



PLANNING OUR FUTURE |

Hampton 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 Hampton 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 the 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

Noted for its friendliness, community spirit and ambience, the Hampton Street Centre will provide a variety of community, commercial and residential uses to attract a diverse range of people. It will encourage lively interaction, entertainment and provide a community focal point. 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 Hampton Street Centre, activity will be focused in the between Willis Street and the railway line and extending behind to the revamped Willis Street precinct. The existing grade level car park will be replaced with a mixed use development incorporating community facilities, housing on upper levels, a new public space and basement car parking for commuters and residents. 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 modest scale of Hampton Street's two storey shopfronts will be maintained with modern buildings of three storeys matching the height at the street frontage. The Willis Street precinct site will be promoted as a significant redevelopment site in the heart of the Centre.

The Centre will be easy to walk around, with safe, attractive and direct routes throughout the /Centre and between the buses and trains. Hampton Street will become an important space with new streetscaping providing places to sit and meet. The revamped Willis Street precinct will provide improved waiting spaces and a public open space, which will be a focus for the centre and encourage people to use public transport.

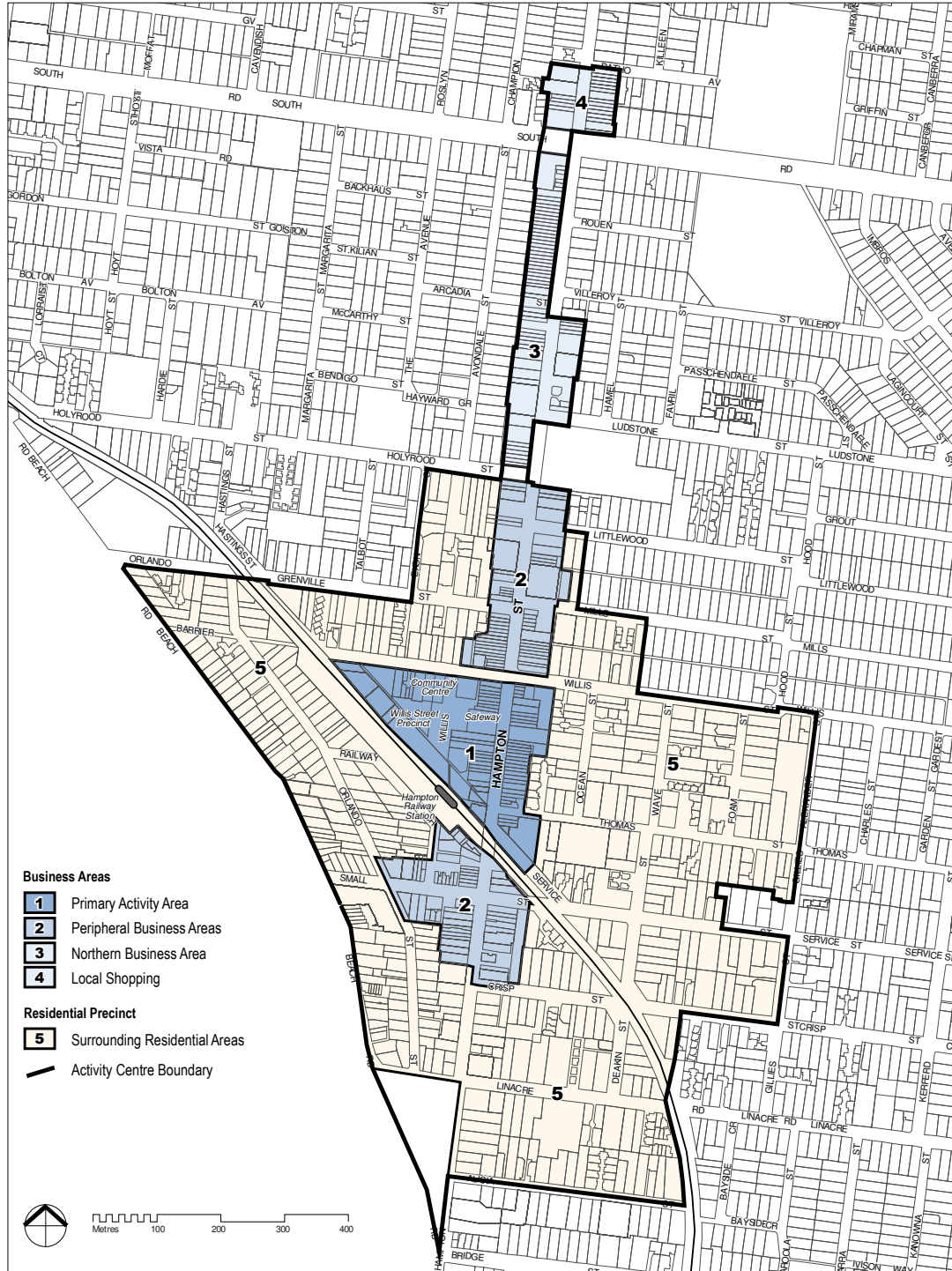
The Centre will continue to provide a range of community services with further emphasis on creating and enhancing community hubs. These would incorporate functions such as library

services and flexible meeting spaces for social, recreational and community educational opportunities for all ages and abilities.

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 intensity of land use activities



Activities Plan

Activities

The *Activities Plan* on the previous page shows the preferred uses for defined precincts within the commercially zoned areas of Hampton Street, as well as the proposed location and intensity of residential uses within the Centre.

Objectives, Strategies and Actions

The high activity, mixed use area is generally located between the railway line and Willis Street, with supporting retail areas immediately to the north and south. The lower profile retail area of the Centre is located north of Holyrood Street, with the small business area north of South Road highlighted as a separate local shopping centre. 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.

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 Hampton Street Centre in relation to Activities.

Objectives

- Strengthen the role of the Hampton Street Centre as a multi-use centre offering retail, office, entertainment and community services to a large neighbourhood sized catchment.
- Maintain the retail strip and street life on Hampton Street between Ratho Avenue and Crisp Street.
- Consolidate retail and other service uses in a central core area between the railway line and Willis Street.
- Consolidate the commercial area north of South Road as a local shopping centre.
- Encourage the up-take of vacant premises and rejuvenation of retail frontages.
- Provide a range of housing types, to meet the needs of the local community into the future and increase activity in the Centre.
- Maintain and consolidate community service functions within the Centre.

Strategies

Precinct 1: Primary Activity Area

- Develop a high activity, retail and mixed use core between the railway line and Willis Street.
- Facilitate redevelopment of the Willis Street precinct and railway car park to a mixed use development with basement car parking, integrated community facilities, improved links to the station and between transport modes, improved station facilities and a public space.
- Ensure that building frontages have a high degree of visual connection to the street. Provide a pedestrian link to the Willis Street precinct.
- Encourage development of shop top housing.
- Discourage ground floor uses that do not provide an active frontage to the street.

Precinct 2: Peripheral Business Areas

- Maintain continuous retail shop fronts at street level.

- Encourage the growth of office activity in Small Street and Railway Crescent.
- Encourage development of shop top housing.
- Discourage the location in this precinct of shopping developments with a potential to attract high pedestrian volumes.

Precinct 3: Northern Business Area

- Encourage mixed use developments with shop, office and other non-residential uses on the ground floor and residential on upper levels.

Precinct 4: Local Shopping

- Encourage uses that contribute to the separate local shopping centre role of the business area north of South Road.
- Provide housing on upper levels of development.

Precinct 5: Surrounding Residential Areas

- Provide for increased housing densities and diversity of housing types within the Centre and direct larger developments to larger sites within or immediately adjoining the retail area.
- Provide adequate off-street parking for all new dwellings.
- Encourage additional housing in established residential neighbourhoods that is in keeping with the desired future character of the area as outlined in the Bayside Neighbourhood Character Policy (Bayside Planning Scheme, Clause 22.07).

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.

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** 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
- C** (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
- Shopfronts to be built to Hampton Street boundary if redeveloped
- Activity Centre Boundary
- Existing Heritage Overlays

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 / Edwardian 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 / Edwardian 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 Hampton 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 / Edwardian two-storey buildings and other two-storey buildings of architectural significance.
- Conserve and restore 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 of the Centre.
- 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 Hampton 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 Hampton Street.
- Provide continuous weather protection along the Hampton Street footpaths between Crisp Street and Ratho Avenue.
- Ensure new buildings in the redeveloped Willis Street precinct area look onto future public open space and the railway station.
- Encourage the redevelopment of the station car park in Railway Crescent to provide housing that fronts to the street and also looks onto the station.
- Encourage the redevelopment of shopping areas with angled parking between Ludstone Street and Villeroy Street and shops with drive-in parking between Grenville and Holyrood Street to provide shops built to the footpath edge and parking provided behind the development.

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 Hampton Street between Crisp Street and Ratho Avenue with the exception of residential properties between Villeroy Street and South Road which should match the prevailing setbacks.
- 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 precincts in Major Activity Centres 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
- Incorporate open space into potential 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

Streetscape improvements are proposed for the entire length of Hampton Street to make the environment more pedestrian friendly. It is proposed that this involves street trees, furniture and consistent footpath treatments. A new public space will be the focus of a redeveloped Willis Street precinct site and the linear parks adjacent to the railway line are also proposed to be improved and extended.

The following Objectives, Strategies and Actions have been developed for the Hampton 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.
- Implement streetscape works in order to improve pedestrian amenity and add to an overall cohesive image for the Centre.

Strategies

Open Space

- Identify opportunities for increasing the amount of accessible public open space.
- Improve the amenity of pocket parks adjacent to the railway line and pedestrian access to these parks so that they form a green treed corridor dissecting the Centre.
- Provide a new public open space within the Centre of the redeveloped Willis Street precinct site that incorporates the existing large eucalypts, where possible.

Street Spaces

- Maintain and improve street spaces in the Centre with high levels of amenity, especially for pedestrians.
- Provide appropriate street furniture, and manage street trading to support public activity, amenity and social interaction in the street.
- Investigate the possibility of undergrounding powerlines in Hampton Street between Crisp Street and Ratho Avenue with the high activity area of Hampton Street between Crisp Street and Ludstone Street being a higher priority.
- Encourage the use of artists in an integrated manner in the planning and design phases of streetscape projects and consider public art opportunities.
- Encourage signage that provides a consistent look to the Centre and promotes the special features of the Hampton Street.
- Provide weather protection and active frontages on properties facing Hampton Street between Crisp Street and Ratho Avenue.

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 for Hampton Street between Crisp Street and Ratho Avenue following a detailed streetscape plan or masterplan for the area. Improvements

should include low maintenance paving, additional street furniture, bicycle parking and regular street tree planting, and widened footpaths close to intersections and crossings which provide places for people sit and meet. The high activity area of Hampton Street between Crisp Street and Ludstone Street should be a high priority for the upgrade.

- Ensure that any redevelopment of the Willis Street precinct site provides a new public open space which incorporates the existing large eucalypt trees where possible.
- Work with railway operators to improve the amenity of strip reserves adjacent to the rail line, improve access to the reserves and extend where possible to form a continuous green link along the rail corridor.
- Develop a signage guideline to manage existing signage in the Centre and promote special features of the Centre.
- Develop an appropriate strategy to actively undertake the undergrounding of powerlines between Crisp Street and Ratho Avenue with the high activity area of Hampton Street between Crisp Street and Ludstone Street being a higher priority.
- Implement the appropriate strategy to actively undertake the undergrounding of powerlines between Crisp Street and Ratho Avenue with the high activity area of Hampton Street between Crisp Street and Ludstone Street being a higher priority, as per the applicable Strategy
- Require provision of weather protection and active frontages for properties facing Hampton Street between Crisp Street and Ratho Avenue.
- Review opportunities for acquiring additional public open space.

Access

Transport, traffic and parking; pedestrian and cyclist access



- | | |
|---|--|
| Existing street | Existing bicycle routes |
| Existing laneways | Proposed bicycle routes (Bayside Bicycle Strategy 2003) |
| Future laneway widening | Existing car park |
| Future laneway connection | Existing car park to be redeveloped to a residential development incorporating replacement car parking |
| Existing priority pedestrian links | Existing bus routes |
| Future pedestrian links in this vicinity | Activity Centre Boundary |
| Future pedestrian improvement area | |
| Future signalled pedestrian crossing in this vicinity | |

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 Hampton 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 Hampton 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 Hampton 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 the Hampton 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.
- Slow vehicle speeds along Hampton Street.
- 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 public transport services, connections and amenity of the station, bus interchange and surrounds.
- Improve access for pedestrians with all levels of mobility.
- Establish a network of priority pedestrian routes integrating the main shopping strip on Hampton Street with surrounding car parking areas, public transport, residential areas and other attractions.
- Improve bicycle routes and facilities in and around the Centre.

Strategies

Road Safety

- Reduce vehicle speeds within the Hampton commercial areas between Crisp Street and Ratho Avenue.
- Provide additional, safe opportunities for pedestrians to cross Hampton Street and intersecting side streets.

Local Access

- 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 of laneways, but do not create active pedestrian areas.

Car Parking

- Maintain existing numbers of public parking spaces and ensure that any new development provides appropriate numbers of additional parking spaces, in accordance with the Hampton Parking Precinct Plan, to support added intensity of uses in the precinct.
- Improve the safety for pedestrians moving between off-street car parks and Hampton Street.
- Provide additional car parking in the redeveloped Willis Street precinct site to account for car parking lost to the redevelopment of the car park in Railway Crescent.
- Ensure new residential units provide adequate off-street car parking in accordance with the Planning Scheme requirements.
- 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.
- Improve the management of current on and off-street car park restrictions as recommended in the Parking Precinct Plan.
- Provide for safer and more convenient access to disabled parking in the Hampton Street retail strip.

Public Transport

- Improve integration between all forms of transport and the local area.
- Enhance the transport interchange facilities at Hampton Station and provide opportunities for increased pedestrian presence during the day and night.
- Improve the safety of pedestrians moving between the station, bus interchange, and surrounding streets.

Pedestrian Access

- Provide safe and unobstructed travel paths for pedestrians travelling along Hampton Street and approach roads.
- Provide additional pedestrian links and improve existing links, to better integrate the commercial centre and Willis Street precinct site with surrounding residential areas.
- Ensure the maintenance of footpaths in streets within the Centre.
- Provide additional seats in approach roads to Hampton Street.

Bicycle Access

- Complete the installation of the on-road cycle lanes and off-road cycle paths in the Hampton Street Centre in accordance with the Bayside Bicycle Strategy 2003.
- Support the provision of additional secure bicycle parking at the Hampton Railway Station. New bicycle parking should be provided under cover.
- 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 vehicle travel, 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 Hampton Street Parking Precinct Plan into the Particular Provisions section of the Planning Scheme.
- Work with VicRoads to introduce a reduced speed limit within the Hampton Street commercial area between Crisp Street and Ratho Avenue.
- Consider ways to reduce vehicle speeds through the Centre other than through the introduction of reduced speed limits.
- Consider the introduction of pedestrian refuges on non-signalised side streets intersecting Hampton Street. These refuges are to provide protection for pedestrians crossing these side streets and help slow-down and regulate the turning manoeuvres of vehicles.
- Investigate the provision of a signalised pedestrian crossing across Hampton Street near Small 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 lighting on pedestrian linkages between off-street car parks and Hampton Street and improve lighting within these car parks.
- 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.
- Review and implement the on-street car parking recommendations contained in the Parking Precinct Plan, including:
 - Consultation with traders and other relevant groups.
 - Altering parking restriction from 2-hour to 3-hour limit in the car park east of Hampton Street on Willis Street, and the Crisp Street car park, to encourage greater use and promote a more balanced use of the various car parks in the Centre.
 - Providing disabled parking for the Hampton Street retail strip in the intersecting side streets, which provide a safer environment. Where possible, the first parking space, after turning off Hampton 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 Hampton Street.
- 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.
- Negotiate with public transport operators to achieve improvements to pedestrian and bicycle access and safety within and around the Hampton Station and bus interchange site and provide a stronger link between the two areas. Particular improvements could include:
 - Improved lighting at the station, bus stops, car parks, and along pathways to the station.
 - Sheltered walkways between the station and the bus interchange.

- Opening up view lines to the station and car parks through the siting / removal of vegetation and structures.
- Additional bicycle parking and storage facilities at the station.
- Work with Vic Track and adjoining landowners to facilitate the redevelopment of the Willis Street precinct area and adjoining car parks. The redevelopment would include additional car parking, integrated community facilities, public open space, housing and improved transport interchange facilities and links.
- Advocate for the redevelopment of the station car park in Railway Avenue for housing with the public car parking lost to development provided in the redeveloped Willis Street precinct site near Willis Lane. This car park has an existing street frontage and new buildings could look onto the station platforms.
- Advocate for alterations to bus routes to increase the number of buses servicing Hampton Street.
- Undertake a streetscape upgrade for Hampton Street between Crisp Street and Ratho Avenue and improve the walking surface with low maintenance materials as part of the upgrade (See Spaces section for more details).
- 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 with relevant landowners as opportunities arise, to strengthen pedestrian links in the following locations:
 - Between Orlando and Greenville Streets across the rail line.
 - From the station to Willis Street.
 - Between Willis Street and Hampton Street.
 - Along Willis Lane.
 - Between Service Street and Hampton Street.
 - Along the rail lane reserve.
- Complete the installation of on-road cycle lanes and off-road cycle paths in the Hampton Street Centre in accordance with the Bayside Bicycle Strategy.
- Include additional bicycle parking facilities in any streetscape redevelopment plans for Hampton Street.
- 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.

