

TO: John Theodosakis (Statutory Planning)
FROM: Hayley McNicol (Urban Design)
DATE: 20 March 2018
SUBJECT: GTV9 site (central and south)
APPLICATION NO: PLN17/0920
DESCRIPTION: Amendment to the Development Plan to develop the central and southern portion of the Channel Nine Site for an aged care facility / retirement village and a section of the site for affordable housing, including town houses.

Thank you for the opportunity to comment on the public realm aspects of the above Development Plan. Urban Design comments are provided below and are based on the Development Report dated October 2017 (focused on the landscape section from page 89). We note that our comments are high level at this stage as limited detail has been provided – we are happy to be involved as the proposals are developed and more information is provided.

General

- Clarification is needed on the boundary between public and private, and what areas will be maintained by Council.

Streets – general comments

- The sections show many of the footpaths to be 2 metres wide. Detail is required to show the zone for any street furniture, lighting etc., to demonstrate that 1.8 unobstructed footpath width would be provided.
- Seating is shown on some of the individual plans, however it would be useful to know the approach for seating in general to explain that regular resting points will be provided.
- Further details are required on cycle parking on street, and should be shown on the sections/plans.
- Further details are required for on-street lighting, and these should be shown on the sections/plans.
- Many of the nature strips are short due to the vehicle crossover arrangement. Is it possible to reduce the number of crossovers to provide longer nature strips?
- What is proposed in terms of accessible on-street car parking? The sections show 2.3 metres width for car parking, which is not wide enough to accommodate an accessible parking space.

Khartoum Street

- Further discussion and investigation is needed for the central raised carriageway between Barnet Way and Kennedy Avenue. The design of this space requires careful design considering the proximity to the retirement apartments and aged care facility (e.g. the carriageway should be contrasting in colour/materials for people with visual impairments).
- The raised carriageway would comprise cut heritage bluestone cobbles. Crossing points have been marked as a different surface but unsure what this is – the crossing points should be level and accessible. Some crossing points have been marked, and it would be useful to revisit these as part of the building design to ensure that they are aligned appropriately in relation to building entrances and key pedestrian routes.
- The crossing point shown between the aged care facility and apartments requires three separate crossing movements due to the adjacent two drop-off lanes. Suggest realigning the crossing point to the west or east so that people only have to cross one road and not three.
- With the exception of any required accessible car parking, is it possible to reduce car parking on Khartoum Street to improve pedestrian amenity?
- The Traffic team has noted that there are existing issues with vehicles speeding on Khartoum Street and conflict at the intersection of Khartoum and Stawell Streets.

Kennedy Street

- Page 99 shows the footpath shown to be 0.7 metres on western side. Considering that some of the townhouses on the western side will face Kennedy Avenue, we recommend that a wider footpath is provided.

Stawell Street

- The footpath is very narrow – are there any opportunities to widen it?
- A section through Stawell Street would be useful.

Courtyards - general

- Given the amount of space provided, it would be beneficial to have large canopy trees in both courtyards.

Central courtyard

- The courtyard is very deep – is it possible to have the courtyard closer to the street network to encourage use?
- Section A on page 62 shows that the proposed building would be 8 storeys directly next to the courtyard (with a ninth storey set back). We consider this is a poor interface between the buildings and public realm, as the buildings would overwhelm the space and make it feel too enclosed.
- There is a level change within the site – as the design is developed it will need to ensure that the main lines of movement are adequately accommodated.
- Half of the space will be publically accessible and the other half fenced off. Does it need to be fenced off and if so how will it be designed to still create an inviting space?