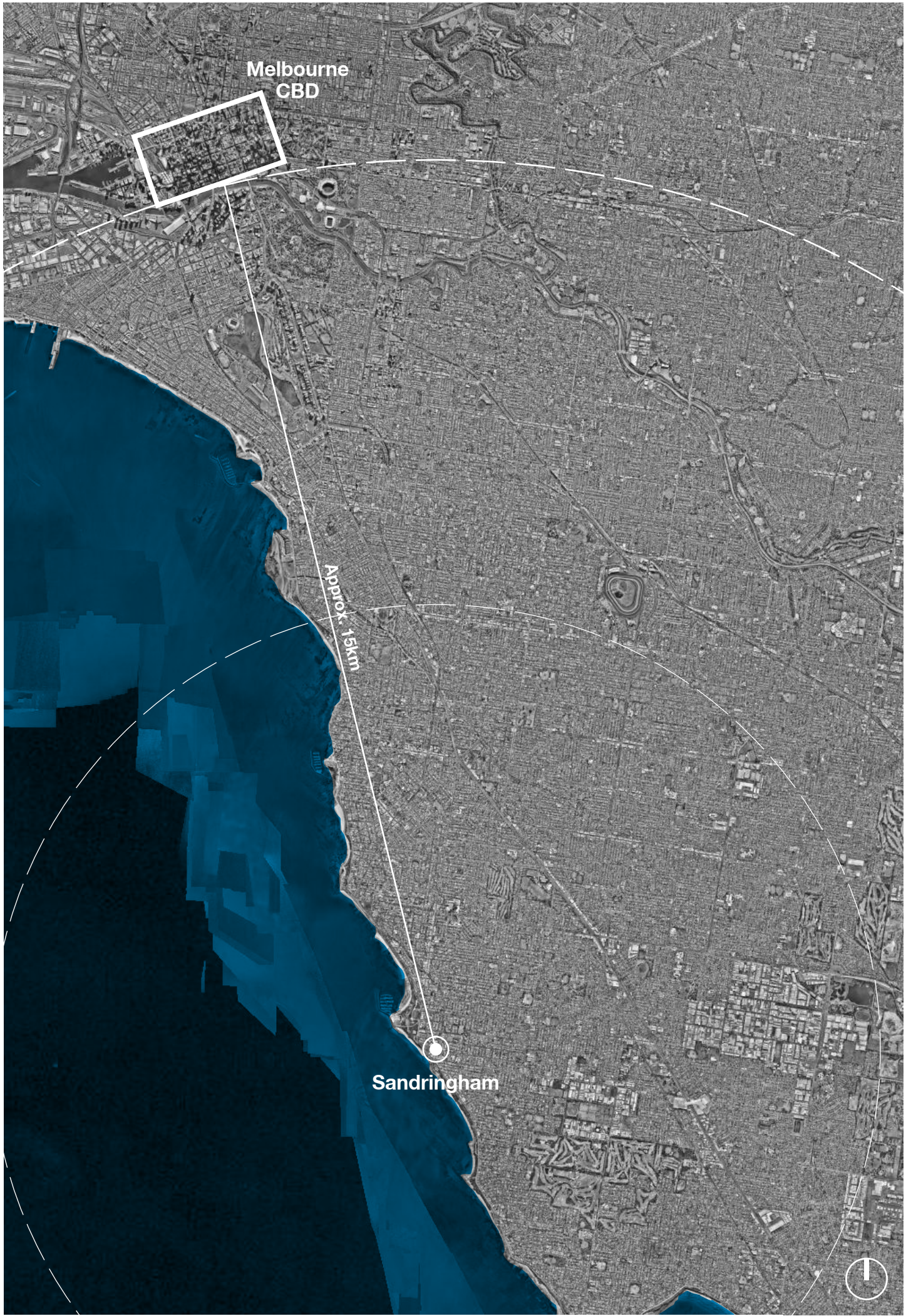




# Sandringham Village Master Plan

# **Background Report**







## **Sandringham Village Master Plan**

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# Introduction + Background



### 1.1 Purpose

SJB Urban have been appointed by Bayside City Council to undertake a design process to create an integrated streetscape master plan for Sandringham Village (The Village).

Council had identified a need to ensure the appropriate regeneration of The Village's streetscapes, in order to maintain consistently with the existing and future activities and uses of the centre, without compromising the integrity of historically significant values and characteristics.

Council has already undertaken an extensive body of work to inform the future development of Sandringham Village, including the development of a structure plan, and this Master Plan is another level of detail toward understanding the needs and requirements for the streetscapes over the coming years.

It is envisaged that the Master Plan will guide ongoing management and future decision making for upgrades to the Village, as part of future capital works budgets, and will identify implementation projects and actions that are to be carried out in the next 2–5 years.

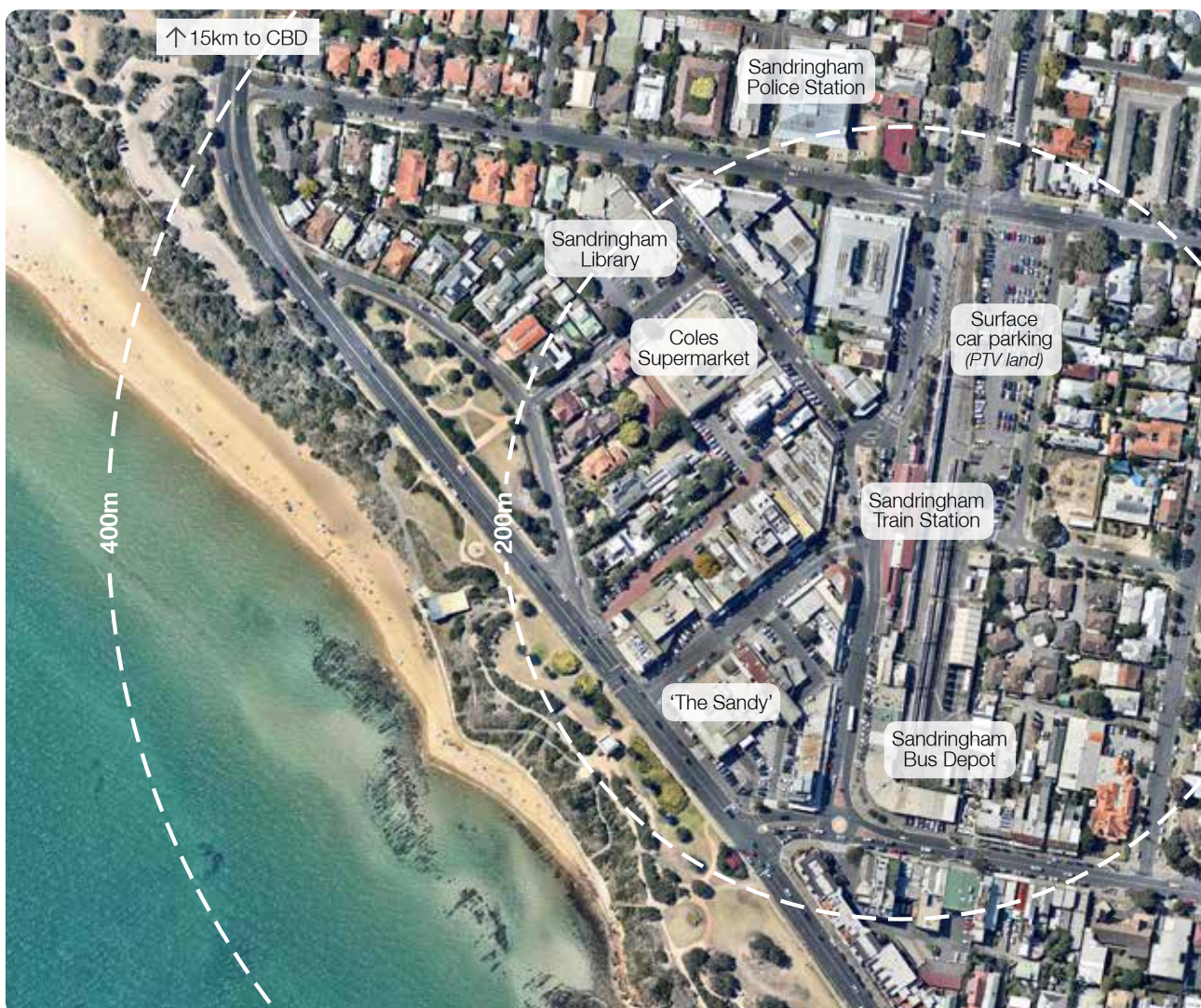


Figure 01: Sandringham Village, Location Map

## 1.2 Background Document Review

### Bayside Bicycle Strategy (2013)

The Bayside Bicycle Strategy 2013 presents directions aimed at addressing the needs of all cyclists and facilitating a culture of cycling in Bayside through the development and promotion of a bicycle network that is safe, well connected, accessible and convenient and which positively contributes to the economy, the health and wellbeing of the community and to a low carbon future within Bayside.

Overarching **guiding principles** include:

- Principle 1 – ensure the provision of high quality bicycle infrastructure across Bayside.
- Principle 2 – improve the integration of cycling with land use development, public transport and other key amenities.
- Principle 3 – develop a culture of cycling within Bayside that encourages people to ride a bicycle.

**Key strategies and actions** to deliver the Bicycle Strategy, with relevance to the study area, include:

- Strategy 1 – Ensure the provision of high quality on-road bicycle infrastructure across the municipality
  - Action 1.1: Improve the provision of the on-road bicycle network
  - Action 1.2: Maximise the use of the existing local road network
  - Action 1.3: Advocate to VicRoads for increased bicycle infrastructure on Bay Road.
  - Action 1.4: Address the needs of cyclists in all transport infrastructure upgrades
- Strategy 2 – Ensure the provision of high quality off-road bicycle infrastructure across the municipality
  - Action 2.3: Improve access to the Bay Trail across Beach Road – Melrose Street
- Strategy 3 – Improve directional signage for cyclists
- Strategy 4 – Improve safety and priority for all cyclists
  - Action 4.4: Advocate to VicRoads for lowering speed limits to 40km/h on selected roads – Station Street, Bay Road and Melrose Street
- Strategy 5 – Improve conditions and usage for cyclists on Beach Road
  - Action 5.2: Investigate the feasibility of installing signage along Beach Road
- Strategy 8 – Provide high quality end of trip facilities for cyclists
  - Action 8.1: Provide bicycle parking in all public locations where there is an identified need
  - Action 8.3: Trial the installation of a bank of bicycle parking in place of an on-street car parking space
- Strategy 9 – Maximise integration between cycling and sustainable modes of transport
- Strategy 11 – Encourage the provision of bicycle facilities at schools and workplaces within Bayside
- Strategy 14 – Enable cyclists, pedestrians and motorists to interact more considerably and safely



Figure 03: Bayside Bicycle Network



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### Sandringham Village Activity Centre Review (2012)

This report outlines Aurecon's recommendations following a peer review of the AECOM report, with considerations of the implications of anticipated growth on current parking and traffic within Sandringham Village.

The review is broken down into three categories: pedestrians, cyclists, traffic and parking. The recommendations, with relevance to this study, include:

#### **Pedestrians**

*"Pedestrian connectivity within the study area is generally good... however, in places the amenity of the walking experience could be improved with: more weather protection, new crossing facilities and better management of side streets."*

Recommendations for pedestrians include:

- Provide a pedestrian crossing linking the shops to the car park on Chalmers Avenue.
- Pedestrians approaching the Station from Station Street north would benefit from continuous weather protection.
- Improve access between the station car park, Sandringham Road and the Station, bus interchange and commercial areas.
- Provide signage throughout The Village to key destinations for pedestrians and cyclists.
- Implement slower speeds on Bay Road to enhance pedestrian safety.

#### **Cyclists**

*"On-road bicycle facilities are provided intermittently within the study area and are often considered to be informal due to a general lack of painted bicycle logos. Proposed amendments to the Sandringham bicycle network will improve connectivity for cyclists within the area."*

Recommendations for cyclists include:

- Complete the Bayside Bicycle Strategy (completed).
- Provide a variety of bicycle parking options.
- Continue to provide and maintain appropriate bicycle facilities throughout The Village.
- Access to bicycle parking and other "end of trip" facilities should be considered as part of all new development in the study area.
- Investigate and implement, where appropriate, signage for the increased awareness of cyclists in areas of conflict.

#### **Traffic**

*"The one main arterial route (Bay Road) does not pass through the centre of the commercial focussed area... and in the future traffic volumes are anticipated to increase by approximately 15% to 20%, which may result in increased congestion within the Station Street area."*

*There are a number of measures that could be adopted to enhance the community aspect of Station Street, including physical and advisory measures to control speed, measures to improve turning movements, and measures to improve the general amenity of the footpaths and non-car space of the road. It is recommended that Bayside City Council should undertake a formal more detailed analysis of transport and community needs of Station Street to identify the most appropriate treatments for the long and short term."*

### Parking

*Based on parking surveys, it is apparent that peak parking demands occurred at 11am and 2pm during the week and Saturday survey periods respectively. Peak occupancy during these times was observed to be 75% during the weekday peak and 61% during the Saturday peak.*

*In terms of future commercial growth, the surveys indicated that parking in the more commercially focused areas was operating above 85% occupancy, traditionally considered to represent peak efficiency. As a result of this relatively high existing demand, **additional parking demands generated by new development would increase pressure on the performance of existing commercial supplies** and ultimately, if no on-site parking is provided result in commercial parking supplies being over capacity."*

Recommendations for parking include:

- There is capacity within parking supply in the centre to accommodate some parking associated with new development. However private parking would have to be supplied to avoid demands for parking spaces exceeding standard optimum levels.
- Parking associated with residential development should be provided at a rate of 1 space per dwelling for 1 & 2 bedroom apartments and 1.5-2 spaces per apartment for large (3+ bedrooms) apartments.
- Council should monitor and review dwelling type and car ownerships within the study area to make necessary amendments to provision.

### Sandringham Village Structure Plan (2006)

The Sandringham Village Structure Plan was developed in 2006, and sought to provide guidance for Activities, Buildings, Spaces and Access.

The **Values** outlined in the Structure Plan with relevance to this work include:

- Open, **communal and social spaces**, featuring public arts, 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**;
- **Green, open public spaces** and the foreshore;
- Maintaining **vegetated ambience of streets** and gardens; and
- The ongoing **provision of quality infrastructure**.

The future character of Sandringham Village, with relevance to this study, is described as:

*"...activity will be focused around the transport interchange... with active frontages. The distinctive layout of the shopping area will be retained and enhanced with an integrated streetscape upgrade that relates to the seaside setting and reinforces the streets as important areas of open space.*

*The Village will be easy to walk around, with safe, attractive and direct routes throughout the centre and to the bay.*

*The transport interchange located near the station will ensure the connection between the train and the bus, encouraging 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.*

*Existing views and vistas will be protected where possible in all new development and streetscape improvements."*





Figure 04: Structure Plan - Open Spaces (p14)

## Activities

Objectives of relevance to this study include:

- Strengthen the role of Sandringham Village as a multi-use centre to a large neighbourhood catchment.
- Maintain the retail strip and street life in the Sandringham Activity Centre.
- Strengthen the Village's business core as a visitor destination.

## Buildings

Objectives of relevance to this study include:

- Develop the Centre in a way that conserves and enhances its valued urban character and heritage places.
- Maintain and enhance an active and accessible street frontage in commercial areas to ensure vibrancy, interaction and safety.

## Spaces

Objectives of relevance to this study include:

- Improve the connection between the Sandringham Village and the foreshore reserve.
- 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 and attractiveness of the Centre.
- Establish a consistent urban image throughout the Centre.
- Maintain and enhance the existing views from the public domain to the Bay.

Strategies of relevance to this study include:

### *Open Space*

- Identify opportunities for increasing the amount of accessible public open space.
- Improve Melrose Street as a link from the village and station area to the foreshore reserve.
- Improve pedestrian links between the foreshore reserve and Beach Road to encourage people to move between the foreshore and the Centre.

### *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 undergrounding of power lines.
- Encourage the use of artists in an integrated manner in the design phases of streetscape projects and consider public art opportunities.
- Promote signage that improves the links and promotes the special features of the Centre.
- Provide weather protection and active frontages on main streets in the Centre.
- Ensure new development and streetscape work takes into account the existing views from the public domain to the Bay

### Access

Objectives of relevance to this study include:

- Provide a safe environment, particularly for pedestrians, cyclists and people accessing public transport.
- Appropriately manage through traffic within the Centre.
- Provide and manage car parking to meet needs.
- Improve the safety and appearance of laneway connections and off-street car parks.
- Encourage improvements to public transport services and connections.
- Provide access for pedestrians with all levels of mobility.
- Establish a network of priority pedestrian routes integrating the main shopping areas with surrounding car parking areas, public transport, residential areas and other attractions.
- Improve bicycle routes and facilities in and around the Centre.

Strategies of relevance to this study include:

#### *Road Safety*

- Reduce vehicle speeds within the Sandringham Village Centre.

#### *Local Access*

- Reduce the number of trucks using Bay Road as a through route to provide a safer environment for pedestrians.
- Improve the safety of laneways, but do not create active pedestrian areas.

#### *Car Parking*

- Improve the safety for pedestrians moving between off street car parks and Sandringham Village.
- Improve general signage directing traffic to car parks – in order to offer alternatives for motorists if one car park is at or close to capacity.
- Provide for safer and more convenient access to disabled parking in the Sandringham Village Centre retail strip.

#### *Public Transport*

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

#### *Pedestrian Access*

- Improve pedestrian links between Beach Road and the Foreshore by providing additional priority for pedestrians crossing Beach Road.
- Improve pedestrian access to the retail and commercial areas from surrounding residential streets.
- Improve pedestrian links between the railway station and surrounding residential areas, particularly east of the railway line.
- Provide safe and unobstructed travel paths for pedestrians travelling along streets within the shopping areas.

#### *Bicycle Access*

- Support the provision of additional secure bicycle parking at the Station.
- Provide additional bicycle parking facilities throughout the Centre.



# Site Analysis

2

## 2.1 Context and Overview

Sandringham Village is located approximately 15km to the south of the Melbourne CBD, and is located on the edge of Port Phillip Bay.

### Land Uses and Activation

Major activity within The Village is focused around the station and bus interchange, with a radial pattern of streets converging from this main commercial point of the centre. Other key commercial streets include Station Street, Waltham Street, Abbott Street (from Station Street to Waltham Street), Melrose Street and Bay Road.

### Movement Network

The centre consists of local roads, apart from Bay Road which is the only arterial route which doesn't pass through the Village centre. Traffic in the centre appears to be quite dominant, with a number of users driving into The Village to park.

Cyclists are prominent on Beach Road, but not within the key streets of The Village itself. On-road facilities appear to be provided intermittently, and the dominance of cars and apparent lack of cyclist infrastructure do not make cycling easy or a seeming 'first choice' for patrons accessing the Village centre.

### Nodes and Spaces

There are a number of 'key' nodes and gathering points within The Village centre: the station forecourt appears to be the only formalised space, yet is restricted in size and by passing vehicle movements. Other more informal spaces with opportunity have been identified on Bay Road, Station Street south, Melrose Street and Waltham Street.

### Landscape Character

The landscape character within the Village is varied and disparate. The Station Plaza presents the most distinct street plantings with a strong central median avenue of Canary Island Palms, and Crepe Myrtles planted in the surrounding footpath extensions. The palms provide a direct link and reference to the Edwardian palm planting in the Sandringham Foreshore Reserve.

The median adjacent to the Sandringham Library has some attractive eucalyptus plantings as well as established garden beds at the street intersections. Recent street tree planting in Melrose Street is slowly establishing, and the effect of wind exposure is apparent in the form and condition of the trees.

There is a noticeable lack of street trees in Station Street and Bay Road which is contributing to an exposed street environment which is exposed and would present an amount of thermal discomfort during the summer months. The lack of trees is partially due to parking configurations in the relation to the location of overhead power lines and also to the wide road pavement widths.

Bay views are afforded down Melrose Street and Bay Road. In particular the underutilised footpath extension on the corner of Station Street and Bay Road would benefit from being reconfigured to capitalise on this fine view.

### Streetscape Character

The arrangement of urban elements within the Village reflects the addition of separate elements over time. There is a wide variety of seat and bin types as well as pavements.

The brick pavement is problematic having lifted and/or subsided in some areas creating trip hazards throughout.

The Station Plaza is defined by the use of coloured concrete pavements with inlaid brass edge strips and bespoke insitu concrete walls and timber seating. This assists defining this area as a distinct hub within the Village.

A considered and cohesive approach to furniture selection and placement would assist in upgrading the appearance of the street. Attention should also be given to ensuring an even spread of amenity in all streets.

### Pedestrian Experience Analysis

The pedestrian experience analysis outlines key routes taken by pedestrians throughout the centre and highlights key features and points of interest along the way.

## Part 02

### 2.2 Land Uses and Activation



residential development with retail tenancy at ground level



Bay Road shops with a variety of small businesses



Coles supermarket with blank / inactive street frontage



Coles entrance point along Waltham Street



spill-out of goods on to pedestrian footpath



loading / car parking at ground level with inactive frontage



outdoor cafe seating around the station plaza



outdoor cafe seating along Station Street (south)

Figure 05: Photos to illustrate land use and activation



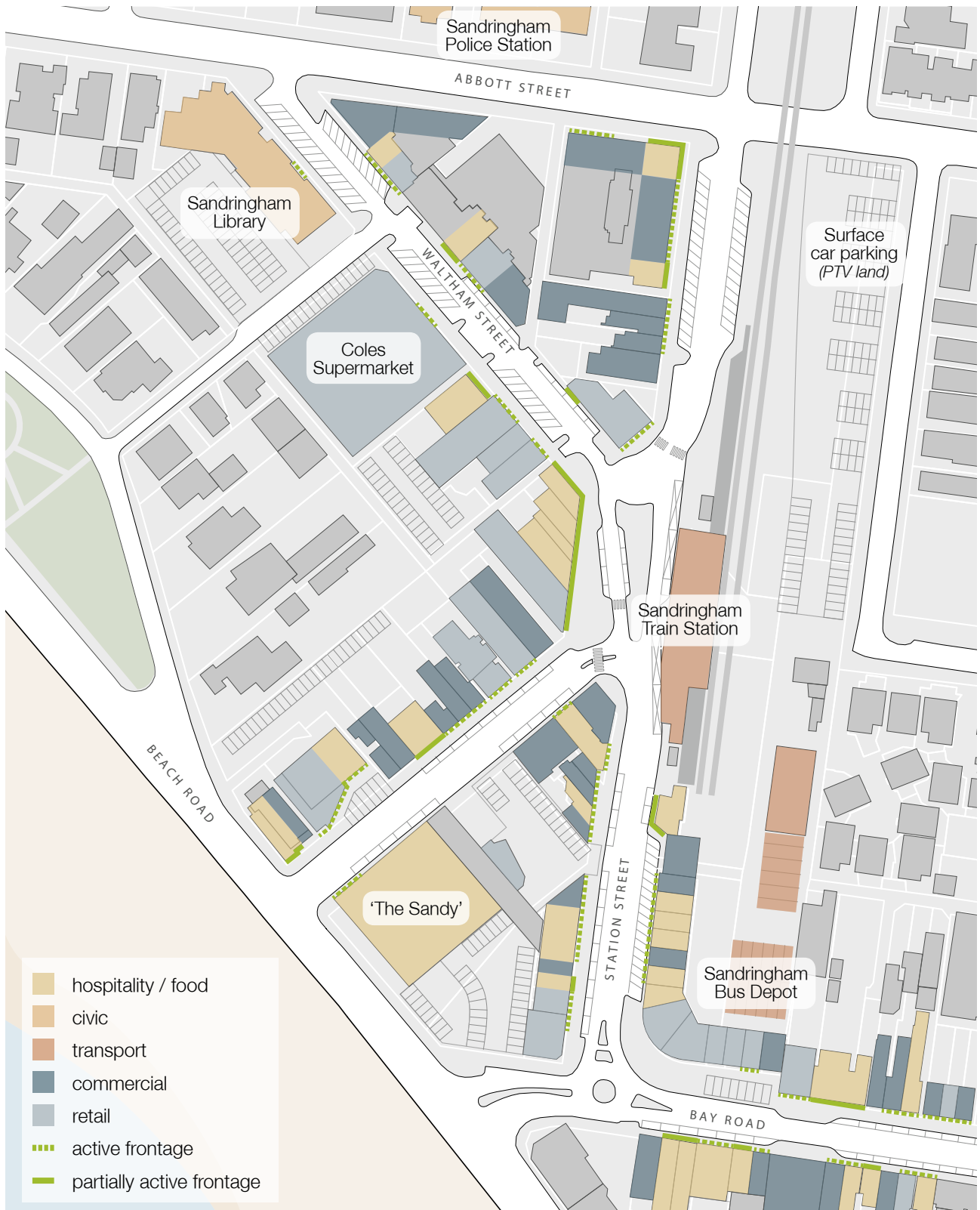


Figure 06: Land Use Context Plan

Part 02

2.3 Movement Network



Figure 07: Photos to illustrate the existing movement network

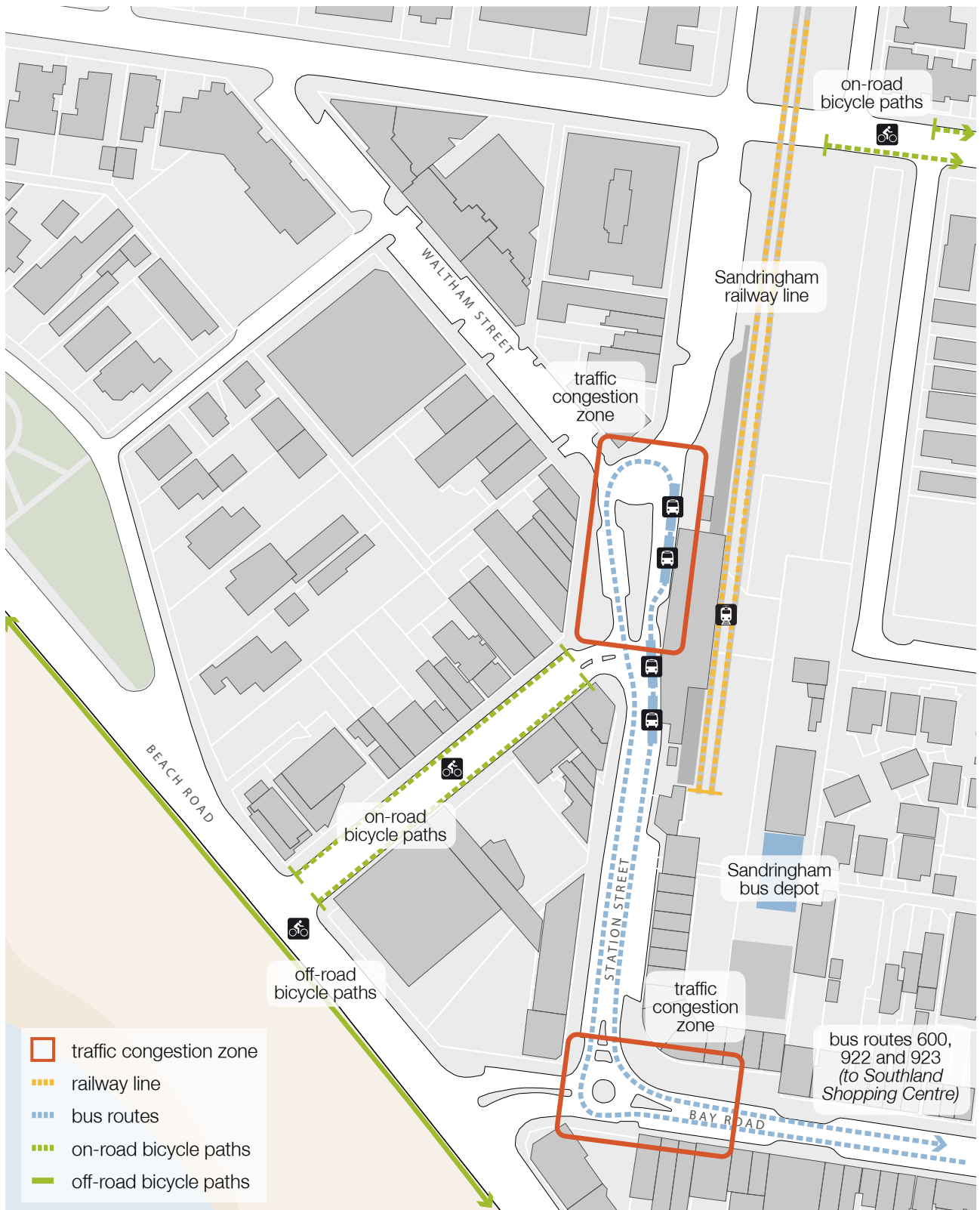


Figure 08: Movement Network Context Plan



## Part 02

### 2.4 Nodes and Spaces



existing public seating area along Station Street (south)



Village entrance intersection of Beach Rd and Melrose St



view along Bay Road to the foreshore



Sandringham Library entrance area



lack of landscaping or feature at Bay Road roundabout



station forecourt / plaza



small public seating area along Bay Road



covered walkway outside Sandringham Library entrance

Figure 09: Photos to illustrate key nodes and public space

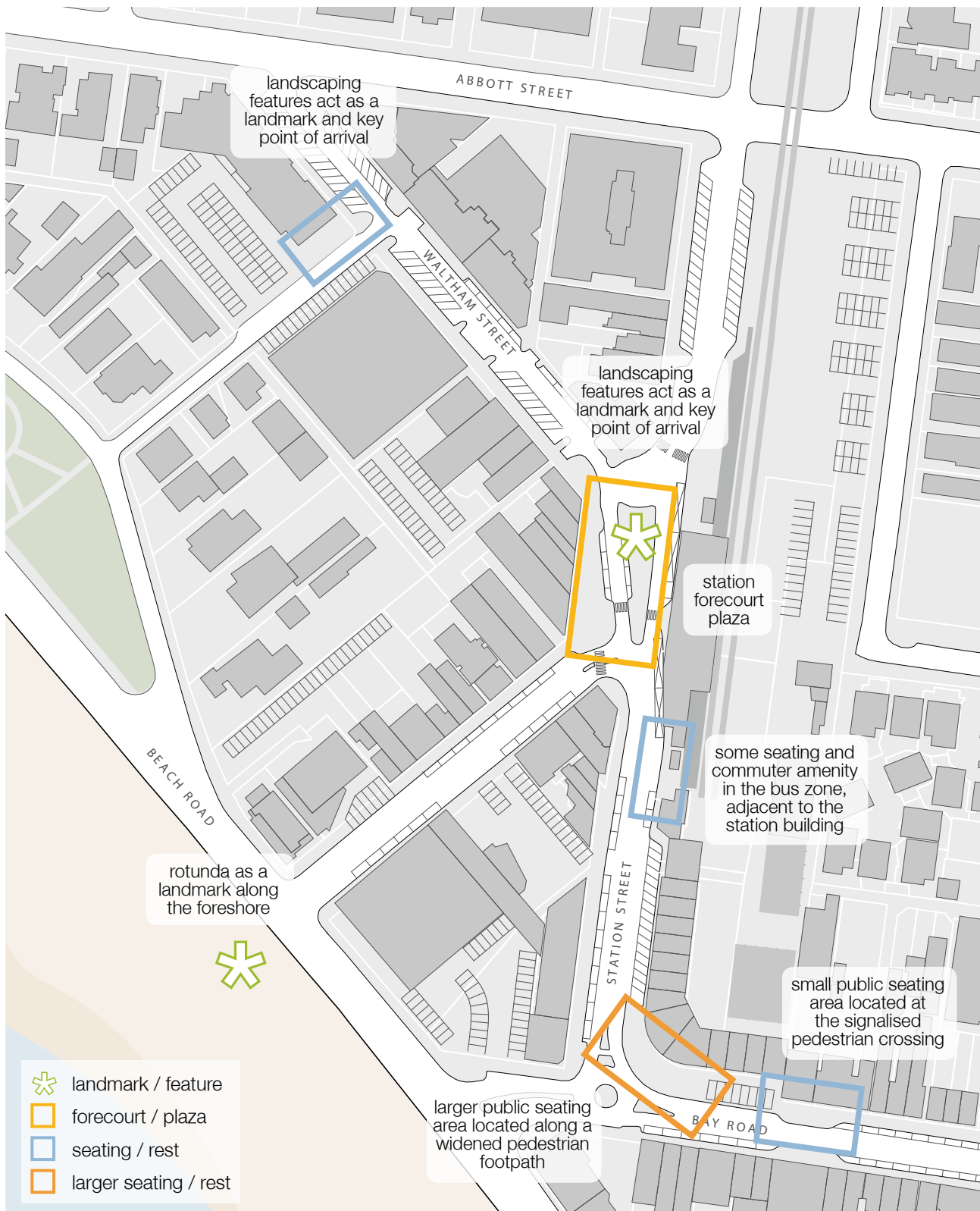


Figure 10: Nodes and Spaces Context Plan



Part 02

2.5 Landscape Character



Figure 11: Photos to illustrate elements of landscape character



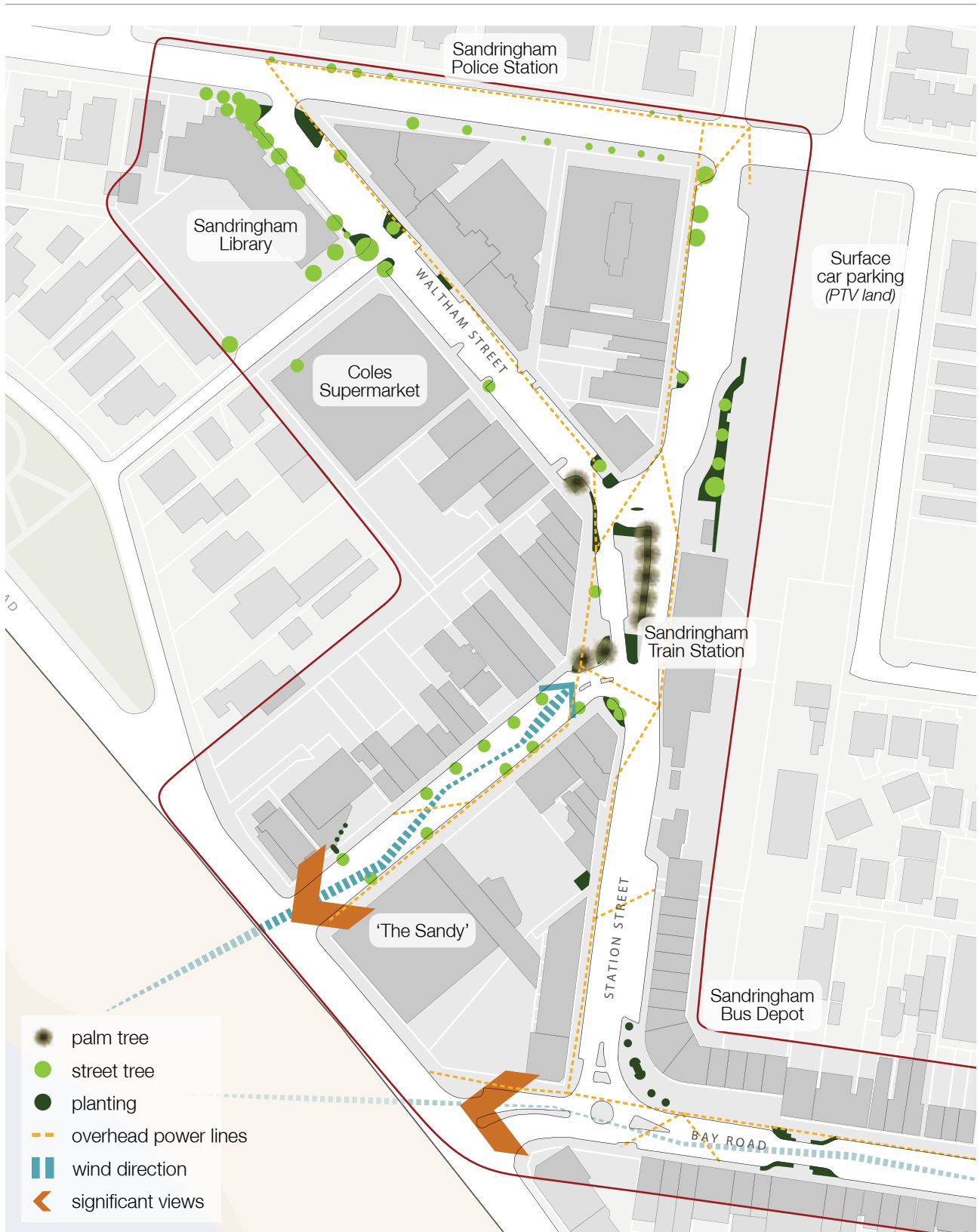


Figure 12: Landscape Character Context Plan

Part 02

2.6 Streetscape Character



Figure 13: Photos to illustrate elements of streetscape character

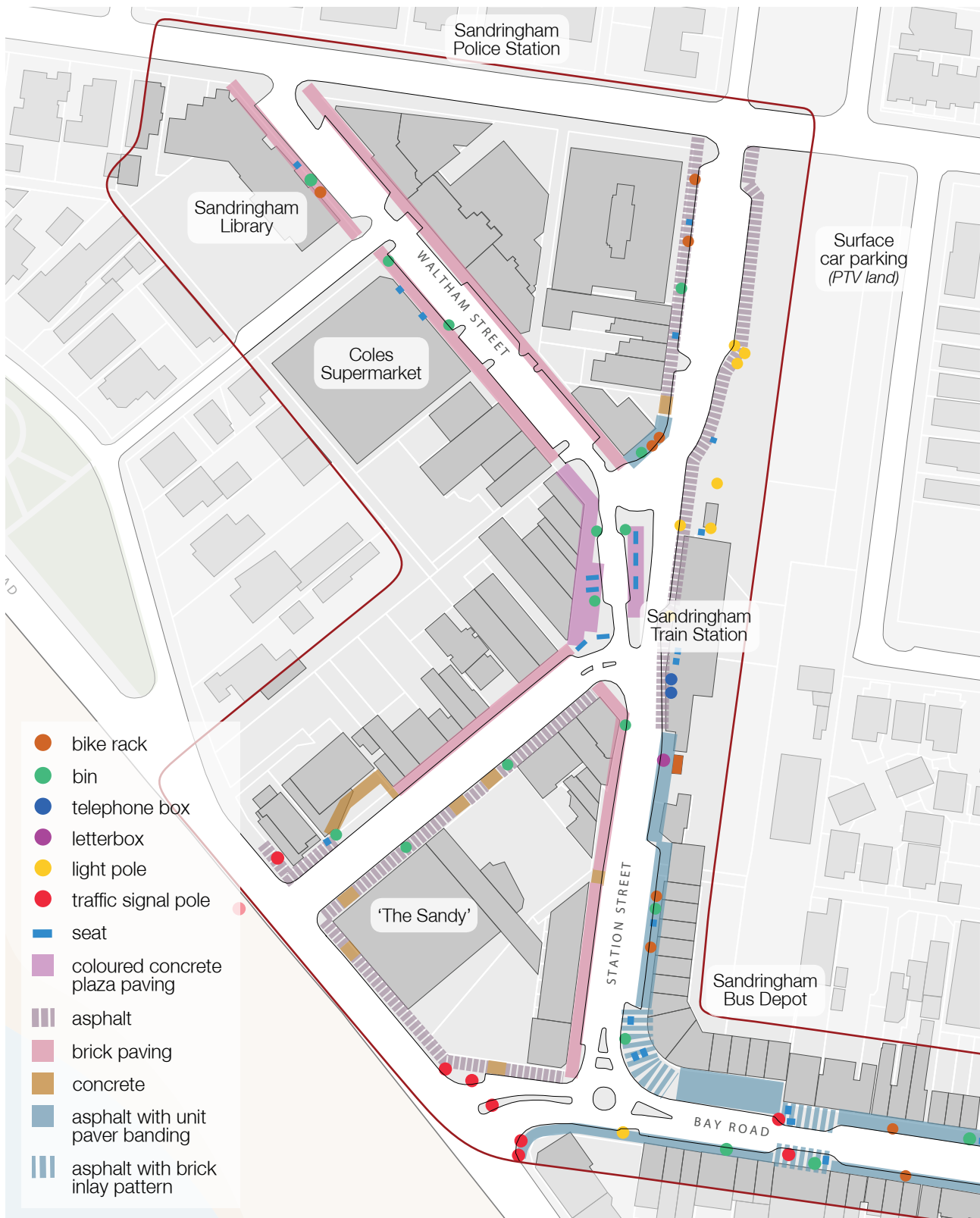


Figure 14: Streetscape Character Context Plan



## 2.7 Pedestrian Experience Analysis

### Route 01: Train Station to Library

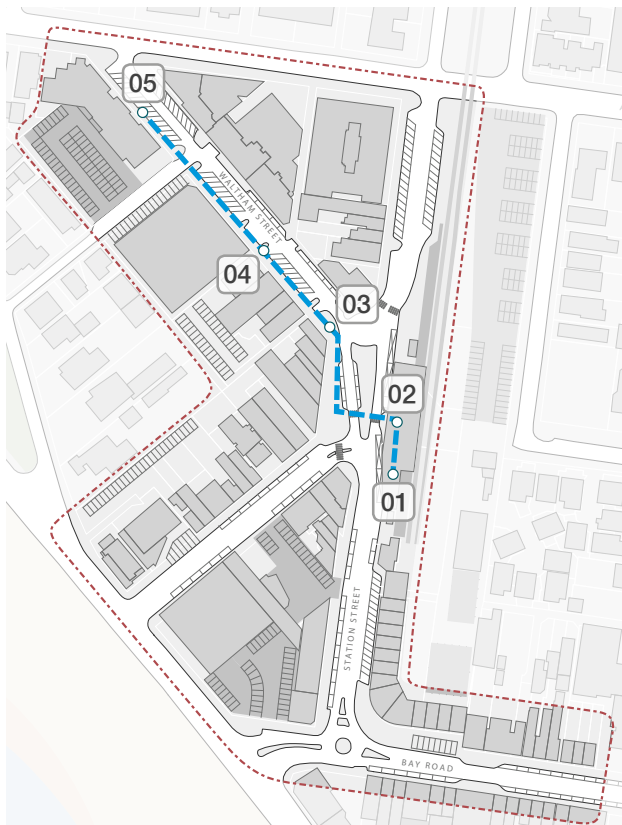


Figure 15: Experience Analysis Route 01



Sandringham train station, front entrance

- ✓ Adequate weather protection at main entrance point
- ✓ Direct connection with alternative mode of public transport
- ✗ Insufficient seating and amenity outside the station building



Pedestrian crossing over Station Street

- ✓ Clear pedestrian crossing point
- ✓ Investment in landscaping and planting
- ✗ Potential conflict zone between pedestrians and vehicles such as buses and trucks



Waltham Street, looking north-west

- ✓ Wide footpath with consistent paving surface
- ✗ Lack of landscaping, greenery and street trees
- ✗ Dominance of vehicle within the streetscape



Coles loading zone on Waltham Street

- ✗ Loading bay interrupts the streetscape
- ✗ Garbage collection / large bins located in the public realm
- ✗ Conflicts between loading vehicles and pedestrians, also causing traffic congestion



Entrance to Sandringham Library

- ✗ Unclear entrance point to Sandringham Library
- ✗ Lack of public space or forecourt within close proximity to the entrance

## Route 02: Abbott Street to Beach

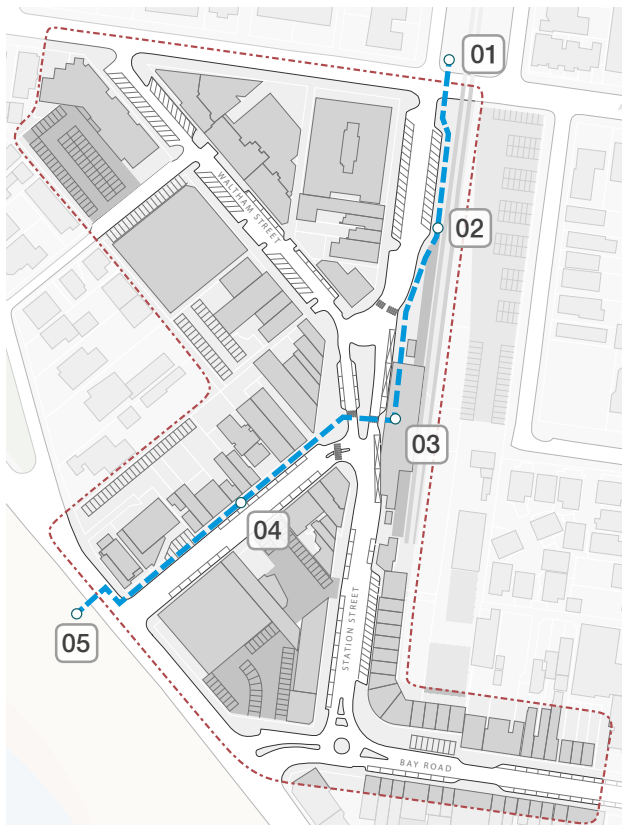


Figure 16: Experience Analysis Route 02



- ✗ No clear crossing point connecting with Station Street (north)
- ❓ Lack of directional signage to the station, bus stops or shopping centre



- ✗ Lack of planting and greenery within the streetscape
- ✗ Dominance of vehicles along the street
- ✗ No visual barrier between the footpath environment and the train line






- ✓ High quality planting and trees that create a 'bayside' atmosphere on arrival
- ✗ Location of bus bays cut off views towards the precinct during drop off times



- ✓ Adequate footpath width with consistent paving texture and the opportunity for street furniture
- ✗ Some weather protection but overall it is broken and inconsistent



-  View towards the foreshore and monument
-  Crossing point not visible from Melrose Street due to misalignment
-  Lack of entrance gesture or land mark at the entrance to the precinct

## Part 02

### Route 03: Police Station to the Foreshore

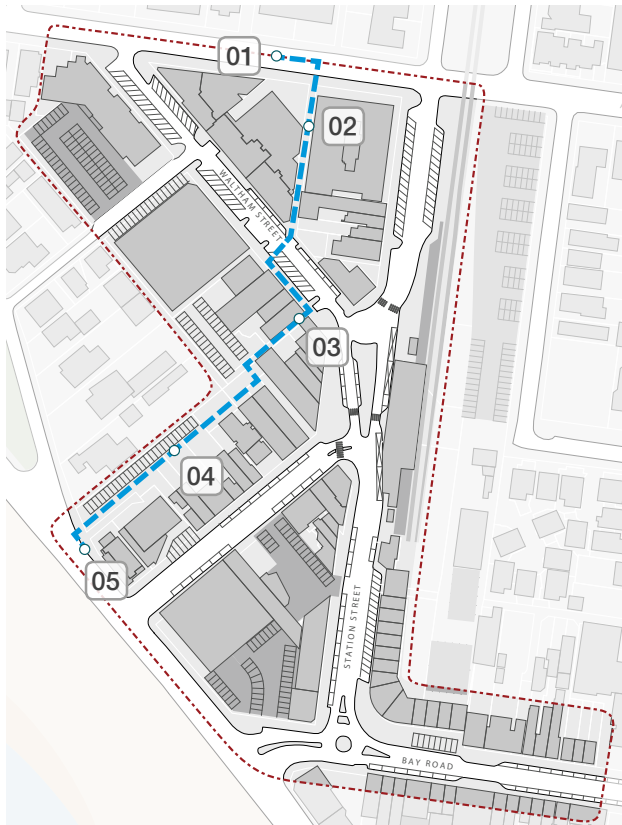


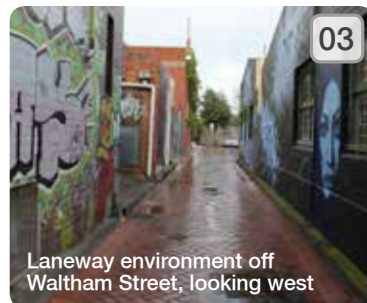
Figure 17: Experience Analysis Route 03



- ✓ High quality built form which addresses the streetscape
- ✓ Clear entrance point and public seating area
- ✗ Inconsistency of paving and footpath quality along Abbott Street



- ✓ Weather protection along the footpath provided by the built form canopy
- ✓ Planting to act as a barrier between pedestrians and vehicles



- ✓ Street art creates visual of interest within the laneway environment
- ✗ Lack of quality lighting could make the laneway unsafe at night



- ✓ Potential conflicts between pedestrians and reversing vehicles
- ? Paving texture gives a feeling of a pedestrian environment within the laneway and car park area



- ◀ Distant view towards the Bay
- ✓ Quality landscaping along foreshore environment



## Route 04: Bay Road to Coles

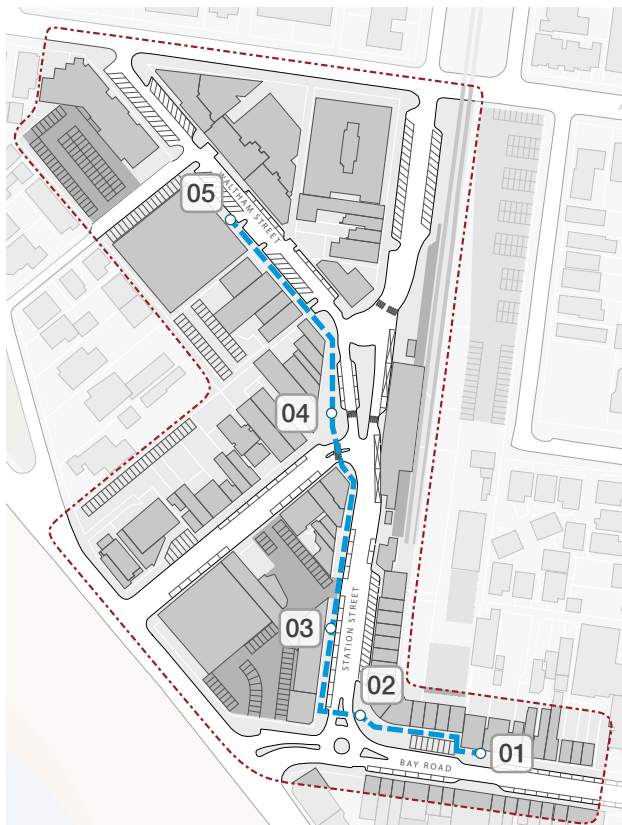


Figure 18: Experience Analysis Route 04



- ✗ Shop furniture cluttering the footpath area
- ✗ Disant view towards the foreshore along Bay Road



- ✓ Presence of seating and some public amenity
- ✗ Lack of weather protection within public space
- ✗ Unclear route to the Village centre with a general lack of directional signage



- ✓ Visual clutter from retail within the streetscape
- ? Footpath width could accommodate cafe seating



- ✓ Activation of the street with cafe 'spill out' areas
- ✓ Adequate footpath widths



- ✓ Good weather protection along the footpath and entrance point
- ✓ Consistent paving texture

## Part 02

### 2.8 Place Quality Assessment

This assessment is focussed on key streets within The Village, and seeks to determine the existing quality of the place. This is a product of many factors, going well beyond physical design, to include such considerations as activity levels, air quality, noise pollution, building maintenance, pavement surfaces, events or entertainment, and even the weather conditions.

The concept of 'place quality' considers how good, useable and enjoyable public space is. This assessment seeks to evaluate 'place' from the perspective of human experience in Sandringham Village.

#### The Structure of the Tool

The **six principles** necessary for a quality place are: safe, accessible, diverse, enjoyable, looked after and enticing. Evaluation of each place has been structured through these principles, embedding them within the assessment process.

Each principle has been further broken down into **three categories**, which establish the key components of the principle and provide a breakdown as to how the principle is to be assessed.



Figure 19: Place Quality Assessment Principles and Criteria

#### The Scoring

The combined overall score per place, includes an average of all the principles, and the assessments undertaken during the day and evening. The coloured circles (below) represent what type of overall score the place achieves.



Figure 20: Place Quality Scoring System

#### The Assessment Areas

As part of this assessment we nominated eight key places within The Village, as outlined in the plan below.

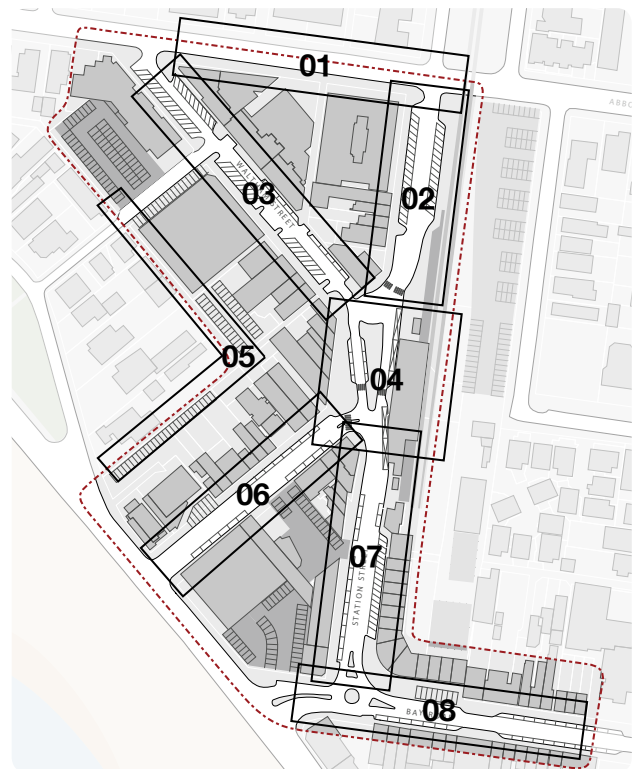
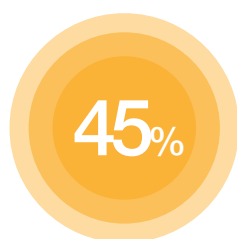


Figure 21: Place Quality Assessment Locations

## 01. Abbott Street



Moderate  
place quality

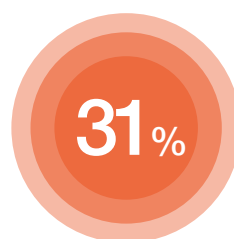
### Highlights

- Excellent natural surveillance
- Access to public transport
- Diversity of built form

### Lowlights

- Poor pedestrian environment
- Limited wayfinding / signage
- Lack of seating / rest areas

## 05. Laneway



Low  
place quality

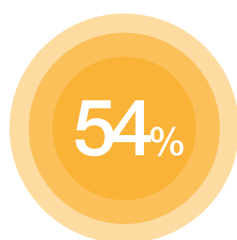
### Highlights

- High natural surveillance
- Good quality paving / paths

### Lowlights

- Pedestrian / vehicle conflicts
- Investment in public realm
- Limited weather protection
- Lack of directional signage

## 02. Station Street (north)



Moderate  
place quality

### Highlights

- Good visual permeability
- Well maintained built form
- Continuity in pedestrian areas

### Lowlights

- Lack of visual aesthetic
- Limited activity / engagement
- No distinct meeting places

## 06. Melrose Street



Moderate  
place quality

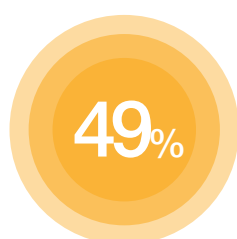
### Highlights

- Proximity to public transport
- High quality natural light
- Commerce and vibrancy

### Lowlights

- Limited informal seating areas
- Low public realm investment
- Poor visual interest / aesthetic

## 03. Waltham Street



Moderate  
place quality

### Highlights

- High natural surveillance
- Access to public transport
- High level of natural light

### Lowlights

- Poor cycling environment
- Lack of public art
- Low level of activity

## 07. Station Street (south)



Moderate  
place quality

### Highlights

- Appropriate mix of land uses
- Consistent weather protection
- Good visual permeability

### Lowlights

- Poor pedestrian priority
- Limited activity / engagement
- Poor cycling environment

## 04. Sandringham Station Forecourt



High  
place quality

### Highlights

- Pedestrian priority / access
- Connectivity of destinations
- Presence of meeting places

### Lowlights

- Poor natural surveillance
- Limited street activation
- Lack of amenity for cyclists

## 08. Bay Road



Moderate  
place quality

### Highlights

- High level of activity
- Presence of mixed-uses
- Ownership of the public realm

### Lowlights

- Poor private realm spaces
- Lack of meeting area
- No visual interest / public art



# Community Consultation Outputs



## 3.1 Community Consultation Approach

The purpose of the Sandringham Village Master Plan is to provide a strategic and integrated framework for its future development. The project seeks to focus on community renewal, strengthening and economic development through the delivery of public realm and landscaping initiatives.

The delivery of the Master Plan project process embeds a strong focus on community engagement. The aim of our community consultation events was to enhance the community's sense of ownership of place and engage them in the regeneration of their own neighbourhood.

SJB Urban, in conjunction with Council Officers, coordinated and facilitated engagement with the local community to inform the Master Plan. The engagement aim was:

- to **determine the key issues** from the community surrounding the existing use of The Village;
- to **understand the preferred character** of The Village;
- to connect and collaborate with the community through the engagement process in order to **aid community capacity building**; and
- to **feed the ideas and opportunities** we heard from the community into the development of the Master Plan.

This section comprises the outputs from all the consultation events, which was spilt into two types of forums:

- **On-street Surveys** – two 3-hour sessions held on Thursday 21<sup>st</sup> and Saturday 23<sup>rd</sup> May; and
- **Community Workshop Session** – one 1½ hour session held on Wednesday 27<sup>th</sup> May.

What do you like about Sandringham Village? What can be better?



**We need your ideas on how we can make Sandringham Village the best it can be.**

Council is preparing a master plan for the public realm of Sandringham Village. The masterplan will guide the future development of the Villages public areas, including footpaths, trees, plantings and furniture. It will also find ways to improve access for all, including walking and cycling.

**We have ideas but we need your input to get it right.**

We'll be in Sandringham for Sessions in the Street on Thursday 21 May and Saturday 23 May or you can attend a workshop at the Sandringham Senior Citizens Centre in Abbott Street on Wednesday 27 May 2015 from 6.30pm–8pm.

Or you can contribute online at [www.bayside.vic.gov.au/haveyoursay](http://www.bayside.vic.gov.au/haveyoursay)

For further information call 9599 4444.






Figure 22: Community Consultation Promotional Flyer

## Part 03

### 3.2 On-street Surveys

We conducted two 3-hour on-street surveys sessions from 10am until 1pm on Thursday 21st and Saturday 23rd May. We received a number of submissions from people willing to stop in the street and answer our questions:

- Thursday 21<sup>st</sup> May – 43 respondents; and
- Saturday 23<sup>rd</sup> May – 96 respondents.

The survey was broken up with questions structured into four themes:

- **Theme A: Village Presentation**

*This theme seeks to understand people's perception of the quality, variety and amount of landscaping within The Village.*

- **Theme B: Walking and Cycling in the Village**

*This theme seeks to understand how people arrive to The Village and how they perceive access and safety.*

- **Theme C: Public Spaces**


*This theme seeks to understand people's perception of public spaces within The Village.*

- **Theme D: The Station Forecourt Plaza**

*This theme specifically focusses on the Station forecourt area and seeks to understand people's perceptions / desires to enhance this area.*

Sandringham Village Streetscape Master Plan

On-Street Survey: May 2015



Bayside City Council would like to hear your thoughts about Sandringham Village to help us prepare a Streetscape Masterplan for the centre. The Masterplan will guide the future development of the Village's public areas, including footpaths, trees, plantings and furniture. It will also find ways to improve access for all, including walking and cycling. We have ideas, but we need your input to get it right.

Please read each of the following statements and tick the box which applies to your preference, as follows:  
Y – Yes, S – Somewhat, NS – Not Sure, N – No

Theme A: Village Presentation		Y	S	NS	N
1.	Do you think that Sandringham Village is a nice place to visit?				
2.	Do you like the trees and garden bed planting in the Centre?				
3.	Do you think there are enough street trees and shade trees in the Centre?				
4.	Do you like the quality and diversity of the garden bed planting?				

How would you improve the presentation of Sandringham Village? More trees, more or different planting?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_


Theme B: Walking and Cycling around the Village		Y	S	NS	N
5.	Do you think the footpaths are attractive and comfortable places for people?				
6.	Do you think there is enough furniture to help people walk around the Centre, including seats, lighting, shelter, pedestrian crossings etc.?				
7.	Do you think the Centre has good physical and visual connections to the Foreshore?				
8a.	Do you walk to Sandringham Village?				
8b.	Do you ride your bike to Sandringham Village?				
9.	Do you think it is safe to cycle around Sandringham Village?				
10.	Would you like to see better cycle facilities in Sandringham Village – cycle lanes, cycle parking etc.?				

How do you think we can make it easier, safer and more enjoyable to walk & cycle around Sandringham Village?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_



Theme C: Public Spaces		Y	S	NS	N
11.	Do you think there are good spaces in the Centre for gathering or events?				
12.	Would you spend more time in the Centre if there were better public spaces?				
13.	Would more public art (or other creative initiatives) make the Centre a more attractive and interesting place to visit?				

How could we make the public areas of Sandringham Village better? Would you like wider footpaths? Better or more pedestrian crossings? More interesting features like art or history interpretation?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Theme D: The Station Forecourt Plaza		Y	S	NS	N
<i>There is a great opportunity to make the Station Forecourt Plaza larger and more like a Village Square. But, we'd need to re-route buses slightly so they don't turn around in the Centre.</i>					
14.	Would you like to see a larger "village square" in the Station Forecourt, with shade trees, where people could meet, gather and events could be held?				
15.	Do you think that bus movements and U-turns have a negative impact on the Centre?				
16.	Do you support removing the bus U-turn roundabout to provide more space for the Forecourt Plaza?				
17.	Do you think bus stops could be more effectively located to enhance the station environment, pedestrian safety and provide a drop-off zone?				

How would you like to see the Station Plaza used in the future? Do you like the idea of a Village Square?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Join the discussion**  
This form can be emailed back to: [enquiries@bayside.vic.gov.au](mailto:enquiries@bayside.vic.gov.au), or you can mail this form to: Bayside City Council at 76 Royal Avenue, Sandringham, VIC 3191. You can also provide more feedback and follow the discussion at our forum at: [yoursaybayside.com.au](http://yoursaybayside.com.au).

**Keep me in touch!**  
If you'd like to receive further updates on the Streetscape Masterplan, please leave your name and email:

Name: \_\_\_\_\_ Email: \_\_\_\_\_

Figure 23: Community Consultation On-street Survey



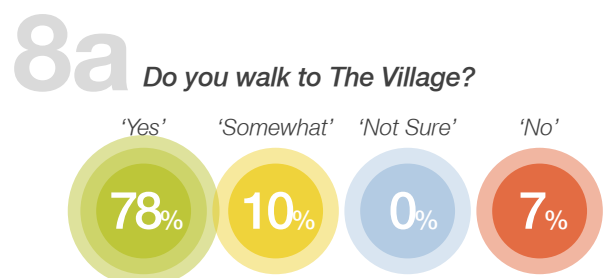
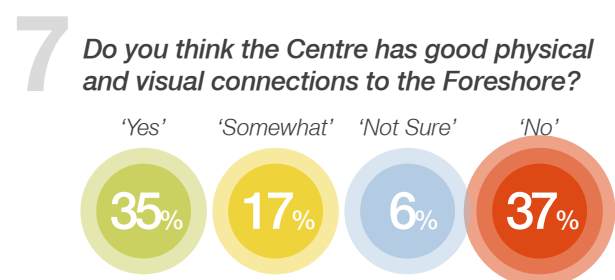
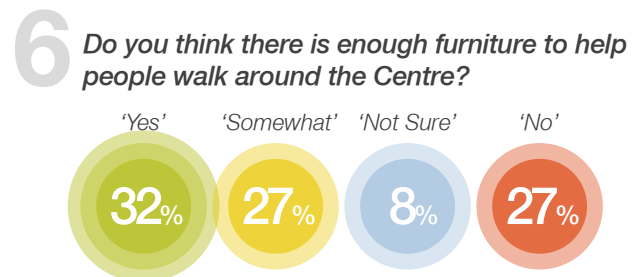
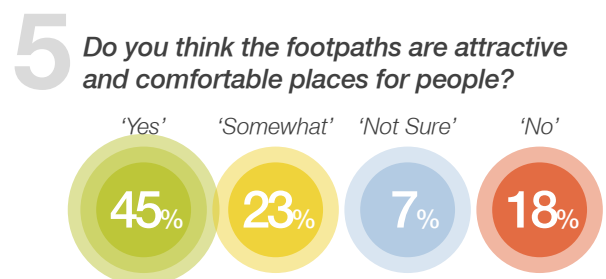
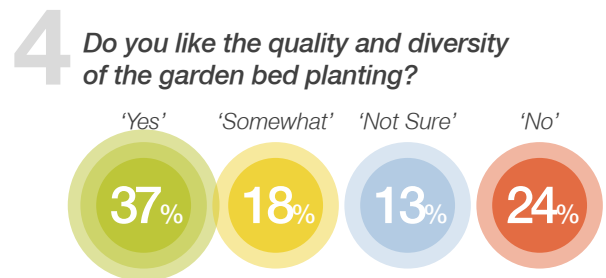
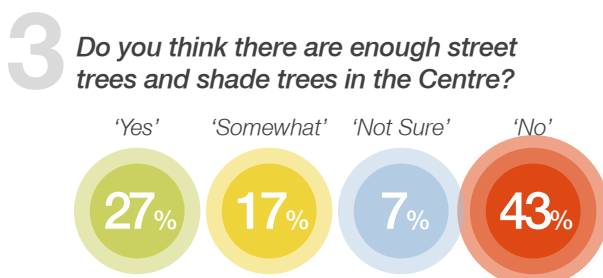
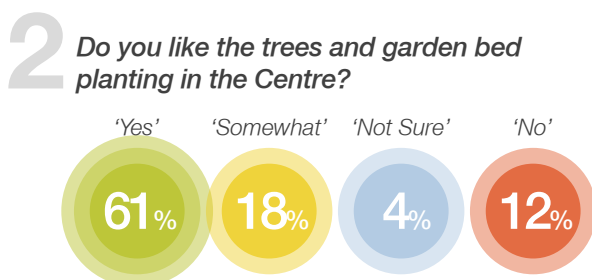
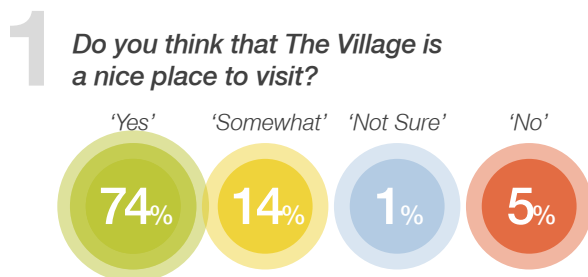
## Community Consultation Outputs



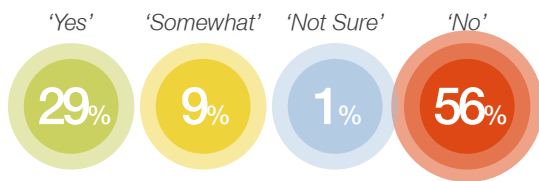
Figure 24: Photographs from the community consultation on-street survey sessions

### Survey Responses

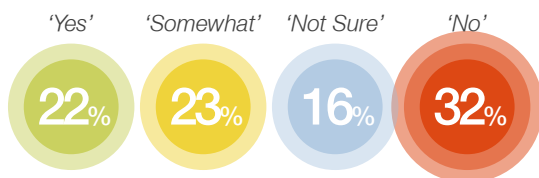
Outlined here are all the total responses received from the on-street survey. They clearly illustrate that respondent's value and enjoy their local Village centre, but they also highlight aspirations for improvements.



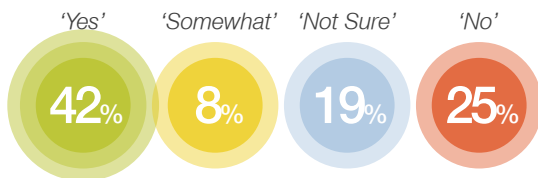
## 8b Do you ride your bike to The Village?



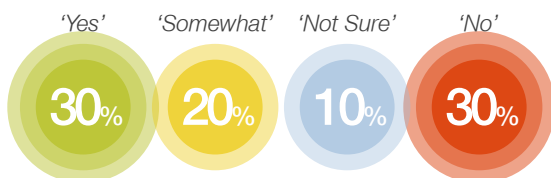
## 9 Do you think it is safe to cycle around The Village?



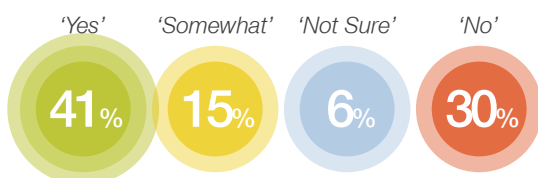
## 10 Would you like to see better cycle facilities in The Village?



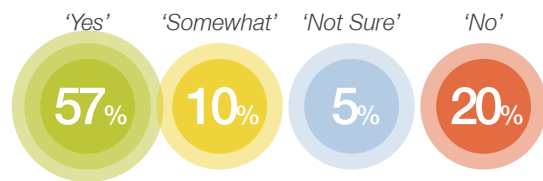
## 11 Do you think there are good spaces in the Centre for gathering or events?



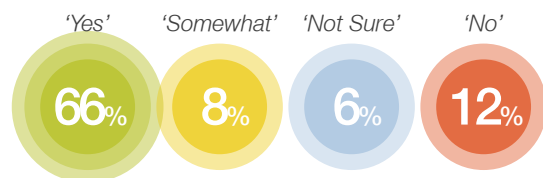
## 12 Would you spend more time in the Centre if there were better public spaces?



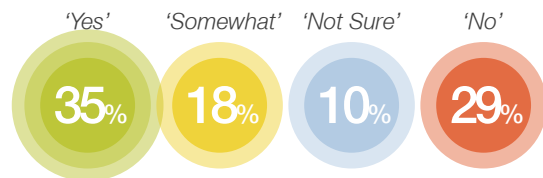
## 13 Would more public art (or other creative initiatives) make The Village a more attractive and interesting place to visit?



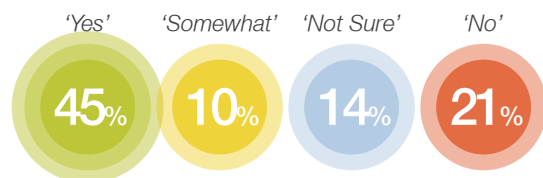
## 14 Would you like to see a larger 'village square', with shade trees, where people could meet, gather and hold events?



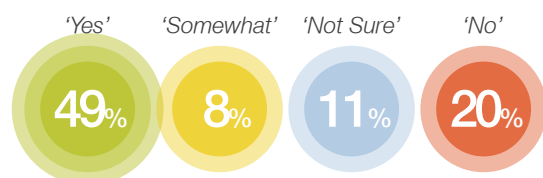
## 15 Do you think that bus movements / U-turns have a negative impact on The Village?



## 16 Do you support removing the bus U-turn roundabout to provide more space for the Forecourt Plaza?



## 17 Do you think bus stops could be better located to enhance the station environment, pedestrian safety and provide a drop-off zone?





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### Survey Outputs Summary

As previously stated, the responses clearly illustrate that respondent's value and enjoy their local Village centre, but they also highlight aspirations for improvements – a clean, beautiful and functional Village where people can make connections with other people, a place 'where everything flows'.

Accommodating the needs of the people was important, with more facilities for the elderly, playgrounds for children, and community activities to bring people together. These elements combined to make a desired brighter future for the centre, a centre that had been 'brought back to life' through its streetscapes.

Based on the total number of surveys received, the key outcomes / requirements include:

- **More street tree planting** (Q3 – 43% answered *there wasn't enough*);
- **More furniture** to assist people in moving around The Village (Q6 – *only 32% agreed there was enough*);
- Enhanced **physical and visual connections to the foreshore** (Q7 – *only 33% thought they were good enough*);
- Enhanced **cyclist safety and facilities** (Q9 – 31% *thought that cycling was unsafe in The Village*, and Q10 – 41% *would like to see better facilities*);
- There was a mixed response regarding existing public space access, but **people would spend more time in The Village if public spaces were better** (Q11 and Q12);
- Respondents would like to see **more public art** (Q13 – 58% *said so*);
- An overwhelming number of respondents would like to see Sandringham have **a central 'Village Square'** (Q14 – 66% *of respondents*).
- A large portion of respondents thought that **removing the bus U-turns** from the centre of The Village could **enhance the space as a plaza** (Q16 – 45% *of respondents agreed*).
- Almost half of respondents thought there was value in looking at **relocating the buses** outside of the Station (Q17 – 49% *of respondents agreed*).

## 3.3 Community Workshop

The core aim of this Community Workshop was to develop, through stakeholder participation, ideas and solutions for the future development of Sandringham Village's streetscapes.

The Community Workshop was structured as an open discussion forum, where participants were guided in the discussion to focus on and think about existing issues within The Village, then opportunities for the future, and finally to order the opportunities into what they see as priorities in achieving change. The outputs from the session have been summarised and listed below in that order.

### Issues

#### Pedestrians

- Overall walking needs to be further encouraged
- Poor pedestrian connections to beach
- Poor pedestrian links to the park on The Crescent
- Crossing Bay Road is hard / dangerous

#### Public transport

- Need to balance the needs of all users and modes of public transport
- Bus stops need more amenity
- Conflicts between buses and pedestrians
- Crossing Bay Road to catch the bus into the village is dangerous – previous proposal to re-route the buses?
- The station is the heart of the centre but it is 'damaged'
- The station forecourt is 'hectic' and too traffic heavy

#### Vehicle Access

- Centre is too car dependant
- Lack of commuter parking, there needs to be more consolidation
- More parking can't be the answer to de-clutter the centre
- Parking allocations are too restrictive
- Cars are too dominant – there is an imbalance between cars and people/bicycles
- More car parking could have a detrimental effect, both visually and in terms of congestion
- Due to the combination of narrow footpaths and shop awnings, new trees can only be introduced at the expense of car park spaces

#### Land Uses

- Some streets lack activity and there are a number of shop vacancies
- Lack of economic and business diversity – doesn't allow 24 hour activation
- Needs greater diversity of retailers
- Civic uses on Waltham Street feel "lost"
- The only appropriate sitting/eating area is at the front of Limoncello

#### Streetscape Amenity

- Do development proposals provide enough infrastructure?
- Streetscapes can feel unprotected in colder seasons
- Need to maximise bay exposure and outlooks
- Built form (new) can obscure views
- Lack of shared space / pedestrian priority (Windsor Station)
- Footpaths too narrow / roads too wide
- Upgrades need to consider universal access
- High levels of wind in Melrose Street
- Inconsistent street lighting
- Lack of seating
- Footpaths need to be re-laid, surfaces are difficult
- Melrose Street is underutilised and the natural link to the beach – it needs to be further enhanced, as it is only successful seasonally
- Melrose Street requires more places to sit and relax, it needs a new nodal point (community space)

#### Public Space and Activation

- Village feels disjointed – streets all have a different 'feel: there's no 'tie' or distinction within the centre
- Centre has no 'heart' or a quality place to be
- Waltham Street is "entry to Coles"
- There needs to be further rationale and upgrades to entry points into the Centre
- Lack of public space to hold events
- The landscape median in the station forecourt "looks nice but is hugely under-utilized"

#### Landscaping

- Are landscape choices appropriate to the local area?
- Salt tolerant planting needs to be more carefully considered
- Poor quality trees in Melrose Street and underutilized
- Poor quality tree planting / lack of beauty

#### Other

- Study area could be expanded

### Opportunities

#### Pedestrians

- Opportunity to introduce an inclusive and expansive wayfinding system to The Village, toward key destinations
- Opportunity to Improve the intersection at Bay Road for pedestrian access
- Opportunity to enhance pedestrian priority over all streetscapes within The Village

#### Public transport

- Opportunity to investigate the options to provide access over the railway corridor at the Station, i.e. a footbridge
- Opportunity to re-route bus circulation to enhance the centre
- Opportunity to further enhance the strength of the connection to the station
- Opportunity to re-locate buses and taxis for a more efficient Station entry and plaza

#### Vehicle Access

- Opportunity / need to build a structured car park in order to retain and gain spaces, particularly for commuter car parking
- Opportunity to creatively retain car parking spaces and increase tree planting
- Opportunity to re-design the Station Street and Bay Road roundabout to a signalled intersection
- Is there the opportunity to re-classify Bay Road?
- Remove on-street parking from outside the station – Morningson Main Street has no on street traffic and it's a 'nice street'

#### Land Uses

- Opportunity to enhance access to public spaces from existing civic uses
- Opportunity to enhance access and reintegrate to key civic uses within the town centre
- Enhance presentation of civic buildings and entry points to The Village

#### Streetscape Amenity

- Opportunity to deliver more consistent street lighting
- Opportunity to deliver a more consistent streetscape furniture palette
- Opportunity to narrow road widths and widen streetscape widths
- Opportunity to provide more places to sit in the public realm
- Opportunity to enhance corners, viewing corridors and streetscape features

#### Public Space and Activation

- More open space – especially in front of the station forecourt
- The Village is the '*end of line*' and therefore a destination – there is an opportunity to enhance and highlight the features of the public realm as a 'destination'
- Station Street is the heart of the centre and should be widened and enhanced
- Opportunity to create a formal "Village Square" at the Station Forecourt
- Opportunity to provide more public space for festivals and markets
- Opportunity to enhance the existing radial streetscape alignments as a key feature to be enhanced
- Opportunity to provide a new public space at the corner of Bay Road and Station Street

#### Landscaping

- Opportunity to improve tree planting and landscape, especially on Bay Road and Station Street
- Opportunity to deliver a more consistent landscaping and streetscape materials palette

#### Other

- Sandringham is a more popular destination than it has ever been
- Investment in the public realm will encourage and enhance investment from the private sector



## Priorities

- [illegible]

Each blue dot represents a vote cast by workshop participants for each priority. The priorities were then ordered by the most popular from top to bottom.

# Project Objectives

# 4

## 4.1 Vision

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The Vision for Sandringham Village which his Master Plan seeks to adhere to and achieve, is taken from the Sandringham Village Centre Structure Plan, which states:

*“Located within metres of the magnificent Sandringham foreshore, Sandringham Village will both benefit from and respect its proximity to the spectacular Port Phillip Bay.*

*The Centre will be noted for its friendly village atmosphere and local community feel, while providing a vibrant mix of shops including cafes and restaurants.*

*Retaining a strong presence of heritage buildings, the Centre will be integrated whilst retaining its interesting shape.*

*Convenient due to its proximity to public transport and pedestrian accessibility, the Centre will provide ease of access and demonstrate traffic and parking solutions that accommodate increases in visitors to the Centre, and foreshore.”*



## Part 04

### 4.2 Objectives

#### Objective 01.

Create new and enhance existing streetscapes, public realm spaces and plazas to enhance street life.

#### Objective 02.

Develop a cohesive landscape of trees and plants that provide shade and amenity.

#### Objective 03.

Develop a streetscape that responds to and/or creates the Sandringham character and sense of place.



plaza space with 'bayside character' and landscape



public realm material palette to enhance a sense of place

#### Objective 04.

Improve the pedestrian amenity, including shelter, safety, crossovers and footpath widths etc.

#### Objective 05.

Enhance visual links through the Village, between and to key public spaces.

#### Objective 06.

Enhance and reinforce the activation and connectivity of laneways.



pedestrian seating and amenity to enhance street life



public art pieces to create visual links between spaces



landscape treatment to activate and enhance laneways

## Project Objectives

### Objective 07.

Create and implement a cohesive wayfinding system for the Village for both pedestrians and vehicles.

### Objective 08.

Establish continuity in the streetscape condition throughout the Village.

### Objective 09.

Encourage the creation of links between the Village to and from the Foreshore.

### Objective 10.

Ensure safe and easy access for public transport users and bicycle riders.

### Objective 11.

Reduce the impact of buses on pedestrians in the centre.

### Objective 12.

Reduce the number of potential conflicts between vehicles and pedestrians.



pedestrian priority signage and wayfinding



cohesive and high quality streetscape condition



wayfinding strategy connecting foreshore to town centre



regional bus station with high quality public amenity



paving texture used to define pedestrian and cycle paths

## Part 04

### 4.3 Initial Scenarios

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#### **Scenario A:** **Amenity, Landscaping + Pedestrian Experience**

##### **Idea A1.**

Improving conditions that relate to the overall pedestrian experience, including shelter, safety, crossovers, footpath widths etc.

##### **Idea A2.**

Redefine the station forecourt as a shared public space.

##### **Idea A3.**

Develop an overall landscaping plan that reviews plant species and strategize an approach to shade, visual amenity and an appropriate representation of place.

##### **Idea A4.**

Address the lack of shading with the existing station forecourt and look at creating a pedestrian environment that is not so exposed.

##### **Idea A5.**

Where possible, look at the widening of footpaths as a means of creating a more accommodating pedestrian environment for all users, and reducing emphasis on streets as a destination for car parking.

##### **Idea A6.**

Introduce street tree planting across the precinct as a whole, with specific focus on Waltham Street and Station Street south.

##### **Idea A7.**

Examine the possibility of a public plaza or shared space in close proximity to the entrance to Sandringham Library.

##### **Idea A8.**

Create a sense of cohesion between Station Street north and south in relation to planting, shade and activity.

##### **Idea A9.**

Investigate the possibility of locating power lines underground along Station Street south to facilitate a widening of footpaths.





Figure 25: Scenario A - Amenity, Landscaping and Pedestrian Experience

## Part 04

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### **Scenario B:** **Views, Legibility and Wayfinding**

#### **Idea B1.**

Create visual links throughout the precinct, with a focus on enhancing views on arrival to the station via public transport.

#### **Idea B2.**

Create a visual gateway at the roundabout on Bay Road as an active public meeting place or seating area.

#### **Idea B3.**

Create a direct visual link from the foreshore along Melrose Street to station square through the alignment of the signalised pedestrian crossing.

#### **Idea B4.**

Ensure clear signage indicates access points to public car parks.

#### **Idea B5.**

Examine key nodal points for an overall wayfinding strategy and the placement of signage and markers throughout the precinct.

#### **Idea B6.**

Enhance and integrate cross links between laneways to increase the permeability of large blocks.



Figure 26: Scenario B - Views, Legibility and Wayfinding

## Part 04

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### **Scenario C:** **Transport, Access and Movement**

#### **Idea C1.**

Where possible, improve efficiency of existing car park layouts to help reduce reliance on on-street parking.

#### **Idea C2.**

Ensure connectivity between different modes of transport within the precinct.

#### **Idea C3.**

Examine the opportunity to enhance activity within laneway areas.

#### **Idea C4.**

Reduce the number of potential conflicts between vehicles and pedestrians by creating clear areas of separation and shared zones.

#### **Idea C5.**

The relocation of disabled car parks within the library public car park to a more suitable area.

#### **Idea C6.**

Examine the potential to alter bus routes in order to reduce vehicular congestion within the station forecourt area.





Figure 27: Scenario C - Transport, Access and Movement

## Part 04

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### Proposed Framework Plan

#### **Initiative 01.**

Establish a public plaza or shared space in close proximity to the entrance to Sandringham Library.

#### **Initiative 02.**

Reduce conflicts between vehicles and pedestrians by creating clear areas of separation and shared zones.

#### **Initiative 03.**

Widen footpaths as a means of creating a more accommodating pedestrian environment for all users, and reducing emphasis on streets a destination for car parking.

#### **Initiative 04.**

Widen key streets with capacity for additional public realm infrastructure.

#### **Initiative 05.**

Establish an overall wayfinding strategy at key nodal points throughout The Village.

#### **Initiative 06.**

Re-route buses to form a one-way system through The Village.

#### **Initiative 07.**

Ensure ongoing connectivity between relocated buses and trains.

#### **Initiative 08.**

Develop an overall landscaping plan that reviews plant species and strategize an approach to shade, visual amenity and an appropriate representation of place.

#### **Initiative 09.**

Redefine the station forecourt as a shared public space.

#### **Initiative 10.**

Redefine and enhance pedestrian priority and safety from the Station into The Village.

#### **Initiative 11.**

Establish a pedestrian space on Melrose Street as a key connection to the foreshore from The Village.

#### **Initiative 12.**

Determine the trade-off between additional parking capacity and public realm upgrades.

#### **Initiative 13.**

Create a visual gateway at Bay Road as an active public meeting place or seating area.

#### **Initiative 14.**

Create a visual links between spaces within The Village.



Figure 28: Proposed Framework Plan

# Appendices

# 5



Appendix 01: On-street Survey Results Data

On-street Surveys | Quanitative Results

On-street Surveys   Quantitative Results		Total (Combined) Responses											
		Yes (Y)		Somewhat (S)		Not Sure (NS)		No (N)		Not Complete		Total	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Theme A: Village Presentation													
1	Do you think the Sandringham Villgae is a nice place to visit?	106	75%	20	14%	2	1%	7	5%	7	5%	142	100%
2	Do you like the trees and garden bed planting in the Centre?	87	61%	26	18%	5	4%	17	12%	7	5%	142	100%
3	Do you think there are enough street trees and shade trees in the Centre?	39	27%	24	17%	10	7%	61	43%	8	6%	142	100%
4	Do you like the quality and diversity of garden bed planting in the Centre?	53	37%	26	18%	19	13%	34	24%	10	7%	142	100%
Theme B: Walking and Cycling around the Village													
5	Do you think the footpaths are attractive and comfortable places for people?	64	45%	33	23%	10	7%	26	18%	9	6%	142	100%
6	Do you think there is enough furniture to help people walk around the Centre (including seats, lighting, shelter, pedestrian crossings etc.)?	45	32%	38	27%	12	8%	39	27%	8	6%	142	100%
7	Do you think the Centre has good physical and visual connections to the foreshore?	50	35%	24	17%	9	6%	52	37%	7	5%	142	100%
8a.	Do you walk to Sandrignahm Village?	77	78%	10	10%	0	0%	7	7%	5	5%	99	100%
8b.	Do you ride your bike to Sandrignahm Village?	41	29%	13	9%	2	1%	79	56%	7	5%	142	100%
9	Do you think it is safe to cycle around Sandrignham Village?	31	22%	33	23%	23	16%	45	32%	10	7%	142	100%
10	Would you like to see better cycle facilities in Sandringham Village (cycle lanes, parking etc.)?	59	42%	12	8%	27	19%	35	25%	9	6%	142	100%
Theme C: Public Spaces													
11	Do you think there are good spaces in the Centre for gathering or events?	43	30%	28	20%	14	10%	43	30%	14	10%	142	100%
12	Would you spend more time in the Centre if there were better public spaces?	58	41%	21	15%	8	6%	42	30%	13	9%	142	100%
13	Would more public art (or other creative initiatives) make the Centre a more attractive and interesting place to visit?	81	57%	14	10%	7	5%	28	20%	12	8%	142	100%
Theme D: The Station Forecourt Plaza													
14	Would you like to see a larger "village square" in the Station Forecourt, with shade trees, where people could meet, gather and events could be held?	94	66%	11	8%	8	6%	17	12%	12	8%	142	100%
15	Do you think that the bus movements and U-turns have a negative impact on the Centre?	50	35%	25	18%	14	10%	41	29%	12	8%	142	100%
16	Do you support removing the bus U-turn roundabout to provide more space for the Forecourt Plaza?	64	45%	14	10%	20	14%	30	21%	14	10%	142	100%
17	Do you think bus stops could be more effectively located to enhance the Station environment, pedestian safety and provide a drop-off zone?	70	49%	12	8%	16	11%	29	20%	15	11%	142	100%

On-street Surveys | Quanitative Results

On-street Surveys   Quantitative Results		Thursday, May 21										Saturday, May 23										Received via email, June 10															
		Yes (Y)		Somewhat (S)		Not Sure (NS)		No (N)		Not Complete		Total		Yes (Y)		Somewhat (S)		Not Sure (NS)		No (N)		Not Complete		Total		Yes (Y)		Somewhat (S)		Not Sure (NS)		No (N)		Not Complete		Total	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%		
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%		
Theme A: Village Presentation																																					
1 Do you think the Sandringham Village is a nice place to visit?		35	81%	2	5%	1	2%	1	2%	4	9%	43	100%	67	71%	18	19%	1	1%	6	6%	3	3%	95	100%	4	100%	0	0%	0	0%	0	0%	0	0%	4	100%
2 Do you like the trees and garden bed planting in the Centre?		31	72%	4	9%	1	2%	3	7%	4	9%	43	100%	54	57%	22	23%	4	4%	12	13%	3	3%	95	100%	2	50%	0	0%	0	0%	2	50%	0	0%	4	100%
3 Do you think there are enough street trees and shade trees in the Centre?		22	51%	7	16%	1	2%	8	19%	5	12%	43	100%	17	18%	16	17%	7	7%	52	55%	3	3%	95	100%	0	0%	1	25%	2	50%	1	25%	0	0%	4	100%
4 Do you like the quality and diversity of garden bed planting in the Centre?		22	51%	3	7%	1	2%	10	23%	7	16%	43	100%	29	31%	23	24%	18	19%	22	23%	3	3%	95	100%	2	50%	0	0%	0	0%	2	50%	0	0%	4	100%
Theme B: Walking and Cycling around the Village																																					
5 Do you think the footpaths are attractive and comfortable places for people?		28	65%	4	9%	2	5%	5	12%	4	9%	43	100%	35	37%	26	27%	8	8%	21	22%	5	5%	95	100%	1	25%	3	75%	0	0%	0	0%	0	0%	4	100%
6 Do you think there is enough furniture to help people walk around the Centre (including seats, lighting, shelter, pedestrian crossings etc.)?		17	40%	9	21%	1	2%	12	28%	4	9%	43	100%	27	28%	28	29%	11	12%	25	26%	4	4%	95	100%	1	25%	1	25%	0	0%	2	50%	0	0%	4	100%
7 Do you think the Centre has good physical and visual connections to the foreshore?		18	42%	5	12%	1	2%	15	35%	4	9%	43	100%	28	29%	19	20%	8	8%	37	39%	3	3%	95	100%	4	100%	0	0%	0	0%	0	0%	0	0%	4	100%
8a. Do you walk to Sandringham Village?		-	-	-	-	-	-	-	-	-	-	-	75	79%	8	8%	0	0%	7	7%	5	5%	95	100%	2	50%	2	50%	0	0%	0	0%	0	0%	4	100%	
8b. Do you ride your bike to Sandringham Village?		7	16%	3	7%	1	2%	28	65%	4	9%	43	100%	32	34%	10	11%	1	1%	49	52%	3	3%	95	100%	2	50%	0	0%	0	0%	2	50%	0	0%	4	100%
9 Do you think it is safe to cycle around Sandringham Village?		12	28%	7	16%	2	5%	16	37%	6	14%	43	100%	19	20%	25	26%	20	21%	27	28%	4	4%	95	100%	0	0%	1	25%	1	25%	2	50%	0	0%	4	100%
10 Would you like to see better cycle facilities in Sandringham Village (cycle lanes, parking etc.)?		18	42%	2	5%	4	9%	14	33%	5	12%	43	100%	38	40%	10	11%	22	23%	21	22%	4	4%	95	100%	3	75%	0	0%	1	25%	0	0%	0	0%	4	100%
Theme C: Public Spaces																																					
11 Do you think there are good spaces in the Centre for gathering or events?		14	33%	7	16%	4	9%	13	30%	5	12%	43	100%	27	28%	20	21%	10	11%	29	31%	9	9%	95	100%	2	50%	1	25%	0	0%	1	25%	0	0%	4	100%
12 Would you spend more time in the Centre if there were better public spaces?		15	35%	3	7%	3	7%	18	42%	4	9%	43	100%	41	43%	17	18%	5	5%	23	24%	9	9%	95	100%	2	50%	1	25%	0	0%	1	25%	0	0%	4	100%
13 Would more public art (or other creative initiatives) make the Centre a more attractive and interesting place to visit?		27	63%	5	12%	1	2%	6	14%	4	9%	43	100%	53	56%	9	9%	5	5%	20	21%	8	8%	95	100%	1	25%	0	0%	1	25%	2	50%	0	0%	4	100%
Theme D: The Station Forecourt Plaza																																					
14 Would you like to see a larger 'village square' in the Station Forecourt, with shade trees, where people could meet, gather and events could be held?		24	56%	3	7%	2	5%	9	21%	5	12%	43	100%	68	72%	8	8%	5	5%	7	7%	7	7%	95	100%	2	50%	0	0%	1	25%	1	25%	0	0%	4	100%
15 Do you think that the bus movements and U-turns have a negative impact on the Centre?		13	30%	5	12%	3	7%	17	40%	5	12%	43	100%	35	36%	20	21%	10	11%	22	23%	7	7%	95	100%	1	25%	0	0%	1	25%	2	50%	0	0%	4	100%
16 Do you support removing the bus U-turn roundabout to provide more space for the Forecourt Plaza?		15	35%	4	9%	5	12%	14	33%	5	12%	43	100%	49	52%	10	11%	13	14%	15	16%	8	8%	95	100%	0	0%	0	0%	2	50%	1	25%	1	25%	4	100%
17 Do you think bus stops could be more effectively located to enhance the Station environment, pedestrian safety and provide a drop-off zone?		19	44%	2	5%	3	7%	14	33%	5	12%	43	100%	51	54%	10	11%	11	12%	14	15%	9	9%	95	100%	0	0%	0	0%	2	50%	1	25%	1	25%	4	100%

### Appendix 02: On-street Survey Additional Comments

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#### How would you improve the presentation of Sandringham Village?

##### Thursday, May 21 2015

- A few more trees planted within the area would be good – a greater diversity of planting is necessary and a greater amount of native and indigenous plants. More deciduous trees would be good. Tree selection is important and drought and salt tolerant planting needs to be taken into consideration. (●●●●)
- The current palm trees throughout the village centre aren't native for starters and provide no shade in the summer. Functionally, they don't do anything. (●●)
- Signage with bike icons on them might ensure people ride in the appropriate spaces designated for bikes. There is a lot of confusion as to where bicycles can ride. Currently, bicycles on pedestrian pathways are a hazard (●●)
- A "Welcome" sign would be good to have. As this station is at the end of the train line, it would be good to make Sandringham feel like a destination when new people arrive. In Summer the beach attracts lots of visitors and I would assume many for the first time – it would be good to have an arrival sign.
- I take the bus regularly and feel its proximity to the station is perfect. They need to stay where they are so people can easily change modes of transport [from bus to train].
- There should be a building for car parking to hold more cars. A system that allows buses to pass through the car park so that transport integrates different modes of transport. (●●)
- More colour and lighting in the streets, keeping in clean, tidy and inviting.
- More seating in the town centre would be invite more people to use the town centre on weekends at during lunch hours during the week. (●●●●)
- [10 year old boy thinks] the buildings are all ugly and colour and all the shops look ugly from the outside. There are no shops for kids and nowhere for kids to play.
- There is always a lot of congestion on the streets at peak hour times. We need to find a way to resolve this issue and the conflicts between cars and buses on Station Street.
- Cleaner pavements and improved maintenance of the Sandringham Village would be nice – the town centre is looking tired (●●●●)
- New developments in the area are an "eye sore".
- There is no parking. We drive around for 20 minutes trying to find a spot to park just to visit a café.
- Plants on the corners of streets are a visual obstruction to drivers when making turns. Bushes and tree placement on corners of streets make it difficult and dangerous to make turns (corner of Station and Melrose Street on the corner of the real estate agent). Lower lying trees on the corners would ensure you can see the road. (●●)
- Bike lockers at Sandringham Station are not being utilized very well – their size and location could be better utilised for a seating area or public space. In general, there should be more seating around the bus stops. Often after and before school hours there are so many people waiting for the bus that people are sitting on the ground. More seating in the train station area in general should be implemented
- The site centre needs a fountain or some kind of sculptural attraction or monument. Something for people to sit by or drink from and for kids to play.

## Saturday, May 23 2015

- A few more trees would improve the presentation of the Sandringham Village. (●●●)
- Trees appear a little sparse (more trees needed), but are probably good or vision for drivers – not obstructing views for drivers. Need to balance urban feel and visibility of shops/cafes, etc. (●●●)
- The biggest improvement would be painting, tidying and improving the messy and outdated shop frontages.
- Better presentation of shop fronts is needed. Shop fronts, as well as the station façade are needing and upgrade and perhaps a paint job.
- More of an elegant and re-considered style of planting around the Sandringham Village would be good - A different 'layout' or 'style' of planting. Lower laying shrubs around pedestrian crossings would be beneficial to ensure the pedestrian is seen by oncoming vehicles. There is currently not enough natural shade, such as high tree canopy cover (●●●●●●●●●●●●●●●●)
- There is a great need for a professional masterplanner who will understand the historic and unique nature of the Bayside area.
- Keep/increase the beach palms because they give character (●●●●)
- Replace the palms (●)
- Better maintenance of gardens/trees. Trees have deteriorated (●●)
- As Sandringham is a coastal village, lets draw on the local foreshore planting and draw many of these elements into the town centre. (●)
- The use of indigenous/native plants is also important. (●●●●●)
- Notes includes a preference for casuarinas (●); eucalyptus (●); crepe myrtles x50 (●)
- More flowers with a greater variety of species could be added to give the space a vibrancy or color. More flowers should be added to under utilised objects such as light posts, hanging from canopies of shops, etc (●●●●●)
- Retain a low-density profile within the village centre.
- Current planting is impeding sight lines and is causing conflicts between vehicles and pedestrians. Better position planting of trees, out of desire lines (●●●●●)
- More seating is needed in the city centre
- Encourage cafes and restaurants to be opened until a later hour to promote the village centre to be activated throughout the day.
- It gets really hot in Summer so more shade and canopy planting could be beneficial. Particularly on the east side of Station St (shops) (●●●)
- If any planting occurs it should be carefully considered. Planting in the street we live in (Dreadnought Street) is very dangerous recently and often we have branches falling and leaving a mess.
- Larger square, attracting people to sit
- Larger footpaths are required. Better/more attractive footpaths needed (very mixed/grotty at the moment (●●)
- Separate the pedestrians from the traffic.
- Pedestrian refuge on Abbot St makes it very dangerous for cyclists. I argued this point before it was constructed and lost!
- More strict architectural guidelines would be beneficial in order to prevent the construction of 'ugly' new apartments.
- We should be cleaning up all the rubbish around and ensuring the streets are cleaner. Maintenance definitely needs to be addressed (●●●)
- The village is too modern and less friendly. Sandringham Village needs to get back and maintain it's 'village charm'. (●●)
- Do not allow fast food chains in the village centre.
- Sandringham 'Village' is already a nice, vibrant, place that we are very connected to. Continued upgrading of the spaces and amenities that enhance community activity is welcome. Open spaces, trees, gardens, cafes, shops, public art (and so on) are to be encouraged.
- Less hard surfaces, more greenery

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### How do you think we could make it easier, safer and more enjoyable to walk/cycle around Sandringham Village?

#### Thursday, May 21 2015

- More disabled parking is required.
- There need to be more taxis coming to the area. Sometimes I call and they never come. It would be good if there was a taxi rank where taxis waited. There are a lot of older people in the area now and we need taxis and a place to sit and wait for them.
- I often have to ride my bike down Melrose Street towards Station Street and dismount at Station Street because it's not cyclist friendly. I walk my bike through Station Street because it's too unpredictable as a rider.
- Keep cyclists away from cars! They're a hazard. (●●)
- I'd like to see a skateable area.
- Bring back the tram service in Sandringham. The old tram line used to run through [the front of Sandringham Station] when I first moved here.
- Bay Road could have a pedestrian crossing. It's often a difficult place to cross and pedestrians aren't put first.
- It would be good to move the train station underground
- Any development would negatively impact the centre. It's functional the way it is.
- The villages' public space need more public toilets. Before there was an automatic toilet beside the station, we had a public toilets that housed around 4 men at a time and probably the same amount of women. Now – we have a single toilet system with automatic doors. It's rarely clean and only holds one person at a time.
- There are some potholes and inconsistencies in the paving and brickwork in the village. These should be looked at as I feel they're dangerous. (●●●)
- More amenities are needed for cyclists – bike lock areas, bicycle lanes, etc. Bicycle lanes should be better implemented and be separate from vehicle lanes. (●●)

- I don't think the town centre is safe at the moment. There is a big conflict between buses, pedestrians and cars on the pedestrian crossings [on Station Street]. Often cars don't stop at the pedestrian crossings and think have a right of way. (●●)

#### Saturday, May 23 2015

- Upgrade footpaths (uneven; slippery surfaces; brick paths are a trip hazard; difficult to walk with a pram; need to be a more consistent design). Suggestions include cut-concrete / 'beachy' theme; widen footpaths (on Station St); more paths required (●●●●●●●●●●)
- More of a community/village feel so people leave car at home; like Yarraville (●●)
- More comfortable seats and furniture needed (●●●●)
- Including more seating at Station
- Fine owners / do not allow dogs to be tied to bike racks
- Perhaps too much furniture around the Centre ●●
- More/better/improve lighting (●●●)
- Upgrade Sandringham to be more trendy/new, comfortable, sophisticated. Some places a bit tired. (●●)
- Very dirty, particularly outside supermarket – requires more regular cleaning (●●)
- Better crossings needed / flashing lights needed (●●●●)
- More bike parking / bike racks (●●●●●)
- Fine owners / do not allow dogs to be tied to bike racks
- More dog poles / places to tie dogs to (like one near post office) (●●●)
- Secure cycle store needed
- Create more informal rest and bump spaces



- 
- More bike lanes (●●●●●)
  - Better cycle links & separation
  - Too biased towards cyclists (●●●)
  - Needs to be more pedestrian focussed (●●●●)
  - Make Melrose Street pedestrian only
  - Reduce speed limit (perhaps to 40km) (●●●●●)
  - Speed humps through the hub
  - Seniors need more access to buses
  - Area (around station) is dangerous for both pedestrians and cyclists (●●●●●)
  - Dangerous at Abbot St and Station St – cars travelling west wiz through gates, turning into Station St very fast.
  - Cars travelling east in Abbot St that do not want to wait for gates opening will go onto wrong side of road.
  - Current setup is inadequate for both walkers and cyclists
  - At the south end of Station Street and in Waltham Street
  - More car parking. (●●●●●●●●●●)
  - Perhaps angle parking like Waltham and Concourse Beaumaris
  - Perhaps a multi-level car park is required with a walking overpass to station? ●●
  - Perimeter parking and open middle to foot traffic
  - More parking at the station needed. Commuter car parking a 'huge problem' (●●●●)
  - New PARKITEER cage at the station desperately needed
  - Lack of wayfinding, more obvious walking links needed (●●●)
  - Give cafes opportunity to use footpaths
  - Outdoor café seating issues: some café tables are annoying when people park dogs and prams at tables, it is difficult to walk past without dogs sniffing our shopping bags
  - Traffic congestion (●●●●●●●)
  - Generally; at Station Street
  - A lot of traffic 'feeding' to Beach Road, down Bay Street
  - Traffic does not flow well. Better vehicle control required
  - Reroute elsewhere?
  - Make traffic around Station St (between Bay & Waltham Streets) one way (like in Waltham St), and joining it as a loop
  - Bay Road – very dangerous and unsafe (●●●)
  - Stop truck access
  - Bring Coles into line and get rid of their incessant unloading trucks
  - More bins (●●)
  - Generally ok as is, if users show reasonable care (●●)
  - Better link to the foreshore / beach (●●●●●●●)
  - Beach Road a barrier to the foreshore
  - Differentiated retail outlets / better quality retail needed (●●)
  - Increase safety, but note that vehicle transport is still necessary
  - Outdoor precinct to library/wifi zone would be great
  - Gaps in frontages/edges to Beach Road would be ideal
  - Station building is best thing in Sandringham – building quality, presentation
  - Bigger station
  - Need a good Italian restaurant
  - Renovate the Sandy Pub
  - Removal of Sandy Hotel
  - Shopping centre feel

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### How could we make the public areas of Sandringham Village better?

#### Thursday, May 21 2015

- I would like to see the town centre as a meeting place or a waiting place. A redesigned public space could also host seasonal events and markets. The closure of the streets for events occurred in the past and I'm sure this could happen again and be successful. (●●)
- The village needs more attractive and tidier-looking building frontages.
- A lot more could be done with art and colour. It looks dull at the moment.
- I don't like the placement of the new trees replacing car-parking. There were already insufficient places to park and now more are going and being replaced with gumtrees.
- Definitely more parking is needed to attract more people to the village throughout the day.
- Greater canopies would be good for the Summer time. There isn't really anywhere to sit in the shade. (●●)

#### Saturday, May 23 2015

- Retain/emphasise village character/atmosphere (●●●●)
- More of a village square feeling, create a unique personality and character making the village a destination that creates a stronger, safer community is very important
- Retain station character and building (●●)
- Heritage walk signs; acknowledgement of historical features/elements; preservation of historical buildings (●●●●●●●●●●)
- More history in terms of giving the centre a feeling of being unique, which it is because it is located so close to the beach. At the moment the whole area has a down at heel feeling, even the shops; old historic photos; interpretative works;; consideration of the history of Sandringham
- A board about Sandringham, banners
- Encourage owners to renovate shopfronts (very messy), needs an uplift (●●)
- Better tenancy quality/mix/diversity (too many cafes) (●●)
- Signage/wayfinding at the Station, to Trevor Barker Oval
- Strict guidelines on new buildings
- Focus on pedestrians (●●●●●●●)
- Pedestrian crossings need improvement and can be dangerous / I saw someone hit recently
- Pedestrian connection/crossing needed at Abbot Street and Bay Road; Abbott Street and Station Street
- Cars run red lights at Bay Road, Station Street, Beach Road and are dangerous areas for crossing
- Bay Road / George Street is terrible
- More green space (●●)
- More street trees perhaps, even though car park spaces would be reduced
- Re-pave around the trees outside the library on Waltham Street

- 
- Spaces need uses
  - No more high-rise apartments (••)
  - Stop blocking vision to the Bay with high-rise apartments and commercial buildings
  - Centre area of Station Street is wasted space
  - Space in front of Melrose Street shops could provide an alternative to main square
  - Current public spaces are adequate (•••)
  - Balance between parking and public space is good
  - Annual festivals and road closures is adequate – no more spaces need to be created
  - Wider footpaths; optimal for café trading; and foot traffic, on Station Street (••••••••)
  - Need to be clean and well lit; connection to the ‘island’ opposite the Station
  - More walking accessibility (not necessarily with wider footpaths)
  - Reduce café tables – makes footpaths too narrow for pedestrians, prams, toddlers on scooters
  - Allow more tables outside the cafes – with no smoking zones (••)
  - Dog hooks /tie-up areas needed
  - More dog poo bins/bags along the foreshore walk to the village
  - Everyone congregates in the cafes or at the library
  - Public art: interactive; play; sculptures; good quality (••••••••••••••)
  - Need to be quality installations unlike the cheap Christmas decorations the Council wasted money on
  - Temporary / pop-up installations
  - Don’t want to see City of Yarra-type support of street art / not Council’s ideas of public art (•••)
  - Art costs too much money, remember the basics
  - Mature deciduous trees
  - Planting can be a hazard for pedestrians ••
  - More/better street lighting
  - Bigger library
  - More safe place for children to play needed (•••)
  - Enclose playground (e.g. opposite the Station); chess
  - At level crossings
  - Eliminate heavy traffic (••••)
  - On Bay Road; Station Road; Waltham Street
  - Inadequate parking – will become even bigger issue (••••)
  - Perhaps parking at the station needs multi-level; better parking to fix issues with traffic flow
  - Create space for buskers
  - Street festivals / Music / Markets; including closing off streets (••••••••••)
  - Love the Sandy Festival that closes off Station Street. It would be great if the study space can still be functional during ‘normal’ conditions, but provide a real community gathering space for entertainment, festivals, etc.
  - Street art, food markets, exhibitions, school performances, singing concerts, any types of events to get the community together and provide entertainment

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### Would you like to see the Station Plaza used in the future?

**Thursday, May 21 2015**

- There is already a good connection from the station to the bus area – don't move them. (••)
- Melrose Street needs to be better maintained and looked after. The white lines on the roads are looking faded and need to be re-done.
- The rear access of the traders should have rules for keeping these areas tidy. Often at the end of the week there's lots of rubbish and mess and traders do not look after their area. There are also no designated areas for traders to park – we often have to move our cars every few hours.
- It would be an idea to move the placement of the bus stops – the current placement of buses adds to the congestion and confusion on the streets.
- Reduce the car speed limits and increase the pedestrian crossing sightlines. Raising the pavement on pedestrian crossings would be a good idea to ensure pedestrians are seen when crossing.
- I'd like to see all parking removed from the village centre near the train station.
- I believe things are working well, however there are obviously some elements that could be improved. Buses are convenient – maybe we could enhance their use and placement.
- I would like to see a greater diversity of shops in the plaza in the future. At the moment it's functional but probably needs a greater variety of uses within the forecourt area. The real estate agent (on the Corner Station and Melrose Street) are in a great position – imagine if that location and building was used for a nice restaurant or bar that could be open at night? A lot closes here after dark.
- I drop my daughter off at the train station in the mornings and often there is no zone where I can stop to let her out of the car. It would be good to have a bigger pick-up and drop-off area so that

people going to and from the buses and train station have somewhere to wait to be picked up and dropped off. There's a lot much happening at the crossing - buses, taxis, dropping off and picking up. There need to be designated spots for all of these activities. (••)



## Saturday, May 23 2015

- A better Village Square would be terrific/amazing (●●●●●●●●●●●●●●●●●●)
- Retain/enhance village atmosphere – don't want a shopping centre feel (●●●)
- Support a village, but needs to be well maintained (●●●)
- Village Square with lots of space, more room (●●●)
- Connect to the Station (●●)
- Needs to be accessible, legible and safe (●●)
- Visually connect al the side streets that go off at angles (●●)
- Should provide a real community gathering space / opportunity for festivals (●●●●●●)
- Such as a piazza
- Needs architectural input to provide character
- No more hard paving
- More restaurants / bars
- Not more cafes
- Incorporate better lighting as current is never working
- Should link to the beach/foreshore (●●)
- The new mall in Oakleigh is a great example
- Provide better, more effective furniture
- Provision for street art, planting
- Station Plaza is the key and must be right (●●●)
- Beautify the Station – it's the last on the line and should be a real show piece, like Surry Hills Station
- Utilise car park east of the Station, with pedestrian over pass to access bus/train Station and link to the Village (●●●●●)
- Incorporate various uses
- Melrose Street is important and needs to be considered
- Wider footpaths to better allow street trading and pedestrians (●●)
- Consider Station Street trees
- Works well as is, but any improvements can only be a bonus for the community (●●)
- Public transport is very important and needs to be considered as a priority for access (●●●●●●●●)
- Cannot use buses
- Buses are a great adjunct to the trains, but would be good if they were elsewhere
- Buses need to be close to the Station – they are underused at present and moving them would further discourage usage (●●)
- Providing better car/taxi drop-off would reduce bus conflicts (●●●)
- There is no reason to move the buses – provide alternative drop-off zones
- Buses shouldn't be rerouted to residential streets
- Buses having to either enter Beach Road or Trentham Street over the railway line could be difficult
- One way buses are a really good idea
- Not enough parking (●●●●●●●●)
- Residential streets are affected by lack of parking
- Review parking signage
- No parking meters
- No more congestion at Coles
- Remove U-turn (●●●)
- Heaps of cars use the u-turn – otherwise traffic would build up
- Do not change traffic flow in Waltham Street
- Pedestrian / cycle focussed (●●●●●●●●)
- Unable to cross Bay Road
- Remove/reduce parking and cars from this zone (●●●●●)
- The area is too small for large traffic (buses/trucks) (●●)
- Reduce speed limit
- We are not cyclists
- The Sandy Pub is an eye-sore, can anything be done? (●●)
- Better to replace the hotel with a better public space
- Depends on the trade-off
- No more high-rise apartments

## Appendix 03: Community Workshop Raw Outputs

**ISSUES** (01)

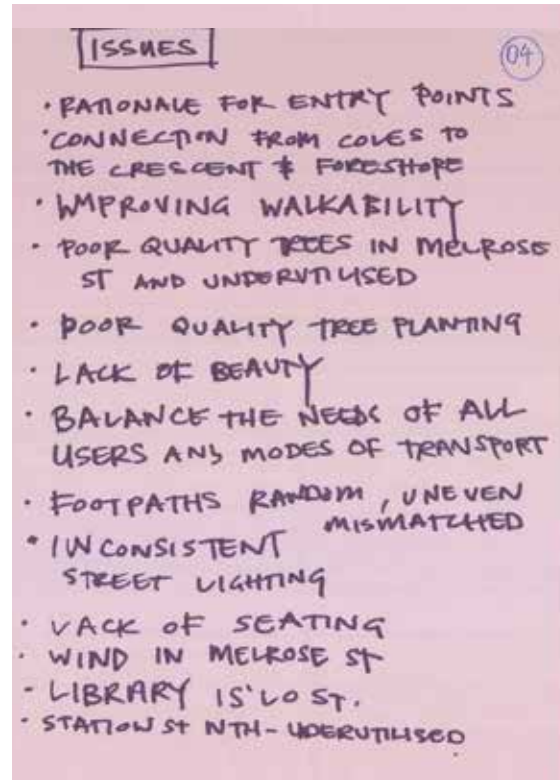
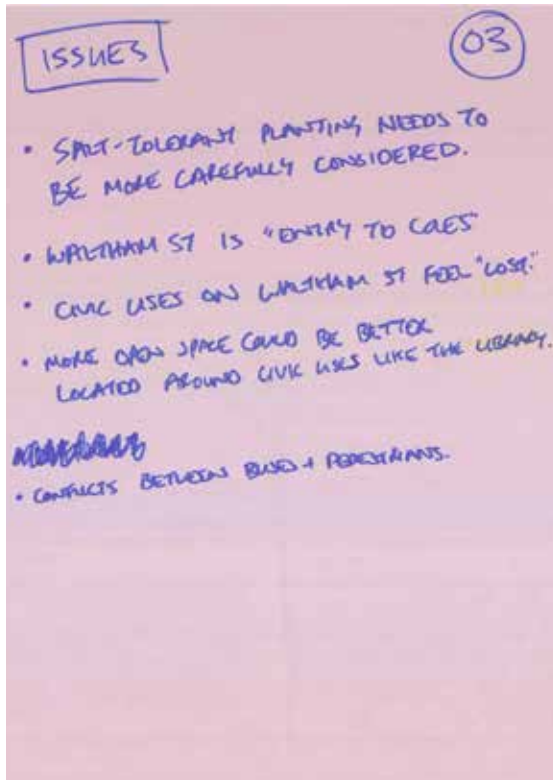
- STUDY AREA COULD BE EXPANDED.
- CENTRE IS TOO CAR DEPENDANT.
- WALKING NEEDS TO BE FURTHER ENCOURAGED.
- POOR CONNECTIONS TO BEACH.
- POOR LINKS TO PARK ON CRESCENT.
- LACK OF COMMUTER PARKING  
↳ NEEDS MORE OR CONSOLIDATION.
- MORE PARKING CAN'T BE THE ANSWER TO DECLUTTER THE CENTRE.
- DO DEVELOPMENT PROPOSALS PROVIDE ENOUGH INFRASTRUCTURE
- STAGSCAPES CAN FEEL UNPROTECTED IN COOLER SEASONS.
- ARE LANDSCAPE CHOICES APPROPRIATE TO THE LOCAL AREA.

- VILLAGE FEELS DISJOINTED: STREETS ALL HAVE A DIFFERENT 'FEEL'  
↳ THERE'S NO 'TIE' OR DISTINCTION WITHIN THE CENTRE.
- NEED TO MAXIMISE BAY EXPOSURE AND OUTLOOKS.
- PARTS LACK ACTIVITY / VACANDY RATES
- CENTRE HAS NO 'HEART' OR A QUALITY PLACE TO BE.
- BUILT FORM ~~AREA~~ (NEW) CAN OBSCURE VIEWS.
- THE STATION IS THE HEART OF THE CENTRE, BUT ITS "DAMAGED"
- LACK OF SHARED SPACE / RED PRIORITY LIKE WINDSOR STATION.
- NEED TO SLOW VEHICLES DOWN ~~AND~~ TO DEAL WITH SAFETY CONCERNS.

**ISSUES x2** (02)

- LACK OF ECONOMIC / BUSINESS DIVERSITY:  
• DOESN'T ALLOW FOR 24HR ACTIVATION.
- NEEDS GREATER DIVERSITY OF RETAILERS.
- FOOTPATHS TOO NARROW.
- PARKING PROVISIONS ARE TOO RESTRICTIVE
- BUS STOPS NEED MORE AMENITY
- CROSSING BAY ROAD IS HARD / DANGEROUS FOR PEDESTRIANS.
- PUBLIC realm UPGRADES NEED TO CONSIDER UNIVERSAL ACCESS
- ~~MORE~~ MORE CAR PARKING CAN HAVE A DETRIMENTAL EFFECT: VISUALLY + CONGESTION.
- IS THERE A MIS-BALANCE BETWEEN CARS AND BIKES: CARS ARE DOMINANT.

- FOOTPATHS ALL NEED TO BE RE-LAID: QUICK PAVING IS DIFFICULT FOR TROLLEYS, PUSH-CHAIRS, CROCHET...
- ASPHALT CAN BECOME VERY HOT SEASONALLY.
- LACK OF PUBLIC SPACE TO HOLD EVENTS.
- PAVEMENTS TOO NARROW, ROADS TOO WIDE
- MEDIAN IN STATION FORECOURT 'LOOKS NICE' BUT IS 'HUGELY UNDER-UTILISED'.
- CONGESTION OUTSIDE STATION AT PEAK.
- MELROSE ST IS NATURAL LINK / HUB STREET - SUCCESSFUL ONLY SEASONALLY.
- MELROSE = UNDER-UTILISED.
- L COULD BE SIMILAR TO JHT / RELAY. (COMMUNITY SPACE)  
↳ NEW STREETSCAPE SPACE / NOON POINT SPACE.
- STATION FORECOURT IS 'HEAVY' / TRAFFIC HEAVY.



## Part 05

TOO CAR DEPENDANT  
CONNECTION FROM COLES TO THE  
BEACH - FACE TOWARD THE OCEAN

WHAT'S IN? SEATS  
FURNITURE  
TRAFFIC  
FOOTPATHS

↑ COMMUTER PARKING

WINDY & UNPROTECTED

MELROSE STREET GUM TREES

HAS A LOVELY FEEL BUT A BIT DISJOINTED  
↳ NOT ONE PART THAT DRAMS IT ALL  
TOGETHER

NEED TO REDESTRANISE IT.

TREES & LANDSCAPING IMPROVE  
↳ PALM TREES

STATION AREA IS THE HEART

KEEP ALL SAME LEVEL FOR ↑ PEDS

DONT CLOSE TO ALL CARS

SAFETY IS IMPORTANT - FAMILY USE  
IN FRONT OF STATION.

NEED BEAUTIFUL WIDER FOOTPATHS &  
OPEN SPACES

NEED TO INCLUDE OUTER EDGES OF  
THE VILLAGE

CROSSING BAY ROAD TO CATCH THE  
BUS INTO THE VILLAGE IS DANGEROUS

A PREVIOUS PROPOSAL TO REROUTE THE  
BUSES

FOOTBRIDGE OVER THE RAIL

MULTI STORY CAR PARK

DONT WANT TO ~~LOSE~~ CAR PARKS

SANDY IS A MORE POPULAR DESTINATION NOW

BIAS IS CURRENTLY TOWARD CARS &  
QUESTIONNAIRE WAS GEARED AROUND  
ALTERNATIVES TO CAR TRIPS.

FOOTPATHS NEED TO BE REFURBISHED &  
CONSISTENT SURFACE

BRICK FOOTPATHS ARE DIFFICULT & NOT  
SAFE

CONSISTENT STYLISH STREET LIGHTING

OPPORTUNITY FOR FESTIVALS & MARKETS

ISLAND WHERE FLAG POLES ARE IS TOO  
SMALL TO ENCOURAGE EVENTS

NARROW ROADWAY TO GET MORE OPEN SPACE

ONLY IN FRONT OF LIMONCELLO CAN  
YOU ENJOY YOUR LUNCH.

TREES ON STREET IN MELROSE COULD'VE  
BEEN USED FOR SEATS & PLACES TO BE.

LIBRARY & SERVICE CTR IS NOT USED  
AS A TOWN CENTRE WELL

NOT LOSING CAR PARKING SPACES

BECAUSE OF SHOP AWNINGS, NEW TREES  
CAN ONLY BE INTRODUCED AT THE  
EXPENSE OF CAR PARKS

BE CREATIVE - GET BOTH TREES &  
KEEP CAR PARKS

~~REPLACE~~



**OPPORTUNITIES** (01)

- END OF LINE = DESTINATION  
L ENHANCE / HIGHLIGHT FEATURES OF THE PUBLIC REALM.
- ENHANCING / INVESTMENT IN THE PUBLIC REALM WILL HELP ATTRACT PRIVATE SECTOR INVESTMENT.
- WIDEN FOOTPATHS.
- MORE OPEN SPACE - ESP. IN FRONT OF STATION FORECOURT.
- RE-ROUTE BUSES TO ENHANCE THE CENTRE
- NEED TO BUILD A STRUCTURED CAR PARK.
- HAMPTON STREETSCAPE PALETTE IS GOOD  
L SHORINGHAM CAN BE CROSS CONCEPT.
- ENHANCE CORNERS + FEATURE POINTS WITHIN THE STREETSCAPES.
- CONSISTENT STREET LIGHTING
- CONSISTENT STREETSCAPE PALETTE.

- WIDEN STREETSCAPES, NARROW ROADS
- ENHANCE SPACE TO 'VILLAGE SQUARE' AT STATION FORECOURT.  
L ROAD CLOSURES FOR EVENTS WERE ALWAYS SUCCESSFUL.
- REMOVE ON STREET PARKING FROM OUTSIDE STATIONS - MOUNTHAM MAIN STREET HAS NO ON-STREET PARKING - ITS A "PAVE STREET"
- SUPPORT FOR MORE PUBLIC SPACE.
- NEED TO ENHANCE STRENGTH OF CONNECTION TO STATION.
- "THERE IS NO WHERE TO SIT IN THE PUBLIC REALM AND EAT YOUR LUNCH"
- MELROSE STREET COULD BE MORE FUNCTIONAL
- RADIAL STREETSCAPES ARE A HUGE FEATURE TO BE ENHANCED.

**OPPORTUNITIES** (02)

- ENHANCE ACCESS TO PUBLIC SPACES FROM CIVIC USES
- ENHANCE PRESENTATIONS OF CIVIC BUILDINGS + ENTRY POINTS.
- ENHANCE WYTHENING + COMMUNITY ACCESS TO CIVIC USES.
- ENHANCE PLANTING ON BAY ROAD.  
L TREE IN ROUNDABOUT?
- CAN WE RE-CLASSIFY BAY ROAD.
- LACK OF PLANTING ON STATION STREET.
- CAN THERE BE "OTHER" SOLUTIONS TO REMAINING PARKING FOR LANDSCAPE.
- MAKE USE OF PUBLIC SPACE AT THE CORNERS OF BAY ROAD + STATION STREET.
- RE-DESIGN STATION STREET / BAY ROAD ROUNDABOUT TO SIGNALS.

- COULD BUSES BE RE-ROUTED TO OTHER END OF THE STATIONS AND FREE UP THE FRONTAGE OF THE STATION.
- COULD ENTRY INTO THE CENTRE BE GREENER?
- STATION ST <sup>SOUTH</sup> ~~ROAD~~ - NARROW ROAD + WIDEN FOOTPATHS.

**OPPORTUNITIES**

- NARROW ROAD WIDTHS
- COMMUNITY SITTING SPACES
- MEETING SPACE NEAR THE LIBRARY
- TREE PLANTING IN BAY RD.
- IMPROVE INTERSECTION @ BAY ROAD AND IMPROVE LANDSCAPE
- STATION ST SOUTH - WIDEN FOOTPATHS AND TREES

