

plān i'sphēre [// urban strategy planners]

Hastings Structure Plan Background Report

FOR THE MORNINGTON PENINSULA SHIRE COUNCIL

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INTRODUCTION

Hastings Structure Plan

This *Background Report* has been prepared by Planisphere for the Mornington Peninsula Shire. The *Report* is intended to summarise the initial investigations and a literature review by the consultant team to date, and identify key issues for the Hastings Activity Centre.

Study Area

The Study Area is shown on the map below and relates to the

Figure 1: Hastings Activity Centre Study Area Map





ACTIVITIES

The Activities theme relates to the location and intensity of land use activities in the Hastings Activity Centre (Hastings) including retail, office, commercial, education, civic / community, residential and industrial uses. The Plan aims to consolidate development and intensify activities in Hastings to produce many environmental and social benefits. These benefits include: adding life and vitality to the centre; preserving the natural vegetation and environment; making better use of existing infrastructure; and clustering a range of land uses to reduce travel distances; and supporting more energy-efficient modes of travel to reduce car dependency.

Key Issues

- Establish the impacts of climate change and respond through sustainability initiatives.
- As a Major Activity Centre (Melbourne 2030) Hastings should encourage:
 - mixed use development
 - a broader base of activities
 - a wider range of services
 - increased operating hours
- Potential future growth scenarios that impact the Structure Plan include:
 - The implications of development of the Port of Hastings on population growth, employment, service provision, transport etc.
 - The implications of Melbourne's future growth corridors extending from Casey into the Hastings region, and what this means for retail provision, employment and growth projection scenarios.
- There is currently a large amount of vacant Business Zoned land in the Hastings Activity Centre.
- The Hastings Activity Centre will need to provide for an expected additional 3960m² of retail floor space and 6940m² of additional restricted retail space by 2021 (*Mornington Peninsula Activity Centre Strategy*).
- Commercial development is concentrated along the High Street spine with anchor stores such as Coles, K Mart and Safeway located behind the High Street shops.
- The centre is elongated and therefore, walkability is not optimal.
- The centre lacks the full range of comparison goods.
- The main activity in the street appears to be centred near the intersection of High and Victoria Streets with less activity at the Salmon Street end of High Street.
- Centrelink needs to be better integrated within the centre.
- Street displays need to be regulated so not to present pedestrian obstacles and footpath clutter.
- The *Mornington Peninsula Activity Centres Strategy, September 2006* directs future restricted retail development at 'edge of centre' locations. Hastings is identified as one of these areas, with about 1.3 hectares required along the Frankston Flinders Road.



- Most common age group for residents of Mornington Peninsula East is 15 to 19. Hastings has low proportion of young visitation. Opportunities should be provided for young people to use / visit the centre.
- Hastings is not seen as a tourist destination and needs improvements as an 'attraction' on the Mornington Peninsula.
- The coastal activities (i.e. boating) are a strength of the Activity Centre and should be further strengthened and capitalised on.
- The property market in Hastings is generally very strong and there is demand for residential, commercial, and industrial property in the study area. There is a limited supply of houses for sale in the study area; in particular there is a strong demand for units and medium density housing development to accommodate an ageing population.
- The *Southern Regional Housing Statement 2006* identifies that the Mornington Peninsula Shire's activity centres and other strategic redevelopment sites could accommodate approximately 4500 additional dwellings. Of this, approximately 500 to 600 additional houses will be required in Hastings. Council policy directs housing diversity and dwellings could be provided in the form of multi unit housing in the vicinity of major activity centres and as new dwellings within "township activity centres.
- There is limited housing diversity and choice in the study area.
- The VicTrack land either side of the railway line is underutilised and an opportunity for intensification.
- There is limited visitor accommodation in Hastings.
- The ageing population could support retirement / aged person accommodation.
- The triangle area (Salmon / Marine / High Streets) is underutilised with poor condition of building stock and dispersed Council services.
- Civic buildings have 'inactive' frontage to foreshore area.
- Community Service providers are distributed throughout Hastings inside and outside of the Activity Centre. There is limited collocation of service providers.
- Victorian Coastal Strategy identifies Hastings as a 'safe harbour'. This is defined as "*major regional boating destination and a major activity focus of national, State and regional significance. It would include marinas, protected harbours, jetties and ramps, hire facilities, waterfront activities and marine services. A site satisfying this level of hierarchy generates activities and synergies that contribute to highly active waterfront areas.*"
- Hastings Coastal Management Plan will provide direction to key foreshore activities and should inform this Structure Plan.
- Existing pedestrian links do not adequately support movement and link different activities within the centre, including the commercial premises either side of High Street, civic uses, the foreshore activities, and residential areas.

BUILDINGS

The buildings and built form of a centre are a major factor in its appearance, function, character and identity. For example, the relationship of buildings with the street space is important as it can influence whether an area is pleasant to walk around, feels safe and provides for the types of land use appropriate to the locality.

The Buildings theme looks at the 'three dimensional' form of the Hastings centre. This includes the height and form of buildings, how they relate to the streets and spaces around them, how to encourage design quality and buildings that support achieving the Activities objectives and actions, and issues of



heritage and streetscape character. Achieving improvements to the environmental performance of the built form will be fundamental to this plan.

Key Issues

- The existing building stock has limited application of the principles of Environmental Sustainable Design (ESD).
- The existing buildings on High Street are predominantly single storey.
- Many of the High Street shops have blank, vacant or underutilised spaces at the rear where they adjoin public car parks.
- Important vistas should be protected along High Street to Foreshore.
- Some building frontages to public thoroughfares including streets, laneways, carparks and public spaces, present long blank walls or service yards and provide no surveillance of the public space i.e. Kmart, Safeway, IGA and Coles.
- The 'High Street village strip shopping' character is distinct and creates a 'sense of place' different to other nearby activity centres i.e. Mornington, Rosebud, Frankston.
- The foreshore with the waterfront views does not appear to be taken advantage of.
- There are varying front setbacks on High Street between Railway line and Marine Parade. The buildings that are setback from the street frontage contribute less to the activity of the street.
- Weather protection on the main pedestrian based streets is inconsistent.
- There is an eclectic mix of architectural styles with limited heritage stock.
- The rear of the Aquatic Centre turns its back on the foreshore reserve, playground and High Street.
- There are sensitive residential interfaces to the east, west and north of the centre.

SPACES

The Spaces Theme deals with the different types of spaces within Hastings, and how these could be improved or expanded. This includes integration with the key spaces of the foreshore, as well as footpaths, laneways and plaza spaces. It also addresses landscaping, street trees, street furniture, public art, and safety in public spaces. Spaces should be provided and designed in the future to support intensification of activity, a increased resident population, and for improved environmental performance and resource efficiency.

Key Issues

- Public access to areas where foreshore activities exist is limited.
- A Coastal Management Plan will be developed in conjunction with the Structure Plan and inform the Plan with regard to the active foreshore areas.
- The foreshore and commercial centre are not well integrated. The form of buildings and street crossings do not encourage people to move freely and directly between High Street and the foreshore.
- The playground and skate park adjacent to the Pelican Park are major recreational facilities for youth in the area and have poor connection and access to the Council's youth services facilities across Marine Parade.
- The open space around the railway station area needs to be improved.
- The main public spaces are street spaces which are narrow and cluttered. Competing use of the footpaths i.e. outdoor dining, is further impacting pedestrian movement.



- The pedestrian spaces / laneways between High Street and car parks are poorly lit, unsafe and have inactive land uses / frontages along the edge.
- Many public thoroughfares have blank walls along them.
- There are limited plaza spaces within the centre that are away from traffic and that provide places to sit and rest, shade, recreational facilities and landscaping. The Ratio report identifies the need for a small 'square' in the centre of town.
- Biodiversity and significant natural vegetation / environment should be protected and enhanced by designing public spaces with indigenous biodiversity and habitat.
- The Coles precinct, immediately to the north of High Street, requires clear urban design solutions to encourage increased activity. The area requires improved car parking layout, pedestrian access and landscaping. The linkages to High Street in the south, Victoria Street to the east and Queens Street are not attractive.
- The Safeway and Kmart are quite harsh environments and do not encourage pedestrian movement across them.
- A lot of the signage within the CBD is obsolete signage and does not provide arrival and directional signage to key destinations and functions of the centre.
- The entries to the commercial centre are not clearly defined.

ACCESS

The Access theme looks at the various modes of transport used to travel to and through Hastings, with a particular focus on pedestrian, cyclist and public transport accessibility to increase the sustainability of travel choices and reduce car dependence. Vehicular traffic, roads, and parking are also addressed in this section.

Key Issues

Traffic Management

- *The Port of Hastings Land Use and Transport Strategy, Consultation Draft, September 2006* proposes staged infrastructure projects and investment in Hastings over the next 25 years to 2030, including:
 - By 2030 Transport impacts of growth:
 - 3410 truck movements per day
 - 16 trains per day (rail line upgrade – timetabled for post 2018. New rail options from Hastings to Clyde – post 2020)
 - upgrade of Western Highway to freeway standard to the north and a four lane divided road through Hastings with new road connections to Western Port Highway and Stony Point Road (timetable 2018 to 2025)
- The *Hastings Traffic Management Strategy* (HTMS) is in the 3rd year of a 5 year implementation program.
- High Street, also the main pedestrian area, experiences very high traffic volumes and is the key vehicular access point to the town and foreshore.
- The possible re-routing of Frankston – Flinders Road may encourage more traffic to use this route to access Hastings as opposed to Marine Parade, thereby increasing traffic on High Street.



- The proposed town centre Ring Road as advocated in the *Hastings Commercial Areas Parking and Traffic Management Plan* does not seem to be encouraged locally. The Ring Road proposal needs to be reviewed.
- Traffic appears to be travelling at much higher speeds along High Street than the 40km speed limit.
- Signage and identification of Frankston Flinders Bypass Route needs to be improved.
- The service lane / right of ways between the Safeway Car and Kmart car parks and the rear of properties on High Street need to be clearly marked.
- Traffic circulation on the foreshore needs to be resolved.
- The Marine Parade entry point into the town centre is not clearly marked.
- The High Street entry to the shopping centre at Frankston Flinders Road needs to be clearly identified.

Car Parking

- There appears to be adequate parking supply within the Town Centre.
- Angle car parking on High Street adds to the vitality of the centre and its 'village' character.
- The car park to rear of IGA and rear of Blockbuster is not line marked, illuminated or landscaped and better urban design could improve its safety and use.
- The car park to rear of Blockbusters does not provide for access for Heavy Goods Vehicles.
- The Kmart and Safeway car parks are not adequately landscaped.

(Further analysis of parking issues will be possible when parking occupancy/utilisation data becomes available from Council).

Pedestrian Movement

- Current vehicle speed limits 40km/h and 50km/h are not adhered to and unsafe for pedestrians crossing High Street.
- The informal pedestrian desire lines need to be formalised and upgraded for pedestrian amenity (including lighting, landscaping, active frontages)
- The Flinders Road and High Street junction roundabout experiences high volumes of traffic as well as pedestrian crossings. Vehicles leave the junction at high speed putting pedestrians in danger.
- Footpaths on High Street are relatively narrow with limited capacity for outdoor dining.
- Pedestrian connectivity from the marine front onto Marine Parade is incongruous with footpaths, disconnected, encouraging pedestrians to traverse car park. Existing crossings do not accurately reflect current pedestrian desire lines.
- High Street is not adequately linked to the foreshore.
- In many instances pedestrians are required to navigate through car parks to access the Aquatic Centre.
- The pedestrian routes to the Railway Station along High Street and Church Street are not particularly obvious nor of a high standard.

Cycling

- There are no obvious cycle links to the town centre off the Bay Trail. The Trail seems to end abruptly after the Pelican Centre with no clear directional signage as to where the route continues.



- There are no bike lanes within the town centre and potential for them may be in conflict with angled parking on most streets.
- There are very few cycle racks / storage in the town centre and none at the train station.

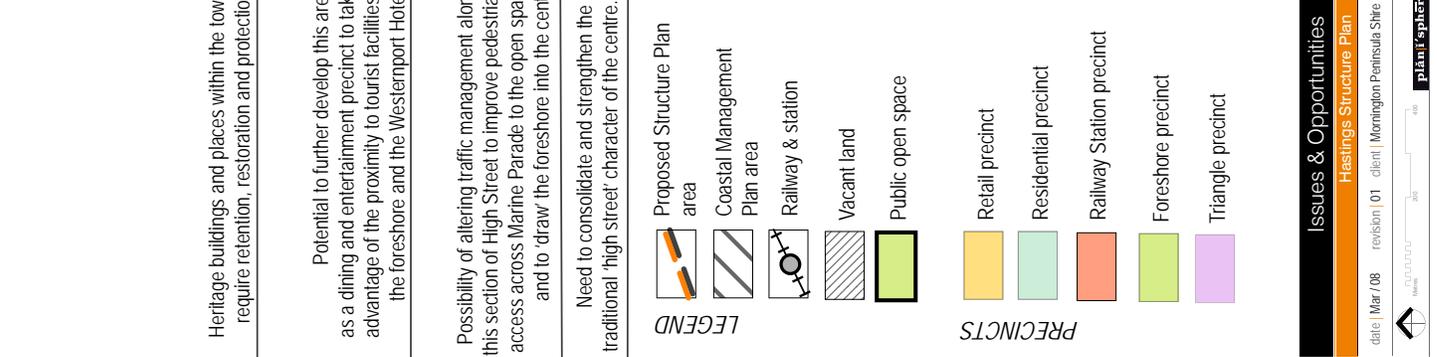
Public Transport

- The railway station does not have a clear connection, presence / visibility in the town centre.
- Access and directional signage to the station is poor.
- Pathways and car parking around the station are not formalised;
- The station is not well lit;
- The station does not have secure bicycle storage
- The station is disconnected from the High Street bus stop and the taxi rank
- The frequency of bus services to Flinders and Frankston does not encourage high usage.
- There is a general lack of integrated public transport services including absence of an 'interchange' for bus, taxi and train.

DRAFT PRECINCTS

Five precincts have been identified within the Hastings Structure Plan study area and are shown on the accompanying map. These are areas with similar land use patterns or built form and for which common strategic directions have been identified.

- Retail Core
- Residential
- Foreshore
- Railway Station
- Triangle



Heritage buildings and places within the town require retention, restoration and protection

Potential to further develop this area as a dining and entertainment precinct to take advantage of the proximity to tourist facilities, the foreshore and the Westport Hotel.

Possibility of altering traffic management along this section of High Street to improve pedestrian access across Marine Parade to the open space and to 'draw' the foreshore into the centre

Need to consolidate and strengthen the traditional 'high street' character of the centre.

Potential to develop a high quality pedestrian environment between the hospital, aged hostel emerging medical precinct and the retail core

Underutilised railway land with the potential for high density residential, office or retail uses. (development subject to Vic. Track support)

The train station is currently detached from the core of the centre. One option is to move it south to High Street and create an integrated transit hub with improved access to bus services.

Opportunity to extend core retail area or increase residential densities to take advantage of close proximity to the High Street and station

Opportunity to develop vacant land for office or retail uses consistent with the existing uses in the area

Existing buildings along High Street are almost all single storey. There is potential for upper levels for residential or office uses

Improve the interface and connections between the commercial centre and the foreshore

Potential to consolidate the numerous Council services and develop some of the remaining site for tourist accommodation.

Large lots and rear laneways in this area provide opportunities for residential intensification.

Opportunities for higher built form residential along Skinner Street to take advantage of coastal views and provide passive surveillance of open spaces

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LEGEND

- Proposed Structure Plan area
- Coastal Management Plan area
- Railway & station
- Vacant land
- Public open space

- Retail precinct
- Residential precinct
- Railway Station precinct
- Foreshore precinct
- Triangle precinct

Issues & Opportunities
 Hastings Structure Plan
 date | Mar /08 revision | 01 client | Mornington Peninsula Shire
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