

## Draft Structure Plan Feedback – Key Issues Raised

Feedback on what was least liked about the Draft Structure Plan?	Response
Concern for the impact of the preferred maximum height limits, particularly 4 and 5 storeys (46 participants)	<p>The Structure Plan provides a reasonable balance between planning objectives which seek to direct growth to activity centres (appropriate to the context) away from the residential hinterland, close to public transport and protecting a reasonable level of amenity for residents.</p> <p>A maximum of 4 storeys in the eastern precinct is proposed, stepping down to a 2 storey street wall with setbacks at the upper levels and at the rear. A maximum of 3 storeys in the eastern precinct May Road car park area is proposed, also stepping down to a 2 storey street wall. This is consistent with the neighbouring residential zone (Neighbourhood Residential Zone) which has a maximum height limit of 9 metres.</p> <p>A maximum of 5 storeys in the western precinct is proposed stepping down to a 2 or 3 storey street wall with setbacks at the upper levels and at the rear. This is consistent with recent development in the area.</p> <p>In both precincts, the primary volume of heritage buildings is to be retained excluding the Leonard Joel Auction House which is an A1 graded place and of state significance.</p>
Concern for the impact of increasing development, people and congestion in the Village (20)	<p>The Structure Plan is consistent with state and local policy that directs growth to activity centres. In response to feedback, the built form and heritage objectives have been amended to ensure the intent to protect heritage is stronger and to ensure the character and amenity of adjacent residential areas is maintained. The Structure Plan also includes an objective to reduce private vehicle travel over time.</p>
Concern about the impact of having a bike lane on Malvern Road (13)	<p>An action in the Implementation Plan is to liaise with VicRoads to advocate for and investigate the opportunity to install peak hour bicycle lanes to make cycling an option more desirable from a safety perspective. Making it easier and safer for people to cycle to and from activity centres can encourage more people over time to cycle and reduce local traffic in the area, reducing overall congestion.</p> <p>Earlier feedback on the issues and opportunities of the Structure Plan also suggested cyclists were using the footpaths of Hawksburn Village instead of Malvern Road for safety which resulted in pedestrian/cyclist conflict and accidents.</p>
That there was no plan to address current traffic congestion on Malvern and Williams Roads (12)	<p>The Hawksburn Village neighbourhood centre is located at the intersection of Williams and Malvern Roads.</p> <p>Malvern Road is nominated as a Tram and Bus Priority Route and Pedestrian Priority Route in the Stonnington Planning Scheme. It is also a VicRoads Primary Arterial Road (or high capacity urban road) and Bicycle Priority Route.</p> <p>A key issue identified by the Structure Plan is the limited cross-section of Malvern Road and the ability to accommodate its multi-functional role. The Implementation Plan includes actions to liaise with VicRoads and Yarra Trams to capitalise on future works (DDA compliant tram stops) and existing infrastructure to decrease single occupancy vehicle trips over time.</p>

	All future development proposals will be assessed in accordance with the provisions of the planning scheme (and future planning controls for Hawksburn Village) which support the provision of sustainable transport alternatives to the car, and the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated.
Any proposals to allow for more car parking (11)	<p>As above, the Structure Plan is consistent with state and local policy that directs growth to activity centres. In the short term, all future development proposals will be assessed in accordance with the provisions of the planning scheme (and future planning controls for Hawksburn Village) which support the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated.</p> <p>In the long term, State and Local Policy and the Structure Plan encourages sustainable transport alternatives to the car.</p>
Loss of on-street car parking spaces with no substitute (9)	There is an action in the Implementation Plan to investigate the ability for Malvern Road to accommodate bicycle lanes during peak hour in the long-term which may result in a temporary loss of on-street parking during peak hours. This project is subject to detailed investigation and further consultation. The wider car parking requirements for Hawksburn Village would also be considered.
Concern regarding the proposal to investigate closing the northern end of Westbourne Street to create more open space (8)	The Structure Plan has been revised to suggest public realm improvements at the northern end of Westbourne Street in response to feedback. There is a shortage of public open space in the Hawksburn Village area, in particular the eastern precinct. The Structure Plan has been revised to suggest that the best location for additional public open space is in the Woolworths/May Road car park opportunity site.
Concern regarding loss of car parking as a result of having an accessible tram stop (7)	The majority of respondents (53%) were in support of advocating to State Government for quality, integrated and accessible design of their disability compliant tram stops. PTV is committed to providing an accessible public transport system within Victoria and will continue to implement accessible tram stops throughout the network. Should accessible tram stops become a PTV priority in Stonnington, there is an opportunity to ensure their design considers the character of the area and is integrated with local movement aspirations as outlined in the Structure Plan.
Concern regarding the impact of a Laneway Precinct (McKillop Street) on neighbourhood character and vandalism (5)	<p>The majority of respondents (69%) were in support of enhancing McKillop Street as a laneway precinct to promote small business and add character to Hawksburn Village. The proposal suggests that as buildings in McKillop Street develop, uses could face and spill out into the Street. Public realm improvements are also suggested.</p> <p>This proposal is subject to further investigation and consultation, however the objective is to create a unique space and destination off the main thoroughfare of Malvern Road.</p>