



Martin Street Structure Plan

March 2016

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Introduction

The Martin Street Activity Centre is located at the intersection of Martin Street and Nepean Highway in Brighton, approximately 200 metres north of the highway’s intersection with North Road. It has been identified as a Large Neighbourhood Activity Centre in the *Bayside Housing Strategy (2012)* and consequently as a location for moderate residential growth in Bayside.

Given the role of the Martin Street Activity Centre in accommodating future development, a long term strategic plan is required to ensure future growth and development is managed appropriately, as well as ensuring that public infrastructure and services will meet the needs of current and future residents, as it has been over 20 years since a strategic plan for the area was developed.

What is a Structure Plan?

A Structure Plan is a strategic planning tool that establishes a shared long-term vision for the development of a defined area. It is a vision for how an area will look and function into the future. Creating a Structure Plan for the Martin Street Activity Centre will allow a broad range of stakeholders, state government departments, statutory authorities, and Council to achieve positive outcomes and provide certainty for residents, developers and Council.

The Structure Plan establishes a vision, principles and strategies formulated through an extensive community engagement process.

Upon its implementation, the Plan will capitalise on Martin Street’s strengths and make it a more vibrant place to live, work and visit.

Background

The Structure Plan was prepared by Bayside City Council with inputs from two rounds of community engagement and expert analysis on traffic, economic and urban design. This final Structure Plan was produced following a third round of community engagement in which the draft Structure Plan was presented to the community for feedback.

The Structure Plan Area Boundary

The Martin Street Structure Plan area consists primarily of the commercial area of Martin Street and some directly adjacent residential streets as seen in Figure 2. The extent of the Structure Plan area has largely been defined by the policy direction contained in the *Bayside Housing Strategy (2012)*, which identifies land within 400m of Gardenvale Railway Station as a focus for future medium density residential development within Bayside.

In addition, the following aspects were considered:

- Ease of ‘walkability’ to the core of the activities area (400m–800m), including consideration of barriers to access;
- Proximity to public transport;
- The location of existing commercial areas and associated land uses; and
- Location and relationship of surrounding residential areas to the commercial core.



Figure 1: Key Project Milestones.

Context

Policy Context

In 2002 the Victorian State Government introduced *Melbourne 2030* which guided growth across metropolitan Melbourne. This was followed by its update *Melbourne@5million* (2008) and then by *Plan Melbourne* (2014). These policies have all directed growth to Activity Centres across Melbourne where housing, employment, transport and retailing are focus. The focus in *Plan Melbourne* for neighbourhood Activity Centres such as Martin Street is through local policies decided by each municipality as is relevant to their context. Furthermore a key direction of *Plan Melbourne* is to 'Respect Heritage as We Build for the Future' (Direction 4.7). This direction specifies that innovative approaches are needed to both preserve and re-energise historic buildings and places. The Martin Street Precinct is recognised by Clause 22.05 of the Bayside Planning Scheme (Heritage Policy) as historically, architecturally and aesthetically significant. Many of the buildings in the commercial area were built in the early 1900s in the Edwardian style. Clause 22.05 seeks to maintain the integrity of heritage places whilst accommodating the needs of current inhabitants.

Local policy also aims to ensure the ongoing viability of Bayside's activity centres by providing a local

catchment to the services in the centres and providing a wider variety of housing options for the community. For this reason, the Martin Street Activity Centre has been identified by the *Bayside Housing Strategy* (2012) as a location for moderate residential growth in the future. Following from this, the Structure Plan seeks to manage this growth by providing guidance to accommodate the growth identified for the area.



Figure 2: The Structure Plan Area.

Physical Context

Martin Street Activity Centre is located at the intersection of Martin Street and Nepean Highway in Brighton, approximately 200 metres north of the highway's intersection with North Road. A compact retail and services cluster comprises businesses along both sides of Martin Street, and extends eastward from Hamilton Street to Nepean Highway in Brighton. The centre also has limited frontage to the service road flanking the western side of Nepean Highway.

The Martin Street Activity Centre is significantly impacted by the physical fragmentation of land by Nepean Highway and the Sandringham Railway Line. These create both visual and physical barriers to vehicular and pedestrian movement. The key physical elements of the Martin Street Activity Centre are shown in Figure 3.

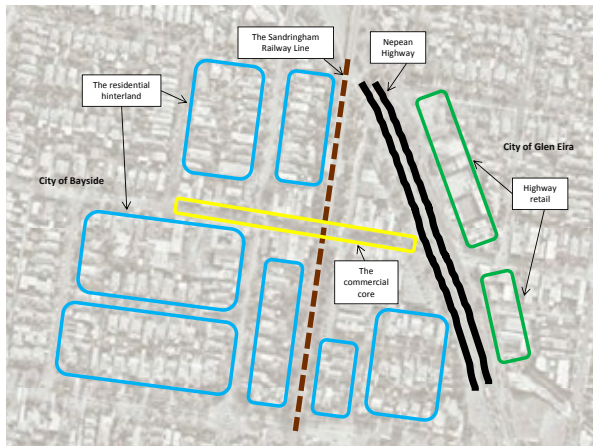


Figure 3: Martin Street Physical Context.

Nepean Highway is a major multi-lane arterial road connecting Melbourne's southern suburbs to the CBD. Retailers fronting Nepean Highway include a post office, 7-Eleven convenience store, pharmacy and TAB. With the exception of Nepean Highway, which has attracted highway-oriented commercial uses, surrounding development is predominantly low-rise period dwellings flanking quiet, tree-lined residential streets. Strip retail development continues for a further 200 metres east of Nepean Highway, along Gardenvale Road in the City of Glen Eira.

The Structure Plan area is well served by public transport with good access to the Sandringham train line at Gardenvale Railway Station and 6 bus routes which provide connection from Martin Street to Monash University, Sunshine, the City, Chadstone Shopping Centre and a 'NightRider' service between the City and Frankston.

Socio-Economic Context

Demographics

The population of Brighton has a comparatively mature age profile when compared to metropolitan Melbourne, with a median age of 40 years compared with the metropolitan median of 36 years, and higher proportions of the population in all age groups 35 years and over. Brighton household sizes are slightly smaller than the metropolitan average and couples without children and lone person households make up approximately 40% of the total community. Household wealth is greater in Bayside than the metropolitan average, and greater still in Brighton. Overwhelmingly, Brighton is a community of

owner-occupiers with 73% of all dwellings are owned outright or being paid off, in excess of the metropolitan average of 66%. Only 17% of dwellings are being rented in Brighton, as opposed to 21% for the metropolitan region.

Demographic and social trends will continue to change over time and housing needs along with them. Given the forecast for an aging community, housing diversity will enable a range of household types to be accommodated locally and allow households and individuals to find appropriate housing choices in the local area.

Housing

Redevelopment and renewal of the existing housing stock is occurring, dominated by the replacement and/or renovation of existing single dwellings with larger buildings or medium density infill development. There is a relative lack of diversity in housing sizes, with an increasing proportion of new housing being 4+ bedrooms. This is in contrast with projected future population sizes.

Separate houses are the predominant type of house in Brighton with over 54% of all housing in Brighton, with terraces and apartments equally represented with a 17% proportion of the total housing types.

Retail and Services

The Martin Street Activity Centre serves a number of important functions for the community. These can generally be described as follows:

- Convenience and Top-Up Shopping:** Martin Street contains a number of retailers, most notably the small Foodworks supermarket, that provide convenience and top-up shopping facilities to residents of the surrounding area and other visitors, including commuters using the adjacent Gardenvale station.
- Passing Trade:** Due to the exposure to the busy Nepean Highway at the eastern end of the centre, the centre has a role in providing convenience goods and services to passing trade.
- Café and Specialised Retail:** Martin Street provides a small number of high quality cafés and specialist retailers. These traders give the Martin Street centre a greater sense of ‘destination’ for people living beyond the immediate surrounds of the centre but who visit the centre for these leisure and social reasons.
- Non-Retail and Professional Services:** The centre includes a small dedicated office building in Spink Street and various professional services located in shopfront tenancies. The western end of the centre has a particularly strong provision of professional services.



The Vision

A friendly local hub for shopping, transport and a range of housing choices that respond to Martin Street's neighbourhood scale and enhance its village atmosphere and heritage charm.



Document Structure

The Structure Plan is organised around four themes:

Land Use	This section provides objectives and strategies for how the centre will be used including residential, commercial, mixed-use or open space.
Built Form	This section provides objectives and strategies to guide the built form of the centre such as building and street wall heights, typologies, setbacks and how the buildings are experienced on the ground.
Access and Movement	This section outlines objectives and strategies relating to public transport, walking, driving and cycling.
Landscape and Environment	This section provides actions and strategies incorporating public spaces, open space, streets and laneways.














The Framework Plan (page 11) combines the key components from each of the four themes (Land Use, Built Form, Access and Movement and Landscape and Environment) to portray the overarching direction for the development of the Martin Street Activity Centre over the next 20 years.



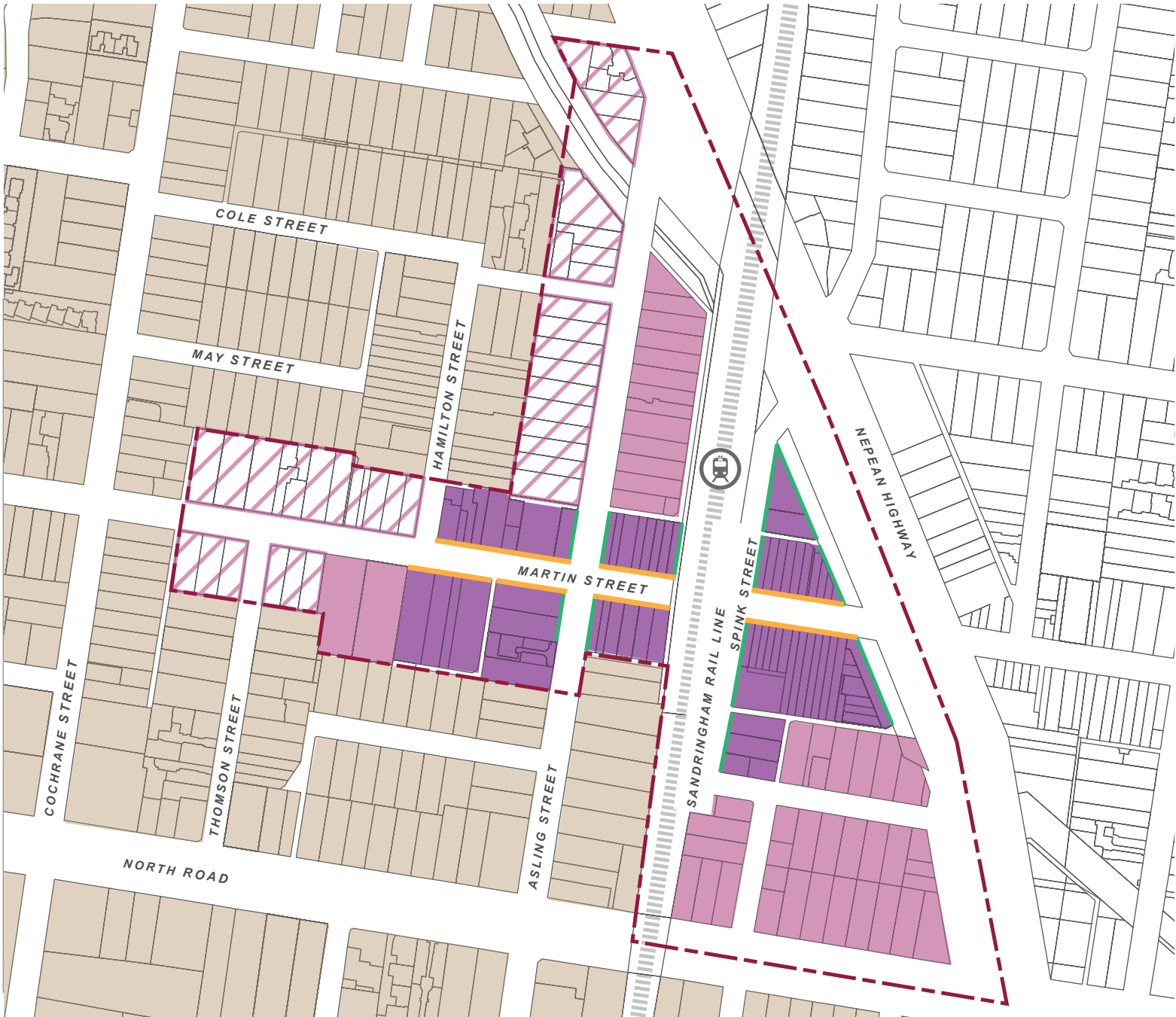
**MARTIN STREET
ACTIVITY CENTRE
STRUCTURE PLAN
Framework Plan**



LEGEND

-  Structure Plan area boundary
-  Gardenvale Station
-  Commercial core
-  Residential surrounds
-  Active frontages
-  Protected and enhanced heritage streetscapes
-  Sensitive interfaces at boundaries
-  Improved streetscape and pedestrian amenity
-  Potential improved public space
-  Potential improvements to Nepean Highway intersection
-  Proposed rear lane vehicle access
-  Improved lighting and pedestrian amenity
-  High traffic arterial road

**MARTIN STREET
ACTIVITY CENTRE
STRUCTURE PLAN
Land Use Plan**



LEGEND

-  Structure Plan area boundary
-  Commercial Core - retail, offices and residential apartments uses
-  Residential - Apartments and townhouses
-  Residential - Villa units and houses
-  Residential areas outside the Structure Plan boundary
-  Primary active frontage - ensure retail ground floor use
-  Secondary active frontage - support retail or office ground floor use
-  Gardenvale Station



The retail and commercial premises of Martin Street are contained within a relatively compact strip between Nepean Highway and Hamilton Street. The traditional ‘high street’ of fine-grained, individual retailers is complimented by the fine examples of Edwardian and interwar architecture. Residential uses in the core of the centre have been accommodated above ground floor retail in recent years. This pattern has been followed by substantial multi-storey mixed use development in the western portion of Martin Street. Surrounding the core of the Martin Street Activity Centre is a substantial residential neighbourhood with predominantly single dwellings on a variety of lot sizes, with some examples of dual occupancies and low-rise multi-dwelling developments, many with high heritage value.



Figure 4: The Hamilton Street Heritage Precinct.

Land Use Issues and Opportunities

- It is vital to maintain a fine grain retail/commercial area that has a mix of retail and office spaces and is suitable to the character of Martin Street;
- Increased residential growth needs to be managed carefully to ensure it does not negatively affect accessibility, parking and amenity;
- Any growth will need to sensitively address the existing residential areas, particularly at direct interfaces to minimise any negative impacts on amenity.
- A number of Heritage Overlays apply to the area. The value of these heritage precincts and their positive contribution to the character of the wider Brighton area must be managed as development intensifies.

Land Use Objectives

- Provide a clear distinction between areas that will continue to accommodate active uses and higher density development, and areas that will remain of a residential character and a more modest opportunity for housing growth. This also provides better opportunity to accommodate for a range of housing outcomes.
- Improve the economic viability of the centre by increasing the local population.
- Increase housing diversity to meeting the current and future needs of the Bayside population.
- Provide housing close to public transport and shops to improve walkability and reduce car dependency.

Land Use Strategies

L1 – Provide a range of housing types and sizes to cater for different needs.

Different sized households need different housing as the local community continues to grow and change. A range of housing types will be needed to meet their ongoing needs. Martin Street Activity Centre will offer a choice of housing types in appropriate locations to cater to different demographic groups. These housing types will respond to the location and surrounding context of the different parts of the centre in order to increase housing choice in an area close to public transport and services. These different types include:

Housing in the commercial core (shown in purple)

Located in the centre’s commercial core with retail and office uses on ground floor and providing low-maintenance compact housing for small households and those requiring easy access due to mobility impairment, small outdoor spaces and higher levels of security.

Apartments and townhouses (shown in pink)

Located immediately adjacent to the centre’s mixed use core or backing onto rear lanes and providing low-maintenance housing with the potential for more generous outdoor spaces.

Villas units and houses (shown in stripes)

Single and double level villa units providing compact living with a ground level garden and single-level living for those with added mobility needs.

Single Dwellings (shown in beige)

Traditional detached housing on larger lots outside the Structure Plan boundary will continue to provide generous living areas, on-site carparking and garden spaces for larger households, still within walking distance of the centre's core.

This mix of housing types and sizes provides choices for a diverse community with a range of lifestyles and life stages.

L2 – Provide housing above commercial premises to improve convenience for residents and increase the customer base for traders.

New housing in and around the centre can provide a means of supporting the viability of a walkable catchment for the local traders and will improve liveability for residents by providing a number of amenities (shops, cafés and public transport) that can be reached on foot.



Figure 5: Typical 'shop-top' development.

L3 – Support intensification of the commercial area to ensure the ongoing economic viability of Martin Street.

Offices above retail outlets on Martin Street are supported as an appropriate use of upper levels (as shown in Figure 5). The diverse office uses provide a further type of activity that broadens the local employment opportunities and supports the local retail services by accommodating a larger daytime population than would otherwise be the case.

L4 – Maintain active frontages at ground level in the commercial area.

The activity centre's character and function relies on a continuous active frontage along Martin Street. To ensure that the centre continues to provide a high-quality retail environment, all ground floor uses in the mixed use core that front onto Martin Street ('Primary Frontages') will be required to maintain an active retail use with high levels of transparency in large windows and glazed doors. 'Secondary Frontages' such as those in Spink Street, Asling Street and Hamilton Street will be encouraged to be active, though the transparency and regress to the street can be slightly less than those in Primary Frontage areas. These active frontages will ensure that the centre continues to accommodate the type of uses the community needs in a way that complement and support each other and provide opportunities a lively main street with social interactions and increased safety.

These strategies are outlined on the Land Use Plan on page 12.



MARTIN STREET ACTIVITY CENTRE STRUCTURE PLAN Built Form Plan

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LEGEND

- Structure Plan area boundary
- Key landmark redevelopment opportunity
- Rear or side vehicle access only

Building Height

- 2 storey - 8m height
- 3 storey - 11m height
- 4 storey - 14m height
- 5 storey - 17m height
- Heritage Overlay

Setbacks

- Active frontage - 0m front setback no front vehicle access
- Heritage building upper level setback - 5m
- 3rd level and higher setback - 3m
- Front setback - 3m
- Front setback - 6m
- Rear setbacks according to Clause 55 of Bayside Planning Scheme
- Gardenvale Station



Buildings within the Martin Street retail core are predominantly two storeys, with some recent development of three storeys. Much of the Martin Street retail core is protected by a Heritage Overlay which covers most of the two-storey shop-top buildings. Surrounding residential streets, particularly to the north-west and south west of the centre are similarly protected and do not afford much additional capacity for future housing. Buildings along Martin Street are generally without a street frontage setback and have active ground level street edges and overhead canopies to provide a safe and comfortable retail environment in the street. Interfaces between the active and taller built forms of the centre’s core, and the residential and lower built forms of the surrounding neighbourhood are generally treated sensitively with a gradation of built form to mitigate visual impact, solar access and noise. In recent times, there has been development of mixed use buildings up to 5 storeys, west of the railway line. These new developments provide upper level setbacks, active street frontage and are not affected by a Heritage Overlay.

Built Form Issues and Opportunities

- Heritage Overlays apply to much of the centre which can limit development options.
- The majority of lots are smaller in size, particularly in Heritage Overlay areas.
- There is a need to ensure appropriate car parking is provided for visitors and residents to any higher density development that is approved.
- There is a need to ensure new developments incorporate active street frontages and provide adequate private open space.

- There is potential for landmark and higher density redevelopment along Nepean Highway. Although shops on the southern side of Martin Street have individual owners, which may make it difficult to consolidate lots for redevelopment.

Built Form Objectives

- Ensure new residential development responds sympathetically to the neighbourhood character and provides appropriate transitions to the lower scale of houses in the heritage precincts.
- Maintain a human scale and reduce visual bulk, especially ensuring that new developments have appropriate setbacks and do not have sheer walls to boundaries.
- Provide for additional commercial and residential growth in Martin Street whilst maintaining its valued pedestrian scale and protecting the valued heritage character.

Built Form Strategies

B1 – Vary building heights according to context.

The preferred maximum building height across the Martin Street Activity Centre will be varied to reflect the characteristics of each part of the centre. The different heights will provide a transition between densities and protect the heritage of Martin Street and the surrounding residential areas.

In summary the heights will be as follows:

Up to 5 storeys (shown in purple)

On Nepean Highway, west of the railway line.

Up to 4 storeys (shown in red)

At the western end of the commercial core near the corner of Asling and Martin Streets.

Up to 3 storeys (shown in orange)

In the majority of the commercial core of the centre and residential areas that immediately adjoin the commercial or the elevated railway line.

1–2 storeys (shown in yellow)

All other residential areas reflecting the existing maximum height permitted in this residential area.

B2 – Ensure rear vehicle access to properties wherever possible.

Vehicle driveways and parking have a large visual impact in streets, especially in multi-dwelling developments. In activity centres, vehicle driveways and crossovers can also fragment and degrade retail frontages. For Martin Street, it is important that vehicle access is provided at the rear and side of properties wherever it is physically possible. This is to ensure off-street parking is efficient and remove vehicle crossings from streets to make them more pedestrian-friendly.

B3 – Front setbacks that appropriately address the street.

Setbacks to the street define not just the character of the street but also how buildings can be used. For example, there should be no setback between the footpath and shop fronts to make shops appear accessible to passing foot traffic. A key strategy for the Martin Street Activity Centre is to ensure a clear distinction between buildings and streets that are part of the mixed use core and those that are predominantly residential. In order to achieve this, the three front setback arrangements shown in the Built Form Plan (page 15) are as follows:

- Active Frontage – 0.0m setback with no front vehicle access and maximum transparency throughout the mixed use core. This facilitates ground floor retail uses that easily accessible and inviting to passing traffic foot traffic.
- Moderate Landscape Setback – 3.0m setback for residential areas immediately adjacent to the mixed use core. This provides a transition to more generous front setbacks in surrounding streets whilst increasing natural surveillance on the streets that approach the centre.
- Large Landscape Setback – 6.0m setback for residential areas further from the mixed use core. This provides further transition to the traditional setbacks of single dwellings in surrounding neighbourhood streets whilst creating more privacy for dwellings and opportunities for front yard landscaping.

B4 – Recessed upper storeys.

By applying upper level setbacks to taller built forms the upper levels buildings will have a reduced visual impact when viewed from the street. Although these levels may still be visible, they will present as a roof element rather than the primary building mass. The upper level setbacks for the Martin Street Activity Centre are as follows:

- Heritage buildings – 5.0m setback to the uppermost level that will almost eliminate the visibility of any third level developed on these sites. This will also create the potential for a generous terrace for the uppermost level
- Mixed use core buildings – 3.0m setback to all floors in excess of 3 storeys to maintain the 9–10 metre 'street wall' throughout the centre and create the opportunity for a change in architectural design of built mass above this level
- Residential buildings – 3.0m setback to the third floor in residential areas, where a third level is allowed, to retain two-storey street environments

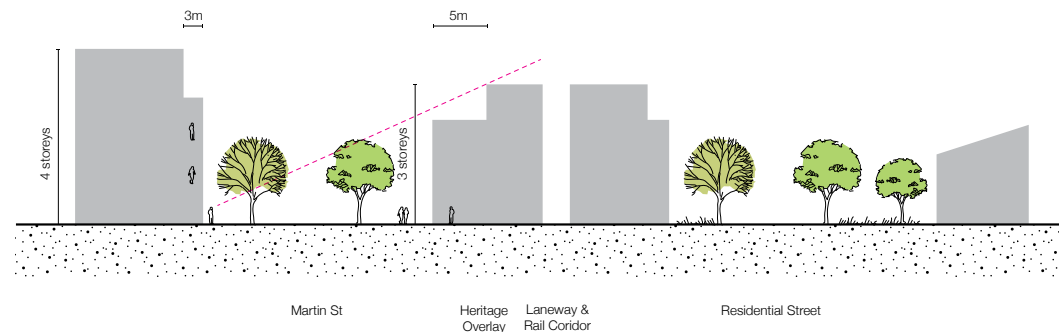


Figure 6: Example front and upper level setbacks for residential streets.

B5 – Sensitive side and rear setbacks.










In order to respect the character and amenity of the nearby heritage and residential precincts, a suitable transition between the built form of new development and existing dwellings must be achieved. Appropriate side and rear setbacks (as shown on Page 15) will provide an acceptable transition from the activity centre to the adjoining low scale residential area and will limit visual bulk and amenity impacts on these dwellings.

The provision of side and rear setbacks consistent with the requirements of Clause 55 will:

- Reduce the overshadowing impacts on adjoining properties, particularly where new development is located to the north of existing secluded private open space.
- Retain a sense of privacy for adjoining properties, particularly through the provision of overlooking treatment in accordance with Standard B22.

MARTIN STREET ACTIVITY CENTRE STRUCTURE PLAN Access and Movement Plan

LEGEND

-  Structure Plan area boundary
-  On-street public parking - improve efficiency of use
-  Rear lane - limited traffic capacity
-  Key rear lane - upgrade to accommodate additional traffic
-  Station pedestrian access - upgrade lighting, visibility and DDA compliance
-  Key pedestrian priority zone - improve amenity and safety
-  Key pedestrian and cycling link - improve and connect
-  Existing pedestrian and cycle access
-  Traffic conflict point - improve and calm traffic movements
-  Gardenvale Station
-  High Traffic Arterial Road



← TO KAMESBURGH GARDENS 450m

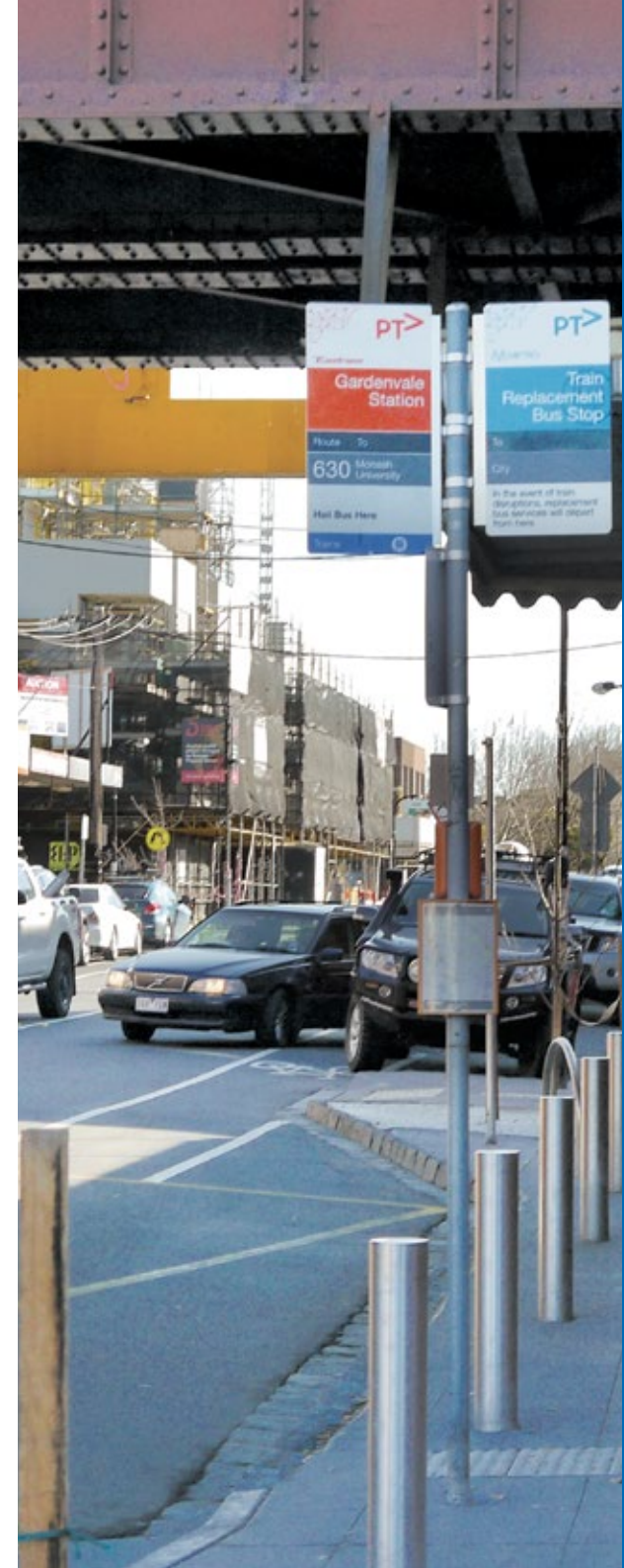
TO BRIGHTON
BAY STREET 0.9 km

Martin Street is bordered by the Nepean Highway and intersected by the Sandringham railway line via a raised platform at Gardenvale Station. A number of bus routes also operate through Martin Street providing access to Sunshine, Chadstone, Blackburn, the City, and Southland. All streets generally have footpaths with adequate widths for pedestrians. A cycling trail also exists along Nepean Highway, which connects to the Elster Canal cycling trail.

The Nepean Highway carries over 70,000 vehicles per day past the centre, and presents safety concerns at the intersection with Martin Street, with fast moving vehicles coming into conflict with cyclists, pedestrians and other vehicles accessing the centre. Although public car parking is limited to on-street locations throughout the centre, the current layout doesn't unduly negatively impact the streetscape. A number of laneways exist in the centre though they are rarely used with a number of them in poor condition, unpaved, unlit and relatively narrow. As part of the streetscape upgrades undertaken by Council between March and May 2015 new footpaths have been installed with additional bike parking rings, raised pedestrian crossings at the Asling Street roundabout were installed to improve safety and bike lanes were widened.

Access and Movement Issues and Opportunities

- The intersection with Nepean Highway is dangerous.
- There is limited wayfinding and lighting in the centre to promote pedestrian safety and create a sense of place.
- There is potential for existing laneways to be better utilised for circulation and parking access with upgraded lighting and street treatment to create inviting and safe spaces.
- Adequate car parking, that is easy to find and adequately signed, is important to the functioning of the centre and to catering to passing trade from Nepean Highway traffic.
- Sufficient car parking provision must be appropriately balanced with pedestrian and cycle needs in the centre. Pedestrian rather than vehicle traffic should be predominant in order to ensure the vibrancy and vitality of the streetscape.
- The existing bicycle infrastructure provision is relatively good. This must be maintained to encourage cycling as a viable mode of the transport for residents and local visitors.
- The aging population will be more dependent on walking as car travel becomes less viable thus high-quality pedestrian areas with appropriate widths and safe crossings will be increasingly important.
- The elevated location of Gardenvale Railway Station poses some accessibility challenges for those with mobility impairment.



Access and Movement Objectives

- Ensure easy and safe vehicle movements in Martin Street.
- Improve safety of Nepean Highway intersection.
- Ensure laneways are used efficiently for access.
- Ensure car parking is adequate for shoppers and residents.
- Maintain bicycle infrastructure.
- Ensure Martin Street remains a predominantly pedestrian space.

Access and Movement Strategies

A1 – Advocate for improved signage and lighting in railway environs.

Gardenvale Railway Station provides direct access to central Melbourne from Martin Street. However, access to the Station from the north is via an isolated walking/cycling path. In order to provide better access to rail services for residents north of the activity centre the following actions will be investigated:

- Improvement to lighting and visibility to station pathways to improve safety and security particularly under the railway overpass bridge adjacent to Nepean Highway; and
- Potential weather protection to pathways between platforms and bus stops to provide high-quality inter-modal connections.



Figure 7: The approach to the railway station from the north: an unappealing proposition for pedestrians at night.

A2 – Improve access to and from Nepean Highway.

The Nepean Highway frontage provides easy vehicle access to the centre and thousands of potential customers. However the proximity of this major arterial highway to the narrower Martin Street centre creates potential conflict with other modes of transport. To address the conflict of walking, cycling and vehicle movements at the Nepean Highway and Martin Street intersection the following actions will be investigated:

- A dedicated slip-lane which has direct access into the existing service lane for vehicles turning left from Nepean Highway into Martin Street to reduce turning vehicle speeds;

- A restriction of turning movements into and out of the existing Nepean Highway service lanes to remove confusion at the intersection;
- Widened pedestrian and cyclist refuges to allow safe crossing of roads; and
- The use of the laneway network to alleviate the pressure on the intersection.

A3 – Refurbish laneways to provide access to residential properties and reduce congestion on surrounding streets.

The existing laneways in the Martin Street Activity Centre are underutilised and in many cases in poor repair. Key laneways have the opportunity to provide better internal circulation for pedestrian, cyclists and vehicles, as well create new 'streets' for developments to address. This will be further investigated and realised by:

- Improvement to lighting to increase personal safety and security in these laneways;
- Providing direction to development to facilitate future widening that will provide better access and the ability for two-cars to pass each other;
- Designing solutions for turning corners, garbage collection and emergency vehicle access where required;
- Testing the ability of the laneways to contribute to improved vehicle circulation patterns west of the railway line; and
- Investigate strategies for widening laneways to 5.5 metres as part of new development.



Figure 8: Potential treatment options to improve circulation and safety



Figure 9: A local laneway with capacity for more efficient access.

A4 – Ensure an appropriate level of car parking is provided for visitors, residents and traders without compromising the streetscape.

Parking is an important element of all commercial areas. The proximity of Martin Street shops to residential streets increases this demand further. It is important car parking is provided in an efficient way to ensure Martin Street remains a pedestrian-friendly, comfortable place to walk and shop. This will be achieved by:

- Providing vehicle access at the rear and side of properties wherever possible (for example via laneways); and
- Ensuring sufficient car parking is provided for residents and visitors in any higher density mixed-use developments.

These strategies are outlined on the Access and Movement Plan on page 18.

MARTIN STREET ACTIVITY CENTRE STRUCTURE PLAN Landscape and Environment Plan



LEGEND

- Structure Plan area boundary
- Potential expanded pocket park
- Investigate opportunities for open space
- Potential railway embankment improvements
- New landmark building to Nepean Highway frontage
- Improved pedestrian and cycling amenity
- Improved streetscape and pedestrian amenity
- Protected and enhanced heritage streetscape
- Improved lighting and pedestrian access
- Investigate creative placemaking opportunities
- Improvement to existing public amenities
- Gardenvale Station



The streetscapes of the Martin Street Activity Centre are of relative high quality, with substantial tree planting, however dedicated public open space is very limited in the immediate vicinity. The nearest public open spaces are located 500 metres west of the Activity Centre at Kameburgh Gardens, and 1km north-west at Elsternwick Park. The public walking and cycling path along the Nepean Highway and Elster Creek Canal have a low perception of safety, particularly at night. The streetscape of Martin Street is typical of many 'high streets' where kerbside trading, pedestrian, cycling, bus, parking and vehicle movements compete for limited space. Its east-west orientation and 2–3 storey building scale create year-round solar access to the southern footpath which benefits outdoor dining activities. The Nepean Highway streetscape and railway corridor are of poor quality in comparison, with an incomplete shared user path, some low quality building stock and high fences at rear of properties. As part of the streetscape upgrades undertaken by Council from March to May 2015 new street furniture has been installed, new trees have been planted and 'rain gardens' have been created to clean stormwater.

Landscape and Environment Issues and Opportunities

- Vehicle movement through the centre must be managed to ensure minimal negative impact on the pedestrian environment.
- There is minimal public open space in the centre.
- There is potential for improvements to the Elster Creek Canal.
- The Nepean Highway and the railway overpass are uninviting.

Landscape and Environment Objectives

- Provide a vibrant, pedestrian-friendly environment for shoppers, residents, traders and rail commuters.
- Improve the appearance and safety of the Nepean Highway entrance to Martin Street.
- Investigate potential new public space.
- Improve safety and accessibility for pedestrians in the railway line environs.
- Ensure signage is of a high quality and appropriate to the scale and character of Martin Street.

Landscape and Environment Strategies

E1 – Improve the appearance of the Nepean Highway interface.

The streetscape of Nepean Highway is highly visible though it does not reflect the high quality urban environment that Martin Street itself has, and presents a challenge for pedestrians and cyclists. This could be improved by:

- Attracting high quality landmark developments to sites that will address the Nepean Highway frontage;
- Establishing continuous high quality cycling and walking paths along this corridor to connect existing networks; and
- Improving the landscape quality along this corridor that also improves visibility and safety at eye level.

E2 - Ensure that signage in commercial areas does not detract from the appearance or character of the area.

Signs should respect the building style and scale of Martin Street and be well integrated into the design the building.

E3 – Improve the railway line environs.

The elevated and highly visible nature of the Sandringham Railway Line is a key visual feature of the Martin Street Activity Centre and forms a landscaped backdrop given its height. Given this prominence there are opportunities to further enhance its appearance which will be investigated as the Structure Plan implementation progresses.

These include:

- Improvement to the visible elements of the railway overpass at Martin Street, through painting and/or cladding;
- Appropriate maintenance of vegetation in the vicinity of Gardenvale Railway Station to increase visibility and public safety;
- Improvement to railway station pedestrian pathways to ensure pedestrian safety and easier access for mobility impaired travellers; and
- Installation of feature lighting that both enhances night-time appearance and improves visibility.

E4 – Investigate opportunities for a pocket park at the Elster Creek Canal.

The concrete embankment located at the intersection of Asling Street and Nepean Highway may have the potential to be transformed into a more useable open space. Investigation into the potential redevelopment of this space will include:

- The potential to deck all of the Elster Canal east of Asling Street to enlarge the usable area of the park;
- Reorganisation of existing shared user paths to maximise usable areas in the park;
- The address to Nepean Highway and how this could both mitigate highway noise and create a more visually striking vista from the highway;
- The address and connection to the laneway along the Sandringham Railway Line and how this can provide improved access to the station and Martin Street; and
- Integration with the existing pedestrian/cycling ‘tunnel’ through the railway line embankment and the green space at the northern end of Spink Street.

The scope of influence for Council in this matter is limited to an advocacy role as the Elster Creek Canal is owned by Melbourne Water. However, investigation into the potential options for this space will be undertaken as an action of this Structure Plan.



Figure 10: The Elster Creek Canal

Implementation

The Martin Street Structure Plan will be implemented via a multilateral approach led by Bayside City Council with cooperation from other government bodies, the private sector and the community. The vision outlined in this document includes actions for the short, medium and long-term and will provide guidance for development over the next 20 years.

In order to facilitate these changes in the Martin Street Activity Centre a range of implementation activities will need to be pursued including statutory changes and additions to works plans and budgets to realise new and improved infrastructure.

Statutory Implementation Tools

A key method for implementation is through the Planning Scheme via a Planning Scheme Amendment including:

- Local Planning Policy Framework (LPPF)– revise the LPPF to reflect the objectives of the Structure Plan.
- Overlays – introduce a new Design and Development Overlay to all properties located within the Structure Plan boundary to implement the outcomes of the built form and land use strategies.

Non-Statutory Implementation Tools

There are a number of actions proposed by the structure plan which cannot be implemented purely through the planning scheme amendment process. These include:

- Streetscape improvements (such as lighting, maintenance);
- Public art; and
- Changes to the Nepean Highway service road alignment.

These actions will require a high degree of stakeholder and Relevant Authority engagement to realise. These stakeholders will, at a minimum include:

- VicRoads;
- VicTrack;
- Public Transport Victoria;
- Metro Trains Melbourne; and
- Melbourne Water.

In some instances, proposed initiatives will need to be adopted and realised by these stakeholders as part of their own work plans, which Council can influence through lobbying and submissions. In other instances, initiatives can be led and realised by Council with appropriate stakeholder engagement and authority agreement.

A staging plan will identify which actions will be initiated immediately and which will be implemented over the long term. A key initiative to achieve the objectives of the structure plan will also be to explore a range of funding opportunities to deliver the Structure Plan including:

- Public-Private partnerships and joint venture with the private sector;
- State Government funding sources such as the Urban Improvement Grants;
- Federal Government funding sources such as Black Spot Roads; and
- Explore the use of Developer Contributions.

Monitoring and Review

A regular review of the structure plan is necessary in order to ensure the strategies are still appropriate for achieving the objectives. This includes:

- Reporting against the Council Plan as to which elements have been advanced.
- A review of demographic changes envisaged as a consequence of the Structure Plan in relation to housing growth.
- Mapping of the location of development activity within the Structure Plan area.



Bayside City Council

76 Royal Avenue

Sandringham VIC 3191

Tel (03) 9599 4444

Fax (03) 9598 4474

enquiries@bayside.vic.gov.au

www.bayside.vic.gov.au

