

PLANNING OUR FUTURE |

Sandringham Village | Structure Plan

Final Structure Plan

November 2006





This report was prepared by a consultant team lead by Planisphere with contributions from Bayside City Council officers. The sub-consultants included Essential Economics, Maunsell and Collaborations, with additional input from Charter Keck Cramer. The contents of this report apply the directions resolved upon at a Bayside City Council meeting held on 19 December 2005. A Consultant's Supplementary Report has been prepared for consideration in conjunction with this report.

The assistance provided by Council, community and agency members of the Project Reference Group is acknowledged, as are the contributions of the many Bayside community members who participated in each stage of the plan preparation.

The Brief for the Project

The primary purpose of the study, which began in early 2005, is to prepare structure and parking precinct plans, with a 20-30 year horizon, for Bayside's major activity centres:

- Bay Street, Brighton
- Church Street, Brighton
- Hampton
- Sandringham Village

A study boundary for each of the centres was not defined in the brief for the project, however it was necessary to define a boundary to identify the extent of the Activity Centre and where the Structure Plan should apply. The boundary was generally defined at a walking distance of 400 metres from the railway station but considered other criteria such as large sites, lot orientation and heritage constraints.

Project Stages / Consultation

The project has been undertaken in the following stages:

- Stage 1: Inception and Analysis (Dec 04-Feb 05)
- Stage 2: Issues and Opportunities / *Consultation 1* (28 Feb-18 Mar 05)
- Stage 3: Emerging Ideas / *Consultation 2* (30 May-24 Jun 05)
- Stage 4: Draft Plan / *Consultation 3* (22 Aug-16 Sep 05)
- Stage 5: Final Report (current)
- Stage 6: Amendment Documentation (next stage)

Consultation during the planning process has been extensive, and was managed through a Communication, Consultation & Engagement Plan that included:

- Community Bulletins
- Feedback sheets
- Media releases
- Centre based Workshops
- Interviews with land owners
- Workshop/briefings in each activity centre
- 'On-street' information displays in each centre
- Displays in local libraries
- Interview survey on parking habits and behaviour

A Project Reference Group oversaw the project at a high level and provided advisory input. Membership included Councillors, Community / Peak Body Representatives (8-10) and Council Senior Officers / DSE.

A Councillor Steering Committee, initially comprising the Councillor members of the Project Reference Group, has met at key stages to formulate recommendations to Council or to discuss contentious issues.

A Technical Group of Council officers and some agency representatives met at key project stages to provide input and comment on draft material.

Completion of the Final Reports

Stage 5: Final Report was protracted because of the extensive public response to the Draft Plan, followed by a Council election in November 2005. In December 2005 Council resolved to request mandatory interim height controls of two and three storeys from the Minister for Planning. There was a significant briefing of the Council at the end of January 2006, and the application to introduce interim built form controls was approved as discretionary controls by

the Minister for Planning on 22 June 2006. Following the resolution of a Special Council meeting on 6 June 2006, completion of the Final Reports began in earnest, accompanied by a number of additional research and policy development tasks.

Report Structure

This volume of the report (The Structure Plan) contains the Structure Plan itself with a vision, future role and character statement, framework plan and objectives and implementation actions the following topics:

Activities – the location and intensity of land use activities.

Buildings – the ‘3D’ form of the Centre’s buildings into the future.

Spaces – plans for improving the main public spaces in the Centre.

Access – transport, traffic and parking; pedestrian and cyclist access.

The 2nd volume (Background Report) contains the background information for the Sandringham Village Structure Plan including the study process that was followed. The Background Report also includes the Implementation recommendations of the study.

Values

When planning for the future of Major Activity Centres in Bayside, it is recognised that Council and the community value:

- Open, communal and social spaces, featuring opportunities for public arts and culture and social interaction
- The focussing of community service delivery within each centre
- Local village atmosphere for our business and retail centres
- Ease of accessibility and circulation
- Low rise buildings which preserve our local heritage and urban character
- An environmentally sustainable focus to local development and built form
- Green, open public spaces and the foreshore
- Maintaining vegetated ambience of streets and gardens
- The ongoing provision of quality infrastructure
- A mix of housing which caters for all members of the Bayside community throughout the stages of life
- Local government autonomy and capacity to represent our community's local interests
- Fostering economic development opportunities including quality office space

While the heart of each centre is focussed on commercial activity, Council also recognises, values and plans for the shape and character of the surrounding residential area.

Vision

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.

Future Role and Character Statement

In Sandringham Village, activity will be focused around the transport interchange, Waltham Street, Bay Road, Melrose Street and Beach Road, and buildings fronting onto these areas will have active frontages. The Sandy Hotel site will fulfil its role as a gateway to the Centre through a mixed use development that incorporates an active ground level. Housing above shops will feature strongly throughout the Centre to provide residents with convenient access to services and amenities and provide a human presence for informal surveillance in the Centre during the day and evening.

The heritage character of Sandringham's two storey shopfronts will remain, with modern three storey buildings matching the height. There is the opportunity for the Sandringham Hotel site to become a landmark building at the entrance to the Centre if redeveloped. These built form changes allow for an increase in intensity of activity in the Sandringham Village Centre.

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.

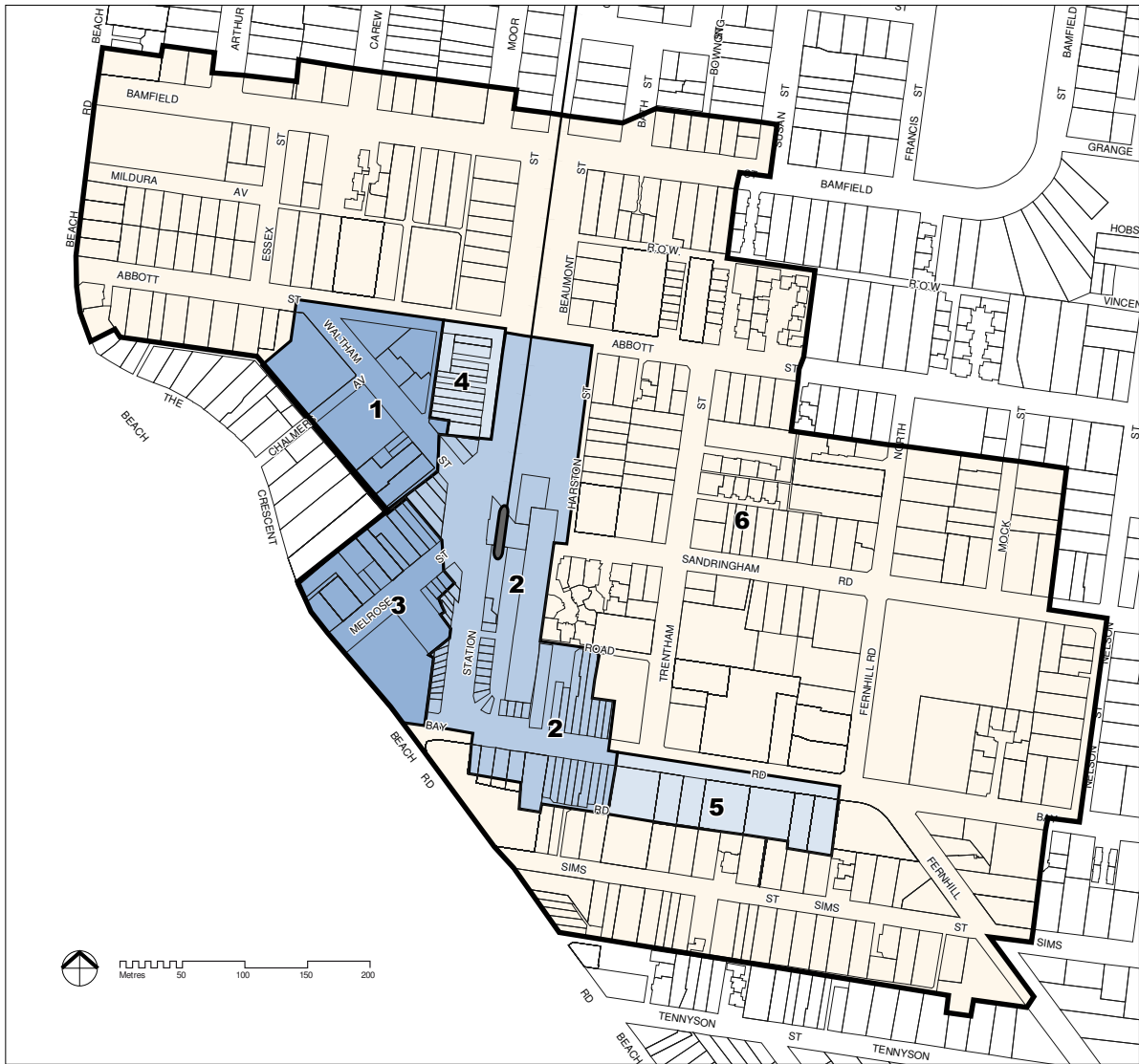


The Centre will continue to provide a range of community services with further emphasis on creating and enhancing community hubs.

Existing residential areas will remain highly valued by the community, and will retain their current seaside character. New housing will integrate with the existing streetscape and provide additional opportunities for people to live near the Centre. Existing views and vistas will be protected where possible in all new development and streetscape improvements.

Activities

The location and intensity of land use activities



Business Precincts

- 1** Waltham Street
- 2** Bay Road and Station Street
- 3** Sandy Hotel and Melrose Street
- 4** Station Street North
- 5** Bay Road Offices

Residential Precinct

- 6** Surrounding Residential Areas
- Activity Centre Boundary

Activities

The *Activities Plan* shows preferred uses for defined precincts within the commercially zoned strip of Sandringham Village, and the proposed intensity of residential uses within the Activity Centre.

Objectives, Strategies and Actions

The Plan highlights the area centred on Waltham Street as the focus of retail activity, with the supermarket as the anchor store. Secondary retail areas are denoted in Bay Road and Station Street, with a focus on cafes and restaurants. The 'Sandringham Hotel site' is highlighted as a key redevelopment opportunity in the Centre, being in a gateway, waterfront location.

Investigations into the economic potential of the Centre (including long term future demand for retail and offices) suggest that no increase is needed in the amount of land zoned for business / commercial purposes. This is on the assumption that the plan is providing scope for intensification of activity within the existing commercially zoned area.

There will be support for the retention of the existing range of community services functions currently located within the Centre and encouragement for consolidation or identification of a community hub.

Shop-top residential development is encouraged within the commercial centre. Additional housing can be accommodated in existing residential areas only where there is minimal impact on character.

The following Objectives, Strategies and Actions have been prepared for the Sandringham Village Centre in relation to Activities:

Objectives

- Strengthen the role of Sandringham Village as a multi-use centre offering retail, office, entertainment and community services 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.
- Expand the range of non-food retail offer.
- Provide for increased housing densities and diversity of dwelling types within the Centre.
- Maintain and consolidate the community service functions within the centre.

Strategies

Precinct 1: Waltham Street

- Consolidate retail activity.
- Maintain the community facility role of the Precinct.
- Encourage development of shop-top housing.

Precinct 2: Bay Road and Station Street

- Maintain continuous retail shop fronts at street level.
- Provide small retail and office uses along Station Street and Bay Road.
- Encourage cafes, restaurants and entertainment uses.
- Encourage a mixed use development on VicTrack land / Bus Depot adjacent to the station with basement car parking.
- Encourage development of shop-top housing.
- Maintain housing for older persons and residential aged care.



Precinct 3: Sandy Hotel and Melrose Street

- Facilitate the redevelopment of the Sandy Hotel site to make better use of this key gateway location. Encourage a mix of uses with active street frontages.
- Encourage active uses on Melrose Street such as cafes and restaurants.
- Encourage development of shop-top housing.

Precinct 4: Station Street North

- Encourage active uses at ground level and residential above.

Precinct 5: Bay Road Offices

- Maintain the office role.
- Encourage residential uses on upper levels.

Precinct 6: Surrounding Residential Areas

- Encourage residential development close to shops and services to provide a transition from commercial areas to low scale residential areas.
- Encourage redevelopment of larger sites and grade level car parks for residential with basement car parking.
- Retain the residential land use of the precinct.
- Encourage additional housing in established residential neighbourhoods that is in keeping with the preferred future character of the area as outlined in the Bayside Neighbourhood Character Policy (Bayside Planning Scheme, Clause 22.07).
- Provide adequate off-street parking for all new dwellings.

Actions

- Prepare and implement an amendment to the Bayside Planning Scheme to introduce the Objectives and the applicable Strategies into the Local Planning Policy Framework.

Buildings

The '3D' form of the Centre's buildings into the future



- A** Buildings to match the height of existing two storey buildings (up to 10.5m - 3 storeys modern equivalent)
- B** [Areas recommended for inclusion in a Heritage Overlay by Bayside Heritage Review 1999] - Buildings to match the height of existing two storey buildings (up to 10.5m - 3 storeys modern equivalent) and meet heritage requirements
- [Surrounding Residential Areas] - Buildings to be no more than two storeys (7.5m wall height and a 9m overall height); no change to existing setback controls
- Provide a transition in building height with setbacks to minimise overshadowing and protect the amenity of adjoining residential areas
- Zero front and side setbacks
- Area of small landscaped front setback of at least 3 metres and zero side setbacks
- Activity Centre Boundary
- Existing Heritage Overlays

Buildings

The *Buildings Plan* shows proposed building envelopes (mainly heights) for areas delineated A, B, and Surrounding Residential Areas.

Objectives, Strategies and Actions

The proposed building heights will ensure that the low scale and heritage character of the commercial centre is maintained by matching the heights of existing two storey Victorian/Edwardian shopfronts at the street frontage where applicable. Other strategies and actions will preserve the heritage fabric of the street and encourage the retention of two storey Victorian/Edwardian shopfronts. New buildings will require to be highly articulated with a high standard of architectural design that has respect for existing buildings. The Council is, in addition, reviewing the commercial area heritage precincts within the Heritage Review 1999 which may result in a Heritage Overlay being applied to a section of the commercial core of the centre.

Redevelopment within the recommended height limits is encouraged for the 'Sandy Hotel' which will reinforce this important entry to the Centre. The remaining residential surrounds will maintain its present scale and spacious character with any increase in density only where this character can be maintained.

The following Objectives, Strategies and Actions have been developed for the Sandringham Village Centre in relation to Buildings:

Objectives

- Develop the Centre in a way that conserves and enhances its valued urban character and heritage places.
- Accommodate more intense development in suitable locations within the commercial core, immediately next to the commercial core, and on large sites, in ways that avoid materially altering the perceived scale of the Centre.
- Maintain and enhance an active and accessible street frontage in commercial areas to ensure vibrancy, interaction and safety.
- Provide for the development of a range of housing types and increased densities in suitable locations.
- Maintain the spacious and low scale character of residential areas.
- Protect the amenity of residential areas adjacent to the commercial core of the Centre.
- Encourage greater environmental sustainability in building design and siting.

Strategies

Built Form Character

- Encourage conservation and restoration of existing Victorian / Edwardian two-storey buildings and other two-storey buildings of architectural significance.
- Conserve and restore buildings having heritage significance as identified in the Bayside Planning Scheme.
- Encourage additions to, or replacement of, single storey buildings with new multi-storey buildings to provide additional housing opportunities in the Centre.
- Ensure that alterations and additions to heritage buildings in the Centre are undertaken in a way that respects their design, appearance and significance, in accordance with Council's Heritage Policy.

Building Frontages

- Encourage active street frontages in commercial areas.

- Design new buildings with well articulated facades, fenestration, parapet treatments, other detailing and materials to provide interest at street level and reinforce the human scale.
- Ensure that facades of new buildings maintain the vertical and horizontal design rhythm of buildings within Sandringham Village.
- On corner allotments, ensure buildings address both streets frontages with shopfront windows at street level.
- Locate the ground floor of new buildings at the natural ground level.
- Minimise the width of driveway entrances and the impact of garage doors on building frontages, and provide vehicle access through the rear of the property wherever possible.
- For properties with wide frontages, design facades to reflect the pattern of narrow shopfronts that exist in Sandringham Village.
- Provide weather protection for properties along the Sandringham Village footpaths in Bay Road between Beach Road and Trentham Street, Station Street between Bay Road and Waltham Street, Waltham Street, Melrose Street and Beach Road between Bay Road and Melrose Street.
- Encourage the redevelopment of the railway station car park in Harston Street to provide housing that fronts the street and also looks onto the railway station platforms.
- Encourage the redevelopment of properties with 90 degree car parking in Melrose Street to provide shops built to the footpath edge and parking provided behind the development.

Heights

- New buildings in 'A' and 'B' areas: match the height of existing two storey buildings (mandatory limit of 10.5m – 3 storeys modern equivalent) at the street frontage. ['B' areas are the subject of an update of the Heritage Review 1999 that is likely to result in introduction of a Heritage Overlay; additional heritage-related guidelines may be added.]
- Allow additional storeys to be added to existing single storey buildings in 'A' and 'B' areas, provided they meet the height and setback requirements for these areas.
- New buildings in 'Surrounding Residential Areas' areas: up to 7.5 metres wall height and up to 9 metres overall height (mandatory limits); up to 8.5 metres wall height and up to 10 metres overall height where the slope of the natural ground level at any cross section of the site of the building wider than 8 metres is 2.5 degrees or more (mandatory limits).

Setbacks

- Ensure new buildings are built to the street alignment with no side setbacks along Bay Road between Beach Road and Trentham Street, the south side of Bay Road between Trentham Street and Fernhill Road, Station Street between Bay Road and Abbott Street, Beach Road between Melrose Street and Sims Street, Waltham Street and Melrose Street.
- Provide a transition in the front setback from the property to the east and west of the All Soul's Anglican Church.
- Where there is an adjoining heritage dwelling set back from both side and front boundaries, provide a transition in front and side setbacks.
- In the Residential 1 Zone (i.e. 'Surrounding Residential Areas'), maintain the current front, side and rear setback provisions contained in the Bayside Planning Scheme.

Commercial/ Residential Interface

- Maintain the low building scale at the interface of existing residential areas.
- Rear setback in 'A' and 'B' areas, where a residential property adjoins: ground level: 3m from residential title; second storey: 5m from residential title; third storey: 10m from residential title.

- Ensure that new buildings in commercial areas do not significantly overlook the private open space and habitable room windows of adjoining residential properties. This should be achieved by applying the ResCode overlooking standard to commercial properties that abut residential areas.
- Locate uses that may generate noise away from adjacent residential development.

Sustainability Principles

- Design new buildings and building alterations for energy efficiency, considering solar access and utilising sustainable energy and construction techniques wherever possible and early in the design process (refer to the Building Code of Australia, ResCode and Council's Environmental Sustainability Framework).
- Encourage the design of buildings to allow for adaptive re-use in the future, where possible.
- Encourage best use of development sites to maximise retention of existing vegetation and landscape design that assists in passive solar heating/cooling.
- Make use of building materials with minimal environmental impact such as recycled materials and re-use of existing buildings where possible.
- Encourage new development to incorporate water sensitive urban design techniques wherever possible.
- Encourage the use of environmental management plans and green travel plans for larger development proposals or where there are site constraints to encourage more innovative solutions for achieving ESD features (such as energy and water conservation, vegetation retention, waste minimisation, more public transport, walking and cycling).

Actions

- Update the relevant precincts in Major Activity Centres within the Heritage Review 1999 by Allom Lovell & Associates, with a view to preparing an amendment to the Bayside Planning Scheme to introduce a new schedule to the Heritage Overlay over areas of identified significance.
- Prepare and implement an amendment to the Bayside Planning Scheme to introduce the Objectives and the applicable Strategies into a new schedule to the Design and Development Overlay and into the Local Planning Policy Framework.

Spaces

Plans for improving the main public spaces in the Centre



- Existing Public Open Space
- Existing street trees
- Areas of active building frontages at street level
- Weather protection areas (future and existing)
- Future streetscape and open space improvement areas
- Existing priority pedestrian links
- Future priority pedestrian links in this vicinity
- Activity Centre Boundary

Spaces Plan

Spaces

Refer to the *Spaces Plan* on the previous page. The Plan shows areas for future streetscape and open spaces improvements, weather protection and active frontages. It also highlights existing and future pedestrian links.

Objectives, Strategies and Actions

Streetscape improvements are focussed on Beach Road (with a possible additional pedestrian link an important initiative of the plans) and Melrose Street. It is envisaged that improvements to the public environment in these locations would reflect the coastal character of the Centre, particularly in relation to vegetation, and that the consistent and low maintenance coastal theme would be implemented throughout the commercial areas of Sandringham Village.

The following Objectives, Strategies and Actions have been prepared for the Sandringham Village Centre in relation to Spaces.

Objectives

- 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

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.
- Provide active building frontages along Beach road to address 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 powerlines in Sandringham Village in Bay Road between Beach Road and Trentham Street, Waltham Street, Melrose Street, and the remaining areas in Station Street between Bay Road and Abbott Street where powerlines have not been undergrounded.
- Encourage the use of artists in an integrated manner in the planning and design phases of streetscape projects and consider public art opportunities.
- Promote signage that improves the link from Beach Road to Sandringham Village 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 through the siting and massing of buildings, structures and signage, and the selection of vegetation species.

Actions

- Prepare and implement an amendment to the Bayside Planning Scheme to introduce the Objectives and the applicable Strategies into the Local Planning Policy Framework.
- Undertake a streetscape upgrade for Melrose Street following a detailed streetscape plan or masterplan for the area. The upgrade should incorporate regular street tree planting with low maintenance paving and street furniture, and if appropriate, public art. Similar streetscaping should eventually be carried out in the remaining retail areas of Sandringham Village to provide a consistent look to the Centre.
- Undertake a streetscape upgrade for Beach Road between The Crescent and Sims Street following a detailed streetscape plan or masterplan for the area. Similar streetscaping should eventually be carried out in the remaining retail areas of Sandringham Village to provide a consistent look to the Centre.
- Negotiate for high quality buildings along Beach Road that address the foreshore reserve with windows and activity at street level when relevant development applications are submitted.
- Investigate options for providing higher pedestrian priority at existing signalised crossings along Beach Road (See Access Section for more detail).
- Include and implement the following proposed works in the Council's works program, prioritised to concentrate benefits and positive impacts:
 - Improve the small landscaped areas of open space around the railway station to provide an attractive pedestrian link.
- Develop a signage guideline to manage existing signage in the Centre and promote special features of the Centre.
- Develop an appropriate strategy to actively undertake the undergrounding of powerlines in Sandringham Village in Bay Road between Beach Road and Trentham Street, Waltham Street, Melrose Street, Beach Road, and the remaining areas in Station Street between Bay Road and Abbott Street where powerlines have not been undergrounded.
- Implement the undergrounding of power in Melrose Street in accordance with the appropriate strategy.
- Require provision of weather protection and active frontages for properties with active frontages in the main streets of the Centre.
- Review opportunities for acquiring additional public open space.

Access

Transport, traffic and parking; pedestrian and cyclist access



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

Access Plan

Access

Refer to the *Access Plan* on the previous page. The Plan shows how access to the Centre could be improved for vehicles, pedestrians, public transport users and cyclists.

Objectives, Strategies and Actions

The approach is to encourage public transport use, cycling and walking, while introducing some traffic management measures to improve safety, traffic flow and amenity.

A Parking Precinct Plan for Sandringham Village has been developed in conjunction with this project. The Parking Precinct Plan's primary function is to manage parking on a precinct wide basis, rather than on a site-by-site basis. It also identifies the parking outcomes to be achieved in the Centre and an appropriate mechanism to fund and implement parking initiatives such as the provision of new car parking facilities. Substantial survey work has been undertaken in order to measure the parking characteristics of the Sandringham Village precinct, including current information on:

- On-street car parking spaces
- Off-street car parks
- On-site provision of car parking

From this research, procedures have been developed for evaluating the number of car spaces required to cater for future increased intensity of land-use. These procedures are based on the current behaviour and characteristics of visitors to the Sandringham Village precinct. The Parking Precinct Plan provides a means to accommodate increased intensity of land-use while supporting some shift in travel behaviour through greater public transport patronage, walking and cycling.

The following Objectives, Strategies and Actions have been prepared for the Sandringham Village Centre in relation to Access.

Objectives

- Provide a safe environment, particularly for vulnerable road users such as pedestrians, cyclists and people accessing public transport.
- Appropriately manage through traffic within the Centre.
- Provide and manage car parking to meet the needs of residents, retailers and other local activities.
- 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

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.
- Create continuous service and car park access lanes at the rear of commercial properties to provide through access to the rear of shops and future housing.
- Improve the safety and sanitation etc of laneways, but do not create active pedestrian areas.

Car Parking

- Maintain existing numbers of public parking spaces and ensure that any new development provides appropriate numbers of additional parking spaces, in accordance with the Sandringham Parking Precinct Plan, to support added intensity of uses in the precinct.
- 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.
- Ensure new residential units provide adequate off-street car parking in accordance with the Planning Scheme requirements.
- Provide for safer and more convenient access to disabled parking in the Sandringham Village Centre retail strip.

Public Transport

- Support improvements to the frequency and reliability of the train services.
- Improve integration between all forms of transport and the local area.
- Enhance interchange facilities at the bus stops in Station Street closest to the railway station.
- Improve the safety of pedestrians moving between the station and surrounding streets.
- Encourage housing opportunities on the existing railway car park and adjacent bus depot with replacement car parking located underneath future buildings.

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.
- Ensure the maintenance of footpaths in streets within the Centre.

Bicycle Access

- Implement the recommendations of the Bayside Bicycle Strategy 2003.
- Support the provision of additional secure bicycle parking at the Sandringham Railway Station.
- Provide additional bicycle parking facilities throughout the Centre.

- Provide secure bicycle parking at all Council buildings, community facilities and Council-controlled off-street car parks and provide signage to advise on these locations.
- Provide new bicycle facilities for all new development to reduce reliance on travel by motor car, including the provision of accessible showers and changing facilities with secure lockers or equivalent in non-residential development, in accordance with Australian Standards.

Actions

- Prepare and implement an amendment to the Bayside Planning Scheme to introduce the Objectives and the applicable Strategies into the Local Planning Policy Framework.
- Prepare and implement an amendment to the Bayside Planning Scheme to introduce the Sandringham Village Parking Precinct Plan into the Particular Provisions section of the Planning Scheme.
- Work with VicRoads to introduce a reduced speed limit within the retail and commercial areas of the Sandringham Village. This should include Bay Road, Station Street, Abbott Street and possibly Beach Road.
- Consider other ways to reduce vehicle speeds through the Centre other than the introduction of reduced speed limits.
- Lobby VicTrack and VicRoads to redesign the rail bridge over Bay Road near the Nepean Highway to provide sufficient clearance for trucks, thereby eliminating the need for them to use the section of Bay Road within the Activity Centre as a through route.
- Investigate the options for implementing the proposed laneway widenings and laneway connections as shown on the Access Plan.
- Develop a laneway maintenance strategy for safety, sanitation etc. The strategy should consider:
 - Repaving to ensure even surfaces (asphalt typical)
 - Lighting
- Review and implement the on-street car parking recommendations contained in the Parking Precinct Plan, including:
 - Consultation with Traders and other relevant groups.
 - Considering the increase of very short-term parking (1/4 hour limit) in the heart of the Centre, particularly close to the station.
 - Providing disabled parking for the Sandringham Village retail area in the intersecting side streets, which provide a safer environment. Where possible, the first parking space, after turning off the retail strip, should be reserved for disabled parking, in accordance with Australian Standards.
- Improve view lines to, and lighting in off-street car parks and on pedestrian linkages between the car parks and the retail areas.
- Lobby VicTrack and the Department of Infrastructure for the duplication of the train platform at Sandringham station to improve the frequency and reliability of the train services.
- Work with public transport operators to encourage the provision of signage within the train station, to identify the location of interchange facilities outside the station, including bus stops, taxi ranks, cycle parking, pedestrian links, and key features and facilities within the Centre.
- Work with VicTrack and the Department of Infrastructure to investigate options for the redevelopment the Station car park in Harston Street and the adjacent bus depot for housing with the public car parking lost to development provided underneath future housing. New buildings could look onto the existing platforms to increase the perception of safety.
- Negotiate with railway operators to achieve improvements to pedestrian and bicycle access and safety within and around the Sandringham Railway Station, in particular:
 - Improved lighting at the station, along pathways to the station and in car parks.



- Installing bicycle lockers to supplement the existing semi-secure bicycle parking facilities.
- Investigate improved linkages to the foreshore including providing additional pedestrian priority at the existing signalised crossings across Beach Road at Bay Road and Melrose Street, particularly during periods of high demand in summer and on weekends.
- Consider the provision of a pedestrian link between Sandringham Road and the railway station, and Bay Road and the railway station. This could be provided through the redevelopment of the bus depot and station car park and should consider the possible future duplication of the rail platforms.
- Negotiate the provision of a new mid-block pedestrian link between Sims Street and Bay Road with redevelopment of one or more suitable properties.
- Develop a clear strategy for the placement of permanent and temporary street furniture on footpaths (including signage, seating, shop displays, outdoor cafes) designed to maintain unobstructed travel paths for pedestrians.
- Develop a formal footpath maintenance strategy.
- Complete the installation of on-road cycle lanes and off-road cycle paths in the Sandringham Village Centre in accordance with the Bayside Bicycle Strategy.
- Develop implementation options for the installation of bicycle facilities in all new developments and in Council buildings, community facilities and Council-controlled car parks.
- Prepare a mobility strategy for the area that considers the above strategies.
- Review the Parking Precinct Plan in 5 years to ensure its continued relevance.

