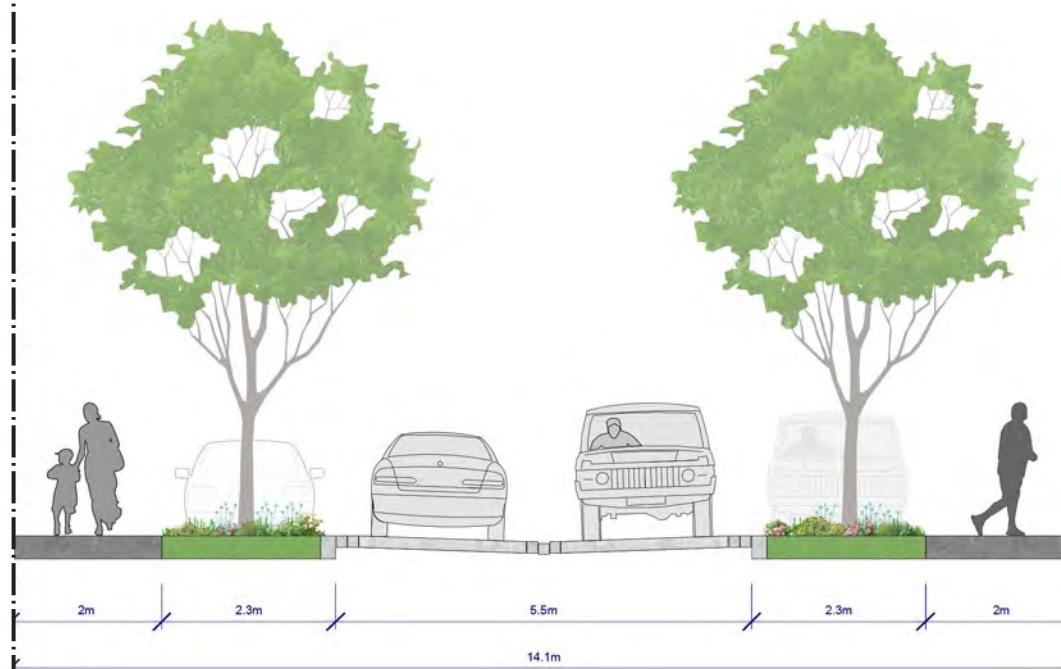
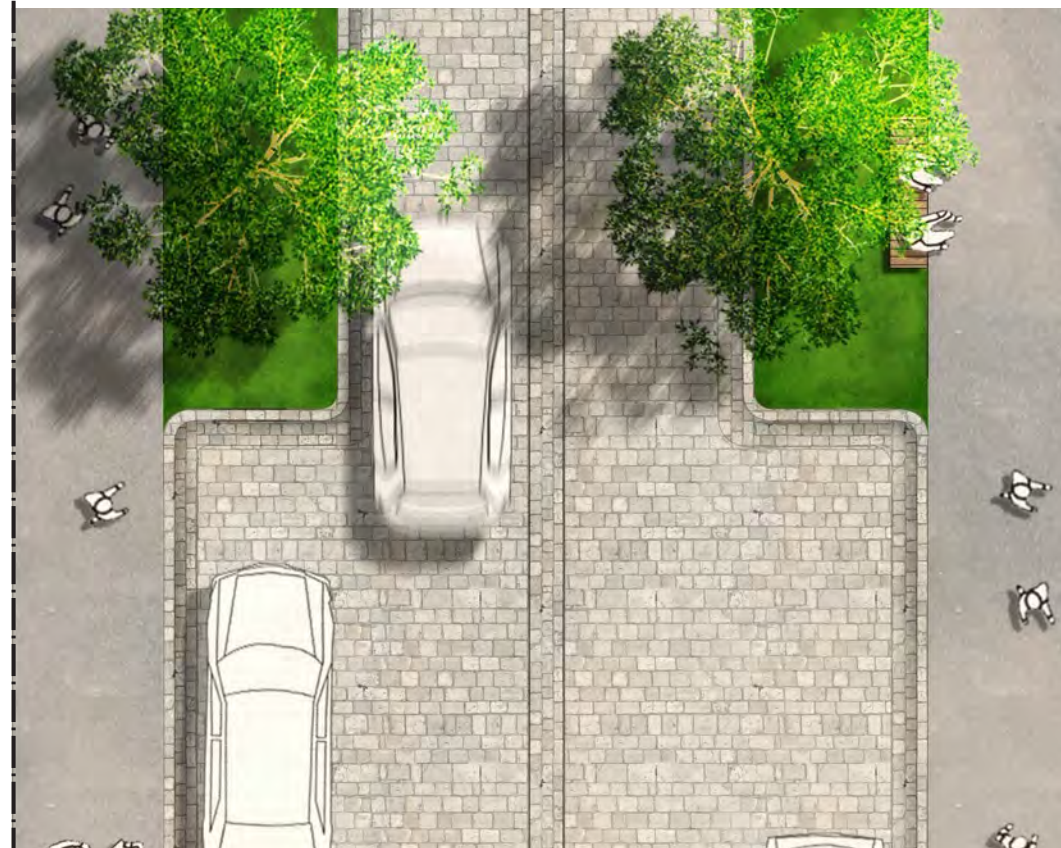


12.9 KHARTOUM STREET

- The proposed upgrade to Khartoum Street extends the character of GTV9 Stage One.
- Heritage bluestone kerbs and central spoon channels are consistent with the local street network and will be used within Khartoum Street.
- A central raised carriageway between Barnet Way and Kennedy Ave is proposed to be paved in cut bluestone cobbles to provide a pedestrian orientated address to both blocks.
- Khartoum Street levels require lifting between Barnet Way and Stawell Street to enable no-step DDA access into proposed buildings
- Geerous planting zones between on street parking bays will provide space for large street deciduous specimen trees to create an attractive street with plenty of summer shade.



Typical Section



Typical Plan



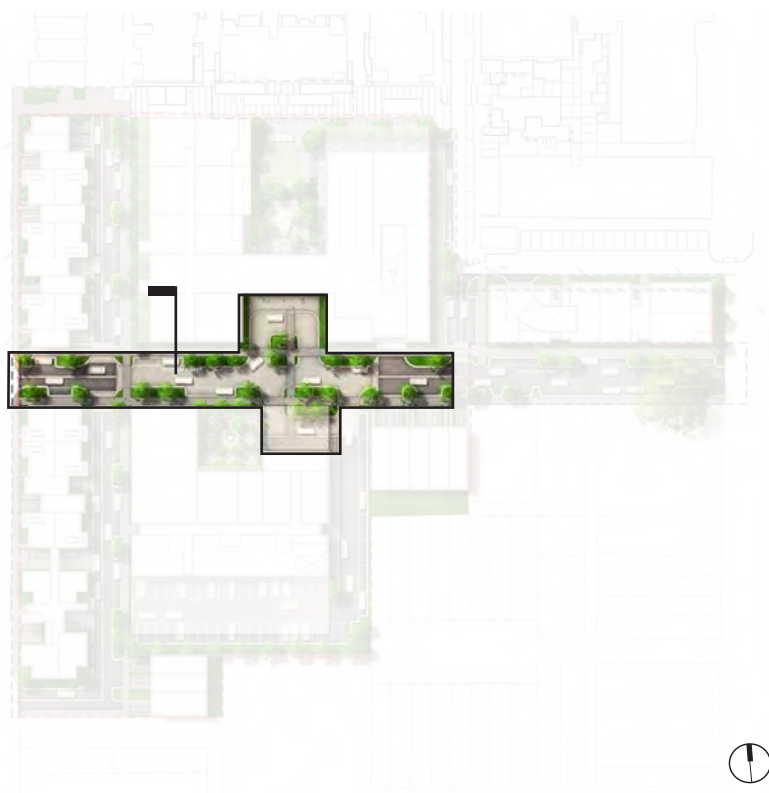
Use of materials that are typical to the local streetscape but also appropriate for mobility device operation



Use of City of Yarra Standard suite of street furniture.



Cut heritage bluestone cobbles to carriageway between Blocks B and E



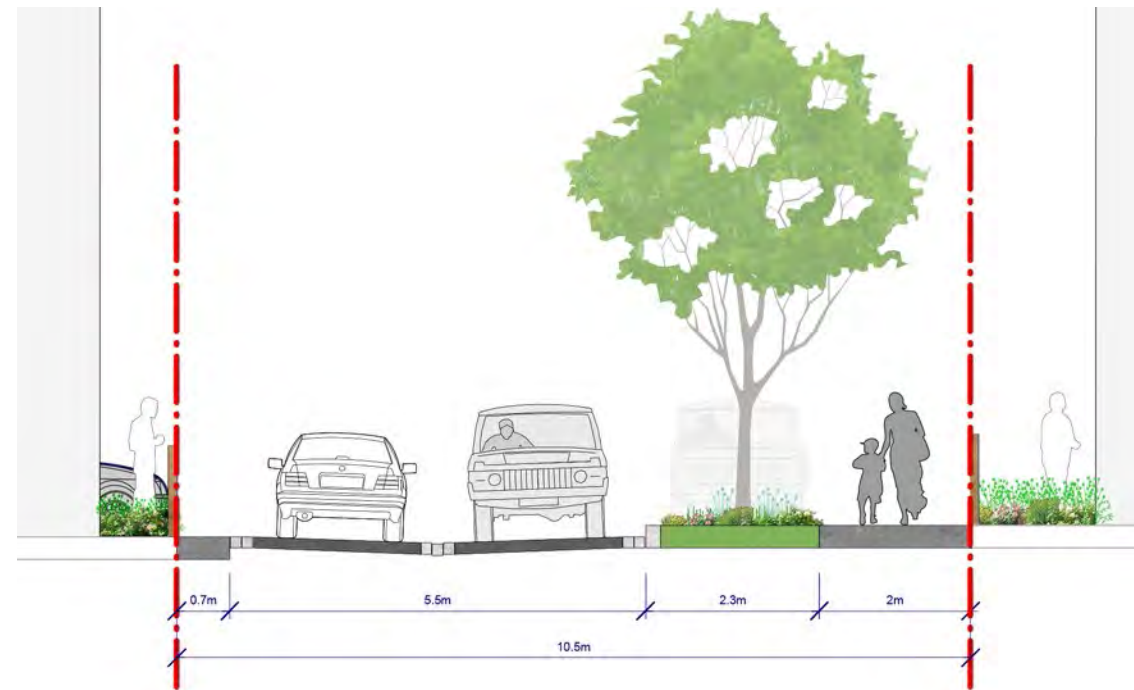
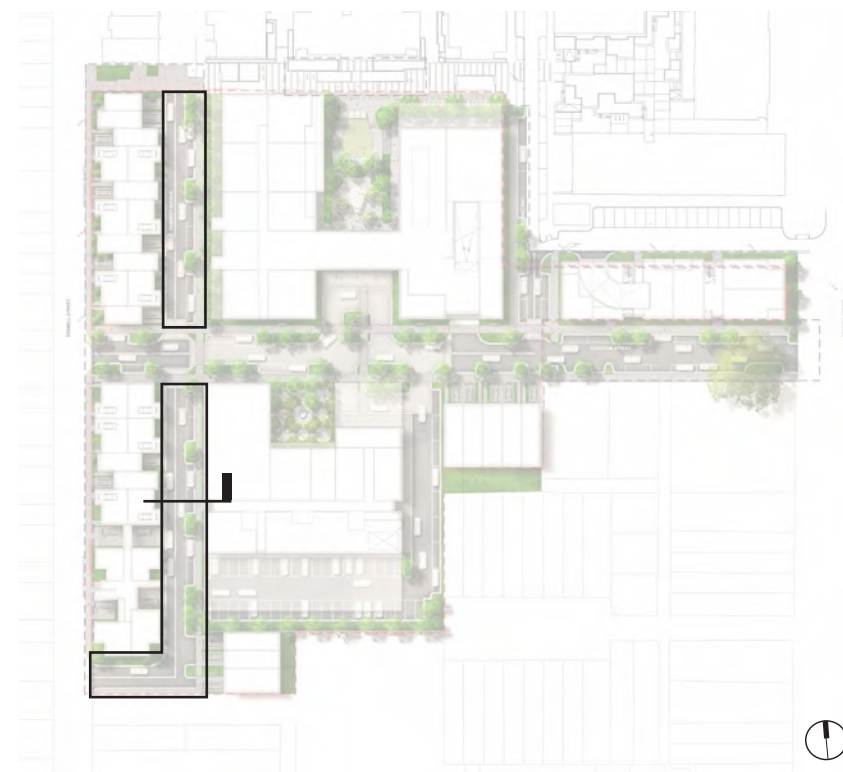
12.10 KENNEDY AVENUE

The public laneways continue the character of the existing neighbourhood street grid. They provide an important address for the townhouses and enable public permeability through the site.

The lane profile is considered to be from building alignment to building alignment, to emphasise a shared condition as opposed to a highly segregated central vehicle route and footpaths. The function of vehicles and pedestrians is subtly implied through changing the scale of the ground material which will be on type throughout, consistent with the constructed stage one.

Street trees with low planting underneath are incorporated into the carriageway and on-street parking arrangement randomly to provide green amenity, avoid monotony, and to decrease vehicle speeds. They are informally positioned to maintain the informality of the surrounding tree planting.

The public laneways use the typical and traditional materials found in the City of Yarra municipality, which is bluestone kerb and channel with asphalt footpaths. This is extended to the street furniture selection, which will also be taken from the City of Yarra Technical Notes standard suite.



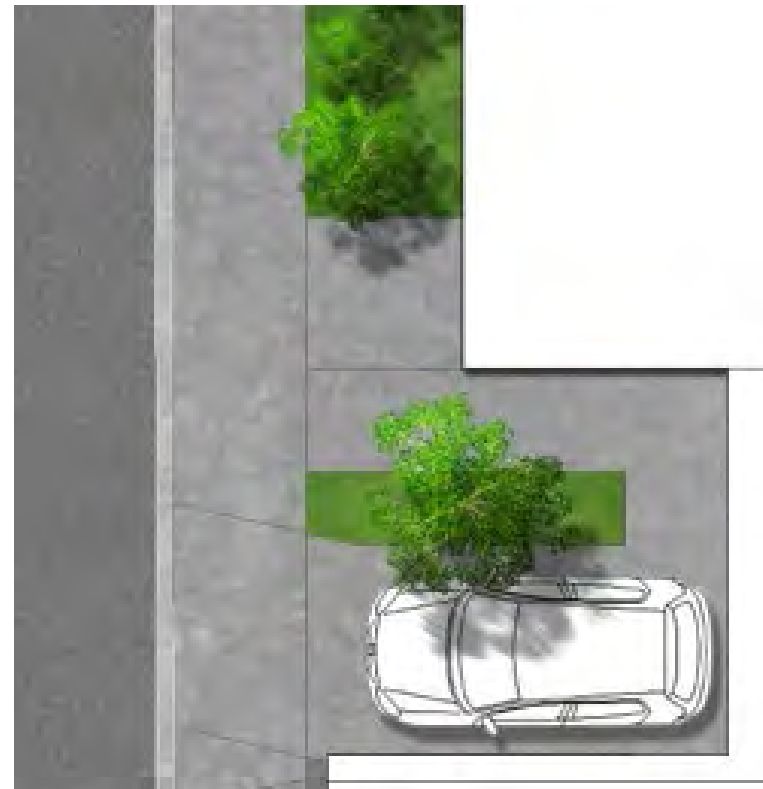
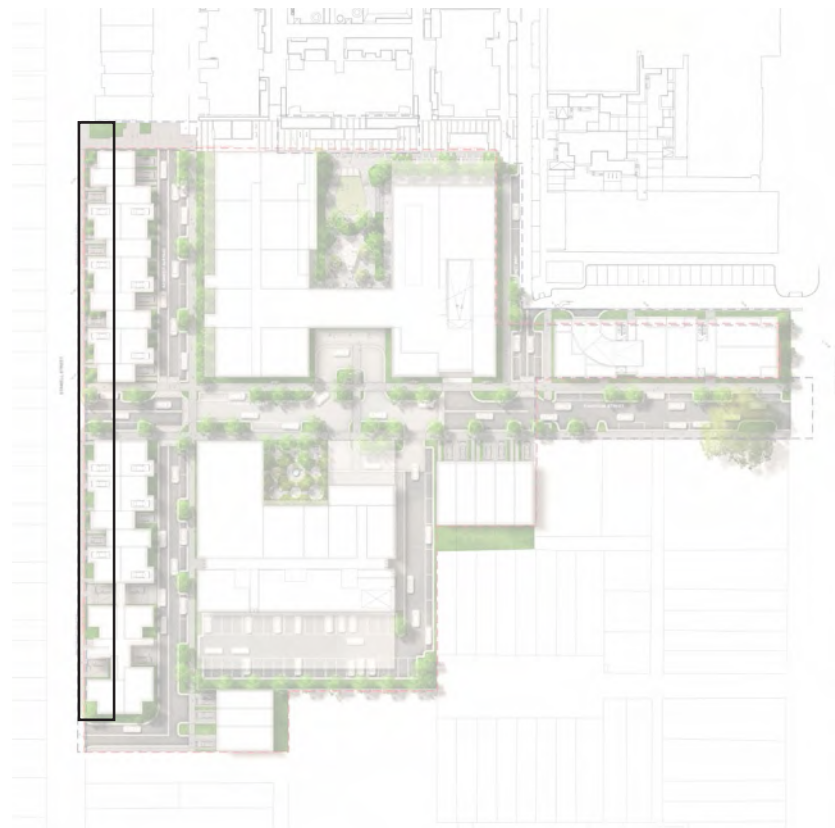
Typical Section: Kennedy Avenue (A)



Typical Plan: Kennedy Avenue

12.11 STAWELL STREET INTERFACE

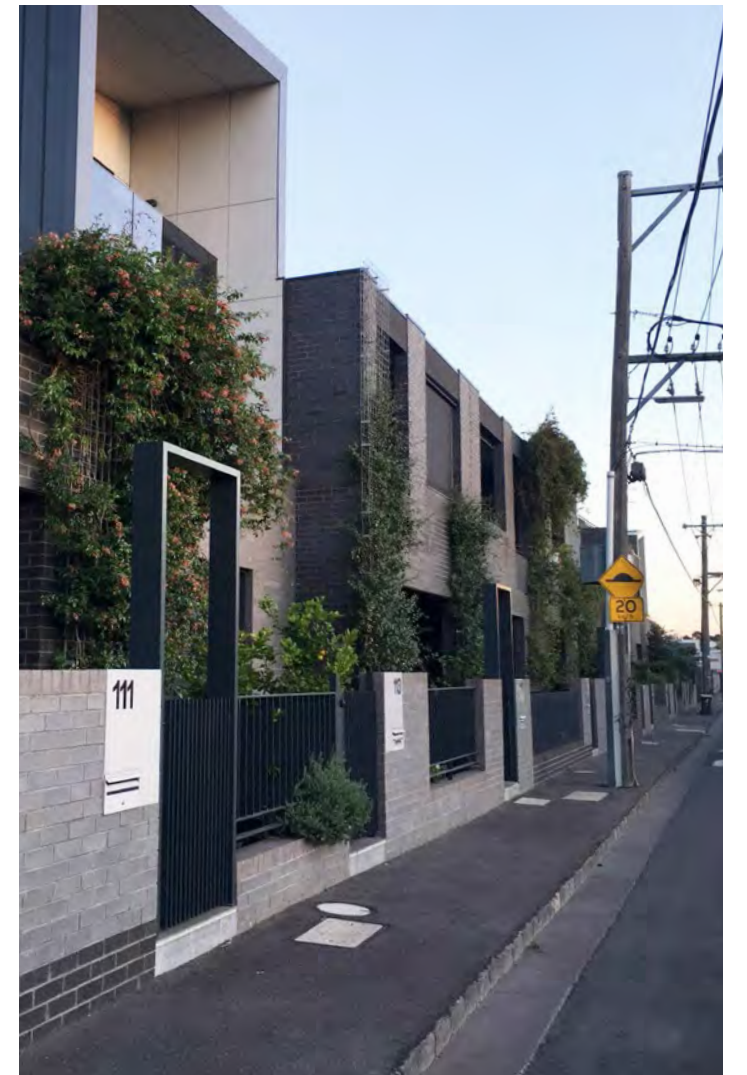
- The narrow front yards to the townhouses will be based on the theme of productive plants and maximising the potential of small spaces to creatively grow things. This will be in the form of climber frames wrapping up the facades, window boxes for herb gardens and small fruit tree planting, such as lemon trees and limes.
- The plant species selected and climber frame designs will have a sense of randomness, rather than being of a one uniform character and planting of the existing small front yards and verandahs of the surrounding streets.



Typical Plan



Plan



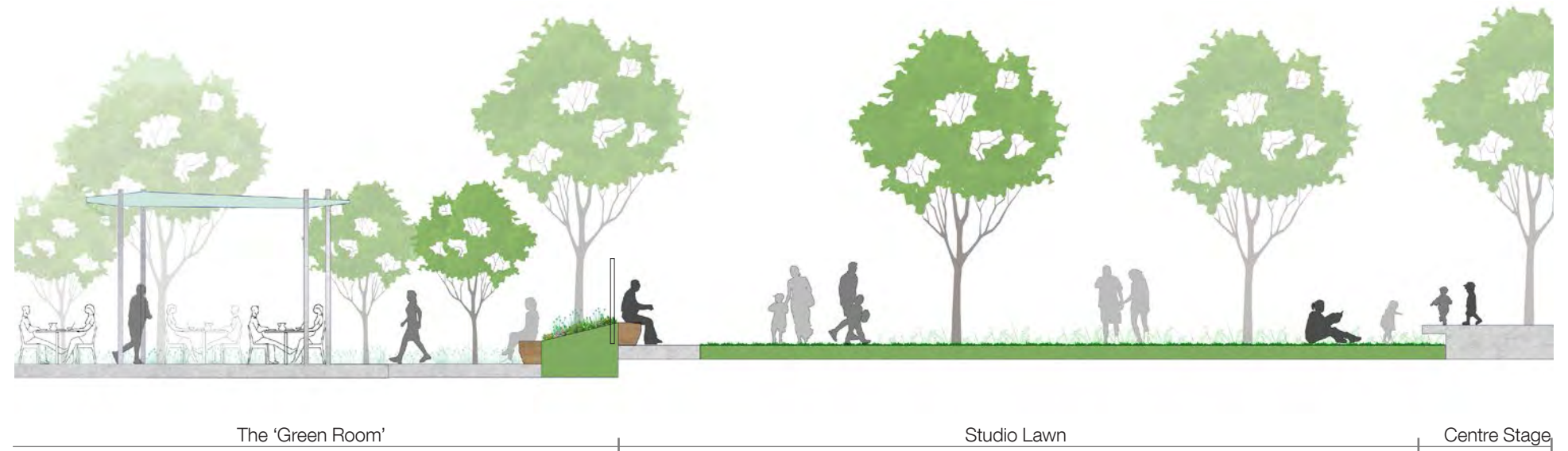
Existing GTV9 Stage One townhouse interface



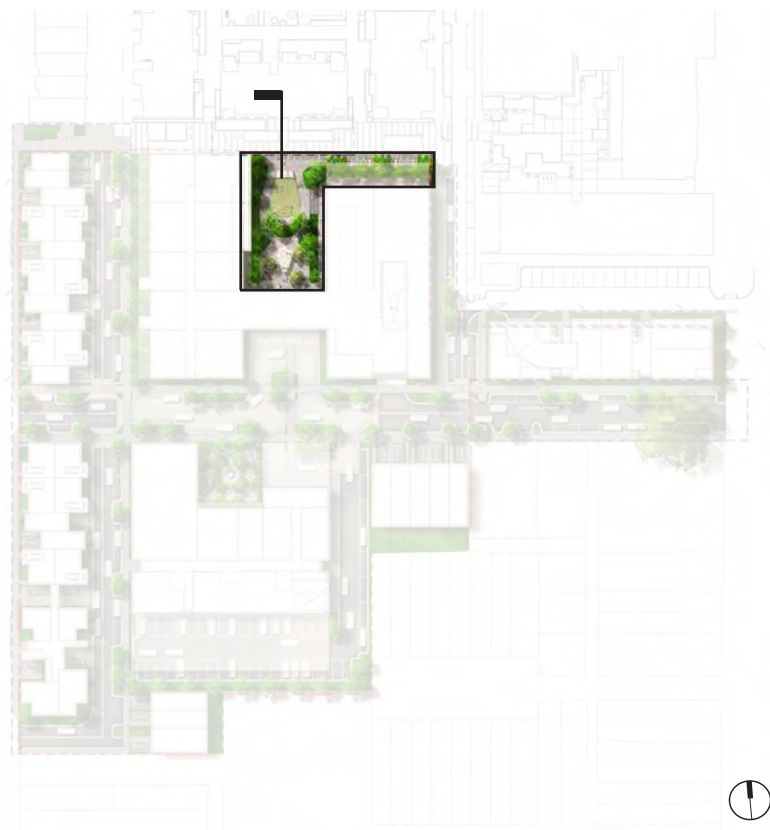
Contextual street frontage character

12.12 CENTRAL COURTYARD

- / The central courtyard provides 900m² of north facing passive recreation and social space.
- / Approximately 50% of the courtyard adjacent to Studio Walk will be publicly accessible, providing opportunity for a variety of uses which could include social gatherings, pop-up cinema, small scale community performances and passive lawn recreation. The design of the central courtyard draws reference to the former use of the site as Channel 9 Studios and for piano production. Crafted detailing of landscape elements referencing the high level of craft employed in piano production.
- / Studio Walk, the proposed adjacent community facility and private terraces looking out toward the courtyard provides passive surveillance and contributes to the safety of the space. The deeper southern half of the courtyard is intended for the exclusive use of new residents.
- / The level difference between Studio Walk and the proposed building is negotiated through subtle terracing, accessible walkways and vegetated buffers.



Indicative long section



Precedent image: Social terrace with sculptural gardens.



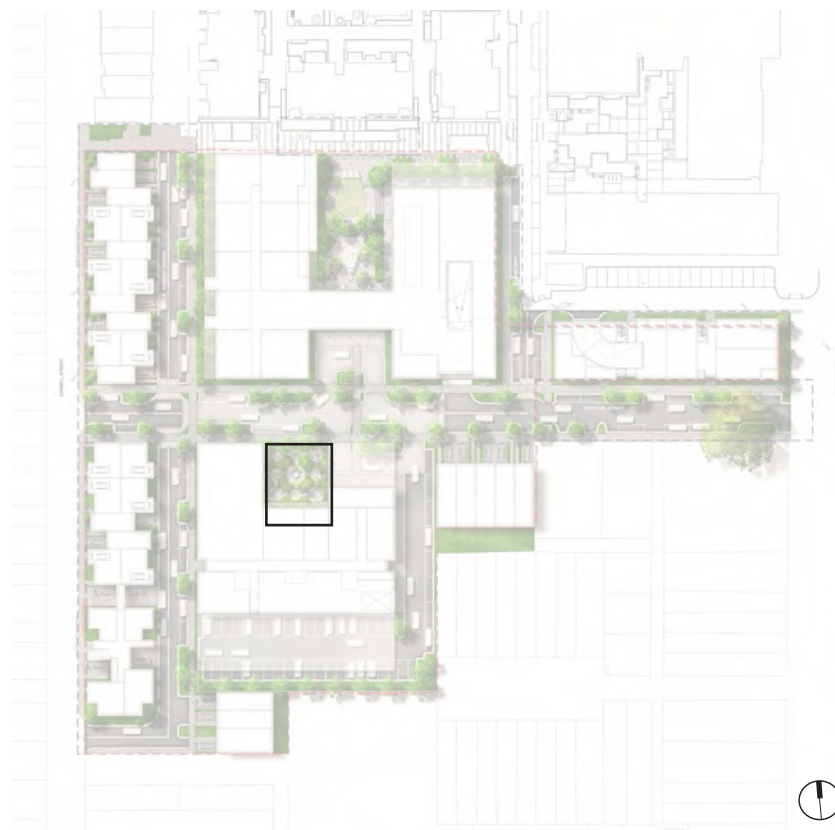
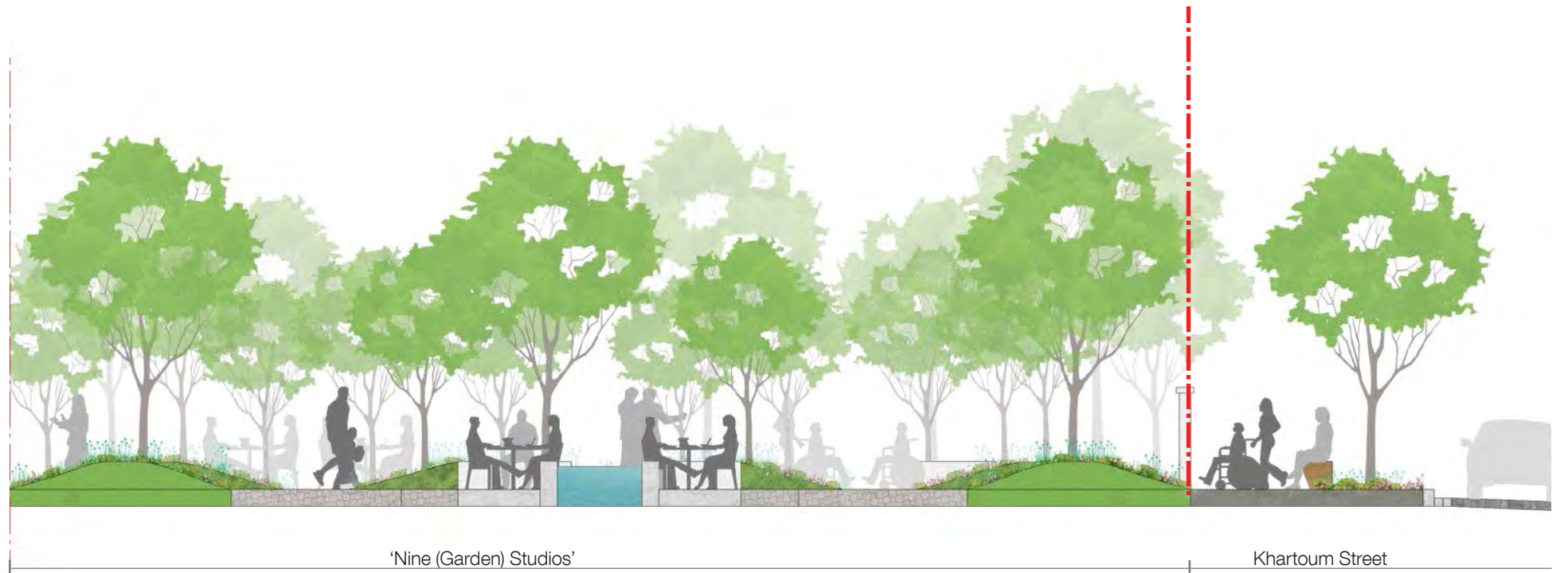
Planted buffer between private terraces and communal space



Precedent image: Lawn events

12.13 SOUTHERN COURTYARD

- / The Southern Courtyard provides 260m² of north-facing garden and social spaces. The courtyard is for the exclusive use of residents however the positioning of the courtyard adjacent to Khartoum Street contributes to the sense of green experienced within the public realm.
- / The design of the southern courtyard is driven by the concept of immersion, referencing television and music's ability to transport the mind, relevant to the previous use of the site as Channel 9 Studios.
- / The courtyard is envisioned to operate as a series of outdoor rooms or studios for quiet contemplation or small social gatherings. Planting is maximised throughout the courtyard to provide an attractive outlook from within the aged-care facility.
- / Surfacing will be universally accessible and appropriate for mobility devices.



Precedent: Green outlook and external quiet pockets



Precedent: Maximise soft landscaping + Informal & accessible paving



Interpretation: Immersion gardens referencing music & televisions ability to transport the mind.

12.14 ROOFTOP TERRACES

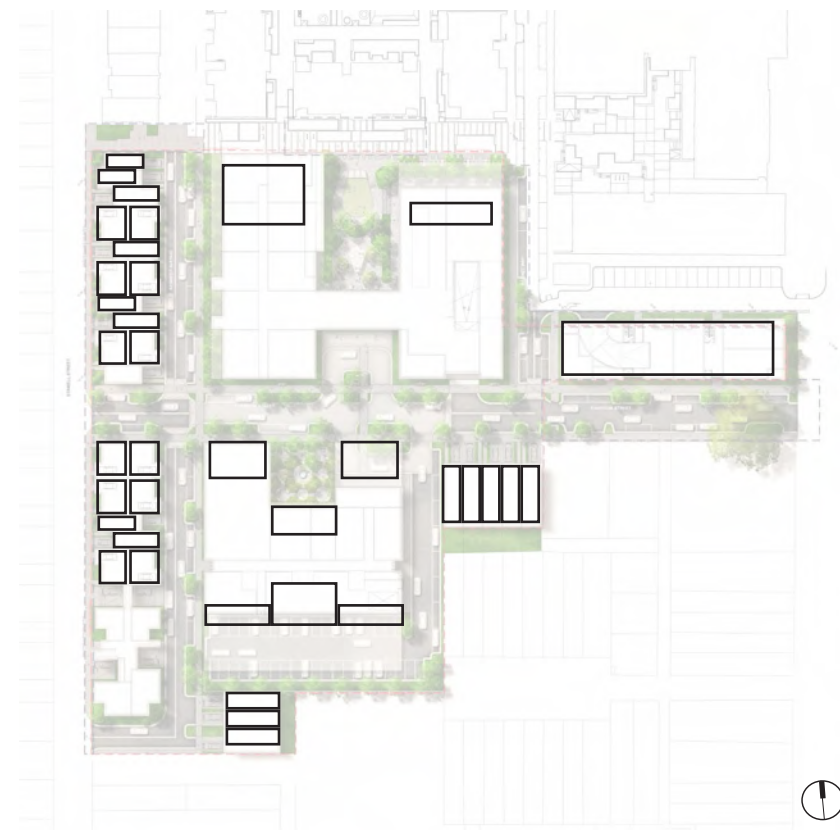
- Provide amenity to residents
- Social and intimate spaces
- Productive gardens and opportunities for residents to garden
- Panoramic views and visual connection to the CBD for residents



Precedent: Rooftop residents lounge and terrace.



Precedent: Planting and intimate social zones



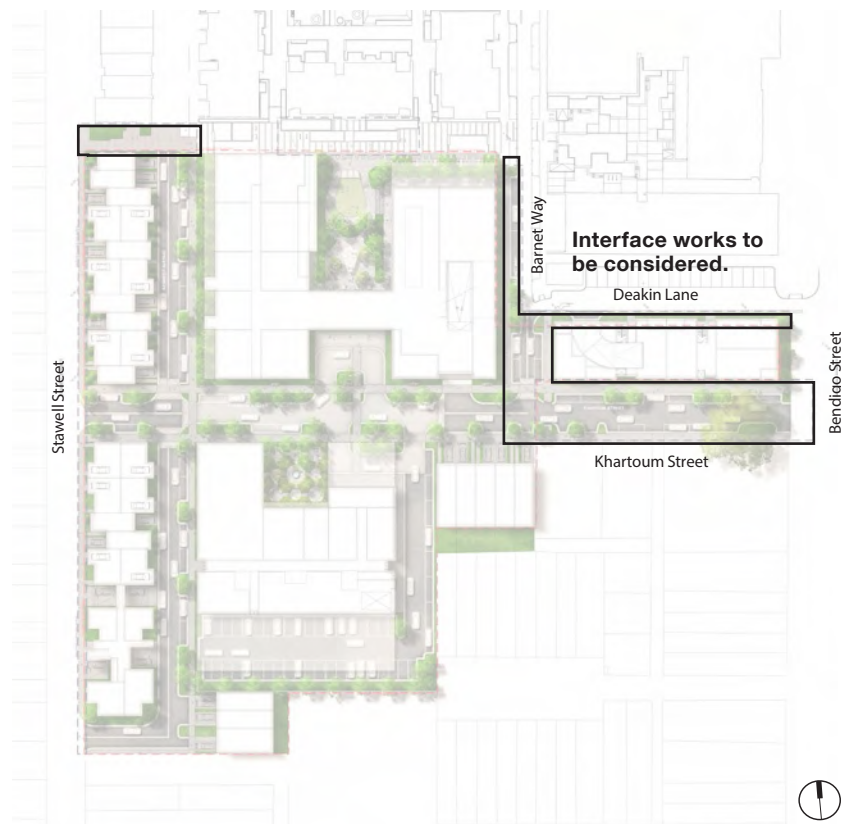
Precedent: Roof terraces to town houses

12.15 INTERFACE WITH ADJACENT NEIGHBOURHOOD

- Extension of Studio Walk to Stawell Street.
- Landscape planting zone to south side of Deakin Lane
- Extension of Barnet Way treatment south to Khartoum Street.
- Extension of Khartoum Street treatment to Bendigo Street



Proposal: Flush transition from Studio Walk to Central Courtyard. (Fence is existing condition and is not proposed in landscape solution)



Proposal: Landscape planting zone to south side of Deakin Lane



Proposal: Extension of Barnet Way treatment south to Khartoum Street. Upgrade street treatment of Khartoum Street to Bendigo Street

12.16 PLANTING THEME

/ The planting strategy throughout the new development will adopt the informality and variety of the plantings in the surrounding neighbourhood and so unite and stitch the new development into its context. This planting treatment directly supports the urban planning moves regarding built form alignments, massing, and typology.

/ The plantings throughout the private and public gardens will be a combination of Australian native and exotic species. Cottage gardens may have a higher proportion of exotic plants in the Richmond cottage tradition, and public planting may have a higher proportion of Australian native plantings to respond to public levels of maintenance and drought conditions.

/ A variety of plants with differing form and texture will be used to reflect the highly personal nature of residential living, and create identity through variety. Planting will be incorporated on above ground podiums, and trailing plants may be located on transparent balustrades to soften building edges and ensure communal gardens contribute to the public domain.

/ Irrigation is proposed for the plantings by water harvested from site.



Precedent: Communal courtyard gardens.



Precedent: Informal and textured planting.



Precedent: Narrow vertical gardens.



Precedent: Formal tree plantings.



Precedent: Visual interest



13.0

**ACCESS AND
MOVEMENT**

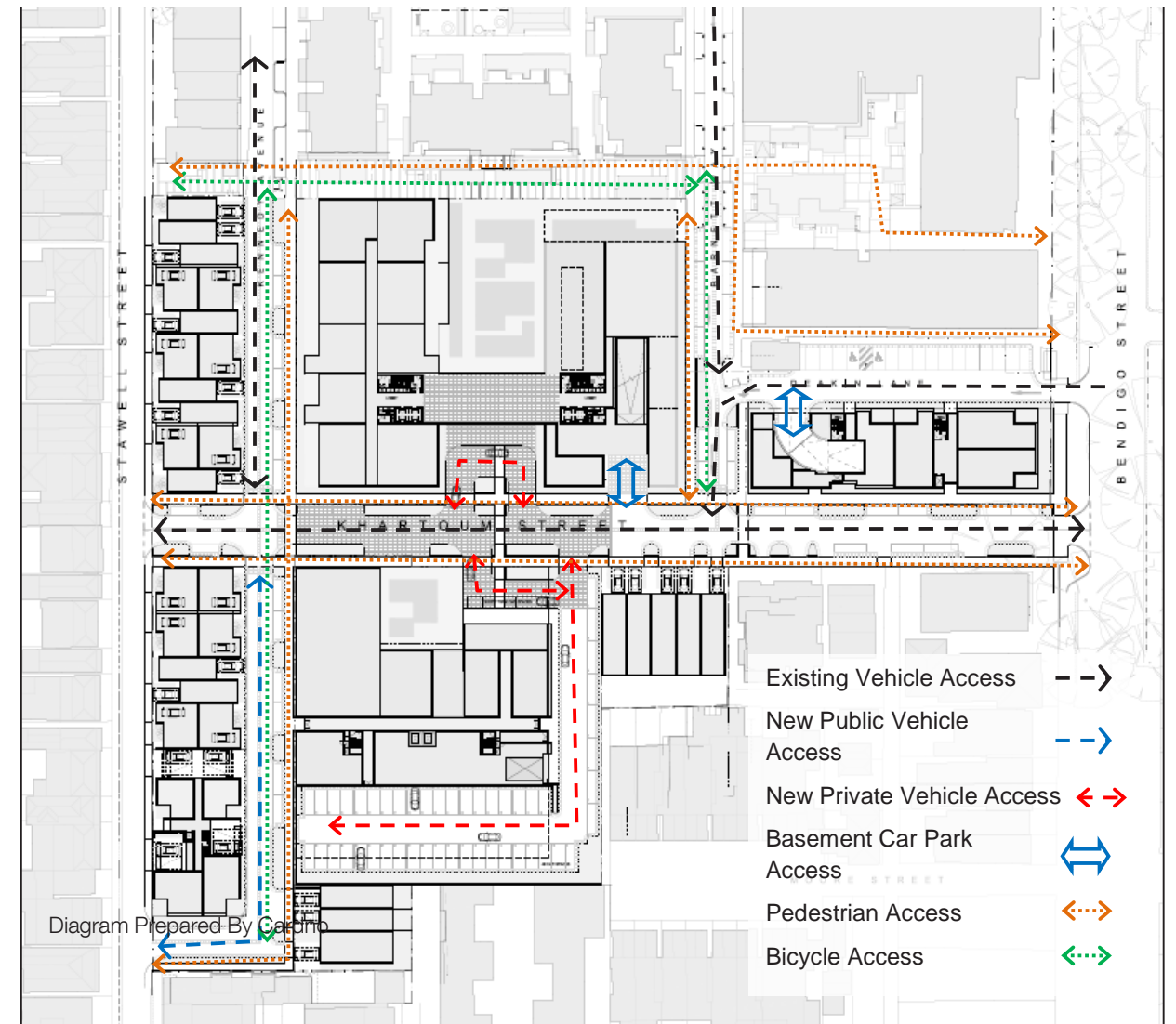
13.1 TRAFFIC MOVEMENT ANALYSIS

MOVEMENT ANALYSIS

- / Given the inner suburban location of the site and the well connected arterial road network, the broad traffic distribution of the site will be relatively evenly split in all directions. Locally, traffic will be directed to use Bendigo Street in preference to the other surrounding local streets.
- / Based on surveyed traffic generation rates of comparable residential and aged care developments and considering the previous traffic generated by the GTV 9 operation, the proposed development will generate in the order of an additional 450 vehicle movements per day, with these movements distributed across all streets surrounding the site.
- / This additional traffic can be accommodated, with estimated future daily traffic volumes on all streets surrounding the site expected to remain within the target daily volumes for comparable residential street type within the Yarra Planning Scheme.
- / A Traffic and Transport Assessment has been undertaken by Cardno and should be read in conjunction with the Development Plan.
- / Khartoum Street is proposed to continue to operate with a trafficable road of 5.5m that allows for unimpeded two-way traffic supplemented by indented parking.

ESTIMATED FUTURE ROAD NETWORK DAILY TRAFFIC VOLUMES

STREET	VEHICLES PER DAY
Bendigo Street / Westbank Terrace	3,800-4,200
Stawell Street	1,520 – 1,610
Jago Street / Wertheim Street	350-650
Khartoum Street	540-750
Manton Street	980



13.2 STREET PROFILES

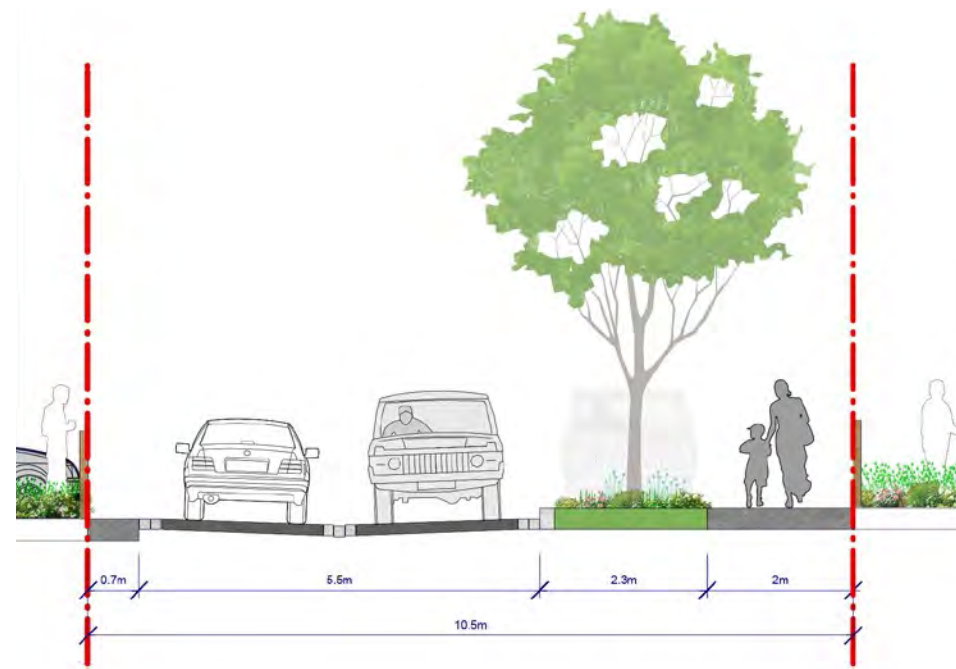
ROAD CROSS SECTIONS / ON-STREET PARKING

All public access streets, access places and lanes have been designed in accordance with the Yarra Planning Scheme and/or AS2890.5

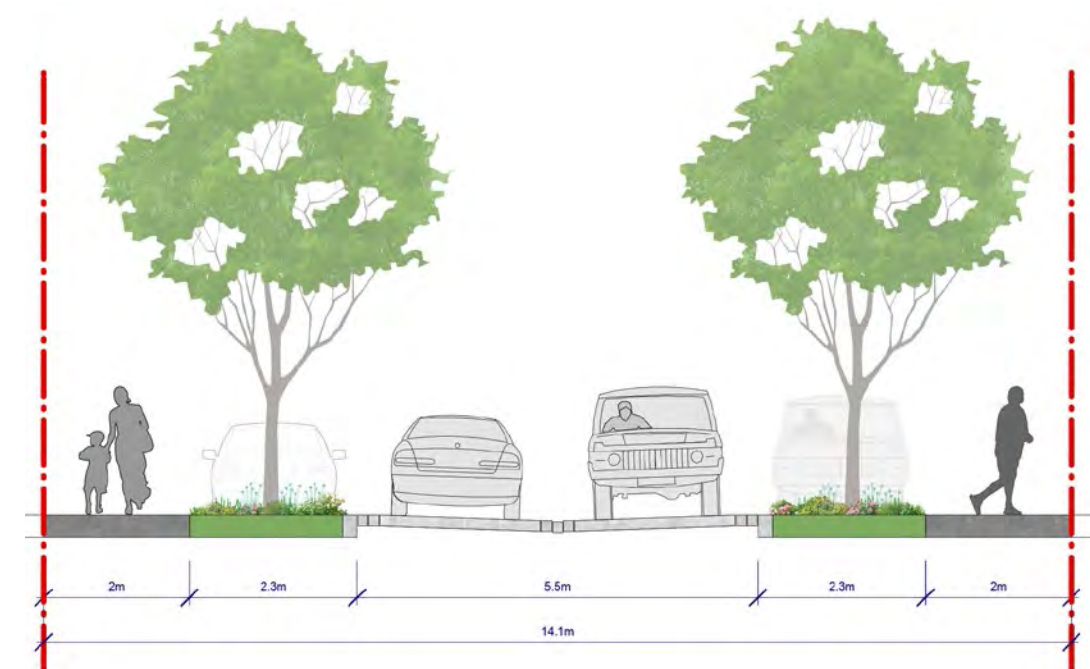
Khartoum Street and Kennedy Avenue provide 5.5m of continuous carriageway, supplemented by on street parking with a minimum width of 2.3m and length of 6.7m. All on-street parking is proposed to be time restricted to 2P, consistent with the existing parking on Khartoum Street and Kennedy Avenue.

Khartoum Street is proposed to be raised in the vicinity of the Aged Care Facility and the Retirement Living Apartments to facilitate slower vehicle movements at their frontage, and to provide a safer pedestrian environment.

An integrated Transport Plan (ITP) has been prepared and should be read in conjunction with this development Plan.



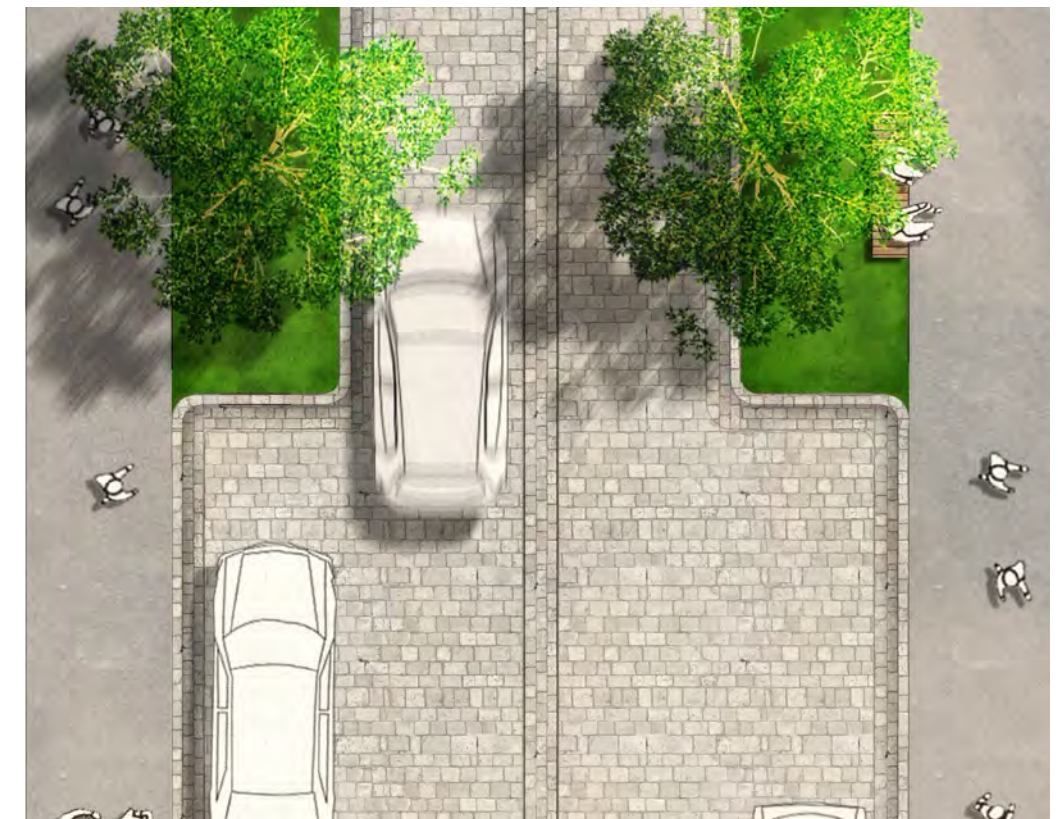
Typical Section: Kennedy Avenue (A)



Typical Section



Typical Plan: Kennedy Avenue



Typical Plan

13.3 RESIDENT AND VISITOR PARKING

PARKING

/ Resident Car Parking

The following car parking rates are recommended for apartment residents.

1 and 2 bedroom:	1 space per dwelling
3 and 4 bedroom apartment:	2 spaces per dwelling
3 bedroom townhouses:	1 space per dwelling
Affordable Housing:	0.5 spaces per dwelling

/ Resident parking will be provided within a secure basement car park beneath the apartments and individual carport or garages for townhouses and affordable housing.

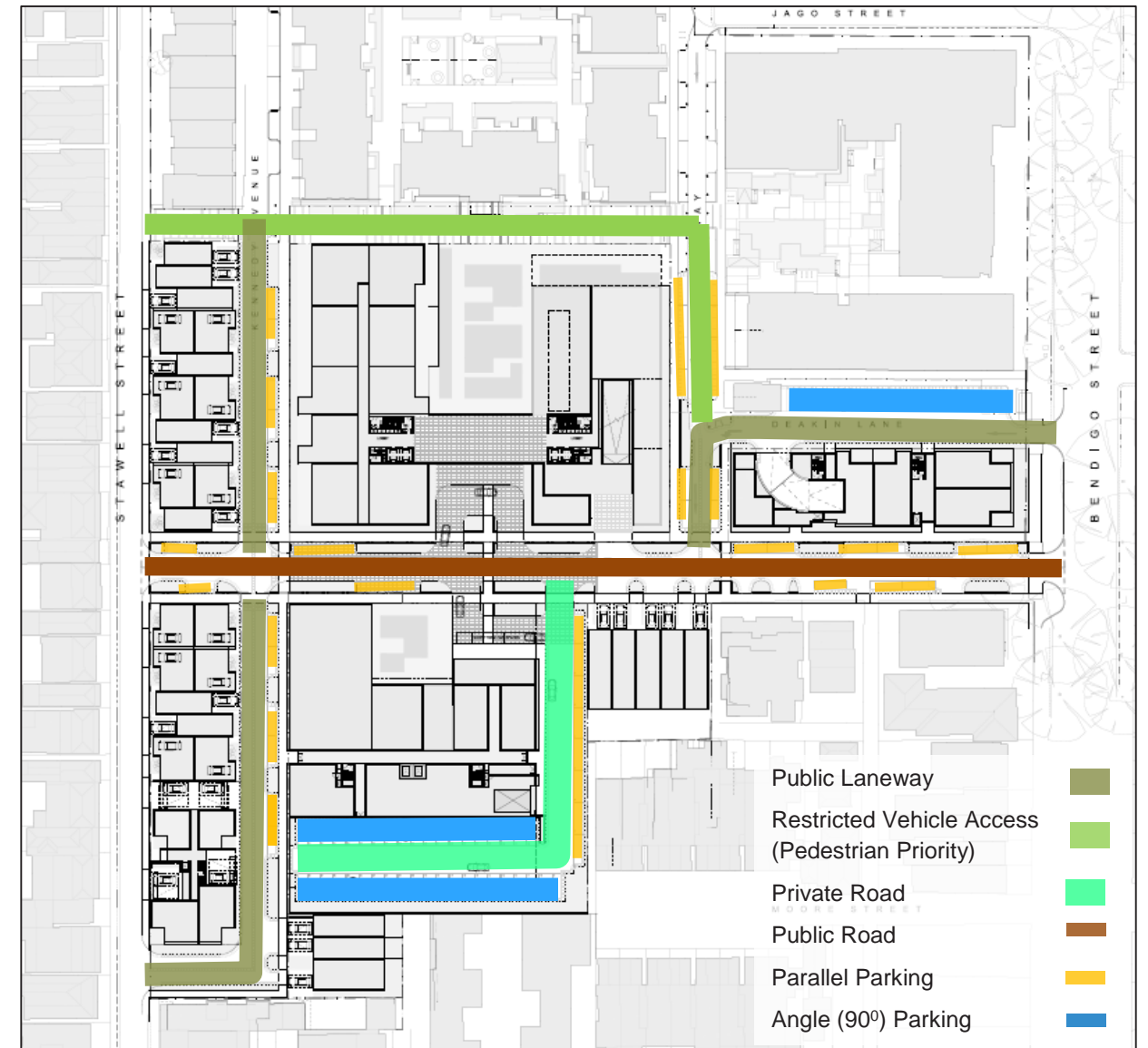
/ Visitor Car Parking

/ At least 1 space per 0.12 dwellings will be provided for visitors on street or within the basement.

/ Aged Care Facility and Retail

The following rates are applied:

Aged Care Facility	0.3 spaces per bed
Retail Staff	1 space per 100 square metres (leasable)



13.4 PEDESTRIANS AND BICYCLES

PEDESTRIAN AND BICYCLE ACCESS

The site will provide a well connected and permeable pedestrian and bicycle network.

As vehicle volumes and speeds on the internal streets will be low it is intended that pedestrians and cyclists will be able to share the road space with vehicle traffic. In addition footpaths will be provided along all new public laneways to allow pedestrians to move through these laneways clear of vehicle traffic. All new footpaths will connect to the existing footpath network on the surrounding streets.

To the north of the site, a central east-west pedestrian route (Studio Walk) connects Stawell Street to the public square at the rear of the heritage building.

BICYCLE PARKING

Bicycle parking for dwellings will be provided at least in accordance with the requirements of Clause 52.34 of the Yarra Planning Scheme. These rates are:

/ Dwellings

Resident:	1 space to each 5 dwellings
Visitor:	1 space to each 10 dwellings

Townhouse resident bicycle parking will be accommodated on-site within individual garages with apartment resident bicycle parking to be provided in accessible and secure areas. Visitor bicycle parking will be provided in strategic locations around the site and generally incorporate within the streetscape and landscaping.

ACCESSIBILITY

Future planning permit applications should consider the requirements of the DDA and incorporate an access strategy that addresses the changing needs of users and access in the broadest sense to reflect the varying needs of individuals.

The approach should facilitate inclusive solutions to access and ensure that opportunities for maximising access to all appropriate areas of the site development are identified throughout the design process.

The site will be designed to comply with AS1428 in response to the Disability Discrimination Act (DDA), enabling access to and within public buildings for all users and visitable access for mobility impaired users within new residential buildings.

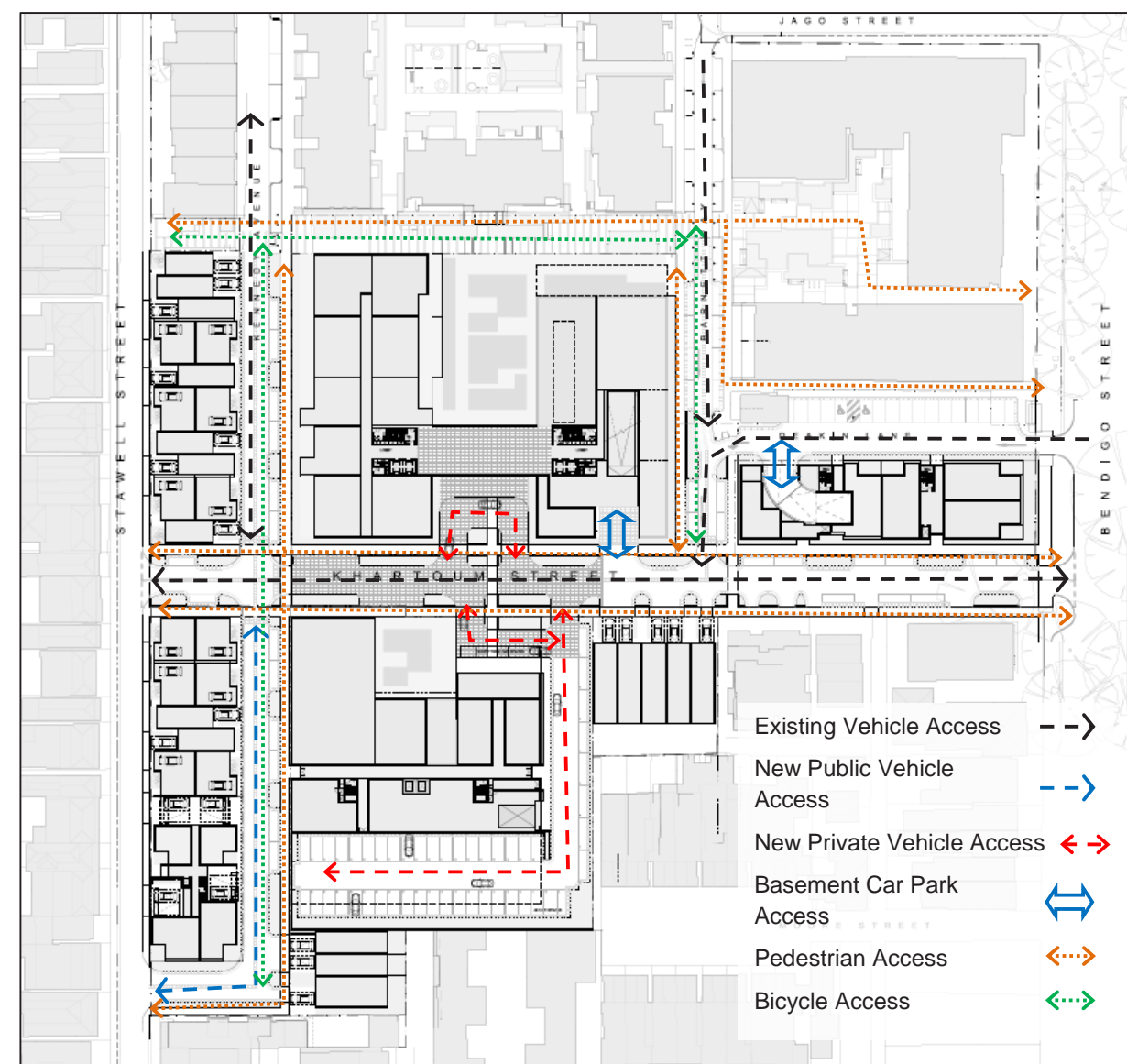


Diagram Prepared By Cardno



14.0

ENGINEERING AND INFRASTRUCTURE