

PLANNING OUR FUTURE |

# Bay Street Centre | Structure Plan

## Final Structure Plan

November 2006



This report was prepared by a consultant team lead by Planisphere with contributions from Bayside City Council officers. The sub-consultants included Essential Economics, Maunsell and Collaborations, with additional input from Charter Keck Cramer. The contents of this report apply the directions resolved upon at a Bayside City Council meeting held on 19 December 2005. A Consultant's Supplementary Report has been prepared for consideration in conjunction with this report.

The assistance provided by Council, community and agency members of the Project Reference Group is acknowledged, as are the contributions of the many Bayside community members who participated in each stage of the plan preparation.

### The Brief for the Project

The primary purpose of the study, which began in early 2005, is to prepare structure and parking precinct plans, with a 20-30 year horizon, for Bayside's major activity centres:

- Bay Street, Brighton
- Church Street, Brighton
- Hampton
- Sandringham Village

A study boundary for each of the centres was not defined in the brief for the project, however it was necessary to define a boundary to identify the extent of the Activity Centre and where the Structure Plan should apply. The boundary was generally defined at a walking distance of 400 metres from the railway station but considered other criteria such as large sites, lot orientation and heritage constraints.

### Project Stages / Consultation

The project has been undertaken in the following stages:

- Stage 1: Inception and Analysis (Dec 04-Feb 05)
- Stage 2: Issues and Opportunities / *Consultation 1* (28 Feb-18 Mar 05)
- Stage 3: Emerging Ideas / *Consultation 2* (30 May-24 Jun 05)
- Stage 4: Draft Plan / *Consultation 3* (22 Aug-16 Sep 05)
- Stage 5: Final Report (current)
- Stage 6: Amendment Documentation (next stage)

Consultation during the planning process has been extensive, and was managed through a Communication, Consultation & Engagement Plan that included:

- Community Bulletins
- Feedback sheets
- Media releases
- Centre based Workshops
- Interviews with land owners
- Workshop/briefings in each activity centre
- 'On-street' information displays in each centre
- Displays in local libraries
- Interview survey on parking habits and behaviour

A Project Reference Group oversaw the project at a high level and provided advisory input. Membership included Councillors, Community / Peak Body Representatives (8-10) and Council Senior Officers / DSE.

A Councillor Steering Committee, initially comprising the Councillor members of the Project Reference Group, has met at key stages to formulate recommendations to Council or to discuss contentious issues.

A Technical Group of Council officers and some agency representatives met at key project stages to provide input and comment on draft material.

### Completion of the Final Reports

Stage 5: Final Report was protracted because of the extensive public response to the Draft Plan, followed by a Council election in November 2005. In December 2005 Council resolved to request mandatory interim height controls of two and three storeys from the Minister for Planning. There was a significant briefing of the Council at the end of January 2006, and the application to introduce interim built form controls was approved as discretionary controls by



the Minister for Planning on 22 June 2006. Following the resolution of a Special Council meeting on 6 June 2006, completion of the Final Reports began in earnest, accompanied by a number of additional research and policy development tasks.

### **Report Structure**

This volume of the report (The Structure Plan) contains the Structure Plan itself with a community vision and future role and character statement for the centre, objectives for future planning and design, and strategies and actions to implement the objectives. The plan covers the following topics:

*Activities* – the location and intensity of land use activities.

*Buildings* – the ‘3D’ form of the Centre’s buildings into the future.

*Spaces* – plans for improving the main public spaces in the Centre.

*Access* – transport, traffic and parking; pedestrian and cyclist access.

The 2nd volume (Background Report) contains the background information for the Bay Street Structure Plan including the study process that was followed. The Background Report also includes the Implementation recommendations of the study.



## Values

When planning for the future of Major Activity Centres in Bayside, it is recognised that Council and the community value:

- Open, communal and social spaces, featuring opportunities for public arts and culture and social interaction
- The focussing of community service delivery within each centre
- Local village atmosphere for our business and retail centres
- Ease of accessibility and circulation
- Low rise buildings which preserve our local heritage and urban character
- An environmentally sustainable focus to local development and built form
- Green, open public spaces and foreshore
- Maintaining vegetated ambience of streets and gardens
- The ongoing provision of quality infrastructure
- A mix of housing which caters for all members of the Bayside community throughout the stages of life
- Local government autonomy and capacity to represent our community's local interests
- Fostering economic development opportunities including quality office space

While the heart of each centre is focussed on commercial activity, Council also recognises, values and plans for the shape and character of the surrounding residential area.

## Vision

The Bay Street Centre will be a multi-functional centre of activity providing public spaces for social interaction and cultural expression. It will provide opportunities for people to live and work within the Centre, and benefit from a greater range and supply of activities and services. The Centre will retain its heritage character, enjoy green and leafy open spaces, and remain a focus of the local area. It will continue to support a conveniently located and reliable public transport system, which connects the community with major transport infrastructure. The connectivity will be complemented by enhanced movement networks for pedestrians and cyclists and result in overall improved traffic flows for all road users.

## Future Role and Character Statement

In the Bay Street Centre activity will be focused in the existing shopping area between Hillcrest Avenue and Asling Street and buildings will address this area with active frontages. Office activity will be focused in the western end of Bay Street where the upgraded streetscape provides places to sit and meet and an attractive setting for businesses. Housing above the shops and offices will feature strongly throughout the centre to provide residents with convenient access to services and amenities and provide a human presence for informal surveillance in the Centre during the day and evening.

The heritage character and human scale of Bay Street's two storey shopfronts will be maintained with modern buildings of three storey buildings matching the height at the street frontage. The pattern of narrow shopfronts that is a feature of the shopping strip will be reflected in highly articulated facades in new commercial and retail buildings throughout the centre.

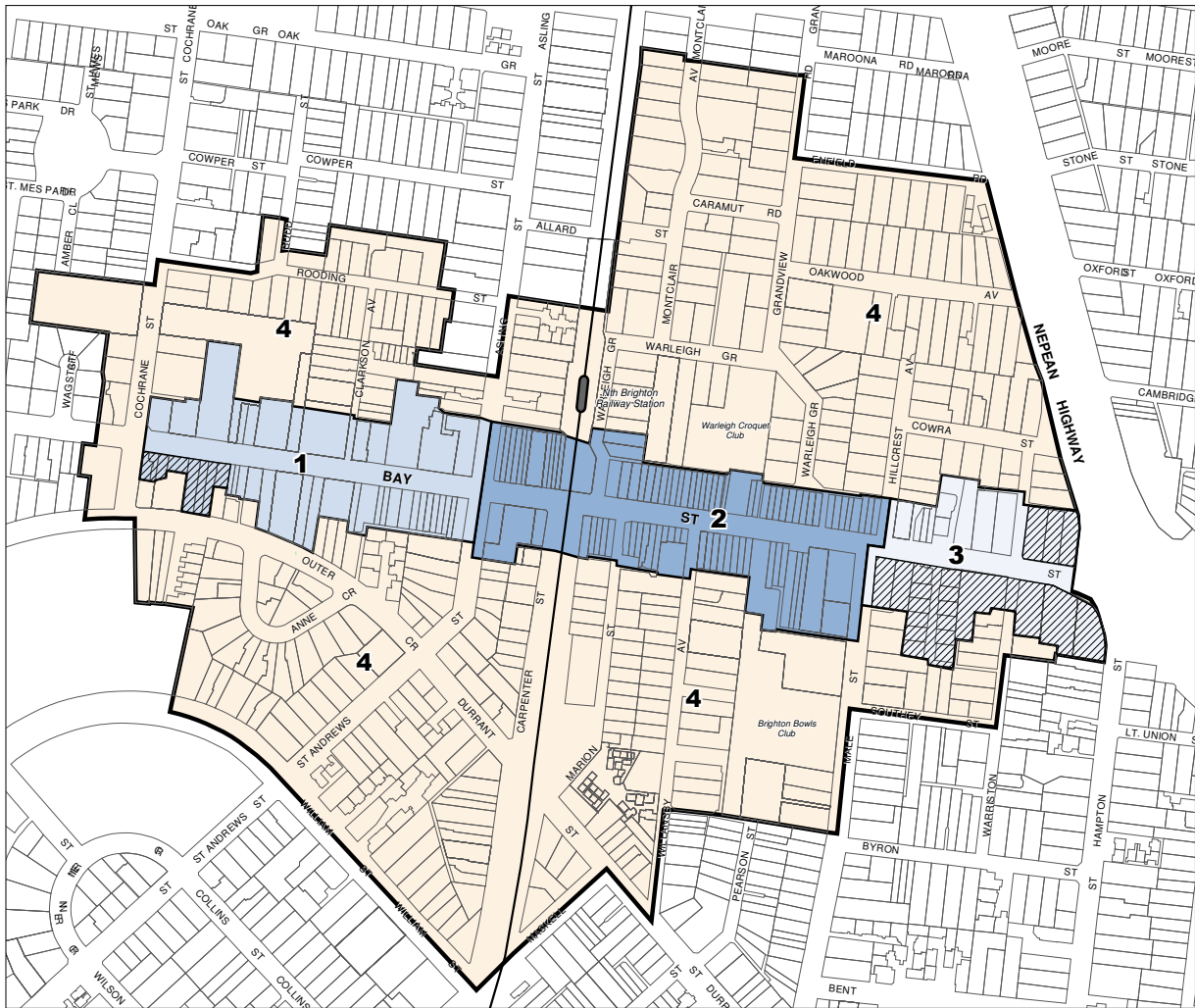
The complimentary role of the Centre as a focus for community activity will be supported. This will be done through both the provision of community facilities/ services and design of public spaces to support community interaction. The Centre will be easy to walk around, with safe, attractive and direct routes throughout the Centre and to the railway station. The attractive spaces around the station will encourage people to use public transport.



Existing residential areas will retain their spacious and leafy character, which is highly valued by the local community. New housing will integrate with the existing streetscape and provide additional opportunities for people to live near the Centre.

## Activities

The location and type of land use activities



Metres 100 200

### Business Precincts

- 1** Western Office Area
- 2** Central Retail Core
- 3** Medical Centres, Offices and Residential

### Residential Precinct

- 4** Surrounding Residential Area
- Future rezoning to Mixed Use
- Activity Centre boundary



## Activities

The *Activities Plan* shows preferred uses for defined precincts within the commercially zoned strip of Bay Street, and the proposed intensity of residential uses within the Activity Centre.

### Objectives, Strategies and Actions

Investigations into the economic potential of the Centre (including long term future demand for retail and offices) suggest that it has some potential to expand its retail role, to include a larger supermarket responding to weekly shopping needs. No overall increase is needed in the amount of land zoned for business / commercial purposes, though an alteration from the Residential 1 Zone to the Mixed Use Zone is proposed in two small areas of Bay Street. The retail core of Bay Street is located adjacent to the train station, with an office based, mixed activity area at the western end of Bay Street, and a precinct comprising a mix of commercial and residential uses at the eastern end. Shop top residential development is encouraged within the commercial centre. Additional housing can be accommodated in existing residential areas only where there is minimal impact on character.

The following Objectives, Strategies and Actions have been developed for the Bay Street Centre in relation to Activities:

#### Objectives

- Strengthen the role of Bay Street as a multi-use centre offering retail, office, entertainment and community services to a small-medium sized neighbourhood catchment.
- Ensure that the centre continues to compliment, rather than compete with, the intended role and land use mix of the nearby Church Street activity centre.
- Provide a safe, accessible and attractive pedestrian environment with continuous active frontages on Bay Street between Cochrane Street and the Nepean Highway.
- Facilitate new residential and mixed use developments within the Centre.
- Provide for increased housing densities and diversity of housing types within the Centre.

#### Strategies

##### Precinct 1: Western Office Area

- Promote office uses at ground level and above.
- Accommodate uses that generate pedestrian activity such as cafes, restaurants and entertainment uses without stifling the office component.
- Encourage residential uses above ground floor level.
- Encourage redevelopment of larger sites for mixed use developments with basement car parking, commercial uses at ground level and residential above.
- Encourage an appropriate mix of retail uses that provide for the needs of the local community.

##### Precinct 2: Central Retail Core

- Locate major retail developments that may serve a wider catchment area, such as supermarket, in this area.
- Encourage development of shop top housing.
- Encourage the up-take of vacant premises and rejuvenation of retail frontages.
- Discourage ground floor uses that do not provide an active frontage to the street.

##### Precinct 3: Medical Centres, Offices and Residential

- Maintain the mixed use role of this precinct.





- Facilitate a mix of residential, medical centre and small office uses, and active uses at the street frontage where appropriate, including (subject to rezoning) the properties currently zoned Residential 1 in Bay Street east of Male Street (south side) and east of Warriston Street (north side).
- Encourage new non-residential development to be built to the street boundary.
- Discourage activities that may cause detriment to the amenity of the area due to noise, appearance, parking, loading or hours of operation.

#### Precinct 4: Surrounding Residential Areas

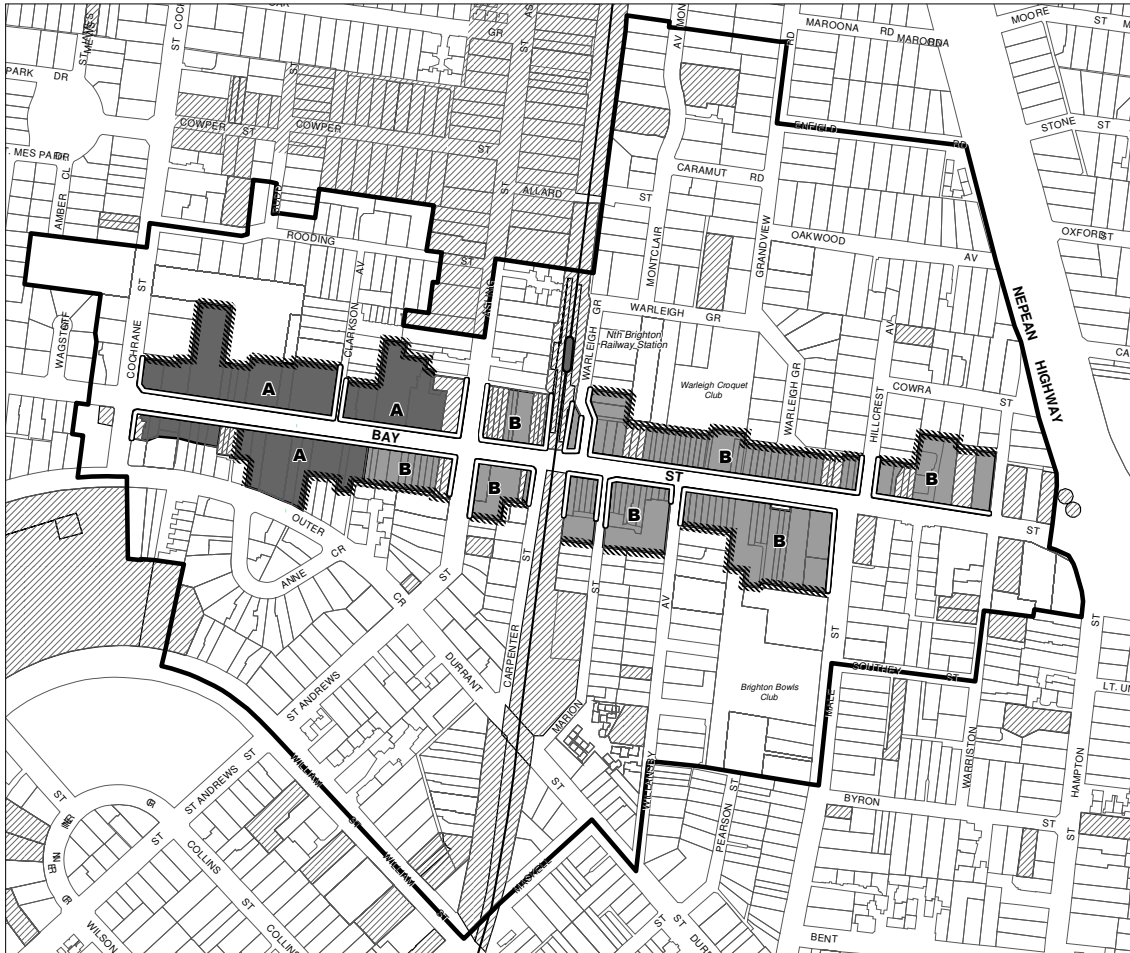
- Increase the number dwellings and the variety of dwelling types in this area.
- Encourage redevelopment of larger sites for higher density residential dwelling types.
- Encourage additional housing in established residential neighbourhoods that is in keeping with the preferred future character of the area as outlined in the Bayside Neighbourhood Character Policy (Bayside Planning Scheme, Clause 22.07).
- Provide adequate off-street parking for all new dwellings.

#### Actions

- Prepare and implement an amendment to the Bayside Planning Scheme to rezone current Residential 1 zoned properties in Bay Street, east of Cochrane Street (in precinct 1), and east of Male Street (precinct 3) to Mixed Use.
- Prepare and implement an amendment to the Bayside Planning Scheme to introduce the Objectives and the applicable Strategies into the Local Planning Policy Framework.

## Buildings

The '3D' form of the Centre's buildings into the future



### Built Form Areas

- A** Buildings to match the height of existing two storey buildings (up to 10.5m - 3 storeys modern equivalent)
- B** [Areas recommended for inclusion in a Heritage Overlay by Bayside Heritage Review 1999] - Buildings to match the height of existing two storey buildings (up to 10.5m - 3 storeys modern equivalent) and meet heritage requirements
- [Surrounding Residential Areas] - Buildings to be no more than two storeys (7.5m wall height and a 9m overall height); no change to existing setback controls
- Provide a transition in building height with setbacks to minimise overshadowing and protect the amenity of adjoining residential areas
- Zero front and side setbacks
- Activity Centre Boundary
- Existing Heritage Overlays

## Buildings

The *Buildings Plan* shows proposed building envelopes (mainly heights) for areas delineated A, B and Surrounding Residential Areas.

### Objectives, Strategies and Actions

The proposed building heights will ensure that the low scale and heritage character of the commercial centre is maintained by matching the heights of existing two storey Victorian shopfronts at the street frontage. Other strategies and actions will preserve the heritage fabric of the street and encourage the retention of two storey Victorian shopfronts. New buildings will require to be highly articulated with a high standard of architectural design that has respect for existing buildings. The Council is, in addition, reviewing the commercial area heritage precincts within the Heritage Review 1999 which may result in a Heritage Overlay being applied to a section of the commercial core of the Centre. The remaining residential surrounds will maintain the present scale and spacious character with any increase in density only where this character can be maintained.

The following Objectives, Strategies and Actions have been developed for the Bay Street Centre in relation to Buildings:

#### Objectives

- Develop the Centre in a way that conserves and enhances its valued urban character and heritage places.
- Accommodate more intense development in suitable locations within the commercial core, immediately next to the commercial core, and on large sites, in ways that avoid materially altering the perceived scale of the Centre.
- Maintain and enhance an active and accessible street frontage in commercial areas to ensure vibrancy, interaction and safety.
- Provide for the development of a range of housing types and increased densities in suitable locations.
- Maintain the spacious and low scale character of residential areas.
- Protect the amenity of residential areas adjacent to the commercial core of the Centre.
- Encourage greater environmental sustainability in building design and siting.

#### Strategies

##### Built Form Character

- Generally encourage conservation and restoration of existing Victorian two-storey buildings and other two-storey buildings of architectural significance.
- Conserve buildings having heritage significance as identified in the Bayside Planning Scheme.
- Encourage additions to, or replacement of, single storey buildings with new multi-storey buildings to provide additional housing opportunities in the commercial areas.
- Ensure that alterations and additions to heritage buildings in the Centre are undertaken in a way that respects their design, appearance and significance, in accordance with Council's Heritage Policy.

##### Building Frontages

- Encourage active street frontages in commercial areas.
- Maintain continuous retail frontages at street level.

- Design new buildings with well articulated facades, fenestration, parapet treatments, other detailing and materials to provide interest at street level and reinforce the human scale.
- Ensure that facades of new buildings maintain the vertical and horizontal design rhythm of buildings along Bay Street.
- On corner allotments, ensure buildings address both streets frontages with shopfront windows at street level.
- Locate the ground floor of new buildings at the natural ground level.
- Minimise the width of driveway entrances and the impact of garage doors on building frontages, and provide vehicle access through the rear of the property wherever possible.
- For properties with wide frontages, design facades to reflect the pattern of narrow shopfronts that exist in Bay Street, east of Asling Street.

#### Heights

- New buildings in ‘**A**’ and ‘**B**’ areas: match the height of existing two storey buildings (mandatory limit of 10.5m – 3 storeys modern equivalent) at the street frontage. [‘**B**’ areas are the subject of an update of the Heritage Review 1999 that is likely to result in introduction of a Heritage Overlay; additional heritage-related guidelines may be added.]
- Allow additional storeys to be added to existing single storey buildings in ‘**A**’ and ‘**B**’ areas, provided they meet the height and setback requirements for these areas.
- New buildings in ‘**Surrounding Residential Areas**’ areas: up to 7.5 metres wall height and up to 9 metres overall height (mandatory limits); up to 8.5 metres wall height and up to 10 metres overall height where the slope of the natural ground level at any cross section of the site of the building wider than 8 metres is 2.5 degrees or more (mandatory limits).

#### Setbacks

- Ensure new buildings are built to the street alignment with no side setbacks along Bay Street between Cochrane Street and Nepean Highway.
- Where there is an adjoining heritage dwelling set back from both side and front boundaries, provide a transition in front and side setbacks.
- In the Residential 1 Zone (i.e. ‘**Surrounding Residential Areas**’), maintain the current front, side and rear setback provisions contained in the Bayside Planning Scheme.

#### Commercial / Residential Interface

- Maintain the low building scale at the interface of existing residential areas.
- Rear setback in ‘**A**’ and ‘**B**’ areas, where a residential property adjoins: ground level: 3m from residential title; second storey: 5m from residential title; third storey: 10m from residential title.
- Ensure that new buildings in commercial areas do not significantly overlook the private open space and habitable room windows of adjoining residential properties. This should be achieved by applying the ResCode overlooking standard to commercial properties that abut residential areas.
- Locate uses that may generate noise away from adjacent residential development.

#### Sustainability Principles

- Design new buildings and building alterations for energy efficiency, considering solar access and utilising sustainable energy and construction techniques wherever possible. This should be done early in the design process (refer to the Building Code of Australia, ResCode and Council’s Environmental Sustainability Framework).
- Encourage the design of buildings to allow for adaptive re-use in the future, where possible.



- Encourage best use of development sites to maximise retention of existing vegetation and landscape design that assists in passive solar heating/cooling.
- Make use of building materials with minimal environmental impact such as recycled materials and re-use of existing buildings where possible.
- Encourage new development to incorporate water sensitive urban design techniques wherever possible.
- Encourage the use of environmental management plans and green travel plans for larger development proposals or where there are site constraints to encourage more innovative solutions for achieving ESD features (such as energy and water conservation, vegetation retention, waste minimisation, more public transport, walking and cycling).

### Actions

- Update the relevant Major Activity Centre precincts within the Heritage Review 1999 by Allom Lovell & Associates, with a view to preparing an amendment to the Bayside Planning Scheme to introduce a new schedule to the Heritage Overlay over areas of identified significance.
- Prepare and implement an amendment to the Bayside Planning Scheme to introduce the Objectives and the applicable Strategies into a new schedule to the Design and Development Overlay and into the Local Planning Policy Framework.

## Spaces

Plans for improving the main public spaces in the Centre



- Existing Public Open Space
- Existing street trees
- Existing rail corridor vegetation
- Areas of active building frontages at street level
- Weather protection areas (future and existing)
- Future streetscape and open space improvement areas
- Existing priority pedestrian links
- Future pedestrian links in this vicinity

## Spaces Plan

## Spaces

The *Spaces Plan* shows areas for future streetscape and open spaces improvements, weather protection and active frontages. It also highlights existing and future pedestrian links.

### Objectives, Strategies and Actions

Streetscape improvements are focussed at the western end of Bay Street where consistent street tree planting, additional street furniture and improved walking surfaces are proposed. It is also planned to improve the pedestrian environment and safety of the train station surrounds. A continuation of street tree planting between Male Street and Hampton Street / the Nepean Highway is also proposed.

The following Objectives, Strategies and Actions have been developed for the Bay Street Centre in relation to Spaces:

#### Objectives

- Improve the pedestrian amenity, connectivity, safety and appearance of the street space and other open spaces in the Centre.
- Promote active uses at street level to maintain the vibrancy, attractiveness and safety of the Centre and attempt to unify both ends of Bay Street.
- Extend public activity, social interaction and the attractive public realm treatments to the western end of Bay Street.

#### Strategies

##### Public Open Space

- Identify opportunities for increasing the amount of accessible public open space.
- Improve the small landscaped areas of open space around the railway station to provide an attractive and safe pedestrian link.

##### Street Spaces

- Provide and maintain street tree planting along Bay Street particularly at the eastern end of Bay Street, east of Male Street.
- Provide appropriate street furniture, and manage street trading to support public activity, amenity and social interaction in the street.
- Promote signage that improves the link from the Nepean Highway to Bay Street and promotes the special features of the Centre.
- Encourage the use of artists in an integrated manner in the planning and design phases of streetscape projects and consider public art opportunities.
- Promote the undergrounding of powerlines between the Nepean Highway and Cochrane Street to improve the appearance of the streetscape.
- Provide continuous weather protection along the Bay Street footpaths between Hillcrest Avenue and Cochrane Street using cantilever awnings/ canopies, unless conflicting with the architectural character and significance of existing buildings.

#### Actions

- Prepare and implement an amendment to the Bayside Planning Scheme to introduce the Objectives and the applicable Strategies into the Local Planning Policy Framework.
- Undertake a streetscape upgrade of the entire street following a detailed streetscape plan or masterplan of the area. Upgrades should include low maintenance paving, placement of new and existing street furniture, bicycle parking and regular street tree planting, street lighting, and if appropriate public art.

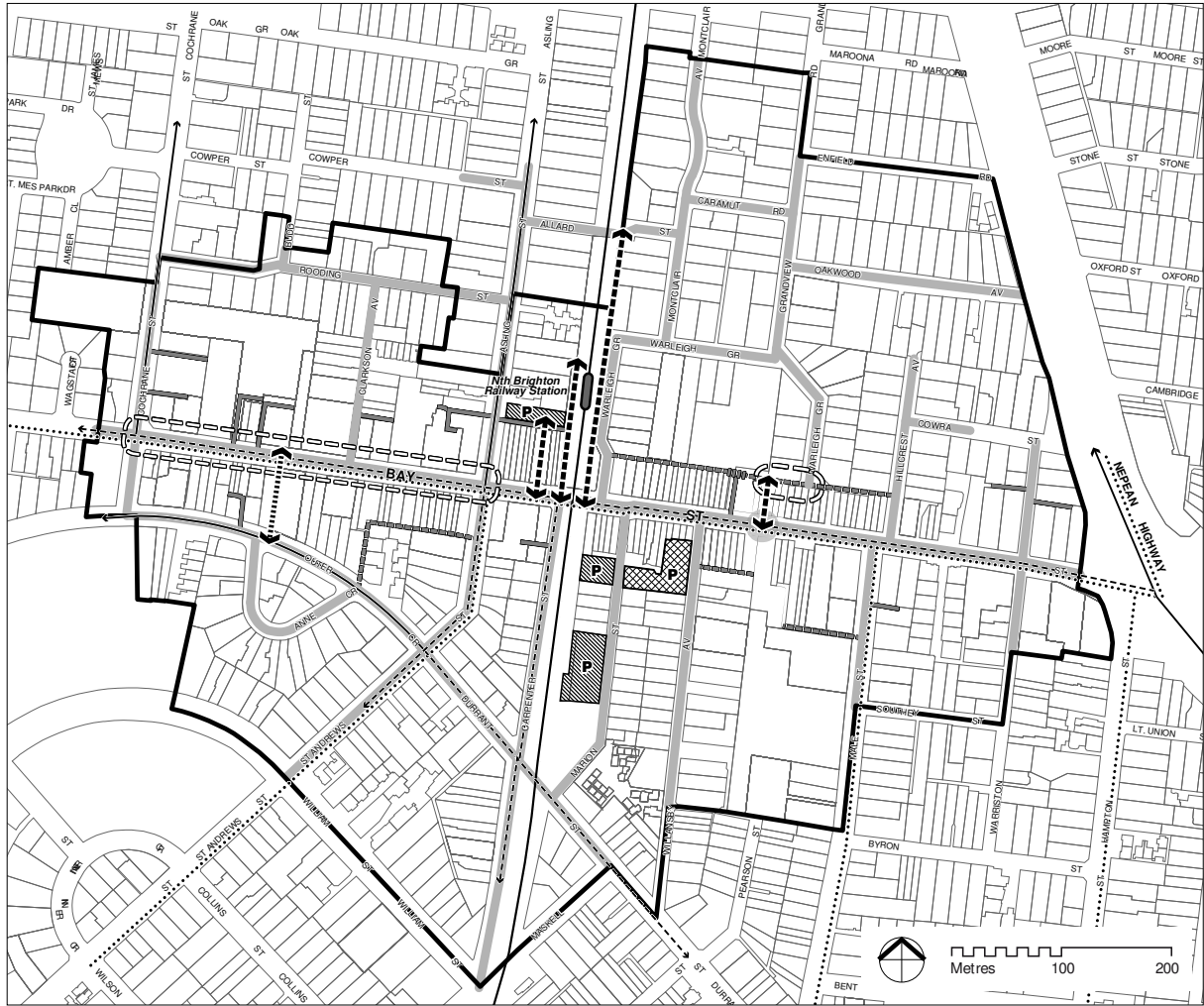


- Undertake street tree planting at the eastern end of Bay Street, east of Male Street with consideration of Council's Street Tree Policy in regards to species and spacing.
- Include and implement the following proposed works in the Council's works program, prioritised to concentrate benefits and positive impacts:
  - Improve the small landscaped areas of open space around the railway station to provide an attractive pedestrian link.
- Manage street trading to support public activity and social interaction in the street.
- Develop a signage guideline to manage existing signage in the Centre and promote special features of the Centre.
- Develop an appropriate strategy for funding of the undergrounding of powerlines between Nepean Highway and Cochrane Street to improve the appearance of the streetscape.
- Implement as part of the streetscape work the undergrounding of powerlines between Nepean Highway and Cochrane Street as per the applicable Strategy.
- Require provision of weather protection and active frontages for properties facing Bay Street between Cochrane Street and Hillcrest Avenue.
- Review opportunities for acquiring additional public open space.



## Access

Transport, traffic and parking; pedestrian and cyclist access



- Existing street
- Existing laneways
- Future laneway widening
- Future laneway connection
- Existing priority pedestrian links
- Future pedestrian connection in this vicinity
- Future pedestrian improvement area
- Existing bicycle routes
- Proposed bicycle routes (Bayside Bicycle Strategy 2003)
- Existing car park
- Increased car parking capacity (additional 80-120 spaces to be provided)
- Existing bus routes
- Activity Centre Boundary

### Access Plan

## Access

The *Access Plan* shows how access to the Centre could be improved for vehicles, pedestrians, public transport users and cyclists.

### Objectives, Strategies and Actions

The approach is to encourage public transport use, cycling and walking, while introducing some traffic management measures to improve safety, traffic flow and amenity.

A Parking Precinct Plan for the Bay Street Centre has been developed in conjunction with this project (see Background Report). The Parking Precinct Plan's primary function is to manage parking on a precinct wide basis, rather than on a site-by-site basis. It also identifies the parking outcomes to be achieved in the Centre and appropriate mechanisms to fund and implement parking initiatives such as the provision of new car parking facilities. Substantial survey work has been undertaken in order to measure the parking characteristics of the Bay Street precinct, including current information on:

- On-street car parking spaces
- Off-street car parks
- On-site provision of car parking

From this research, procedures have been developed for evaluating the number of car spaces required to cater for future increased intensity of land-use. These procedures are based on the current behaviour and characteristics of visitors to the Bay Street precinct. The Parking Precinct Plan provides a means to accommodate increased intensity of land-use while supporting some shift in travel behaviour through greater public transport patronage, walking and cycling.

The following Objectives, Strategies and Actions have been developed for Bay Street in relation to Access:

### Objectives

- Provide a safe environment, particularly for vulnerable road users such as pedestrians, cyclists and people accessing public transport.
- Improve management of the through traffic within the Centre.
- Provide and manage car parking to meet the needs of residents, retailers and visitors.
- Improve the safety and appearance of laneway connections and off-street car parks.
- Improve access for pedestrians with all levels of mobility.
- Establish a network of priority pedestrian routes integrating the main shopping strip on Bay Street with surrounding car parking areas, public transport, residential areas and other attractions.
- Promote pedestrian and bicycle connectivity between Bay Street and Church Street to capitalise on complementary functions of the two Activity Centres and reduce reliance on car travel and demand for parking.
- Improve bicycle routes and facilities in and around the Centre.

### Strategies

#### Road Safety

- Reduce vehicle speeds within the Bay Street commercial areas between Cochrane Street and the Nepean Highway.

#### Local Access Priorities

- Encourage access to off-street car parking to occur via Bay Street to limit traffic impacts on local streets.

- Manage traffic movements into and out of the private roadway that runs parallel with the south side of Bay Street immediately east of the railway line, to improve vehicular and pedestrian safety.
- Create continuous service and car park access lanes at the rear of commercial properties to provide through access to the rear of shops and future housing.
- Improve the safety and sanitation etc of laneways, but do not create active pedestrian areas.

#### Car Parking

- Maintain existing numbers of public parking spaces and provide additional spaces through the development of a new car parking facility over the existing Council owned parking lot located between Marion Street and Willansby Avenue, to provide between 80 and 120 additional car spaces.
- Improve the safety for pedestrians moving between off street car parks and Bay Street.
- Ensure new retail and commercial developments provide adequate off-street car parking in accordance with the Parking Precinct Plan.
- Ensure new residential units provide adequate off-street car parking in accordance with the Planning Scheme requirements.
- Improve the management of current on and off-street car park restrictions as recommended in the Parking Precinct Plan.
- Improve general signage directing traffic to car parks – in order to offer alternatives for motorists if one car park is at or close to capacity.
- Provide for safer and more convenient access to disabled parking in the Bay Street retail strip.

#### Public Transport

- Improve integration between all forms of transport and the local area.
- Enhance interchange facilities at the bus stops in Bay Street closest to the railway station.
- Improve the safety of pedestrians moving between the station and surrounding streets.

#### Pedestrian Access

- Advocate for a pedestrian link between Bay Street and Outer Crescent.
- Provide safe and unobstructed travel paths for pedestrians travelling along Bay Street.
- Improve pedestrian access through the laneway adjacent to Warleigh Grove and surrounding residential areas.
- Ensure the maintenance of footpaths in streets within the Centre.
- Improve pedestrian links between Bay Street and the railway station.

#### Bicycle Access

- Implement the recommendations of the Bayside Bicycle Strategy.
- Support the provision of additional secure bicycle parking at the North Brighton Railway Station.
- Provide additional bicycle parking facilities throughout the Centre.
- Provide secure bicycle parking at all Council buildings, community facilities and Council-controlled off-street car parks and provide signage to advise on these locations.
- Provide new bicycle facilities for all new development to reduce reliance on travel by motor car, including the provision of accessible showers and changing facilities with secure lockers or equivalent in non-residential development, in accordance with Australian Standards.

### Actions

- Prepare and implement an amendment to the Bayside Planning Scheme to introduce the Objectives and the applicable Strategies into the Local Planning Policy Framework.
- Prepare and implement an amendment to the Bayside Planning Scheme to introduce the Bay Street Parking Precinct Plan into the Particular Provisions section of the Planning Scheme.
- Work with VicRoads to introduce a reduced speed limit within the Bay Street commercial area between Cochrane Street and Nepean Highway.
- Review in conjunction with the train operator, the traffic management arrangements at the intersection of the private roadway that runs off the south side of Bay Street, immediately east of the railway line to improve vehicular and pedestrian safety.
- Investigate the options for implementing the proposed laneway widenings and laneway connections as shown on the Access Plan.
- Develop a laneway maintenance strategy for safety, sanitation etc. The strategy should consider:
  - Repaving to ensure even surfaces (asphalt typical)
  - Lighting
- Implement appropriate traffic calming measures in Marion Street and Willansby Avenue to encourage access to off-street car parking to occur via Bay Street.
- Change the car parking rates in the Bayside Planning Scheme for 'Retail/Other Shopping', 'Restaurant/Café' and 'Commercial', as recommended in the Parking Precinct Plan.
- Plan the development of a new car parking facility over the existing Council owned parking lot located between Marion Street and Willansby Avenue with an estimated ultimate capacity of the car park is between 80 and 120 cars. Fund construction of the car park from the cash-in-lieu payments and a special rate scheme. Develop design criteria for the car park to ensure satisfactory design outcomes and integration into the surrounding streetscapes.
- Review and implement the on-street car parking recommendations contained in the Parking Precinct Plan, including:
  - Consultation with traders and other relevant groups.
  - Increasing the supply of 1 hour limit parking spaces.
  - The introduction of short-term time-restricted parking in selected unrestricted streets within 100 metres of Bay Street to discourage long-term and all-day parking in favour of shopper and visitor parking.
  - Providing disabled parking for the Bay Street retail strip in the intersecting side streets, which provide a safer environment. Where possible, the first parking space, after turning off Bay Street, should be reserved for disabled parking, in accordance with Australian Standards.
- Improve view lines to, and lighting in off-street car parks and on pedestrian linkages between the car parks and Bay Street.
- Advocate for improvements to transport services for the public, connections and amenity of stations and surrounds.
- Work with public transport operators to encourage the provision of signage within the train station, to identify the location of interchange facilities outside the station, including bus stops, taxi ranks, cycle parking, pedestrian links, and key features and facilities within the Centre.
- Work with bus operators to provide improved facilities at the transport interchange stops including improved shelter and seating.
- Investigate the provision of suitable passenger set-down / pick-up facilities for private vehicles in Bay Street near the station.



- Negotiate with public transport operators to achieve improvements to pedestrian and bicycle access and safety within and around the North Brighton Station, in particular:
  - Improved lighting at the station and along pathways to the station
  - Opening up view lines to the station through the siting / removal of vegetation and structures
  - Providing covered walkways from the station to Bay Street
  - Additional bicycle parking and storage facilities at the station
- Include additional bicycle parking facilities in any streetscape redevelopment plans in Bay Street.
- Develop a clear strategy for the placement of permanent and temporary street furniture on footpaths (including signage, seating, shop displays, outdoor cafes) designed to maintain unobstructed travel paths for pedestrians.
- Develop a formal footpath maintenance strategy.
- Negotiate provision of a new pedestrian link between Outer Crescent and Bay Street in association with redevelopment of one or more suitable properties.
- Investigate design solutions for improved pedestrian access and safety through the laneway that links Bay Street to Warleigh Grove and give consideration to providing a raised footpath.
- Complete the installation of on-road cycle lanes and off-road cycle paths in the Bay Street Centre in accordance with the Bayside Bicycle Strategy.
- Develop implementation options for the installation of bicycle facilities in all new developments and in Council buildings, community facilities and Council-controlled car parks.
- Prepare a mobility strategy for the area that considers the above strategies.
- Review the Parking Precinct Plan in 5 years to ensure its continued relevance.