



Sandringham Village Streetscape Master Plan

May 2016

Executive Summary

Context

The Sandringham Village plays a pivotal role as a gateway for public transport in the local Bayside area, significantly contributing to connectivity within and to/from Melbourne CBD, and also as a local centre for shopping and recreation. The centre has a mix of architectural styles with a mainly fine grain village style built form closer to the train station, whilst the station is a local landmark and focal point of the Village.

Council has identified that there is a need to ensure the appropriate regeneration of the Village’s streetscapes, consistent with the existing and future activities and uses of the local area. A Streetscape Master Plan for the Village would need to reflect and respond to the uses and associated character of eth place, whilst not compromise the integrity of the streetscape and its historically significant values and characteristics.

Prior to this Streetscape Master Plan, an extensive body of work has been completed to inform the future development of Sandringham Village – including the development of a Structure Plan.

Revitalisation of the Sandringham Village streetscapes will improve the public realm outcomes in the study area, to stimulate the local economy and provide community benefits. Public realm investment in the Village will also support broader Council objectives within the Structure Plan by strengthening the economic and ‘destination’ role of Sandringham.

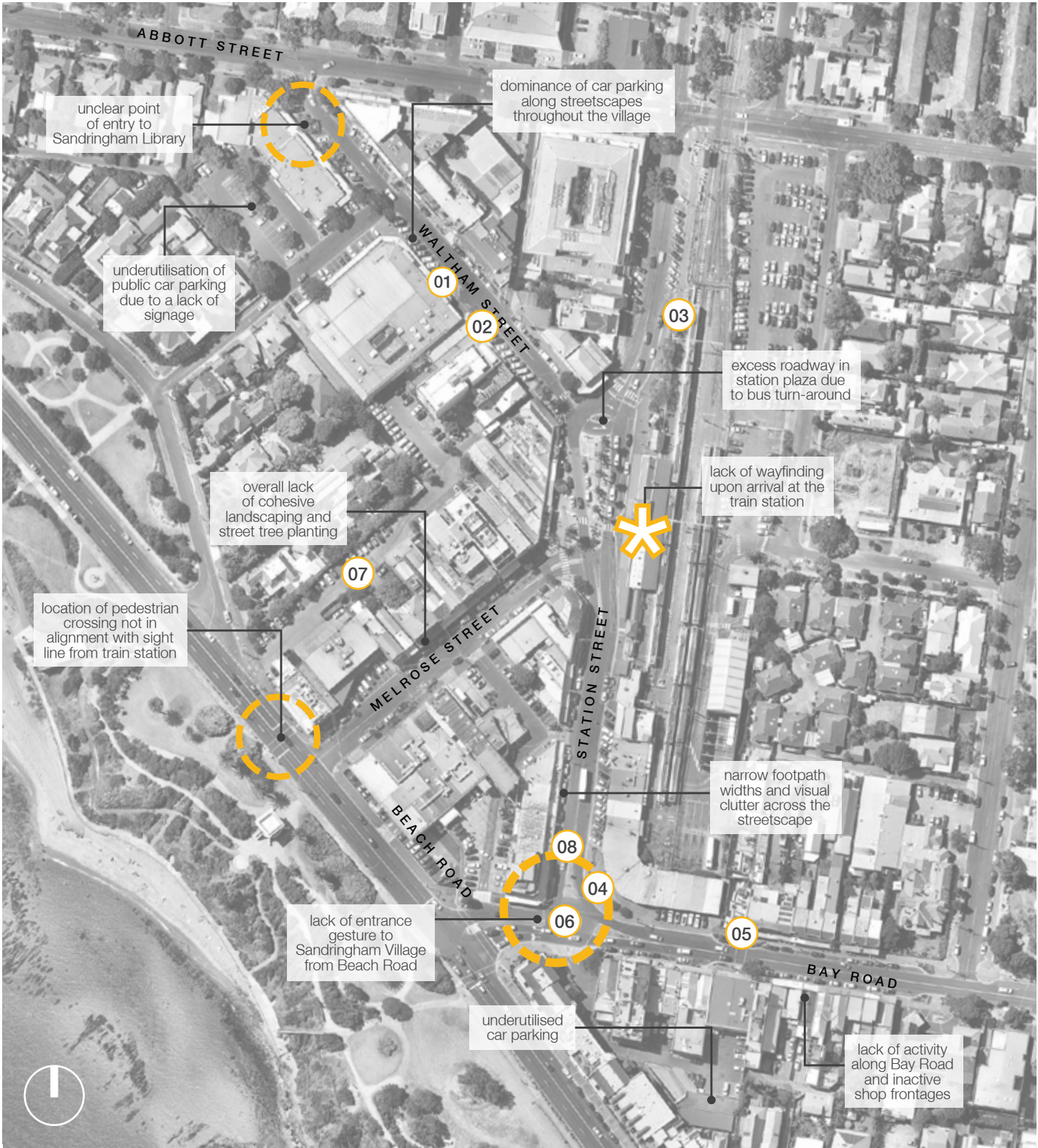
Please note, that the adoption of the Sandringham Village Masterplan by Council does not constitute a decision to proceed with all identified opportunities. Rather, it provides a long term concept for the anticipated future needs and uses of the site and will be subject to future decisions and funding considerations by Council.

Project Process

- The Streetscape Master Plan has been developed in conjunction with:
- representatives from Council to steer its direction and guide the plan’s recommendations;
 - community engagement forums which have sought to promote and encourage the local community to have their say at key points during the development of the Master Plan.

Design Objectives

- Objective 01.**
Create new and enhance existing streetscapes and public spaces 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 creates the character of Sandringham.
- Objective 04.**
Improve the pedestrian amenity, including shelter, safety, crossovers and footpath widths.
- 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.
- 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 and materiality throughout the Village.
- Objective 09.**
Create 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.



Existing Constraints Plan

The Master Plan

The Master plan's development has utilised best practice urban design techniques to deliver exemplary urban design outcomes, including urban renewal and public realm upgrades to contribute to facilitating the strengthening The Village.

The aspirations and objectives for Sandringham Village were developed directly from design options and the feedback of the community and key stakeholders. An understanding of the physical characteristics of the Village and its existing land use context was also important to influencing the aspirations for the precinct.

This Streetscape Master Plan has been designed to respond to the specific values, functions and physical features of the Village, providing an integrated and accessible town for all users, which is inter-connected with its surrounds. The Master Plan provides for:

- efficient, safe and attractive public streets and spaces that facilitates movement, enjoyment and the economic growth of the Village.
- increased prominence and use of Station forecourt as a new Village Square.
- increased use of underutilised street spaces, introducing a mix of new landscape materials, infrastructure and planting, to supporting the use and growth of Sandringham Village.

It is a staged, multi-faceted and flexible plan that comprises:

- a new public plaza / town square connecting the Station to the Village;
- relocated and upgraded bus stops to the north and south of the Station (still within close proximity);
- a new civic public space on Waltham Street, connected to the library;
- refurbishment and upgrade of Waltham Street, Station Street North, Station Street South, Melrose Street and Bay Road with new paving materials and public realm infrastructure.
- the streetscape widening of Waltham Street and Station Street South to enhance the pedestrian experience (within the existing road alignment);
- enhanced and expanded public space at the corner of Bay Road and Station Street South; and
- planting / public realm upgrade on the corner of Melrose Street and Beach Road to enhance wayfinding.

Importantly, the initiatives are all public, civic and transport-related, and hope to establish the conditions to attract investment, forming a 'catalyst' for further upgrades and revitalisation of the Village over time.

New public space and enhanced pedestrian routes reconnect the Station Forecourt and key arrival points into the Village, amongst its existing radial street alignment. The Village is reorganised to remove and manage conflicts between vehicles and pedestrians, and provide seamless connections between public transport modes.

New public spaces and enhanced streetscapes provide for further activation, whilst re-energising existing assets.

The Master Plan is broken into key area plans, which illustrate and explain the design intent for the Village. The Village has been broken up into five (5) areas, as follows:

- Area 01: Village Square / Station Forecourt
- Area 02: Waltham Street / Civic Space
- Area 03: Station Street South / Bay Road
- Area 04: Station Street North
- Area 05: Melrose Street

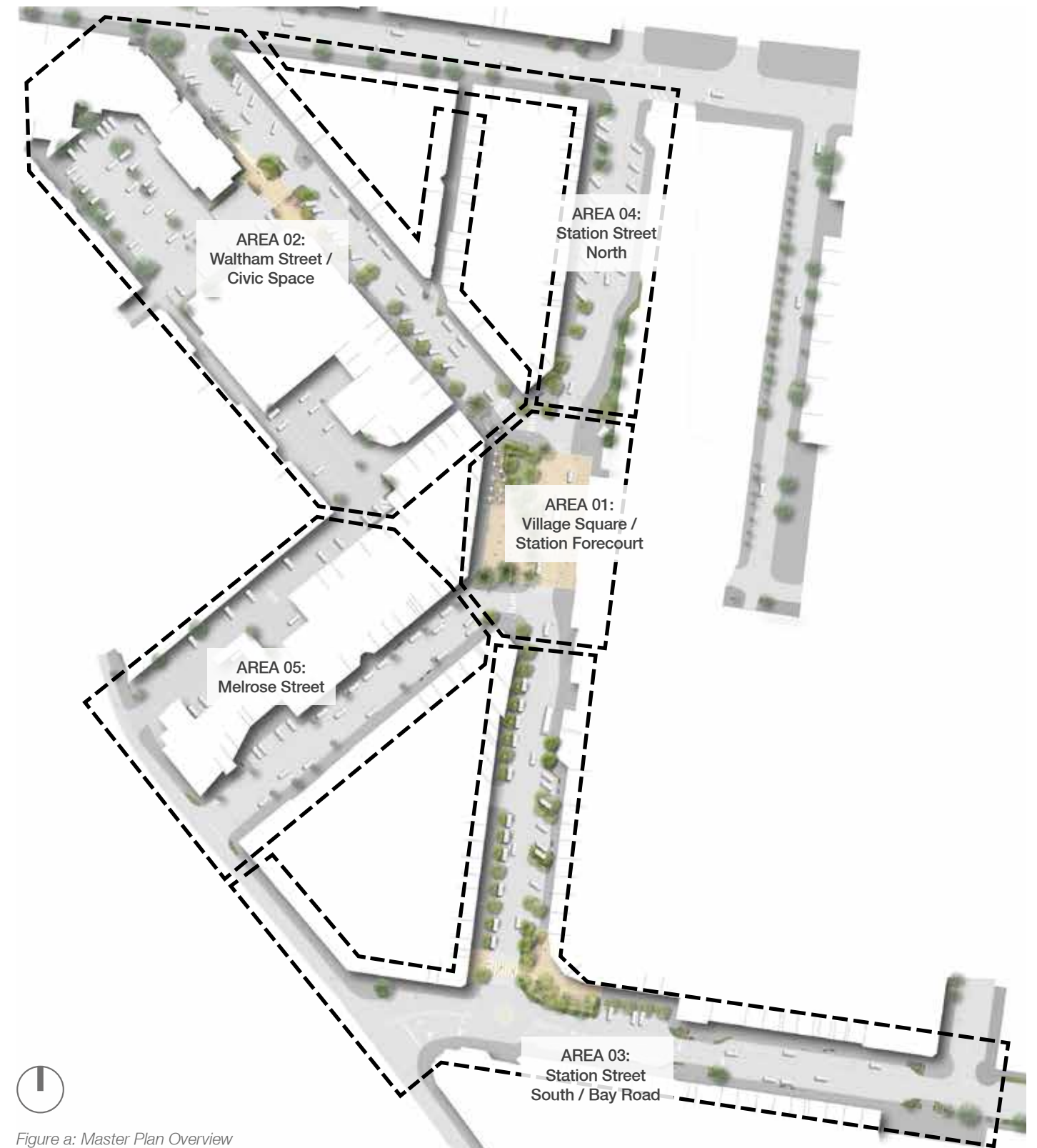
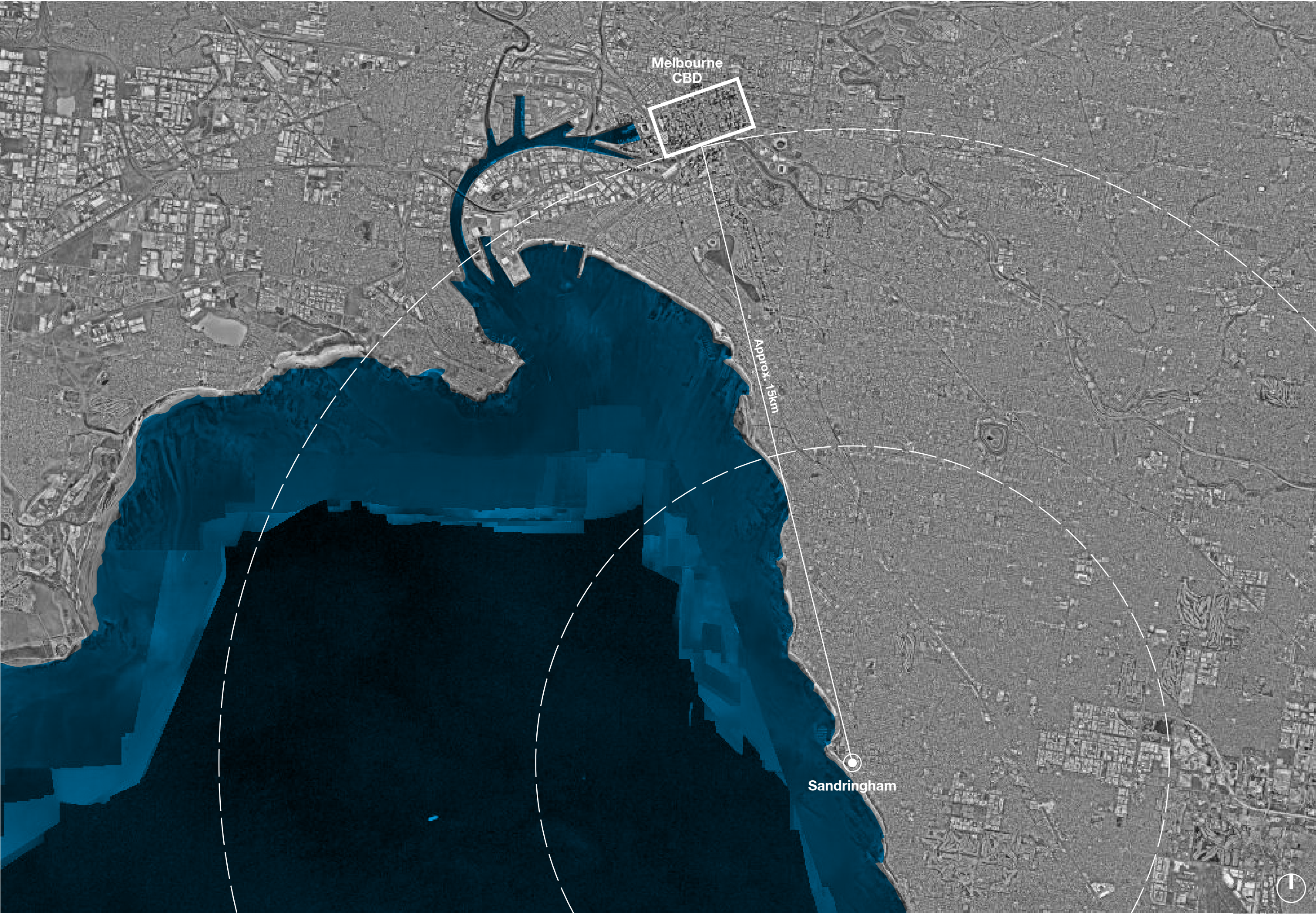


Figure a: Master Plan Overview



Melbourne
CBD

Approx. 15km

Sandringham



**Sandringham Village
Streetscape Master Plan**
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Introduction

Part A

A1. Project Purpose

Bayside City Council is undertaking a design process to create an integrated Streetscape Master Plan for Sandringham Village (The Village).

Council has identified a need to ensure revitalisation of The Village's streetscapes in order to maintain consistency with the existing and future activities and uses within the centre. Revitalisation ensures that integrity, cultural values and historical significance of the village is not overlooked.

Council has already undertaken an extensive body of work to inform the future development of Sandringham Village, involving the development of a structure plan. This Master Plan provides 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 projects and actions that are to be implemented in the next 2–5 years. However, the adaptation of the Master Plan does not commit council to any future budget allocations.

A2. Project Process

Project Partners

Representatives from multiple internal Council departments have been involved in the assessment and design process of the project to steer its direction and guide the plan's recommendations.

Community Engagement

The community engagement forums run throughout this project process have sought to promote and encourage a broad spectrum of the Sandringham local community to have their say at key points during the development of the Master Plan. Two community engagements sessions were held, to allow local residents and employees to:

- highlight the problems and opportunities in The Village; and
- respond to the preferred design concepts drawn up for the Village.

In addition to these events, local community members were invited to leave their comments on Bayside Council's website forum. A summary of the engagement outcomes is provided in section B4 of the Master Plan and Appendix A (The Background Report).

Options Analysis

The final Master Plan was developed with consideration of a number of different design options developed as part of the early project phases. The final Master Plan is a product of community feedback, preferences and Council direction.

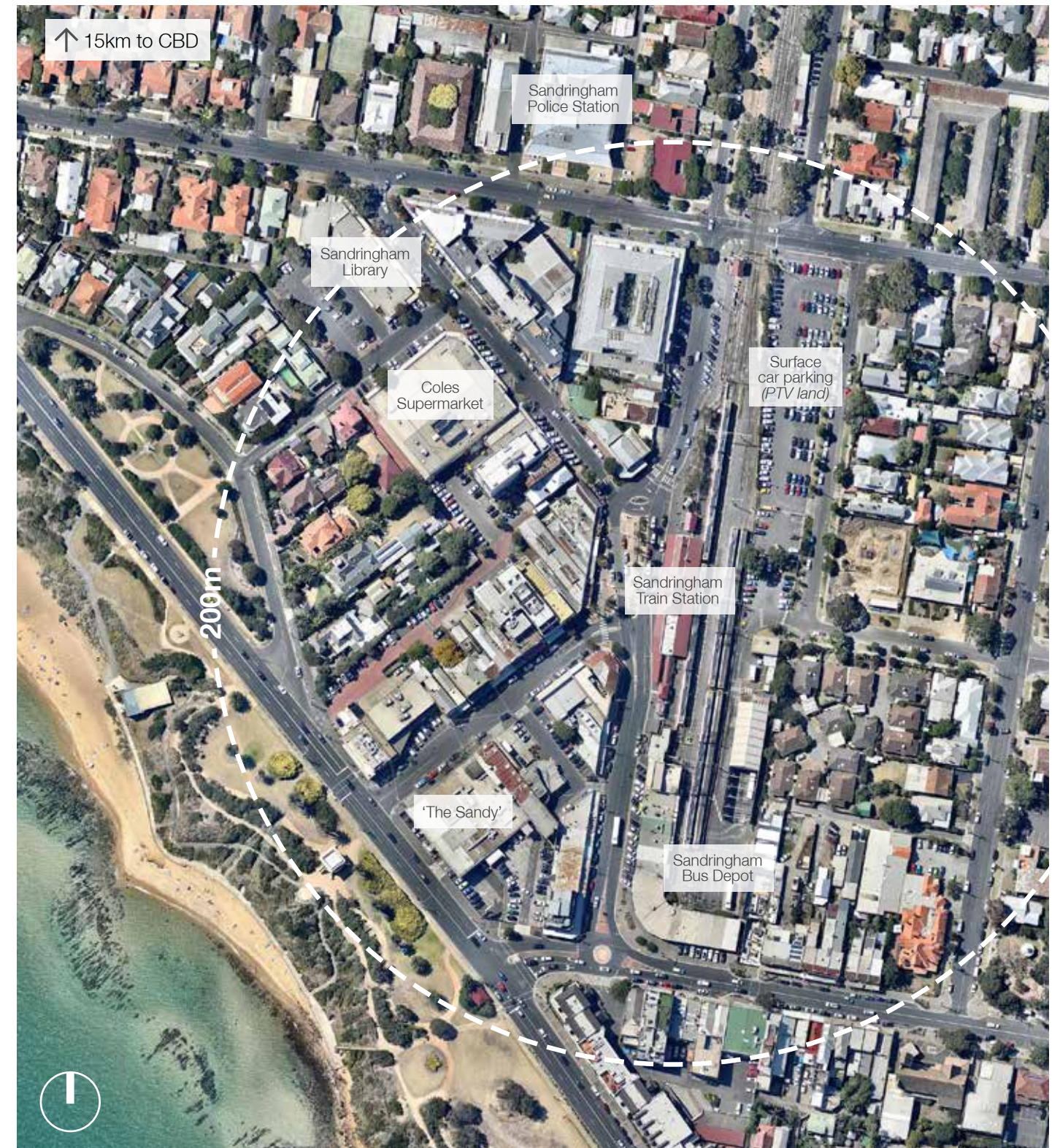


Figure 01: Sandringham Village, Location Map

A3. Vision

The Vision for the Sandringham Village Master Plan is informed by 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.

A4. Objectives

Objective 01.

Create new and enhance existing streetscapes and public spaces 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 creates the character of Sandringham.

Objective 04.

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

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.

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 and materiality throughout the Village.

Objective 09.

Create 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.



Plaza space with 'bayside character' and landscape



Public seating which provides visual interest



Public realm palette to enhance a character



Cohesive and high quality streetscape condition



Landscape treatment to activate and enhance laneways



Paving texture to define pedestrian and cycle paths



Wayfinding strategy connecting foreshore to town centre



Analysis + Concepts

B1. Analysis and Synthesis

Outlined below is an overview of the initial background and analysis work undertaken in the preparation of this Streetscape Master Plan for Sandringham Village. A more detailed and complete account of this work can be found in the Background Report, dated July 2015, attached as Appendix 01.



Figure 02: SJB Background Report (July 2015)

Policy Reviews

A background policy / document review was undertaken of the key documents affecting / guiding development of the study area. These include:

- Parking Issues and Needs Analysis (tbc.)
- Bayside Bicycle Strategy (2013)
- Sandringham Village Activity Centre Review (2012)
- Sandringham Village Structure Plan (2006)

Context Analysis

A range of site analysis work and assessment was undertaken across the study area which identified the following key points:

- Land uses and activation – activity is focused from / around the Station in a radial pattern.
- Movement network – the centre primarily consists of local roads, with traffic appearing to be quite dominant.
- Nodes and spaces – there are a number of ‘key’ nodes and gathering points, however the station forecourt appears to be the only formalised space.
- Landscape character – the landscape character is currently varied and disparate, with the Station Plaza presenting the most distinct street plantings. There is a noticeable lack of street trees in key streets which contributes to exposed street environments, and is partially due to parking configurations and also to the wide road pavement widths.
- Streetscape character – the arrangement of urban elements reflects the addition of separate elements over time.
- Pedestrian experience analysis – this analysis outlined key pedestrian routes and highlighted key features and points of interest along the way.

Community Consultation Responses

Outlined here is a summary of the responses we received from the community in the first round of consultation and our on-street surveys. The key outcomes / requirements include:

- More street tree planting;
- More furniture to assist people in moving around The Village;
- Enhanced physical and visual connections to the foreshore;
- Enhanced cyclist safety and 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;
- Respondents would like to see more public art;
- An overwhelming number of respondents would like to see Sandringham have a central ‘Village Square’;
- 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; and
- Almost half of respondents thought there was value in looking at relocating the buses outside of the Station.

Initial Design Scenarios

As part of the background design work, three initial scenarios were developed to catalogue ideas for the improvement of Sandringham Village. These included:

- **Scenario A: Amenity, landscape and pedestrian experience**
This scenario established the need for improved streetscape conditions to improve the amenity and experience for pedestrians, this included materiality, planting and enhancing public space.
- **Scenario B: Views, legibility and wayfinding**
This scenario established ideas to create visual connections throughout the precinct, enhancing gateways to the Village and providing signage and wayfinding opportunities.
- **Scenario C: Transport, access and movement**
This scenario established ideas to improve the efficiency of parking and vehicle movements, whilst enhancing the connectivity for pedestrians throughout the Village.

All of the ideas developed within the initial scenarios were then developed into the Framework Plan to guide design work for the Village.

Part B

B2. Existing Site Constraints

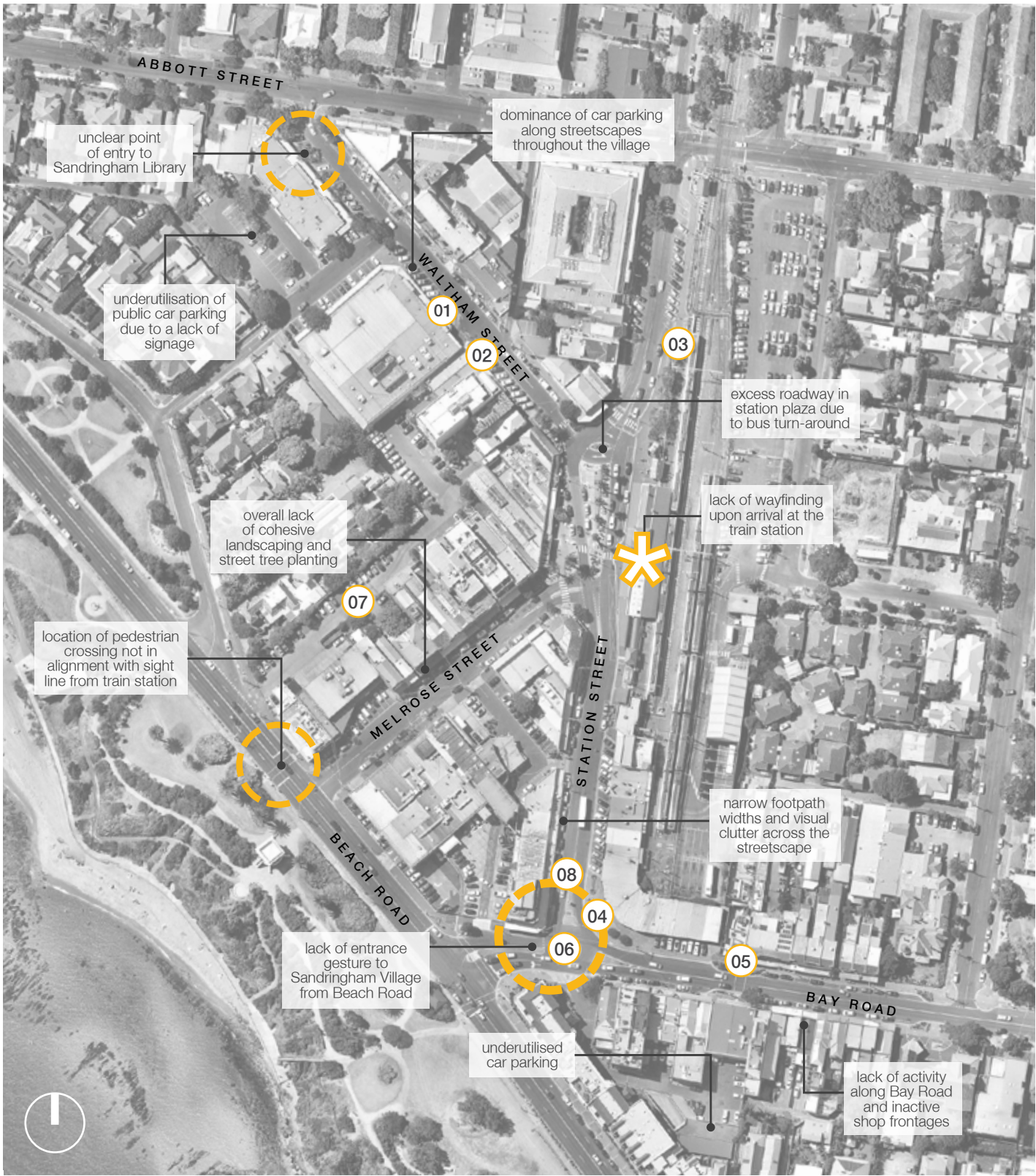


Figure 03: Existing Constraints Plan



B3. Village Character

Existing Village Character

Sandringham Village has a long established and distinctive 'character' derived from its movement through history, geography and geology, and its flora and fauna. Economic, social and environmental influences all add to the definition of a place and its character. In addition, the shared experiences and stories of its locals, continue to connect place and people from generation to generation.

Sandringham is the terminus of the Sandringham train line, the 600, 922, 293 and 822 bus routes, and is the major transport hub for the surrounding area. It is a destination location for locals and tourists. Sandringham Village has a mix of architectural styles, with a mainly fine grain village style built form around the train station, which fragments to larger footprint buildings with destination shopping and service providers towards the outer edges of the centre.

Although Sandringham Village has good views of the foreshore, the large 1970's 'Sandy Hotel', coupled with the busy and high-speed Beach Road form a strong barrier between the activity centre and the coastal area.

Sandringham Village has a discordant mix of paving and furniture styles, architectural styles and a varying quality of public space and amenity. However, its high profile seaside location and historic character allows abundant opportunity to enhance the public realm.

Master Plan Approach

The Master Plan will seek to enhance Sandringham's 'Village Character' qualities through public realm design initiatives. Consideration of the appropriate use of robust and locally specific furniture, planting and materials will also seek to reinforce and strengthen the public realm character of the Village.

The creation of new and enhanced existing public spaces will seek to encourage recognisable and attractive spaces for the public to move through, rest and gather in. The Master Plan will also seek to develop and enhance new and existing entries to the Village, in order to celebrate entering the village and its different precincts.

The Master Plan will nominate some specific locations within the Village for design initiatives and subsequent works, including: the Station Forecourt / Plaza; Station Street South / Bay Road; and Waltham Street.

B4. Project Evaluation: Framework Plan

The aspirations and objectives for Sandringham Village were developed directly from the feedback of the community and key stakeholders. An understanding of the physical characteristics of the Village and its existing land use context was also important to influencing the aspirations for the precinct. The aspirations for the Village comprise a long-term vision for the site and several critical design objectives that must be achieved to support the vision. The initiatives outlined in below have been developed with consideration of the overarching vision and design objectives.

Initiative 01: Establish a public plaza in close proximity to the entrance to Sandringham Library.

Initiative 02: Reduce conflicts between vehicles and pedestrians by clarifying clear areas of separation and shared zones.

Initiative 03: Widen footpaths to improve pedestrian environment by balancing the vehicle access within the village.

Initiative 04: Widen key footpaths with capacity for additional public realm infrastructure (eg. Waltham and Station Street)

Initiative 05: Establish an overall wayfinding strategy at key nodal points throughout The Village.

Initiative 06: Investigate the potential to re-route bus access as a one-way system through The Village.

Initiative 07: Ensure ongoing connectivity between relocated bus stop and train station.

Initiative 08: Develop an overall landscaping plan that reviews plant species to improve shade, visual amenity and urban character.

Initiative 09: Redefine the station forecourt as a shared, high quality 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 an acceptable trade-off between reduction of traffic lane widths and minor loss of on-street parking and the improve activation through better public space.

Initiative 13: Create a visual gateway at the intersection of Bay Road and Station Street as an active public meeting place or seating area.

Initiative 14: Create visual links between spaces within The Village.

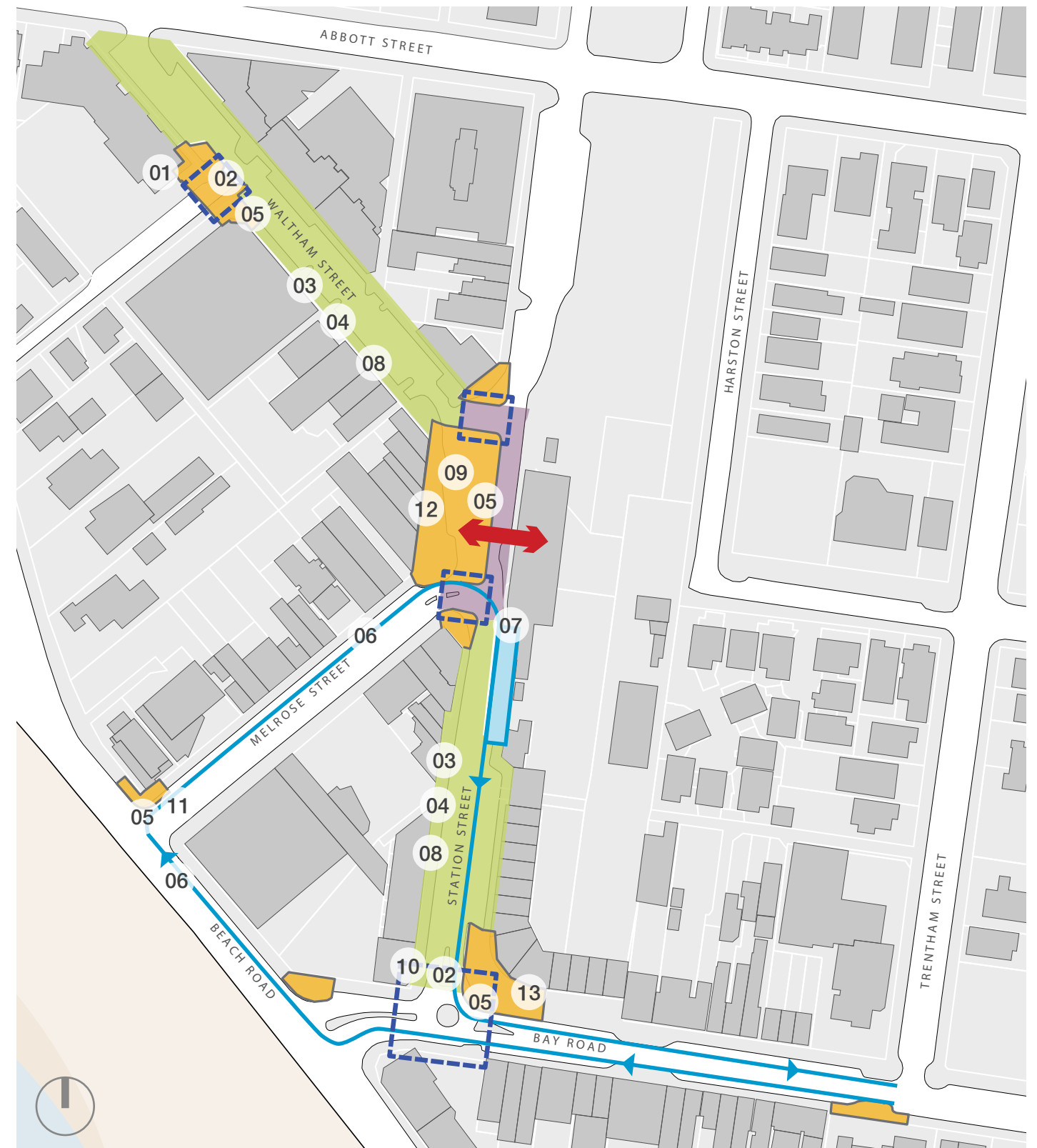


Figure 04: Framework Plan

B5.1 Area 01: Station Street Concept

Benefits

- The introduction of a new pedestrian crossing at the corner of Bay Road will provide new pedestrian priority for safer movement and access across Station Street south (support from questions 7/12).
- Upgrades to Station Street south will provide more footpath space for people to move and traders to operate together with the addition of new street trees (support from questions 3/12).
- New street trees for amenity and shade.
- There is an opportunity to explore narrow tree planting solutions.

Impacts

- Street trees will require one car parking space to be removed.
- One (1) carpark removed due to additional trees.

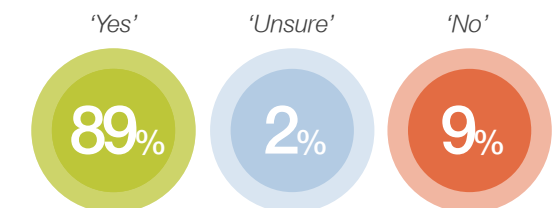


Figure 07: Station Street South Concept

What We Heard from the Community about the Station Street Concept...

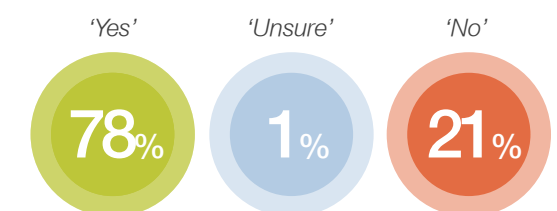
Question 09.

Do you support the idea for wider footpaths for trees, cafes and walking on the west (beach) side of Station Street? (they won't affect parking or the street and the narrower street will be easier and safer to cross).



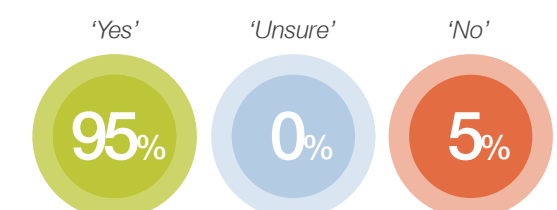
Question 10.

Do you support removing one carpark along the east (inland) side of Station Street to plant a row of new trees?



Question 11.

Do you support the idea for a safer pedestrian crossing of Station Street at the Bay Road roundabout?



Very few comments were received for this design concept.

Part B

B5.2 Area 02: Village Square Concepts

Option 01: More Public Space

Benefits

- The new plaza area allows for a new public space to redefine the heart and street life of The Village (support from questions 12/14).
- The redirection of bus routes allows for the creation of the new plaza space, and removes buses from stopping directly outside the Station entry (support from questions 15/16/17).
- New and significant upgrades to green space, planting, trees, street furniture, art and public space will enhance the amenity of the public space (support from question 3/12/13).

Impacts

- The relocation of three (3), and loss of three (3) car parking spaces are expected in the plaza area to allow for the new public plaza space.
- The relocation of bus stops slightly further south and north Station Street.

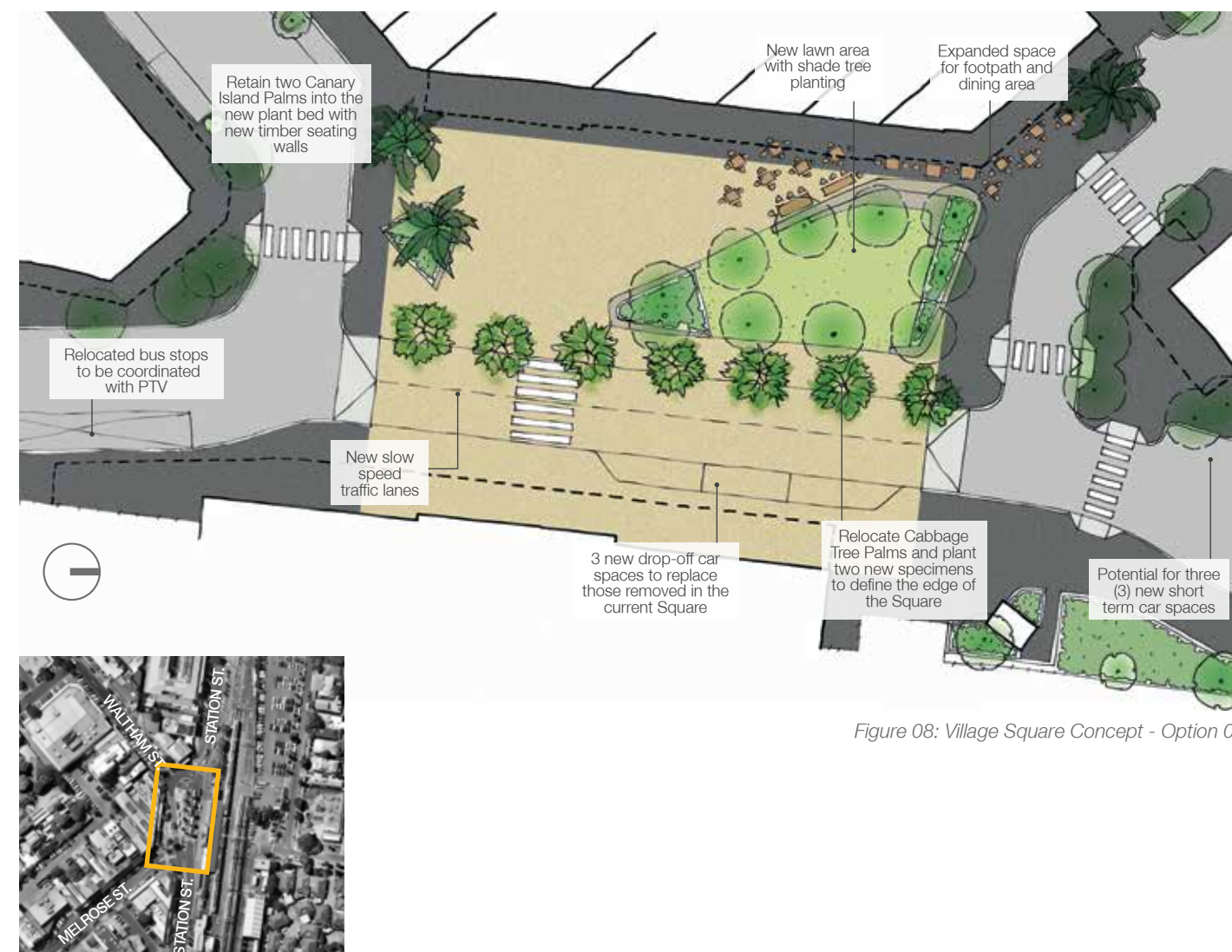


Figure 08: Village Square Concept - Option 01

Option 02: Less Public Space

Benefits

- Expanded public space in the streetscape to enhance pedestrian movement, trading and outdoor dining (support from question 12).
- Opportunities to regain on-street car parks at other locations to be examined, such as Station Street north (just off this plan).
- Rejuvenated streetscapes with enhanced planting.

Impacts

- The relocation of three (3) car parking spaces from the existing plaza area.



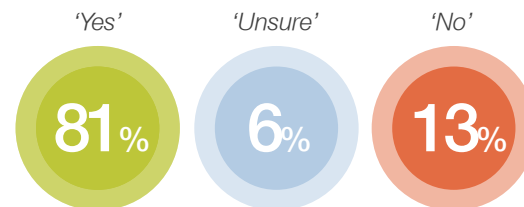
Figure 09: Village Square Concept - Option 02

What We Heard from the Community about the Village Square Concept...

Question 01.

Do you like the idea of a Village Square?

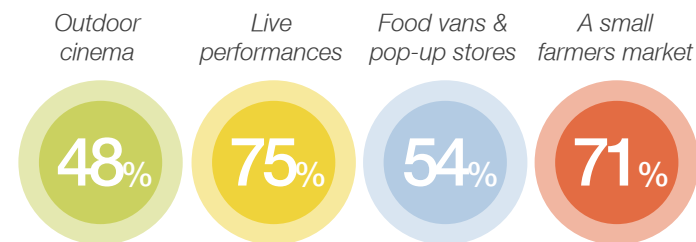
- where you could meet with friends, relax on the grass, read a book or enjoy a coffee?



Question 02.

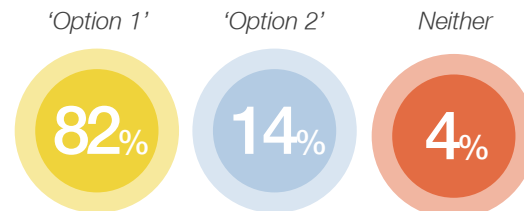
What would you like to see happening in a Village Square?

It could be a place where many different organised activities and events could happen. Would you like to see any of the following happen in a new Village Square in Sandringham?



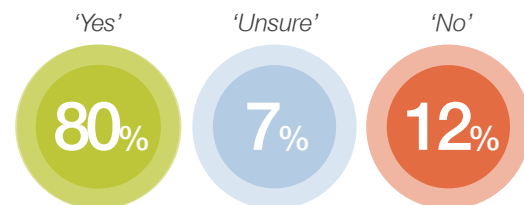
Question 03.

Which design do you prefer and why?



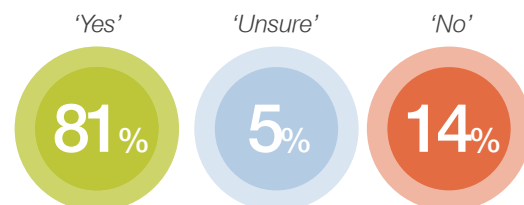
Question 04.

If Option 1 is selected, we need to make it happen. In order to allow the Village Square to be built, buses will be re-routed along other streets and the bus-turn-around will be removed from in front of the Station. Do you support this change?



Question 05.

Removal of the bus turn also means that private vehicles will no longer be able to make a U-turn in Station Street. Do you support this change?



Part B

B5.3 Area 03: Waltham Street Concepts

Option 01: More Public Space

Benefits

- Option 01 provides larger, much further defined and enhanced new public spaces, in front of Coles and the library, with larger areas to rest and congregate, in conjunction with these key retail and civic uses (support from questions 3/12).

Impacts

- These extended spaces will require the removal of two (2) car parking spaces from Waltham Street and two (2) from Chalmers Avenue.



Figure 10: Waltham Street Concept - Option 01

Option 02: Less Public Space

Benefits

- The introduction of a new pedestrian crossing at the corner of Chalmers Avenue will provide new pedestrian priority for safer movement and access (support from questions 7/12).
- The widening and upgrade to public space in front of the entrance to Coles will provide more footpath space for people to move and rest, together with new street trees (support from questions 3/12).
- New planting and furniture features to enhance the library and the entry to Coles.

Impacts

- This extended space will require the removal of one (1) parking space from Waltham Street and one (1) parking space from Chalmers Avenue.

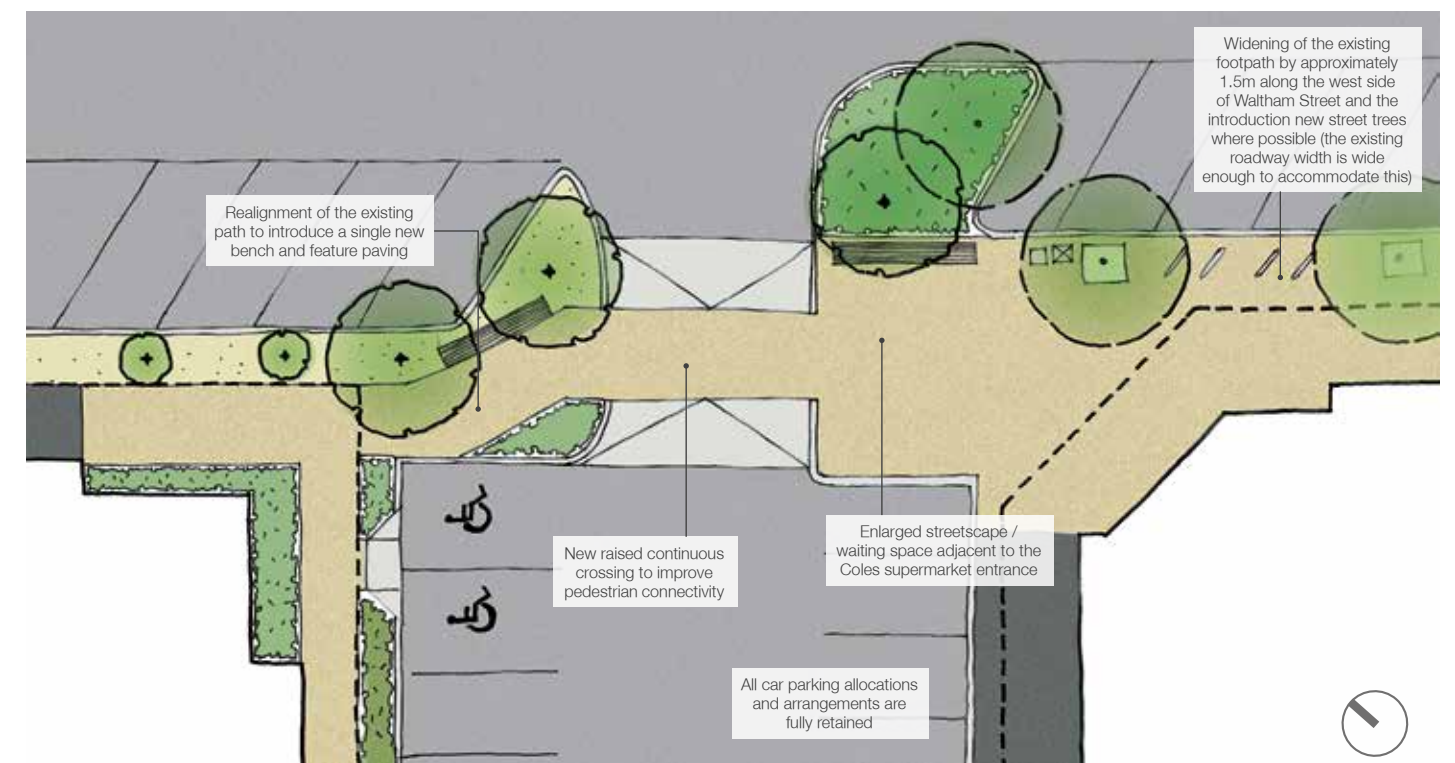
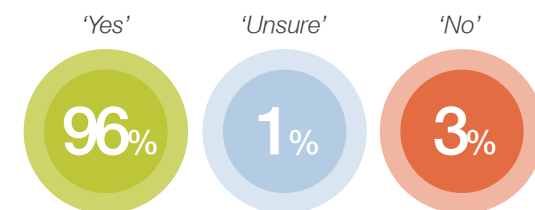


Figure 11: Waltham Street Concept - Option 02

What We Heard from the Community about the Waltham Street Concept...

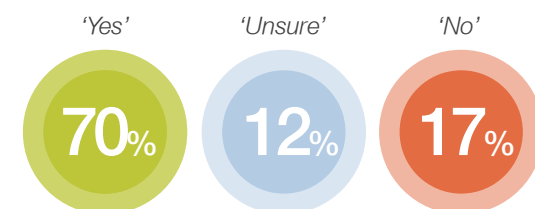
Question 06.

Do you regularly visit this area of Waltham Street (Coles supermarket or Sandringham library)?



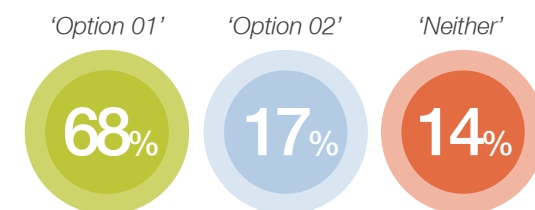
Question 07.

Do you like the idea of a community space in this area?



Question 08.

Which design do you prefer?





Master Plan

C1. Master Plan Goals / Overview

The Master Plan responds to the project vision and objectives, site conditions, functional requirements and implementation considerations, whilst designed to respect the specific values, functions and physical features of the Village, providing an integrated and accessible town for all users, which is inter-connected with its surrounds.

The Master Plan provides for:

- Efficient, safe and attractive public streets and spaces that facilitates movement, enjoyment and the economic growth of the Village.
- Increased prominence and use of Station forecourt as a new Village Square.
- Increased use of underutilised street spaces, introducing a mix of new landscape materials, infrastructure and planting, to supporting the use and growth of Sandringham Village.

It is a staged, multi-faceted and flexible plan that comprises:

- a new public plaza (village square) in the centre of the Village, in front of the Station entrance;
- relocated and upgraded bus stops to the south of the Station (still within close proximity and with visual connection);
- a new civic public space on Waltham Street, connected to the library;
- refurbishment and upgrade of footpaths on Waltham Street, Station Street North, Station Street South, Melrose Street and Bay Road with new paving materials and furniture;
- the footpath widening of Waltham Street and Station Street South to enhance the pedestrian experience (within the existing road alignment);
- an enhanced and expanded public space at the corner of Bay Road and Station Street South; and
- Landscaping and signage upgrade on the corner of Melrose Street and Beach Road to enhance wayfinding.

Importantly, the initiatives are all civic and transport-related, and seek to attract investment, thereby forming a 'catalyst' for further private upgrades and revitalisation of the Village over time.

New public space and enhanced pedestrian routes reconnect the Station Forecourt and key arrival points into the Village, among the existing radial street alignment. The Village is reorganised to remove and manage conflicts between vehicles and pedestrians, and provide seamless connections between public transport modes.

New public spaces and enhanced streetscapes provide for further activation, whilst re-energising existing assets.

The remainder of this chapter is broken into key area plans, which illustrate and explain the design intent for the Village. The Village has been broken up into five (5) areas, as follows:

- Area 01: Village Square / Station Forecourt
- Area 02: Waltham Street / Civic Space
- Area 03: Station Street South / Bay Road
- Area 04: Station Street North
- Area 05: Melrose Street

Each area also provides a response to Village Character through the designs of each space, and how the Master Plan seeks to enhance this throughout Sandringham Village.

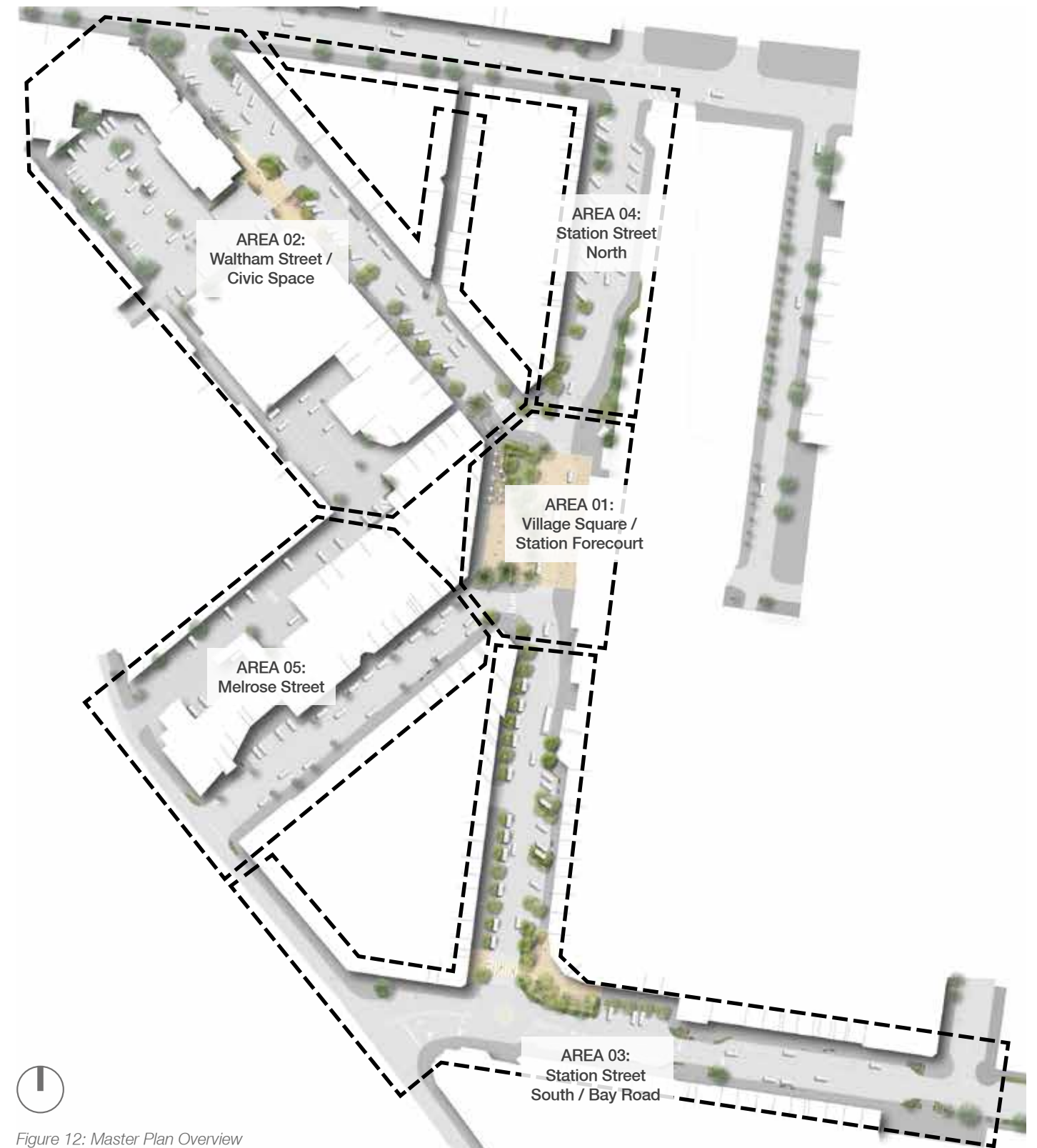


Figure 12: Master Plan Overview

Part C

C2. Master Plan Area 01: Village Square / Station Forecourt

The Village Square is a new space which will be an open and attractive public area, redefining the heart and street life of Sandringham Village. The space will comprise of an open and flexible paved area for events, pop-ups and day to day activity and movement.

A grassed area defined by a stepped timber seating wall and shade trees will provide a focus to the northern end and will support seating, gathering and informal play.

The potential rerouting of bus movements allows for the creation of the new Village Square and repositions buses from stopping directly outside the Station entry. New slow speed traffic lanes with feature Square pavement at grade extending across the carriageway to the Station Entrance will be introduced. Bus bays will be relocated further into Station Street South with close visual connection to the Station.

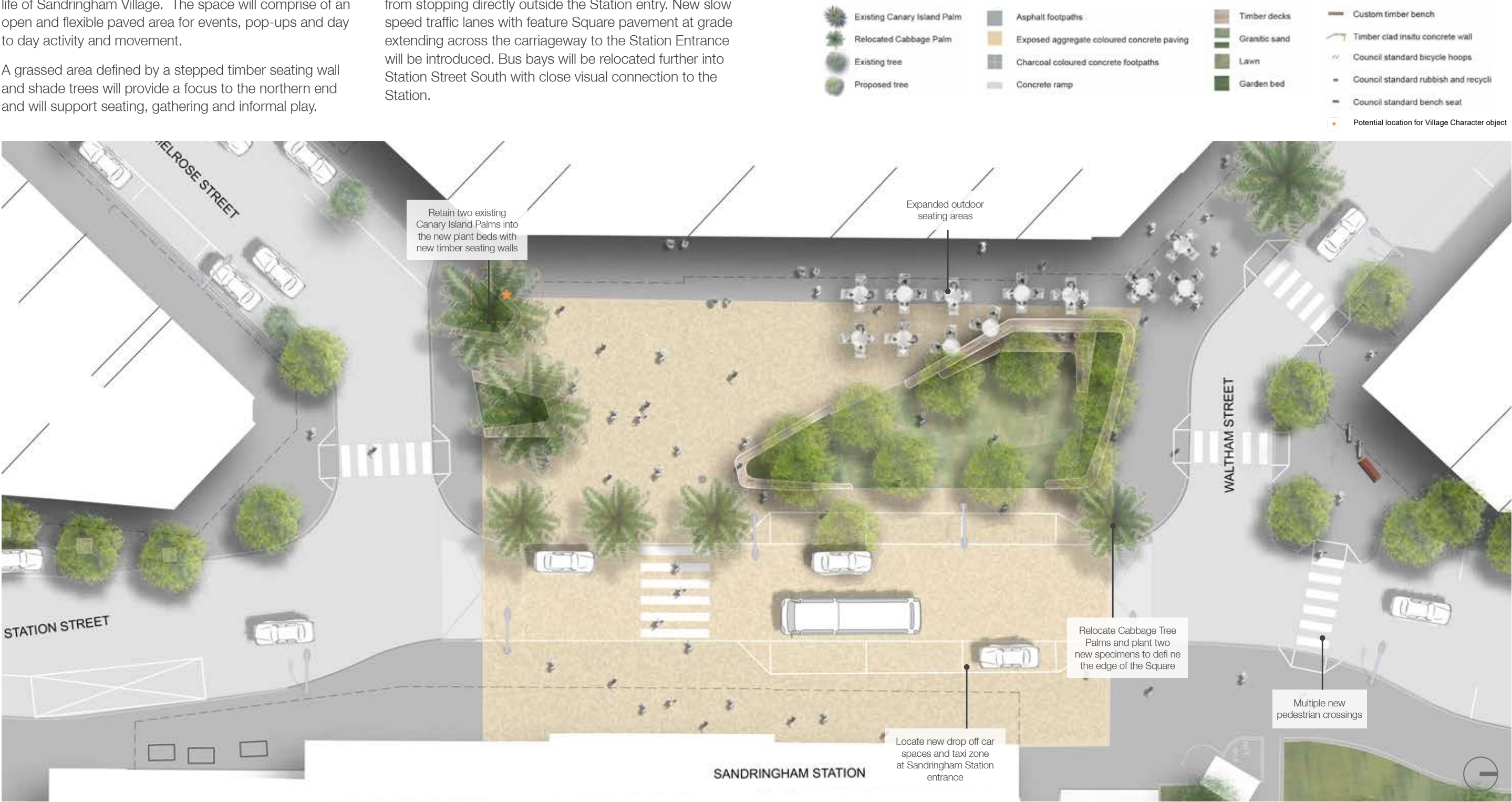


Figure 13: Village Square / Station Forecourt Plan

Responding to the Strategic Framework

This concept delivers upon the following initiatives as identified in the Framework Plan for the Village:

- *Initiative 02* – a reduction of conflicts between vehicles and pedestrians by creating clear areas of separation and shared zones.
- *Initiative 03* – a widening of footpaths as a means of improving the pedestrian environment for all users, and reducing emphasis on streets as only a destination for car parking.
- *Initiative 04* – the widening of footpaths with capacity for additional public infrastructure, such as landscaping and seating.
- *Initiative 05* – the establishment of an overall wayfinding strategy at key nodal points throughout The Village.
- *Initiative 06* – the potential re-routing of buses to form a one-way system through The Village.
- *Initiative 07* – ensuring the ongoing connectivity and close proximity between relocated buses and train stations.
- *Initiative 08* – the development an overall landscaping plan that reviews plant species and strategize an approach to shade, visual amenity and an appropriate representation of place.
- *Initiative 09* – the redefinition of the station forecourt as a shared, high quality public space.
- *Initiative 10* – the redefinition and enhancement of pedestrian priority and safety from the Station into The Village.
- *Initiative 12* – the determination of an acceptable trade-off between additional parking capacity and public realm upgrades.
- *Initiative 14* – the creation of visual links between spaces within The Village.

Responding to Village Character

The new Village Square will reinforce Sandringham's village character by retaining the advanced Canary Island and Cabbage Palms that have become a signature element of arriving at the Station and in the heart of Sandringham. These plantings have links to some of the older plantings on the Sandringham Band Rotunda and reinforce the connection to the foreshore.

Other initiatives include the integration of an element or elements of public art within the new Village Square that interpret and imbed local ecological, environmental or cultural themes. A key location has been identified at the intersection of Village Square and Melrose Street where a significant new work would be visually prominent from within the Square, Melrose and Station Streets, which are the key entries into the Village and vistas to and from the Bay.



Figure 14: Village Square / Station Forecourt Artists Perspective

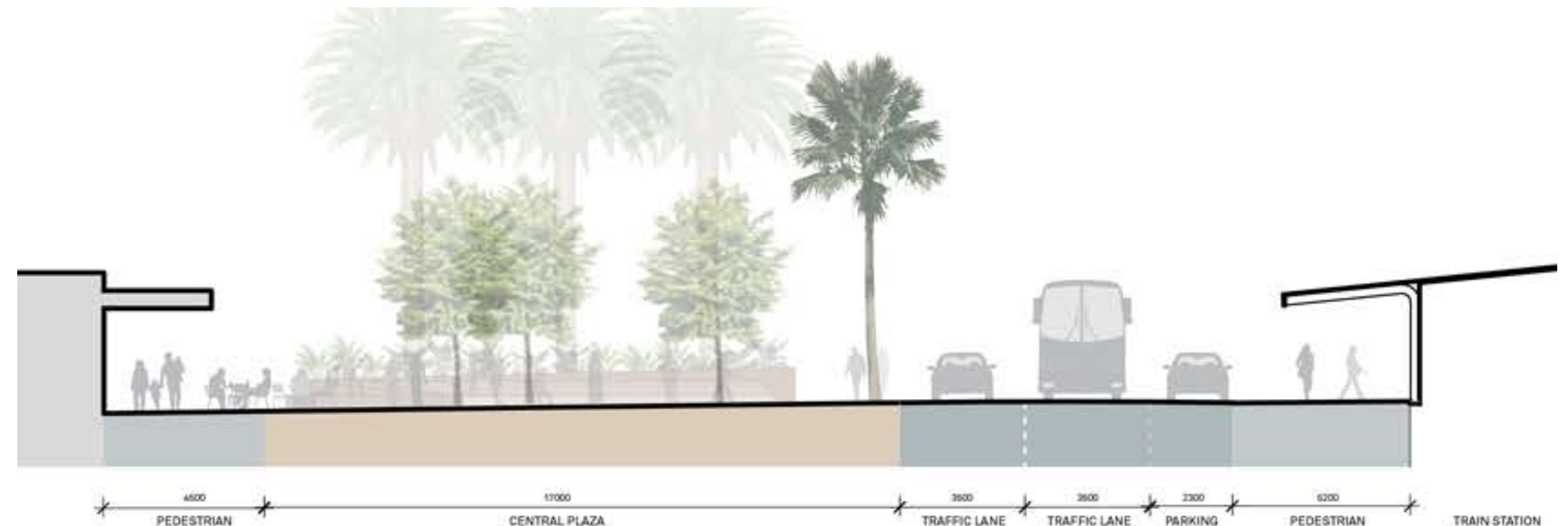


Figure 15: Village Square / Station Forecourt Section

Part C

C3. Master Plan Area 02: Waltham Street

Waltham Street

The western footpath can be widened by a minimum of 1.5 meters by narrowing the road lane, to a standard single carriageway in either direction. This will offer improved pedestrian amenity adjacent to the retail interface and allow for street tree planting to be increased in Waltham Street.

There will also be increased space for additional bicycle parking, outdoor dining and trading areas and seating.

Existing poor quality brick paving will be replaced with new paving treatments.

Public Space

The creation of a new community focused public space to support the important civic function of the library and the adjacent community facilities. This will allow for a spill out space from the library where people can meet or sit outdoors to read.

The space will comprise of custom timber benches, arranged for small and larger groups, additional native planting and granitic sand surfaces.

Responding to the Framework Plan

This concept delivers upon the following initiatives as identified in the Framework Plan for the Village:

- *Initiative 01* – the establishment of a public plaza and shared space in close proximity to the entrance to Sandringham Library.
- *Initiative 02* – a reduction of conflicts between vehicles and pedestrians by clarifying clear areas of separation and shared zones.
- *Initiative 03* – a widening of footpaths as a means to improve pedestrian environment for all users, and reducing emphasis on streets as only a destination for car parking.
- *Initiative 04* – the widening of key streets with capacity for additional public realm infrastructure.
- *Initiative 05* – the establishment of an overall wayfinding strategy at key nodal points throughout The Village.
- *Initiative 08* – the development an overall landscaping plan that reviews plant species to improve shade and visual amenity.

- *Initiative 12* – the determination of the trade-off between additional parking capacity and public realm upgrades.
- *Initiative 14* – the creation of visual links between spaces within The Village.

Responding to Village Character

The new civic space on Waltham Street will seek to enhance Sandringham’s village character by enhancing the planting and landscape treatments in this area, in addition to locating new public realm infrastructure for pedestrians to use as they move through or rest in this space. Enhancing planting and public realm infrastructure reinforces the local ecology of the streetscape and the strong community nature within the Village.



Figure 16: Waltham Street and Civic Space Plan

Option 01: More Public Space

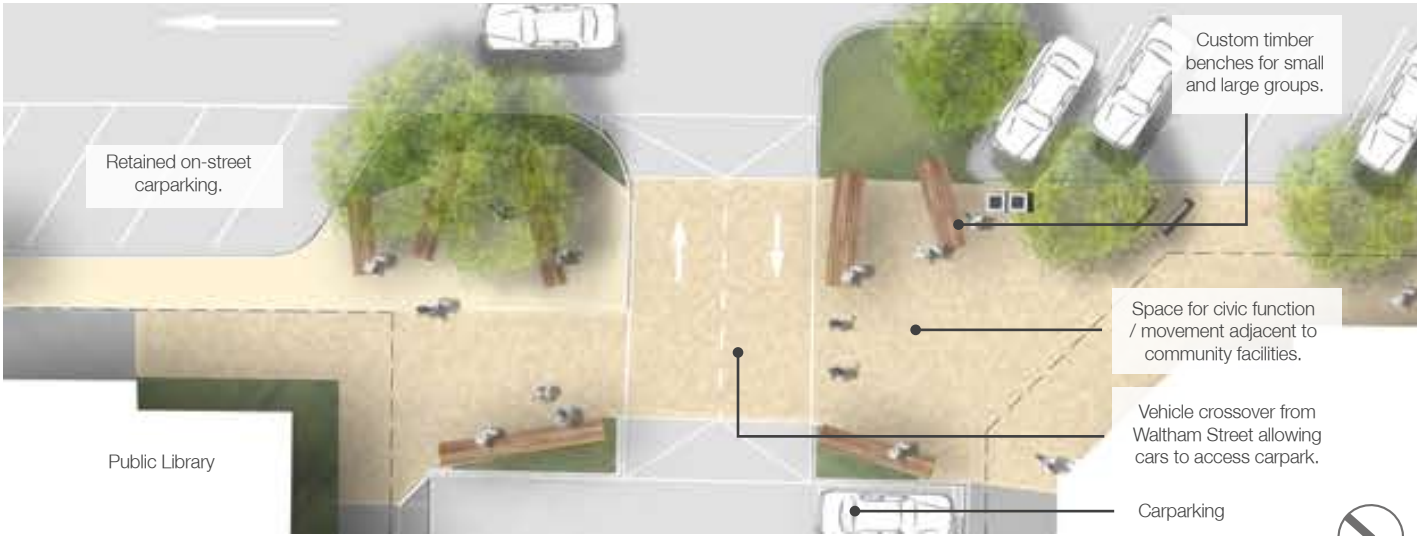


Figure 17a: Waltham Street Civic Space Plan Option 01

Option 02: Less Public Space

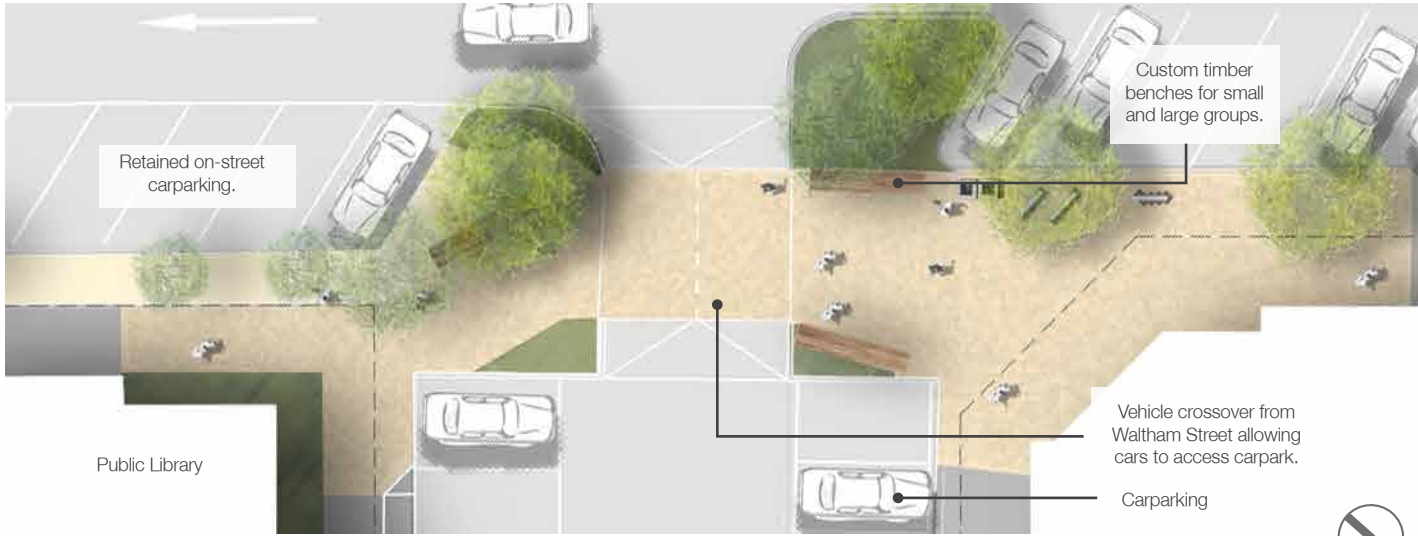


Figure 17b: Waltham Street Civic Space Plan Option 02



Figure 18: Waltham Street Civic Space Artists Perspective

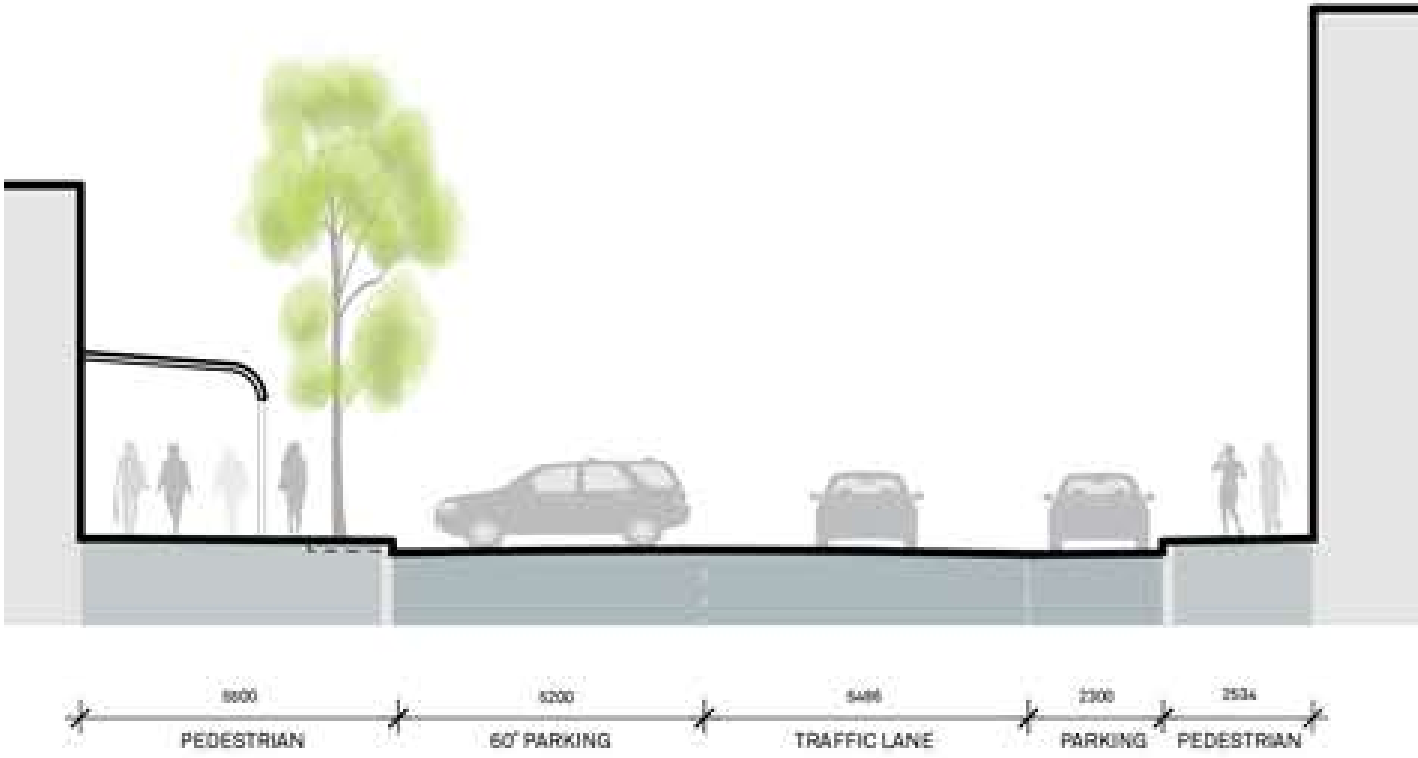


Figure 19: Waltham Streetscape Section

Part C

C4. Master Plan Area 03: Station Street South

Station Street South / Bay Road

The western footpath is to be widened by 2.5 meters by narrowing the road lanes, to a standard single carriageway in either direction. This will offer greater pedestrian amenity adjacent to the retail precinct and allow for street tree planting to be introduced in Station Street South.

Footpath widening will also provide increased space for additional bicycle parking, outdoor dining and trading areas and seating.

Poor quality brick paving will be replaced with new paving treatments.

One carpark will be removed on the eastern side of the street to allow for two new tree planting beds to be introduced into the angle parking bays providing shade and uplifting the overall appearance to this side of the street.

A new raised crossing at the Bay Road intersection will provide improved connectivity and easier crossing for pedestrians due to the reduced road width.

Public Space

A new, rejuvenated gateway plaza space which marks the entrance to Sandringham Village from the south. This vibrant space provides distinctive seating and pavement, capitalising on bay views whilst elaborating on the current coastal identity. Sculpted timber platforms with a vertical frame and seating nooks will provide a strong entry to the precinct whilst reflecting the spaces proximity to the beach and acting as a gathering place. Timber elements provide opportunity for integrated place-making and public art whilst native trees will provide shade and identity to the entry space.

Responding to the Strategic Framework

This concept delivers upon the following initiatives as identified in the Framework Plan for the Village:

- *Initiative 02* – a reduction of conflicts between vehicles and pedestrians by clarifying clear areas of separation and shared zones.
- *Initiative 03* – a widening of footpaths to improve pedestrian environment for all users by balancing the emphasis on vehicle access within the village.
- *Initiative 04* – the widening of key streets with capacity for additional public realm infrastructure.
- *Initiative 05* – the establishment of an overall wayfinding strategy at key nodal points throughout The Village.
- *Initiative 08* – the development an overall landscaping plan that reviews plant species to improve shade, visual amenity and urban character.
- *Initiative 12* – the determination of an acceptable trade-off between additional parking capacity and public realm upgrades.
- *Initiative 13* – the creation of a visual gateway at Bay Road as an active public meeting place or seating area.
- *Initiative 14* – the creation of visual links between spaces within The Village.

Responding to Village Character

Enhanced public space at the corner of Station Street South and Bay Road will have two sculpted timber platforms with a vertical frame. Timber elements seek to enhance the local Village character and should be high quality features, providing opportunities for place-making and public art.

Seating within this structure will also provide a strong entry statement to the Sandringham Village Precinct, which speaks to the proximity to the Beach and acts as gathering space which frames views to Port Phillip Bay.

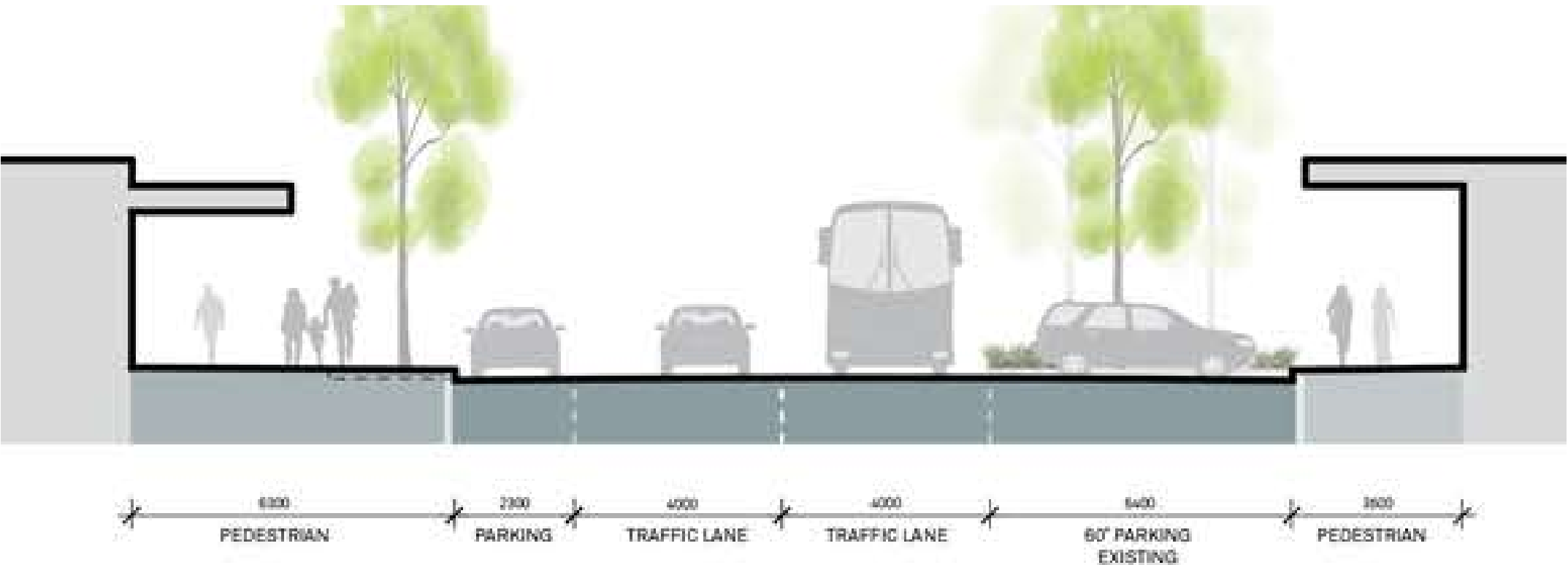


Figure 20: Station Street South Section

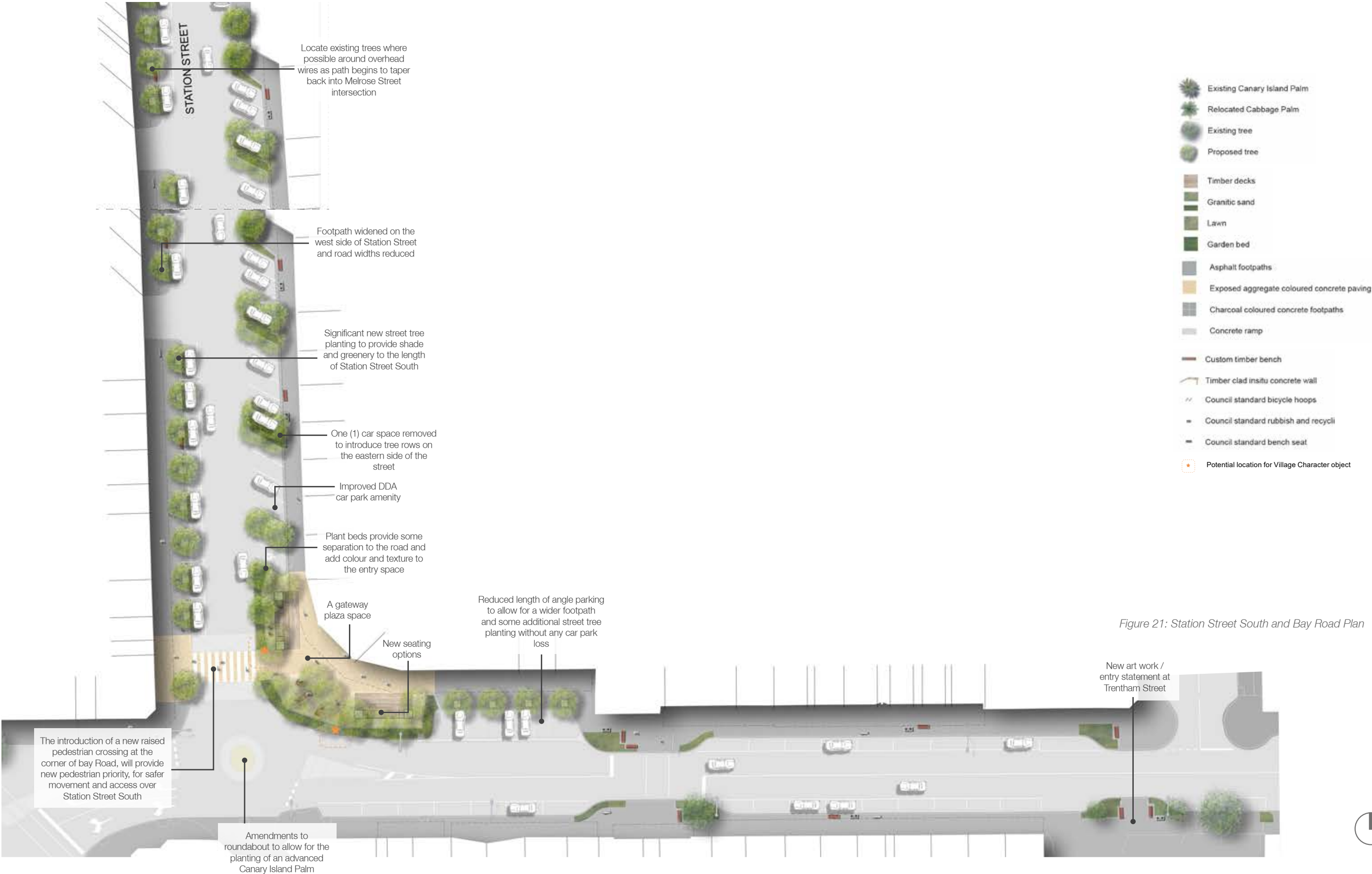


Figure 21: Station Street South and Bay Road Plan

Part C

C5. Master Plan Area 04: Station Street North

The re-routing of bus routes through the Village would allow for the roundabout at the intersection of Station Street and Waltham Street to be removed and a new intersection with multiple pedestrian crossings to be implemented. This new intersection design will include new street tree planting and three additional short term car parking spaces.

Responding to the Strategic Framework

- This concept delivers upon the following initiatives as identified in the Framework Plan for the Village:
- *Initiative 05* – the establishment of an overall wayfinding strategy at key nodal points throughout The Village.
 - *Initiative 06* – the re-routing bus access as a one-way system through The Village.
 - *Initiative 07* – ensuring the ongoing connectivity and close proximity between relocated bus stops and train stations.
 - *Initiative 08* – the development an overall landscaping plan that reviews plant species and strategize an approach to shade, visual amenity and an appropriate representation of place.

Responding to Village Character

The streetscape upgrades proposed for Station Street North will seek to tidy up and enhance the area. As you move down Station Street North views into the new Village Square will become prominent and define the character of the Village.



Figure 22: Station Street North Plan

C6. Master Plan Area 05: Melrose Street

Improvements to Melrose Street include the replacement of the existing brick paving with new footpath material, new and increased quantities of street furniture and new planting to demarcate the pedestrian crossing at Beach Roach.

Responding to the Framework Plan

This concept delivers upon the following initiatives as identified in the Framework Plan for the Village:

- Initiative 05 – the establishment of an overall wayfinding strategy at key nodal points throughout The Village.
- Initiative 08 – the development an overall landscaping plan that reviews plant species to improve shade, visual amenity and urban character.
- Initiative 11 – the establishment of a pedestrian space on Melrose Street as a key connection to the foreshore from The Village.
- Initiative 12 – the determination of an acceptable trade-off between additional parking capacity and public realm upgrades.

Responding to Village Character

Melrose Street contains some of Sandringham Village’s most admired heritage buildings, which speak of the place’s history as an early beach resort, and the vista of Melrose Street is on axis with the Sandringham Band Rotunda. As an important entry into the Village, particularly for beach goers, the intersection of Melrose Street and Beach Street is to be considered a potential location for public art and landscape upgrade to enhance this entry point into the Village for pedestrians.

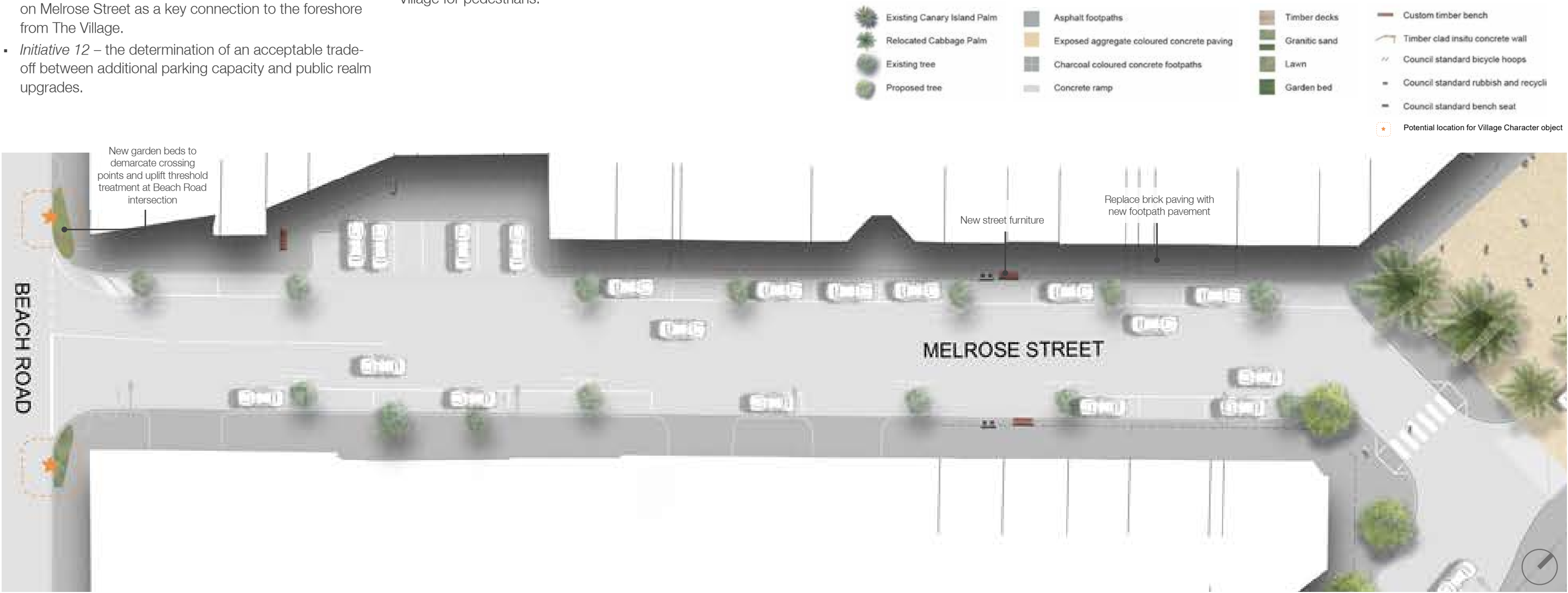


Figure 23: Melrose Street Plan

Part C

C7. Planting Palette

Vegetation has been chosen to reflect Sandringham Village’s coastal context and Bayside location. Each species is known to perform well in an urban environment and most have been observed within the existing plant pallet municipalities on the bay. Specific thought has been given to tree species chosen in regards to growth habit, clearance below and canopy permeability. The following suggested species list is not exhaustive and may be added to.

- Plant Beds**
- 01. *Austrostipa stipoides* (Prickly Spear Grass)
 - 02. *Lomandra longifolia* (Spiny Mat-Rush)
 - 03. *Leucophyta brownii* (Silver Cushion Bush)
 - 04. *Strelitzia* sp (Bird of Paradise)
 - 05. *Correa alba* (White Correa)
 - 06. *Carpobrotus glaucescens* (Pigface)
 - 07. *Ficinia nodosa* (Knobby Club Rush)
 - 08. *Senecio serpens* (Blue Chalksticks)
 - 09. *Dianella* ‘Little Rev’ or similar
- Street Trees**
- 01. *Allocasurina verticillata* (Drooping She-Oak)
 - 02. *Banksia integrifolia* (Coastal Banksia)
 - 03. *Hymenosporum flavum* (Native Frangipani)
 - 04. *Agathis Robusta* (Smooth-barked Kauri)
 - 05. *Eucalyptus pauciflora* ssp *pauciflora* (Snow Gum)



Figure 24: Plant Beds



Figure 25: Street Trees

C8. Materials Palette

The materials and street furniture selected for Sandringham Village are robust, contemporary and draw upon distinct qualities and characteristics of Bayside's public spaces.

Materials include:

- Timber furnishings & structures
- Informal seating arrangements
- Light, textured pavements to highlight important spaces
- Precast and coloured concrete seating and retaining walls
- Asphalt and charcoal coloured concrete as the main pavement material
- Stainless steel for utilitarian urban elements including bicycle parking, rubbish and recycling bins and bollards.

Use of Pavement Types

Council's aim is to provide a high quality pavement treatment. Our approach used to achieve this is to use feature pavement types like saw-cut coloured concrete at important, well-used locations in the street and to use simpler materials such as asphalt in-between. The typical split of materials in a streetscape project is roughly 30-40% feature pavement and 60-70% simpler pavement types.

Material Types

01. Timber elements
02. Honed concrete pavement
03. Asphalt café mix pavement
04. Compacted granitic sand pavement
05. Charcoal concrete / asphalt pavements
06. Typical furniture suite types
07. Lawn with seat height edging
08. Custom seating types
09. Robust litter enclosures



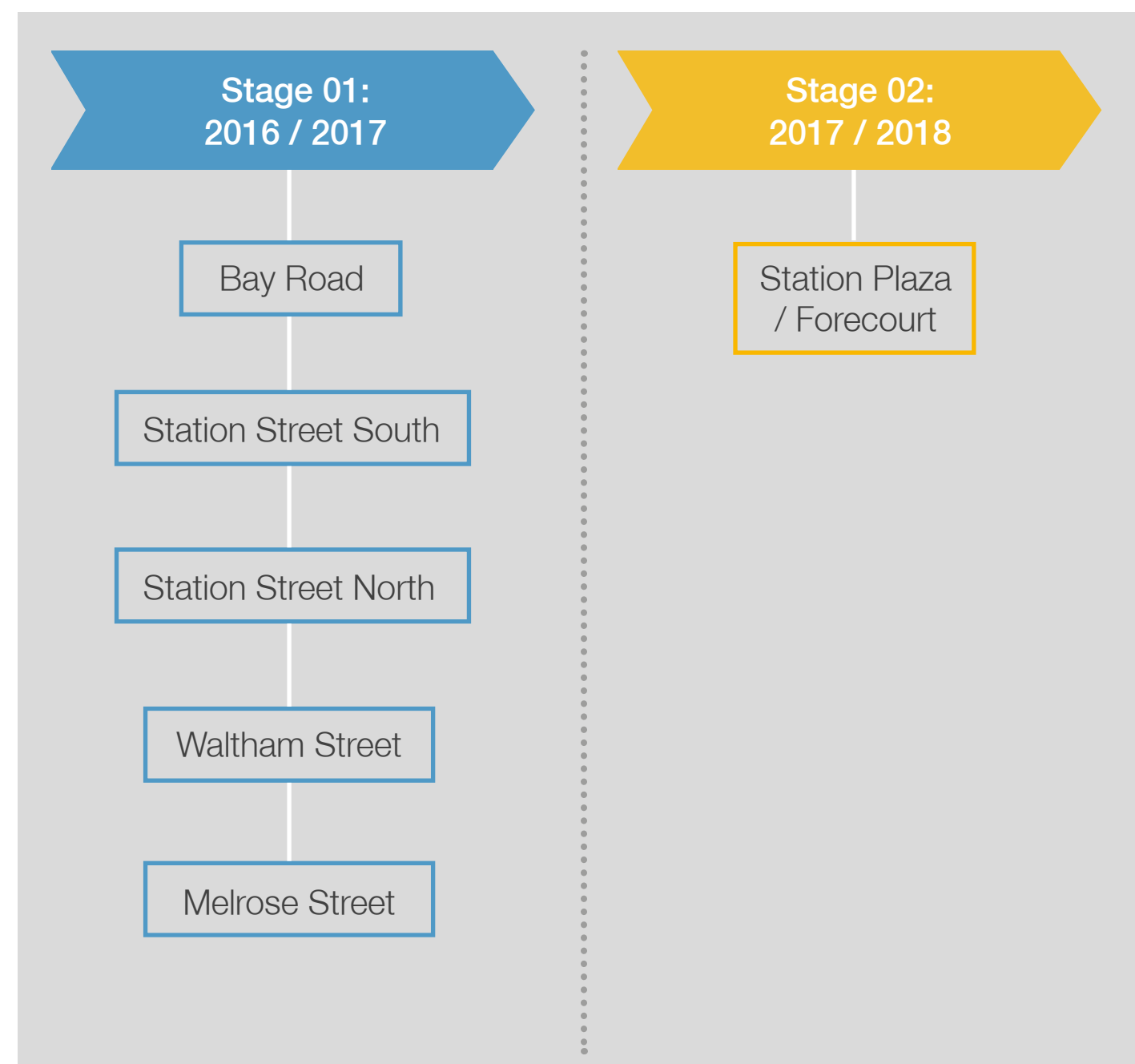
Figure 26: Materials Palette



Implementation

D. Implementation

Council will stage construction works over two financial years: 2016/2017 and 2017/2018. Works will commence at the end of the 2016/17 financial year and continue through into the end of the 2017/18 financial year.





Appendices

Appendix 01:
Background Report

Appendix 02:
Community Consultation Outputs

Appendix 03:
Indicative Costings

Appendix 04:
Scaled Area Plans

Appendix 01: Background Report



Sandringham Village Master Plan Background Report

Revision 04 / July 2015

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.

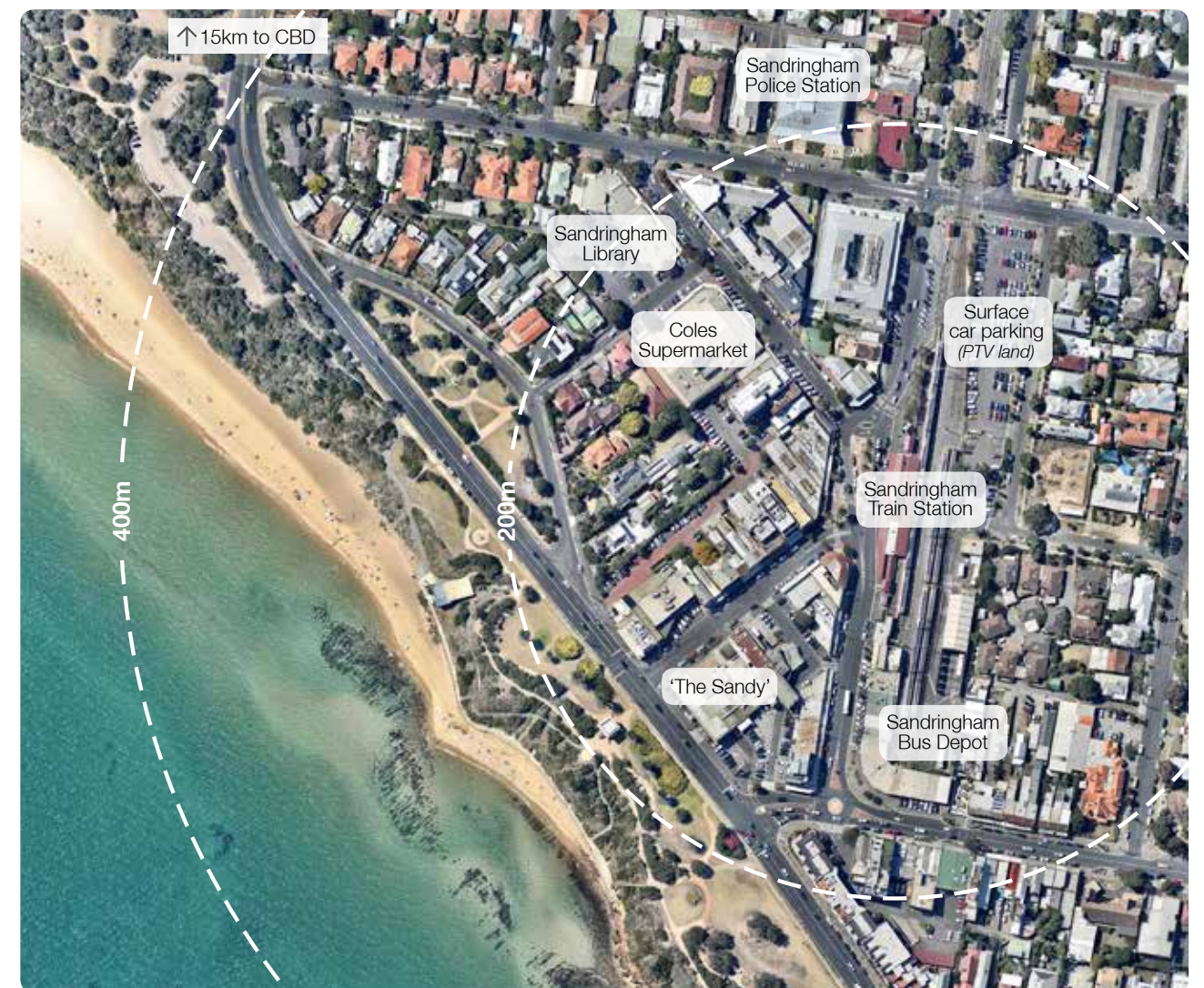


Figure 01: Sandringham Village, Location Map

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.



Figure 03: Bayside Bicycle Network

- 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 considerately and safely

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.

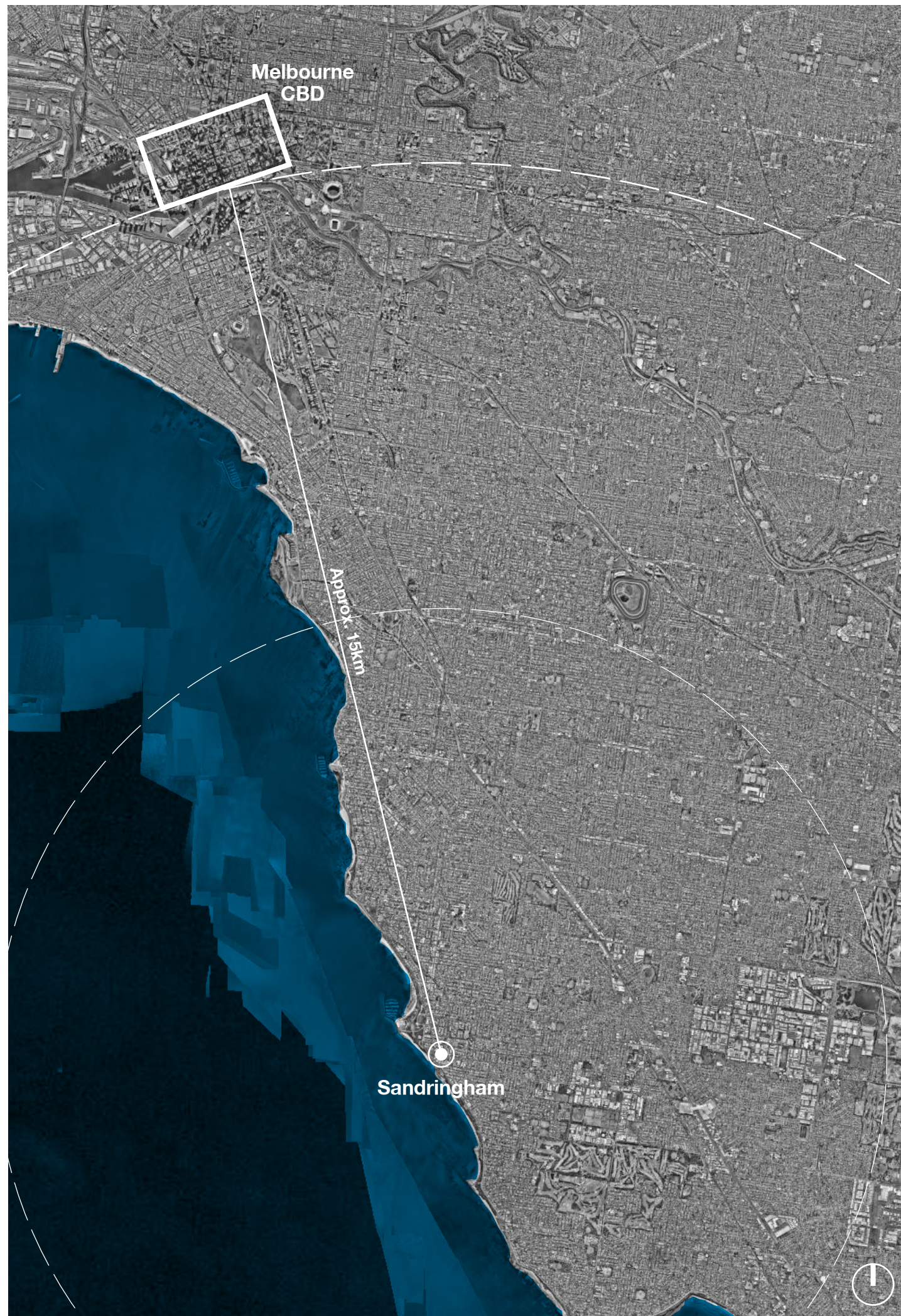
The transport interchange located near the station will ensure the connection between the train and the bus, encouraging people to use public transport.

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)



Sandringham Village Master Plan

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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

2.1 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: eth 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.

2.2 Land Uses and Activation



Figure 05: Photos to illustrate land use and activation

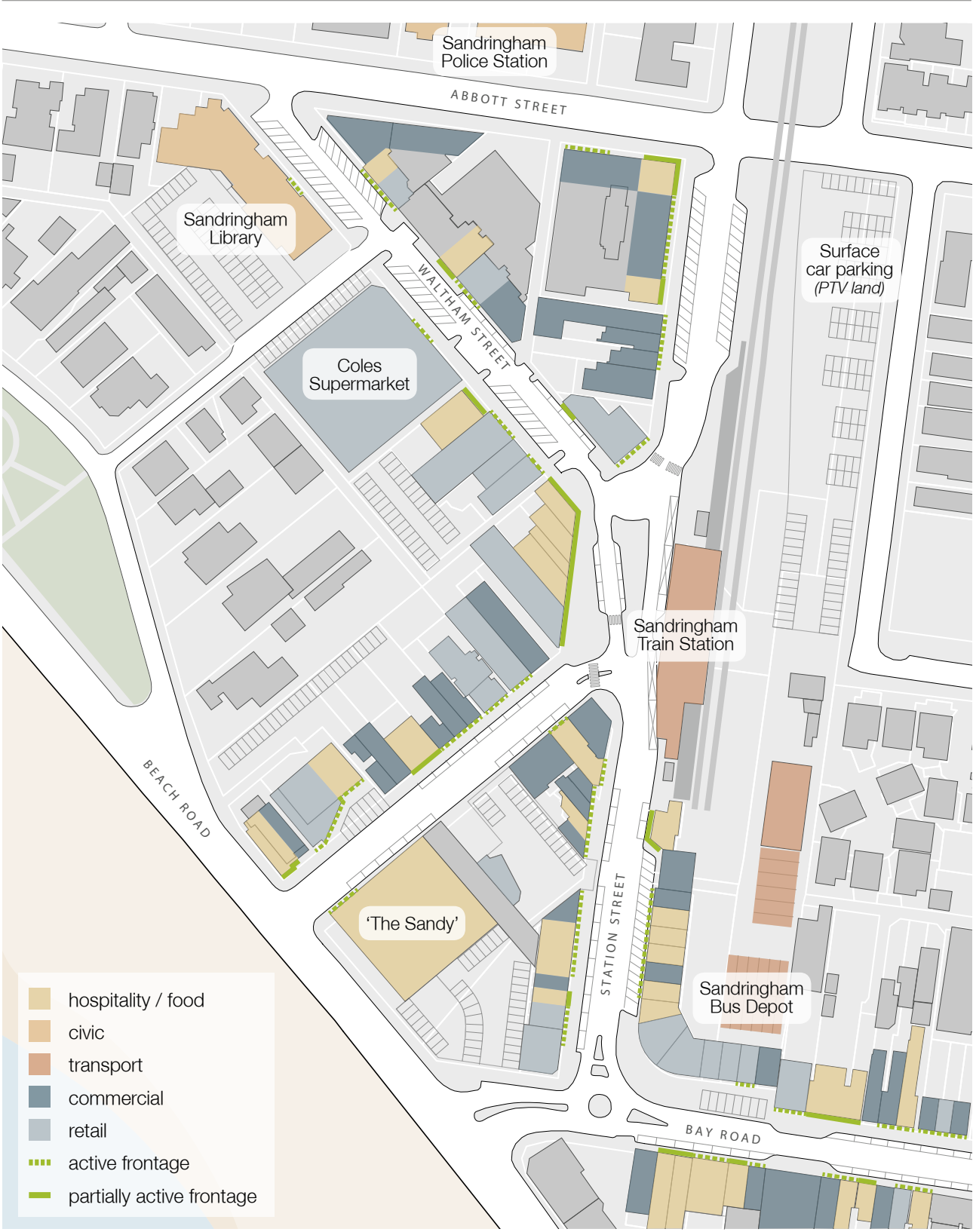


Figure 06: Land Use Context Plan

2.3 Movement Network



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

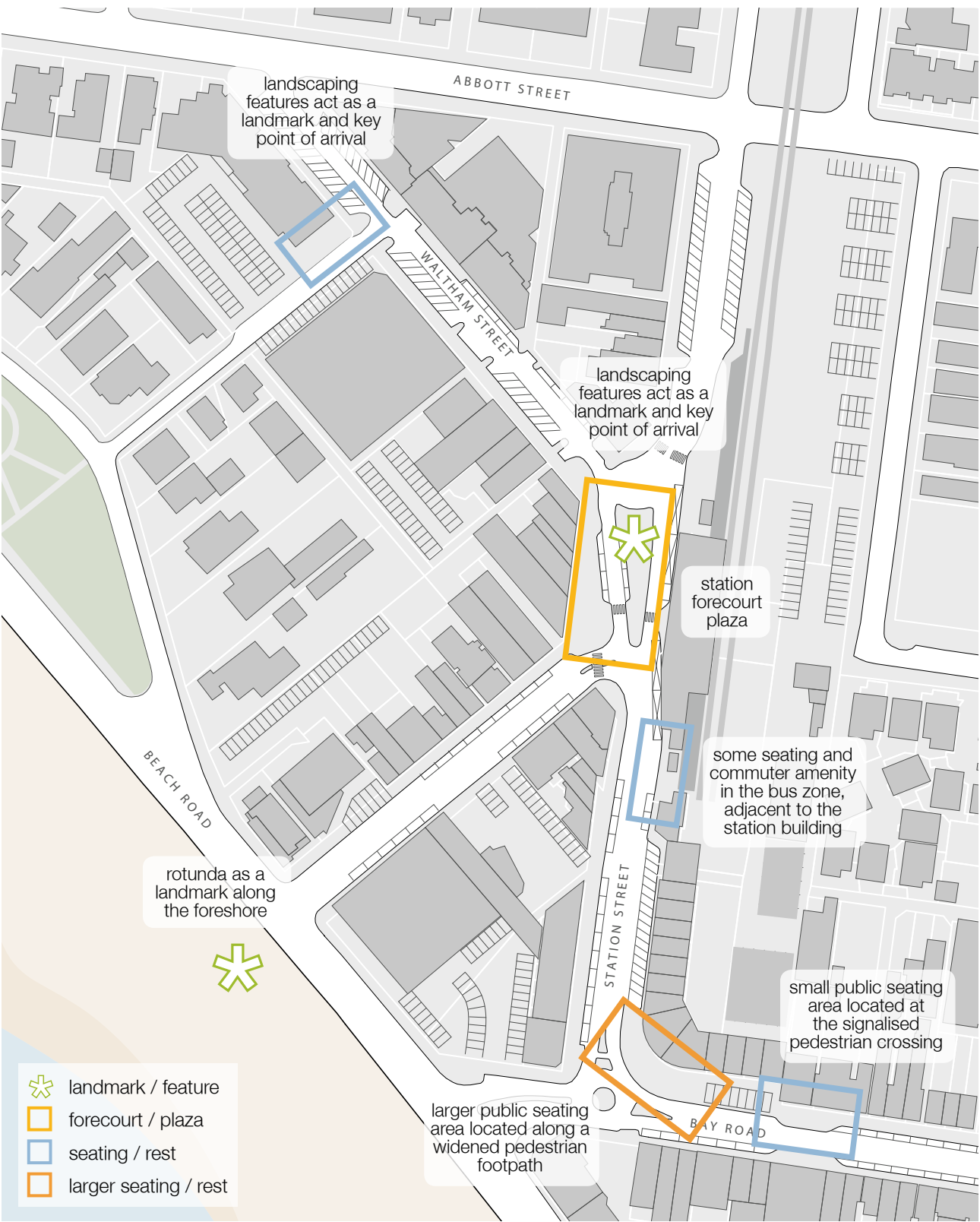


Figure 10: Nodes and Spaces Context Plan

2.5 Landscape Character

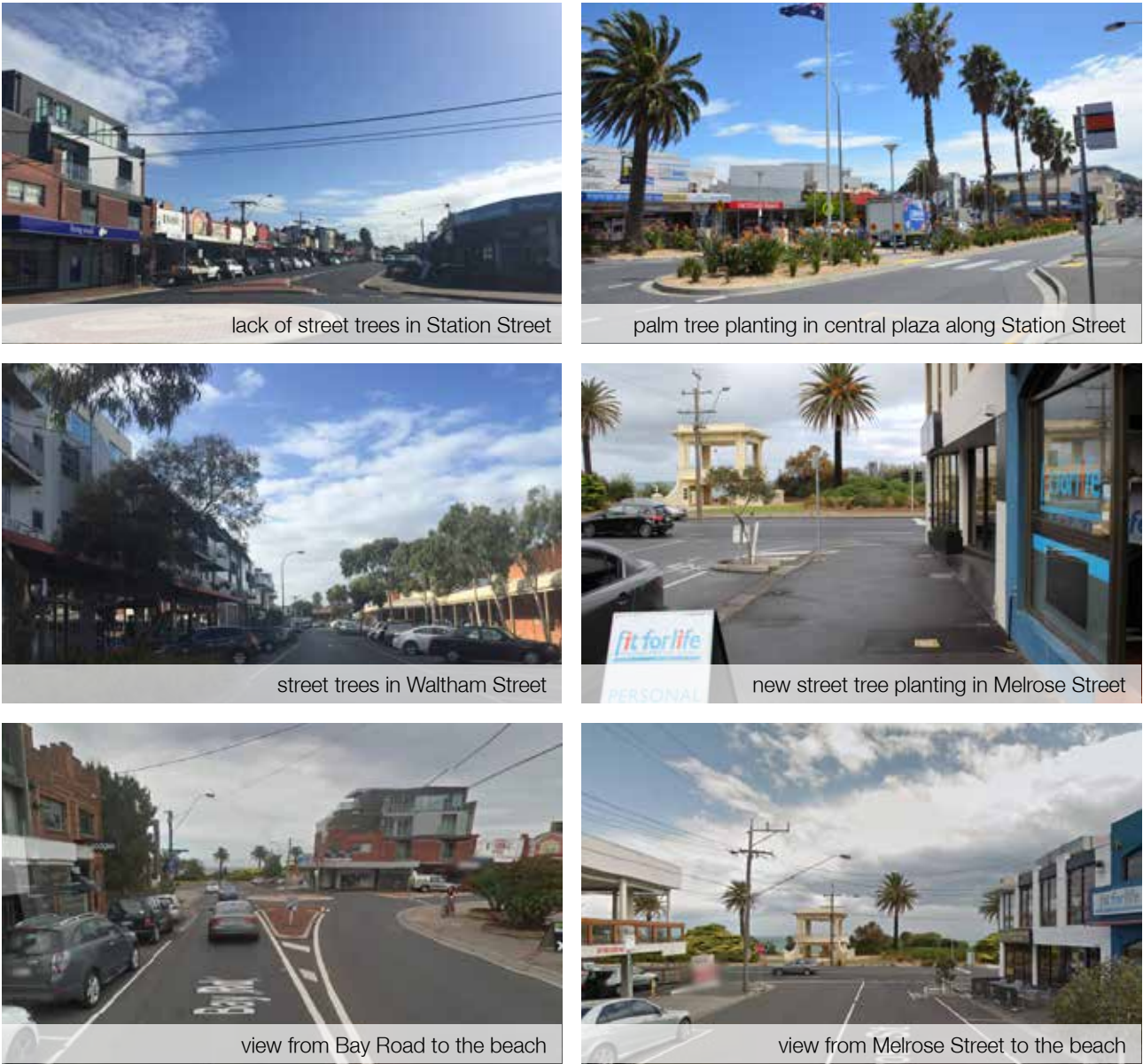


Figure 11: Photos to illustrate elements of landscape character



Figure 12: Landscape Character Context Plan

2.6 Streetscape Character

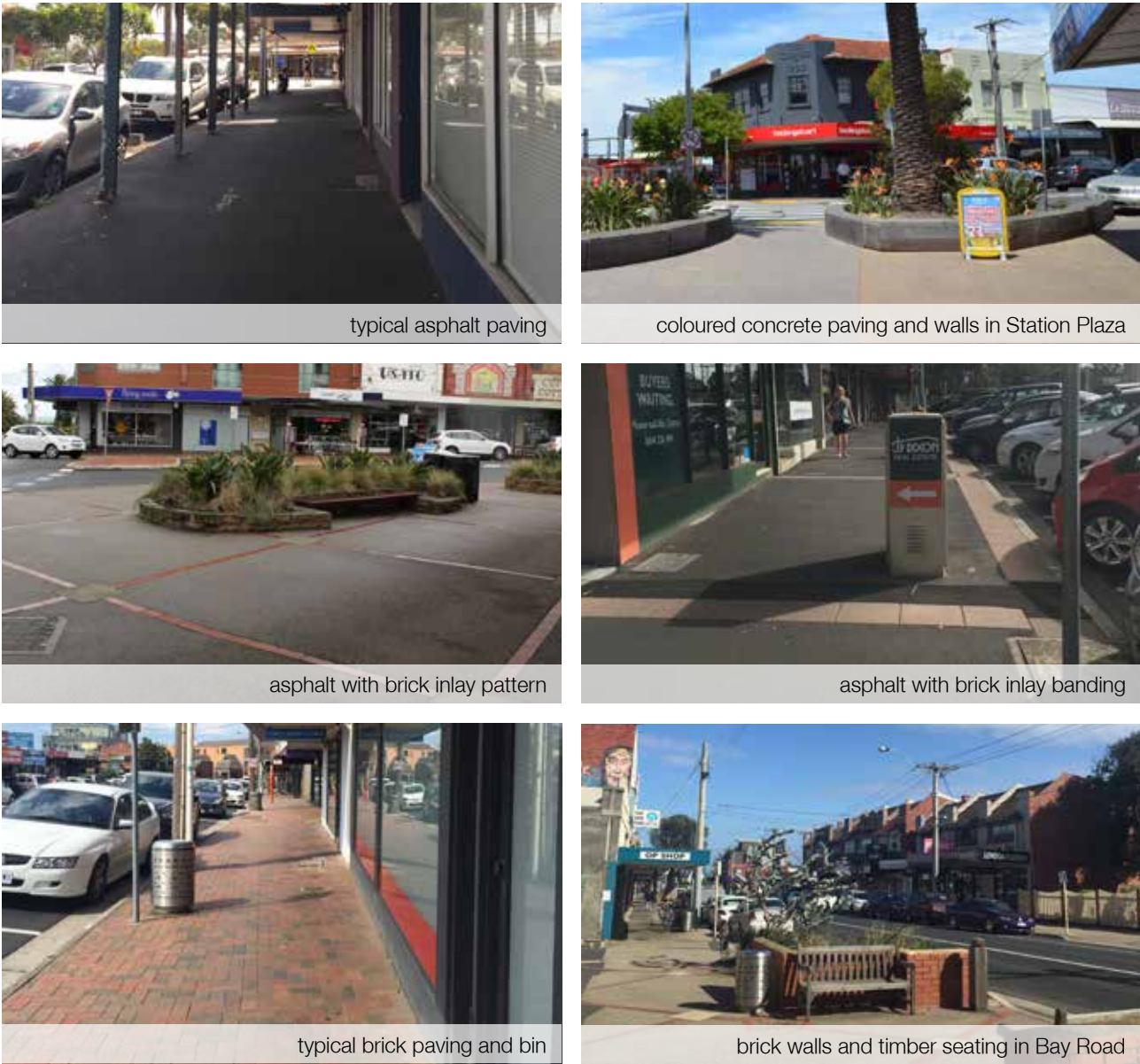


Figure 13: Photos to illustrate elements of streetscape character

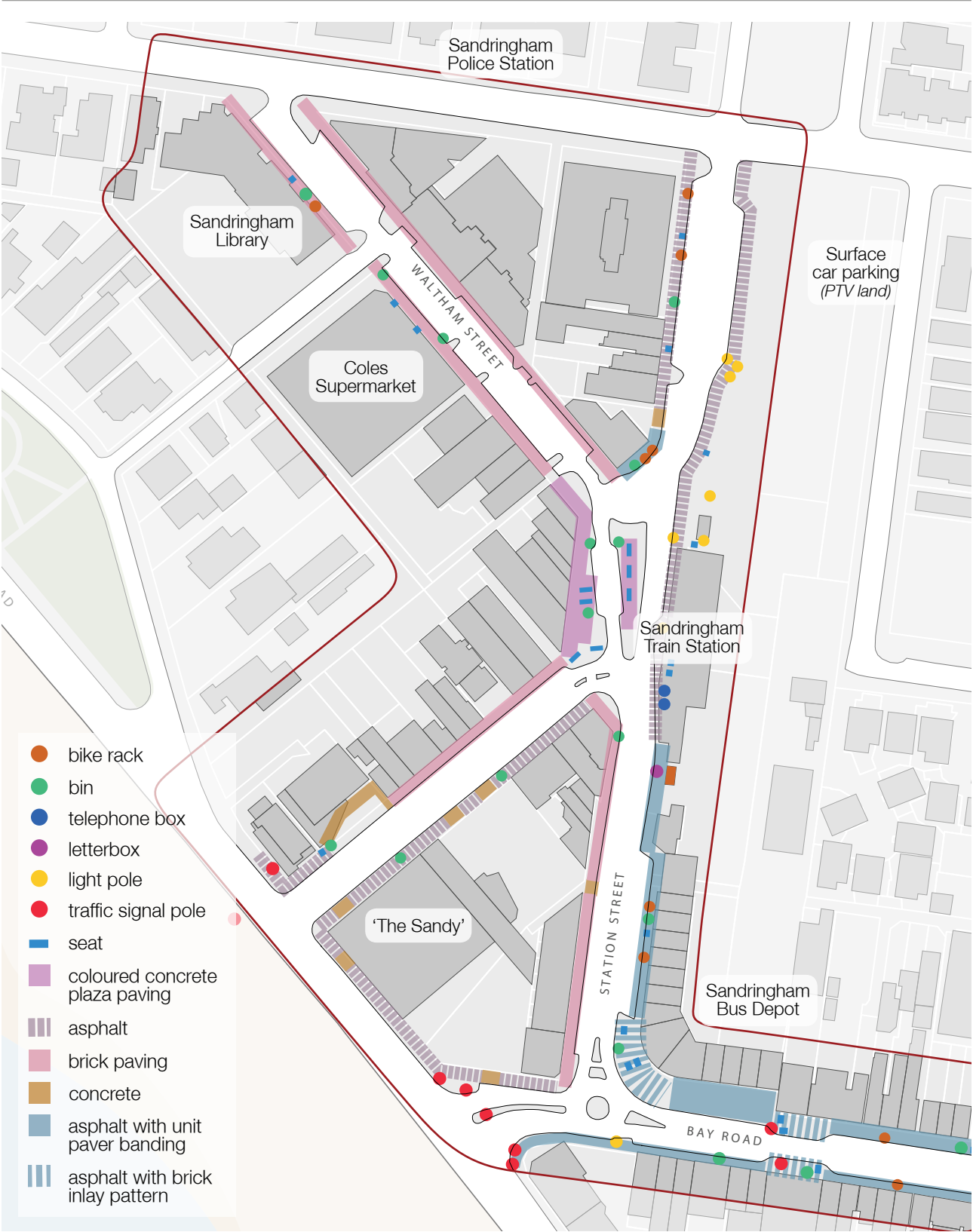


Figure 14: Streetscape Character Context Plan

2.7 Pedestrian Experience Analysis

Route 01: Train Station to Library

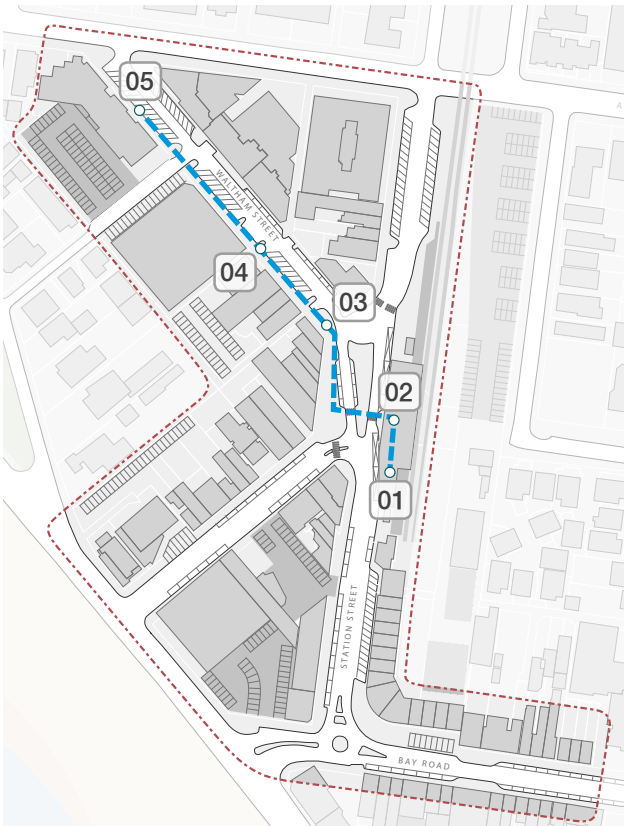


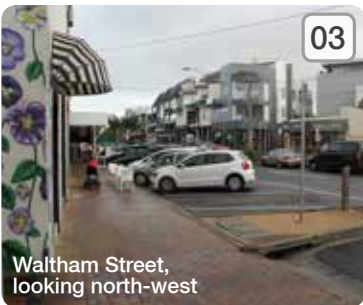
Figure 15: Experience Analysis Route 01



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



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



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



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



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

Route 02: Abbott Street to Beach

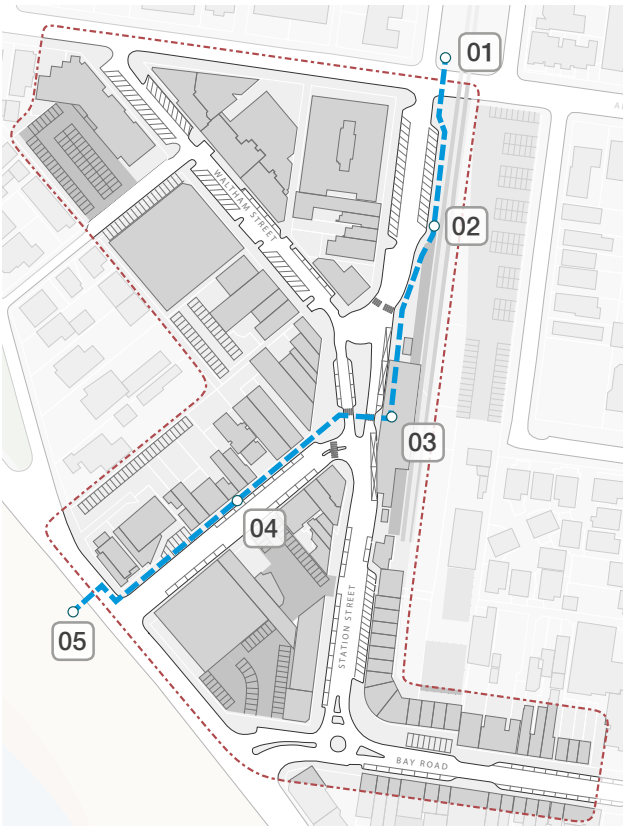


Figure 16: Experience Analysis Route 02



- ✗ 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

Route 03: Police Station to the Foreshore

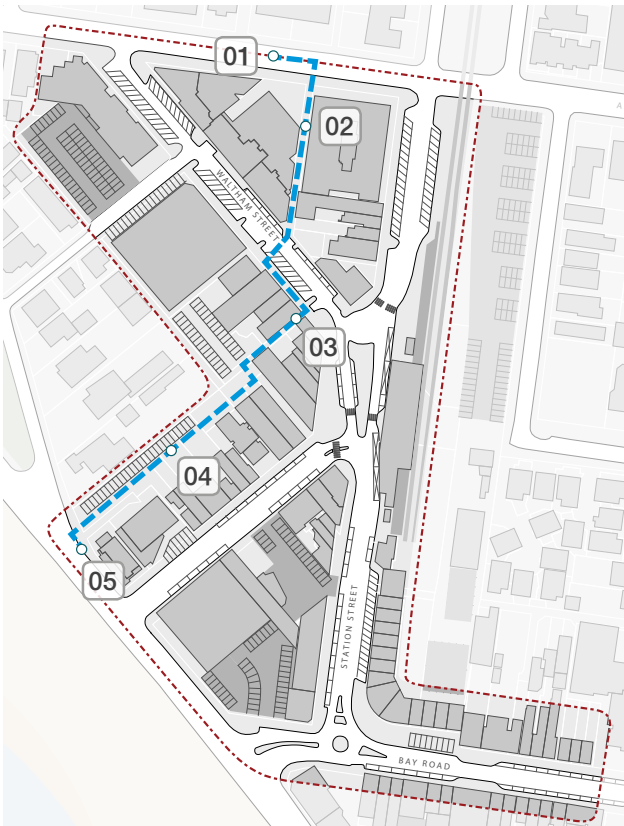


Figure 17: Experience Analysis Route 03



- ✓ 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 time



- ✓ 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

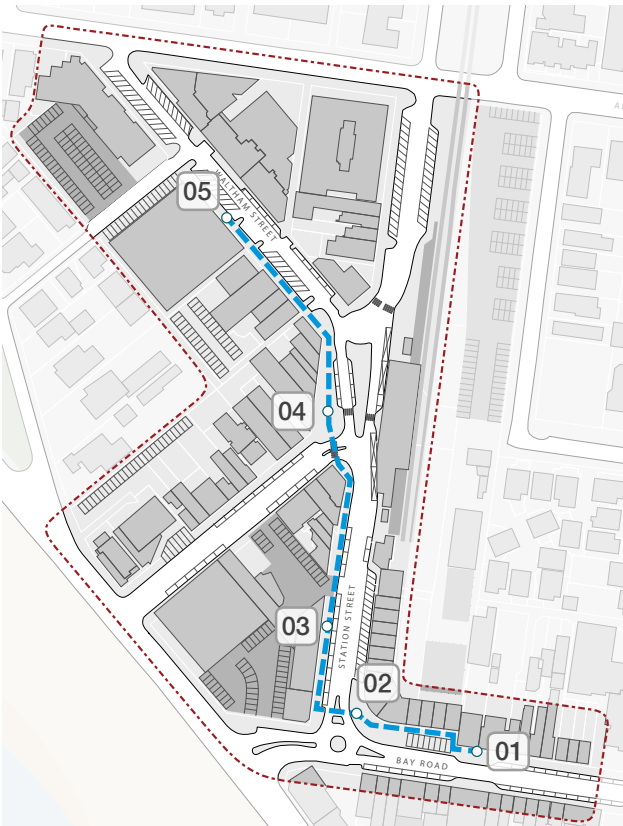


Figure 18: Experience Analysis Route 04



- ✗ 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

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.

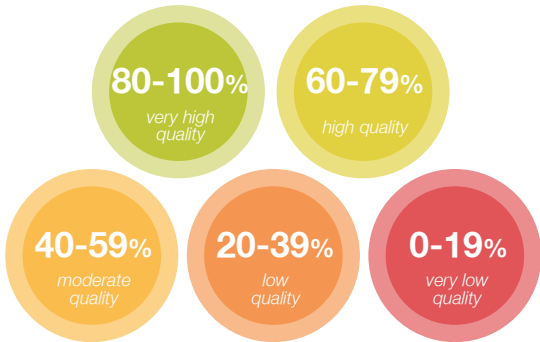


Figure 20: Place Quality Scoring System

The Assessment Areas

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

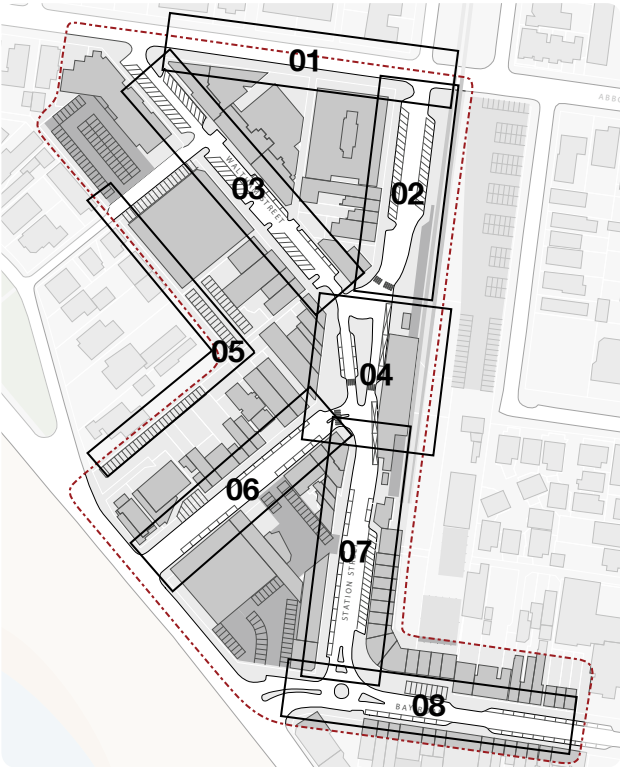
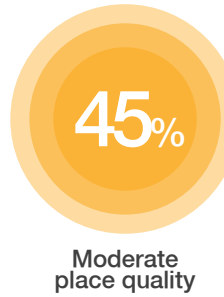


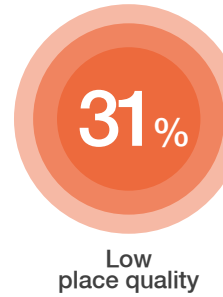
Figure 21: Place Quality Assessment Locations

01. Abbott Street



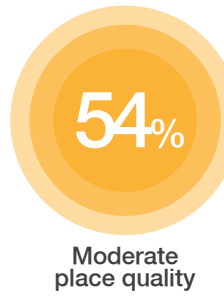
- Highlights**
- Excellent natural surveillance
 - Access to public transport
 - Diversity of built form
- Lowlights**
- Poor pedestrian environment
 - Limited wayfinding / signage
 - Lack of seating / rest areas

05. Laneway



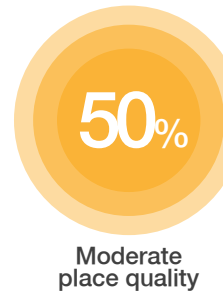
- Highlights**
- High natural surveillance
 - Good quality paving / paths
- Lowlights**
- Pedestrian / vehicle conflicts
 - Investment in public realm
 - Limited weather protection
 - Lack of directional signage

02. Station Street (north)



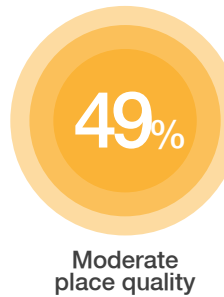
- Highlights**
- Good visual permeability
 - Well maintained built form
 - Continuity in pedestrian areas
- Lowlights**
- Lack of visual aesthetic
 - Limited activity / engagement
 - No distinct meeting places

06. Melrose Street



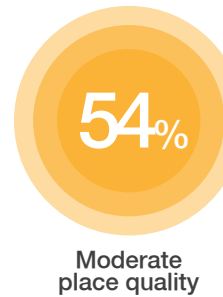
- Highlights**
- Proximity to public transport
 - High quality natural light
 - Commerce and vibrancy
- Lowlights**
- Limited informal seating areas
 - Low public realm investment
 - Poor visual interest / aesthetic

03. Waltham Street



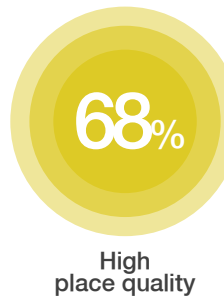
- Highlights**
- High natural surveillance
 - Access to public transport
 - High level of natural light
- Lowlights**
- Poor cycling environment
 - Lack of public art
 - Low level of activity

07. Station Street (south)



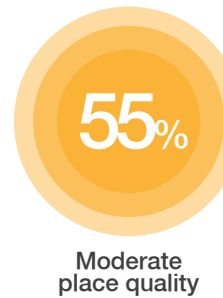
- Highlights**
- Appropriate mix of land uses
 - Consistent weather protection
 - Good visual permeability
- Lowlights**
- Poor pedestrian priority
 - Limited activity / engagement
 - Poor cycling environment

04. Sandringham Station Forecourt



- 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



- 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 21st and Saturday 23rd May; and
- **Community Workshop Session** – one 1½ hour session held on Wednesday 27th 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

For further information call 9599 4444.



Figure 22: Community Consultation Promotional Flyer

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 21st May – 43 respondents; and
- Saturday 23rd May – 96 respondents.

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

- **Theme A: Village Architecture**
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?							
<p>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?</p>								

Theme D: The Station Forecourt Plaza					Y	S	NS	N
<p><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></p>								
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?							
<p>How would you like to see the Station Plaza used in the future? Do you like the idea of a Village Square?</p>								

Join the discussion

This form can be emailed back to: grainne@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: you.saybayside.council.vic.gov.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: _____

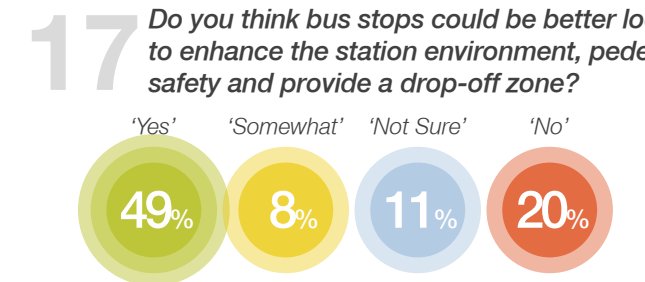
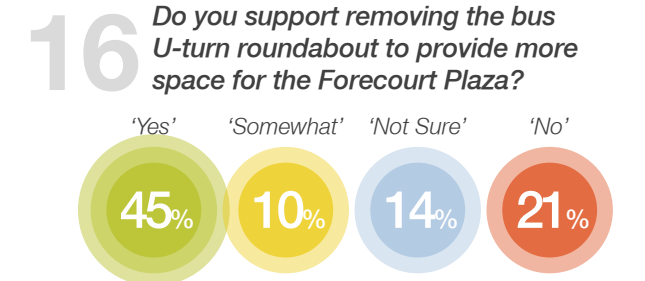
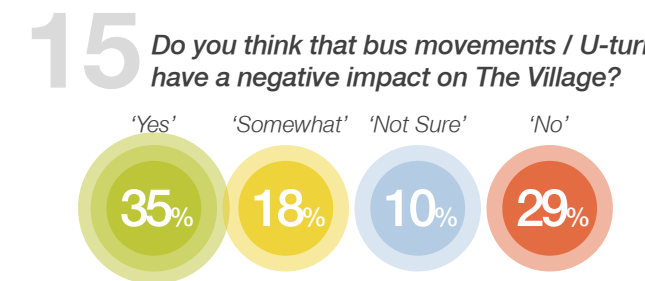
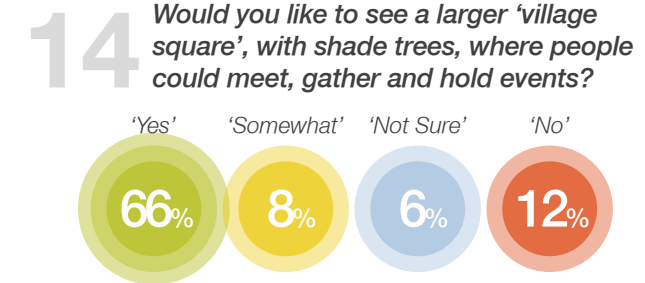
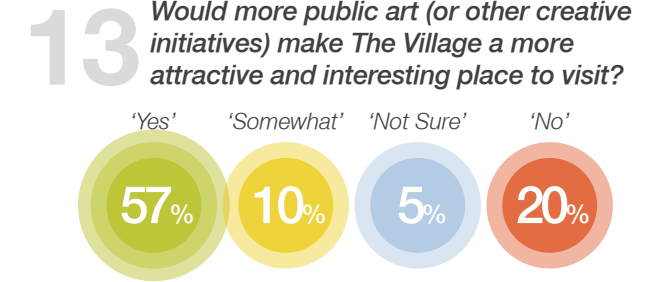
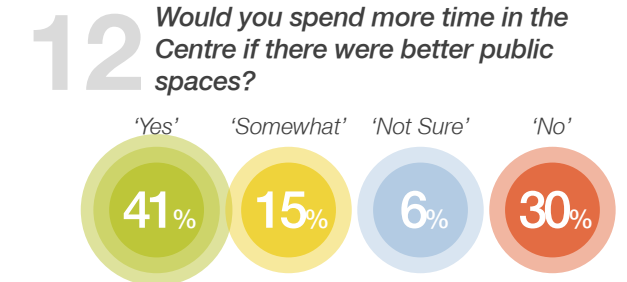
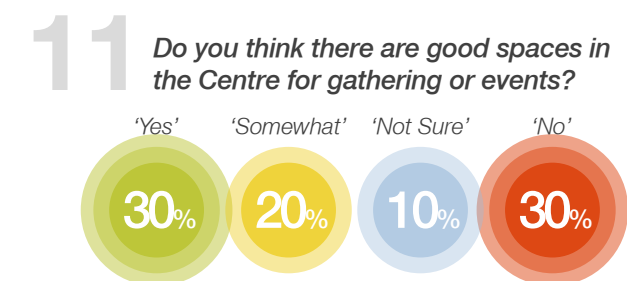
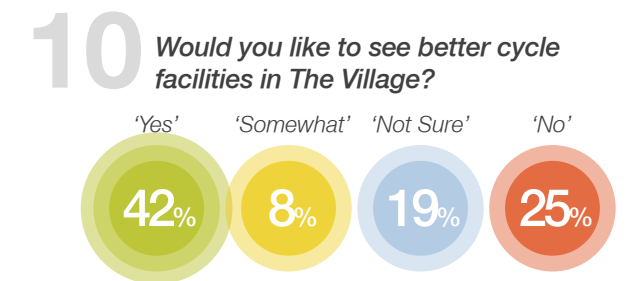
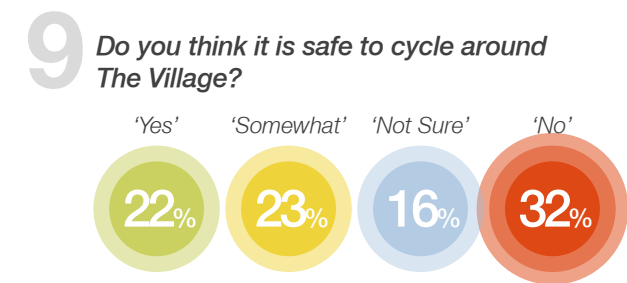
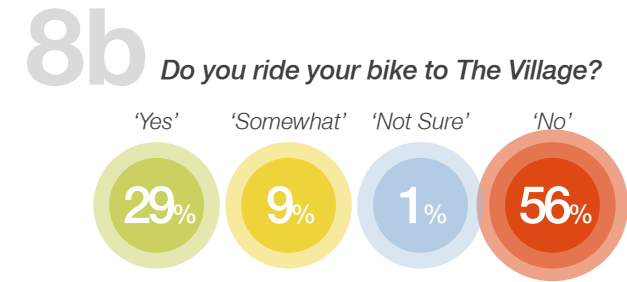
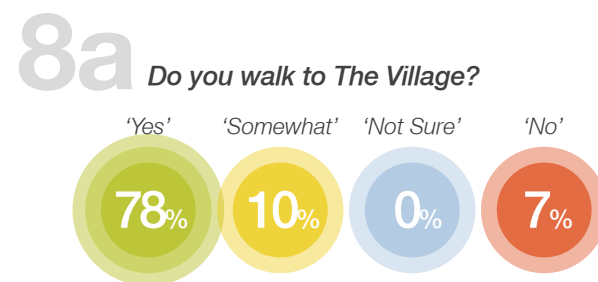
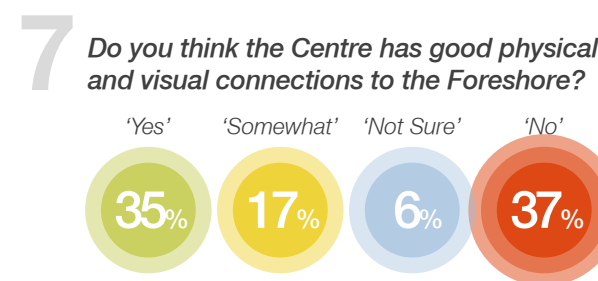
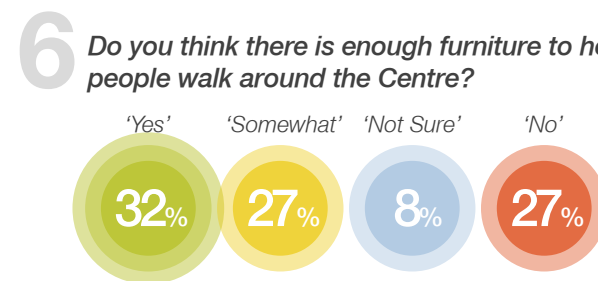
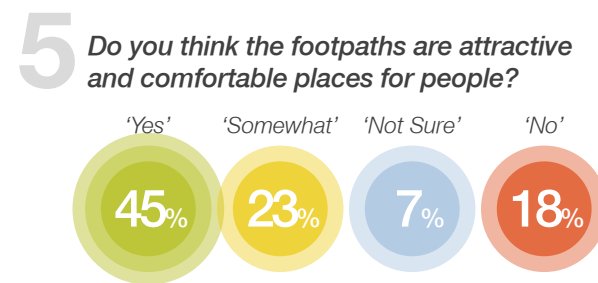
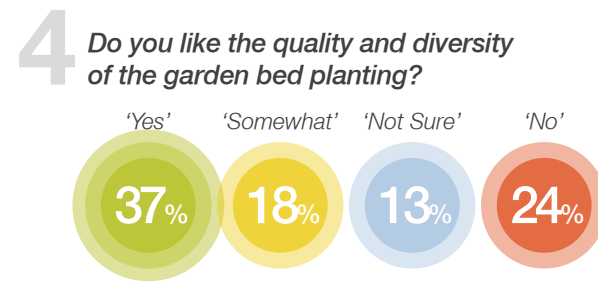
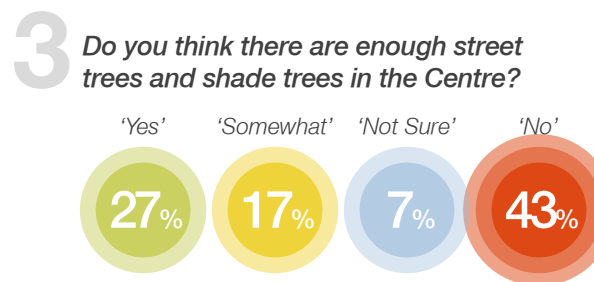
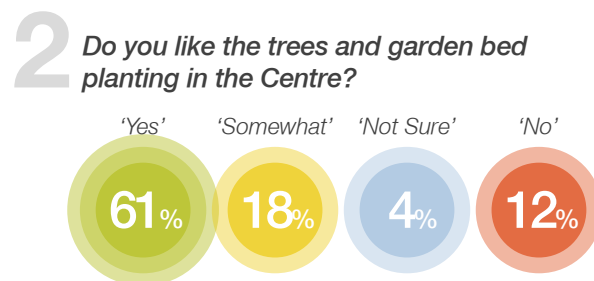
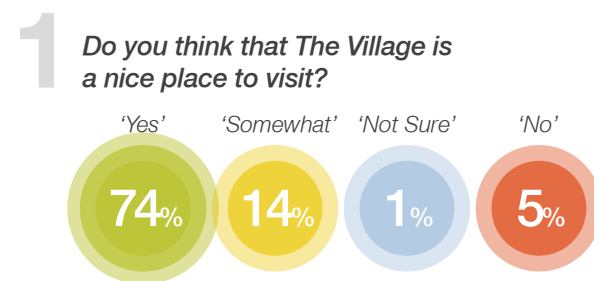


Figure 23: Community Consultation On-street Survey

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.



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 – Mornington 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

- Narrow road widths and widen streetscape widths – ●●●●●●●●●●
- Provide a new public space at the corner of Bay Road and Station Street – ●●●●●●●●
- Provide more places to sit in the public realm – ●●●●●●●●
- Create a formal “Village Square” at the Station Forecourt – ●●●●●●●●
- Improve tree planting and landscape, especially on Bay Road and Station Street – ●●●●●●
- Deliver a more consistent streetscape furniture palette – ●●●
- Deliver more consistent street lighting – ●●●
- Re-classify Bay Road to a local street – ●●
- Re-design the Station Street / Bay Road roundabout to a signalled intersection – ●●
- Creatively retain car parking spaces and increase tree planting – ●
- Enhance presentation of civic buildings and entry points to The Village – ●
- Further enhance the strength of the connection to the station – ●
- Remove on-street parking from outside the station – ●
- Re-route bus circulation to enhance the centre – ●
- More open space, especially in front of the station forecourt – ●
- Investment in the public realm will encourage and enhance investment from the private sector – 1
- 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’ – ●

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

4.1 Vision

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.”

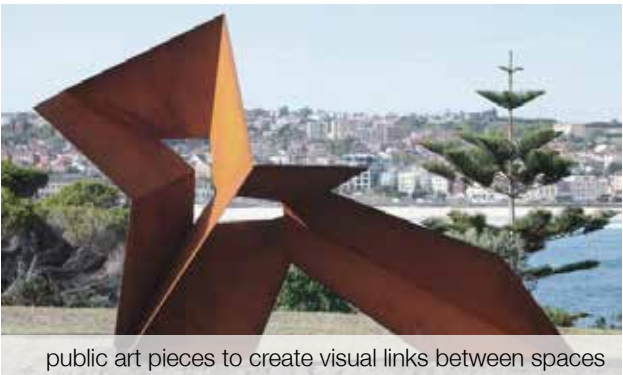
4.2 Objectives

- 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.

- 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.

- 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.



4.3 Initial Scenarios

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

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.

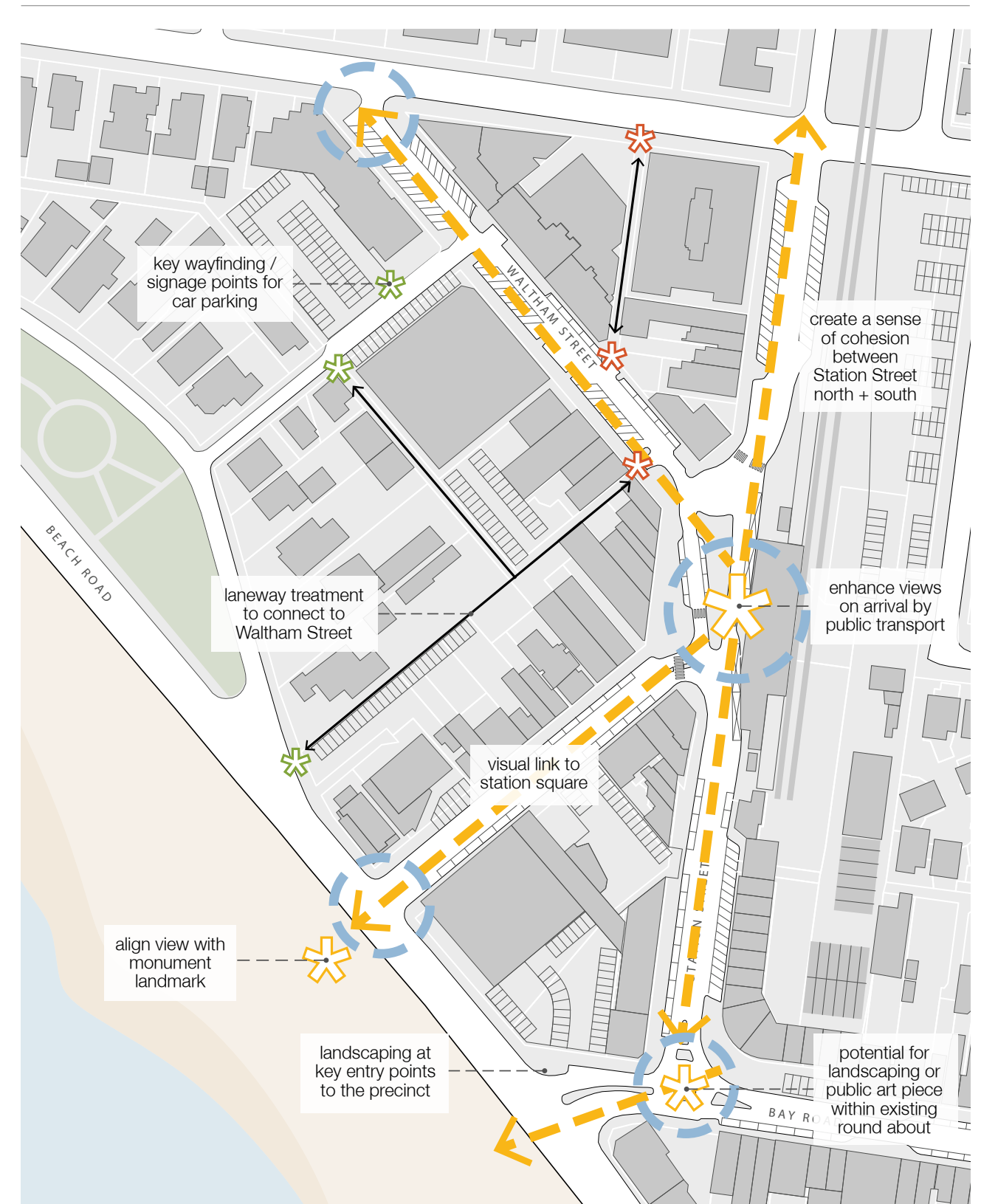


Figure 26: Scenario B - Views, Legibility and Wayfinding

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.

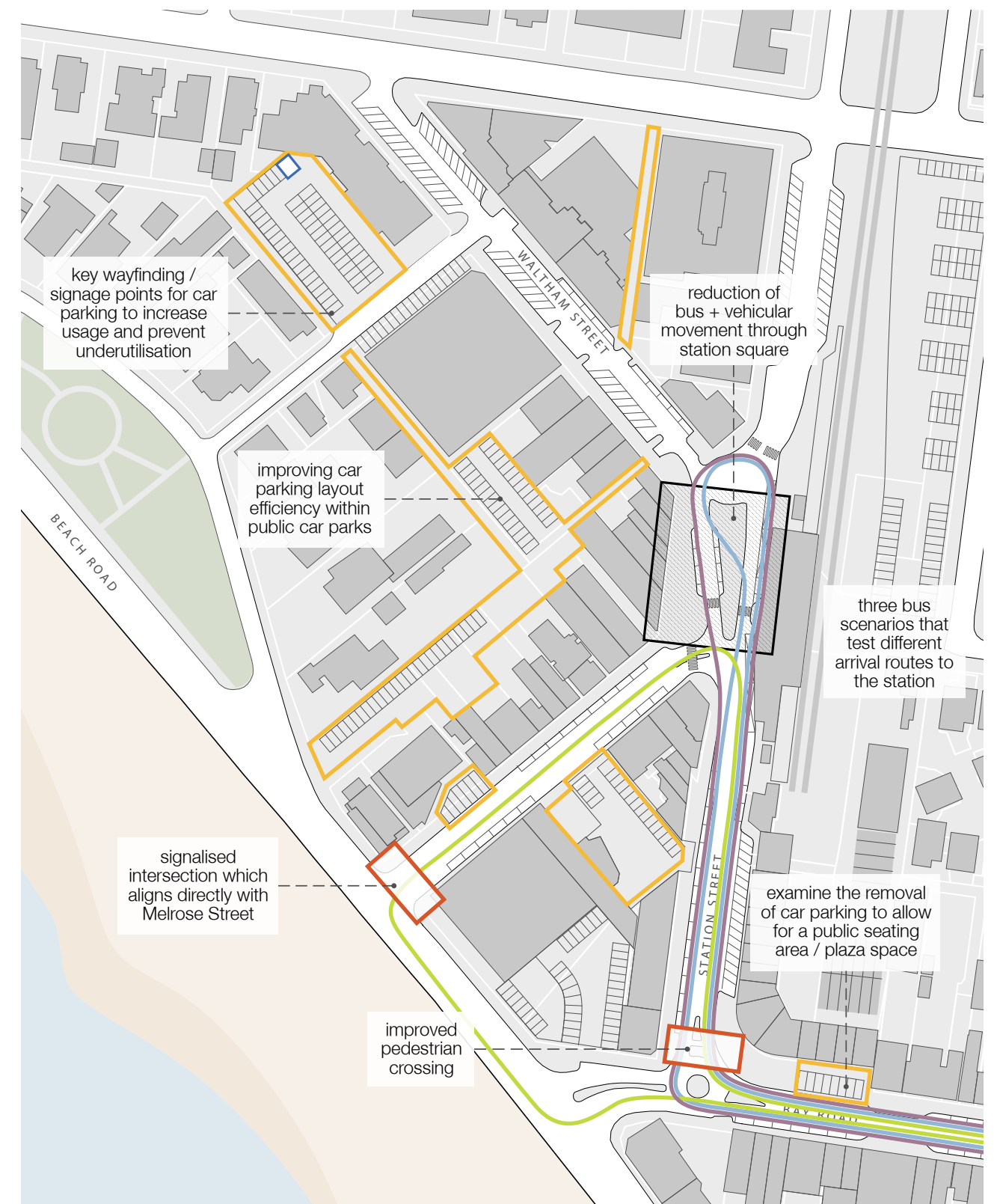


Figure 27: Scenario C - Transport, Access and Movement

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

Appendices

Appendix 01: On-street Survey Results Data

On-street Surveys | Quantitative 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.	%
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 Sandrignahm 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 | 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.	%																		
Theme A: Village Presentation																																			
1 Do you think the Sandringham Village is a nice place to visit?																																			
35	81%	2	5%	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%	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%	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%	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%	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%	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%	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%	28	29%	19	20%	8	8%	27	29%	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%	7	7%	0	0%	0	0%	7	7%	5	5%	79%	81%	0	0%	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%	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%	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%	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%	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%	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%	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	55%	3	7%	2	5%	9	21%	5	12%	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%	36	38%	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%	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%	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

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

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

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 pooh 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

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

Thursday, May 21 2015

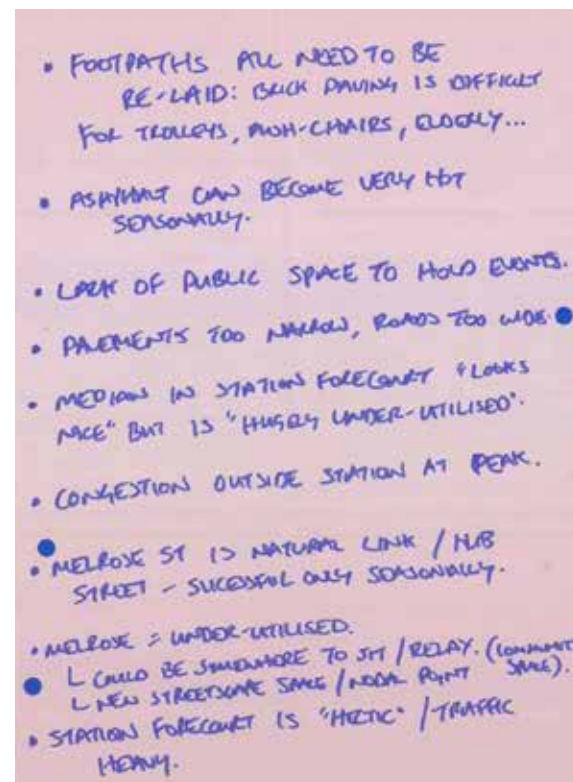
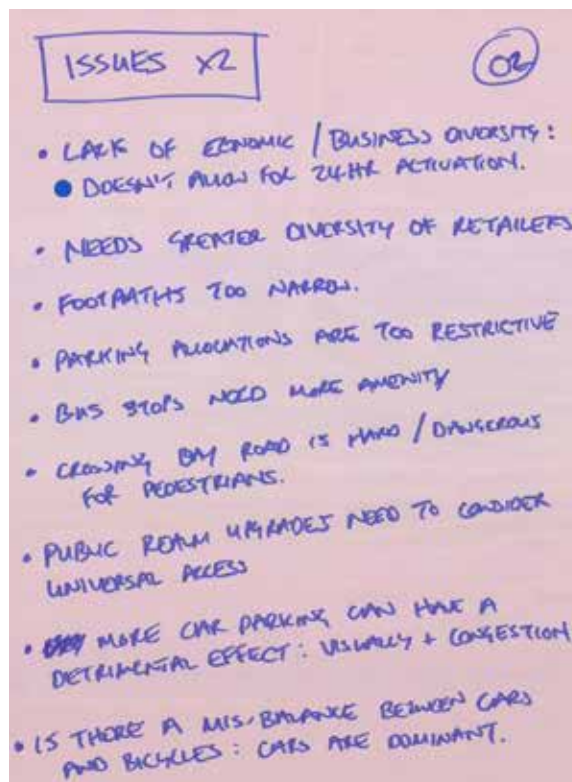
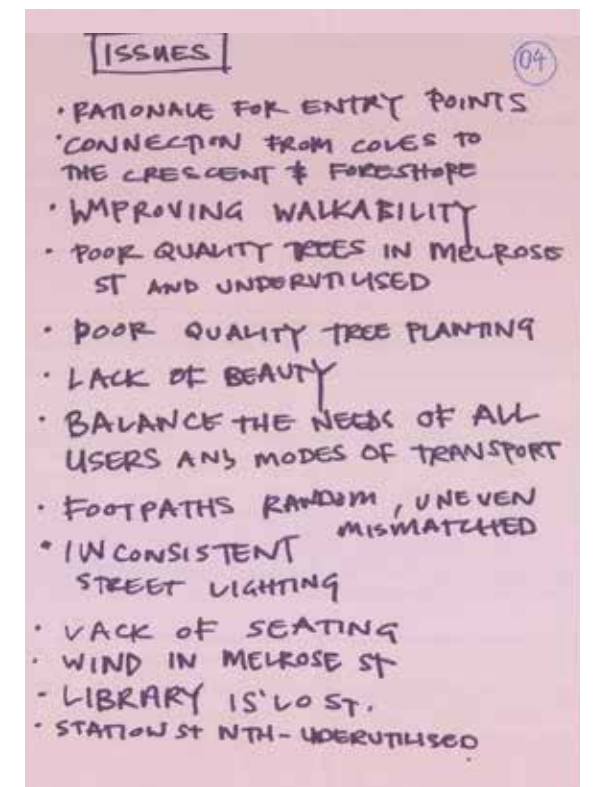
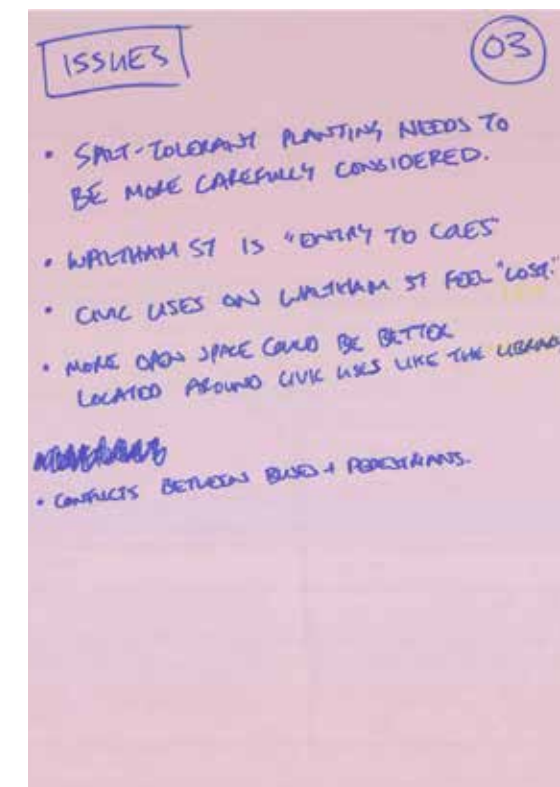
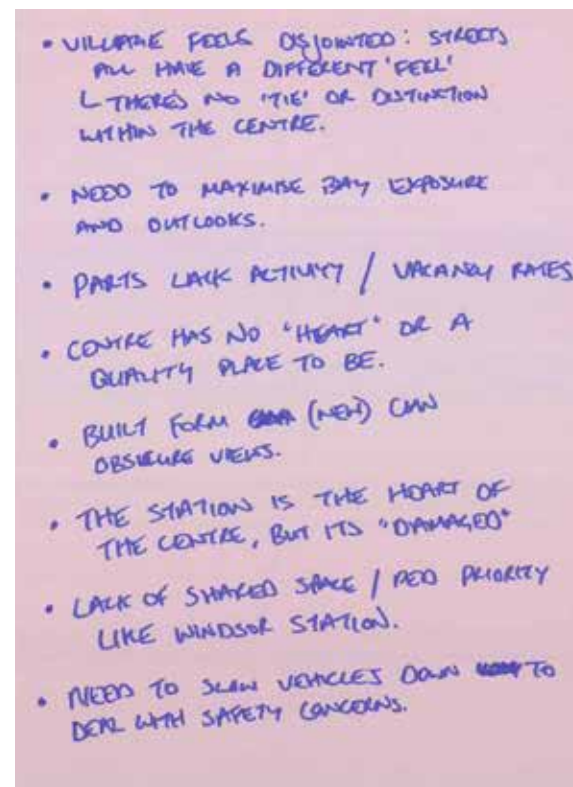
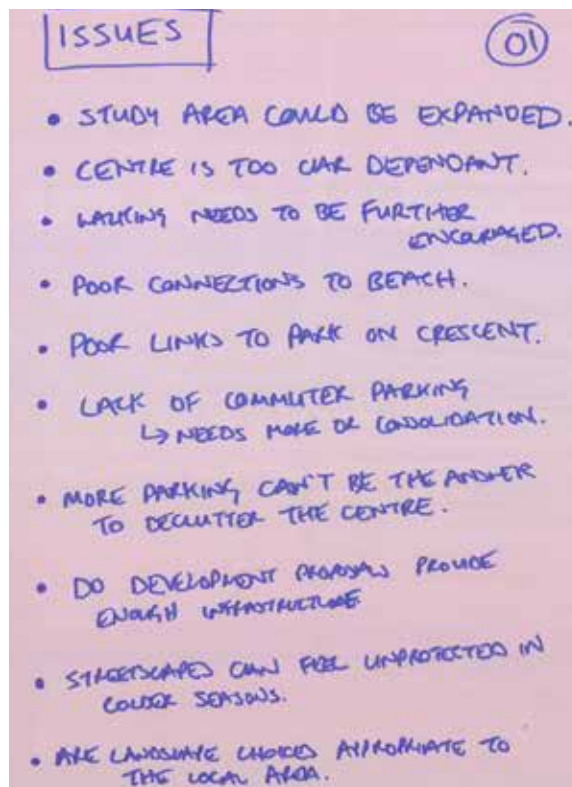
- There is already a good connection from the station to the bus area – don't move them. (••)
- Melrose Street needs to be better maintained and looked after. The white lines on the roads are looking faded and need to be re-done.
- The rear access of the traders should have rules for keeping these areas 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 all 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



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 DISUNIFIED
IS NOT ONE PART THAT DRAWS 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

OPPORTUNITIES (01)

- END OF LINE = DESTINATION
LENNANCE / 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-SHOPPING CAN BE CARS CONCENTRATED.
- 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 ARE
ALWAYS SUCCESSFUL.
- REMOVE ON-STREET PARKING FROM OUTSIDE
STATIONS - MOWINGTON LANE STREET HAS
NO ON-STREET TRAFFIC - IS A "NICE STREET"
- SUPPORT FOR MORE PUBLIC SPACE.
- NEED TO ENHANCE STRENGTH OF
CONNECTION TO STATION.
- "THERE IS NOWHERE TO SIT IN THE
PUBLIC REALM AND EAT YOUR LUNCH"
- MELROSE STREET COULD BE MORE FUNCTIONAL
- RAILROAD STREETSCAPES ARE A HUGE
FEATURE TO BE ENHANCED.

NEED TO INCLUDE OUTER EDGES OF
THE VILLAGE
CROSSING BAY ROAD TO CATCH THE
BUS INTO THE VILLAGE IS DANGEROUS
A PREVIOUS PROPOSAL TO RE-ROUTE 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 GEN. AROUND
ALTERNATIVES TO CAR TRIPS.
FOOTPATHS NEED TO BE REPAIRS &
CONSISTENT SURFACES
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
BE USED FOR SEATS & PLACES TO BE.
LIBRARY & SENIOR CITZ 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 (02)

- ENHANCE ACCESS TO PUBLIC SPACES FROM
CIVIC USES
- ENHANCE PRESENTATIONS OF CIVIC BUILDINGS
+ ENTRY POINTS.
- ENHANCE WAYFINDING + 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
REMOVING ~~REMOVING~~ PARKING FOR LANDSCAPE.
- MAKE USE OF PUBLIC SPACE AT THE CORNERS OF
BAY ROAD + STATION STREET.
- RE-DESIGN STATION STREET / BAY ROAD
TO SIGNALS.

- COULD BUSES BE RE-ROUTED TO GOVERN
OF THE STATION AND FREE UP THE
FRONTAGE OF THE STATION.
- COULD ENTRY INTO THE CENTRE BE
ONE-WAY?
- STATION ST ^{SOUTH} ~~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

Appendix 02: Community Consultation Outputs

		Saturday, September 26, 2015													
		Yes		Unsure		No		Option 1		Option 2		Option 3 (neither / no change)		Total	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Area 01 - A Village Square for Sandringham															
1	Do you like the idea of a Village Square?	27	90%	1	3%	2	7%							30	100%
2	Refer separate table and response below														
3	Which design do you prefer and why (refer below for more detail)							26	87%	3	10%	1	3%	30	100%
4	In order to allow the Village Square in Option 1 to be built, buses will be re-routed along other streets and the bus-turn-around will be removed from in front of the Station, do you support this change?	24	86%	2	7%	2	7%							28	100%
5	Removal of the bus turn also means that private vehicles will no longer be able to make a U-turn in Station Street, do you support this change?	25	89%	2	7%	1	4%							28	100%
Area 02 - A Community Space on Waltham Street															
6	Do you regularly visit this area of Waltham Street (Coles supermarket or Sandringham)?	27	96%	0	0%	1	4%							28	100%
7	Do you like the idea of a community space in this area?	22	79%	2	7%	4	14%							28	100%
8	Which design do you prefer?							19	73%	5	19%	2	8%	26	100%
Area 03 - Widening of footpaths along Station Street South															
9	Do you support the idea for wider footpaths for trees, cafes and walking on the west (beach) side of Station Street? (they won't affect parking or the street and the narrowere street will be easier and safer to cross).	27	93%	0	0%	2	7%							29	100%
10	Do you support removing one carpark along the east (inland) side of Station Street to plant a row of new trees?	22	85%	0	0%	4	15%							26	100%
11	Do you support the idea for a safer pedestrian crossing of Station Street at the Bay Road roundabout?	24	96%	0	0%	1	4%							25	100%

Tuesday, October 6, 2015													
Yes		Unsure		No		Option 1		Option 2		Option 3 (neither / no change)		Total	
No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
14	70%	3	15%	3	15%							20	100%
						11	58%	6	32%	2	11%	19	100%
9	45%	3	15%	8	40%							20	100%
8	42%	1	5%	10	53%							19	100%
18	100%	0	0%	0	0%							18	100%
16	89%	1	6%	1	6%							18	100%
						11	65%	3	18%	3	18%	17	100%
15	79%	1	5%	3	16%							19	100%
14	74%	1	5%	4	21%							19	100%
17	89%	0	0%	2	11%							19	100%

Online Responses													
Yes		Unsure		No		Option 1		Option 2		Option 3 (neither / no change)		Total	
No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
34	77%	2	5%	8	18%							44	100%
						33	89%	4	11%	0	0%	37	100%
32	94%	1	3%	1	3%							34	100%
32	94%	1	3%	1	3%							34	100%
35	95%	1	3%	1	3%							37	100%
19	53%	7	19%	10	28%							36	100%
						17	65%	4	15%	5	19%	26	100%
30	91%	1	3%	2	6%							33	100%
25	76%	0	0%	8	24%							33	100%
32	97%	0	0%	1	3%							33	100%

Total (Combined) Responses													
Yes		Unsure		No		Option 1		Option 2		Option 3 (neither / no change)		Total	
No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
75	80%	6	6%	13	14%							94	100%
						70	81%	13	15%	3	3%	86	0%
65	79%	6	7%	11	13%							82	100%
65	80%	4	5%	12	15%							81	100%
80	96%	1	1%	2	2%							83	100%
57	70%	10	12%	15	18%							82	100%
						47	68%	12	17%	10	14%	69	0%
72	89%	2	2%	7	9%							81	100%
61	78%	1	1%	16	21%							78	100%
73	95%	0	0%	4	5%							77	100%

Further Comments and suggestions	Sunday, September 27												Tuesday, October 6												Online Responses								Total (Combined) Responses																			
	Outdoor Cinema		Live Performances		Food vans / Pop-up Stores		A Small Farmer's Market		Other			Total		Outdoor Cinema		Live Performances		Food vans / Pop-up Stores		A Small Farmer's Market		Other			Total		Outdoor Cinema		Live Performances		Food vans / Pop-up Stores		A Small Farmer's Market		Other			Total														
	No.	%	No.	%	No.	%	No.	%	No.	%		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%														
Question 2. Further comments / other suggestions																																																				
Would you like to see any of the following happen in a new Village Square in Sandringham? Other suggestions include:	13	52%	18	72%	11	44%	17	68%	15	60%		25	NA	6	33%	11	61%	8	44%	12	67%	6	33%		18	NA	19	53%	30	83%	24	67%	27	75%	0	0%		36	NA	38	48%	59	75%	43	54%	56	71%	21	27%		79	NA
A place where women can gather									1												0												0								1					1	NA					
Art Exhibitions / Visual art activities									2												0												0								2					2	NA					
Festivals									2												0												0								2					2	NA					
High class designer markets									1												0												0								1					1	NA					
Leisure area / keep park-like / shade / pleasant area to relax/shade									3												1												0								4					4	NA					
Community events									1												0												0								1					1	NA					
Giant chess									1												1												0								2					2	NA					
Rotunda / gazebo									0												1												0								1					1	NA					
Not like Oakleigh Mall									0												1												0								1					1	NA					
Bike parking									1												0												0								1					1	NA					
Boules / Petanque court									1												0												0								1					1	NA					
Alfresco dining									1												0												0								1					1	NA					
NONE of these									1												2												0								3					3	NA					

Appendices

	Saturday, September 26, 2015											Tuesday, October 6, 2015											Online Responses											Total (Combined) Responses											
	Yes		Unsure		No		Option 1		Option 2			Option 3 (neither / no change)		Total		Yes		Unsure		No			Option 1		Option 2		Option 3 (neither / no change)		Total		Yes			Unsure		No		Option 1		Option 2		Option 3 (neither / no change)		Total	
	No.	%	No.	%	No.	%	No.	%	No.	%		No.	%	No.	%	No.	%	No.	%	No.	%		No.	%	No.	%	No.	%	No.	%	No.	%		No.	%	No.	%	No.	%	No.	%	No.	%		
	Option 1	Option 2	Option 3 (neither / no change)						Option 1	Option 2		Option 3 (neither / no change)				Option 1	Option 2	Option 3 (neither / no change)					Option 1	Option 2	Option 3 (neither / no change)				Option 1	Option 2	Option 3 (neither / no change)					Option 1	Option 2	Option 3 (neither / no change)				Option 1	Option 2	Option 3 (neither / no change)	
Question 3. Area 01 - Which design do you prefer? Can you explain your response? Further comment																																													
Great place to meet friends & family / already has a great feeling / area has plenty of places to meet, relax & eat outdoors & cafes / functions well as it is	1																																												
The public space breathes life into Sleepy Sandy, gives it heart, and defines it.	1																																												
Sandy is the end of the train line - so is wonderful for a community hub that incorporates the foreshore.	1																																												
Needs more community events for people to come together	1																																												
Lots of people space will make the 'end of the line' a destination	1																																												
Concerned for short-term & disabled parking on option 1 may affect local traders / short-term parking & turn-around used everyday for school & station pick-ups	1																																												
Overpass from Station / to a multi-level carpark (PTV)	1																																												
Like that it discourages traffic / less traffic congestion	1																																												
Make it a nice space for the community / more of a community atmosphere with the extra public space / encourage village atmosphere / make user friendly	2																																												
Concern about re-routing buses / do not re-route buses to Trentham Street or residential streets (Bay or Abbot) / other options such as Beach Rd is not a reality	2	1																																											
Concerned about train, bus, taxi connection		1																																											
Worried about activation - incremental / can't see a village square being well utilised / unnecessary expense		1																																											
Sandringham requires a focal point to give it a more European style, community feel	1																																												
Will increase traffic & congestion to the area	1			1																																									
Not enough parking currently / concerned about reducing parking / more parking required / Priority for Council should be to address traffic gridlock and lack of available parking.				1																																									
Would like protection for the shelter	1																																												
Needs more shade / like the idea of trees	2																																												
Outdoor heating / seasonal considerations / seasonal pop-up stands	1																																												
Prefer to see people privileged, not vehicles / as population increases we need to cater for increased foot traffic / pedestrians should be encouraged	2																																												
Like the idea of outdoor dining	1																																												
The village needs to attract traders like a butcher, bar, artisan gourmet foods, etc.	1																																												
This is smart planning!	1																																												
Needs upgrading & beautifying badly																																													
The current bus arrangement is brilliant - no crossing of the railway line, no penetration of the traffic on Beach Road, and pick-up at the Station / will lead to traffic flow problems / location of the bus service outside the station is very convenient																																													
Opposite police station is used by shopping traffic - suggest closing of part of Melrose Street because it won't affect traffic and can be made like Oakleigh Mall																																													
Locate bus routes further down station street (perhaps nearer to Abbot Street																																													
Concerned about maintenance																																													
Question 7. Area 02 - Do you like the idea of a community space in this area? Further comment																																													
But less so that the station is a functional area	1																																												
Concerned about access, it is already confusing		1																																											
Prefer Sandy Village, not a priority for you		1																																											
It is particularly grubby / I cannot see people using it / unnecessary / space is for shopping not relaxing				1																																									
Parking & traffic problems should be addressed as priority / likely to get worse / will increase the problem / retain as much parking as possible / do not decrease number available																																													
Not the right location for a community space /																																													
Area 03 - Do you support the idea for wider footpaths for trees, cafes and walking on the west side of Station Street? Further comment																																													
Visibility / additional trees will restrict driver viewing																																													
Unnecessary expense																																													
Car parking issue should be the priority																																													
Area 03 - Do you support the idea for a safer pedestima crossing of Station Street at the Bay Street roundabout? Further comment																																													
Visibility / remove the island and bushes so people can be seen on the crossing																																													
Resolve the council created congestion																																													

Part E

Area 01 – Village Square

Do you like the idea of a Village Square? Which design do you prefer?

Tuesday, October 6 2015

Option 01 Preferred

- Bringing the people together
- Needs upgrading and beautifying badly
- More car spaces invites more cars
- Pedestrians should be encouraged.
- Leave more room for foot traffic
- Less traffic and encouraging a village atmosphere
- More use friendly
- Less traffic congestion
- Bring people out of their houses
- Concerned about reducing parking spaces but would accept a trade-off for more public space

Option 02 Preferred

- No issues with current layout
- Not enough parking space in Sandringham shopping strip anyway, ridiculous to reduce it even more
- Improve the current ones
- Short-term parking and turn around used every day for school pickup
- Unnecessary expense to change existing layout – can’t see a village square being well utilised
- Station is right for transport
- Opposite police station is used by shopping traffic thus need elsewhere and suggest closing off part of Melrose Street because it won’t affect traffic markedly and can be made lie Oakleigh Mall.
- Will need to provide for sea breezes.
- Don’t stop loop, otherwise boom gates will and do now lead to traffic flow problems and trams stop traffic and it takes 10 mins for boom gates to open.

No option preferred

- The bus arrangement at present is brilliant. No crossing of the railway line. No penetration of the traffic on Beach Road. Pick-up at the station.
- More car parking, not less

Sunday, September 27 2015

Option 01 Preferred

- Sandy is the end of the train line – so wonderful for community hub that incorporates the foreshore.
- Sandy needs more urbancy and community events for people to come together
- Concerned for short-term and disable parking on option 1 may affect local traders
- Overpass from station to a multi-level car park
- Sandringham requires a focal point to give it a more European style community feel
- Would like protection for the shelter
- Prefer to see people privileged not vehicles
- Like the idea of trees, space and some outdoor dining
- More of a community atmosphere with the extra public space
- The public space breathe life into Sleep Sandy and gives it a hear and defines it
- Lots of people space will make the ‘end of the line’ a destination
- Great place to meet friends / family congregate – already has a great feeling
- We certainly need more space however will this make for more traffic?
- As population increases, we need to cater for increased foot traffic
- No smoking area
- I think this is smart planning plus Sandy Village needs to attract traders like a butcher / bar / artisan gourmet foods, etc.
- Like that it discourages traffic
- Make it a nice space for the community
- Don’t re-route buses to Trentham Street or residential streets (Bay or Abbot)
- Basically, re-routing the buses is a small cost – inconvenient for some but small in total

Option 02 Preferred

- If you remove the bus turn you will re-direct them elsewhere and your only real option is to direct them down residential streets which I oppose. Suggesting other options such as Beach Road is not a reality and is misleading.
- Concerned about train, bus, taxi connections
- Worried about incremental activation

No option preferred

- All these proposals involve the loss of parking space
- The idea of a village square is appealing but Sandringham is no longer a village
- Traffic congestion / gridlock / lack of parking is the major problem and should be the priority

Online Responses (12 Sept – 11 Oct)

Option 01 Preferred

- I am not sure that more cafe space is necessary for existing cafes, they are unreliable regarding maintaining a clean and neat area. I would be interested in a larger public space with well supervised 'pop-up' seasonal stands offering street food to locals and visitors alike (eg beach goers). Access to the station is difficult if you are dropping off/picking up people with disabilities, some quick easy access that does not require using the bus space and being intimidated by the bus drivers, would be good. Perhaps some of the bus routes could be located further down station street (perhaps nearer to Abbot Street) to accommodate my suggestion.

Option 02 Preferred

- Option 2 would be acceptable, but Option 1 would interfere with the many drivers who pick up and/or drop off passengers at the station, who would not be able to swing around the central island as they do now. There are already plenty of places where people can meet and eat alfresco, and for "relaxing on the grass and reading a book" the beach park is only a few metres away.
- Difficult to pick up passengers from the train station in option 1. Deleting parking in option 1 will result in more congestion in the area. No need for such a large village square, that may only be used a couple of times a year, but would create car parking issues all year.
- I am worried that Council will stuff up this space and do it on the major cheap. I would rather they do nothing than do a budget "revitalisation" and we end up with giant bins in ridiculous locations, ugly grey saw-cut concrete and plant lomandra longifolia everywhere. Refer to the mess at the Seaview Shops to see what I mean.

No option preferred

- The village has sufficient cafes to meet the needs of those wishing to relax and meet others. There is also sufficient public seating available. Senior citizens rely on car transport and parking facilities to shop at the chemist, newsagent, hardware and supermarket. The current road system allows for easy car access through Sandringham to shopping in Stations Street, access to Bay Rd. and return via the split system. I believe it is preferable to retain this system.
- There are plenty of places to relax on the grass along the foreshore, leave the area near the shops and station for business and public transport.
- I use the station daily to get to work. It's important to be able to access the station easily and quickly without added congestion in the area. Like many other parents, we regularly collect our children from the station and there is little short term parking near the station for collection and drop off. The 6 parking spots are frequently used for such collections, particularly at night, where they can be viewed going to and from the station. I think it would be a disaster to further reduce the short term parking available near the station. People would revert to waiting outside the station creating a hazard for buses and pedestrians. The area was only landscaped in recent history and the plants are just establishing. It would be a chronic waste of rate payers money to re-do the area. The REAL problem with the station access is the lack of car parking in the vicinity since many of the streets now have reduced time zones and travellers are forced to park further away, just congesting those streets. The money would be far better spent on creating more car parking near the station and shops, such as a multi-level car park where the existing station car park area is in-effectively used. This would enable more visitors to the Sandringham, keep cars out of the central vicinity and encourage people to use the train. If a Village square is really wanted, it would be better situated somewhere less congested, like Waltham St where the beach is close by. I can't see people using the Square

while waiting for a train, you need to be on the platform so that you hear announcements and don't miss the train. I sincerely hope that this plan does not proceed where it is proposed. I have used the Sandringham train line for 15 years and I think the proposal will create significant issues for train travellers.

- The most vital piece of information is missing from your "take the survey" document. How do you propose to reroute the buses? Do you propose to run the buses through residential streets? If so, which streets? Be more open regarding the details of your proposal. Sandringham village cannot afford to lose one (1) more car parking space. As i mentioned to your representative in Sandringham a few months ago. The most serious problem for Sandringham village is the lack of car parking spaces. If Chalmers Avenue becomes a 'dead end' street, there will be great difficulty for those who drive their cars into Chalmers Avenue and use the library car park. Be aware of the necessity for traffic flow. Do not create 'bottle-necks'. Use your funding to purchase more car parking spaces. Do not waste money on prettying up the Sandringham Village, it is a place that must function - first and foremost. Most people are busy business people who visit to do their shopping.
- We are very happy with the current setup. It works well. There are allocated areas for buses and drop off and pick up. As it is parking is a problem in Sandringham and to take away 3 parking space will be added to the situation. At present I think there are enough cafes in that area and there enough space for their outdoor tables. We also don't want to encourage undesirable elements who will use that area to congregate and may even cause trouble. Most train commuters have the seats outside the station and inside to wait for their pick up. No need for an outdoor area as well. As the saying goes "IT IT WORKS, LEAVE IT".
- Sandringham village is already short of parking, and accident prone. Viz the tail end accidents in Waltham St as cars reverse out of parking, the delays in Station St and Waltham St as shoppers look for parking, the general vehicle crowding in the area. Your relaxing citizens will be sitting in a council made traffic jam.

Removal of the bus turn also means that private vehicles will no longer be able to make a U-turn in Station Street, do you support this change?

Online Responses (12 Sept – 11 Oct)

- If Council would wait and save money for a high quality refurbishment then I would say yes. If they want to do it on the cheap and nasty (like the Seaview Shops) and ruin this great space, I will stick with a no.
- I am concerned about the traffic flow with the removal of the second roadway, there is currently a lot of congestion, particularly on Saturday mornings in the vicinity of Waltham street entrance. Many cars use this as a turning area to loop back and drop off people for the train (even though they aren't legally allowed to do so) I would hate to see people doing u-turns further down station street. Also, the bus service right outside the station is very convenient.

Part E

Area 02

Do you like the idea of a community space in this area?

Sunday, September 27 2015

Responded YES

- But less so that the station is a functional area

Responded UNSURE

- Prefer Sandy Village – not a priority
- Concerned about access – it is already confusing

Responded NO

- It is particularly grubby. I cannot see people using it
- Personally, safety of pedestrians not XXX, not needed in this area

Online Responses (12 Sept – 11 Oct)

Responded UNSURE

- A public space here would be of little direct benefit. The side that is being developed has no cafe activity or similar (it is on the other side of the road). That being said, I very much like the concept of improved community space and increased greenery. I just feel this would be of limited benefit in this location.
- Parking is already a problem, losing spots is an issue. Disabled parking is inadequate, for the supermarket with only one space outside and two spaces close to the library - which are difficult for both premises.
- This area is primarily a service facility for shopping etc. More coffee and foody areas here will tend to clog up parking spaces for longer times.
- There are no cafes or busy retail outlets here to require a community space in this location. People are really trying to find a park here and get in and out of Coles quite quickly. It feels crap here because of the shadowing from the 3 story residential tower opposite, so I can't see it working.
- Not sure how it would affect the current traffic control in the area which already is sometimes a nightmare to navigate
- Would this mean more charities would congregate in this area? As I walk through here once or twice every day and live on a very meagre income its difficult being constantly approached for money, etc.
- Not sure that this is a good use of ratepayers' money. I would tend to support option 3 to improve public safety.

Responded NO

- The parking is already a nightmare around the Coles/ library area and Sandringham village in general - and likely to get worse with the new higher density developments being built around the village. I'm actually not against the developments, I think it will be good for the area as a lot of the shops in the village have struggled historically, I think more thought needs to be given to how parking is addressed before creating a community space in this street - I feel like these options would only make things worse.

- I believe it is a priority to retain all available parking. Senior citizens rely on car travel rather than walking to shop and use the library. Parking spaces must not be decreased.
- To me it is a shopping activity, if I wanted to sit and relax we have the magnificent bay to look at, this is why I love living in Sandringham. Why would I want to look at Coles Supermarket in a confined man made space.
- Essentially the people who visit this area are going to Coles and do not need to have an area to sit down and contemplate life. Observing people in the area, they tend to be in a hurry to get their groceries into the car and leave. Lack if car parking is already an issue and reducing the car spaces to create seating that in my mind will not be used. Let's save our rate payers money and spend it more efficiently elsewhere.
- I can't see who'd gain from it as I can't imagine people 'gathering' outside Coles.
- I do not think it is a good location for such a community space. The idea for such a space near the station is a much better idea. Coles drives a heavy traffic load and I think it would be even worse if we cut into road space.
- Car parking spaces are needed for shopping, the library and the Seniors Hall users. Also if a village square is built a community space in this area may not be used by the public to any extent. Additionally there are few cafes in this section of the street for people to want to spread out with their coffees etc.
- Little to offer in the area. Works would be better utilised along Bay Rd or Station Rd to create a village feel. We would support option 1 in a longer term plan once those other areas are developed. With the reduction in parking on Station Rd we will need to improve parking options elsewhere in the village to support the businesses and public transport. Last comment - thanks for asking! This is fantastic what you are looking at and that you are engaging us.

Which option do you prefer?

Responded OPTION 2

- We need to park for the library and supermarket so if the village space is really large then this space can be smaller or nobody can use the supermarket. Its busy enough as it is
- I don't think that around the entrance to a busy car park is a great place for a community assembly area. I think the slightly larger community space will be good for the amenity. I don't think losing the three car space in this area is the right trade off.
- The area is very busy with people popping in and out of the supermarket and not terribly relaxing. The smaller areas will provide a place to stop and chat - the larger option would not be utilised in my opinion.

Responded OPTION 3

- Car parking is a premium at present, some adjustment needs to be made for disability access to both the supermarket (currently on spot) and the library (2 spots some distance from the entrance). A raised pedestrian walkway is a driving hazard.
- Mixing traffic with pedestrians and relaxing pursuits is the mistake already exhibited in the current 'town square'. The proposed public square could be an attempt to correct the issue. Duplicating the bad mix in Waltham St would be counterproductive.

Area 03 – Station Street South

Do you support the idea for a safer pedestrian crossing of Station Street at the Bay Road roundabout?

Tuesday, October 6 2015

Responded NO

- Its ok now

Sunday, September 27 2015

Responded YES

- Absolutely, lots of elderly

Online Responses (12 Sept – 11 Oct)

Responded NO

- Remove the island and bushes so people on the crossing can be seen. Resolve the council created congestion

Do you support the idea for wider footpaths for trees, cafes and walking on the west side of Station Street?

Sunday, September 27 2015

Responded YES

- Not encouraging cafes

Online Responses (12 Sept – 11 Oct)

Responded NO

- Any addition of trees or other foliage will restrict driver view and could lead to severe injury
- Spending ratepayers money on tarding up areas is not always wise. Look at Church Street, Brighton and Martin Street - ratepayers monies have not been well spent and putting seats in the centre of the road is anything but wise. There are areas in bayside that need money spent on them - seats at bus stops. Patting councillors egos is not spending our money wisely.

Responded UNSURE

- Fix the car parking, traffic issues first

Summary of Additional Written Submissions, Received March 2016

- Concern from local residents regarding the re-routing of buses along Trentham Street, Sandringham Road, Harston Street and Abbott Street. Concerns include: impacts on local residential amenity; safety for the elderly; safety for children; additional noise pollution; the existing narrow nature of these streetscapes; and enhanced traffic congestion.
- Could Melrose Street be reconfigured to allow for bus bays.
- Objections to any reductions in car parking in or around the Village as part of the Master Plan.
- Lack of car parking within the Village centre which needs to be addressed.
- Upgrades to all footpaths are required to make them safe, even and accessible for all, this will also enhance the 'look' of the area.
- More bicycle hoops and facilities are required to meet the growing demand in the area.
- Don't plant more trees.
- It is important that the bus stops are not removed from outside the front of the Station.
- More seating is required outside of the Station.

Area 01 – Village Square
Do you like the idea of a Village Square? Which design do you prefer?

- Option 01 Preferred
- This roundabout works as well as it possibly can, don't remove it.
 - Do the prevailing winds in Sandringham really mean that a new square is a good idea?

- Option 02 Preferred
- Support for the removal of the roundabout road network and replacement with a two way road in front of the station. This will eliminate the island effect of the existing unusable and disconnected space.
 - Request that the flagpole in the Plaza be included in the new plan as currently it is not being shown.
 - Need to ensure that seating provided is appropriate for the elderly.

- No option preferred
- There needs to be bollards located around the edge of the Plaza to protect pedestrians from cars.
 - Concerns regarding traffic flow within the Village with the removal of the roundabout.
 - Truck loading into Coles from Waltham Street is a hazard for pedestrians.
 - Landscaping and nature strips all need with updating.

Area 02
Do you like the idea of a community space in this area?

- Responded YES
- The introduction of a raised crossing would be a good addition for pedestrians.

- Responded NO
- This is not seen as a place where people currently congregate.

Area 03 – Station Street South
Do you support the idea for a safer pedestrian crossing of Station Street at the Bay Road roundabout?

- Responded NO
- Can the footpath width be reduced to incorporate additional angled parking, instead of parallel.

- Responded YES
- A pedestrian crossing over Station Street at Bay Road is supported for enhanced pedestrian movement.

Appendix 03:
Indicative Costings

Sandringham Streets Masterplan
Maximum Scope - Cost Plan No.2

Location Summary

SA: Site Area
Rates Current At November 2015

Location	SA m²	Cost/m²	Total Cost
A WALTHAM STREET PRECINCT	4,662	147	684,564
B STATION STREET NORTH PRECINCT	4,486	57	256,456
C STATION PLAZA PRECINCT	2,668	420	1,119,661
D MELROSE STREET PRECINCT	2,735	82	223,377
E STATION STREET SOUTH AND BAY ROAD ENTRY PRECINCT	7,395	159	1,175,942
ESTIMATED NET COST	21,946	\$158	\$3,460,000
MARGINS & ADJUSTMENTS			
ESTIMATED CONSTRUCTION COST AT NOVEMBER 2015	21,946	\$158	\$3,460,000
Exclusions:			Excl.
- Headworks and Authority Charges			Excl.
- Upgrading existing inground and overhead services infrastructure other than services directly affected by the pavement works			Excl.
- Provision of services conduits for future works			Excl.
- Contaminated & hazardous materials removal			Excl.
- Parking meters and supporting infrastructure			Excl.
- PTV costs associated with relocated of bus routes			Excl.
- Works to any existing high pressure gas main			Excl.
- Stormwater and rain water detention tanks			Excl.
- Costs and project delays associated with archaeological investigations			Excl.
- Adverse soil conditions			Excl.
- Land aquisition costs			Excl.
- Strata cells to garden and tree beds			Excl.
- Pedestrian & Traffic signals			Excl.
- Public art works			Incl.
- Local and State Government Project Management Costs			Excl.
- Temporary Bus Stop Provision			Excl.
- Effects of GST			Excl.
- Major road works and resurfacing			Excl.
- Lighting, CCTV and All Utilities Services			Excl.
ESTIMATED TOTAL COST	21,946	\$158	\$3,460,000

Sandringham Streets Masterplan

Maximum Scope - Cost Plan No.2

Location Element Item

A WALTHAM STREET PRECINCT

SA: 4,662 m² Cost/m²: \$147
Rates Current At November 2015

Description	Unit	Qty	Rate	Total
XP SITE PREPARATION				
1 Remove asphalt ready for resurface to footpaths only	m ²	1,248	29	35,015
2 Site preparation, cut and fill to new levels to footpath pavement areas	m ²	1,248	22	26,260
18 Excavate existing landscape areas incl. backfilling with engineered fill (say 500 mm deep)	m ²	111	78	8,570
188 Remove existing brick or concrete paving and/or hard standing and minor services isolations	m ²	1,375	36	48,224
189 Remove existing channels and the like to allow for widening of footpath	m ²	494	29	13,866
214 Site preparation, cut and fill to new levels to concrete pavement areas	m ²	335	22	7,055
SITE PREPARATION			\$30/m²	\$138,990
XR ROADS, FOOTPATHS AND PAVED AREAS				
9 Allowance for kerb & channels to footpath widening	m	247	127	31,184
8 Connections to existing road	m	57	211	11,997
44 Allowance for modification to line marking	m ²	1,399	3	3,930
86 Allowance for tactile tiles (assume precast 50m2)	m ²	50	351	17,536
114 Edging to garden beds	m	52	141	7,299
193 Raised continuous concrete crossing ramp (6500x2000)	No	2	2,921	5,840
194 Exposed aggregate coloured concrete paving including base/sub base (assume reinforced)	m ²	335	211	70,495
196 Asphalt footpaths including base/sub base preparation	m ²	1,248	78	96,290
198 Pedestrian crossing ramps concrete (approx 4600x1200)	No	7	225	1,573
201 Allowance for permeable pavement to tree plantings (say 1m2)	m ²	27	351	9,476
ROADS, FOOTPATHS AND PAVED AREAS			\$55/m²	\$255,620
XL LANDSCAPING AND IMPROVEMENTS				
15 Landscaping to public realm areas incl. preparation, 150 mm thk topsoil, mulch	m ²	149	50	7,320
65 Garden beds to road areas incl. prep, fill, 150 mm thk topsoil, mulch	m ²	85	50	4,176
17 Planting to public realm and median strips	m ²	234	85	19,694
16 Tree, 100 litre pot, to public realm and medium strip areas including protection grate	No	27	772	20,832
23 Grass areas incl. 150 top soil, seeding	m ²	108	29	3,033
88 12 month landscape maintenance	Item			17,666
190 Council standard bicycle hoops including footings	No	6	562	3,371
191 Council standard stainless steel rubbish and recycling bins	No	7	5,612	39,280
192 Custom timber bench seat (1500 to 4000)	No	7	5,612	39,280
195 Timber clad insitu concrete wall including footing (avg 400)	m	35	562	19,638
199 Council standard bench seat	No	4	4,842	19,363
200 Protect and retain existing Canary Island Palm	No	1	702	704
LANDSCAPING AND IMPROVEMENTS			\$42/m²	\$194,357

Sandringham Streets Masterplan

Maximum Scope - Cost Plan No.2

Location Element Item

A WALTHAM STREET PRECINCT (continued)

SA: 4,662 m² Cost/m²: \$147
Rates Current At November 2015

Description	Unit	Qty	Rate	Total
XK EXTERNAL STORMWATER DRAINAGE				
13 Allowance for new stormwater drainage	m	478		Excl.
EXTERNAL STORMWATER DRAINAGE				Excl.
XW EXTERNAL WATER SUPPLY				
36 Drinking fountains (assumed)	No	1	7,019	7,019
38 Allow for connection to existing water supply	No	1	7,019	7,019
45 Irrigation to landscaping areas	m ²	341	29	9,572
46 Irrigation valves, controllers, connections to existing water supply	Item			4,213
EXTERNAL WATER SUPPLY			\$6/m²	\$27,823
XF EXTERNAL FIRE PROTECTION				
85 Allowance to relocate fire hydrants, misc. services, etc.	m ²	4,662		Excl.
EXTERNAL FIRE PROTECTION				Excl.
XE EXTERNAL ELECTRIC LIGHT AND POWER				
33 Allowance for 3 Phase power outlets	Item			Excl.
11 Allowance for light poles, lighting to roads	No	10		Excl.
12 Allowance for feature lighting to civic spaces & nodes	Item			Excl.
14 Allowance for conduits, cabling, pits for new lighting	m	478		Excl.
34 Allowance for switchboard, pillar, connections to existing power supply	Item			Excl.
EXTERNAL ELECTRIC LIGHT AND POWER				Excl.
XS EXTERNAL SPECIAL SERVICES				
19 Allowance to adjust, replace existing water supply, sewer, comms. etc surface mount covers	m ²	4,662	8	32,702
83 Allowance for CCTV incl. poles	No	4		Excl.
84 Allowance for conduits, cabling, pits to CCTV	m	239		Excl.
EXTERNAL SPECIAL SERVICES			\$7/m²	\$32,702
XX ALTERATIONS AND RENOVATIONS TO EXISTING EXTERNAL WORKS				
206 Allow for minor modifications to all signage	Item			Excl.
ALTERATIONS AND RENOVATIONS TO EXISTING EXTERNAL WORKS				Excl.
FU FURNITURE, FITTINGS AND EQUIPMENT				
20 Allowance for undocumented street furniture, bollards and signage	m ²	4,662		Excl.
87 Allowance for art work	Item			35,072
FURNITURE, FITTINGS AND EQUIPMENT			\$8/m²	\$35,072
YY SPECIAL PROVISIONS				
152 Allowance for out of hours work	Item			Excl.
SPECIAL PROVISIONS				Excl.
WALTHAM STREET PRECINCT			\$147/m²	\$684,564

Sandringham Streets Masterplan

Maximum Scope - Cost Plan No.2

Location Element Item

B STATION STREET NORTH PRECINCT

SA: 4,486 m² Cost/m²: \$57
Rates Current At November 2015

Description	Unit	Qty	Rate	Total
XP SITE PREPARATION				
207 Removal of existing footpath concrete paver bands only	m ²	514	15	7,214
214 Site preparation, cut and fill to new levels to concrete pavement areas	m ²	107	22	2,257
216 Remove existing road surface and kerbs ready to form new paved areas	m ²	576	29	16,159
218 Site preparation, cut and fill to new levels to road way areas	m ²	469	22	9,870
SITE PREPARATION			\$8/m²	\$35,500
XR ROADS, FOOTPATHS AND PAVED AREAS				
44 Allowance for modification to line marking	m ²	1,346	3	3,782
86 Allowance for tactile tiles (assume precast 50m2)	m ²	50	351	17,533
193 Raised continuous concrete crossing ramp (6500x2000)	No	1	2,921	2,923
196 Asphalt footpaths including base/sub base preparation	m ²	199	78	15,352
197 Coloured concrete footpaths including base/sub base (assume reinforced)	m ²	107	197	21,013
198 Pedestrian crossing ramps concrete (approx 4600x1200)	No	11	225	2,472
201 Allowance for permeable pavement to tree plantings (say 1m2)	m ²	8	351	2,809
213 Asphalt patch footpaths to paver band areas including base/sub base preparation	m ²	514	36	18,025
217 Form new intersection at Station & Waltham St including base material	m ²	271	183	49,420
ROADS, FOOTPATHS AND PAVED AREAS			\$30/m²	\$133,329
XL LANDSCAPING AND IMPROVEMENTS				
16 Tree, 100 litre pot, to public realm and medium strip areas including protection grate	No	8	772	6,176
88 12 month landscape maintenance	Item			7,651
190 Council standard bicycle hoops including footings	No	4	562	2,248
191 Council standard stainless steel rubbish and recycling bins	No	4	5,612	22,444
195 Timber clad insitu concrete wall including footing (avg 400)	m	64	562	35,910
199 Council standard bench seat	No	2	4,842	9,687
LANDSCAPING AND IMPROVEMENTS			\$19/m²	\$84,116
XK EXTERNAL STORMWATER DRAINAGE				
13 Allowance for new stormwater drainage	m	50		Excl.
EXTERNAL STORMWATER DRAINAGE				Excl.
XF EXTERNAL FIRE PROTECTION				
85 Allowance to relocate fire hydrants, misc. services, etc.	m ²	500		Excl.
EXTERNAL FIRE PROTECTION				Excl.
XE EXTERNAL ELECTRIC LIGHT AND POWER				
11 Allowance for light poles, lighting to roads	No	3		Excl.
14 Allowance for conduits, cabling, pits for new lighting	m	50		Excl.
EXTERNAL ELECTRIC LIGHT AND POWER				Excl.
XS EXTERNAL SPECIAL SERVICES				
19 Allowance to adjust, replace existing water supply, sewer, comms. etc surface mount covers	m ²	500	8	3,511

Sandringham Streets Masterplan

Maximum Scope - Cost Plan No.2

Location Element Item

B STATION STREET NORTH PRECINCT (continued)

SA: 4,486 m² Cost/m²: \$57
Rates Current At November 2015

Description	Unit	Qty	Rate	Total
83 Allowance for CCTV incl. poles	No	3		Excl.
84 Allowance for conduits, cabling, pits to CCTV	m	50		Excl.
EXTERNAL SPECIAL SERVICES			\$1/m²	\$3,511
FU FURNITURE, FITTINGS AND EQUIPMENT				
20 Allowance for undocumented street furniture, bollards and signage	m ²	4,486		Excl.
87 Allowance for art work	Item			Excl.
FURNITURE, FITTINGS AND EQUIPMENT				Excl.
STATION STREET NORTH PRECINCT			\$57/m²	\$256,456

Sandringham Streets Masterplan

Maximum Scope - Cost Plan No.2

Location Element Item

SA: 2,668 m² Cost/m²: \$420
Rates Current At November 2015

C STATION PLAZA PRECINCT

Description	Unit	Qty	Rate	Total
XP SITE PREPARATION				
1 Remove asphalt ready for resurface to footpaths only	m ²	304	29	8,533
2 Site preparation, cut and fill to new levels to footpath pavement areas	m ²	304	22	6,401
18 Excavate existing landscape areas incl. backfilling with engineered fill (say 500 mm deep)	m ²	275	78	21,224
188 Remove existing brick or concrete paving and/or hard standing and minor services isolations	m ²	2,668	36	93,570
214 Site preparation, cut and fill to new levels to concrete pavement areas	m ²	1,542	22	32,448
SITE PREPARATION			\$61/m²	\$162,176
XR ROADS, FOOTPATHS AND PAVED AREAS				
8 Connections to existing road	m	37	211	7,791
44 Allowance for modification to line marking	m ²	801	3	2,251
86 Allowance for tactile tiles (assume precast 50m2)	m ²	50	351	17,539
114 Edging to garden beds	m	34	141	4,773
193 Raised continuous concrete crossing ramp (6500x2000)	No	1	2,921	2,923
194 Exposed aggregate coloured concrete paving including base/sub base (assume reinforced)	m ²	1,234	211	259,655
196 Asphalt footpaths including base/sub base preparation	m ²	304	78	23,456
197 Coloured concrete footpaths including base/sub base (assume reinforced)	m ²	308	197	60,495
198 Pedestrian crossing ramps concrete (approx 4600x1200)	No	2	225	452
201 Allowance for permeable pavement to tree plantings (say 1m2)	m ²	14	351	4,913
208 Form new road to Melrose & Station Street including base material	m ²	903	183	164,679
212 Allowance for kerb & channels to new Melrose & Station street	m	113	127	14,274
ROADS, FOOTPATHS AND PAVED AREAS			\$211/m²	\$563,201
XB OUTBUILDINGS AND COVERED WAYS				
209 Allow for additional bus shelter	m ²	100		Excl.
210 Bus shelter signage and displays	Item			Excl.
OUTBUILDINGS AND COVERED WAYS				Excl.
XL LANDSCAPING AND IMPROVEMENTS				
15 Landscaping to public realm areas incl. preparation, 150 mm thk topsoil, mulch	m ²	257	50	12,623
65 Garden beds to road areas incl. prep, fill, 150 mm thk topsoil, mulch	m ²	33	50	1,625
17 Planting to public realm and median strips	m ²	290	85	24,409
16 Tree, 100 litre pot, to public realm and medium strip areas including protection grate	No	14	772	10,805
23 Grass areas incl. 150 top soil, seeding	m ²	257	29	7,214
88 12 month landscape maintenance	Item			19,307
190 Council standard bicycle hoops including footings	No	2	562	1,126
191 Council standard stainless steel rubbish and recycling bins	No	2	5,612	11,227
195 Timber clad insitu concrete wall including footing (avg 400)	m	90	562	50,504
199 Council standard bench seat	No	2	4,842	9,687

Sandringham Streets Masterplan

Maximum Scope - Cost Plan No.2

Location Element Item

SA: 2,668 m² Cost/m²: \$420
Rates Current At November 2015

C STATION PLAZA PRECINCT (continued)

Description	Unit	Qty	Rate	Total
200 Protect and retain existing Canary Island Palm	No	11	702	7,720
202 Relocated Cabbage Palm including crainage	No	2	28,058	56,116
LANDSCAPING AND IMPROVEMENTS			\$80/m²	\$212,363
XK EXTERNAL STORMWATER DRAINAGE				
13 Allowance for new stormwater drainage	m	226		Excl.
35 Allowance for connections to existing stormwater drainage	No	5	9,681	48,400
10 Allowance for stormwater pits, WSUD gardens	No	5	808	4,037
EXTERNAL STORMWATER DRAINAGE			\$20/m²	\$52,437
XW EXTERNAL WATER SUPPLY				
36 Drinking fountains (assumed)	No	1	7,019	7,019
38 Allow for connection to existing water supply	No	1	7,019	7,019
45 Irrigation to landscaping areas	m ²	547	29	15,352
46 Irrigation valves, controllers, connections to existing water supply	Item			4,213
EXTERNAL WATER SUPPLY			\$13/m²	\$33,603
XF EXTERNAL FIRE PROTECTION				
85 Allowance to relocate fire hydrants, misc. services, etc.	m ²	2,668		Excl.
EXTERNAL FIRE PROTECTION				Excl.
XE EXTERNAL ELECTRIC LIGHT AND POWER				
11 Allowance for light poles, lighting to roads	No	5		Excl.
14 Allowance for conduits, cabling, pits for new lighting	m	226		Excl.
EXTERNAL ELECTRIC LIGHT AND POWER				Excl.
XS EXTERNAL SPECIAL SERVICES				
19 Allowance to adjust, replace existing water supply, sewer, comms. etc surface mount covers	m ²	2,668	8	18,720
83 Allowance for CCTV incl. poles	No	4		Excl.
84 Allowance for conduits, cabling, pits to CCTV	m	113		Excl.
EXTERNAL SPECIAL SERVICES			\$7/m²	\$18,720
FU FURNITURE, FITTINGS AND EQUIPMENT				
20 Allowance for undocumented street furniture, bollards and signage	m ²	2,668		Excl.
87 Allowance for art work	Item			70,142
FURNITURE, FITTINGS AND EQUIPMENT			\$26/m²	\$70,142
YY SPECIAL PROVISIONS				
151 Allowance for traffic management for the relocation of bus stops	Item			7,019
152 Allowance for out of hours work	Item			Excl.
SPECIAL PROVISIONS			\$3/m²	\$7,019
STATION PLAZA PRECINCT			\$420/m²	\$1,119,661

Sandringham Streets Masterplan

Maximum Scope - Cost Plan No.2

Location Element Item

D MELROSE STREET PRECINCT

SA: 2,735 m² Cost/m²: \$82
Rates Current At November 2015

Description	Unit	Qty	Rate	Total
XP SITE PREPARATION				
1 Remove asphalt ready for resurface to footpaths only	m ²	537	29	15,065
2 Site preparation, cut and fill to new levels to footpath pavement areas	m ²	1,081	22	22,749
188 Remove existing brick or concrete paving and/or hard standing and minor services isolations	m ²	545	36	19,111
SITE PREPARATION			\$21/m²	\$56,925
XR ROADS, FOOTPATHS AND PAVED AREAS				
8 Connections to existing road	m	45	211	9,476
44 Allowance for modification to line marking	m ²	821	3	2,306
86 Allowance for tactile tiles (assume precast 50m2)	m ²	50	351	17,533
196 Asphalt footpaths including base/sub base preparation	m ²	1,081	78	83,402
198 Pedestrian crossing ramps concrete (approx 4600x1200)	No	5	225	1,126
201 Allowance for permeable pavement to tree plantings (say 1m2)	m ²	2	351	704
215 EO for coloured concrete to 2% as advised	m ²	22	120	2,629
ROADS, FOOTPATHS AND PAVED AREAS			\$43/m²	\$117,176
XL LANDSCAPING AND IMPROVEMENTS				
15 Landscaping to public realm areas incl. preparation, 150 mm thk topsoil, mulch	m ²	26	50	1,280
17 Planting to public realm and median strips	m ²	26	85	2,192
16 Tree, 100 litre pot, to public realm and medium strip areas including protection grate	No	2	772	1,545
88 12 month landscape maintenance	Item			4,483
190 Council standard bicycle hoops including footings	No	5	562	2,809
191 Council standard stainless steel rubbish and recycling bins	No	4	5,612	22,444
199 Council standard bench seat	No	3	4,842	14,523
LANDSCAPING AND IMPROVEMENTS			\$18/m²	\$49,276
XK EXTERNAL STORMWATER DRAINAGE				
13 Allowance for new stormwater drainage	m	298		Excl.
EXTERNAL STORMWATER DRAINAGE				Excl.
XF EXTERNAL FIRE PROTECTION				
85 Allowance to relocate fire hydrants, misc. services, etc.	m ²	2,735		Excl.
EXTERNAL FIRE PROTECTION				Excl.
XE EXTERNAL ELECTRIC LIGHT AND POWER				
11 Allowance for light poles, lighting to roads	No	6		Excl.
14 Allowance for conduits, cabling, pits for new lighting	m	298		Excl.
EXTERNAL ELECTRIC LIGHT AND POWER				Excl.
XS EXTERNAL SPECIAL SERVICES				
83 Allowance for CCTV incl. poles	No	2		Excl.
84 Allowance for conduits, cabling, pits to CCTV	m	149		Excl.
EXTERNAL SPECIAL SERVICES				Excl.

Sandringham Streets Masterplan

Maximum Scope - Cost Plan No.2

Location Element Item

D MELROSE STREET PRECINCT (continued)

SA: 2,735 m² Cost/m²: \$82
Rates Current At November 2015

Description	Unit	Qty	Rate	Total
FU FURNITURE, FITTINGS AND EQUIPMENT				
20 Allowance for undocumented street furniture, bollards and signage	m ²	2,735		Excl.
87 Allowance for art work	Item			Excl.
FURNITURE, FITTINGS AND EQUIPMENT				Excl.
YY SPECIAL PROVISIONS				
152 Allowance for out of hours work	Item			Excl.
SPECIAL PROVISIONS				Excl.
MELROSE STREET PRECINCT			\$82/m²	\$223,377

Sandringham Streets Masterplan

Maximum Scope - Cost Plan No.2

Location Element Item

E STATION STREET SOUTH AND BAY ROAD ENTRY PRECINCT

SA: 7,395 m² Cost/m²: \$159
Rates Current At November 2015

Description	Unit	Qty	Rate	Total
XP SITE PREPARATION				
1 Remove asphalt ready for resurface to footpaths only	m ²	2,420	29	67,902
2 Site preparation, cut and fill to new levels to footpath pavement areas	m ²	2,420	22	50,925
18 Excavate existing landscape areas incl. backfilling with engineered fill (say 500 mm deep)	m ²	235	78	18,136
188 Remove existing brick or concrete paving and/or hard standing and minor services isolations	m ²	514	36	18,032
189 Remove existing channels and the like to allow for widening of footpath	m ²	461	29	12,940
214 Site preparation, cut and fill to new levels to concrete pavement areas	m ²	471	22	9,916
SITE PREPARATION			\$24/m²	\$177,851
XR ROADS, FOOTPATHS AND PAVED AREAS				
9 Allowance for kerb & channels to footpath widening	m	231	127	29,165
8 Connections to existing road	m	48	211	10,106
44 Allowance for modification to line marking	m ²	2,219	3	6,229
86 Allowance for tactile tiles (assume precast 50m2)	m ²	50	351	17,539
114 Edging to garden beds	m	308	141	43,208
193 Raised continuous concrete crossing ramp (6500x2000)	No	2	2,921	5,840
194 Exposed aggregate coloured concrete paving including base/sub base (assume reinforced)	m ²	471	211	99,115
196 Asphalt footpaths including base/sub base preparation	m ²	2,420	78	186,721
198 Pedestrian crossing ramps concrete (approx 4600x1200)	No	2	225	452
201 Allowance for permeable pavement to tree plantings (say 1m2)	m ²	43	351	15,085
219 Allowance for kerb & channels to new corner to street (Bay&Station)	m	62	127	7,832
220 Form new raised pedestrian crossing (ramps measured separately)	m ²	55	148	8,106
ROADS, FOOTPATHS AND PAVED AREAS			\$58/m²	\$429,398
XL LANDSCAPING AND IMPROVEMENTS				
65 Garden beds to road areas incl. prep, fill, 150 mm thk topsoil, mulch	m ²	369	50	18,123
17 Planting to public realm and median strips	m ²	369	85	31,058
16 Tree, 100 litre pot, to public realm and medium strip areas including protection grate	No	43	772	33,177
88 12 month landscape maintenance	Item			35,108
190 Council standard bicycle hoops including footings	No	4	562	2,248
191 Council standard stainless steel rubbish and recycling bins	No	10	5,612	56,116
192 Custom timber bench seat (1500 to 4000)	No	3	5,612	16,840
199 Council standard bench seat	No	11	4,842	53,256
204 Modification to roundabout and planting of advanced Canary Island Palm including crainage	No	1	112,229	112,229
205 Timber decks	m ²	80	351	28,057
LANDSCAPING AND IMPROVEMENTS			\$52/m²	\$386,212
XK EXTERNAL STORMWATER DRAINAGE				
13 Allowance for new stormwater drainage	m	560		Excl.

Sandringham Streets Masterplan

Maximum Scope - Cost Plan No.2

Location Element Item

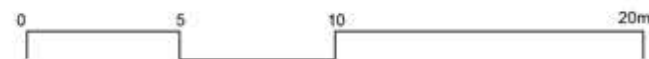
E STATION STREET SOUTH AND BAY ROAD ENTRY PRECINCT
(continued)SA: 7,395 m² Cost/m²: \$159
Rates Current At November 2015

Description	Unit	Qty	Rate	Total
35 Allowance for connections to existing stormwater drainage	No	2	9,681	19,364
10 Allowance for stormwater pits, WSUD gardens	No	12	808	9,684
EXTERNAL STORMWATER DRAINAGE			\$4/m²	\$29,048
XW EXTERNAL WATER SUPPLY				
36 Drinking fountains (assumed)	No	1	7,019	7,019
38 Allow for connection to existing water supply	No	1	7,019	7,019
45 Irrigation to landscaping areas	m ²	369	29	10,357
46 Irrigation valves, controllers, connections to existing water supply	Item			7,019
EXTERNAL WATER SUPPLY			\$4/m²	\$31,414
XF EXTERNAL FIRE PROTECTION				
85 Allowance to relocate fire hydrants, misc. services, etc.	m ²	7,395		Excl.
EXTERNAL FIRE PROTECTION				Excl.
XE EXTERNAL ELECTRIC LIGHT AND POWER				
33 Allowance for 3 Phase power outlets	Item			Excl.
11 Allowance for light poles, lighting to roads	No	12		Excl.
12 Allowance for feature lighting to civic spaces & nodes	Item			Excl.
14 Allowance for conduits, cabling, pits for new lighting	m	560		Excl.
34 Allowance for switchboard, pillar, connections to existing power supply	Item			Excl.
EXTERNAL ELECTRIC LIGHT AND POWER				Excl.
XS EXTERNAL SPECIAL SERVICES				
19 Allowance to adjust, replace existing water supply, sewer, comms. etc surface mount covers	m ²	7,395	8	51,872
83 Allowance for CCTV incl. poles	No	3		Excl.
84 Allowance for conduits, cabling, pits to CCTV	m	280		Excl.
EXTERNAL SPECIAL SERVICES			\$7/m²	\$51,872
FU FURNITURE, FITTINGS AND EQUIPMENT				
20 Allowance for undocumented street furniture, bollards and signage	m ²	7,395		Excl.
87 Allowance for art work	Item			70,147
FURNITURE, FITTINGS AND EQUIPMENT			\$9/m²	\$70,147
YY SPECIAL PROVISIONS				
152 Allowance for out of hours work	Item			Excl.
SPECIAL PROVISIONS				Excl.
STATION STREET SOUTH AND BAY ROAD ENTRY PRECINCT			\$159/m²	\$1,175,942

- KEY**
- Existing Canary Island Palm
 - Relocated Cabbage Palm
 - Existing tree
 - Proposed tree
 - Concrete pavement
 - Feature paving - exposed aggregate concrete
 - Custom timber bench
 - Timber clad insitu concrete wall
 - Timber decks
 - Granitic sand
 - Lawn
 - Garden bed
 - Bike hoops
 - Bins
 - Council standard bench sea
 - Potential location for Village Character object



STATION PLAZA PRECINCT PLAN



Revision

Date
24 November 2015

Scale
1:250@A3
1:250@A1

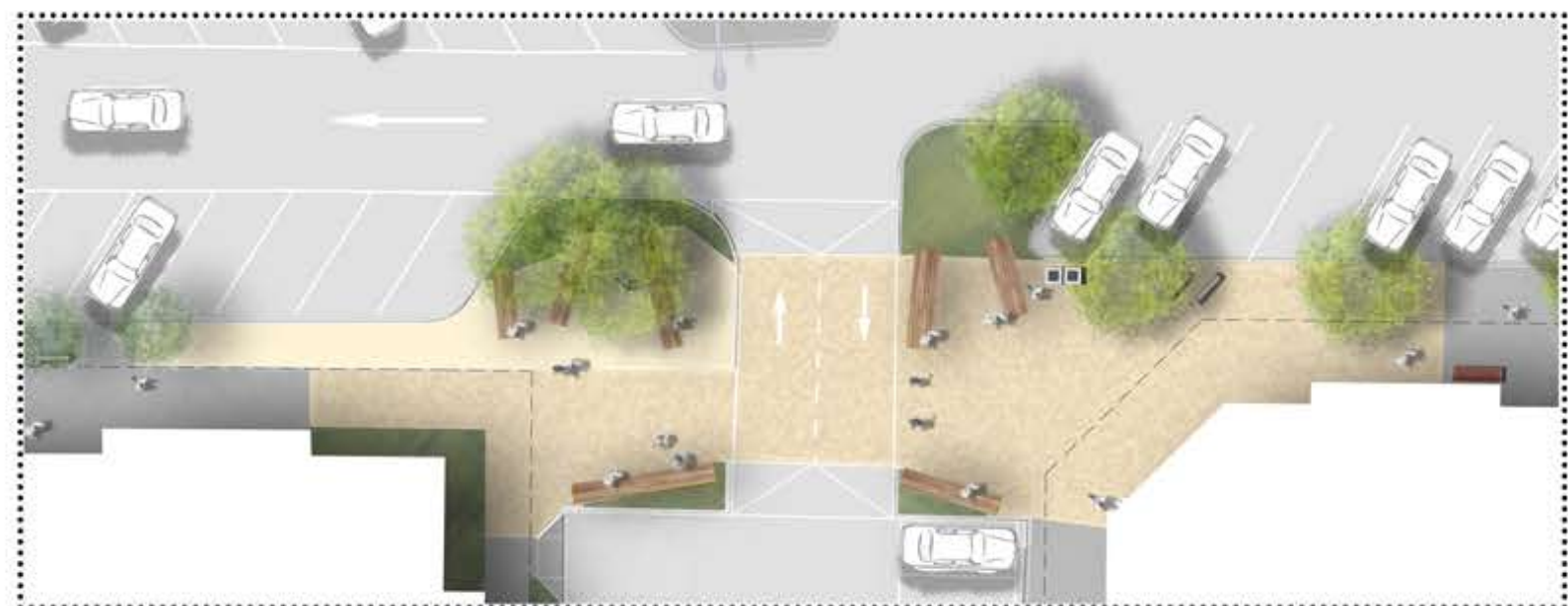
Client
Bayside City Council

Project Name
Sandringham Village
Streetscape Master Plan

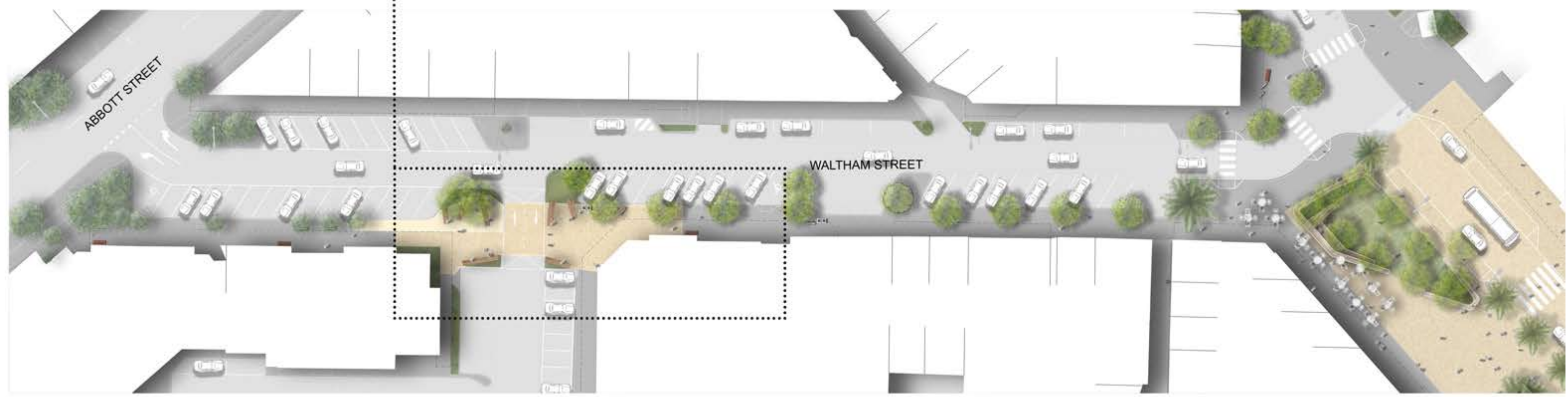
Drawing
Station Plaza Precinct Plan

HASSELL

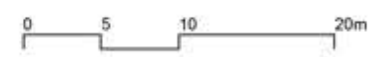




- KEY**
- Existing Canary Island Palm
 - Relocated Cabbage Palm
 - Existing tree
 - Proposed tree
 - Asphalt footpaths
 - Exposed aggregate coloured concrete paving
 - Charcoal coloured concrete footpaths
 - Concrete ramp
 - Custom timber bench
 - Timber clad insitu concrete wall
 - Timber decks
 - Granitic sand
 - Lawn
 - Garden bed
 - Council standard bicycle hoops
 - Council standard rubbish and recycling bins
 - Council standard bench seat
 - Potential location for Village Character object



WALTHAM STREET AND CIVIC SPACE PRECINCT PLAN_



Revision

Date
27 October 2015

Scale
1:500@A3
1:250@A1

Client
Bayside City Council

Project Name
Sandringham Village
Streetscape Master Plan

Drawing
Waltham Street and Civic
Space Precinct Plan

HASSELL





- KEY**
- Existing Canary Island Palm
 - Relocated Cabbage Palm
 - Existing tree
 - Proposed tree
 - Asphalt footpaths
 - Exposed aggregate coloured concrete paving
 - Charcoal coloured concrete footpaths
 - Concrete ramp
 - Custom timber bench
 - Timber clad insitu concrete wall
 - Timber decks
 - Granitic sand
 - Lawn
 - Garden bed
 - Council standard bicycle hoops
 - Council standard rubbish and recycling bins
 - Council standard bench seat
 - Potential location for Village Character object

STATION STREET SOUTH AND BAY ROAD ENTRY PRECINCT PLAN



Revision

Date
27 October 2015

Scale
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1:250@A1

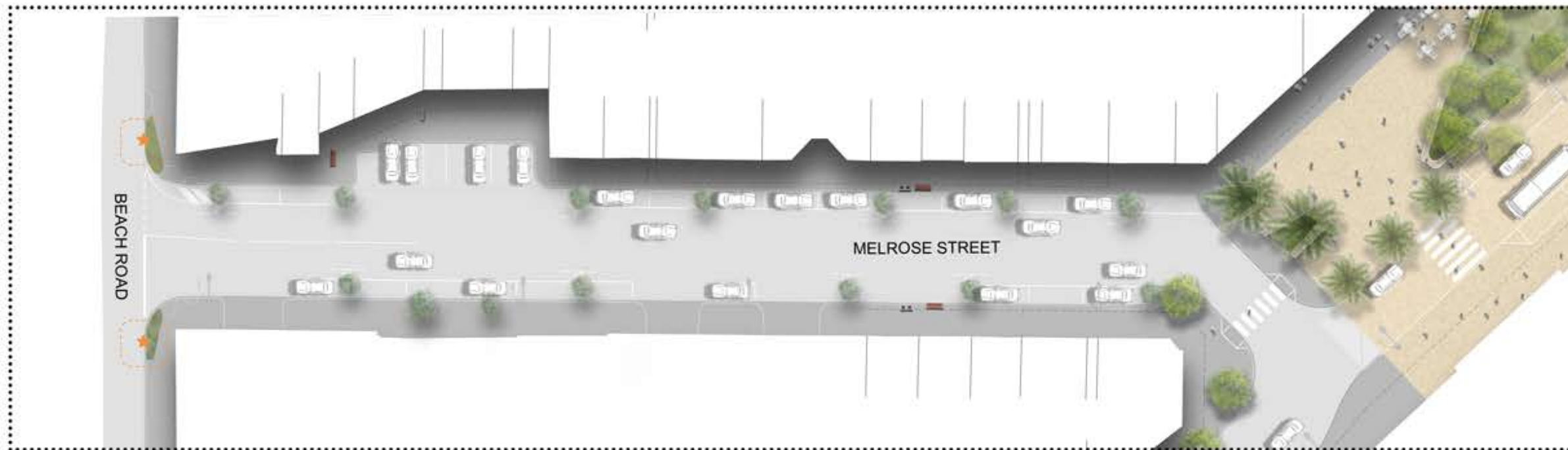
Client
Bayside City Council

Project Name
Sandringham Village
Streetscape Master Plan

Drawing
Station Street South and Bay
Road Entry Precinct Plan

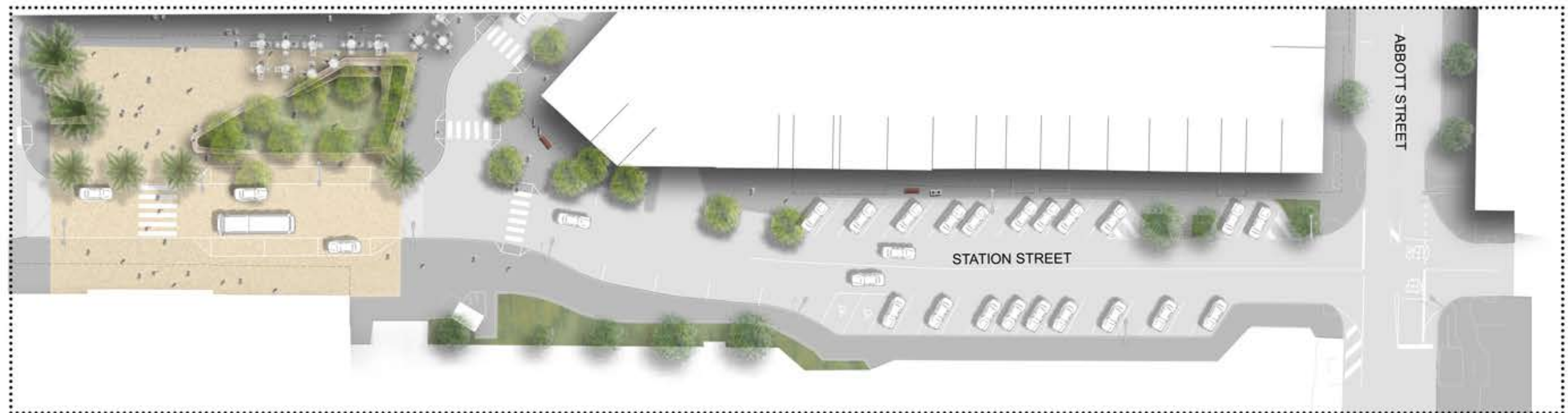
HASSELL





- KEY**
- Existing Canary Island Palm
 - Relocated Cabbage Palm
 - Existing tree
 - Proposed tree
 - Asphalt footpaths
 - Exposed aggregate coloured concrete paving
 - Charcoal coloured concrete footpaths
 - Concrete ramp
 - Custom timber bench
 - Timber clad insitu concrete wall
 - Timber decks
 - Granitic sand
 - Lawn
 - Garden bed
 - Council standard bicycle hoops
 - Council standard rubbish and recycling bins
 - Council standard bench seat
 - Potential location for Village Character object

**MELROSE STREET
PRECINCT PLAN_**



**STATION STREET NORTH
PRECINCT PLAN_**

0 5 10 20m

Revision

Date
27 October 2015

Scale
1:500@A3
1:250@A1

Client
Bayside City Council

Project Name
Sandringham Village
Streetscape Master Plan

Drawing
Station Street North and
Melrose Street Precinct Plans

