3.2 Future Use of Creswick Street South End

Executive Summary

Purpose
The purpose of this report is for Council to consider the full or partial closure of Creswick Street at its southern leg between Denham Street and Burwood Road in Hawthorn and options for use of this space.

Background
Since February 2021, important sewer replacement works have been underway involving the replacement of the Hawthorn Main Sewer Siphon at the southern end of Creswick Street near Denham Street. As a result of the works, the short section of Creswick Street had to be closed between the one-way Burwood Road access point and Denham Street. The sewer replacement works have been completed and Melbourne Water are due to complete the reinstatement works by the end of 2022.

During the sewer replacement works, requests were received from local community members to keep the one-way access from Burwood Road into Creswick Street permanently closed. Through the Boroondara Community Plan 2021-31, the community valued and indicated that parks and green spaces are a priority.

Council officers identified an opportunity to explore increasing open space in this area once the sewer works were completed and carried out community consultation between Thursday 16 June 2022 and Sunday 10 July 2022.

The community engagement was primarily facilitated through the Engage Boroondara website which included key information on the proposal, proposed options, a link to the online survey and contact details for written submissions or further queries.

The aim of the engagement was to obtain input from the community about permanently closing the southern end of Creswick Street, including:

- What advantages and/or disadvantages they see in permanently closing the entry to Creswick Street at Burwood Road.
- If they have a preference for the future of this part of Creswick Street. This includes their preference for a partial or full closure to expand the open space. Or, if they want to see this part of Creswick Street returned to its previous condition after works are completed.

With both options, provision would be made for occasional access into Creswick Street from Burwood Road for events such as the annual Head of the Yarra event where Creswick Street is used for access and boat trailer parking.

The results of the online survey indicated majority support for the closure of Creswick Street in one form or another.

A summary report outlining the key consultation findings has been developed and is provided as **Attachment 1**.

Key Issues
Several comments and concerns were raised by the community during the consultation period. The key issues raised by the community during the consultation period were:

- Safety for pedestrians and cyclists in the area.
- Diversifying use of the increased green space.
- Minimising impacts on:
- The Hawthorn Rowing Club and loss of parking.
- Adjacent streets and residents.
- Emergency services.
- Congestion and localised rat-running.
- Improving:
- Local amenity, health, and mental well-being.
- Pram and wheelchair access to the parks.

Further to the above, several respondents who preferred Creswick Street re-opened raised the following items.

- The expanded/merged park land area was not required as there is adequate park land already.
- There is little in the way of added value to the community by the closure.
- No traffic study or concept plans had been provided prior to the online community survey.

Traffic Study
A Traffic Impact Assessment has been undertaken to better understand the impact this possible permanent closure. Officers carried out traffic surveys in this local area bounded by Burwood Road, Church Street and Barkers Road and compared them with previously available traffic survey data and whether the traffic volumes were within the thresholds in Council's Traffic Management Policy and associated Procedures.

The comparison of the traffic survey data indicates that the closure resulted in an average decrease, between 0.3% and 14% on the local road network, except for Lawes Street and Findon Street, where the traffic volumes increased between 2.2% to 2.7%.

Traffic levels in all the 12 local access streets were well within the threshold of 3,000 vehicles per day for local access streets.

Options under consideration
Three concept plans were subsequently prepared:

- A full closure of Creswick Street between Burwood Road and Denham Street with no parking **(Attachment 2)**.
- A partial closure of Creswick Street between Burwood Road and where the car park commences that retains 26 of the 32 parking spaces **(Attachment 3)**.
- A partial closure of Creswick Street between Burwood Road and Denham Street that retains 15 of the 32 parking spaces with a greater level of open space **(Attachment 4)**.

The third option **(Attachment 4)** was developed upon review of the first two options and community feedback, that increases open space but also minimises the loss of on-street parking.

Melbourne Water is due to complete their works and the opportunity will be available to either keep Creswick Street closed to traffic or to re-open Creswick Street to traffic.

Next Steps
Should Council resolve to proceed with any closure of Creswick Street, the next step in the process will be for Council officers to engage the community and key stakeholders in 2023 on the preferred concept plan for the closure and how the space is to be utilised.

Funding for the implementation of the preferred option would be subject to Council's annual budget process.

Officers' recommendation

That Council resolve to

1. To keep Creswick Street closed to traffic between Burwood Road and Denham Street.

2. Proceed with closure of Creswick Street in accordance with Option 3 as shown in **Attachment 4**, allowing for occasional traffic and parking access through the closure for special events such as the annual Head of the Yarra event.

3. To engage with the community and key stakeholders during 2023 in further developing the design of the Creswick Street closure in line with Option 3.

4. Refer consideration of funding from the Open Space Reserve for development of Creswick Street as a new open space as part of the Annual Budget Process for 2023/24.

Responsible director: Daniel Freer, Director Places and Spaces

1. Purpose

The purpose of this report is for Council to consider the full or partial closure of Creswick Street at its southern leg between Denham Street and Burwood Road in Hawthorn and options for use of this space.

2. Policy implications and relevance to community plan and council plan

This report is consistent with the recently adopted Boroondara Community Plan 2021-31. Strategies within the Community Plan that directly address increasing Public Open Space are included within:

- Theme 1: Community, Services and Facilities
- Theme 2: Parks and Green Spaces
- Theme 5: Moving Around; and
- Theme 7: Leadership and Governance.
    - Strategy 1.1 - Neighbourhoods and community spaces facilitate social connections and belonging by providing, maintaining and activating places for people to meet, organise activities and celebrate events.
    - Strategy 1.6 - Residents and visitors feel safe in public spaces through encouraging local activity and creating and maintaining civic areas.
    - Strategy 1.7 - Community resilience, safety and public health are improved by working in partnership with community and government organisations.
    - Strategy 2.1 - Parks and green spaces enable sport and recreation opportunities by maintaining and improving recreation spaces and equipment.
    - Strategy 2.2 - Our sustainable urban forest is preserved and increased through managing and renewing our open space trees and understorey growth.
    - Strategy 2.3 - Parks and green spaces are accessible and appealing through maintaining, improving and increasing amenities.
    - Strategy 2.4 - Green spaces are maintained and increased through management practices and investigating opportunities to acquire or modify existing land.
    - Strategy 2.5 - Playgrounds are engaging and safe by improving shading and renewing and diversifying equipment.
    - Strategy 5.3 - Shared paths and footpaths are fit-for-purpose through continued improvements to surface condition and lighting.

- Strategy 5.4 - Off-road bike paths and on-road cycling lanes are interconnected and safe through expanding access and infrastructure for cyclists.

- Strategy 7.1 - Decision-making is transparent and accountable through open governance processes with timely communication and reporting.

- Strategy 7.4 - The voices of our community are heard through engagement strategies to allow effective representation on current and long-term community needs.

- Strategy 7.5 - The community's interests are represented by Council through leadership and strong advocacy to external stakeholders.

The provision for additional open space aligns with the Boroondara Open Space Strategy 2013 (BOSS).

While the BOSS makes no direct reference to the subject site, the adjacent two reserves (Yarra Bank Reserve and Creswick Street Reserve) are of significance for their association with the original village of Hawthorn Reserve and their position at the river gateway to Hawthorn.

The Yarra Bank Reserve has been continuously maintained as a river frontage reserve since 1866. It is significant for its association with the original village of Hawthorn Reserve and its position (in conjunction with Creswick Street Reserve) at the river gateway to Hawthorn. The reserve is also significant for its mature native and exotic trees, its drystone retaining walls on the embankments, and the now rare large rock edgings and terracing.

An action arising from the BOSS under the heading of Regional Open Space for Yarra Bank Reserve (Action No. 7.9C-11) was to:

Prepare and implement a conservation management plan for this Park to guide ongoing management of this open space and improvements including reviewing the need for public vehicle access and parking in this reserve.

Creswick Street Reserve is continuously maintained as a public park since 1866. It is significant for its terraced layout and extremely high standard of large rock edging and drystone retaining walls. The garden beds between the grass terraces are planted with trees and shrubs that may date back to the Edwardian era. The reserve is also significant for its association with the original village of Hawthorn Reserve and its position at the river gateway to Hawthorn.

An action arising from the BOSS under the heading of Neighbourhood Open Space for Creswick Street Reserve (Action No. 7.9E-2) was to:

Prepare and implement a conservation management plan for this Park to guide ongoing management of this open space. Utilise the conservation management plan to guide appropriate design to create a more useable open space that can promote the heritage values, views and high level of horticultural attention and maintenance afforded to this open space.

The City of Boroondara's Open Space Strategic Design team advises:

Due to the two adjacent reserves and their associated high standard of large rock edging /drystone retaining walls, significant planting (trees and understory) and strong historical links, the proposed planting design for Creswick Street will aim to align with the adjacent reserves, ensuring a matching and appropriate landscape character.

The Open Space Assessment undertaken for Creswick Street in line with the criteria from the BOSS is provided as **Attachment 5.**

3. Background

Melbourne Water has been undertaking sewer replacement works involving the replacement of the Hawthorn Main Sewer Siphon at the southern end of Creswick Street near Denham Street. These works commenced in February 2021. As a result of the works, the short section of Creswick Street had to be closed. The sewer replacement works have been completed and Melbourne Water are due to complete the reinstatement works prior the end of 2022.

Whilst the sewer replacement works were being undertaken and the road was closed for traffic, requests were received from local community members to keep the one-way access from Burwood Road into Creswick Street permanently closed.

Officers carried out community consultation between Thursday 16 June 2022 and Sunday 10 July 2022. The community engagement was primarily facilitated through the Engage Boroondara website which included key information on the proposal, proposed options, a link to the online survey and contact details for written submissions or further queries.

As part of community engagement, two options were put to the community which proposed a partial closure or a full closure of Creswick, between Burwood Road and Denham Street.

Council's Engagement Boroondara website included the following.

Future use of Creswick Street southern-end consultation
Have your say on the future of Creswick Street's southern end in Hawthorn

About the southern end of Creswick Street

Since February 2021, important sewer replacement works at the southern end of Creswick Street in Hawthorn have been underway. Due to these required works, the road has been closed between the one-way Burwood Road access point and Denham Street. The works are scheduled to finish in late 2022.

Opportunity for feedback on the southern end of Creswick Street

During the sewer replacement works, we have received requests from local community members to keep the one-way access from Burwood Road permanently closed. Through the Boroondara Community Plan 2021-31, you also told us that parks and green spaces are a priority.

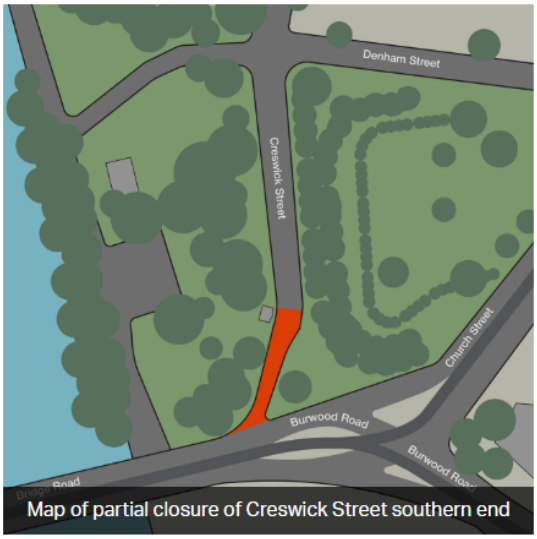
We have identified an opportunity to explore creating more open space in this area once the sewer works are finished.

Some options may include:

- *a partial closure, which would close the one-way section of Creswick Street from Burwood Road to where the existing car parking started.*
- *a full closure, which would close the length of Creswick Street and existing car parking, from Burwood Road to where Denham Street intersects with Creswick Street.*

Map illustrations of full or partial closure options

Map of full closure of Creswick Street southern end



Map of partial closure of Creswick Street southern end

We are also completing a traffic study with electronic traffic counts in the surrounding streets to better understand the impact this possible permanent closure would have.

Potential outcomes of your feedback

Either a partial or full closure of this section of road would provide a new open space connection between Creswick Street Reserve and Yarra Bank Reserve, which are currently separated by Creswick Street.

A full closure of this section of the street would change the availability of car parking at this location. We are aware there is a range of users who access car parking in this location and we need to consider these needs. As part of both the partial and full closure options, access to and parking in this area would temporarily be permitted for special events, such as the Head of the Yarra.

The access road off Denham Street to the Yarra Bank Reserve playground and Hawthorn Rowing Club site will stay open regardless of the outcome of this consultation.

Have your say

We want to hear what you think about permanently closing the southern end of Creswick Street.

We want to know:

- *what advantages and/or disadvantages you see in permanently closing the entry to Creswick Street at Burwood Road*

- *if you have a preference for the future of this part of Creswick Street. This includes your preference for a partial or full closure to expand the open space. Or, if you want to see this part of Creswick Street returned to its previous condition after works are completed.*

Have your say before Sunday 10 July 2022 by completing the survey below.

Next steps

If there is broad support from the community to permanently close a section of the road (either partial or full) and Council approves, we will:

- *complete a second round of consultation to help us shape our design for the open space.*

- *work with a heritage consultant to make sure any open space design supports the heritage character of the area.*

4. Outline of key issues/options

Community feedback, engagement and survey on road closure

The community provided feedback on the two options for road closure via the online survey conducted between Thursday 16 June 2022 to Sunday 10 July 2022. The engagement's aim was to consult and to hear what the community thought about permanently closing the southern end of Creswick Street through either a partial or full closure.

The engagement gathered insights to inform the Council on a way forward if it were to proceed with the proposal to close the southern end of Creswick Street. Upon the conclusion of community consultation, all responses were reviewed and a ‘General Themes’ report was prepared presenting the findings from the online survey and a summary of the feedback received from participants. This report is provided as **Attachment 1.**

Several comments and concerns were raised by the community during the consultation period. The key issues raised by the community during the consultation period were:

- Safety
  - Pedestrian and bicycle safety and that access into Creswick Street remained or was improved.
  - Discouraging anti-social behaviour.
  - The need for passive surveillance.
- Diversifying use of the increased green space through activities such as:
  - Pop up commercial ventures (e.g., cafes, wine bars etc).
  - Small sporting events.

- Minimising impacts:
  - On the Hawthorn Rowing Club and loss of parking.
  - On adjacent streets and residents.
  - On emergency services ability and timings to access the general area.
  - Reduce congestion and localised rat-running.
- Improving:
  - Local amenity, health, and mental well-being.
  - Pram and wheelchair access to the parks.

Further to the above, several respondents who preferred Creswick Street be re-opened raised the following items.

- The expanded / merged park land area was not required as there is adequate park land already.
- There is little in the way of added value to the community by the closure.
- No traffic study or concept plans had been provided prior to the online community survey.

A total of 315 responses were received through the online survey. These results are shown in Figure 1 below which indicated:

- 200 (63.3%) respondents were in favour of a full of partial closure of Creswick Street. Of these:
  - 50.3% preferred a full closure from Burwood Road to Denham Street (which would involve the loss of all 32 parking bays in Creswick Street).
  - 13% preferred to keep Creswick Street closed from Burwood Road to the start of the car park.
- 103 (32.6%) preferred to re-open Creswick Street from Burwood Road to Denham Street.
- 12 (3.8%) respondents had no preference at this stage.

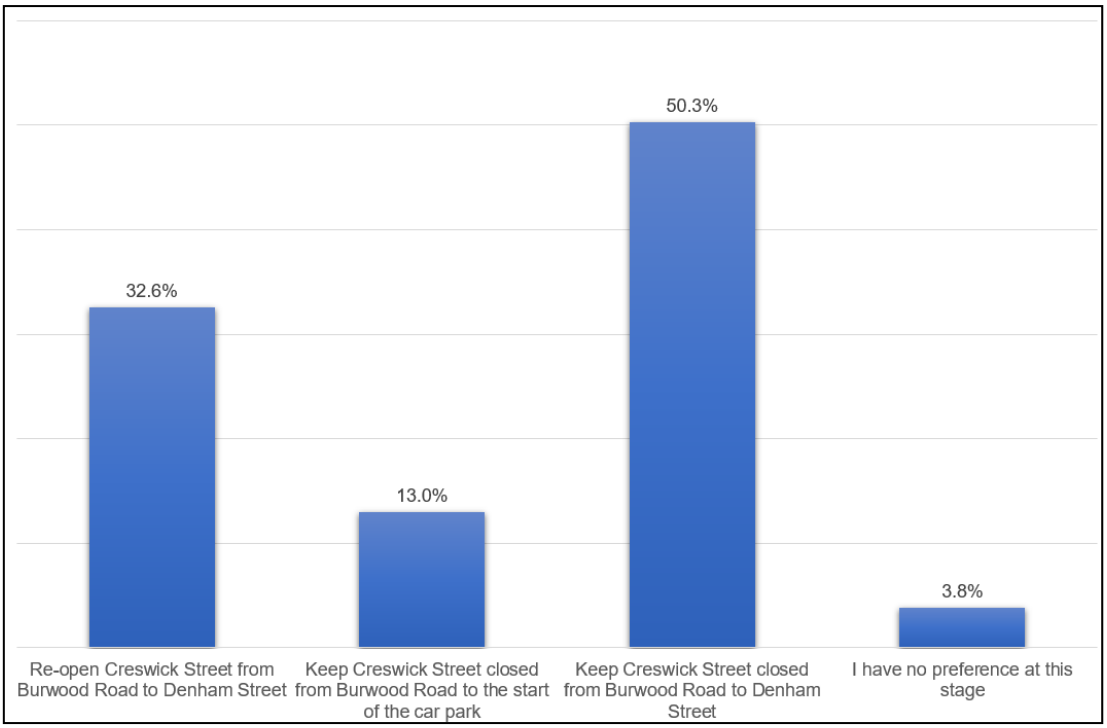


Figure 1 - Summary of online survey responses

In line with the consultation feedback, essentially, there is 63.3% community support for either a full or partial closure of Creswick Street.

72.4% of respondents live in Hawthorn and there were approximately equal numbers of male and female respondents.

23.7% of respondents were aged 35-49, 22.8% aged between 25-34 and 18.7%, 50-59 years of age.

Traffic Study

Officers undertook a traffic study with electronic traffic counts in all local streets bounded by Burwood Road, Church Street and Barkers Road to better understand the impacts of a possible permanent closure of Creswick Street on traffic levels in the surrounding streets. The data was collected during the week between Tuesday 21 June 2022 and Thursday, 23 June 2022.

The increases and decreases in traffic volumes in surrounding local streets because of the current Creswick Street closure including current traffic levels for streets with no historical data is shown in Figure 2 below.

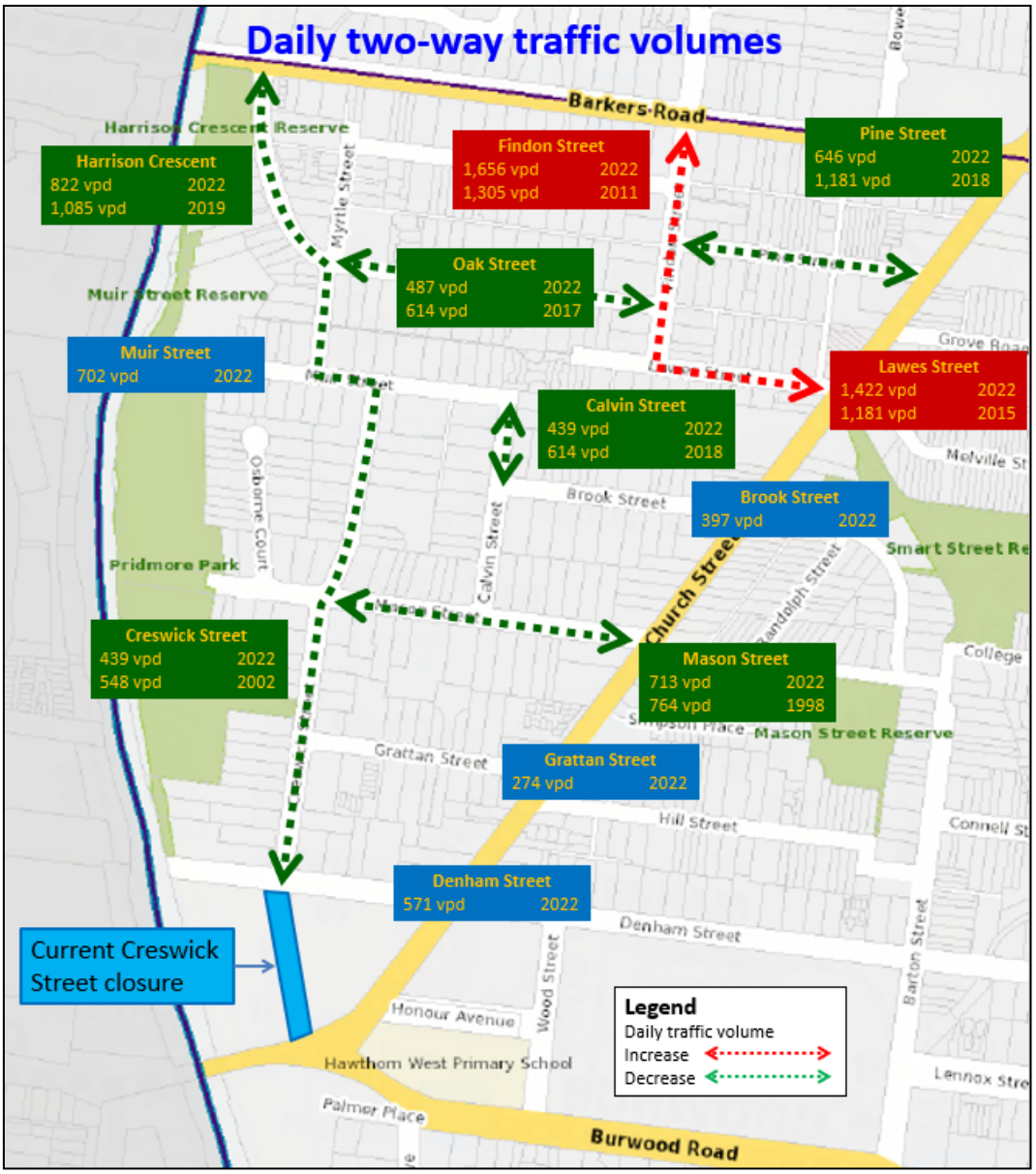


Figure 2 - Daily traffic volumes in local streets

The data recorded for all streets confirms that average daily traffic levels are low and well within the threshold of 3,000 vehicles per day for local access streets as defined in Council's Traffic Management Policy and associated Procedures.

This indicates that the streets essentially cater for local access with minimal levels of through traffic. Many of the streets have also experienced a decrease in traffic levels as a result of the closure.

The results of the before and after traffic counts are summarised in Table 1 below and where not available has been indicated "Earlier comparison data not available".

Road name	Net difference two-way volumes Before and after Creswick Street closure		
	Daily	AM	PM
Harrison Crescent	-263	-26	-62
Creswick Street	-109	-2	-44
Findon Street	351	30	35
Pine Street	-535	-47	-47
Lawes Street	241	42	26
Oak Street	-127	-13	-32
Calvin Street	-18	-15	1
Mason Street	-51	-19	-16
Muir Street	Earlier comparison data not available to compare 2022 data		
Brook Street			
Grattan Street			
Denham Street			

Table 1 - Comparison of traffic counts before and after Creswick Street closure

The comparison of the traffic survey data indicates that the average daily traffic volumes have generally decreased in the area (for those streets with historical data), except for Lawes Street and Findon Street, where the traffic volumes have marginally increased, between 2.2% to 2.7% per annum, over the last 7 to 10 years. Given the remote location of these two streets at the north end near the corner of Church Street and Barkers Road, these increases are likely to be attributed to traffic growth over time rather than as a direct result of the closure at the southern end of Creswick Street.

Traffic redistribution impacts with the closure of the southern end of Creswick Street would be associated with the most convenient alternative routes in the network, namely Denham Street, Grattan Street and Mason Street.

The data recorded for these streets confirms that average daily traffic levels are low to very low and well within the threshold of 3,000 vehicles per day for local access streets as defined in Council's Traffic Management Policy and associated Procedures.

With respect to access, with the closure of the southern end of Creswick Street, the most direct alternative route to access the local area involves the use of Church Street and Denham Street. This alternative route involves an additional distance in the order of 200m compared to accessing the area through the closure. This additional distance is expected to have a minimal impact on local access for those residents in the south section of the area.

Options for road closure

Given the community feedback, Council officers identified an opportunity to increase open space in the Yarra Bank Reserve and Creswick Street Reserve area once the Melbourne Water sewer works were completed.

Three concept plans were subsequently prepared:

- A full closure of Creswick Street between Burwood Road and Denham Street with no parking **(Attachment 2)**.
- A partial closure of Creswick Street between Burwood Road and the existing car park that retains 26 of the 32 parking spaces **(Attachment 3)**.
- A partial closure of Creswick Street between Burwood Road and Denham Street that retains 15 of the 32 parking spaces with a greater level of open space **(Attachment 4)**.

Options 1 and 2, have the following themes:

- An increase in public lighting along existing and proposed pedestrian and bicycle shared use paths.
- An increase in green open space, trees and understory planting.
- Restricts vehicle access via the use of bollards to be opened for special events (e.g. Head of the Yarra etc).
- Provides a standard 3 metre wide shared use path from Burwood Road to Denham Street.
- Installation of an artist designed decorative wrap around the existing public toilets.
- Provides a connection between Creswick Street Reserve and the Yarra Bank Reserve (each option has a varying level of open space around the link).

A third option **(Attachment 4)** was developed upon review of the first two options and community feedback that increases open space but also minimises the loss of on-street parking. Unique to each option was:

- Option 1 (full closure)
    - No parking between Burwood Road and Denham Street (loss of all 32 parking spaces).
    - Temporary vehicular access for the Hawthorn Rowing Club during major events via Burwood Road and Denham Street. Access is created by removing bollard(s) at each end.
    - Informal canoe/boat drop-off (during event) - returns to passive open space during all other times.
    - Active use opportunity at the northern end near Denham Street (e.g. basketball etc).

- Option 2 (partial closure)
  - Retains majority of the parking spaces, loss of 6 spaces (existing 32 spaces, proposed 26 spaces).
  - Temporary vehicular access for the Hawthorn Rowing Club from Burwood Road during major events.
  - Threshold treatments at both ends of the car park.

- Option 3 (modified partial closure)
  - Option 3 reduces the number of parking spaces to 15 from 32 spaces but increases the level of open space and therefore, the level of activation and activities that can occur within that open space.
  - This option also aims to strike a balance between retaining almost half of the existing parking spaces and providing opportunities for green space and activation in line with the community feedback.

Retaining Closure of Creswick Street

Melbourne Water is due to complete their works by the end of 2022 and the opportunity will be available to either keep Creswick Street closed to traffic or to re-open Creswick Street to traffic.

In the event that Council is supportive of a closure of the southern leg of Creswick Street to allow for the creation of open space, it is recommended that the southern leg of Creswick Street continue to be closed to traffic through removable bollards and signage.

Access to the parking would still be available by Denham Street and the option would also be available to allow for access for occasional use such as the Head of the Yarra annual event.

The closure would form part of an integrated solution for the preferred option should Council resolve to proceed with closure in one form or another.

5. Consultation/communication

The consultation process included an online survey on Council's Engage Boroondara website where the community could provide their feedback to the proposal. The community was advised about the consultation and encouraged to share their feedback through various communication channels, including a letterdrop to the area extending north and south of Burwood Road.

The consultation was undertaken from Thursday 16 June 2022 to Sunday 10 July 2022. A total of 316 contributions to the online survey were received.

The aim of the survey was to obtain feedback from the community on what they think about permanently closing the southern end of Creswick Street and their preference for the future of this part of Creswick Street.

Council's Engage Boroondara website wanted the community thoughts about permanently closing the southern end of Creswick Street. In particular, the website asked:

- *what advantages and/or disadvantages you see in permanently closing the entry to Creswick Street at Burwood Road?*

- *if you have a preference for the future of this part of Creswick Street. This includes your preference for a partial or full closure to expand the open space. Or, if you want to see this part of Creswick Street returned to its previous condition after works are completed.*

The consultation was also specifically discussed with the Hawthorn Rowing Club to obtain their feedback and views on the various options.

If Council resolves to proceed with the closure of Creswick Street, officers will advise the community of Council's decision and conduct a second round of community consultation in 2023 to help officers shape the design for the open space and how best it can best meet the community's desires and expectations.

An invitation letter to the 12 December 2022 Services Delegated Committee meeting was posted to residents in the area prior to the meeting, and an update inviting the community to attend the Council meeting was placed on Council's Engage Boroondara webpage.

6. Financial and resource implications

Following Council's endorsement, officers will develop a design in consultation with key stakeholders and the community and prepare a cost estimate. This project is suitable for the use of Open Space Reserve funding. There is currently $15M available in this fund which is designed for the purpose of developing new open space.

Officers also may apply for State or Federal Government grants and other funding streams should an opportunity arise.

Should Council not wish to use the Open Space Reserve funding, the project could also be considered as part of Council's annual budget process.

7. Governance issues

Under Part 6, Division 2 of the Local Government Act 2020, no officer involved in preparing this report has any direct or indirect interest in the report's subject matter.

Consistent with the Charter of Human Rights and Responsibilities Act 2006, no human rights are impacted or infringed as a result of this report's outcomes.

8. Social and environmental issues

When considered in a broad context, the proposal to close Creswick Street at Burwood Road and to increase outdoor open green space has positive social, environmental and traffic impacts.

The proposal also responds well to the key themes in the Boroondara Community Plan, notably Parks and Open Spaces and Community, Services and Facilities.

Manager:	**Jim Hondrakis, Manager Traffic and Transport**
Report officer:	Thomas Cybula, Senior Transport Engineer Bhushan Jani, Coordinator Transport Management

FUTURE USE OF CRESWICK STREET SOUTHERN-END CONSULTATION

SUMMARY OF CONSULTATION RESPONSE THEMES

November 2022

Responsible Directorate: Places and Spaces
Date: 2nd August 2022

BOROONDARA
City of Harmony

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1. About this report

This report presents a summary of the online survey undertaken to ascertain community feedback regarding the southern end of Creswick Street, Hawthorn where Melbourne Water have recently completed their sewerage works and are planning very shortly to re-open Creswick Street.

The consultation not only involved ascertaining community support for redeveloping the southern end of Creswick Street, but to also understand what level of support there was in the community for the road to be reinstated to its previous condition once Melbourne Water completed the sewerage works.

It provides an overview of the engagement activities and a summary of the feedback received from participants.

The report covers the general themes from each of the types of responses to choose from. Those response types were:

- I have no preference at this stage
- Keep Creswick Street closed from Burwood Road to Denham Street
- Keep Creswick Street closed from Burwood Road to the start of the car park
- Re-open Creswick Street from Burwood Road to Denham Street

2. Limitations of this report

The following limitations should be considered when reading this report:

Some responses to the online survey came from the same household or same type of organization (e.g., the Hawthorn Rowing Club etc.) where the responses were almost identical. In each of these cases each response has been accepted and counted individually.

Some respondents to the online survey spoke to various topics and concerns outside the scope of this survey. However, where the topic in the customer response was relevant to the survey, it was included into the list of general themes.

3. Key findings

The focus of this report is to understand and present the feedback received during community consultation on the future use of Creswick Street southern-end, including the community's preferences and concerns.

The following themes were found in each of the options presented in the online survey.

Pedestrian and bicycle safety:

- Concern for the interaction between pedestrians and cyclists, and the safety of pedestrians, is a key concern.
- Respondents had strong concerns over pedestrian safety for those who cross Creswick Street to access the nearby tram stop with drivers turning left from Bridge Road at unsafe speeds.
- There was also strong concern that should the closure proceed, to maintain bicycle and pedestrian access along Creswick Street and around the traffic signals located further east along Burwood Road to link back to Church Street.

Hawthorn Rowing Club:

- Respondents addressed their concern about the impact that the closure would have on the ability of the Hawthorn Rowing Club (HRC) to conduct events which attract local, national, and international competitors.
- In order for the HRC to operate, they require vehicular access off Burwood Road for their trailers.
- A suggestion for temporary access to the car park of the HRC via a lockable gate (or another mechanism) was put forward.

Safety:

- Safety is a major concern for pedestrians and cyclists in this area.
- There was strong sentiment to improve public lighting in the area for those who commute and walk home from the tram stop to the nearby car park in Creswick Street.
- There was a concern that the connection for vehicles provides passive surveillance.
- Some objectors felt the ‘dead-end’ car park would attract anti-social behaviour to the area.
- There were many who felt that the closure would enhance community well-being and amenity of the area.
- There was also a concern raised that with increase traffic in Denham Street, on the down-hill approach to the intersection of Creswick Street was not suitable and would require some consideration to make it safer.
- Some respondents noted that vehicles illegally exiting onto Burwood Road from Creswick Street.
- Should Creswick Road remain open, it has been suggested to provide speed cushions on local streets to deter rat-running.

Connectivity:

- Respondents highlighted the importance of a connection of the two parks (St James Park (the lower park) and Creswick Street Reserve (the upper park) whilst also maintaining pedestrian and bicycle links along Creswick Street.
- Respondents also felt that should the closure proceed, that there were adequate alternative routes to take to reach their residence.
- Accessibility for pram and wheelchairs was also raised and should be enhanced with any proposed road closure.
- Some residents who preferred Creswick Street be returned to its previous condition cited:
  - Lack of connectivity to the road network with only 8 connection points; and
  - Impact on Emergency Service response times.

Congestion:

- Concerns were raised that residents who used to turn left into Creswick Street would now add to congestion on Church Street and the traffic signals located approximately 50 metres to the east.
- On the contrary, there were many respondents who felt that the closure would reduce rat-running of the traffic signals and that the current closure (for sewer works) has not had a detrimental impact on safety nor in increasing traffic in side streets.
- There are a number of respondents who advised that right turning into Creswick Street would see drivers seek alternate routes that are less desirable (note that the right turn movement into Creswick Street has always been restricted, irrespective of the closure for the sewer works).

Loss of car parking:

- Should the car park be removed, this would increase pressure on the existing limit of on-street parking not only for rowing and park user access, but also for those commuters who park and ride from the nearby tram stop.

Parkland area:

- Many respondents were in favour of a larger parkland area which would encourage a greater diverse use of the park areas (e.g. pop up café, wine bar, events etc) which would also have flow-on benefits (e.g., mental health etc).
- Approximately 14% of respondents who commented on the parks area, felt that the proposal would do little to enhance the parks area as they believed there was little benefit and enough parks in the area for the local community.

Strategic context:

- Concerns were raised that no traffic study or concept plans had been undertaken prior to the survey that could have informed respondents in their decision.

4. Background

The City of Boroondara website advised local residents that as a result of the recent sewerage works being undertaken by Melbourne Water that an opportunity has arisen to create more open space. The website states:

Future use of Creswick Street southern-end consultation

Have your say on the future of Creswick Street's southern end in Hawthorn

About the southern end of Creswick Street

Since February 2021, important sewer replacement works at the southern end of Creswick Street in Hawthorn have been underway. Due to these required works, the road has been closed between the one-way Burwood Road access point and Denham Street. The works are scheduled to finish in late 2022.

Opportunity for feedback on the southern end of Creswick Street

During the sewer replacement works, we have received requests from local community members to keep the one-way access from Burwood Road permanently closed. Through the Boroondara Community Plan 2021-31, you also told us that parks and green spaces are a priority.

We have identified an opportunity to explore creating more open space in this area once the sewer works are finished.

Some options may include:

- *a partial closure, which would close the one-way section of Creswick Street from Burwood Road to where the existing car parking started.*
- *a full closure, which would close the length of Creswick Street and existing car parking, from Burwood Road to where Denham Street intersects with Creswick Street.*

Map illustrations of full or partial closure options

We are also completing a traffic study with electronic traffic counts in the surrounding streets to better understand the impact this possible permanent closure would have.

Potential outcomes of your feedback

Either a partial or full closure of this section of road would provide a new open space connection between Creswick Street Reserve and Yarra Bank Reserve, which are currently separated by Creswick Street.

A full closure of this section of the street would change the availability of car parking at this location. We are aware there is a range of users who access carparking in this location and we need to consider these needs. As part of both the partial and full closure options, access to and parking in this area would temporarily be permitted for special events, such as the Head of the Yarra.

The access road off Denham Street to the Yarra Bank Reserve playground and Hawthorn Rowing Club site will stay open regardless of the outcome of this consultation.

The aim of the consultation was to hear what the community thought about permanently closing the southern end of Creswick Street and knowing:

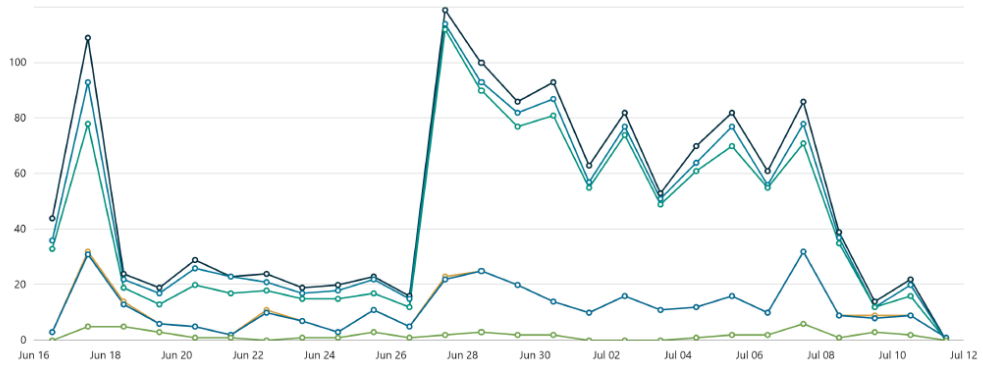
- What advantages and/or disadvantages they saw in permanently closing Creswick Street at Burwood Road.
- If they had a preference for the future of this part of Creswick Street. This included their preference for:
    - A partial or full closure to expand the open space; or
    - Creswick Street returned to its previous condition once the Melbourne Water sewerage works were completed.

5. Online survey results

The community consultation was conducted between Thursday 16 June 2022 to Sunday 10 July 2022. During this time, 316 contributions were received from community members through the online survey.

The below graph shows the website traffic to the Engage Boroondara webpage during the community consultation period.

Performance Summary
Information regarding key visitation and utilisation metrics for your Site or projects.

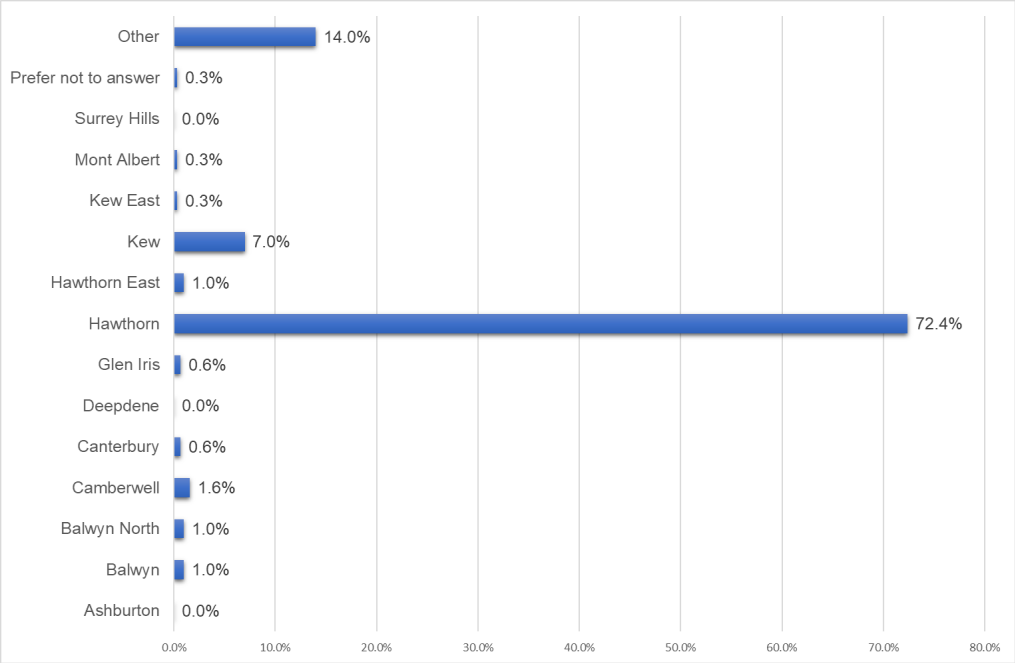


1,320 Views	1,215 Visits	1,115 Visitors	316 Contributions	311 Contributors	47 Followers

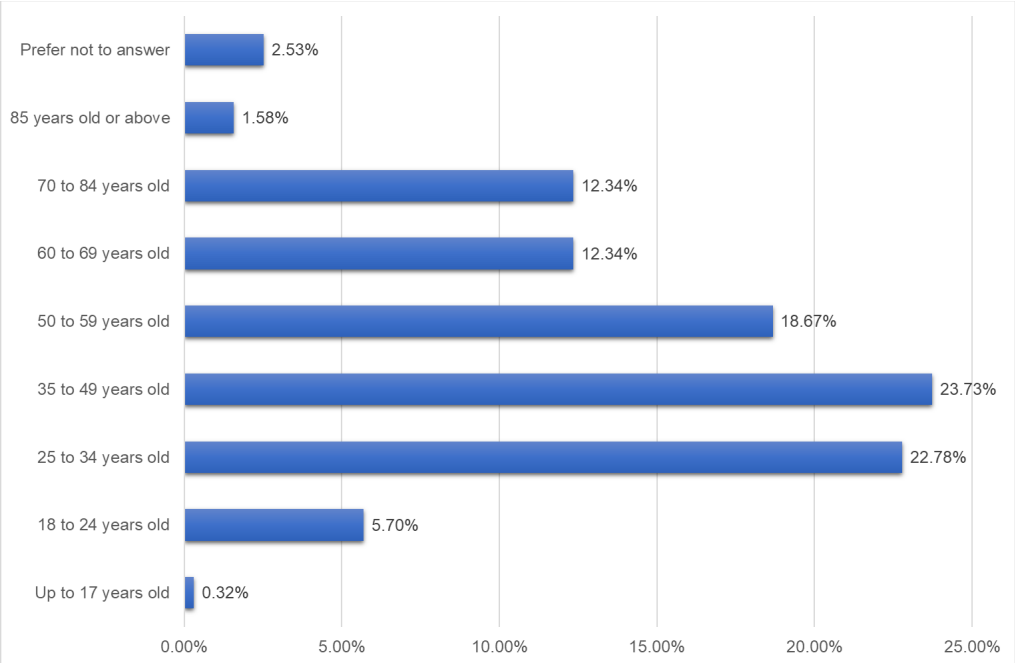
Views - The number of times a Visitor views any page on a Site.
Visits - The number of end-user sessions associated with a single Visitor.
Visitors - The number of unique public or end-users to a Site. A Visitor is only counted once, even if they visit a Site several times in one day.
Contributions - The total number of responses or feedback collected through the participation tools.
Contributors - The unique number of Visitors who have left feedback or Contributions on a Site through the participation tools.
Followers - The number of Visitors who have 'subscribed' to a project using the 'Follow' button.

The below questions were posed in the online survey.

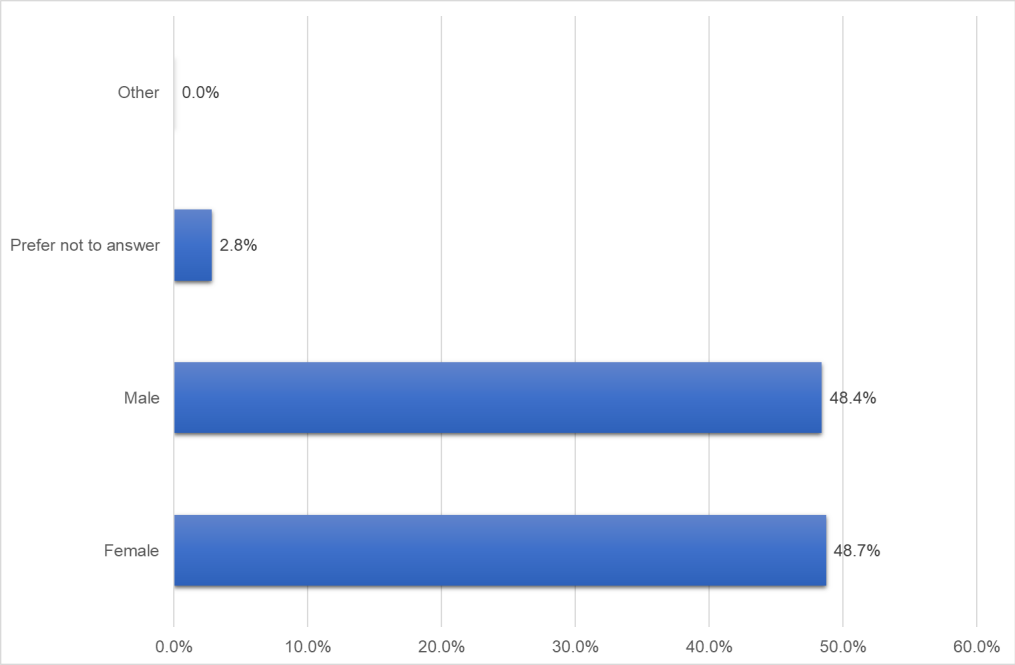
Where do you live?



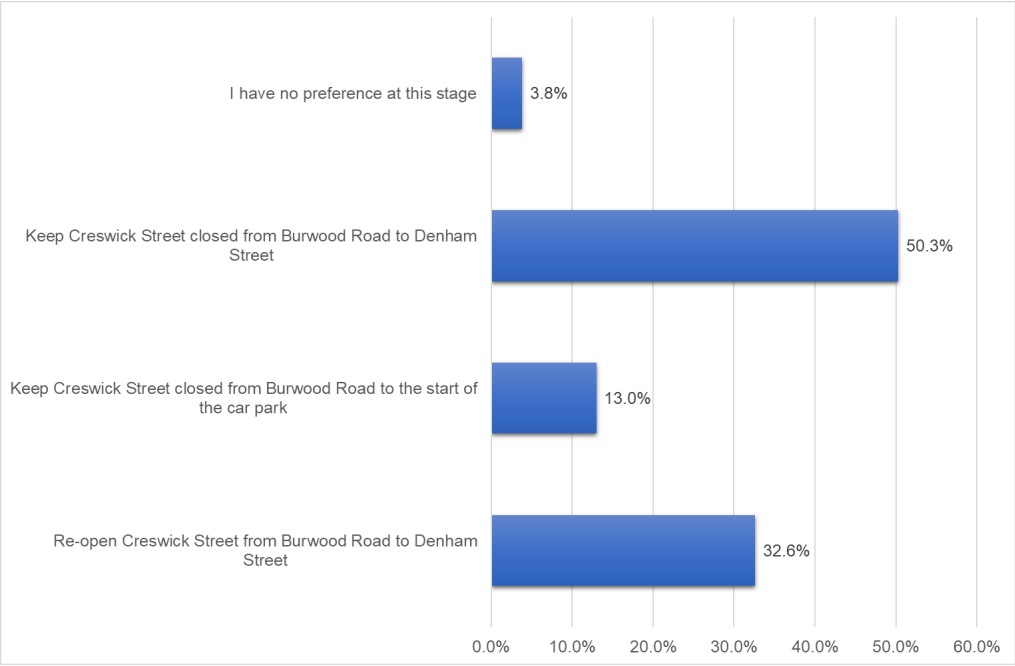
What is your age?



What is your gender?



Do you have a preference for the future of Creswick Street between Burwood Road and Denham Street?



6. Summarised themes

In total, 200 (63.29%) of respondents preferred the southern-end of Creswick Street be kept closed in one form or another, 103 (32.59%) preferring the southern-end of the road be re-opened, and 12 (3.8%) having no preference.

A majority of the feedback were in favour of an expanded / merged park but there were constant themes:

- Pedestrian and bicycle safety and access into Creswick Street remains or is improved.
- To encourage a greater diverse use of the park areas (e.g. pop up café, wine bar, events etc).
- Discouraging anti-social behaviour and the need for passive surveillance that Creswick Street (when open) provides.
- Minimising impact on the Hawthorn Rowing Club and the need to continue to attract high profile events.
- The impact that any loss of parking will have on adjacent streets, residents and those who park and ride on their commute to the city.
- Concerns of congestion and localised rat-running with the closure in place or with Creswick Street reopened.
- The need to improve community amenity, health, and mental well-being.
- Making access to the parks safe and achievable for prams and wheelchairs.
- Minimising impact on emergency services should the closure proceed.
- The impact on drivers coming from the eastern approach along Burwood Road.
- From those who wanted Creswick Street re-opened, that the expanded / merged park land area was not required as they believed there was adequate park land already and would add very little in the way of value to the community.
- No traffic study or concept plans had been undertaken prior to the survey that could have informed respondents in their decision.

BOROONDARA
City of Harmony

Creswick Street, Option 1
FULL CLOSURE

- Proposed raised threshold
- Proposed active use (basketball/netball)
- Proposed trees
- Proposed understory terrace planting
- Proposed bollard
- Proposed pole top lighting (timed)
- Proposed informal canoe drop-off (lawn)
- Proposed connecting path
- Existing path
- Proposed shared trail
  Contrasting and vibrant recycled materials (colour sympathetic to the natural environment)
- Proposed lawn
- Existing public toilet

Proposed landscape:
The landscape response is a native interpretation of the heritage terracing at Creswick Street Reserve.

The proposed landscape also visually connects both Yarra Bank Reserve and Creswick Road Reserve.

Proposed lighting:
Proposed lighting to meet shared trail lighting standards. Lighting products to be appropriately selected to not impact nocturnal animals and to avoid excessive light spill. All proposed lighting to be on appropriate night time automatic timers to switch off during off-peak periods.

Parking Changes:
Existing 90° bays (qty 32)

All bays removed in lieu of informal drop-off lawn areas.

Dwg No.: 001
Scale: 1:500 @A3
Date: 21/09/22
Revision: B

0 5 10 15 20 25m
1:500 at A3
N

BOROONDARA
City of Harmony

Creswick Street, Option 2
PARTIAL CLOSURE

- Proposed raised threshold
- Proposed trees
- Proposed understory terrace planting
- Proposed bollard
- Proposed pole top lighting (timed)
- Proposed connecting path
- Existing path
- Proposed shared trail
  Contrasting and vibrant recycled materials (colour sympathetic to the natural environment)
- Proposed lawn
- Existing public toilet

Proposed landscape:
The landscape response is a native interpretation of the heritage terracing at Creswick Street Reserve.

The proposed landscape also visually connects both Yarra Bank Reserve and Creswick Road Reserve.

Proposed lighting:
Proposed lighting to meet shared trail lighting standards. Lighting products to be appropriately selected to not impact nocturnal animals and to avoid excessive light spill. All proposed lighting to be on appropriate night time automatic timers to switch off during off-peak periods.

Parking Changes:
Existing 90° bays (qty 32)

Proposed 90° bays (qty 26)

Dwg No.: 002
Scale: 1:500 @A3
Date: 21/09/22
Revision: B

0 5 10 15 20 25m
1:500 at A3
N

BOROONDARA
City of Harmony

Creswick Street, Option 3
PARTIAL CLOSURE

- Proposed raised threshold
- Proposed active use (basketball/netball)
- Proposed trees
- Proposed understory terrace planting
- Proposed bollard
- Proposed pole top lighting (timed)
- Proposed connecting path
- Existing path
- Proposed shared trail
  Contrasting and vibrant recycled materials (colour sympathetic to the natural environment)
- Proposed lawn
- Existing public toilet

Proposed landscape:
The landscape response is a native interpretation of the heritage terracing at Creswick Street Reserve.

The proposed landscape also visually connects both Yarra Bank Reserve and Creswick Road Reserve.

Proposed lighting:
Proposed lighting to meet shared trail lighting standards. Lighting products to be appropriately selected to not impact nocturnal animals and to avoid excessive light spill. All proposed lighting to be on appropriate night time automatic timers to switch off during off-peak periods.

Parking Changes:
Existing 90° bays (qty 32)

Proposed 90° bays (qty 15)

Dwg No.: 003
Scale: 1:500 @A3
Date: 02/11/22
Revision: A

0 5 10 15 20 25m
1:500 at A3
N

Open space assessment from BOSS:
Criteria to assess the need for additional open space as per the Boroondara Open Space Strategy (note that the following assessment is undertaken for the subject site, Creswick Street):

CRITERIA	DESCRIPTION	SCORE
Accessibility	*Physical access into the site including the inherent topography, at ground level (not elevated as part of a building) and ability to make the site safe and accessible to people with limited mobility or with a disability. (Note - refer also to Transport, Visibility, Condition and Location in this list of Criteria for other access related issues).* Excellent access via Hawthorn Bridge and Denham Street. Access available from Creswick Street Reserve and Yarra Bank Reserve. Site is also flat due to former road reserve usage.	9/10
Adjoining land use (compatibility)	*The adjoining land has a positive influence contributing to the recreational, ecological, social and cultural value of the open space, without private appropriation of public open space, excessive traffic, noise, light spill or overshadowing.* Excellent position between Creswick Street Reserve (neighbourhood open space) and Yarra Bank Reserve (regional open space).	10/10
Amenity	*Visual and passive amenity values relate to the influence open space has on the livability of neighbourhoods, providing visual relief from built form, the break open space provides from noise levels associated with traffic and other urban land use activities and adequate levels of sunlight (a minimum of 3 hours of direct sunlight between 9am and 3pm during mid-winter and at least 5 hours of direct sunlight between 9am and 3pm on September 22).* Opportunity for amenity benefits is minor due to isolated position of subject site. Strong amenity from adjacent reserves.	8/10
Council policies	*The land is subject to other planning processes and policies that may be consistent or inconsistent with all or part of the site becoming public open space.* No direct council policies that apply to the subject site. Other policies and strategies such as the Bicycle Strategy, Open Space Strategy and Community Plan infer opportunities that can apply to the subject site.	7/10
Condition	*The existing physical condition of the land which may have inherent issues such as contamination or weed infestation, which have significant financial or safety implications for Council if the land becomes public open space.* There may be issues with soil compaction and contamination due to former site usage. Melbourne Water works recently may have impacted site condition.	5/10
Ecological	*Includes the site's existing biodiversity values and the site's potential to contribute to climate change adaptation. This includes the protection and*	9/10

	enhancement of biodiversity values along with a site's contribution to existing or future habitat corridors, protection of mature canopy trees and other protection or construction of other natural features that may contribute to urban heat mitigation. Being situated adjacent to two significant reserves as a former urban car park and road, there is ample opportunities to enhance the ecological value of the subject site.	
Equity	*The Boroondara community should have reasonable access to public open space.* Opportunity to Improve community access to public open space and facilities, nearby residential to benefit from subject site.	9/10
Financial	*The cost to Council in obtaining, improving, managing and maintaining the land as open space.* Refer section 6 on financial and resource implications. No rating provided.	N/A
Heritage character	*Indigenous and non-Indigenous values that could be enhanced and protected in the open space including natural features such as large canopy trees. These values will also influence the future use and design of the open space.* No significant trees registered on the subject site. No rating provided.	N/A
Landscape character	*Its contribution to the character and attractiveness of the neighbourhood.* Opportunity to return to open space and to provide more landscape opportunities that are in matching character to the adjacent reserves.	9/10
Location/Linkages	*The site's contribution to the wider open space network including forming open space corridor links. This includes consideration of the other strategic planning projects in Council for forecast expansion of the population, and where it is appropriate, to provide connections.* Strong linkage opportunities to open space corridors occurring adjacent to the Yarra River.	9/10
Ongoing maintenance and management	*That Council can adequately resource the ongoing management and maintenance of the land.* No issues regarding maintenance capacity.	10/10
Ownership	*Where the land is already in public ownership, there is more potential for Council to negotiate to obtain the land without the need for purchase. Where the land is privately owned, there are methods for acquiring the land through open space contributions.* No rating provided.	NA
Recreation	*The potential for the site to accommodate a range of organised, unstructured and informal recreational uses. These can include organised sports, play, sitting, walking, jogging, cycling exercising, informal games, picnicking and dog walking.*	8/10

	Opportunities for active and passive recreation. Due to flat topography, there is significant opportunity for various recreational activities such as netball and/or basketball.	
Services/Easements	*Extent of services and easements that would affect the development and use of the land as open space including water supply, power supply, roadways, overhead structures, flood mitigation and drainage.* No rating provided.	N/A
Size	*The minimum size for the site to meet its intended purpose, on its own or in combination with adjoining land. Refer to minimum size parcels for each type of open space as follows:* • *Regional open space, unlimited* • *Municipal open space, minimum 3 hectares, subject to* • *the proposed municipal recreation facility located in it.* • *Neighbourhood open space, minimum of 1 hectare* • *Local open space, minimum 0.26 and up to 0.99* • *hectares.* • *Small Local open space, minimum 0.03 and up to 0.25* • *hectares, with a minimum width of 20 metres in at least* • *one direction. □Small Local Link space, with a minimum width of 5 metres.* This parcel is 0.23ha but abuts two large reserves. Opportunity for Small Local Open Space category, or merge with adjacent reserve. No rating provided.	NA
Transport	*The range of transport options for residents to easily access the site including proximity to public transport, linear shared trails, path links and major roads.* Opportunity to connect to subject site via bicycle and tram (direct abuttal to tram stop). Strong connection to bridge overpass.	8/10
Visibility	*The site's visual prominence to maximise its use and contribution to the broader community. Generally, land is preferred which has at least two access points and local roads to two sides and is provided at natural surface level.* Strong visibility and site presence given Church St interface and two major reserve abuttals.	7/10
	Score:	**108/130**