



SANDRINGHAM FORESHORE MASTERPLAN DRAFT REPORT



Thompson Berrill Landscape Design P/L
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CONTENTS

Introduction	1
Land Management	2
Existing Lease Areas	3
Vehicle Access and Parking	4
Pedestrian and Cycle Access	5
Universal Access Improvement Priorities	6
Existing Facilities	7
Environmental Values	8
Cultural Heritage	9
Detail Plan A - Abbott Street to Jetty Road	10
Detail Plan B - Jetty Road to Sandy Beach Kiosk Carpark	11
Detail Plan C - Trevor Barker Oval to Linacre Road	12
Detail Plan D - Volunteer Coast Guard Entry	13
Implementation Schedule	14

APPENDICES

- A: O’ Brien Traffic Assessment Report - April 2015
- B: Equal Access Disability Access Assessment Report - June 2015
- C: Stakeholder Consultation Summary



This preliminary report summarises the draft landscape design response and proposed staging for the future development of Sandringham Foreshore. It has been prepared as an internal document for review by Baytside City Council Project Working Group only and is not for public distribution at this stage.

PAGE

INTRODUCTION

The Draft Sandringham Foreshore Master Plan directly guides design, priorities and staging of on ground works on Council managed land within the precinct, implementing the recommendations of current strategic plans including the Bayside Open Space Strategy 2012, Bayside Coastal Management Plan 2014 and Sandringham Foreshore Coastal Management Plan 2010.

The Bayside Open Space Strategy classifies the Sandringham Foreshore Precinct as municipal open space highlighting its importance for both local Bayside residents and regional visitors from outside the municipality. Consistent with the recommendations of the strategy the provision of facilities at Sandringham Foreshore will aim to cater for visits that often exceed two hours in duration by providing adequate shade, car parking, public toilets, picnic facilities and drinking fountains serviced by a network of accessible sealed and unsealed walking and cycling paths.

The Bayside Coastal Management Plan (BCMP) was adopted by Council 2014, its development included extensive consultation with the Bayside community and has informed development of the draft master plan. The BCMP and existing Sandringham Foreshore Coastal Management Plan, developed in 2010 in partnership with Parks Victoria and Department of Environment, Land , Water and Planning (DELWP) provides the strategic direction for actions and works proposed within the draft master plan. The key objectives for the draft master plan include:

- Ensure protection of the foreshore environment, particularly areas of remnant coastal vegetation and habitats for native wildlife.

- Identify and protect areas of cultural heritage significance.
- Improve pedestrian access and safety on Jetty Road and within existing parking areas.
- Improve vehicle access, circulation and parking efficiency throughout the precinct.
- Identify and improve access and safety on the designated Coast Walking Path, maintain existing character while sustainably managing for increasing future use.
- Identify opportunities to rationalise duplicated secondary tracks and paths to reduce impacts on environmental and cultural heritage values.
- Review and prioritise replacement and upgrade of existing facilities in accordance with Council Policy.
- Improve all ability access to the beach, paths, toilets, parking, picnic areas and club based facilities.
- Support improved public access and multi use of club based facilities.
- Recognise and reinforce the status of Sandringham harbour as a regional boating facility.

The Sandringham Boat Harbour, including the lease areas of the Sandringham Yacht Club, Hampton Sailing Club, Hampton Pier and Scouts/ Guides, Angling and Triathlon Clubs are managed by Parks Victoria. These areas will continue to be managed in accordance with the provisions of the Sandringham Foreshore Coastal Management Plan 2010 however opportunities to improve integration with Council managed areas have been considered in consultation with Parks Victoria where appropriate.



LAND MANAGEMENT

The Sandringham Foreshore is Crown Land with Parks Victoria and Bayside City Council sharing committee of management responsibility in accordance with the requirements of the Crown Land Reserves Act 1978, Coastal Management Act 1995 and Bayside Coastal Management Plan 2014. The Master Plan is being prepared to directly guide future works priorities and staging on Council managed land. However, opportunities for integration with land managed by Parks Victoria including the Sandringham Boat Harbour, Hampton Pier and Scouts/Guides, Angling and Triathlon Clubs have been considered where appropriate.

MAJOR EVENTS

The Sandringham Foreshore is the largest area of public open space on the foreshore within Bayside. It is located only a 10-12 minute walk from two train stations and is serviced directly by the Bay Trail. It can provide between 600 and 800 car parking spaces making it an ideal site for major events within the municipality. The boat harbour is utilised for numerous sailing events; the popular Farmers Market is held every month at Trey Bit Reserve and used by Beaumaris Cricket Club and Cheltenham Cricket Club for Junior cricket on a weekly basis; and Trevor Barker Beach Oval is home to Sandringham Football Club in the VFL.

TREY BIT RESERVE

SANDRINGHAM FARMERS MARKET

Trey Bit Reserve is a centrally located open grass area providing for informal recreation, space for the Bayside Farmers Market and important flexibility for major event planning including overflow car and boat trailer parking and storage. Summary of key recommendations include:

- Retain as mown grass with no permanent facilities providing flexibility in use as both informal open space for local community use and for hosting of major events.
- Support continued use of the reserve for the popular Farmers Market.
- Review pedestrian and vehicle access and sightlines from Jetty Road to improve safety in use of the reserve for major events.
- Protect surrounding coastal vegetation providing a clear designated route for the coastal walking path.

EXISTING BUILDINGS AND LEASE AREAS

The Victorian Coastal Strategy 2014 building policy promotes coastal dependant uses, sustainability, equity and community need in relation to the development and management of buildings on the coast. There are a range of different club and other community based organisations which lease facilities at Sandringham Foreshore. These groups account for a significant proportion of visitation to the area however many of their facilities were built and developed for single interest clubs, are nearing the end of their life span and do not meet current building codes, limiting their ability to attract new members and useability by other groups and the public.

Management and any future redevelopment of existing buildings and lease areas on the foreshore is guided by the requirements of The Victorian Coastal Strategy (2014), Council Policy and the recommendations of the Bayside Coastal Management Plan (2014). These include:

- Investigate opportunities for multi use of existing buildings and lease areas.
- Encourage consideration of joint partnerships and increased public access in any redevelopment proposals for aging infrastructure.
- Ensure no net increase in building footprint and seek rationalisation of existing buildings where possible in any redevelopment works.

CROQUET CLUB:

The club has a 103 year history and active but aging membership. Improve all ability path links from Abbott Street and establish additional disabled parking bays in the B10 Abbott Street car park should be considered as opportunities.



SANDRINGHAM FARMERS MARKET



SANDRINGHAM ANGLERS CLUB



SANDRINGHAM YACHT CLUB

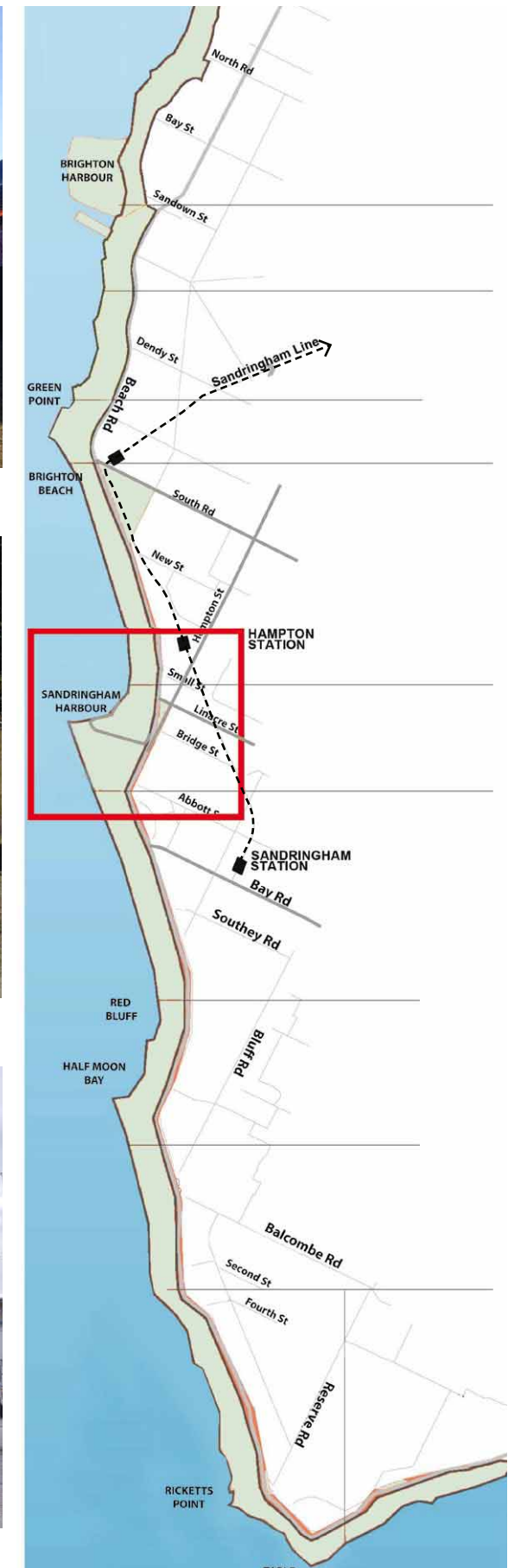


Figure.1 Context Plan
Bayside Coastal Management Plan 2014

EXISTING LEASE AREAS

AUSTRALIAN VOLUNTEER COAST GUARD

VF12 Sandringham Coast Guard is a radio coordination centre for coast guard vessels and search and rescue. It is staffed all year round by volunteers and provides education and training services in marine safety.

TREVOR BARKER BEACH OVAL

Home of the Sandringham Football Club the historic oval wall and fencing are heritage listed in the Bayside Planning Scheme. Recent oval redevelopment has reduced available space inside the fence and the master plan recommendations seek to improve vehicle circulation, access to parking and pedestrian safety while supporting alternative transport options. Summary of recommendations include:

- Provide signed disabled parking spaces, dedicated vehicle turn around area and improved lighting in the B6 car park adjacent to Sandy By the Bay Function Centre.
- Upgrade drainage at the Jetty Road/Beach Road ticket box/entry car park.
- Provide additional bike parking within the oval.
- Investigate restoring unsealed through road connection between the Football Club and Coast Guard car parking areas to improve vehicle circulation and multi use access to car parking. Retain minimum two designated parking spaces for the Coast Guard.

SANDY BEACH KIOSK HQ, KAYAK SHOP AND BOATSHED NO.35

The former boat sheds are an important part of the character and history of the Sandringham Boat Harbour. The timber buildings and rear retaining walls are however in poor condition and will require substantial refurbishment/replacement in the short-medium term. Support continued commercial leasing in this area servicing both beach users, walkers and other visitors. When building replacement / refurbishment occurs ensure retention of architectural character while investigating opportunities for consolidation of building footprint, provision of public toilets and all ability access as required under current building regulations.

GUIDES & SCOUTS, ANGLING CLUB AND TRIATHALON CLUB

Leases are managed by Parks Victoria with restricted member only vehicle access from the B7 Kiosk Car Park via the existing unsealed walking track. Increased vehicle access on this track is not supported due to impacts on coastal vegetation and potential increased risk to pedestrians/dog walkers. Parks Victoria have indicated that they have no plans for dredging or additional boat ramps to service this area meaning these aging buildings will continue to be primarily used for storage only.

- Install bollards to minimise impacts of informal parking on sensitive coastal vegetation.

SANDRINGHAM YACHT CLUB AND HAMPTON SAILING CLUB

Leases managed by Parks Victoria. Boat harbour management including dredging and mooring access are ongoing issues outside the scope of the master plan with actions and priorities to be guided by the existing management plans and ongoing coastal processes assessment by Parks Victoria.



SANDY BEACH KIOSK HQ AND KAYAK SHOP



Figure.2 Land Management

LAND MANAGEMENT

- COUNCIL
- PARKS VICTORIA
- VICROADS

Study area is crown land and is zoned Public Park and Recreation Zone (PPRZ) in the Bayside Planning Scheme. There is a design development overlay DD01 relating to building height controls on the coast. Buildings must not exceed two storeys and must comply with requirements as outlined in the Victoria Coastal Strategy and the Bayside Coastal Management Plan. These include:

- Investigate opportunities for multi use of existing buildings and in any redevelopment proposals.
- No nett increase in building footprint and seek rationalisation of existing buildings where possible in any redevelopment works.
- Prioritise coastal dependent uses.
- Erosion Management Overlay (EMO) covers areas prone to erosion, landslip and other land disturbance processes.

VEHICLE ACCESS AND PARKING

EXISTING CONDITIONS

There are approximately 750-800 car parking spaces at Sandringham Foreshore. These include 200-250 restricted member only spaces and 500-600 public spaces including Trey Bit Reserve which provides flexibility for both car and boat trailer parking during major events. Car parking at the kiosk and in areas with views to the foreshore is used daily with peak demand on the weekends, however even on the busiest of beach, football and market days there is always typically parking spaces available at Sandringham Foreshore. Parking demand during events such as the football and market focuses use on specific car parks with a lack of vehicle turn around areas on Jetty Road and within unsealed car parking areas results in peak period congestion and reduced safety for pedestrians even when there is plenty of parking available in other areas nearby.

The majority of public parking spaces are unsealed and parking space availability can vary depending on parking efficiency with illegally parked cars also contributing to congestion in peak periods. Despite sandy conditions, a lack of drainage presents ongoing problems in several car parks and there is a lack of designated disabled parking and directional signage.

KEY RECOMMENDATIONS:

- 1 Reduce traffic speed in Jetty Road and provide a separate pedestrian path to improve safety while retaining access for boat trailers and peak period traffic volumes.
- 2 Provide a pedestrian priority crossing on Jetty Road for the Coast Walking Path.
- 3 Improve vehicle circulation providing additional dedicated turn around areas in B6, B7, B9 and B10 carparks to reduce congestion.
- 4 Improve overflow parking and pedestrian access to Trey Bit Reserve from Jetty Road for major events.
- 5 Reduce peak period congestion by more clearly defining car parking bays and access aisles in existing unsealed carparks.
- 6 Provide additional signed disabled parking spaces and directional signage to more accessible beach access ramps and facilities.
- 7 Improve pedestrian safety and amenity around existing parking meters and access points to beach access ramps.
- 8 Improve drainage and stormwater management incorporating WSUD principles where possible to maintain water quality in the boat harbour and bay.
- 9 Retain existing trees and coastal vegetation while ensuring sustainable management of required clearances and sightlines for safety.
- 10 Improve traffic circulation and safety at the football club parking and drop off areas.
- 11 Review and improve pedestrian / cyclist safety at carpark entries / path road crossings.

Refer to Appendix A: O'Brien Traffic Report and Detail Plans A-B-C for implementation



Figure.3 Vehicle Access and Parking

PEDESTRIAN AND CYCLE ACCESS

BEACH ROAD - BAY TRAIL

The 2.5m wide concrete Bay Trail provides continuous off road access for cyclists and pedestrians along Beach Road. Summary of key objectives include:

- 1 Liaise with VicRoads to improve informal pedestrian crossings on Beach Road at Abbott Street and Linacre Road.
- 2 Establish new Jetty Road off road path from Beach Road to Hampton Pier.

COAST WALKING PATH

The narrow unsealed coast walking path runs parallel with Beach Road winding its way through coastal bushland with elevated views out over the Bay and beaches to the city. It varies in width and is increasingly popular with walkers and joggers of all ages and abilities. Cyclists are discouraged from using the trail to avoid congestion and to minimise impacts on sensitive coastal vegetation and habitat values. Summary of key recommendations includes:

- 3 Maintain a minimum 2.0m width compacted granitic gravel/sand all ability walking path with a pruned 0.5m clearance of vegetation to either side.
- 4 Replace sections of log stairs with an all ability graded durable composite fibre mesh backfilled with local granitic gravel/sand.
- 5 Increase trail width and clearance at the B9 and B10 car parks in accordance with the Bayside Coastal Management Plan (2014).
- 6 Retain fencing to one side only and replace where possible with more natural log edging to define the trail alignment.
- 7 Close and revegetate duplicated secondary trails to enhance coastal bushland and habitat values.
- 8 Establish continuous timber post and cable fencing to sections of steep cliff to improve safety.
- 9 Install low key directional signage at key entry points and intersections.
- 10 Maintain timber chicanes at entries from Beach Road to discourage cyclists from using narrow walking paths while retaining access for prams and wheelchairs/walking aids.

BEACH ACCESS

The steep topography, cliff instability and areas of sensitive cultural heritage and environmental value restrict opportunities to improve grades on existing beach access ramps and stairs. Summary of key recommendations includes:

- 11 Undertake staged upgrade of stainless steel handrails providing them to both sides of all ramps in accordance with AS1428. Where possible add flat resting points along steep ramps and install signage to alert new users to grade and condition before they start their decent.
- 12 Coordinate and prioritise ramp upgrades with provision of new disabled parking areas and improve directional signage to ramps with better access for persons with limited mobility.
- 13 Improve sightlines at entry points from existing car park areas and prioritise upgrade of lighting where evening use is more frequent.
- 14 Install additional bike parking facilities at beach, kiosk and Trevor Barker Oval.

Refer Detail Plans A-B-C for implementation.



Figure.4 Pedestrian and Cycle Access

UNIVERSAL ACCESS IMPROVEMENT PRIORITIES

Between 13-20% of Bayside residents have a disability of some kind and equity of access to the foreshore, open space areas and facilities is a key Council requirement and objective. The steep topography, unstable cliffs and ad hoc development of infrastructure result in numerous barriers to universal access at Sandringham Foreshore. Some barriers such as topography and the legislative requirements for protection of coastal environmental values and sites of cultural heritage significance are not easily overcome. The following summarises the proposed priorities and staged approach for improving universal access at Sandringham Foreshore:

The approach and priorities have been subject to an accessibility audit. Refer Appendix B.

1 B7 CAR PARK (HIGH)

- Provide disabled parking space near the Kiosk.
- Improve all-ability access to existing Kiosk.
- Provide new all-ability toilets either as separate public facility or as part of future Kiosk upgrade.

2 EXISTING TOILETS (HIGH)

- Replace existing facility and include fully accessible toilets.
- Provide sealed all-ability path link to the toilets from disabled parking B8 car park.

3 B8 CAR PARK (HIGH)

- Provide additional disabled space closer to toilet and ramp.

4 B10 CARPARK (HIGH)

- New disabled spaces (2) with all ability path link to the Croquet Club.
- New kerb ramp and signage at Abbott Street crossing on Beach Road.

5 B8 RAMP (HIGH)

- New handrail to both sides to AS1428.
- Provide flat rest points off the ramp on coast side.

6 B9 RAMPS (HIGH)

- Install signage to more gently graded B9 ramp.
- No opportunities to upgrade other than to replace handrails to AS1428.

7 COASTAL WALKING TRAIL (HIGH)

- Unsealed all weather all ability walking track 2.0m wide with 0.5 clearance to either side. Retain fencing to one side only except in areas with cliffs or significant vegetation / cultural heritage values.
- Remove step sections and replace with ramp / boardwalks.

8 B6 LOOKOUT (HIGH)

- New safety fence but retain views.
- Provide all ability access drinking fountain and new tables.

9 JETTY ROAD (HIGH)

- New all ability path and improved crossing point at B9 for Coast Walking Trail.

10 HAMPTON JETTY (MEDIUM)

- Improve all-ability access to the pier and beach from parking area.

11 B6 CAR PARK (MEDIUM)

- Disabled parking space at ramp exit.
- Provide disabled parking spaces (2) and path at Sandy by the Bay Function Centre.

12 TREY BIT RAMP (MEDIUM)

- New handrail to both sides.
- New 'rest points' on the side of the ramp.
- Remove chicane in the coast walking path.

13 TREY BIT LOOKOUT (MEDIUM)

- Remove steps and provide all ability ramp/boardwalk and new picnic table

14 BREAKWATER (MEDIUM)

- Improve surface on breakwater.
- Ensure all-ability access from B8 car park.
- Provide access all-ability fishing spots.

15 LINACRE ROAD STAIRS (LOW)

- Provide kerb ramp improve access at the crossing point from Beach Road.
- Install signage to more gently graded Trey Bit Ramp.

16 B9 CARPARK (LOW)

- Temporary disabled spaces already provided for the Farmers Market.
- Improve Coastal Walking Track access
- Install signage to B8 more gently graded ramp and toilets (when upgraded).

DRAWING KEY

- BAY TRAIL (BEACH ROAD)
 - VEHICLE ACCESS
 - RESTRICTED VEHICLE ACCESS
 - COASTAL TRAIL
 - BEACH ACCESS RAMPS
 - PROPOSED FUTURE PATH
 - SECONDARY PEDESTRIAN TRACK
 - SIGNALISED PEDESTRIAN CROSSING
 - INFORMAL PEDESTRIAN CROSSING
 - EXISTING LIGHTS
 - DRINKING FOUNTAINS
 - PICNIC TABLES / SEATS
 - EXISTING FENCING
 - TOILET
 - STAIRS
- (Jetty Road Study Jan 2014)



Figure.5 Universal Access Improvements

EXISTING FACILITIES

PUBLIC TOILETS

The Jetty Road Toilets are the only public facility on site, they do not provide for disabled access and are in poor condition. Replacement of this facility has been identified as the highest priority in the Bayside Toilet Strategy. There are no public toilets in the Sandy Beach Kiosk and B7 Kiosk Car park area. This area is subject to extensive use by visitors to the kiosk, dog walkers and school groups undertaking activities associated with the kayak school and other clubs in the area. Summary of key recommendations include:

- 1** Replace the Jetty Road toilet block, providing improved disabled access and a sealed all ability path link from the B8 Picnic Point car park.
- 2** Investigate establishment of a small temporary public toilet facility and beach shower near the B7 Kiosk Car park. Incorporate permanent public toilet facilities into any future redevelopment of the Sandy Beach Kiosk .
- 3** Establish a new outdoor beach shower at the bottom of the B8 Picnic Point beach access ramp.

LIGHTING

The existing lighting and dense coastal vegetation makes evening use of some access ramps, car park areas and sections of the coastal trail network limited. Increased lighting may impact on sensitive habitat values and increase inappropriate after hours use of uneven tracks and ramps and therefore must be carefully considered. Priority will be given to improving lighting associated with existing evening uses. Summary of key recommendations include:

- 4** Provide additional lighting in the B6 car park near the Sandy by the Bay Function Centre.
- 5** Provide additional low level lighting around the B6 beach ramp link down to the Scouts/Guides, Angling and Triathlon Club buildings.

DRINKING FOUNTAINS

There are high levels of active recreation, training and major summer events undertaken within the precinct. Drinking fountains also provide water critical to local indigenous fauna found in the area, especially in periods of extreme dry/hot weather. Summary of key recommendations include:

- 6** Undertake staged upgrade of existing drinking fountains including dog bowls and shallow overflow bases providing water for native wildlife.
- 7** Establish a new sustainable water bottle refill station near the B8 car park/Jetty Road toilet block.

SIGNAGE

There is extensive signage throughout the foreshore area but some signage has become redundant and there is a lack of directional signage for new visitors to the area. Undertake staged upgrade/replacement with new directional and regulatory signage at key entry points to the site including car parks, Beach Road crossing points and beach access ramps in accordance with current Council standards. Where possible consolidate and remove redundant signage from site.

SEATING AND LOOKOUT POINTS

Elevated seating and viewing points over the Bay, boat harbour and back to the city are popular with all visitors. Recent upgrades of new seats and viewing areas have improved all ability access yet many areas remain inaccessible to visitors with limited mobility.

- 8** Continue staged upgrade of popular viewing areas to improve all ability access and safety.
- 9** Install fencing on the coast side to restrict access to informal viewing points minimising impacts on sensitive coastal vegetation and reducing public risk along the steep and unstable escarpments and cliffs.

Refer Detail Plans A-B-C for implementation.



Figure.6 Existing Facilities

ENVIRONMENTAL VALUES

Sandringham Foreshore is one of the largest areas of remnant coastal vegetation in Bayside. It contains areas Coastal Dune Grassland (EVC 879), Coastal Dune Scrub (EVC 160) and Coastal Headland Scrub (EVC 161) and provides important habitat and refuge for a range of indigenous native birds, bats, mammals, reptiles and insects in the otherwise built urban environment.

Native vegetation at Sandringham Foreshore is covered by a Vegetation Protection Overlay (VPO1) in the Bayside Planning Scheme. The aim of the overlay is to protect and preserve trees and areas of significant vegetation, implementing key requirements of the State Planning Policy Framework and ensuring any new development minimises loss of native vegetation. The overlay and ongoing Council management of the foreshore aim to maintain and enhance habitat and habitat corridors and to encourage the regeneration of native vegetation. A permit is required to remove vegetation other than as part of weed control, fire prevention, public safety and road safety management actions.

There has been extensive historical and ongoing community involvement in protection and enhancement of native vegetation and habitat at Sandringham Foreshore. Black Rock and Sandringham Conservation Association (BRASCA), Friends of Native Wildlife, Friend of Picnic Point and the local community all actively assist Council in rubbish removal, weed control and monitoring of flora and fauna.

Summary of key recommendations include:

- 1 Protect and focus priority specialist weed control and management resources into areas with good quality remnant indigenous vegetation implementing recommendations as identified in the Bayside Native Vegetation Native Works Program.
- 2 Close and revegetate duplicated secondary paths and informal access tracks to offset the impacts of ongoing requirement for vegetation pruning and removal to maintain sightlines for safety along the main Coastal Trail, beach access ramps and at car park entry exits.
- 3 Ensure new cliff and escarpment fencing includes anchor points to improve safety in future weed control and revegetation efforts in these difficult to access areas.
- 4 Continue staged revegetation in consultation with local community groups. Ensure use of indigenous species grown from locally sourced seed consistent with the prevailing Ecological Vegetation Class (EVC). Carefully plan revegetation, modifying the species mix within the EVC if required to maintain and enhance biodiversity values while ensuring establishment of long term sustainable and manageable planting in areas with existing views or where required for ongoing public access or other use.
- 5 Undertake ongoing monitoring of fox, rabbit and feral cat numbers initiating targeted control programs where required.

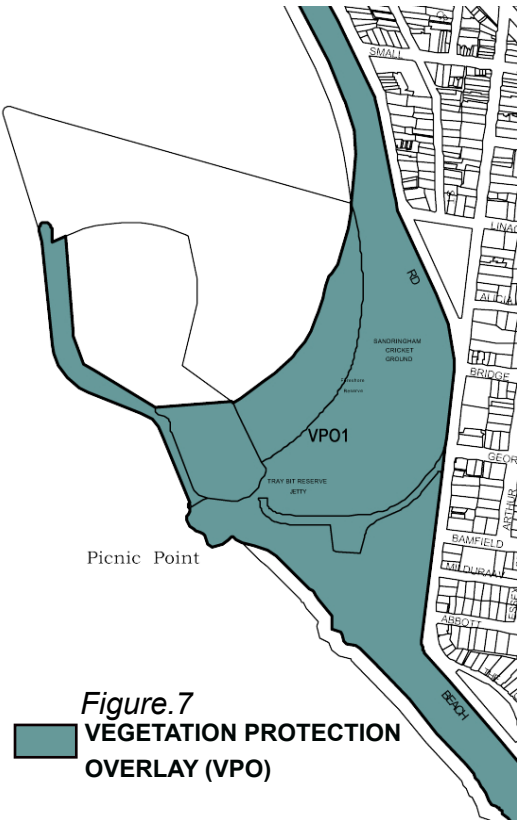


Figure.7
VEGETATION PROTECTION
OVERLAY (VPO)



Source: Bayside Native Vegetation Works Program – Stage 1, 2008

Figure.8 Existing Vegetation

CULTURAL HERITAGE

Indigenous occupation of what is now known as the Sandringham foreshore dates back many thousands of years and the area contains registered cultural heritage sites ie: middens that relate to this occupation. These sites and all other cultural heritage places are protected under the provisions of the Victorian Aboriginal Heritage Act 2006. The Act recognises Aboriginal people as the primary guardians of their cultural heritage and has established a process for Indigenous groups to apply to be registered as Registered Aboriginal Parties (RAPs). There is currently no appointed RAP for the Sandringham Foreshore area, however multiple groups have applied for this registration.

Other historical features of the foreshore include the 1920s concrete wall around the Sandringham Football Club and various bluestone sea walls and the harbour breakwater. The Sandringham foreshore has other cultural values such as a long history of beach and holiday use and these features and uses need to be considered in any works.

Indigenous and European cultural heritage must be protected during master plan implementation, and on sites where major ground breaking work are involved a due diligence Cultural Heritage Assessment will be required.

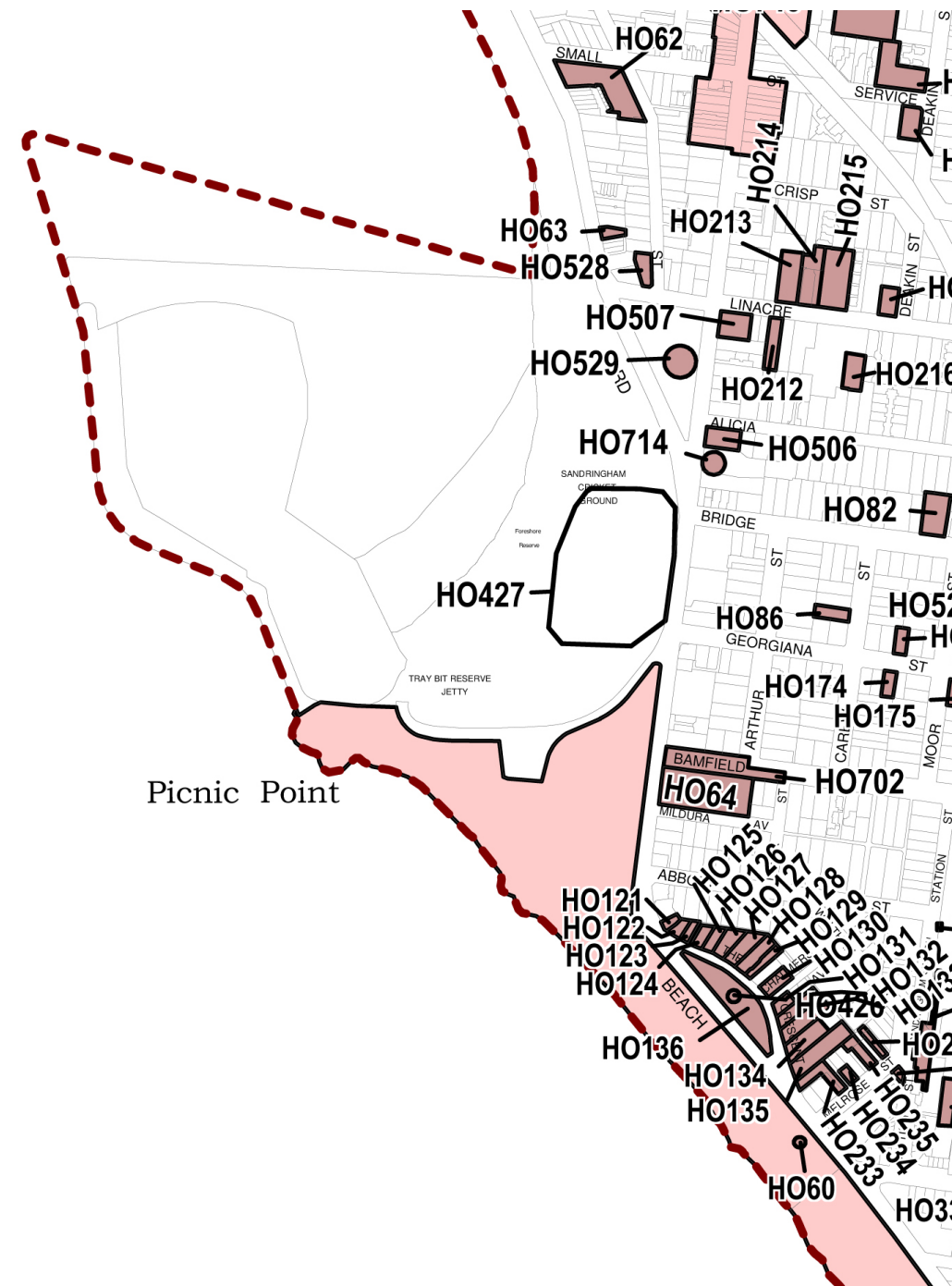


Figure.9
HERITAGE OVERLAY (HO)

To conserve and enhance heritage places of natural or cultural significance and to ensure development does not adversely affect their significance

- HO703 Beach Road Sandringham including tree controls
- HO427 Trevor Barker Beach Oval Wall including paint controls
- Picnic Point and areas along the Foreshore have been identified as Aboriginal Cultural Heritage Value.
- A Cultural Heritage Management Plan (CHMP) is being prepared to inform proposed works on Jetty Road. The Master plan will be informed by the outcome of this investigation.

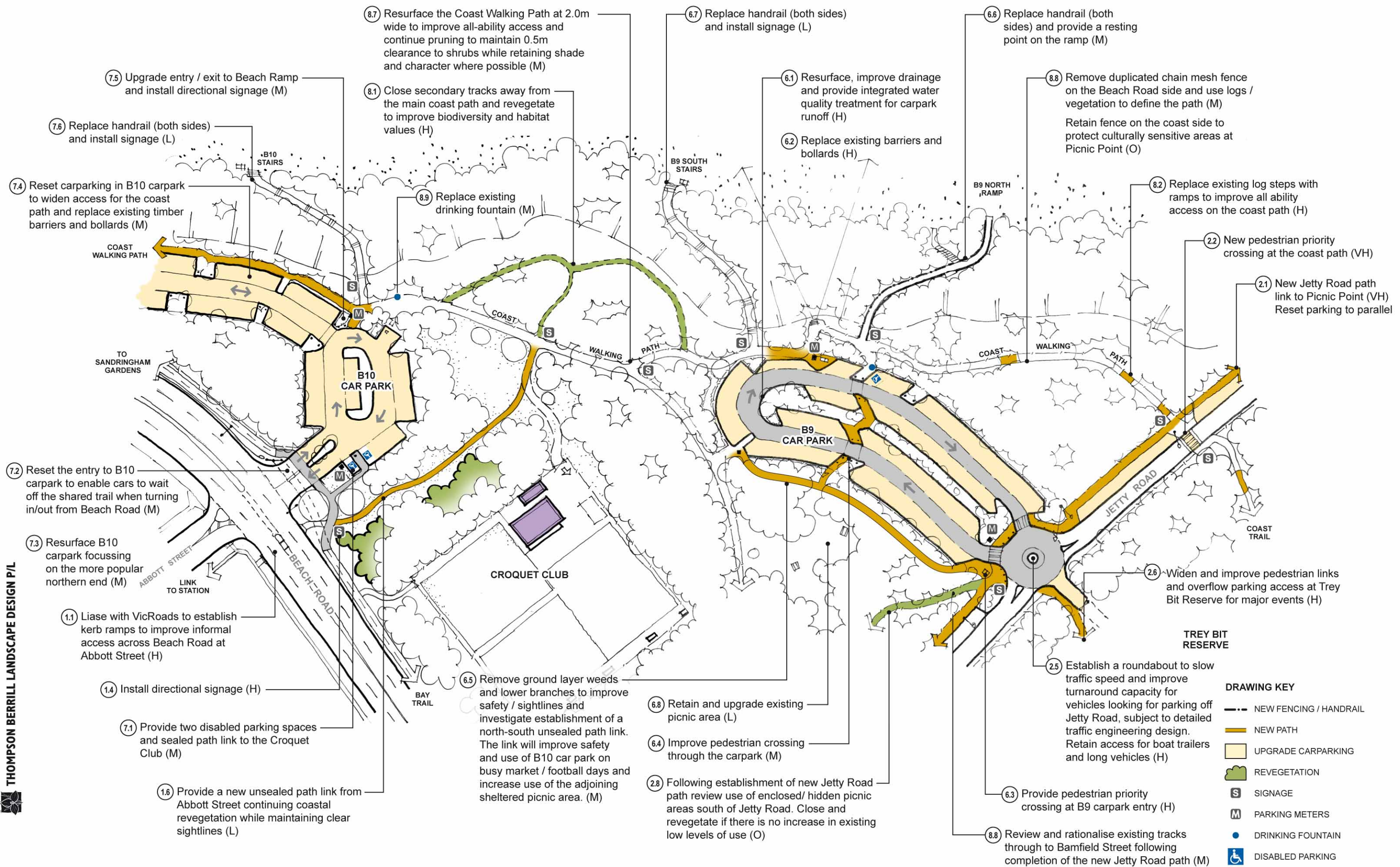


Figure.10

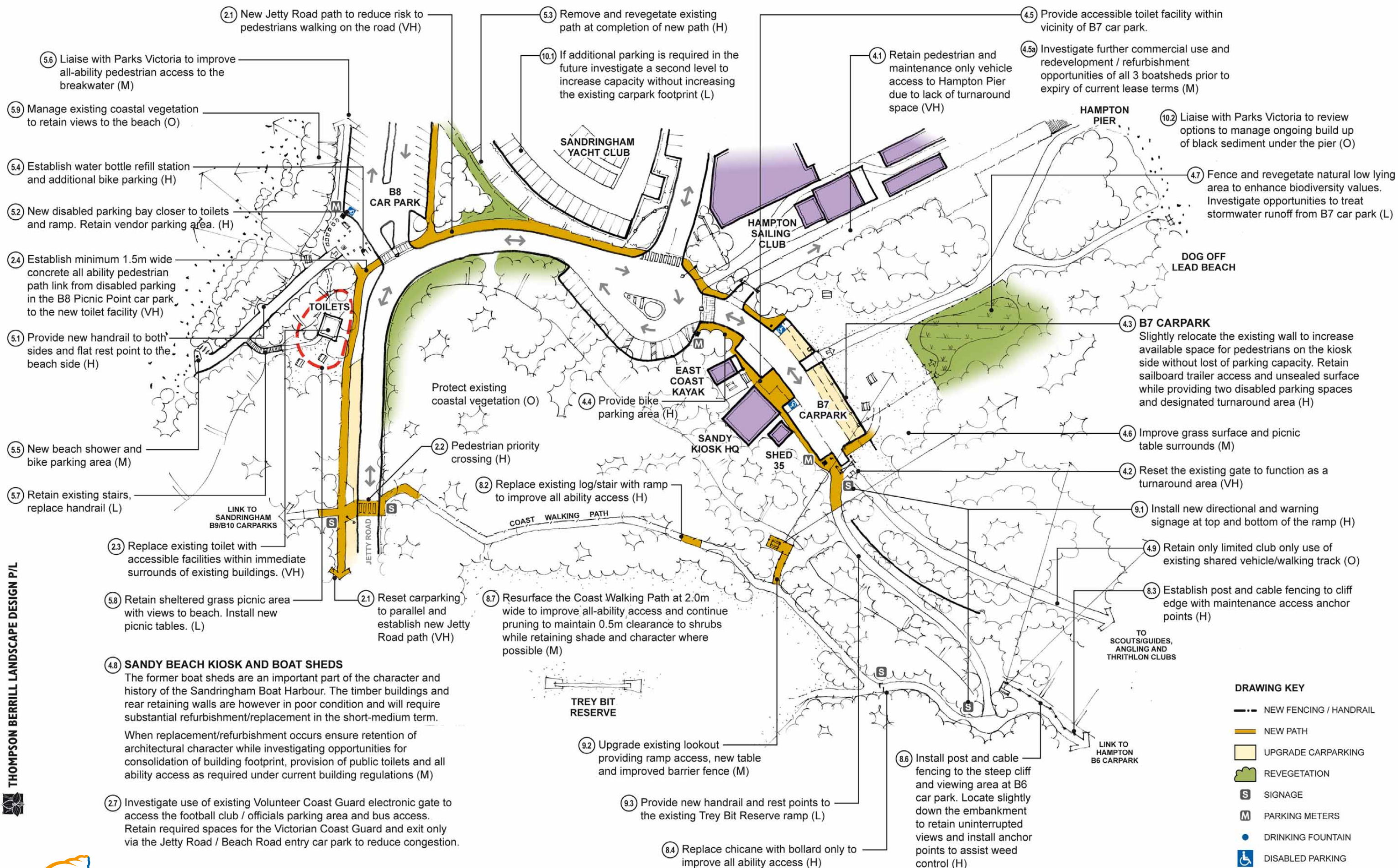


Figure.11

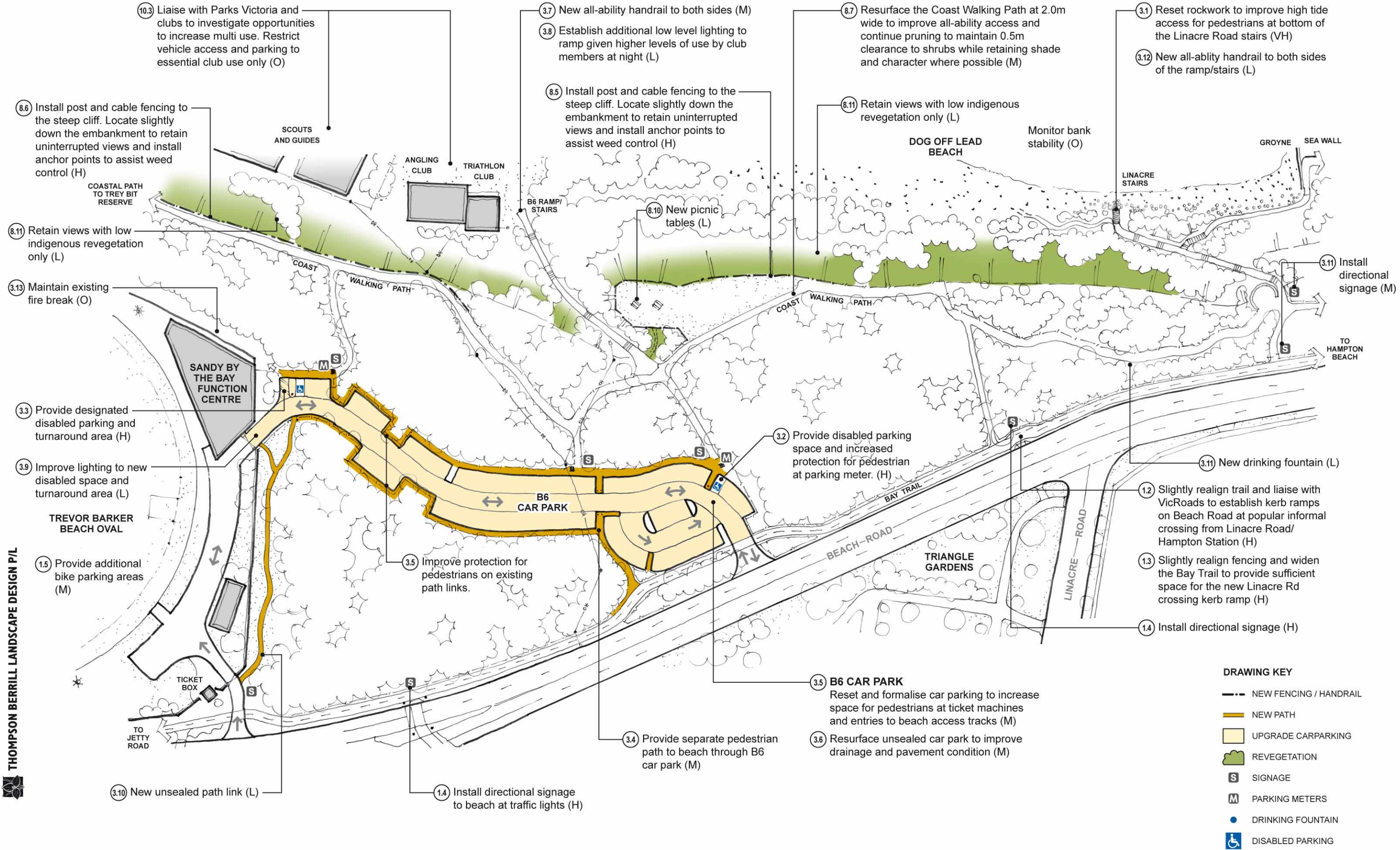


Figure.12

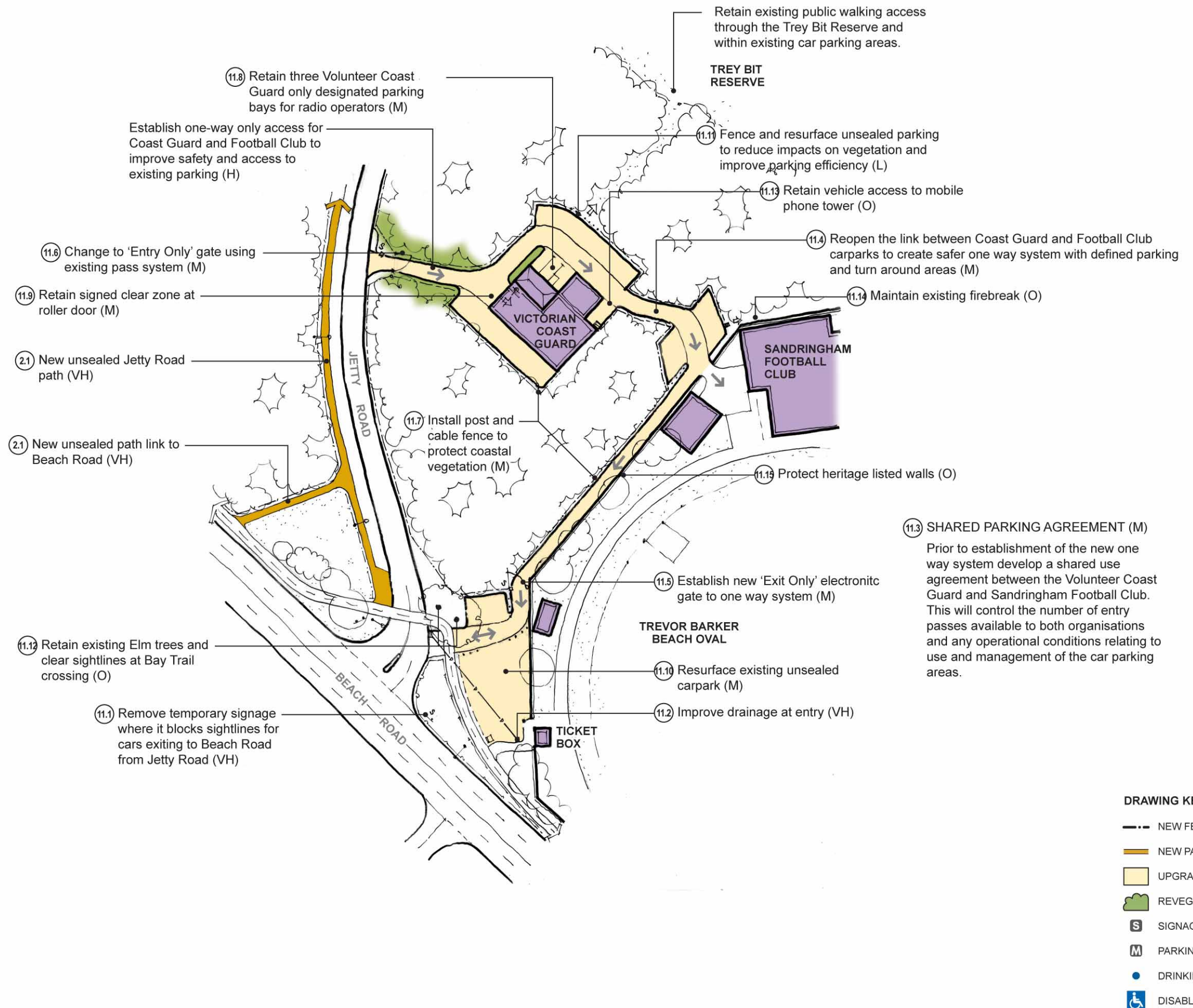


Figure.13

IMPLEMENTATION SCHEDULE - SUMMARY

IMPLEMENTATION

The following section provides an overview of the indicative capital costs to implement key improvements and actions identified in the Draft Master Plan. Draft priorities have been allocated to enable consideration of staging of works subject to confirmation of funding availability.

The size and large number of facilities and assets contained within Sandringham Foreshore mean that staging of works will likely be required. The following summary of priorities, staging and timing for delivery the works is for discussion purposes only. It is anticipated in the process of implementation some works may need to be bought forward i.e due to the need for urgent maintenance or as part of cost effective delivery of other projects and in all cases priorities should be viewed as a guide only.

- Very High (1-2 years)

These actions include works identified in previous plans and strategies where provisional Council funding has already been allocated and projects are moving toward implementation.

- High (3-5 years)
- Medium (6-8 years)
- Low (9-10 years)
- Ongoing (part of current programs/works)

Please note all works estimates are for preliminary planning purposes, prepared without access to survey and detailed design and are a guide only.

DRAFT MASTER PLAN WORKS SUMMARY	PRIORITIES				TOTAL
STUDY AREA	VERY HIGH	HIGH	MEDIUM	LOW	
BEACH ROAD - BAY TRAIL	\$0	\$15,000	\$2,500	\$10,800	\$28,300
JETTY ROAD	\$345,000	\$100,000	\$15,000	\$0	\$460,000
B6 CARPARK AND LINACRE ROAD BEACH ACCESS	\$10,000	\$11,000	\$224,000	\$158,000	\$403,000
B7 CARPARK AND SANDY BEACH KIOSK	\$3,500	\$82,500	\$150,000	\$30,000	\$266,000
B8 CARPARK AND BEACH ACCESS	\$0	\$35,500	\$15,000	\$16,000	\$66,500
B9 CARPARK AND JETTY ROAD SOUTH	\$0	\$180,000	\$44,400	\$33,500	\$257,900
B10 CARPARK AND BEACH ACCESS	\$0	\$0	\$201,000	\$30,000	\$231,000
COASTAL WALK	\$0	\$94,500	\$105,000	\$24,000	\$223,500
TREY BIT RESERVE	\$0	\$1,000	\$20,000	\$30,000	\$51,000
SANDRINGHAM BOAT HARBOUR AND LEASE AREAS	\$0	\$0	\$0	\$0	\$0
VOLUNTEER COAST GUARD AND SANDRINGHAM FOOTBALL CLUB	\$10,000	\$0	\$17,640	\$1,810	\$29,450
SUBTOTAL SANDRINGHAM FORESHORE WORKS	\$368,500	\$519,500	\$794,540	\$334,110	\$2,016,650
CONTINGENCIES (20%)					\$403,330
TOTAL SANDRINGHAM FORESHORE MASTER PLAN - CAPITAL IMPLEMENTATION WORKS					\$2,419,980

IMPLEMENTATION SCHEDULE

* Costs are preliminary only – subject to survey and detailed design

Item No	Dwg ref.	Action Description	Amount	Item	Rate	Cost	Priority	Agency Responsible	Related Works
BEACH ROAD - BAY TRAIL									
1.1	DP-A	Liaise with VicRoads to establish kerb ramps and acessible median to improve informal access across Beach Road at Abbott Street.	1	Item		\$6,000	High	VicRoads	1.5 and 7.2
1.2	DP-C	Liaise with VicRoads to establish kerb ramps on Beach Road at popular informal crossing from Linacre Road / Hampton Station.	1	Item		\$4,500	High	VicRoads	1.3
1.3	DP-C	Slightly realign fencing and widen the Bay Trail to provide sufficient space for the new Linacre Rd crossing kerb ramp.	1	Item		\$1,500	High	BCC	1.2
1.4	DP A,C	Install directional signage to beach on Beach Road-Bay Trail at exising traffic lights and new infromal crossing points at Abbott St & Linacre Rd.	4	No.	\$750	\$3,000	High	BCC	1.1 and 1.2
1.5	DP-C	Provide additional bike parking within Trevor Barker Oval.	1	Item	\$2,500	\$2,500	Medium	BCC	1.1
1.6	DP-A	Provide a new unsealed path link from Abbott Street to the Coast Walking Path continuimg coastal revegetation while maintaining clear sightlines (M).	90	lin.m	\$120	\$10,800	Low	BCC	1.1
		SUBTOTAL BEACH ROAD - BAY TRAIL				\$28,300			
JETTY ROAD									
2.1	DP-A	Provide new Jetty Road path link from Beach Road to Picnic Point including speed humps, road works, kerbs, retaining wall(s) and planting as per the GDA Plans.	1	Item		\$185,000	Very High	BCC	2.2
2.2	DP-A	Provide new pedestrian priority crossing on Jetty Road for the coast walking path.	1	Item		N/C	Very High	BCC	2.1
2.3	DP-B	Replace existing bluestione toilet block on Jetty Road and provide disabled access.	1	Item		\$150,000	Very High	BCC	2.1
2.4	DP-B	Establish minimum 1.5m wide concrete all ability pedestrian path link from disabled parking in the B8 Picnic Point car park to the new toilet facility.	1	Item		\$10,000	Very High	BCC	2.1
2.5	DP-A	Establish a roundabout to slow traffic speed and improve turnaround capacity for vehicles looking for parking off Jetty Road, subject to detailed traffic engineering design. Retain access for boat trailers and long vehicles	1	Item		\$100,000	High	BCC	2.1
2.6	DP-A	Widen and improve pedestrian links and overflow parking access into Trey Bit Reserve from Jetty Road for major events.	1	lin.m		N/C	High	BCC	2.5
2.7	DP-B	Investigate restoring unsealed through road connection between the Football Club and Coast Guard car parking areas to improve vehicle circulation and access to car parking. Retain 2-5 designated parking spaces for the Coast Guard.	1	Item		\$15,000	Medium	BCC - Coast Guard - Football Club	
2.8	DP-A	Following establishment of new Jetty Road path review use of enclosed/hidden picnic areas south of Jetty Road. Close and revegetate if there is no increase in existing low levels of use.	1	Item		N/C	Ongoing	BCC	2.1
		SUBTOTAL JETTY ROAD				\$460,000			
B6 CARPARK AND LINACRE ROAD BEACH ACCESS									
3.1	DP-C	Reset rockwork to improve high tide access for pedestrians at Linacre Road stairs and for the popular link between the dog beach and Hampton Beach sea wall promenade. Continue ongoing monitoring of bank stability.	1	Item		\$10,000	Very High	BCC - PV	
3.2	DP-C	Upgrade vehicle control to improve protection for pedestrians at the parking meters and establish a disabled parking space.	1	Item		\$1,000	High	BCC	3.4
3.3	DP-C	Provide signed designated disabled parking and turnaround area at the southern end of B6 car park.	1	Item		\$10,000	High	BCC	
3.4	DP-C	Provide seperated pedestrian path through the B6 carpark to the beach access from the Bay Trail.	1	Item		\$10,000	Medium	BCC	3.2

IMPLEMENTATION SCHEDULE

* Costs are preliminary only – subject to survey and detailed design

Item No	Dwg ref.	Action Description	Amount	Item	Rate	Cost	Priority	Agency Responsible	Related Works
3.5	DP-C	Reset and formalise vehicle control in B6 car parking using timber bollards/barriers to increase space and safety for pedestrians to improve parking efficiency.	1	Item		\$50,000	Medium	BCC	3.1 and 3.2
3.6	DP-C	Resurface B6 car park to improve unsealed pavement and drainage.	2,800	m2	\$50.00	\$140,000	Medium	BCC	3.5
3.7	DP-C	Install new all ability handrail to both sides of the B6 ramp/stairs.	120	lin.m	\$200	\$24,000	Medium	BCC	3.8
3.8	DP-C	Establish additional low level lighting to improve safety at beach access ramp and for access to popular evening viewing areas given higher levels of use at night. Proposed lighting to be solar where possible.	1	Item		\$100,000	Low	BCC	3.9 and 8.5
3.9	DP-C	Improve lighting at Sandy by the Bay end of B6 car park. Proposed lighting to be solar where possible (M).	1	Item		\$20,000	Low	BCC	3.8
3.10	DP-C	Provide new unsealed path link along the North wall of the Trevor Barker Oval (L).	100	lin.m	\$120	\$12,000	Low	BCC	3.3
3.11	DP-C	Install new drinking fountain on the Coast walk (M).	1	Item		\$2,000	Low	BCC	
3.12	DP-C	Install new all-ability handrail to both sides of existing Linacre Road stairs .	120		\$200	\$24,000	Low	BCC	
3.13	DP-C	Maintain existing fire break around Trevor Barker Oval.	1	Item		N/C	Ongoing	BCC	
SUBTOTAL B6 CARPARK AND LINACRE ROAD BEACH ACCESS						\$403,000			
B7 CARPARK AND SANDY BEACH KIOSK									
4.1	DP-B	Restrict public vehicle access and parking at the end of Hampton Pier using a PV management vehicle only access gate due to lack of turnaround space to minimise conflicts with pedestrians.	1	Item		\$2,500	Very High	PV	2.1 and 4.2
4.2	DP-B	Reset the existing access gate and establish a signed turnaround area for cars entering the B7 car park.	1	Item		\$1,000	Very High	BCC	4.3
4.3	DP-B	Slightly relocate the existing sea wall to increase available space for pedestrians on the kiosk side without lost of parking capacity in the B7 car park. Retain as unsealed while providing two disabled parking spaces and designated turnaround area. Pending on historical significance, an option is to remove the sea wall completely and replace with an alternative barrier to prevent cars accessing the foreshore reserve as part of the carpark design (H).	1	Item		\$80,000	High	BCC	4.2 and 4.7
4.4	DP-B	Provide bike parking area at Sandy Beach Kiosk.	1	Item		\$2,500	High	BCC	2.1 and 4.2
4.5	DP-B	Install new small single disabled access toilet facility with sewer connection to Hampton Sailing Club. Establish in conjunction with a new beach shower.	1	Item		\$150,000	Medium	BCC	
4.6	DP-B	Improve grass surface and picnic table surrounds opposite the kiosk (M).	3	No.		\$10,000	Low	BCC	4.8
4.7	DP-B	Fence and revegetate natural low lying area to enhance biodiversity values. Investigate opportunities to treat stormwater runoff from B7 carpark (L).	1	Item		\$20,000	Low	BCC	4.3
4.8	DP-B	The former boat sheds are an important part of the character and history of the Sandringham Boat Harbour. The timber buildings and retaining walls are however in poor condition and will require substantial refurbishment/replacement in the short-medium term. When replacement / refurbishment occurs ensure retention of architectural character while investigating opportunities for consolidation of site and provision of public toilets and all ability access as required under current building regulations (M).	1	Item		N/C	Low	BCC - Leaseholder	
4.9	DP-B	Retain only limited club use of existing shared vehicle / walking track.	1	Item		N/C	Ongoing	PV	4.3
SUBTOTAL B7 CARPARK AND SANDY BEACH KIOSK						\$266,000			

IMPLEMENTATION SCHEDULE

* Costs are preliminary only – subject to survey and detailed design

Item No	Dwg ref.	Action Description	Amount	Item	Rate	Cost	Priority	Agency Responsible	Related Works
B8 CARPARK AND BEACH ACCESS									
5.1	DP-B	Provide new handrail to both sides of the existing B8 car park beach access ramp and flat rest point to beach side.	100	lin.m	\$250	\$25,000	High	BCC	5.2
5.2	DP-B	Install new disabled parking bay closer to toilets and B8 beach access ramps.	1	Item		\$500	High	BCC	5.1
5.3	DP-B	Remove and revegetate existing path at completion of the new Jetty Road path. Refer Item 2.1	1	Item		N/C	High	BCC	2.1
5.4	DP-B	Establish water bottle refill station and additional bike parking at the top of the B8 car park beach access ramp.	1	Item		\$10,000	High	BCC	2.1 and 5.1
5.5	DP-B	Provide new beach shower and bike parking area at the bottom of the B8 Beach Access ramp.	1	Item		\$10,000	Medium	BCC	2.1 and 5.1
5.6	DP-B	Liaise with Parks Victoria to improve pedestrian links to the breakwater.	1	Item		\$5,000	Medium	PV	
5.7	DP-B	Retain existing stairs, replace handrails on path link to toilets.	40	lin.m	\$250	\$10,000	Low	BCC	5.3
5.8	DP-B	Retain sheltered grass picnic area with views to beach. Replace existing picnic tables.	2	No.		\$6,000	Low	BCC	5.1
5.9	DP-B	Manage existing coastal vegetation to retain views to the beach from the B8 car park.	1	Item		N/C	Ongoing	BCC - Friends of Picnic Point	
		SUBTOTAL B8 CARPARK AND BEACH ACCESS				\$66,500			
B9 CARPARK AND JETTY ROAD SOUTH									
6.1	DP-A	Resurface (unsealed) improve drainage / provide integrated water quality treatment for B9 Jetty Road carpark runoff.	1	Item		\$130,000	High	BCC	6.2
6.2	DP-A	Replace existing timber vehicle control bollards and barriers to improve clearance to the Coastal Walk and for pedestrian protection at parking meters.	1	Item		\$50,000	High	BCC	
6.3	DP-A	Provide pedestrian priority crossing at B9 carpark entry as part of new roundabout establishment.	1	Item		N/C	High	BCC	2.5
6.4	DP-A	Improve pedestrian crossing through the B9 carpark from the Bamfield Street entry and picnic area.	30	lin.m	\$120	\$3,600	Medium	BCC	6.2
6.5	DP-A	Investigate establishment of a north-south unsealed path link.	90	lin.m	\$120	\$10,800	Medium	BCC	2.5 and 6.8
6.6	DP-A	Replace handrail (both sides) and provide a resting point at mid point on the ramp if possible.	120	lin.m	\$250	\$30,000	Medium	BCC	
6.7	DP-A	Replace handrail (both sides) and install signage to B9 south stairs.	110	lin.m	\$250	\$27,500	Low	BCC	
6.8	DP-A	Retain and upgrade existing picnic area east of B9 car park.	1	Item		\$6,000	Low	BCC	6.5
		SUBTOTAL B9 CARPARK AND JETTY ROAD SOUTH				\$257,900			
B10 CARPARK AND BEACH ACCESS									
7.1	DP-A	Provide two disabled parking spaces and sealed path link to the Croquet Club from the B10 Abbott Street.	1	Item		\$50,000	Medium	BCC	7.2 and 7.3
7.2	DP-A	Reset the entry to B10 carpark to enable cars to wait off the shared trail when turning in/out from Beach Road.	1	Item		\$50,000	Medium	BCC	7.1
7.3	DP-A	Resurface the north end of the B10 car park and turnaround and incorporate WSUD.	1	Item		\$50,000	Medium	BCC	7.1 and 7.2

IMPLEMENTATION SCHEDULE

* Costs are preliminary only – subject to survey and detailed design

Item No	Dwg ref.	Action Description	Amount	Item	Rate	Cost	Priority	Agency Responsible	Related Works
7.4	DP-A	Reset carparking in B10 carpark to widen access for the coast path. Provide a dedicated turnaround area and replace existing vehicle barriers.	1	Item		\$50,000	Medium	BCC	7.1, 7.2 and 7.3
7.5	DP-A	Upgrade entry / exit protection to the existing beach stairs and install directional signage to the nearest ramp at B9 car park (M).	1	Item		\$1,000	Medium	BCC	7.4
7.6	DP-A	Replace handrail (both sides) and install signage (L).	120	lin.m	\$250	\$30,000	Low	BCC	7.5
		SUBTOTAL B10 CARPARK AND BEACH ACCESS				\$231,000			
COASTAL WALK									
8.1	DP-A	Close duplicated secondary tracks away from the main coast path and revegetate to improve biodiversity and habitat values.	100	lin.m	\$50	\$5,000	High	BCC	
8.2	DP-A	Replace existing log steps with a graded ramp to improve all ability access on the coast path.	30	lin.m	\$500	\$15,000	High	BCC	8.8
8.3	DP-B	Establish post and cable fencing to cliff edge with maintenance access points (H).	100	lin.m	\$200	\$20,000	High	BCC	8.1
8.4	DP-B	Replace chicane with bollard only to improve all ability access on north entry from Trey Bit Reserve.	1	Item		\$500	High	BCC	
8.5	DP-C	Install post and cable fencing to the steep cliff and viewing area at B6 car park. Locate slightly down the embankment to retain uninterrupted views and install anchor points to assist weed control (L).	110	lin.m	\$200	\$22,000	High	BCC	8.6 and 8.13
8.6	DP-C	Install post and cable fencing to the steep cliff behind Scouts / Guides. Locate slightly down the embankment to retain uninterrupted views and install anchor points to assist weed control.	160	lin.m	\$200	\$32,000	High	BCC	8.13
8.7	DP-A DP-B DP-C	Resurface the existing Coast Walk in granitic gravel to improve all-ability access and undertake careful planning to maintain clearance.	1,000	lin.m	\$100	\$100,000	Medium	BCC	8.2, 8.3 and 8.6
8.8	DP-A	Remove duplicated chain mesh fencing on the Beach Road side of the Coast Walk. Utilise logs and revegetation to define the route.	1	Item		\$3,000	Medium		
8.9	DP-A	Replace drinking fountain and maintain shallow overflow for wildlife.	1	Item		\$2,000	Medium	BCC	
8.10	DP-C	New picnic tables with shade provided and is facing towards cliff viewing area near B6 car park.	2	No.	\$3,000	\$6,000	Low	BCC	8.6
8.11	DP-C	Undertake staged weed control and revegetation of the steep escarpment behind Trevor Barker Oval - B6 car park.	1,200	m2	\$15	\$18,000	Low	BCC	8.5 and 8.6
		SUBTOTAL COASTAL WALK				\$223,500			
TREY BIT RESERVE									
9.1	DP-B	Install new directional and warning signage at top and bottom of the ramp down to the Sandy Kiosk / B7 car park.	2	No.	\$500.00	\$1,000	High	BCC	9.3
9.2	DP-B	Upgrade existing lookout providing ramp access, new table and improved barrier fence.	1	Item		\$20,000	Medium	BCC	
9.3	DP-B	Provide new handrail to both sides of the existing Trey Bit Reserve ramp and investigate provision of a mid ramp rest point on the coast side.	150	lin.m	\$200.00	\$30,000	Low	BCC	9.1
		SUBTOTAL TREY BIT RESERVE				\$51,000			

IMPLEMENTATION SCHEDULE

* Costs are preliminary only – subject to survey and detailed design

Item No	Dwg ref.	Action Description	Amount	Item	Rate	Cost	Priority	Agency Responsible	Related Works
SANDRINGHAM BOAT HARBOUR AND LEASE AREAS									
10.1	DP-B	If additional parking is required in the future investigate a second level to increase capacity without increasing the existing carpark footprint (L).	1	Item		N/C	Low	PV - Sandringham Yacht Club	
10.2	DP-B	Liaise with Parks Victoria to review options to manage ongoing build up of black sediment under the pier (O).	1	Item		N/C	O	PV	
10.3	DP-C	Liaise with Parks Victoria and clubs to control vehicle access and parking at the Angling Club, Triathlon Club and Guides / Scouts. Investigate opportunities to increase multi-use of existing buildings.	1	Item		N/C	O	PV - Angling Club, Triathlon Club and Scouts/Guides	
		SUBTOTAL SANDRINGHAM BOAT HARBOUR AND LEASE AREAS				\$0			
VOLUNTEER COAST GUARD AND SANDRINGHAM FOOTBALL CLUB									
11.1	DP-D	Remove temporary signage where it block sightlines on exit to Beach Road from Jetty Road.	1	Item		N/C	VH	BCC	
11.2	DP-D	Improve drainage at entry	1	Item		\$10,000	VH	BCC	
11.3	DP-D	Develop written shared parking agreement between VCG and SFC. This will control the number of entry passes available to both and any operational conditions.	1	Item		N/C	M	BCC / VCG / SFC	
11.4	DP-D	Establish one-way only access for Coast Guard and Football Club to improve safety and access to parking and reopen the link between Coast Guard and Football Club carparks to create safer one way system with defined parking and turn around areas.	1	Item		\$500	M	VCG / SFC	
11.5	DP-D	Establish new 'Exit Only' electronic gate to one way system	1	Item		\$15,000	M	SFC	
11.6	DP-D	Change to 'Entry Only' gate using pass system to restrict access	1	Item		N/C	M	VCG	
11.7	DP-D	Install post and cable fence to protect coastal vegetation	365	lin.m	\$80	\$445	M	BCC	
11.8	DP-D	Retain three volunteer Coast Guard only designated parking bays for radio operators	1	Item		\$500	M	BCC	
11.9	DP-D	Retain signed clear zone at roller door	1	Item		\$500	M	BCC	
11.10	DP-D	Resurface existing unsealed carpark	645	m2	\$50	\$695	M	BCC	
11.11	DP-D	Resurface unsealed parking and through road at the Volunteer Coast Guard and Sandringham Football Club carparks	1,760	m2	\$50	\$1,810	L	BCC	
11.12	DP-D	Retain existing Elm trees and clear sightlines at Bay Trail crossing	1	Item		N/C	O	BCC	
11.13	DP-D	Retain vehicle access to mobile phone tower	1	Item		N/C	O	BCC	
11.14	DP-D	Maintain existing fire break	1	Item		N/C	O	BCC	
11.15	DP-D	Protect heritage listed walls.	1	Item		N/C	O	BCC	
		SUBTOTAL VOLUNTEER COAST GUARD AND SANDRINGHAM FOOTBALL CLUB				\$29,450			
SUBTOTAL SANDRINGHAM FORESHORE MASTER PLAN WORKS						\$2,016,650			
Contingencies (20%)						\$403,330			
TOTAL SANDRINGHAM FORESHORE MASTER PLAN - CAPITAL IMPLEMENTATION WORKS						\$2,419,980			

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**APPENDIX A:
O'BRIEN TRAFFIC
ASSESSMENT REPORT
APRIL 2015**

Sandringham Foreshore Precinct Analysis of Existing Conditions

April 2015

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1. INTRODUCTION

O'Brien Traffic has been engaged by Thompson Berrill Landscape Design to provide Traffic Engineering and Transport Planning advice in relation to the Sandringham Foreshore Precinct Masterplan.

This report reports on the existing conditions within the Sandringham Foreshore Precinct. Analysis has been undertaken for the following:

- Vehicle Movement (traffic volumes, circulation);
- Parking conditions (demand and supply);
- Pedestrian and cyclist movement (access, safety issues).

In the course of preparing this report, the area was inspected on the morning of Saturday 21 March 2015 while the Farmers Market was in operation and relevant data has been analysed.

2. STUDY AREA

2.1 Location and Land Use

The Sandringham Foreshore Precinct is indicated in Figure 1.



Figure 1: Location of Subject Site

The following uses are situated within the Precinct:

- Trey Bit Reserve;
- Trevor Barker Beach Oval;
- Sandringham Croquet Club;
- Guides and Scouts Sailing Centre;
- Bayside Triathlon Club & Sandringham Anglers Club;
- Hampton Sailing Club;
- Australian Voluntary Coast Guard Victoria Headquarters;
- Sandringham Yacht Club; and
- Hampton Pier.

2.2 Road Network

The road network within the Precinct is indicated in Figure 2.



Figure 2: Road Network

Jetty Road is the main road within the Precinct that provides access to a number of the parking areas and the Yacht Club.

3. EXISTING TRAFFIC VOLUMES

The Jetty Road Pedestrian Access Improvement Study was undertaken by Green and Dale Associates and TraffixGroup in January 2014.

A traffic survey was undertaken by TraffixGroup within the Sandringham Foreshore Precinct on 19 October 2013. The survey occurred while the Saturday Bayside Farmers' Market was in progress. The peak hour traffic and pedestrian flows are indicated in the following figures:

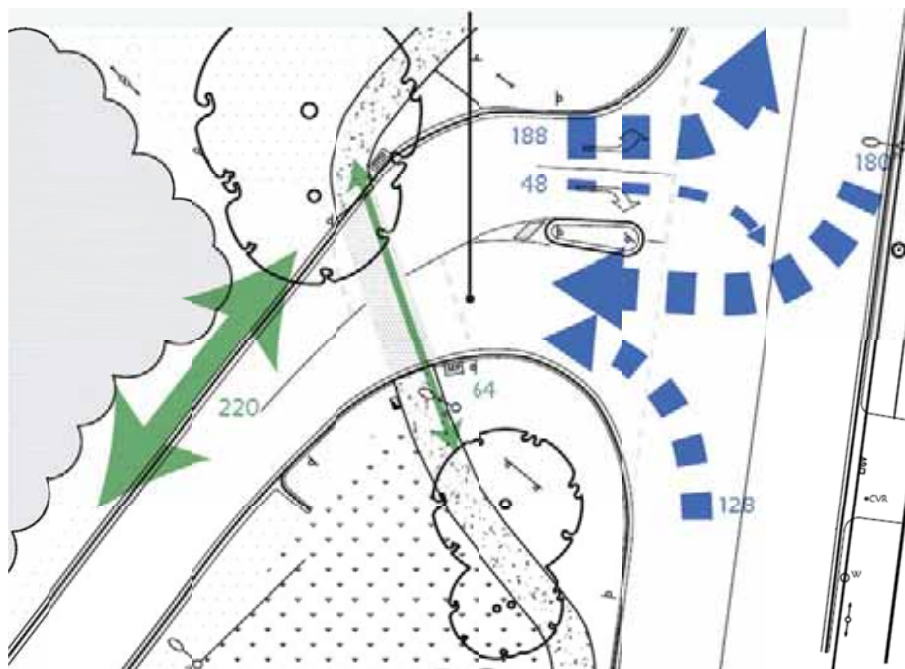


Figure 3: Beach Road / Jetty Road (19 October 2013)¹

¹ Source: Jetty Road Pedestrian Access Improvement Study – January 2014, Green and Dale Associates & TraffixGroup

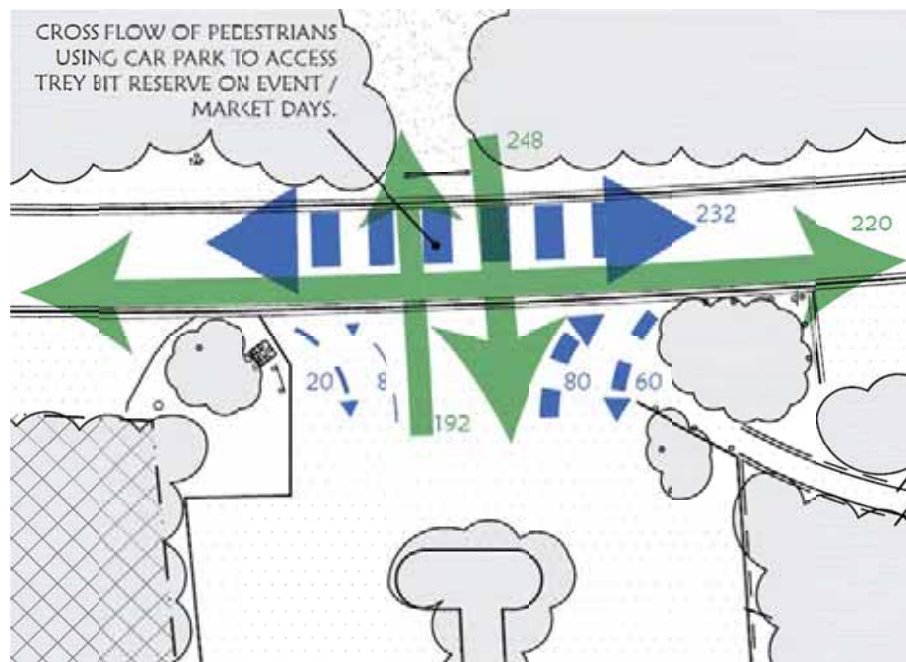


Figure 4: Jetty Road / Trey Bit Reserve Access / B9 Car Park Access (19 October 2013)¹

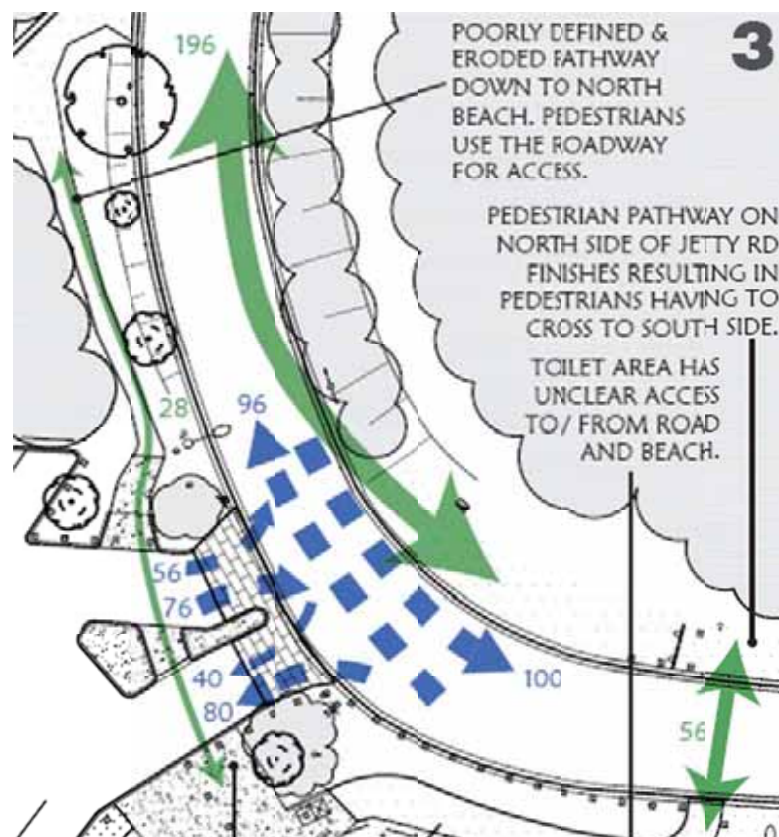


Figure 5: Jetty Road / B8 Car Park Access (19 October 2013)¹

The results indicate that large pedestrian volumes occur along Jetty Road and also across Jetty Road at Trey Bit Reserve.

The traffic volumes have a relatively even split along Jetty Road during the peak hour.

4. CASUALTY CRASH HISTORY

VicRoads 'Crashstats' database was used to assess the casualty crash history in the vicinity of the Sandringham Foreshore Precinct for the last 5 years of available data (up to December 2013). The area included Jetty Road and Precinct's frontage along Beach Road.

Year	DCA	Summary	Severity
2009	174	Cyclist on Jetty Road fell off stationary bicycle after foot became trapped in toe clip near the car park access	Other
2010	132	Vehicle on Beach Road waiting to turn right into Jetty Road is rear ended by a southbound vehicle	Other
2012	100	Pedestrian on east side of Beach Road in the vicinity of Jetty Road ran across road and hit by southbound vehicle.	Serious

Table 1: Reported Casualty Crashes in the vicinity of the Sandringham Foreshore Precinct

The results indicate that there are no crash trends identified in the last 5 years of data however it is noted that a pedestrian trying to access the Precinct across Beach Road has obtained a serious injury.

5. PARKING OBSERVATIONS

Inspections of the car parking conditions during the Farmers Market indicate:

- The car parks off Jetty Road were at (or close to) capacity for much of the morning;
- Some illegal parking occurs in the Precinct ;
- There are a large number of parking vacancies within the B6 car park;

Opportunities to improve parking conditions are:

- Publicising the B6 car park and providing safe and efficient access to the Jetty Road area.

- Publicising the B10 car park and providing safe and efficient access to the Jetty Road area.
- Improve access across Beach Road to encourage local residents to walk and ride (see Section 7.1).

6. CAR PARK ACCESS & LAYOUT

The following photos illustrate observations that were undertaken on 21 March 2015 when the Farmers Market occurred. Some comments have also been offered regarding opportunities to address these issues.

6.1 Football Ground Car Park (south) / Jetty Road / Bay Trail intersection



Figure 6: This intersection is quite complex as motorists need to negotiate vehicles in Jetty Road and also cyclists / pedestrians on the Bay Trail.

Opportunities:

- Determine the purpose / users of this car park so that a design solution can meet these needs.
- Formalise the car park.
- Seek an alternative design solution for the access into the football ground car park.

6.2 Car Park B9



Figure 7: Intersection of Jetty Road / Car Park B9 / Trey Bit Reserve Access. Vehicle movements area assisted by traffic controllers during the Farmers Market (however not at other peak periods).

Opportunities:

- Consider managing this intersection with a roundabout (and zebra crossings). An initial SIDRA analysis using the traffic volumes in Section 3 indicate that a roundabout would operate with a very good level of service for vehicles however modelling with the peak pedestrian flows would also need to be undertaken.

6.3 Jetty Road Parking



Figure 8: Motorists seek to increase the parking supply by parking at 90 degrees to Jetty Road.

Opportunities:

- Determine whether the 90 degree parking arrangement can be formalised.

6.4 Car Park near Kiosk



Figure 9: Dead end car park in the vicinity of the Kiosk (leading to vehicles reversing significant distances if the car park is full).

Opportunities:

- Formalise the car park.
- Ensure the end parking spaces are kept clear to allow a turnaround area.

6.5 Football Ground Car Park (north)

This car park is currently not formalised. This may result in efficient and illegal parking. It is also noted that there may be a need for bus access (for sporting teams).

Opportunities:

- Formalise the car park.
- If bus access (and parking) would be beneficial, determine an appropriate arrangement to manage this.

7. CYCLING AND WALKING FACILITIES

The following photos and observations were undertaken on 21 March 2015 when the Farmers Market occurred. Some comments have also been offered regarding opportunities to address these issues.

7.1 Access in and out of the Precinct

It is noted that the only pedestrian facilities across Beach Road to link residential areas with the Precinct is at:

- the Beach Road / Bridge Street signalised intersection (south approach); and
- the Beach Road / Hampton Street signalised intersection (north and north-west approaches).

The Hampton Street pedestrian crosswalks are quite convoluted (i.e. pedestrians need to cross Hampton Street and then Beach Road to reach the Precinct).

Opportunities to improve pedestrian and bicycle access could include:

- Upgrading the existing centre median on Beach Road at Abbott Street to allow for a pedestrian refuge;
- Provide a pedestrian facility (pedestrian operated signals, pedestrian refuge etc.) across Beach Road in the vicinity of Jetty Road.

7.2 Pedestrian Management for the Farmers Market



Figure 10: Pedestrian Management for the Farmers Market (Traffic Controllers stop traffic on Jetty Road to allow pedestrians to cross from the Market to Car Park B9)

Opportunities:

- Provide pedestrian facility (zebra crossing) in the vicinity of Car Park B9.
- Manage this area with a roundabout and zebra crossings (to provide speed control).

7.3 Pedestrian access points on Jetty Road



Figure 11: Parallel parking along Jetty Road near pedestrian access points reduces sight lines

Opportunities:

- Remove parking adjacent pedestrian access points.

7.4 Pathway along Jetty Road



Figure 12: Obstruction (sign) within the main pedestrian access along Jetty Road

Opportunities:

- Relocate the sign.



Figure 13: Potential trip hazard at the Coast Guard access point

Opportunities:

- Formalise the Coast Guard vehicle crossing point.



Figure 14: Pedestrians on northern side of Jetty Road are required to cross onto the southern side.

Opportunities:

- Provide a pedestrian crossing facility (i.e. zebra crossing).
- Remove parking just east of the southern crossing point to improve sight lines (subject vehicle indicated in the photo)

7.5 B8 Car Park Pedestrian Safety



Figure 15: Overgrown vegetation reduces sight lines between pedestrians crossing the B8 car park access point

Opportunities:

- Trim vegetation back

7.6 Pedestrian access towards the Yacht Club and Kiosk



Figure 16: Tripping hazards (pine log) and obstructions (street light) within the pedestrian path



Figure 17: Tripping hazards (no kerb ramp and exposed drainage pit) for the existing pedestrian path



Figure 18: No pedestrian path leading towards the Kiosk

Opportunities:

- Formalise Path to ensure clear widths and kerb ramps
- Provide a path between the Yacht Club and the Kiosk Area

7.7 Car Park near Kiosk



Figure 19: No clear pedestrian path is provided through the car park area

Opportunities:

- Consider a shared space design for the car park to provide safe pedestrian environment.

7.8 B6 Car Park



Figure 20: The B6 car park is not formalised leading to inefficient parking and undefined pedestrian areas.



Figure 21: A consistent traffic management treatment at the Bay Trail needs to be adopted. This arrangement is currently different to the Jetty Road arrangement (as indicated in Figure 22).



Figure 22: Current Bay Trail treatment at Jetty Road (Give Way markings and signage on both approaches)

Opportunities:

- Formalise the car park.
- Provide pathways to ticket machines.
- Provide pathways to the football ground.
- Provide a crossing facility that provides access to the cliff top walk.
- Provide a consistent treatment where the Bay Trail crosses the car park access and Jetty Road.

7.9 Jetty Road – Bicycle Access and Parking



Figure 23: Cyclists utilising Jetty Road. Vehicle speeds need to be controlled due to these vulnerable road users. There are also limited parking facilities for bicycles.

Opportunities:

- Control vehicle speeds along Jetty Road (e.g. roundabout at Car Park B9).
- Provide bicycle parking for the Precinct (e.g. near Car Park B8 and the Kiosk).
- Provide temporary bicycle parking for large events such as the Farmers Market.

8. CONCLUSIONS

The inspection of the Precinct and analysis of data indicates that there are opportunities to improve traffic management, car parking layout, speed control, and pedestrian / cyclist access and safety.

**APPENDIX B:
EQUAL ACCESS
DISABILITY ASSESSMENT REPORT
JUNE 2015**

Disability Access Assessment

of

Sandringham Foreshore Precinct

prepared for

**Thompson Berrill Landscape
Design Pty Ltd**

16 June

2015

ref: 15058

Overview

Equal Access Pty Ltd, accredited disability access consultants, has been commissioned by Matthew Bolton from Thompson Berrill Landscape Design Pty Ltd Architects to assist in the development of a 'Sandringham Foreshore Precinct Masterplan' for Bayside City Council.

At this stage of the project, Equal Access Pty Ltd has been appointed to:

- 1) Conduct a site assessment of the existing conditions to identify access related issues;
- 2) Identify opportunities to improve the level of access for people with a disability; and
- 3) Present the findings of this assessment within this report.

Site inspections of the existing conditions within the precinct were undertaken by Bruce Bromley from Equal Access Pty Ltd on 5 May 2015 and 12 June 2015.

This report has been prepared with consideration of the requirements of current accessibility standards as 'best practice' as there are no legislative requirements apart from the Disability Discrimination Act (DDA) that cover the design of external pathways not associated with a building or other premises. This 'best practice' approach is discussed in more detail in the Scope section of this report.

Referenced Documentation

This report references the following documents:

- Commonwealth *Disability Discrimination Act 1992* (the **DDA**)
- Commonwealth *Disability (Access to Premises – Buildings) Standards 2010* (the **Premises Standards**)
- *Building Code of Australia 2015* (the **BCA**)
- *Australian Standard AS1428.1:2009 – Design for access and mobility, Part 1: General requirements for access – New building work* (**AS1428.1**)
- *Australian Standard AS1428.2:1992 – Design for Access and mobility, Part 2: Enhanced and additional requirements – Buildings and facilities* (**AS1428.2**)
- *Australian Standard AS/NZS1428.4.1:2009 – Design for access and mobility, Part 4.1: Means to assist the orientation of people with vision impairment – Tactile ground surface indicators* (**AS/NZS1428.4.1**)
- *Australian/New Zealand Standard AS/NZS2890.6:2009 – Parking facilities, Part 6: Off-street parking for people with disabilities* (**AS/NZS2890.6**)
- *Australian Standard AS4586:2013 – Slip resistance classification of new pedestrian surface materials* (**AS4586**)
- *Standards Australia Handbook HB198:2014 – Guide to the specification and testing of slip resistance of pedestrian surfaces* (**HB198**)

Please note that where measurements have been nominated in this report, they relate to disability access provisions only. Other codes and standards may require additional requirements, which need to be confirmed by the relevant consultants for the works.

Documentation Provided

For the preparation of this assessment, Thompson Berrill Landscape Design Pty Ltd has provided a copy of the 'Preliminary Access Improvement Plan' for our review. An extract is provided below.



Scope of report

The objectives of our engagement have been to assist in the development of a 'Sandringham Foreshore Precinct Masterplan' for Bayside City Council.

Equal Access Pty Ltd has been appointed to:

- 1) Conduct a site assessment of the existing conditions to identify access related issues;
- 2) Identify opportunities to improve the level of access for people with a disability.

Site inspections of the existing conditions within the precinct were undertaken by Bruce Bromley from Equal Access Pty Ltd on 5 May 2015 and 12 June 2015.

Consideration of the Disability Discrimination Act 1992

Disability Discrimination Act 1992 Objectives

The objectives of the Disability Discrimination Act 1992 (**DDA**) are to make it unlawful to discriminate against persons with a disability in connection with employment, the provision of goods, facilities and services or the management of premises. The legal requirements of the Act affect the majority of existing commercial and public building occupiers.

The DDA provides protection for all people with disabilities across Australia and ensures everyone is treated equally and fairly, including any carers, friends, co-workers or relatives of people with disabilities.

Disability Discrimination Act Areas

Areas covered within the DDA include:

- Education
- Access to premises
- Provision of goods, services and access to facilities
- Accommodation
- Purchasing land
- Club & association activities
- Sporting activities
- Government programs
- Disability Standards

The Attorney-General has the power to make Disability Standards under the DDA to specify the rights and responsibilities of people with a disability, and these Standards provide further details on how DDA compliance can be achieved, providing certainty for everyone. There are three Standards under the DDA:

- Disability Standards for Education
- Disability Standards for Accessible Public Transport
- Disability (Access to Premises-Buildings) Standards 2010 (**Premises Standards**)

Section 23 - Premises Standards

It is unlawful for a person to discriminate against another person on the ground of the other person's disability by refusing to allow the other person access to, or the use of, any premises that the public or a section of the public is entitled or allowed to enter or use.

The Premises Standards aim to ensure that dignified, equitable, cost-effective and reasonably achievable access to buildings, facilities and services within buildings, is provided for people with a disability. The Standards must be considered when new building works are planned, or when existing buildings are to be upgraded.

The Standards also provides a level of certainty to property developers, building owners and practitioners that if access is provided in accordance with the Access Code it will not be unlawful under the DDA.

The overall aim of the Premises Standards is twofold. First it is to provide the building and design industry with detailed information about how they can design and construct their buildings in a way that meets their responsibilities under the DDA.

Secondly it is to improve access to buildings for people with a disability to ensure the greatest possible participation in the social, economic, cultural and political life of the community. This is the primary document that will eventually form the Premises Standards.

The Premises Standards are not applicable to pathways and other areas when they are not associated with a building or other premises.

Notwithstanding the above, we understand that Council wish to take a proactive approach and consider 'best practice' measures can be adopted in future works that consider the technical aspects of the access standards referenced within the Premises Standards and to identify opportunities now to comply where possible and reasonably practical to do so.

Assessment

Methodology

There are currently no legislative requirements that cover the design of external paths of travel, which may include ramps and stairs, when they are not associated with a building or other premises. Therefore, our approach when assessing the existing conditions and future Masterplan upgrades is to adopt a 'best practice' approach.

This approach has considered the intent of the Disability Discrimination Act (DDA) and the current requirement for compliant access to be provided to public premises and buildings, but the approach extended this intent to areas of public spaces, such as the foreshore precinct.

The benefits of adopting such a 'best practice' approach are twofold:

- Firstly to help reduce the risk of complaints being made by members of the public;
- Secondly, to provide a more usable and accessible environment for all people using the public space, including those with a disability.

Best Practice Approach

As highlighted above a proactive approach considering 'best practice' measures is to be adopted in future works that considers the technical aspects of the current accessibility standards, which also identifies opportunities to remove barriers and improve accessibility now where it is reasonably practical to do so.

This approach will not only benefit people with disability when accessing the foreshore area, but through adopting universal design principals can provide a much more usable environment for all demographics of the municipality, including an ageing population and parents with young children using prams.

Reasonably Practical

In most cases, the provision of a compliant and accessible ramped accessways is achievable and in many public spaces this can be attained. However, there are spatial and environmental restrictions on the available space within the precinct to accommodate compliant stairs and ramped accessways from vehicle arrival points and coastal trails down to the beach areas.

The change in levels between areas of the coastal trails and beach entrances is quite extreme in some cases. A summary of the identified existing conditions is provided below:

- B8 Ramp - Length 50m, min width 2.5m, grade change includes an approximate 7m drop.
- Trey Bit Reserve Ramp - Length 80m, min. width 1.8m, grade change includes an approximate 13m drop
- Linacre Road Stairs - Length 60m, min width 1.3m, grade change includes an approximate 14m drop

- B6 Stair/Ramp - Length 60m, width min. 1.5m, grade change includes an approximate 12m drop
- B9 North Ramp - Length 58m, width 1.5m, grade change includes an approximate 11m drop
- B9 South Ramp/Stairs - Length 55, width 1.8m, grade change includes an approximate 11m drop
- B10 Stair Ramp - Length 55m, width 1.8m, grade change includes an approximate 12m drop

In each case provision of a ramp that complies with current access standards is not practical, given the extent of remediation works and the impact that this would have on the immediate areas and environment.

Examples of each of these areas are shown below, highlighting the existing conditions and challenges in upgrading all areas at this time to achieve compliance with the current accessibility standards.



We recognise the ability for council to upgrade all areas is not possible due to cost however a strategic plan needs to be formulated to develop some strategies to improve the level of accessibility for all and to reduce risk of complaints from users of the area who may have a negative experience.

Part of this plan will include the provisions of an action plan to detail how future works can achieve compliance, especially at the end of life and upgrades progressively improve the level of accessibility.

The plan can also identify simple strategies for removal of barriers, such as chicanes in pedestrian paths of travel as shown below.

Furthermore, good maintenance programs could identify and address issues with surfaces of the pathways (see below).



Conclusions

Summary

Firstly, this report considers the level of compliance in the existing conditions and included a site assessment to identify access related issues. During our assessment it was found that there are existing paths, stairs and ramps with several areas of non-compliance with the current access standards, which presents a risk to Council.

Secondly, the report identifies opportunities to improve the level of access for people with a disability and provides some recommendations outlined below for the next stage of developing the Masterplan for Council.

It's important to note that from a building legislative or Premises Standards perspective there is no requirement to upgrade an existing path of travel including ramps or stairways, unless there is a building regulatory trigger to do so, such as upgrade works initiated by a building permit.

From a DDA perspective, the Premises Standards only applies to new buildings and existing buildings when a building permit is required for the works. Therefore, if there are no works being undertaken in association with a building or other premises that triggers a building permit, there is no need for consideration of the Premises Standards.

That being said, Council wish to take a proactive approach and consider 'best practice' measures to be adopted in future works that consider the technical aspects of the access standards referenced within the Premises Standards and to identify opportunities now to comply where possible and reasonably practical to do so. Consideration of the recommendations listed above will assist with this goal.

It must be noted that this professional opinion is based upon the view held by Equal Access Pty Ltd. Other parties may take a differing view about what is considered reasonably practical, which might result in a complaint being made to the Australian Human Rights Commission under the mechanisms relevant parts of the Disability Discrimination Act 1992 (DDA) (i.e. access to sporting activities or club activities).

Recommendations

The following recommendations are made pertaining to paths of travel in the next stage of developing the Masterplan:

- R1. Existing barriers to good access should be identified and removed at the earliest possible time, these items might include chicanes, low lying branches and other projections into paths of travel.
- R2. A robust maintenance program should be prepared, implemented and updated as future works are completed. Surfaces of each path should be traversable for all users of wheelchairs, without any unnecessary breaks in paths due to damages, chipped edges or stormwater grates with large gaps.
- R3. Existing ramps, stairs, handrails and kerb ramps should be upgraded or replaced to comply with all access provisions of AS1428.1 at the earliest possible time in line with the Masterplan (to be developed).
- R4. Council assesses the existing accessible car parking spaces and considers upgrades to the spaces in the future to comply with AS/NZS2890.6. It would also be advantageous to review existing provisions and provide extra accessible spaces in key locations of the precinct.
- R5. A Mobility Map should be prepared and regularly updated showing all accessible features within the precinct, including locations of accessible car parking, unisex accessible toilets and giving an indication of travel distances. Where paths of travel include areas of non-compliance, the Map should detail surfacing and gradients. All wayfinding signage must be provided with tactile and Braille components and be mounted in an accessible location and height.

The following recommendations are made pertaining to general accessible features if considered in any future works forming part of the Masterplan:

- R6. Any future play spaces should apply the best practice approach and consider the need for Accessible playgrounds. A well designed playground should be universally accessible, age and developmental appropriate, provide sensory stimulating activities and cater for children and families of all abilities.

The features of the playground should also provide a variety of activities and areas to challenge a child and offer opportunities to develop physical, cognitive, sensory and social skills. A well designed area will provide access for all members of the community, including parents, carers and grandparents who may have a disability.

- R7. Consideration should be given by Council to adopt universal design principals within their procurement program to identify and utilise suitable equipment, furniture, fixtures and fittings that will cater for all people or all abilities. This would include providing a range of seating, some with armrests, interconnecting pathways between areas, accessible drinking fountains, and good lighting along paths and in areas of accessible car parking.

- R8. It must be noted that Equal Access Pty Ltd are disability access consultants and not experts in the area of risk management and Council may consider engaging the services of an in-house expert, or a specialised risk management consultancy to assist in assessing risks and developing risk management strategies consistent with the approaches outlined within *AS/NZS ISO 31000:2009 Risk management - Principles and guidelines*.

Should you require any further clarification or assistance on the contents of this report, please do not hesitate to contact me on 9001 5805 or via email on bruce@equalaccess.com.au

Yours faithfully,
EQUAL ACCESS PTY LTD

A handwritten signature in blue ink, appearing to read 'Bruce Bromley', with a long horizontal flourish extending to the right.

BRUCE BROMLEY
Disability Access & Egress Consultant
Association of Consultants in Access Australia Inc.
Accredited Membership No 187

APPENDIX C: STAKEHOLDER CONSULTATION SUMMARY

DRAFT MEETING NOTES

SANDRINGHAM FORESHORE MASTER PLAN

Precinct Stakeholder Meeting #1

These notes are in draft format only. Additional comments/suggestions received back by Monday 1/6/2015 will be added and a revised set of notes will be reissued to all precinct stakeholders summarising the initial phase of consultation. These comments and suggestions will be considered by Council and Consultants in preparation of the Draft Master Plan. A second precinct stakeholder meeting will be held later in 2015 to then review and discuss the Draft Master Plan when it is ready for comment. Please provide any additional comments/suggestions to Amy Weir, Open Space Planning and Policy Officer via e-mail to aweir@bayside.vic.go.au or PO Box 27 Sandringham 3191

Wednesday, April 15, 2015 from 5:30pm to 7:30pm, Sandringham Yacht Club, Jetty Rd Sandringham

Attendance:

Simon Finlay	Open Space Coordinator (Bayside City Council)
Stephan McPhee	Park Ranger (Parks Victoria)
Richard Hewett	Sandringham Yacht Club
Kay Davis	Sandringham Croquet Club
Harley Johnstone	Sandringham Croquet Club
Elizabeth Walsh	Friends of Native Wildlife
Rohan Klofer	East Coast Kayaking
Russell Brown	Hampton Sailing Club
Greg Clarke	Hampton Sailing Club
Michael Reynolds	Sandringham Football Club
Phillip Heath	Hampton Rotary Club
Paul Hede	Sandringham Foreshore Association
Heather King	Boatshed No. 35
Matthew Bolton	Associate, Thompson Berrill Landscape Design (TBLD)
Nelly Chan	Landscape Architect, TBLD

Apologies:

Amy Weir (AW)	Project Manager, Open Space Planning and Policy Officer (Bayside City Council)
Mike Myers (MM)	Owner (Sandy Beach HQ)
John Mennie (JM)	President (Sandringham Football Club)
Adam Walsh (AW)	President (Sandringham Triathlon Club)
Ray Campbell (RC)	Officer (Australian Volunteer Coastguard)
Dr John Basarin (JB)	Member (Hampton Rotary)
Vicki Karalis (VK)	Member (Sandringham Foreshore Association)
Bob Whiteway (BW)	Member (Black Rock and Sandringham Conservation Association)
Ibrahim Baradi (IB)	Owner (Ice-cream Delights)
Souhayla Baradi (SB)	Owner (Ice-cream Delights)
Wendy Lewis (WL)	Member (Victorian Guide & Scout Sailing Centre)
Jenny Newton (JN)	Member (Hampton Rotary/Coast Guard)
Bob Boyd (BB)	President (Sandringham Rotary)
Terry Reynolds	(Friend of Picnic Point)

1. Welcome and introductions

Simon Finlay welcomed all to the meeting confirmed apologies and introductions for those in attendance.

The intent is to prepare a Draft Master Plan for review by the local community and precinct stakeholders before the end of 2015.

Another project involving works to improve safety and pedestrian access along Jetty Road as per consultation and discussions undertaken in 2014 is ongoing. Detailed design for these works is currently with Council Planning and implementation of works is expected to commence later in 2015. These works, as well as ongoing maintenance related activities such as repairs, fencing etc. will continue throughout the master plan development process.

3. Consultant team

Council has appointed Thompson Berrill Landscape Design (TBLD) in association with O'Brien Traffic to assist with preparation of the master plan. They have extensive experience in coastal design and management including preparation and implementation of master plans and works for high profile coastal areas including Lorne Foreshore, Torquay Foreshore and North and South Head in Sydney. Locally within Bayside they have assisted Council in the recent redevelopment of Green Point and previous works associated with improvements to beach access and lookouts at Sandringham Gardens and the Life Saving Club.

4. Informal Workshop Session

The next part of the meeting was run as a workshop with comments and feedback from stakeholders present on values, issues and opportunities to be considered in the master plan recorded onto butcher's paper.

This initial summary will be circulated via e-mail back to both those who attended the meeting and those unable to attend the meeting to enable input from all precinct stakeholders.

5.1 Key strengths and values of the Sandringham Foreshore

- The Coastal Walking trail is a key value as it offers fantastic panoramic views and a unique experience along the coast.
- The foreshore reserve at Sandringham is one of the larger public open space areas within the city on this side of the bay.
- The beaches are a key value, providing for both summer use as well as all year round dog off lead access.
- The large number of community based organisations within the precinct draws a wide range of both local and regional visitors to the area.
- Many club members and business owners have a life long association with the area.
- Kayak Shop promotes safe kayaking/canoeing and offers inclusive school programs and educational services.
- Sandringham Croquet Club has over 100 years history on the site, providing programs and activities for people of all ages and abilities.
- The Sandringham Foreshore is of significant environmental value, providing a large area of indigenous coastal vegetation and significant habitat for a range of native birds, animals, reptiles and insects lost within other urbanised sections of the coast.
- Vegetation outside Hampton Sailing Club provides a good buffer and provides separation to the adjoining access road.
- Like the existing surface of Jetty Road, not asphalt and promotes slower traffic speeds.

- Like the notion of unsealed roads, not formalising all areas makes drivers more considerate and retains a more relaxed and informal character.
- Sandringham Football Club is happy with Council's support, facilities are well used and cater for training, social events and major events.
- Sandringham Yacht Club appreciates the clarity of land management within the precinct. This is not always the case in other areas where there is frequently confusion over who is the responsible land manager.
- Trey Bit Reserve is a great venue and a key reason for ongoing success of the farmers market
- Local historical association with the Sandringham Foreshore and the extensive and ongoing weed control works completed local residents. *
- High levels of maintenance of vegetation to retain views for the Foreshore Car Park and along the Foreshore path/track to the Anglers, Scouts building. *

5.2 Identify Key Issues to be addressed in the Master Plan

- Lack of public toilets and beach shower at the lower car park area. This issue has been ongoing with Council for many years.
- Lack of boat ramp/sustainable water access for Angling Club and other water based clubs and businesses are a key issue.
- The ongoing build up of sand/sediment in the boat harbour is an issue for all water based users.
- The 'black death' (area of smelly fine black sediment/sand) on the beach east of the pier is an ongoing safety issue for dog walkers and kayak/canoe club.
- So much activity and events going on in such a small area, how much more can the land take, especially major events?
- Non-rate payers cost issues are becoming an increasing problem. It is so expensive to now park on site that visitors from outside Bayside are resorting to parking in residential areas and there has also been a noticeable drop of in visitation, club use and business.
- Need to be very careful that these increased parking charges don't result in a significant drop off in visitor numbers/club membership.
- Lack of safe crossings on Beach Road. It was noted that this is a VicRoads issue however the master plan can still seek to identify improvements especially as we want to encourage people to walk/cycle rather than use cars where possible.
- Speeding vehicles on Jetty Road is an issue as pedestrians walk on road because there is no designated walkway. (refer section 2)
- Traffic circulation needs to be clearer for visitors looking for parking during peak periods.
- Personal safety, accessing the coastal path and tracks down to the beach in the evening is a real safety concern due to the encroaching vegetation and lack of lighting.
- Lack of disabled (all ability) access. While it is acknowledged that the constraints of topography and historical ramp construction make compliance with contemporary standards impossible there is still a critical need to improved access for those with limited mobility through provision of rest points, landings, improved surfaces, handrails etc
- Need to ensure there is no loss of car parking, this is critical to success of events such as the Farmers Market and ongoing visitation and use of the foreshore.
- Croquet Club has experienced ongoing security issue/reports of theft and people sleeping out possibly because it is hard to see in from Beach Road. The use of sensor lights was trialled but they ended up stealing the bulbs and use of CCTV is too expensive.

5.3 Opportunities to be considered in development of the Master Plan

- Provide additional public toilet/beach shower facilities.
 - Need to continue to encourage local residents and regional visitors to use the site by providing a range of recreational activities.
 - Provide more facilities/activities for users even if this means sacrificing vegetation
 - Need to ensure the protection of native vegetation and habitat for native wildlife as there is so little left along the foreshore.
 - Need to balance the need for additional infrastructure with protection of the environment to ensure the reason people want to come to the Sandringham foreshore isn't lost to over development.
 - Promote the use of public transport into the site, especially for major events rather than just relying on car parking.
 - Introduce signage to educate visitors the importance of vegetation and habitat and also provide directional signage to designated paths.
 - Designate lower speed limits on Jetty Road (currently not signed which means 50km/hr).
 - Provide improved cycle access and bike parking facilities to encourage more cycling visitors instead of cars.
 - Consider carefully any changes to on land access to ensure these do not preclude the potential for longer term dredging by Parks Victoria to improve access on water/resolve harbour sedimentation issues.
 - Consider collaboration opportunities between clubs/user groups which may enable redevelopment of existing buildings/facilities while meeting the coastal management requirements of no net increase in building footprint.
 - Consider use development of multi storey car parking to increase capacity, taking advantage of natural topography.
 - Opportunities to do more weed control and revegetation on the cliff areas. *
 - Opportunity for the Master Plan as a method to get better engagement between stakeholder groups on the site. *
- * Notes from onsite meeting with Terry Reynolds and Damien Carr (BCC) 5/5/2015.

6. Next steps

- Precinct stakeholder groups to return any additional comments/suggestions to Amy Weir at Council by Mon 1/6/2015
- Final stakeholder consultation report will be recirculated back to all precinct stakeholder groups and forwarded to TBLD to ensure they are considered in development of the Draft Master Plan.
- Draft Master Plan to be prepared and presented and discussed at a second Stakeholder meeting and displayed for public consultation late 2015.
- Final Master Plan, incorporating precinct stakeholder and community feedback to be presented to Council for endorsement early 2016.

7. Meeting Close

Simon Finlay thanked all for their attendance and input.