



PLANNING OUR FUTURE |

Church 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 Church 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 and 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 Church Street Centre will be a Centre of high quality retail and dining, with a vibrant street life and community feel. The centre will be readily accessible with transport options located conveniently, and will retain its open and leafy village character making it a focus of local retail and social activity. The Centre will enjoy a diversity of business and community opportunities, and provide local access to a range of these services.

Future Role and Character Statement

In the Church Street Centre activity will be focused in the existing shopping area between St Andrews and Male Street and buildings fronting onto these areas will have active frontages. The large at-grade level car parks behind the shops in Well Street will be replaced with a mixed use development which will provide additional car parking, a small public open space and a residential interface with Well Street. Housing above the shops will feature strongly throughout the Centre to provide residents with convenient access to shops and services and provide a human presence for informal surveillance in the Centre during the day and evening.

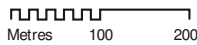
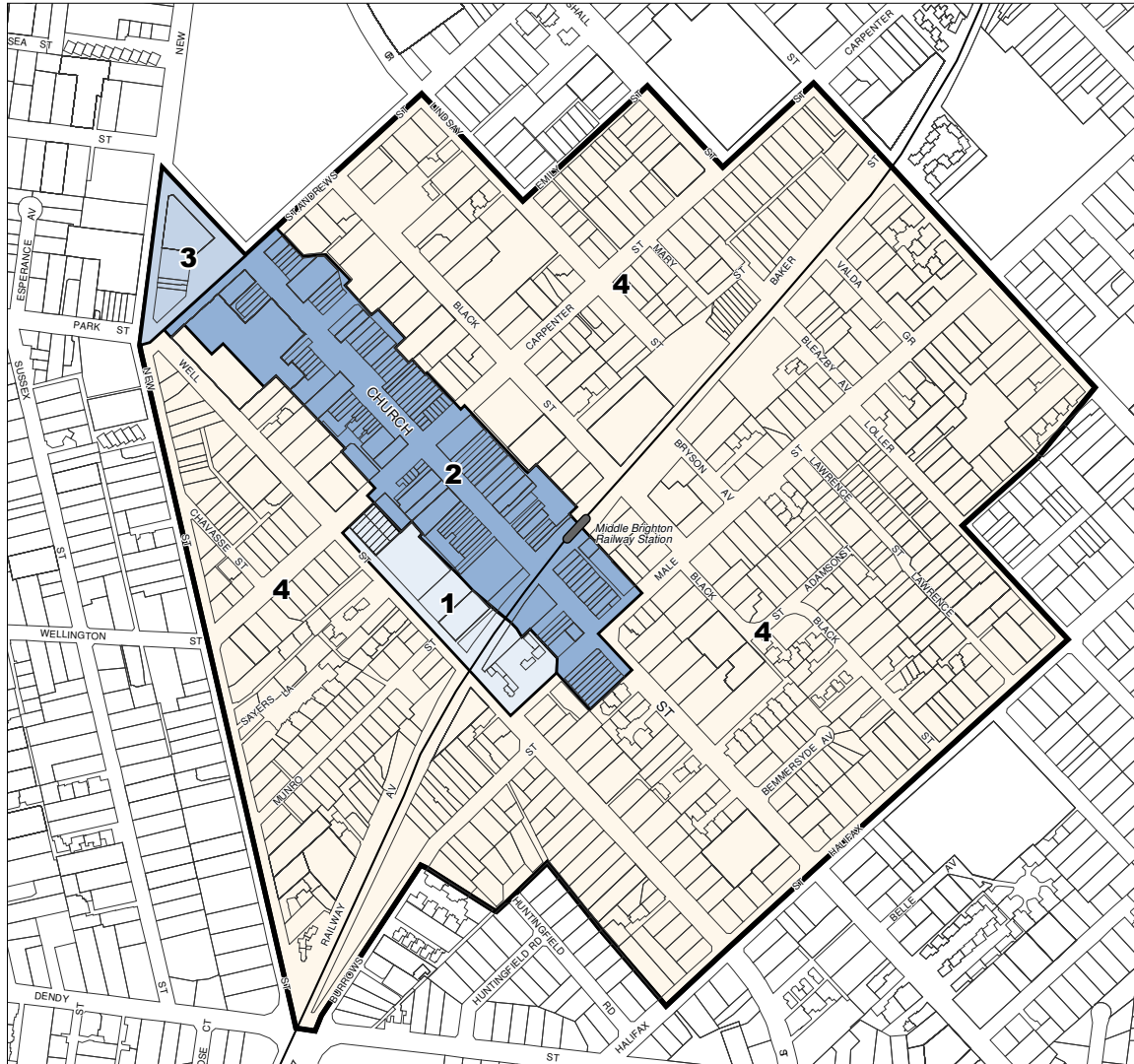
The heritage character and human scale of Church Street's two storey shopfronts will be maintained with modern buildings of three storey buildings matching the height at the street frontage. The pattern of narrow shopfronts will be reflected in highly articulated facades in new buildings.

The Centre will be easy to walk around, with safe, attractive and direct routes throughout, particularly 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



Business Precincts

- 1** Offices and Mixed Use
- 2** Retail Area
- 3** Church St, St Andrews St, and New St triangle

Residential Precinct

- 4** Surrounding Residential Areas

Future rezoning to Mixed Use Zone

Activity Centre Boundary

Activities Plan



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

The Business 1 zoned area of Church Street is located in the Retail Area precinct, with a proposal to investigate the expansion of the existing Safeway supermarket to full line status. Part of the Business 2 zoned area centred on Church Street south east of the railway line, is also within that precinct, but with office uses also encouraged. The 'triangle site' north west of St Andrews Street is highlighted as a mixed use area, with residential above offices and other uses. Investigations into the economic potential of the Centre (including long term future demand for retail and offices) suggest that no increase is needed in the amount of land zoned for business / commercial purposes.

A civic and community services hub, accommodating civic, community and cultural spaces is located on the perimeter of the Church Street Centre (Carpenter / Wilson Street) and should be maintained.

Shop top residential development is encouraged within the commercial centre. Additional housing can be accommodated in existing residential areas but only where there is minimal impact on character.

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

Objectives

- Strengthen the role of Church Street as a multi-use centre offering high quality retail (particularly fashion, homewares and other comparison shopping), office, entertainment and community services to a large neighbourhood catchment.
- Ensure that the Centre continues to compliment the intended role and land use mix of the nearby Bay Street activity centre, while providing an alternative shopping and entertainment experience to Southland and Chadstone.
- Facilitate new residential and mixed use developments within the Centre.
- Support and enhance the retail strip and street life of Church Street.
- Support and enhance the office role in the Church Street centre.
- Maximise opportunities for more residential and mixed use developments within the Centre.
- Provide for increased housing densities and diversity of housing types within the Centre.

Strategies

Precinct 1: Offices & Mixed Use

- Encourage office uses at ground level.
- Encourage the development or adaptation of upper levels for housing.
- Encourage redevelopment of larger sites and grade level car parks for mixed use developments with basement car parking, office uses (residential in Well Street) at ground level and residential above.

Precinct 2: Retail Area

- Maintain continuous active uses at street level such as shop fronts.
- Support the expansion of the Safeway supermarket to full line status (approximately 3000 sq.m.) to serve as a stronger anchor for the Centre. Ensure that building frontages have a high degree of visual connection to the street.
- Encourage mixed use development throughout the precinct and in particular around the railway station.



- Continue to allow secondary services supporting the Centre (including retail) to locate at ground floor in the Business 2 zoned area to the south east of the railway.
- Encourage development of shop top housing.

Precinct 3: Church Street, St Andrews Street and New Street triangle

- Encourage mixed use developments, with small shop, office or other appropriate non-residential uses at ground level (such as medical services) and residential on upper levels.

Precinct 4: Surrounding Residential Areas

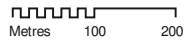
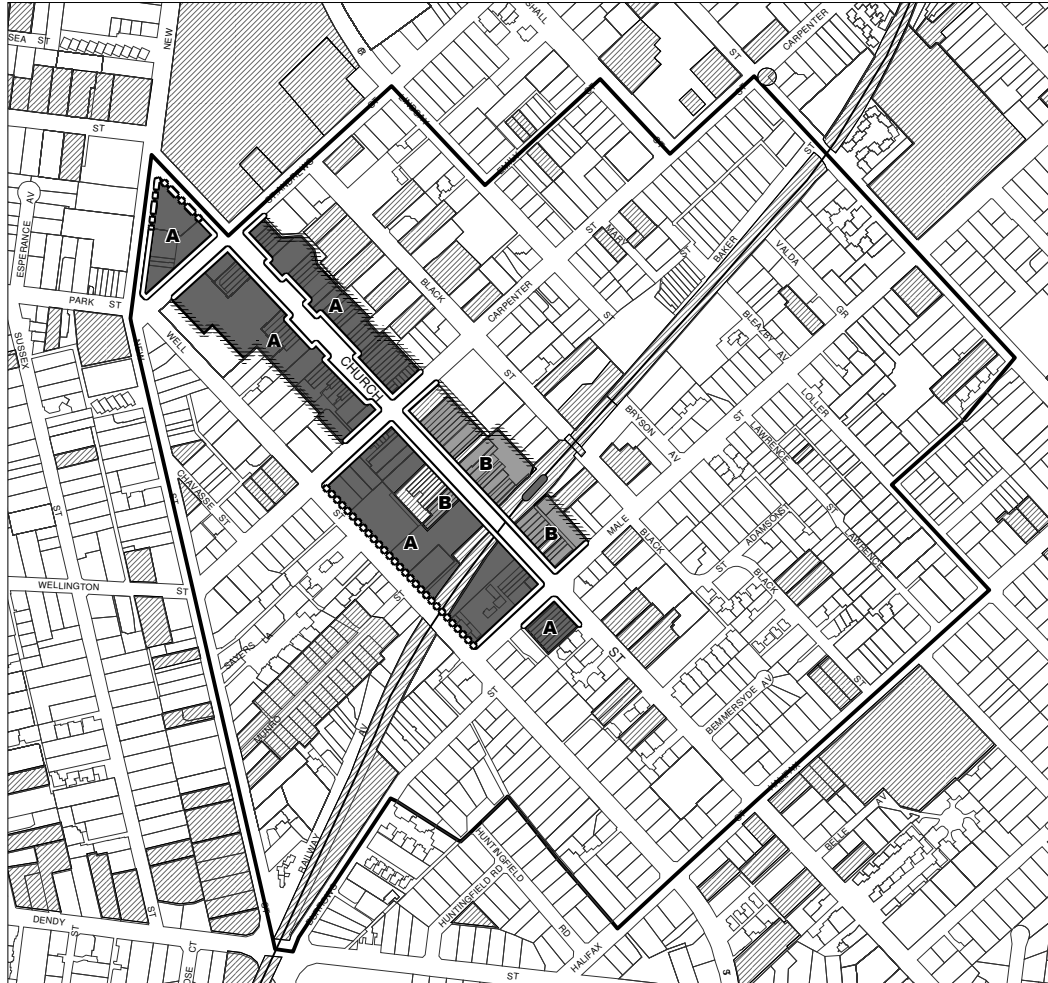
- Encourage residential development close to shops and services to provide a transition from business areas to low scale residential areas.
- Encourage redevelopment of larger sites and grade level car parks for residential with basement car parking.
- Encourage additional housing in established residential 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 introduce the Objectives and the applicable Strategies into the Local Planning Policy Framework.
- Prepare and implement an amendment to the Bayside Planning Scheme to rezone current Residential 1 zoned properties on the eastern corner of Carpenter Street and Well Street (in precinct 1) to Mixed Use.

Buildings

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



- A** Buildings to match the height of existing two storey buildings (up to 10.5m - 3 storeys modern equivalent)
- B** [Shopfronts that contribute to the valued urban character of the street (possible heritage investigation area)] - 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
- Buildings to be no more than 2 storeys (7.5m) at the street frontage with provision for a 3rd storey provided it is recessed from the front building line by at least 3 metres; provide a 3 metre landscaped front setback.
- Provide a transition in building height with setbacks to minimise overshadowing and protect the amenity of adjoining residential areas
- Zero front and side setbacks
- Maintain current front setbacks and provide zero side setbacks
- Activity Centre Boundary
- Existing Heritage Overlay

Buildings Plan

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 expression that has respect for existing buildings. 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 Church 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.
- Promote 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.
- 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 Church 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 driveways 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 Church Street.
- Provide continuous weather protection for properties facing Church Street between the corner of Male Street and New Street.
- Encourage the redevelopment / alteration of buildings adjacent to the railway station, providing ground floor and upper levels that overlook the station to improve passive surveillance.

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 may be the subject of a heritage review; 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 Church Street between Male Street and New Street.
- 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

- 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, where applicable, into the Local Planning Policy Framework.

Spaces

Plans for improving the main public spaces in the Centre



- Existing Public Open Space
- Open space in Church grounds
- 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
- Incorporate open space into future redevelopment
- Existing priority pedestrian links
- Future pedestrian links in this vicinity
- Activity Centre Boundary

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

The Plan shows proposals for public space works, weather protection and active frontages. The focus for improvements to the public environment include the Church Street streetscape north west of St Andrews Street, which is north facing with an outlook over the garden associated with St Andrews Church opposite. Another focus for public works includes the area around the railway station that could be improved in terms of pedestrian amenity and safety.

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

Objectives

- Improve the pedestrian amenity, safety and appearance of the street space and other open spaces in Church Street.
- Promote active uses at street level to maintain the vibrancy and attractiveness of the Centre.

Strategies

Street Spaces

- Maintain existing street trees and undertake infill planting where appropriate to create a tree lined streetscape.
- Improve the streetscape along Church Street north west of St Andrews Street to create an attractive and safe environment for pedestrians.
- Maintain streetscapes with generous pedestrian spaces and high a level of amenity.
- Provide appropriate street furniture, and manage street trading to support public activity, amenity and social interaction in the street.
- Support signage that creates a co-ordinated appearance to the centre 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.
- Manage street trading to support public activity and social interaction in the street.
- Provide continuous weather protection along the Church Street footpaths between the Business zoned site south-east of Male Street and New Street when relevant development applications are submitted. This should be with cantilever awnings/ canopies, unless conflicting with the architectural character and significance of existing buildings.

Open Space

- Identify opportunities for increasing the amount of accessible public open space.
- Better integrate the open space on the St Andrew's Church grounds (fronting Church Street between New and St Andrews Streets) and ensure that new buildings in Church Street are designed with windows and activity overlooking the church grounds.

Railway Environment

- Encourage improvement of the public space around the railway station including opening up viewlines to the platforms and station buildings, encouraging buildings to face onto the pathway with windows, and widening access paths to the platforms.

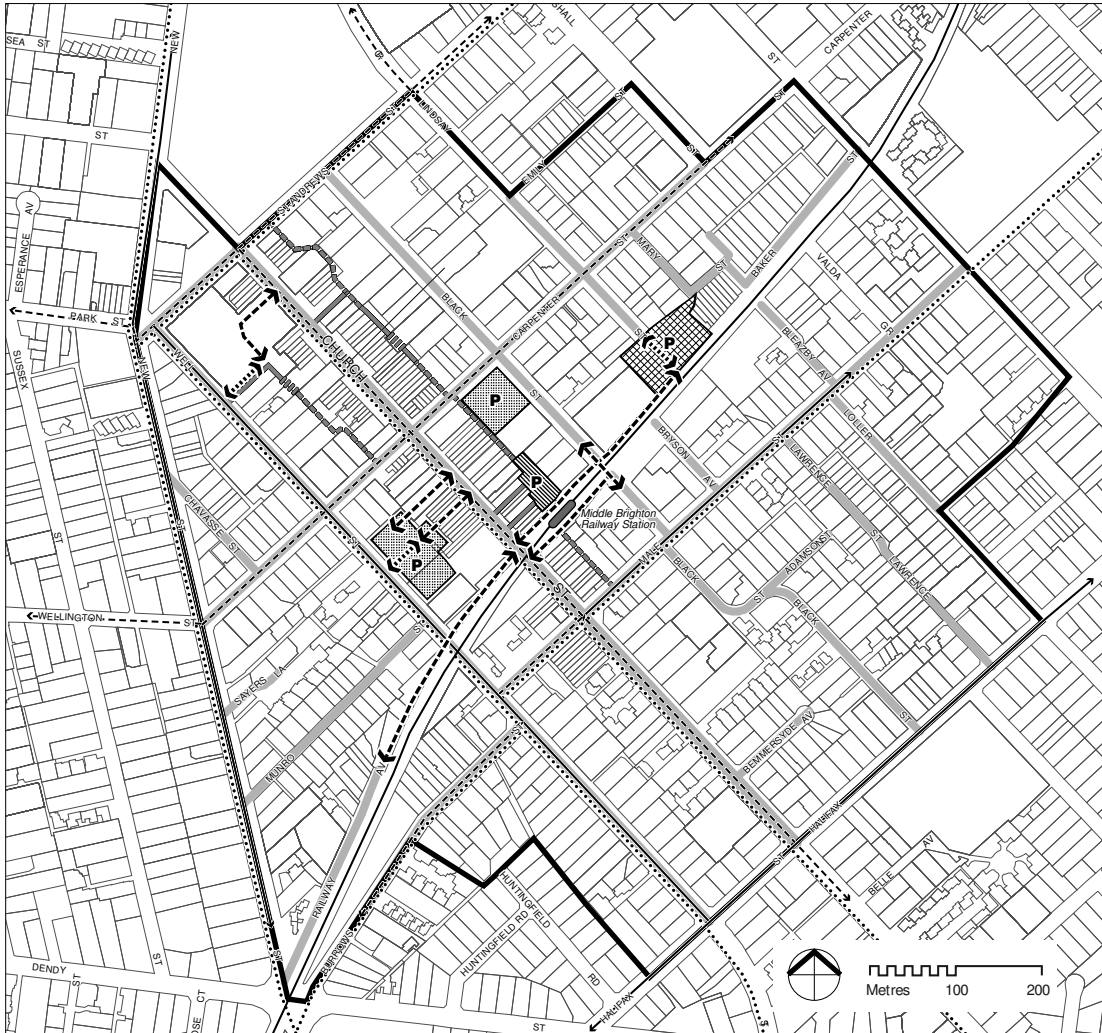


Actions

- Undertake a streetscape upgrade of Church Street, north west of St Andrews Street following a detailed plan or masterplan of the area. Any plans should ensure that the streetscape on the south west side of Church Street relates to the retail area of Church Street and that future streetscaping in front of the St Andrews Church relates to the church and school.
- Include the following proposed works in the Council's works program, prioritised to concentrate benefits and positive impacts:
 - Improve the public spaces and visual amenity of walkways around the railway station to provide an attractive pedestrian link and open up viewlines.
 - Review the quantity, type, quality and placement of landscape elements including street furniture, pavements and street trees to ensure that the Centre has adequate, attractive, comfortable and safe places to sit and interact.
 - Review and upgrade street lighting.
- Develop a signage guideline to manage existing signage in the Centre and promote special features of the Centre.
- Require provision of weather protection and active frontages for properties facing the Church Street footpaths between the extent of the Business zoning south-east of Male Street and New Street.
- Encourage landowners of the St Andrew's Church grounds to continue to allow pedestrians to use the open space as a place to sit and meet.
- Negotiate with property owners located opposite the Church grounds to provide for buildings with activity windows overlooking the grounds when relevant development applications are submitted.
- Review opportunities for acquiring additional public open space.

Access

Transport, traffic and parking; pedestrian and cyclist access



- | | |
|---|---|
| Existing street | Existing car park |
| Existing laneways | Existing car parks to be redeveloped to a residential development incorporating replacement car parking and additional spaces (total of 140-180 additional spaces to be provided) |
| Future laneway widening | Existing car park to be redeveloped to a residential development incorporating replacement car parking |
| Future laneway connection | Existing bus routes |
| Existing priority pedestrian links | Activity Centre Boundary |
| Future priority pedestrian links | |
| Existing bicycle routes | |
| Proposed bicycle routes (Bayside Bicycle Strategy 2003) | |

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 Church Street Centre has been developed in conjunction with this project. 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 an appropriate mechanism 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 Church 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 Church 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 prepared for the Church Street Centre 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 Church Street with surrounding car parking areas, public transport, residential areas and other attractions.
- Promote pedestrian and bicycle connectivity between Church Street and Bay 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 Church Street commercial area between St Andrews Street and Male Street.

Local Access Priorities

- 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

- Provide an additional car parking facility over the existing parking lots located on the corner of Carpenter and Black Street and off the north side of Well Street, between Carpenter Street and the railway line, to provide between 120 and 160 additional car spaces.
- Maintain existing numbers of public parking spaces and ensure that any new development provides appropriate numbers of additional parking spaces in accordance with the Church Street Parking Precinct Plan to support added intensity of uses in the Centre.
- 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 the safety for pedestrians moving between off street car parks and Church Street.
- 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 Church Street retail strip.

Public Transport

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

Pedestrian Access

- Establish new pedestrian links between Well Street and Church Street, and Lindsay Street and the railway footpath if the car parks in each of these areas are redeveloped in the future.
- Maintain streetscapes with generous pedestrian spaces and high level of amenity.
- Provide safe and unobstructed travel paths for pedestrians travelling along Church Street.
- Maintain footpath pavements in good condition.
- Provide for safe and convenient pedestrian movement at roundabouts.
- Manage street trading activities to maintain ample footpath space for pedestrian traffic as well as areas for sitting and social interaction.

Bicycle Access

- Implement the recommendations of the Bayside Bicycle Strategy.
- Support the provision of additional secure bicycle parking at the Middle 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 an amendment to the Bayside Planning Scheme to introduce the Objectives and the applicable Strategies into the Local Planning Policy Framework.
- Prepare an amendment to the Bayside Planning Scheme to introduce the Church Street Parking Precinct Plan into the Particular Provisions section of the Planning Scheme.
- Work with VicRoads to introduce of a reduced speed limit within the Church Street commercial area between St Andrews Street and Male Street.
- 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
- Improve view lines to, and lighting in off-street car parks and on pedestrian linkages between the car parks and Church Street.
- Review and implement the on-street car parking recommendations contained in the Parking Precinct Plan, including:
 - Consultation with traders and other relevant groups.
 - Provide shorter term parking in the heart of the Centre.
 - The introduction of short-term time-restricted parking in selected unrestricted streets within 200-300 metres of Church Street to discourage long-term and all-day parking in favour of shopper and visitor parking.
 - Providing disabled parking for the Church Street retail strip in the intersecting side streets, which provide a safer environment. Where possible, the first parking space, after turning off Church Street, should be reserved for disabled parking, in accordance with Australian Standards.
- 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 Church Street near the station.
- Advocate for improvements to transport services for the public, connections and amenity of stations and surrounds.
- Negotiate with public transport operators to achieve improvements to pedestrian and bicycle access and safety within and around the Middle 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 Church Street
 - Additional bicycle parking and storage facilities at the station
- Encourage landowners adjacent to the railway station pedestrian access paths to maintain rear fences and vegetation to improve pedestrian amenity.
- 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. Initiatives could include attaching signs and traffic signals to light poles in order to minimise the number of poles in the street and providing providing shelter at bus stops with cantilever canopies attached to buildings rather than with free-standing shelters.
- Develop a formal footpath maintenance strategy.
- Investigate the installation of pedestrian priority crossings at the roundabouts.



- Complete the installation of the on-road cycle lanes and off-road cycle paths in the Church 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.