance
does not detract from the current village feel. For eg the current 3 storey building (old Beba's opp post office is an eye sore!)
Does not detract from the unique village feel that exists.
Does not dominate the streetscape, yet also that they are not clustered together.
Does not dominate.
does not exceed 3 storeys and, even then, do not result in overshadowing, plus provide for appropriate parking off-street.
Does not impact any of the above.
Does not include the nature of the shopping precinct
Does not look like a concrete jungle, does block landscape views and sunlight and does not create wind tunnels.
Does not over shadow existing buildings and keep 'open areas' between these new building - not building too close/on top of each other.
Does not overpower the heritage character of the area which is what makes it a pleasant area to visit and retaining the heritage character is very important
does not overshadow the footpaths, and does not overwhelm the existing scale and has adequate car parking.
Does not overshadow the low buildings. Buildings heights need to be reduced on new developments.
does not overshadow has open space at the ground level
does not significantly alter the visual streetscape
doesn't curb enjoyment - doesn't create too much shade/shadows, cold. If ? they should be appropriate and with current amenity ie windows and separate kitchen and bathroom
Doesn't infringe on the current look and feel - have adequate parking built under ground
Doesn't overwhelm, overshadow or be higher than 4 storeys.
Don't accept that Hawksburn needs a landmark/tall building.

Dose not exceed current heights
Dose not impinge upon or prove a detriment to the existing 'village'/'historical' Architecture that makes Hawksburn so special. Question - Why did Council approve the 'Ugly' @578 - 3 level building abutting the 'historic' houses/boutiques, west of (580) trelize cooper??. Immediately should be the limit within Williams/Mathoura RD. For any new developments to Eastern Precinct preserve character & sunlight.
embrace the village feel. Diversity of products and services are the key. Multinationals like 'Bonds' destroy the village feel.
Encourages diversity of services and goods offered.
Enhance the visual landscape and if housing are of a reasonable size, not slums of the future.
enhances the existing streetscape
enhances the existing village and provides increased amenity, not just residences
enhances traders' abilities to attract customers in a pleasing environment
Excel Architecturally, Do not over tower period buildings, are located west of Williams Road.
Fin in with the character of the Village and have the upper storeys set back. The village is too small to have taller buildings.
fit in with the streetscape are set well back ie at least 15 to 20 metres
Fit is a way that helps keep the precinct look and feel of the Village itself.
Fits in with the feel of the Village.
fits in with the village's local character
has integrity in design and architectural merit
I am not in favour of buildings that are higher than current levels.
I disagree that the area needs taller or even 'slightly taller' buildings to provide landmarks and interest - it already has sufficient local 'character'
I do not think Hawksburn Village should have any taller buildings (if it must happen only 2 storeys)
I do not think there should be any taller buildings. This would go against my answer to point 1
includes age friendly features (see WHO) provides environmental sustainability eg solar/wind generated electricity, rooftop gardens for communal use, recycled water etc has healthy food outlets if commercial
indicates that they were thoughtfully designed to be buildings of quality, and not simply boxes filling prescribed envelopes
Is consistent with a 'village' feel.
is in keeping with hight of existing historic style buildings. No higher than 2 storeys. It is absolutely disgusting that the 3 storey 'eye sore' currently going up at 578 Malvern Rd has been allowed. And the is RIGHT NEXT DOOR to a historic building.!! You should be ashamed - that is already spoiling the area. Hate to think what you will allow in future. That is totally NOT in keeping with the vision as in No 1 of this survey.
Is in keeping with the heritage nature of the existing buildings. However I'd prefer 2 levels only.
is non intrusive and aesthetically matched to existing structures
is not confronting. Greenery to blend with landscape of surrounding parks, muted colours.
is not taller at all
Is not viewed from the street and do not overlook nearby residential properties in any way.
is not visible at street level and do not reduce sunlight

is overbearing or takes away the character of the area - or creates shadows.
is respectful of the existing buildings so they don't dominate. Controls must be heightened to reduce both height and bulk. Architects often have little regard for heritage values as they seek maximum occupancy within their own architectural tasks.
is set back and higher to maintain the existing streetscape - but I have no objection to going higher.
is sympathetic to existing village feel
is sympathetic to the overall character of the area. Should have building which consider sustainability
is very, very sympathetic to existing character
It does not detract from the Village feel, atmosphere of Hawksburn.
Keep within the same context of the area not creating shade on surrounding buildings.
maintains a village atmosphere and feel. Set backs above the second floor are required provided they do not have physical impact to neighbouring residential (privacy, overshadowing, overlooking)
maintains and enhances the character, charm and feel of the village. New developments need to be of a style that is not going to date in 10 years or too outlandish.
makes them blend in with current architecture
matches current building heights and does not overshadow
matches the feel of the heritage and greenery in the area and are environmentally sustainable. Don't want the village to feel like a concrete jungle.
Maximises land use while adding to amenity and meaning to its users
Minimises impact on the streetscape, traffic and natural light
minimizes the impact they have on pedestrian sunlight
No higher than 3 storeys.
No higher than 3/4 storeys.
no taller buildings at all. That's part of its charm now
Provide focal points but are not uniform in the streetscape eg located at or near intersections not centred in a block
provides compulsory underground parking - 'more than adequate'
reflects the character of the village and does not create extra vehicles as a result of more accommodation re. extra height
Reflects the village atmosphere and aesthetic to encourage independent traders (not corporate retailers).
respects existing streetscape scale and generally fine growth pattern of development. Upper levels should be well set back.
Retain Heritage Homes - sit back from the street in a way that they don't turn a small village feel into a 'Chadstone' shopping style ruining the street as they have done in Clarendon Street, South Melbourne.
retains the village atmosphere
Set back from the front shops/building and not too high.
set back higher levels from the street - do not repeat the 'Hawksburn Project'
sets it back from street frontage and allows ample parking on site for its users
Steps back from the street and maintains natural light to open spaces.
Tall Buildings are banned.

taller buildings is a vague description. The name supports a 'village' not a city
Taller buildings will spoil the Hawksburn Village look and feel. Developers should understand history of Melbourne and not spoil the surroundings. Too much emphasis is focused on the 'profit'!
That blocks sunlight, increases congestion and creates a soulless wind tunnel.
that they do not be more than 2 storeys. Anything higher than this, must be underground
the buildings fit in with present landscapes. There are several new 2 storey buildings in Hawksburn Village and they do not overshadow existing shops etc.
the infrastructure will cope with traffic, bicycles, pedestrians, amenities. Infrastructure is first priority!
The upper floors are set back so that the footpaths are not cast in shadow all the time.
The vision (Q1) states a village feel. Even major global centres like London, NY, Paris would not have high rise in village areas.
their character/style assimilates with existing heritage buildings
there is uniformity in their height, and that they are not too high.
they are aesthetic in design and do not enclose any area to lose more greenery and space and create further parking problems. Perhaps they could create a vantage point for views of surrounding areas and retreat from down below
They are attractive
They are no more than 2 storeys.
they are no taller than the existing streetscape
they are not higher and also out of character than existing /adjoining buildings
they are not out of proportion to existing buildings. The 'village' atmosphere you want to retain would not be served well by inappropriate high buildings
they are only 1 storey higher than any 2 storey shops and that they are sympathetic to existing landscape.
They are set back from the streetscape so light to footpath is not affected. They are also sensitive to surrounding residential areas.
they are set back, quiet in design, do not exceed 3-4 storeys
they are well set back. Part of an overall co-ordinated streetscape - not one, two and three storeys
They blend in with existing streetscape and any height increase is limited to one extra storey only.
They complement existing buildings
they correspond with existing heights and character of the village
They do not adversely impact on the village atmosphere.
They do not detract from the existing streetscape.
They do not overshadow any residences
They do not shade the streets excessively
They should enhance the existing village and not chuffer in style, but rather blend with the present buildings.
They should not exceed 3 storeys!



Top most floor/level is set back from street level to avoid carryon affect at street level.
Village is the way I would and most locals would like to keep Hawksburn
will enhance urban design in the centre and not detract from it, ie. not like the new public housing west of Surrey Road.
Will not date and look tacky in a few years most new development in South Yarra, Melbourne look cheap and nasty,

Q5b. Any comments for the question above?

Responses
A unifying artistic approach will be better. No more ugliness or low quality buildings please. Let's aim for aesthetic and timelessness. No builder designs/only architects and artists
albeit wide footpaths are desired
Area C allows for scope for different business or offices. Need to cater for parking as currently there is none.
Area C has a many narrow lots as well and it would significantly change the character if it gave the green light for multiple demolitions for one large development.
Area C is becoming far too congested with over development without improvement to infrastructure. There is no public toilet in Areas A,F,E,C. Parking is impossible
Area E should be extended to over the current retail precinct on the western side of Williams Road.
Area E should continue to be 'shop front' whereas Area C can be landscaped to give a better impression of open space for pedestrians.
As long as any existing historic heritage character is maintained and not dwarfed by anything new more than 4 storeys in height.
As long as it is consistent with my previous comments
Because it has become impossible to make the Area C section quaint because of McDonalds and Petrol Station.
But as mentioned in question 4, I don't think Area C should be full of 5 storey buildings. Likewise, the Woolworths site could be redeveloped in a way that allowed for height, but still fit into the streetscape.
But make the west something special - it is very disjointed and unappealing. Give reasons to want to walk down this side as well.
But not 'cluttering' with massive new modern structures
But somehow have a blending theme so the two precincts are connected.
But that does not mean that I support rampant, insensitive development for the Western end.
But there is too much over development already in Area C - no more large buildings.
By the same token, the Council should be careful about making it high density development with tall buildings that were edged very close to Malvern Road. It is starting to look unsightly taking away sunlight.
Council should control and protect existing feel, not developers nor VCAT
Create a holistic approach. Hawksburn needs more green and less of traffic to encourage people
Diversity in streetscape is good. Streetscape should respond to current environment, not as it was 100 years ago.
Draw attention to this special precinct by curbing industrial and taller building on main road.
For any new developments to Eastern Precinct preserve character & sunlight. But if Council dose not put into practice the wishes of community & retain character of Eastern Precinct & continues to approve development that detracts from that character.
Generally yes. However, tall buildings even in Western precinct should be avoided.
Having two distinct precincts makes the area much more interesting
Higher density in Area E will enable the Hawksburn Village to remain low scale
However, the Eastern precinct should not be set in aspic or made to look like a twee 'village'

I believe strongly that there should be cohesion between the 2 precincts - 1. buildings in western precinct should not be set back from footpath, building envelope should be consistent in existing Area E, albeit max 4 storeys on main road. 2. where there are spaces between buildings these should be designated as walkways to encourage pedestrian access.

I believe you cannot build 'newer' buildings in a 'heritage' type street - to me it looks as though 'Council' don't care about the Heritage area.

I do not like the Western precinct. I would prefer it to reflect the Eastern precinct, similar to High Street, Armadale.

I don't think the western side of Williams Road (to Mathoura Road) will ever be considered part of Hawksburn Village. It needs its own character focus and name, perhaps McKillop Village after the old bakery (to Cromwell Road)

I don't want the eastern precinct to become 'over-developed' in its look and feel. Heritage should be preserved. While integration might be a good thing it is important for Area E to preserve its uniqueness.

I get the distinct impression you are fitting toward a 'Chapel St' precinct, lacking in character, hundreds of retailers all trying to eke out a living in a suburban environment that won't support the businesses with a relatively small catchment. Vacancies a regular occurrence.

I like that there is some variety, a monotonous streetscape which is not natural would be boring.

I particularly dislike building right on the footpath like the housing commission. It really detracts from the building and unpleasant walking past.

I prefer the traditional high street environment of the current Eastern precinct

I think that part of the western district should be developed in a similar manner to the east.

I think the Area C closest to Williams Road is ugly. I think there needs to be better flow between the two areas. Area C seems to have frequently changing leases and less frequented stores/businesses. There needs to be flow in this aspect as well.

I think the industrial uses are in conflict with the 'vision' of Hawksburn Village. This area would be ideal for a greenspace/square

I would expect larger scale development (taller) in Area C

I'd prefer consistency and to have Area C more like the heritage style of Area E. 'C' lost its heritage buildings because of inconsistent controls! Why fix a problem with a problem?

Ideally no modern high rise (3-4 storeys) east of Williams Road.

If a development of two storey residences has any merit then such a development should locate on-site parking underground

If it were anything different (Area E) it could not be called a 'Village'.

In all areas development should respect good quality older houses, eg the Manhattan style houses in Howitt St, and allow for smaller and larger free spaces without any specific purposes, which should then be planted. Even very small planted spaces support the natural environment.

It is essential to separate the east + west precincts + to retain the village character low level buildings + streetscape of Malvern road between Williams Road and Lorne Road.

It is the unique character of the area that draws people to it and is why it is so popular. Over development would ruin the area and destroy this unique character, also worsen the existing traffic congestion.

Just make sure you don't approve what you did at the Housing Commission - a huge concrete block right on the street!! Dreadful!

Keep E as it. Develop C/B sections.

Look to blend them over time with a considered development
Maintain heritage facades both areas
Maintain individuality and eccentricity Do not support 'monstrosities'
Make it easier to provide outdoor 'cafe' seating by setting back buildings or other means to create a more vibrant atmosphere, thereby attracting more people.
New development already on Western side is inappropriate - too high and too large - variation of facade should be included. One long apartment block across Commercial Road should have had more 'open space' between the whole block.
No
No industrial for the eastern precinct. Keep the trees in the carpark - 'C'
No point to have a different approach to areas so close to each other.
Not a concern to me
Not a very attractive area - could do with decent redevelopment but not high rise
Not necessarily - develop suitable for site not so that they match Areas should remain ?
Number one problem, is the traffic flow, Malvern Road is already bumper to bumper traffic and Westbourne St, where I live is becoming impossible to find a car space when I return home.
Please a consistent approach would be useful, need to consider blend of retail uses between areas
Please extend 'Area E' to include 'Area C'; attempt to create more unity and consistency of feel; remove McDonalds and petrol station and turn into a park.
Please maintain the heritage buildings' charm, grace and historic feel of the neighbourhood. Once gone and replaced by endless soulless tacky new apartment blocks cannot be returned to the beauty that was there. Prahran losing its soul
Provided there is no destruction of the character of the existing western precinct (Area C) so that there is an enforced uniformity of bulk and loss of open space and respect for the traditional street scope values.
Reduce the number or stop 'new development' is taking over the Hawksburn & Prahran area.
Retail uses/developments should be central, compact and accessible. Wide lots, blank walls and spaces between buildings are not appropriate, except to provide well-designed seating areas pleasant for resting and people watching.
Retain the existing characters in the Eastern precinct, as far as possible. Western precinct should provide the major development, including any increase in parking area.
Self explanatory
Subtlety, 'village' feel, pedestrian access all important. Let's not have a hideous repeat of Tok H or the abomination that exists outside the embarrassment that is Prahran Town Hall - scary and should be cleaned up
The building heights in the western area should remain at no more than 4 storeys (as present). There are a lot of residential buildings south that will be adversely affected by over shadowing if they are allowed to go higher.
The eastern end probably needs more work than the other parts to bring it's lagging visual appeal up to that of the rest of the precinct.
The eastern precinct (Area E) footpath is too narrow for footpath trading. CafÃ©s , bistro ,hotel and food out let should modify their own shop space if open dinning area is popular but not to use public space on the foot path. these traders also be responsible to clean the foot path area, pick up cigarette buds, bottles. these cleaning bill should not be responsible by resident rate payers.



The existing 'character' isn't worth preserving. Maling Road, Canterbury or Lygon St, Carlton would be worth emulating but there should be allowance for the growing number of inhabitants.
the new developments on Hobson St/Malvern Road corner is a dismal outcome. Hopefully this sort of response can be avoided on the south side of Malvern Road and east of Williams Road.
The petrol station and McDonalds drive-through on the High Street Road of Area C are nothing like the character of Area E. For this reason, I think the focus should be on the Toorak Road side of Area C (as this side of the road of Area E) is the strongest attraction for shoppers visiting Area E).
The shopping precinct will no doubt develop, but it's to be hoped it keeps that unique appearance and feel about it.
The streets themselves are also different. The western precinct appears wider and has attractive street trees which should be enhanced/retained. It's not all industrial/commercial feel.
The traffic in the area is bumper-to-bumper along Malvern Rd from Orrong to Punts Rds, and along Williams Rd from Toorak to Dandenong Rds, 6 days/week. And that is without the yet to be built Orrong development. Any new developments on the Western side must be low rise. The residents are finding they are entrapped in their own streets because they are unable to exit onto the main roads.
The West needs to be in keeping with the East for continuity. No excuse for unsightly, ugly, modern skyscrapers!
The western precinct appears suitable for denser, higher development.
The Western precinct's lack of character will affect the viability of businesses in this area. It would be better to extend the Village feel to this precinct.
The western side seems to be more of a commercial precinct. The eastern side has a more vibrant village feel.
There are many parts of Prahran that remind me of London in the 16th Century. Tiny houses, many not renovated (maybe, never will be) because some are rentals and many owned by 1st home buyers. Some should be put on Notice regarding there state of repair.
They are distinct areas - village feel of Hawksburn should be maintained
This is a vibrant part of Melbourne because a lot of people live nearby and use the precinct. More can be accommodated through careful design of new buildings or old factory and warehouse sites.
This view would be backward looking, not progressive. The western end is already evolving. The plan should reflect things like the growth in residential (Hawksburn), car dealerships and industrial one slowly going/closing. More restaurants are opening in the western precinct. Industrial is a remnant from a past era. Also the courthouse no longer operates as such and will one day have an alternate use.
To a degree all new developments should be set back with gardens at the front.
Totally agree, and I would like to see west end development ? the lines of the wider lots of High St Armadale
Try to keep uniqueness
Unfortunately we have to use space available but please keep open spaces for the public to sit in like parks and gardens
Unique 'village' nature of shopping centre in stark contrast with hard edged architecture now in place. No sympathetic character in shape and form
Unsure
Vulgar, modern building would destroy a still charming village
We don't want a Chadstone look to Malvern Road although I feel it is too late to stop development of more 'BMW' type sites

While agreeing that there are differences in character and in existing usage between east and west precincts, every effort should be made to consider separately and retain the integrity of each area.

Why keep changing what is nice?

With some creative vision the C&E could be moulded to flow in character. Maybe some recessed small green areas of enjoyment of the northern aspect. The village should have an aesthetic charm.

Yes, but not resulting in poorly designed multi storey building such as the housing commission's recent apartments bordering on Malvern Rd which are already looking shabby

Yes, keep the two areas consistent with their existing character - this does not mean Area C should be 'developed' further with larger, taller buildings

Q6. The draft structure plan is an opportunity to identify some possible locations for publicly accessible spaces. Look at areas A and D – these are some potential locations which might offer opportunities for future open space. Would you make any other suggestions? Please refer to the map here on page 2: Hawksburn feedback form

Responses
*Refer Barnsbury Road! The street plantations need replanting with appropriate native plantings (like the 'green' on Lara and Cromwell). The plantations are used as a dumping area for flat rubbish.
A children's playground or park would be nice - not a public meeting place which only encourages drunks/crime
'A' is already an open space developed by Beckon 20 years ago. What else is there to do apart from maintaining the existing little park?
'A' is where the supermarket is - yes? Need another level on the car park not an open space. 'D' would be better for open space
A multi-level underground car park at the rear of Woolworths, ideally with green space at street level (park benches, garden, etc).
'A' not feasible - cars win
A play area for kids skate park dog area
A roof top public open space above a building
Agree - need more trees and open spaces, parks etc
Allow for as many pavement cafe's as possible.
Any increase in publicly accessible space would be most welcome - as shown on the map the area lacks this
Any open space areas need to be user friendly & attractive in terms of security & amenity i.e. appropriate and maintained. Lighting/seating/removal of graffiti to discourage anti-Social behavior which would deter use by families/elderly etc. we do not need more 'open space' that look run-down/unkept and depressing blights on neighborhood.
Are public meeting place really necessary in a small happy strip such as Hawksburn village?
Area a - if you put a underground car park at Woolworths you could allow for open green spaces above the car park a courtyard, trees.
Area A should be underground car parks and say 2 level car park with open space to eat lunch on roof top.
Area B Area C on corner of Williams/Malvern Create a park
Area D - this is a police station currently. Any land dealings should go to public gardens and not residential developers Area A is on a hill, is scarce car parking for a supermarket. I'm not sure it is suitable.
Area D should remain as an area available for police station staff - otherwise cars will abound streets
Area D Yes, but if big changes are made to Woolworths (A) then it will change the look completely, the Woolworths building is quite unique.
Areas A and D are perfect for publicly accessible spaces.
Areas A have the potential to work much better as a car park and may be terraced to allow for greenery sitting and eating. At the moment it's badly designed and dangerous - car access. The slope allows for a great solution especially facing north for platforms of multipurpose use.
Areas A, B, C would make good public green spaces with close proximity to public transport and

amenities
As is.
B - dealerships come and go anyway
B is obvious because it is self contained and a low rise dealership. This would have a Council option for future purchase as has occurred closer to Chapel Street. The building on the opposite corner of Williams and Malvern is not successful as a business and could be open space.
Be creative! Western corner of E - shop on the corner could be used an open space or 'reused' open space
Be great to have indoor/outdoor hub such as caf�� on park.
Because the properties are being renovated in the area there isn't the potential to buy houses for land purposes.
Best way for open space is to restrict developments so they only cover 60% of land and not 100% as is happening. The area is a concrete jungle and not pleasant to live in.
Better wayfinding to Victoria Gardens also a good idea.
But where in A - Woolworths - lack of car parking is a priority to fix
C and E
Can access be away from Williams Road so that any traffic is re-directed away from the main thoroughfare. This would reduce any further congestion
Can the carpark at the rear of Woolworths be made into a park with an underground car park making traffic enter from Malvern Rd and exit from Malvern Rd
Consider closing a side street to traffic
Corner of Malvern Road and Francis St (police station) is informally used as a place for people to sit on their breaks etc. Perhaps use this or the vacant site opposite next to Hobba as a public space.
Could car park area at supermarket have a green rooftop over additional storey?
Create all the open space you can, but be careful of robbing the area of parking - that's how the residents shop these days
Create some open space and off-street car parking at B, and at C eg, west of Hobsons St, between Malvern Road and Howitt St.
'D' is a nice idea but really is a bit out of the way as far as Hawksburn is concerned. If A removes parking from behind the supermarket then all the shops should close down now because that is needed more than any parks. No parking - No shoppers - No Shops.
Deck the May road car park + create a plaza on Malvern Road
Despite what all the 'do-gooders' say strip business needs plenty of off street car parking and uncluttered streets for quick through traffic. Area A seems to be Woolworths which needs a multi storey car park. I don't know Area D
Do not reduce supermarket car parking. Police station is close to Vic Gardens. Any open space needs to be up near the Coles section.
Do not spend money on over priced real estate just to make a park.
Don't agree that we need more publicly accessible spaces in these aeras
Drastic action is needed. More land is needed for parks and recreation, wider roads and space between buildings.
Good ideas. Where does carpark in A go? Underground - expensive?
Good suggestions. Is it realistic to use D or just a lack of proper planning by town planners

Great spots for open spaces and public meeting areas. But let's not go making this feel like a 'plaza'. I like it because it's not like a plaza
Great, put the car park A underground and create a park on top (aka Cato St). Even better, demolish the whole Woolworths and make the whole area a park!
Hard to make public open space in tight areas (car park at station and back of police station). May have to just make streets pleasant to wander
I can see this in Area D but not in Area A
I don't think there are enough disabled parking bays in the area
I feel Area A should be retained as it is. Any increase in parking, should be underground. You can increase the parking but will that ever be enough?
I frequently use the Woolworths supermarket in Hawksburn and would be sorry to lose it to green space as Toorak Primary is right nearby and has plenty of open space.
I like the suggestion of Zone A becoming public space Open garden space would be great
I think the idea of plazas, or small squares of open space(a central garden surrounded by bench seats shaded by trees in central space). These small squares would encourage pedestrian access by providing much needed resting space for older people and young mothers and children whilst walking to shops, station etc
I think they need to be accessed directly from the street to 'activate' it, not tucked away behind the police station or supermarket
I would like to keep the ratio of population to parks/trees. So if population is to increase, more green space needs to be appropriately developed.
If the car park at 'A' could be put underground with a park on top, that would provide a useful open space. D would be less usefull as it is quite close to both Princes' Gardens and Victoria Gardens.
If you use Area A you will need to put in underground parking which will destroy the Village feel.
Integration of car parking in A & D to encourage foot traffic. Re-routing of freeway traffic (to avoid toll fees on Monash Fwy) down Malvern Road
It would be perfect (but difficult) if Area E could have open space
It's a rented property - so I am not all familiar
Keep Woolworths car park as is, no trucks into May Rd
Like the idea of open spaces (A+D) however need additional parking incorporated for Woolworths & local shops.
Maintain a good balance between winter sunlight, summer shade and protection from wind.
Maybe A could be a playground?
More open spaces!
More paths in my situation will be good - Prahran needs to be opened up, parkland will give the new a softer feel and look.
Need more information before answering
No
No
No
No
No
No



No
No comment.
No extra public open space.
No further suggestions.
No other suggestions
No, not a great concern to me
No, very difficult but open space welcome in 'small bites'.
No. Good idea. Not sure how parking will go if A is not a car park.
No. 7 Hobson St to extend existing small green park. BP service station and/or McDonalds site
Not really
Not required.
Not sure extensive public space is required in this area given nearby parks available to residents. Perhaps one north-facing shop would be acquired and demolished to make a small public space for people to congregate - including public seating and trees
Only the planting of street trees wherever possible.
Open space - if properly designed - is desirable. However, they must be supported by strategies - such as demoting car use - that make them convenient and attractive.
Open space difficult in the village area and is not needed.
Open space without a purpose is pointless. Hawksburn is visited by many for shopping and these shoppers are not expecting open space. Open space is for elsewhere in Stonnington, such as extension of existing parks or new ones.
Open space would be great. Council also should allocate resource to keep the residential streets- May Rd and Sams Way car park tidy and clean. Staff work in the food outlets and the patrons they park at Sams Way car park, May Rd, Williams Rd. They don't live here, they leave bottles, cigarette buds, food and wrapping around, especially in Sams Way car park and Sams Way . Sams Way is a L shape small street. Council don't care about resident street. Council need to keep up the maintenance and beautify the street land scape in May Rd . The resident has to put up a lot of traffic noise from big waste collection trucks and delivery trucks. The planters around all the council tree in May Rd. should be all unify using blue stone to keep the heritage look.
Open spaces and parks are great. But not if you are taking houses to make them. There are many open spaces, park in South Yarra, Parhran area already.
Parking is still required for Hawksburn shops. Put car parking underground at A. Can't comment on D as I'm not familiar with space
Personally feel these are ample public spaces. We have public housing, parks, pool etc
Railway line area
Re-location of police station has potential to provide a material new open space
Remember accessibility/disability issues please. We are also an ageing community
Retain Area A as is. The designated car park is vital to Hawksburn Village. Area D does not appear to adequate parking for western precinct.
Roof over an underground car park behind Woolworths and create a fabulous Hawksburn Village. Indigenous green garden where the whole community can gather/meet
See area X on plan.
Seems parking is more of a priority than open space

Support the idea of public open space in Area D. Not supportive in Area A.
That open space areas be included as a must in any new development whether via setbacks from road of central public areas
The more open spaces the better as long as they are dog free
The open spaces around the Prahran pool are lovely I hope that area won't change. It would be nice to have open space at A but I can't picture where that could be.
The whole back of police station could do with some beautifying. Any potential around BP/back of McDonalds?
There are no parks in the block bounded by Williams, Malvern, Surry and the railway. This area needs consideration.
There is a small park near A that can be developed. The use of A here is inconsistent with Q.8.
These are fine
Underground parking at the back of Woolworths to enable future open space that is devoid of cars, with time-managed delivery vehicles.
Very skeptical of plans to create Pocket Parks using residential sites. Would like to see greater emphasis placed on streetscapes and into planting quality street trees
Walkway between Oban Place and Williams Road has a magnificent row of tall palms. Dead undergrowth, rubbish, fallen branches, etc need to be removed and site returned to its original, open, attractive space.
Which A and D - there are two
With Malvern Rd virtually a freeway after 4.30. Parking has to be a priority, not a space viable for a few months per year when the weather is fine. You need to think about facilitating businesses to survive and be viable, not knocking down supermarkets that draw customers.

7. What are two things that would make a useable open space for you in these locations or the locations you have suggested?

Responses
Seats and shade
1 bay in front on 435 (entrance in Hobson st) is not good enough! You need to have more than 1 disabled parking bay, especially for those that are disabled and require more space to get in and out of their cars.
A - parking essential to support village traders
a 'highline' type outdoor space like in New York
'A' is only useful as a forecourt to the supermarket which would need to be done with any redevelopment
A multi-level underground car park at the rear of Woolworths, ideally with green space at street level (park benches, garden, etc).
A place to take my grandchildren to play cricket/kick a ball
A small square
Acquiring and creating a Pocket Park on the Surrey Rd frontage of Leonard Joel site (area A)
Age friendly including dementia friendly areas eg shaded in summer, easily visible seating, toilet facilities, community garden beds for local residents, etc
Already use Orrong Park so really don't need any more. But if you must - make it kid friendly
Area A
Areas for children to play
As above
As I am unable to walk and distance these things are not as important as they once were.
Assume 'open space' means not be used as car parking space. There is very little 'green space' in Hawksburn area
BBQ, tables and chairs. Family friendly space. Free wi-fi
Best way for open space is to restrict developments so they only cover 60% of land and not 100% as is happening. The area is a concrete jungle and not pleasant to live in.
Block-off Errol St access to Malvern Road. Create a landscape area using a landscaped area using all of the present footpaths and road as far south as is possible. Properties in Errol St have adequate egress to Williams Road at present.
Build over railway lines - move into a park and walkway and bike path
Cafe's with outdoor seating.
Car park
Chairs - park benches. Lots of them for all users
Combination with sufficient parking.
D) Quiet park/garden setting-lots of benches no kids area or dogs quiet reading and contemplation trees to screen bluish roads.
Dedicated like path through area.
Direct access at street level
Dog free parks every where currently I can't use any

Dog friendly parks
Dogs banned. Where can I go to lie on the grass and avoid turds?
Ease of non-vehicular access.
Feeling safe, no graffiti, adequate lighting, CCTV
General garden landscape with good sitting facilities, well lit at night
Good amount of green vegetation
Grass and maybe planters on the footpath (where space allows)
Grass and trees (area to picnic in the sun).
Grass, nice plantings
Grass, trees and area where people can sit or play board games, like in Europe.
GRASS, TREES, GARDENS
Grass/park area such as the one near 'clara' in South Yarra
green areas, parks
Green space. A place for people to meet/gather with family - picnic tables, benches, grass for kids to run around
Green spaces, lawns, trees and maybe some buildings but only 2 storeys high.
Green, seats, pockets fine, meeting and resting place.
Greenery and seating
Grow plants that look green rather than native grass that are low maintenance but look like untidy grassland.
I am constantly being told that parking is difficult, so perhaps stricter limitations
I don't consider open spaces necessary on a strip shopping centre although seats along the footpath instead of coffee tables and chairs would be useful
I like the mix of play grounds, courts, pool, park and theatre - what a luxury.
I will live to see a plaza in E with public toilets.
If there is not more parking soon, then the whole strip can become one big park with lots of trees and everybody can shop in Chadstone!
In Armadale - at the bottom of Stuart St, there is a very family friendly 'park' that runs through to Union St, plenty of seating and play areas. It is always full of families.
In order to feel safe would need significant pedestrian traffic passing the area
Indigenous plants throughout - encourage birds/insects. Make it state of the art - 'mini Birrarung Marr'
Keep maintenance a priority and a safe secure area. CCTV installation. Remove and relocate public housing
Landscaped lawn with seats
Lawn area
Look, it's so hard to safely walk to and from Hawksburn, especially from the East (the Mathura/Chatsworth rat run), and so hard to cross the road. (Ped lights don't change on demand) that open spaces on their own have limited value.
Low maintenance gardens, parks or benches. The green space does not need to be expensive to maintain but it is essential.
Make better use of the Woolworths carpark space, to take congestion off the street.

Maximise visual access to the space so people know it's there and then it will be used.
More trees, plants - maybe compulsory rooftop gardens/cinema on any building over 3 storeys. Child and dog friendly. Traffic always a nightmare.
Multipurpose open space (eg. basketball court, garden)
Natural environment of grass/trees/shrubs.
No comment.
None.
Not small parks - I don't think they would be used to greatest effect. Plazas surrounded by cafes would be good.
Off leash dog area (with permanent fencing)
Open area on top of a multi level (2-3) car park back at Woolworths or buy some houses to make open space near the shops.
Open areas with grass, etc, not just paving
Open grass space Planting Bike path
Open space
open space for children play round
Open space? there needs to be more open green space for public use - landscaped area, more trees etc along footpaths.
Open spaces need size like Victoria Gardens. Small parks are useless
Outdoor areas where people could relax for lunch, coffee, etc
park
Park area with seating
Park with outdoor play equipment and gym.
Park with some bordering small garden cafe
Park, amphitheater, market (farmers) area, multi purpose.
Park, playground, attached cafe
parking and increase in trees
Parklands. I don't want cement or concrete jungles.
Passive recreation ie seats, gardens, fountain, paths
Places to safely leave dogs tied up, water
Playground Plaza style at A?
Playgrounds.
Plaza type open space
Professionally landscaped
Proximity to the Village with minimal demolition required for B and a large site to enable respite from pollution from exhausts.
Public seating
Public seating - ideally moveable chairs similar to Luxembourg Gardens in Paris or Bryant Park in NYC
Put the May Road car park underground
Remove inappropriate trees from the street - paper bark are too big and drop leaves all the time.



Rotunda structures and BBQ's.
Safe playground equipment auto toilets video security 24 hours
Safeway car park should be one way in - off Malvern - out May Road.
Seating and water feature and sculpture to reflect upon
Seating in the shade of trees and calming atmosphere of greenery including grass
-Seating -Lighting (Security -Planting (Seasonal & Maintained) -User-Friendly paving -Shelter & toilet amenities
Seats and landscaping
Shade is essential for open space
Shaded seating
Small parks are not very useful it is better to link or expand existing parks
Some open parkland/play area to allow social eating in a garden area
Space that is open and inviting; safe and secure; green with plants rather than a concrete space.
Space won't attract people. Businesses and parking attract customers. No customers, no business, lower rates. Typical academic bureaucrat - no business sense idea
Stacked car park at Woolies
Sunlight
Sunny areas with garden and seating
Sunshine
Sunshine Safety from potential mugging Not at end of a cul de sac as that encourages weekend misuse, noise, parties etc which disturbs neighbours
Tables, Chairs, Lawn areas with BBQ's.
That gardens are maintained. We have garden beds in our street, never cleared of rubbish and they are terrible.
The car park could be larger as it is a bit of a 'bun fight' to enter and leave the carpark behind Woolworths.
Toilet facilities and water fountain
Trees
Trees and spaces for people to sit. Less cars in public spaces.
Trees that provide shade
Trees, walking paths to make you take backstreets.
Use Victoria Gardens model - shady trees to get out of the heat in summer
What about a toilet block for shoppers? There is none that I know of.
Wind protection
A kid friendly spot
A retreat away from traffic - visually especially
Access to food and coffee.
Accessibility
Also public transport stop - improvements/cover.
Amenities that cater to the recreational activities most important to residents and visitors,

including tourists.
An area that can be shared with emergency vehicles eg ambulance
Any increase in parking facilities should be under ground
At the same site there is a delightful coffee shop (on the corner opposite). Great for workers to buy a bit of lunch and sit in the sun during lunchtime.
Attractive planting - similar to Murray St Park
Be coupled with a primary focus eg civic building, retail/food or activity
Caf�� serving outdoors
Car parking to continue out the back of the supermarket. The retailers and residents would severely suffer without it. Please leave it as it is, but give it more love and more security.
Child and dog friendly
Child/Dog friendly.
Community garden
Consider more greening of streetscape in Area D
Contributes to environmentally sustainable design
'D' would provide a nice pedestrian connection through Summers Street
Developments having to provide 40% of land to be developed as open space.
Do not build tall over bearing buildings close to the main street.
Expand parking at rear on both sides if feasible
F) Kids +dogs area separated from carpark.
Farmers' Market/meetup place - seats, green lawns, trees. Not too much paving. Create something beautiful
Garden/open space on roofs eg Woolworths
General grassed and landscaped gardens.
Grass
Grass/park area
Greenery
Greenery/landscaping. An artistic approach
High standard maintenance
I don't think there needs to be a playground or any large constructions (there could be some sculpture/art work) but have it as an open space, not crammed
Isn't there an old access lane from Luxton Road to Hobson St?
Lawn and grass
Leased to commercial enterprise - cafes, bars, rooftop cinema - but must still be 'open' to the streetscape/community.
Less traffic - more walking and safe access to public transport. Creating more parking only creates more demand for cars and is inconsistent with (a) recent planning approvals and (b) vision for area.

Lighting is good, so safe.
Like Prahran Market - a 'stage' for jazz, performances etc. to attract weekend shoppers.
Look at the open space in front of the Town Hall. Dead! Forget open space, clearways need parking
Low rental so that a variety of innovative, interesting cafe's can have a chance of establishing themselves.
Make Malvern Road between Chapel & Williams more appealing to want to walk between the 2 precincts give people a reason to walk from one to the other.
More like the European plazas
Move the Safeway supermarket to where the May Road car park now is and construct, say, 2 levels of car parking above the supermarket. 3. Create an area of open space where the supermarket is now located.
Not only playgrounds should be considered as in Victoria Gardens. Peaceful spots for older people and no dogs
open space with tree and seats for resident and shopper to rest underneath . We need some green and cool open space, especially in summer.
Open undercover area.
Park (grassed)
Park and BBQ's.
Park with benches and some playground equipment
Peace and quietness is key in this time.
People who live in apartments need open space.
Place a garbage bin on the Luxton Road corner - people from the train throw rubbish in the street.
PLAY EQUIPMENT FOR KIDS, Some seating for the adults
playground
Playground equipment
Public facilities - ie. toilets and bubblers
Public loo
Public toilets somewhere, underneath in the car park - out of site,
Redevelop police station area
Relocate public housing to greener environment. The area is very expensive and should not be public housing
Safe environment
Seats
See above
Simple exercise architecture, eg. as provided in parks in China
Some greenery
Some open/structure free space. Playground not necessary

Some shaded park, playing areas for families
Spaces that are green, lawns, plants and trees.
The under-profitable ground floor on the opposite corner could have tubs and seating and would be out of the weather.
Then the driveway in from Malvern Road could have more/cafes/pedestrian space.
This courtyard would be centrally located and already has a café which could extend into the area. Developed in near future?
to retain the inviting and village atmosphere. Open areas must be retained and plenty of greenery is paramount. Certainly no high rise developments more than 2 storeys be allowed.
Trees and seats! Trees and seats!
Trees and shade plus seating
Trees if there is space
Trees, shrubs as an adjunct to grassy open spaces - to give residents 'breathing space' - seating for the elderly through to open play areas for children (not skateboards!)
Trees/greenery
Useable sitting areas (and play areas for children)
Vegetable garden - community
Vitality and security through: 1. Cafe 2. Lighting, visibility security cameras



Q8. Parking was identified as a key issue – what creative ideas do you want us to think about to improve parking facilities within the centre?

Responses
* Developments not be allowed to seek amendments to parking provisions after planning consent has been granted. * park share schemes be put in place in mixed developments
1. The car park is not congested. This is factual. It is rare for there to be no space open. 2. Congestion comes from Williams Road and Malvern Road. 3. Many cars already run red pedestrian lights. 4. Encouraging more parking exacerbates the problem 5. Car parking can be created at D
3 Storey car park for supermarket.
A multi storey car park behind the supermarket might be warranted. But a car park area that size is needed in the Western Precinct, perhaps as a condition of redevelopment of Police Station site.
A multi-level underground car park at the rear of Woolworths, ideally with green space at street level (park benches, garden, etc).
A second tier on the carpark behind Woolies could be considered. Much cheaper than underground and not unsightly if kept to 2 levels
Adding storey to Woolworths car park involves destroying existing trees and greenery. Would have a huge detrimental and visual impact on May Road, Mill St, Evelina Road affecting property values
All new apartment blocks being built in the area must provide car parks for each residents before approach.
All new developments that increase density to include parking off street as part of. Actually enforce existing clearways! Fine and Tow.
All new developments to provide sufficient parking to meet land use including visitors parking.
All new res buildings must provide enough parking for all residents. No exceptions
An additional level at the back of the Woolworths supermarket might be a possible solution to addressing these concerns.
An appropriately located multi-story car park at rear of street frontage may be a possibility.
Area A is the obvious opportunity for parking and utilizing the slope to create a flatter access to recreational / green balcony with lower parking
As I live in May Road. By making more parking available in the 'supermarket' the traffic will increase in and out in surrounding streets.
Basement and 2-3 level car park building rear of Woolworths or rear of Police Station or Council to purchase 2 homes for open area with seating.
Build another level on the supermarket car park
Building more car parks encourages more car trips. Is there a survey seeing how far people arriving in the area by car have driven?
built some car park in West side of the Village . East side has two car park already, May Rd car park and Sams Way car park. these two car park have severe access problem. Too many commercial car or visitor cars travel through May Rd, they all try to avoid Malvern Rd traffic. May Rd and Sams Way carry the heavy toll of non resident traffic. Both car parks have narrow openings. Hawksburn village was not design to carry that much vehicle traffic. the noise, air pollution and vibration of big vehicle make the long time resident unbearable.
Car stacking More car share spaces
Clearways in Malvern Road for longer periods of time

Consider opportunity for 'park and ride' from Orrong Road to just beyond Prahran Market (ie., no vehicles along Williams Road during specified periods
Cutting back on residential growth within Stonnington. More people = more traffic.
Deck the May Road car park or expand it to include the house on the south of May road.
Definitely utilizing that Woolworths space! Great idea! Parking and traffic congestion on Malvern Rd is horrific
Demolish existing supermarket building. Rebuild with supermarket below ground level with 2 levels of car parking above - enters exit from Malvern Road, building with set-back. Create a landscaped forecourt with trees and seats in front of supermarket building.
Do not make the Woolworths car park any larger. Keep to 'Village' unique
Don't try and stop parking, rather identify where it can be handled efficiently. Construct underground car parks - the ground stability is good - do not build cheap and ugly multi storey car parks to the detriment of the residential character
Double storey parking at rear of Woolworths
Encourage people to use public transport
Encourage people to walk more - voucher scheme of some description? Charge for parking in key congestion areas
Encourage residents to bike or walk
Every new building, commercial or residential must have underground parking.
Greatly increase parking restrictions in surrounding suburban streets. Drivers must be 'guided' to use public transport and this section of Stonnington is well served by same.
Have either less parking or paid parking, 'better' (i.e. free or more) parking encourages driving, is hostile to walker and its counter-productive.
I have no ideas to add. Parking important for heavy shopping loads.
I think parking in Hawksburn Village should be actively discouraged. Walking and public transport encourage a 'village' feel, not cars.
I think underground would be the only option - but not sure how to reconcile more parking with less traffic congestion.
If there needs to be multi-storey parking create an area on top as an open garden for the public to use
Include a new entry/exit point from May Rd to the Woolworths car park so that there would be two entry points to the car park. This will help traffic congestion in the car park and help improve traffic flow.
Increase the short stay parking. Most of us just need to grab a few things as driving through. Longer stays to use public transport or walk.
Invest the money below ground - three level down car park. Revenue soon pay for itself. Site is already sloping. Green park above.
It is not a problem for me as I don't have a car.
It requires multi level parking at Woolworths and upgrade to traffic control. Stop U turns. Improve traffic lights at Williams and Malvern
Leave street parking and create more parking underground and above ground rear of Woolworths
Limit parking at supermarket to 1 hour as visitors use supermarket parking to dine at restaurants and reduce parking space for supermarket shoppers.
Longer parking hours

Make areas for bicycle parking secure and bike friendly access so people ride and stores home deliver
Minimise car numbers per household Responsible ownership
-Minimize number of developments. - be fair to residents and put restrictions in avoid 'all day parking'
More 30 minute spots. Agree, the Coles car park could go underground and above but should be free or we'll head to Malvern Central where it is free. Free local shuttle bus in the area, especially weekends; include Prahran Market
More disabled car spots
More parking leads to more car use. Hawksburn is very busy with the current parking - does it need more?
Most important item for solution is 'bottleneck' carpark @ Woolworths. -?? make it one way in (eg. May Road) -Pedestrian lights/assistance at Malvern Rd entrance to Carpark - currently extremely Dangerous for pedestrians.
Multi storey car park at back of Woolworths
Multi storey parking behind Woolworths and on the southern side and western side make all the buses using Malvern Road turn right at Williams Road. Make bicycles detour around Malvern Road using side streets.
Multi Story - more space behind shops - buy up houses and provide space.
Multi-level car park on existing works car park.
Multilevel car parking at rear of Woolworths shopping centre is a logical choice
Multi-level parking set off Hawksburn village to prevent through traffic congestion
Multi-storey (not too high) behind Woolworths. perhaps two levels would be enough
Multistorey car park behind supermarket (May Rd carpark)
Multistorey car parks are hideous Is underground too expensive or insecure? Open space above?
Multistorey paid parking in Area A (take out the ? west of Woolworths)
Need to limit cars - area eg no increase in restaurant/hotel seating. No more HD residences which all bring more cars.
New building to have underground areas. More leniency for residents with parking. Remove the 'Hitler' approach
No metered parking! Can there be another access point to parking (esp Woolworths) other than Williams Road. I know there is one at the back but congestion on Williams Road is bad
None
Off street multi storey parking in Sams Way/May Road.
Off street parking, Council owned (cheaper fees!), no more than 3 stories
Open the parking so you can depart via the side street which is currently blocked and has no access for car to enter the back of Safeway
Other than underground parking have no other possibility with property too expensive. Additional level rear of Woolworths possibility
Parking is a major issue, the suggestion of an additional level, or underground level behind Woolworths makes good sense.
Parking is a problem but there isn't much free area to develop more parking. The Woolworths car park seems to be the only area to develop.

Parking really isn't an issue, even at Saturday morning peak times. I would be opposed to underground/added level parking. I wouldn't feel safe using it. Just adjust the current layout with the help of a traffic consultant.
Parking should be discouraged. More parking will increase the already congested Malvern Road
Perhaps an under ground private car park.
Perhaps an underground car park under/above Woolworths.
perhaps underground parking is a solution. However, there are only certain times during the day when parking space is inadequate
Present entry/exit to car parking area behind Woolworths raises safety concerns for patrons. One entry point and one exist point would assist.
Properties on May Road, east of Woolworths car park might be acquired at some time to be combined into an extended multilevel car park.
Put the existing car park underground with ramp over entry/exit for pedestrians. Do NOT increase parking. The area is already choked with cars. It is quite obvious that if there is more parking, there will be more cars - consequently MORE choking. Keep the cars away from the main shopping area and NOT in the local residential areas - hard enough to find a park as it is.
Reduce traffic congestion and increase parking are opposed to each other! Encourage less vehicular traffic on Malvern Rd by removing on street parking, increase bike parking, provide free delivery service for goods, consider one way traffic system loop for Woolies
Remember disability/access parking should be a priority.
Remove clearways and ugly tow-a-ways!!
Remove parking for more public transport
Restrict times and bolster enforcement
See 6
See 7
See under 7 above
Shorter parking limits would turn over parks more quickly. The BMW dealership is a good spot for parking.
Some parking on the High Street Road of Area E such as a public free of charge 1 or 2 hour car park down a side street would increase the number of shoppers on this side of the street, Car parks should not be too tight - the size of the parking bags at Vogue Plaza are a good size and larger than those in the May Road car park at present.
Stricter enforcement. Underground parking. Less Units!!! Because this means more cars - more 15 minute spots.
Strongly object to any development of the car park as it would mean more traffic congestion and less access
that it remains free has age friendly features including clear signs, good lighting, smooth pathways
The development in Orrong Road will further add to traffic congestion in the area. To maintain Village feel, people need to walk/ride to area. You cannot solve parking issues in the Village, go elsewhere if you want underground parking.
The existing car park should be below ground levels with green space at ground level similar to Cato Street. All new commercial buildings to have underground public car parks - as at Bunnings, Hawthorn.
The more parking is provided, the greater the congestion. A real catch 22. Traffic already at gridlock!

There is parking in the main streets and side streets and Woollies car park. People can walk more too!
There should be an incentive for people who normally drive, to leave there car at home, maybe a points system to mention in the local paper for those who stand out.
there would be resistance from May Rd and possibly from some traders, at disruption, however more parking and truck access is needed
This is one of the most important issues. Build an underground & 2 storey above ground car park behind Woolworths - make the free parking and put meters on Malvern Rd
Triple capacity. Reduce time allocated say to max 4 hours. Create staff parking area. Put toilets there
Two storey car park at the rear of Woolworths supermarket with roof top garden on third level.
Underground
Underground at supermarket or near Maccas/BMW
Underground behind Woolies
Underground car parking
Underground car parking
Underground car parking a good idea. Pedestrian crossing between Williams + surrey road.
Underground car parking at the rear of Woolworths with the area above green area.
Underground car parking behind Woolworths supermarket.
Underground car parks at rear of shops/supermarket. Remove on street parking, but have designated drop off zones in retail strip are and install wider footpath (incl path for bikes) on edge of road with yellow lines clearly marking bike lane. This would only be required in Area E
Underground car parks at Woolworths and at Prahran police is a good idea.
Underground car parks should be mandatory. Car 'stackers' do not work - eg 610 Malvern Road. Cars can not be parked in allocated space and don't allow space for car doors to open!
Underground car parks.
Underground carpark at the existing carpark next to Safeway, Malvern Road
Underground is the only option due to other options impact on May Road
Underground multilevel car park with park on top.
Underground or additional level at back of Woolworths to increase available car parking.
Underground or extra level at May Rd car park with top level open space with garden/trees
Underground park on top?
Underground parking
Underground parking + parking on additional level at back of Woolworths.
Underground parking at rear of Coles as part of major redevelopment
Underground parking at the back of the Supermarket.
Underground parking at Woolworths is a good idea but it needs to be supported by improved traffic flows eg no right turn into the car park from Malvern Road (heading towards Chapel St), a left turning lane into the car park from Malvern Road etc.
Underground parking in all new developments
Underground parking maybe? At present the residents of surrounding streets, in particular Spring St cannot park - residents permit parking should be made for all of Spring St, not just one side. We can't park outside our own houses!



Underground parking not multi level. Better facility parking, angle parking in adjacent streets
Underground parking preferred. As a cyclist, there should be any more on street parking.
Underground parking with green space on top at various sites suggested
Underground parking with parks, gardens, open spaces above. I have seen this well done in Europe and I can supply photos if required.
Underground parking, an area such as the current parking behind Woolworths, have parking under and the current parking on ground level could be a park.
Underground parking. Any monstrous car park in the area will destroy the intimate and friendly, village atmosphere
Underground suits the environment and is necessary. A parking toll should finance
Underground would be better option as not big unattractive structure visually when above ground. Underground retains openness
Underground 2 blocks off the street
Underground.
Visual impact, parking underground open space above
We live local enough to the village that we walk and don't need to park. That said, the congestion seems to be due to through traffic (ie a lot of vehicles travelling up and down Malvern Road).
Yes
Yes, back of Woolworths would be better utilized by multi-level parking - down rather than up
Yes, perhaps 2 parking levels behind Woolworths supermarket
Yes. BP/back of McDonalds perhaps? May Rd car park - elevate to Malvern Rd level, put a park on top and car parking underneath.

Q9. Do you have any ideas to improve sustainable transport choices (such as walking, cycling, trams etc) within and to the centre?

Responses
*Barnsbury Road could do with a plantation 'refurbishment' dispensary needs relandscaping.
1. Areas to 'park'/chain/secure bicycles 2. Areas to accommodate share cars 3. Areas reserved as cycle lanes/street if possible
A bicycle lane beside the footpath would be helpful.
A bicycle lane or promote cycling? Avoid tram and bus stops immediately within the Mathoura and Williams Road boundaries
Another pedestrian (ligh operator) crossing at about Francis Street.
Area for like parking
As is.
Ban car access Bike storage at perimeter No street car parking Car parks at perimeter of precinct.
Better access to Toorak Railway station from the west across Orrong Park to Toorak Rail
Better bike parking facilities
Better recycling - waste management. Bike parking
Better signage and pedestrian connections to the Hawksburn Train station. Create a crossing point and combined tram stop near Hobsons St on Malvern Road.
Bicycle racks
Bicycle racks being freely available Dedicated bicycle lanes
Bicycle tracks should be off the main road that are already narrow. This creates traffic congestion. Improve nature strips and footpath.
Bike lanes. Bike parking.
Bike paths
Bike racks. Secure place to tie up your dog.
Both May Rd and Sams Way car park are full of big 4 wheel drives. I can't see how they will change to sustainable transport. install meter parking could reduce the car use.
Car traffic through Hawksburn almost always congested/slow. Re-time lights at Williams Road to favour Malvern Road. Remove park spaces and pub to facilitate left turn into Malvern Road.
Create better permeability throughout the centre, with north/south pedestrian linkages and more attractive east/west linkages eg. behind the shops. Perhaps arcades could lead to nodes of open space away from vehicle traffic.
Create cycling strips through Hawksburn to create village atmosphere between residential and retail areas of Hawksburn, Commercial Road, Chapel St
Current facilities are adequate so if proposed plan deviates from present offering it would be seen as a step back.
-Current tram stops are adequate save stop at Mathoura rd a shelter?? -Walking to from village is already well established but pedestrian crossing of Mathura Rd junction is extremely dangerous ?? lights/indicating right of way to pedestrians?? move lights from st john's lane to from a 'square'. of lights at Mathura rd intersection.
Cycle lanes. Highlight recommended cycling routes and increase bicycle parking options.
Cycle parking space for 4 wheel scooters age friendly paths for walking shaded paths for summer ie

deciduous trees
Cycle safe tracks always good but will make flow of traffic a nightmare.
Dedicated (marked) bicycle lanes. More trains stopping at Hawksburn station.
Dedicated bike tracks Covered tram/bus stops
Dedicated walking, cycling paths away from roads, so safer
Difficult to create more space for this. I think really important that walk traffic lights last long enough to walk across the road. Particularly dangerous on corner Toorak and Williams Road. No way elderly person could make across in time, could be hit by truck or car turning the corner.
Discourage car parking Cycling is unsafe due to traffic Crossing major roads is difficult area is well serviced - 2 buses, 1 tram, 1 train
do not block up the roads and traffic with bike lanes and tram super stops!!
Eastern precinct is too congested with vehicles. Shoppers should be encouraged to walk, cycle and use trams.
Engage a traffic consultant for expert advice. Current sustainable choices are fine. Demographic don't use bikes! Improve lighting for pedestrians as local public housing residents can be scary.
Existing transport facilities are excellent. A transport hub on the corner of Williams Road and Commercial Road would be useful
Footpath between A'Beckett Street and Lorne Road along Malvern Road is uneven, bumpy and too narrow. Footpath should be widened to Malvern Road removing unkempt grass. Difficult for people with prams to use or disabled people.
Footpaths are narrow. Remove street parking for wider path and cycling
footpaths need widening - table and prams and dogs. Narrow available path size, make bike parking area
Free local shuttle bus for shoppers, or gold coin donation to ride. More pedestrian crossings around.
Free or minimal fee pick up and drop off service for locals by bicycle cab and free delivery for small items eg bread, takeaway provided by traders co-op so that short trips by car for single purchase items are eliminated/reduced
Frequency of no. 72 tram should be increased
Frequent users of the centre already walk, cycle and use trams but a message to those who can not or do not want to - they should be informed of the difference the above will make.
Half hour parking on Malvern Rd, bike friendly along May Rd
Have PIDs for buses and trams indicating when next service approaching
Hawksburn Station is either misplaced (should be relocated) or immensely underutilized potential
If (8) were implemented (i.e. better parking off Malvern rd) At least 4 car spaces in Malvern Rd could be converted to trees islands with seats and/or bike racks.
If you don't have a car, you may have a shopping cart. Remove/reduce barriers to trams and footpaths.
Improve car traffic flow especially on weekends on Malvern and Williams Rds. Currently there's a traffic jam on weekends. Better lighting in narrow streets such as Mell St
Incentives for walking Fiscal incentives in stores
Increased cycling bays
Install a set of pedestrian lights a Motherwell street and Evelina Road on Williams road to assist pedestrians.

Installation of tram super stops at each end of Area E Clearly marked bike lane Where there are gaps between building create walkways to/from streets/areas
Is the Council continuing to partition and negotiate with Metro Trains regarding train bypass issues at local rail station which affect the frequency of commuter trains to and from the area.
It seems unusually well served at present. The nearby housing density is increasing, so many locals are within walking distance.
It would be a significant improvement to have a dedicated pedestrian and cycle path linking the village to the station.
Keep speed limits low (40) Signs to announce the start of 'village' eg Hawksburn village. Please be courteous to pedestrians and cyclists
Limit parking along Malvern Rd in the hawksburn precinct. This Could give rise to increased levels along Williams Road which already is congested.
Lobby for trains to stop at Toorak, Armadale and Hawksburn often during day and to access city loop
Make the change cycle on the pedestrian crossing is quicker. People get sick of waiting for the incredibly slow crossing outside the supermarket and on the hill and just cross against the lights. Provide more seating in the street to have a break after walking.
Make the road feel less dangerous for pedestrians and bike riders by providing the above.
More areas for bikes to be locked up.
More bike parking/hoops. Wayfinding signs to and from railway station to publicise Public Transport's proximity.
More bike racks and dedicated bike lanes without the risk of being hit by car doors.
More bike racks, bike lanes, more trams, discourage cars.
More bike racks.
More priority over cars to be given to buses/trams. Bicycle racks deleted around?
No
No
No
No
No - except no bikes on the footpath - is a real problem
No - it is well catered for
No cycling lane. Policing the speed limit.
No cycling on footpaths, pedestrian crossing to be added. 40K speed zone is very good.
No more cycling please! Improve pedestrian crossings
No U turns between Mathoura and Williams and no jaywalking. Perhaps a fence down the middle of the road between the tramlines
Non-vehicular (ie, motor vehicle) access other than for residents, emergency vehicles and public service vehicles (including taxis) should be encourage; albeit, time limitations may need to apply.
Not really
Not really - can't see how such a congested space could be improved upon, short of making it into a mall
Only major, drastic changes can solve the congestion problems. More space is needed for trams and parking. Clearways only cause congestion in side streets. Malvern & Toorak Roads should be 50 metres wider for the 21st century.

Only to work with the relevant authorities to ensure tram, bus and train services are regular, reliable and respond to people-traffic patterns/needs.
Outside police station combine tram + bus stops (at present 2 different stops) -Francis St side.
Pedestrian bridge over Malvern Rd would help as pedestrians insist on crossing between cars and don't use current lights. Can't do tram superstops as it will block flow of traffic along Malvern Rd and limit access to shops as it has done with disastrous results in Bridge Rd Richmond.
Please ban all the sandwich boards on Malvern Road, Toorak Rd and Chapel - they are an unnecessary eyesore and with thousands of new residents flooding the shopping strips provide an ugly presence and an encumbrance to pedestrian ease and flow
Plenty already
Reduce speed to 20km, make village a shared zone , and reduce speed in vicinity to 40km. less parking put some bike parking in.
Remove onstreet parking on the High St in areas to facilitate bicycle ways and tram ways
Remove parking from the Eastern strip and put in super tram stop.
Remove the trams that block traffic. Electric buses that pull over to the kerb and facilitate through traffic. Europe have buses and trams only where there are no cars.
See above
Slow motor traffic, more plantations fo trees/shrubs and nature strips.
The footpath (along Malvern Road) from Williams Road up to Safeway needs to be widened. No access for wheelchairs, prams etc. Not wide enough
The N/S pedestrian lights on Williams/Malvern Roads are too short; look at banning right hand turns from Malvern into Williams; look at removing on-street parking from Malvern Road.
There is a need to generate a space for pedestrians to congregate between Williams and the Woolworths, ie. wider footpath.
There is plenty of choice to get to/from work in Hawksburn yet people continue to park in our street (Spring St). the situation has become intolerable
There should be clearways until 9.30am and after 3.30pm because motorists park before 9am. Cyclists are squashed between parked cars, moving vehicles and trams and buses. Clearways for buses Malvern and Williams Road as in outer suburbs.
To understand how cars etc are to come in and out and even now its very bad. They would increase traffic in and out - we are the rate payers not shoppers.
Traffic in Malvern Road is extremely congested. Car - parking behind the Village shops would be wonderful if possible.
Tram and walking access is already good, although it can be difficult to cross in the Woolworths car park with a pram.
Tram service great. Walking good - cycling a problem. Need to look at what Holland has done!
Trams and buses already serve area and Toorak Station not far away. Bicycle parking could be considered but certainly not a bike lane as the road is too narrow
Trams are adequate, no more 'green' transport ideas
Transport is adequate in this area
Transport to this area is already very satisfactory
Transport to/within the centre is adequate.
Unsure.



use open spaces and join via bike paths to make access easy from train, Yarra, Chapel St
Walking - covered seating to shelter and rest Cycling - like lockable areas Handy to have a 2 min pick up zone for people with heavy shopping to be picked up by a friend in car
Walking tracks
We walk to the center the main danger we encounter is the intersection of Mathoura Road and Malvern road. Remove the neat by pedestrian crossing and signalize the intersection.
What about a Hawksburn and Chapel St regular commuter mini bus - just doing a loop or possibly including High St as well. Every hour or 90 mins? Could encourage more customers to these commercial precincts and put less strain on parking.
What is the centre? I'd have wider footpaths and speed humps. An area of the footpath that juts out, with trees at the entry and exit to Hawksburn on Malvern Road
Wider walkways?

10. Look at area F – Hobson Street and Barnsbury Road have been identified as a key connection from Hawksburn Station to the western precinct. What ideas do you have to improve this connection and make it more pedestrian friendly? What other connections would you like to see improved (improvements could include things like lighting, landscaping, signalised crossing points, widened footpaths) Please refer to the map here on page 2: Hawksburn feedback form

Responses
- Better street lighting - Landscaping
1. Evelina Road to Mathoura Road 2. lights to cross from Evelina to Hawksburn Station 3. short cut Hawksburn to Motherwell 4. lights to cross Hobson over Malvern 5. perhaps crossing can be elevated/UG
Additional street lighting. signage 'To Hawksburn Village'
all of the above
All of the above
All of the above plus security CCTV cameras
All of the above. Signs to the Hawksburn centre. Show shortest route and light it
All of the mentioned things would improve things but just not sure if could be done. Improved lighting and cleaning up of rubbish around station would be a start.
All of these seem valuable ideas.
All of these would make the zone more user friendly for both motorists of pedestrians.
All of those lighting, landscaping, wider walkways and seats along the way. Rails to lock bikes up too.
Another to consider is an under/over pass across Williams Road close to Hawksburn station. Alternatively pedestrian crossing.
Area F looks good but should be well lit and camera's for safety made very obvious.
As above but not widened footpaths
Ban cars and bikes. Add lights, security cameras. Free tram from Hawksburn Station to Hawksburn Village.
Barnsbury Road - one-way traffic ' ' lighting - insufficient ' ' present vegetation - contributing to area presenting as ill lite and unsafe for pedestrians at night.
Barnsbury Rd - wider footpath, bicycle path. Hodson St is already movement friendly
Barnsbury Road is very dark at night, especially with tall trees covering the lights. The pavement is also very uneven. On days when bins are put out, you can't walk on the pavement as there are a lot of bins from apartments and also some of the pavement is taken up by landscaping.
Beautiful with shrubs tress paved walk way.
Better landscaping, wider footpaths, blocking Howitt St at Williams Road to stop rat runners avoiding the lights at Malvern and Williams.
Better lighting a must. Calm the traffic on Cromwell and Motherwell.
Better lighting.
Better lighting. Pedestrian crossing point from station. Widened Paths.
Better street lighting, parking on one side of street only
Better walkway along Williams Road. something similar to what ? did at Windsor Station
Bike paths

Cafes/bars/retail along Hobson St would increase no. of people in area for safety. Bars/pubs would encourage late night activation = safety.
Close it to traffic. Make mixed use zone on both sides of road
Consider Luxton Road - lighting and smoother pavement for safe walking needed.
Council need to extend loading zone time in Williams Rd ( outside bush Inn Hotel). delivery truck unload in the middle of Sams Way car park which is no standing area ,council to study the traffic flow of Sams Way which is a L shape small lane, Sans Way need keep to keep clear at all time to facilitate the flow of truck traffic from May Rd to Williams Rd. When traffic bank up, driver start to reverse back to May road with sharp beeping noise. Sams Way have resident bed room facing Sams Way car park.
Definitely more lighting on pathways to station and at station.
Do people really use this route? I would have thought they use Williams Road.
Don't widen footpaths on Malvern Road - keep street parking
Easier crossing of roads for pedestrians Wider and better maintained footpaths (kept clear of plants overhanging)
Exit from Eastern end of station under bridge and then onto east side of Williams Road.
Fix up footpaths and nature strips and especially where tree roots are tripping people eg; Cromwell Road near Malvern Road.
Good luck
Good wayfinding is missing. Above improvements strongly supported.
Grass walkway put a playground/park along the path
Grassed nature strips and green buffer extension zones to reduce traffic speed. Possible roundabout at Howitt/Hobson St intersection. General upgrading of landscaping and paving to southern approaches to station. Upgrade street lighting, also identify Williams Rd and a key connection to station.
Great idea - all of the above seem sensible.
Hawksburn would receive a missive economic boost if it really demotes cars.
I am not here too often so no comment
I think the most important thing is lighting for safety and then slow the traffic down
I would guess commuters access closest public transport. Train station too far away
I'd concentrate resources on widened footpaths and streetscaping on Malvern Road to create a village feel when you get there.
Important. Do all you can to avoid, control, ban graffiti. It is vandalism and a blight on the community.
Improve lighting, and footpath surfaces. Retain greenery where possible
Improve lighting, redo footpaths create signage to indicate the walkway to the station
Improve McKillop St, as part of the same link to the station. Put Williams Road underground between McKillop St, and a point south of Malvern Road.
Improved lighting
Improved lighting - it is very dark especially along Barnsbury Road at night time.
Improved lighting and CCTV.
improved lighting for pedestrians in all streets around Hawksburn Station
Improved lighting.
Improved lighting. Fencing at intersections to segregate cars and pedestrians (stop jaywalkers) to

improve safety for increased pedestrian traffic. Motherwell street is a high traffic short cut for cars.
Improved lighting. Better signs and prominent footpaths
Improvements: I) all of the above II) clear signage
Install lighting along walkway Signage indicating direction to Station Landscaping walkway
Is fine as is - just put better signage to the station
It is fine as is.
It may not need 'improving' with manner suggested. Do not remove any parking from Barnsbury St - it has so many flats and needs the parking. Simply make sure footpaths are open and well lit, CCTV?
It would be a significant improvement to have a dedicated pedestrian and cycle path linking the village to the station.
Just ensure that it is clear, clean, well sign-posted and lit when appropriate.
Keep footpaths clear - under footpaths. Better street lighting. Pedestrians crossings, more speed humps, cars using these streets go fast as they are running back streets to avoid traffic queues in Chapel Street and Malvern Road and Williams Road.
Landscaping Bear in mind accessibility
Lighting always helps. Pretty landscaping(traditional tree-lined streets).
Lighting at night poor. Video surveillance needed. Graffiti makes area look uninviting, attract wrong types
Lighting to train station
Lighting, landscaping, signalized crossing points, widened footpaths and CCTV for safety at night
Lighting, trees, signalised crossings
Lighting. Bike tracks. Bike parking near station.
Lights and obvious CCTV
Lights and road narrowing for an even footpath (it is poorly constructed). Local public housing residents and late night lurking are big concerns for residents.
Maintain current parking spaces Adequate lighting
Maintain safe and even footpaths essential
Make Hobson street a little narrower and landscape/footpath improvements.
Make it one way traffic and widen footpath and lighting at low level. Link Francis St to Leila St and improve walking surface as above. This should be car free zone. Will need to acquire properties but does create link to High St via Vic Gardens
Mall, pedestrian only with development of wider street.
More parks if possible
Move traffic lights closer to the station.
No comment.
No need for signals. Keep low key friendly nature of residential streets.
Not from this area.
Not quite on topic - but need less express trains through Hawksburn Station! It is a very busy station and often can't board trains in morning due to overcrowding.
Not sure
Not sure of the need...

Pedestrian crossing at Francis Street so rail commuters to cross. Better lighting Hawksburn - especially Toorak - and wider footpaths.
Pedestrian crossing between Williams + Surrey Road. Footpaths to accommodate wheelchairs, frames, pushers, shopping trolleys.
Pedestrian friendly footpaths that are safe (currently are not)
Perhaps some of the old sewerage access lanes could be cleared and ? (even resumed) to give more access. Area F is good but you'd have to walk backwards to Barnsbury Road
Plenty of solar lighting and wall art, also wall vegetation.
Police/security patrol and cameras. Food trucks to bring pedestrian traffic so it's safer. Look overseas - music, artsy installments, make it a feature.
Put a pedestrian crossing on Williams Rd near Luxton Rd to cater for all the Hawksburn Station commuters currently dangerously crossing Williams Rd around Luxton and Evelina Rds. Most commuters don't use the lights near Gordon St. To help improve the amenity and safety of pedestrians: keep walkways/laneways clean of litter/ graffiti and improve lighting; an example is the walkway between Evelina Rd and Mathoura Rd. Around Hawksburn Village, especially May Rd and Mell St, ensure footpaths are clean of animal deposits (ie possums and dogs) and plant debris such as fallen leaves.
road ? with angle parking
Safe crossing over Motherwell St Quiet for residents Public art maybe Good footpaths
safe footpath.
See above. Prefer no more traffic lights but a raised tram stop near Hobson St would make crossing Malvern Road easier.
See all of the above. Please look carefully at pedestrianizing by blocking Luxton Road end and making one way.
Sheltered walkway so pedestrians can access tram/precinct in any weather
Stop blocking footpaths.
The walkway between Oban Place and Williams Rd needs more lighting and landscaping
There are safety issues with this connection. Better to walk along Williams Road with a footbridge across Williams between May and Evelina Roads.
Think it would be much better if the connection was at Hawksburn station than putting a train platform in a second street in the same area.
This area is very unsafe, pedestrian unfriendly, graffiti damaged, it is awful
Update and improve current streetscaping
Very important to consider demographic. Young families with strollers, elderly should be able to enjoy easy access walkways at any time of day/night.
Walking from Malvern Road to Hawksburn Station the footpath needs some attention and better lighting and pedestrian crossing.
Well lit, bike friendly as well as walk friendly need to feel safe
Wide footpaths, stonework, indigenous planting, recycling bins, seating. Charm!
Widened footpaths with better landscaping - drought resistant



Widened footpaths, bright lights, landscaping to give a sense of open green space. I often use this route when walking to Chapel Street, South Yarra - bicycle route would help cyclists.
Widened footpaths. Better (sand stone) surface.
Wider footpaths, establish trees for shade.
Yes
Yes, always widen footpaths. The tree roots under Lorne Rd and Malvern Rd are very dangerous

Q11. Do you have any other suggestions for a future Structure Plan for Hawksburn Village?

Responses
All of the above - lighting helps, signalized crossing points essential for safety.
ARea E and shops North side of Malvern Road West of Williams Road should be retained/upgraded. Generally as they are.
Council need to put up signs at May Rd and Williams Rd entrance to protect resident amenity .Heavy vehicle advise not to enter May Rd, there is nowhere for them to turn, these big and tall tucks destroy council tree and resident walls and park car on the street. There should be no enter between 7-9 AM like all other side street in William Sts near Malvern Rd. There should be signs in Sams Way car park - take your rubbish home or with littering fine warning. Resident area, quiet please.
Develop Malvern Road street scape by enhancing landscaping and encouraging more commercial prospects. Keep to strict 3 storey height limits.
Great Vision!
It looks good but I think we need to be able to accommodate people above and behind the shops - but sensibly and sustainably to the Malvern Road streetscape.
It would be nice to see Hawksburn Village set aside some space for new and innovative small businesses that will complement the existing retailers.
It's vital that a supermarket remains in Hawksburn Redevelop the Woolworths site by maximising the site - parking underground, retail at ground level, apartments/offices above.
Keep it maximum 2 storey, keep it low key. Always consider the actual demographic = young professionals with young families, prams and toddlers. We like parks, we don't ride bikes and we need car parking at Woolies.
Keep very open lines of communication with all stakeholders
Large trucks should NOT be using Malvern Road at all!
Needs multi level parking. I avoid area because of traffic and no parking.
No high rise buildings.
No tall buildings in the Village. As the name suggests 'Hawksburn Village' should look like a village, giving a village feel.
Opening hours could be extended to say 8pm on a Thursday night offering working people longer to do shopping. Car parking a major issue for shoppers and residents.
Please clean the street more, not just gutters but grassy nature strips along Malvern Road either end of the strip. We could add 'clean' to description above. Invite street artists to add some charm to back walls, fences.
Reduce parking on Malvern Road and increase restrictions for non-resident parking to streets (and including) parallel to Malvern Road to encourage parking in the new car park that will be constructed. Cars undercut the vision.
Remove the hideous metal structure that crosses Williams Road near the intersection of Malvern Road - Totally ruins The Village.
Shopping area for local, everyday shoppers. The Village feel can only be maintained by keeping low height restrictions. I would not describe it as a centre - it is more a meeting place for local shoppers who frequent the area most days. It is reminiscent of the way Europeans shop.
Stop over development - no more apartment construction - Thank you.

The Village has lost its diversity over the last 10 years, no doubt due to increased rents, but this will eventually only permit chain and high end shops, more the pity. Bring back the barber, the fire shop, the most wonderful toy shop. All have gone!!!

Very little green areas. Also question 3 'How important are these objectives to you? Confusingly worded. Heritage (not important) Set back (important).

Yes, do not wreck the 'village feel' by building big (& modern out of sync) buildings like is happening in High St Armadale. Council should be protecting our areas and heritage. Plant more trees, allow less cars and LESS density.









# HAWKSBURN VILLAGE

## Hawksburn. The Village. The Future.



### Dear Resident,

Council is preparing a Structure Plan for Hawksburn Village. In late 2014, Stonnington City Council asked you as the people who live, work and visit the Hawksburn Village area to imagine how you saw Hawksburn Village in 2040.

We asked you what you liked about the area and what you could see changing.

From your feedback, we are suggesting some ideas that will become the 'key directions' for the Draft Structure Plan. This is your opportunity to view and provide feedback on these ideas before the structure plan is drafted.

A Structure Plan for Hawksburn Village will set 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 precinct.

The ideas in this brochure are based on your earlier feedback. I hope you take the time to visit Council's website and complete the survey attached. Council is seeking feedback on the ideas for the key directions until 1 July 2015.

This brochure aims to provide you with information on how you can view the key directions that will become the Draft Structure Plan and provide feedback.

For more information, please visit: [www.stonnington.vic.gov.au/hawksburn](http://www.stonnington.vic.gov.au/hawksburn)



**Cr Melina Sehr**  
**Mayor,**  
**City of Stonnington**

The City of Stonnington has commenced a long term plan (known as a 'structure plan') for the future use and development of land in Hawksburn Village.

We need your help to shape a draft Structure Plan. This brochure outlines the draft vision for the centre and some suggested key opportunities which have been identified from background analysis of the centre and earlier consultation with you.



## Background

A structure plan is a planning tool which sets out a shared long-term plan for a defined area. The plan aims to address a range of areas associated with the use of land, including transport, open space and public areas, local character, development, building height and density.

In December 2014, we asked you as traders, residents and visitors to the Village what your thoughts were on the centre now and for the future. We asked you to describe the Village in 20 years from now and which things you would most like to see changed. Here is a summary of what you said:



### Some things you wanted to stay the same:

SHOPS AND SERVICES	COMMUNITY	STREETSCAPE AND OPEN SPACES	HERITAGE AND BUILT FORM	TRANSPORT AND ACCESS
Variety, range and mix of shops and quality of shops including independent retailers	Keep the small intimate feel east of Williams Road Family friendly environment	Leafy outlooks, attractive and maintained streets – they contribute to the character and charm	Protect historic buildings and shopfronts Village has not been overdeveloped	Ability to easily walk to the Village from home or to access public transport (trams)

### And some things you want Council to consider:

SHOPS AND SERVICES	COMMUNITY	STREETSCAPE AND OPEN SPACES	HERITAGE AND BUILT FORM	TRANSPORT AND ACCESS
Expansion and diversification of retail and food options Provide amenities	How to value the small intimate feel east of Williams Road Connect the two areas either side of Williams Road	Increase the open green space and trees Establish a 'break' between the residential area and commercial shopping strip Provide more open space Resolve conflicts between cyclists and pedestrians on the footpaths	Make sure historic buildings are protected and enhanced Any development could be located towards Chapel Street (in west precinct)	Improve traffic congestion on roads Improve car parking Improve entry and exit points to Woolworths supermarket and car park Improve lighting and signage around railway station Promote sustainable transport options

We also talked to key stakeholders. Together with your feedback, and technical background analysis, a range of broad potential opportunities have been identified. The form included with this brochure asks you to provide your thoughts on these potential opportunities and ideas for Hawksburn Village. Your feedback will inform the Draft Structure Plan.



## Where are we in the process?

<b>STAGE 1</b>	Consultation to gather information	<b>COMPLETE</b>
<b>STAGE 2</b>	Consultation to establish the key directions for the Draft Structure Plan	<b>CURRENT</b>
<b>STAGE 3</b>	Consultation on the draft Hawksburn Village Structure Plan and background documents	<b>FUTURE 2015</b>
<b>STAGE 4</b>	Statutory exhibition of a planning scheme amendment to introduce planning controls into the Planning Scheme	<b>FUTURE 2016</b>



### Establishing the key directions for the Draft Structure Plan

Hawksburn comprises two distinct precincts either side of Williams Road, which both provide a number of services to the surrounding local population, particularly in fashion and homewares retailing. Each precinct also has very different opportunities – whereas the eastern precinct is expected to continue to perform its existing role as a neighbourhood centre servicing local residents, the western precinct will come under more development pressure. A structure plan will manage the extent of this future growth.



The Village has a strong image locally and is known in Melbourne for its food and shopping specialities. It is highly functioning, has busy streets and quality residential areas.

The role and function of Hawksburn Village is a large neighbourhood centre catering for everyday needs and wider speciality retail. A structure plan will help to manage the pressure for growth, help to build resilience and enhance the image of the centre through strategic infill of key sites, enhanced connectivity and local gathering places.

## Providing your comments and next steps

From your feedback during Stage 1 consultation and the background analysis, some key ideas have emerged to help draft the Structure Plan. These ideas are based around the themes of land use and activities, built form and character, public realm and open space, access and movement, and, sense of place. To help draft the Structure Plan, we would like to get your feedback (and any other thoughts and ideas about the centre) about:

- The Draft Vision for the centre
- Where to manage pressure for increased development
- Where to create open space and how you want it to look
- Where to deliver more landscape and amenity improvements to the streets
- How to get around the centre more easily now and in the future
- The Draft Activity Centre Boundary

Please provide your thoughts on the pull-out feedback form provided or visit: [www.stonnington.vic.gov.au/hawksburn](http://www.stonnington.vic.gov.au/hawksburn)

Alternatively email [hawksburn@stonnington.vic.gov.au](mailto:hawksburn@stonnington.vic.gov.au)

## Next steps

Thank you for your feedback. Following the close of consultation Council will consider all of your ideas and prepare a Draft Structure Plan. The Draft Structure Plan will include guidance for new development including proposed heights and setbacks. Further opportunities to provide your comments on this document will be available in the future.

For further information or to receive updates on this project please contact strategic planning:

- by phone on 8290 1395
- or email [hawksburn@stonnington.vic.gov.au](mailto:hawksburn@stonnington.vic.gov.au)
- or visit [www.stonnington.vic.gov.au/hawksburn](http://www.stonnington.vic.gov.au/hawksburn)

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

General Enquiries	8290 1333
Mandarin 普通话	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](mailto: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](http://www.stonnington.vic.gov.au)





# HAWKSburn VILLAGE

## Feedback



The following questions are based on previous feedback you provided in December 2014.

## A vision for the future of Hawksburn Village

To plan for the future of Hawksburn Village, we need a vision of what the centre will look like in 20 years time. Based on the feedback we have received so far, the following vision is suggested...

*'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.'*

- 1** Does this capture how you see the future of Hawksburn Village? (please tick)
- ☐ Yes ☐ No
- ☐ Other suggestions, please specify

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### To complete this survey, please:

- Tick the box or circle adjacent to your selected response
- Note that questions requiring a text response have a maximum number of words
- Return your completed survey in the reply paid envelope provided by 1 July 2015

### Register your interest

Receive updates on the Hawksburn Village Draft Structure Plan from Stonnington Council by providing your email or address here.

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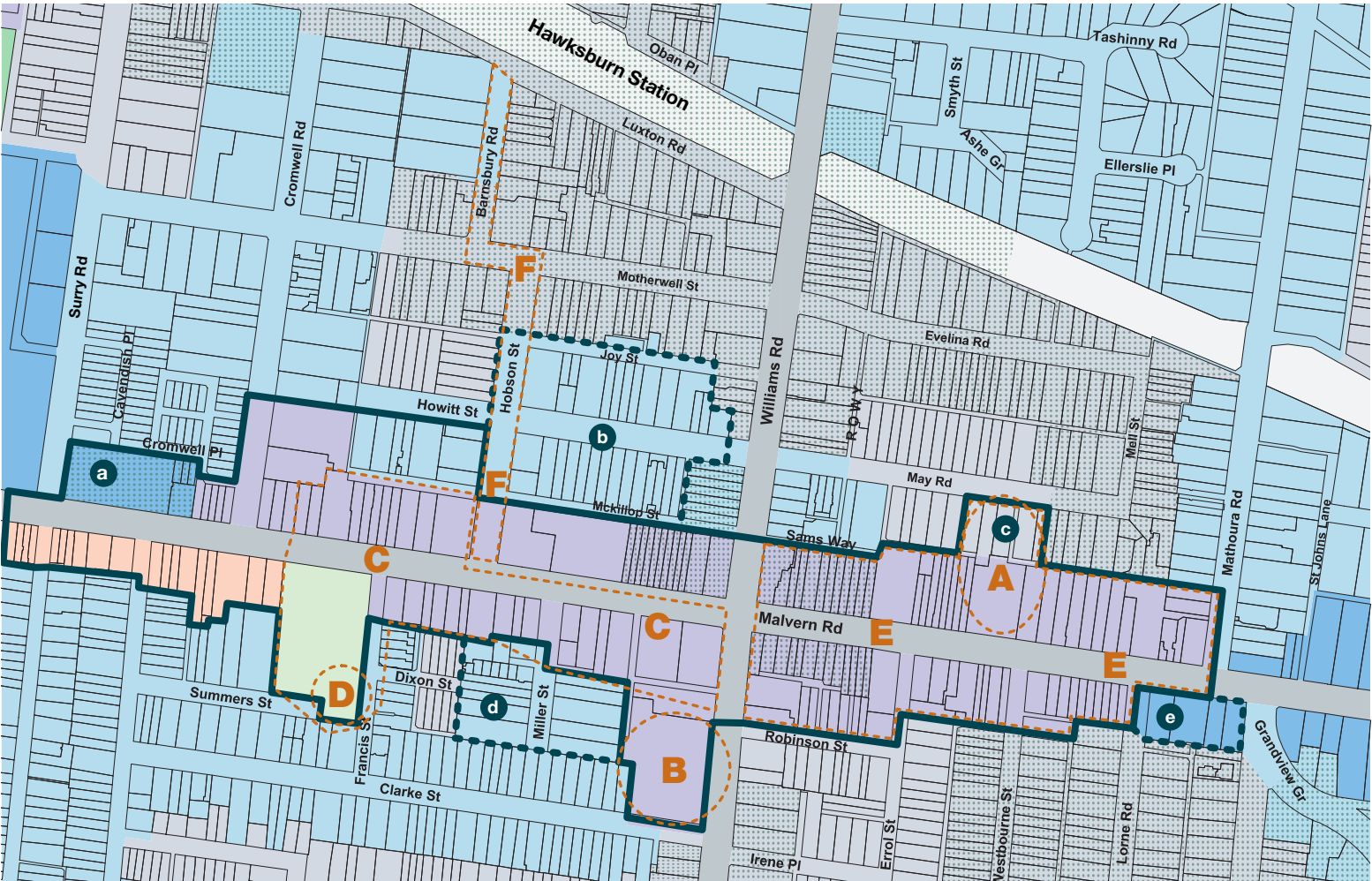
You will then be informed when Council considers all feedback.

### Privacy Statement

The information provided in this survey will be used by the City of Stonnington to assist in the provision, planning and development of Council services. Information provided by you will only be used for the purposes for which it was collected and will not be disclosed to any outside organisation or third party. Individuals about whom "personal information" is provided may apply to the Privacy Officer by telephoning 8290 1333 for access to, or correction of, the information.



Map shows potential areas and sites and draft activity centre boundary for consideration



**Areas**

- A** Woolworths supermarket and May Road car park
- B** BMW Dealership
- C** Western precinct
- D** Rear of police station
- E** Eastern precinct
- F** Hobson Street and Barnsbury Road

**Planning Zones**

- Residential Growth Zone
- General Residential Zone
- Neighbourhood Residential Zone
- Mixed Use Zone
- Public Use Zone
- Commercial 1 Zone
- Heritage Overlay

**Draft Activity Centre Boundary**



**Draft Activity Centre Boundary**

- a** Includes former school building (A1 graded) and surrounding land as Surrey Road forms a natural boundary to Activity centre along Malvern Road, marks the corner and has a close relationship to the Activity Centre
- c** Includes car park to reflect inter-dependent relationship with Activity Centre

**Areas considered but not included**

- b** Considered due to close proximity and relationship to Activity Centre. Not included due to existing character, proximity to Heritage Overlay precincts and existing zone provisions which provide appropriate level of management
- d** Not included due to high level of multi-unit development
- e** Not included due to existing zone provisions which offer appropriate level of management for an edge of centre location

**Draft Activity Centre Boundary**

**2** To identify the extent of the area where the future planning controls will be focused, we need to define an ‘activity centre boundary’. We have considered State Government criteria and proposed a boundary which is focused predominantly on the existing commercial and mixed use zone areas – this is marked on the map as the dark blue line. What do you think? Would you make any other suggestions?

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## Managing pressure for increased development

State Government Policy directs population growth to activity centres and close to public transport. Feedback received in Stage 1 consultation said that future development in the area should be directed towards the western precinct, however there are some areas (like the Woolworths supermarket and May Road car park – Area 'A') which could use some improvements.

Areas A, B, C (the western precinct) are potential areas and sites which due to their size and location might offer opportunities for the structure plan to manage their change if they are redeveloped. These sites and areas could be where an increase in built form and height could be accommodated. The structure plan will set out high level objectives for new development in these areas to respond to.

### 3 How important are these objectives to you?

	Very important	Important	Average	Not important	Not important at all
New development does not dominate the heritage fabric by setting back upper levels from the street.					
New development sensitively responds to the surrounding residential areas.					
New development allows for adequate sunlight access to the footpath and public open spaces.					
New development enhances existing streetscape character and heritage.					
New development delivers heights that are respectful to existing built form, character and the skyline.					

### 4 Slightly taller buildings can provide local landmarks and interest to an area, however not if they are inappropriately located or designed.

Complete this sentence:

***It is most important to me that if Hawksburn Village is to have any taller buildings that they are designed to/in a way that...***

.....

.....

What does 'slightly taller buildings' mean to you? (please tick)

☐ 3 Storeys ☐ 4 Storeys ☐ 5 Storeys ☐ 6 Storeys ☐ Other .....

### 5 The character of the eastern precinct is different from the western precinct. The eastern precinct (Area E) has narrow lots, the buildings are built right to the footpath, there is a traditional high street environment and historic buildings. The buildings in the western precinct (Area C) are less consistent – the lots are wider, there are spaces between buildings with some set back from the footpath and there is a mix of retail, commercial and industrial uses. The Draft Structure Plan could guide new development to respond to these differences in character so that these two areas continue to be unique.

Do you agree with this approach?

☐ Yes ☐ No

Comments .....

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## Where to create open space and its look and feel

Local Policy aims to seek opportunities to improve and extend the amount of open space, particularly in areas currently under-provisioned. Feedback in Stage 1 consultation identified streetscape and open spaces as a significant theme. A desire for more trees, open green space and public meeting spaces or plazas was expressed.

- 6** The draft structure plan is an opportunity to identify some possible locations for publicly accessible spaces. Look at areas A and D – these are some potential locations which might offer opportunities for future open space. Would you make any other suggestions?

- 7** What are two things that would make a useable open space for you in these locations or the locations you have suggested?

- 1.

- 2.

## Getting around the centre

State and Local Policy aims to encourage the use of sustainable transport and make sure it meets the needs of residents, workers and visitors. You said that you want to see traffic congestion reduced, improve pedestrian crossings and increase parking facilities within Hawksburn Village. Feedback also suggested on-street parking in the centre was limited and that underground car parking or an additional level at the back of the Woolworths supermarket might be a possible solution to addressing this concern.

- 8** Parking was identified as a key issue – what creative ideas do you want us to think about to improve parking facilities within the centre?

- 9 Do you have any ideas to improve sustainable transport choices (such as walking, cycling, trams etc) within and to the centre?

- 10** Look at area F – Hobson Street and Barnsbury Road have been identified as a key connection from Hawksburn Station to the western precinct. What ideas do you have to improve this connection and make it more pedestrian friendly? What other connections would you like to see improved (improvements could include things like lighting, landscaping, signalised crossing points, widened footpaths)?