

3.4/ BUILT FORM



01/ FIGURE GROUND STUDY - BLOCKS

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 DATE 11/5/2012 PLAN 11 of 80
 For and on behalf of the Responsible Authority

FIGURE GROUND STUDY - BLOCKS

The GTV9 site currently exists as an atypical 'superblock'. It does not share the relatively uniform patterns of road, streets and lanes that delineate the surrounding neighbourhood.



02/ BUILDING HEIGHTS

BUILDING HEIGHTS

The local context is characterised by a fine grain, residential scale intermittently contrasted with larger scale industrial and commercial buildings over 3 levels. The site currently has a number of larger scale warehouse type buildings and the heritage Wertheim Building above 3 levels, interfacing with residential scale at its boundaries.

- ABOVE 2 STOREYS
- 2 STOREYS + BELOW



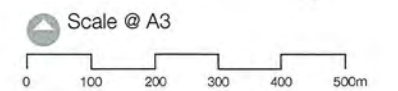
03/ FIGURE GROUND STUDY - BUILDINGS + SUBDIVISION PATTERN

FIGURE GROUND STUDY - BUILDINGS + SUBDIVISION PATTERN

A varied mix of building and subdivision patterns exist within the local context. This includes a predominance of fine grain Victorian and Edwardian residential building and subdivision, mid century public housing, new medium density residential buildings and intermittent light industrial/ commercial warehouses. The site is characterised by larger composite industrial structures and buildings along with the heritage listed Wertheim Building on Bendigo Street.

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 DATE 11/5/2012 PLAN 11 of 80.....
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3.5/ LAND USE + OPEN SPACE



EXISTING LAND USES

A variety of non-residential uses including industrial, commercial, public and education uses exist within the local context. The immediate surrounds of the site are predominantly residential

- | | |
|------------------------------|-----------------------|
| COMMERCIAL USE HOTEL | COMMERCIAL USE OFFICE |
| COMMERCIAL USE WAREHOUSE | COMMERCIAL USE RETAIL |
| PUBLIC USE COMMUNITY | INDUSTRIAL USE |
| PUBLIC USE EDUCATION | INDUSTRIAL USE LIGHT |
| PUBLIC USE HEALTH FACILITIES | MIXED USE |


01/ NON-RESIDENTIAL USES

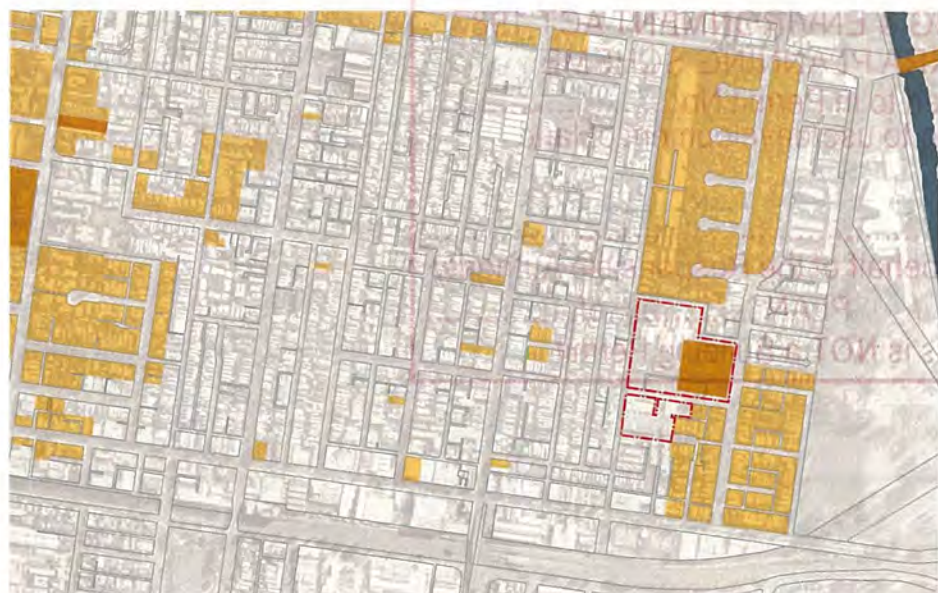


PUBLIC OPEN SPACE

Burnley Oval and the Yarra River environs are within close proximity to the site. Other significant public open space within close proximity to the site is minimal.

02/ PUBLIC OPEN SPACE

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 For and on behalf of the Responsible Authority
 DATE 11 15 2012 PLAN 12 of 80
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HERITAGE OVERLAY

Within the local context there are a number of zones covered by heritage overlays. These include zones to the north and southeast of the GTV9 site. The existing Wertheim Building on the site is listed on the Heritage Victoria Register.

- | |
|-------------------|
| HERITAGE REGISTER |
| HERITAGE OVERLAY |

03/ HERITAGE ZONES



TREE CANOPY

Running north-south along the site's eastern boundary, Bendigo Street demonstrates valuable and significant dense street tree canopy. Similar canopies exist along other primary streets within the local context but are not common on smaller secondary streets and laneways. The site itself is fringed with mature native trees on its northern and western boundaries, and along parts of Khartoum Street.

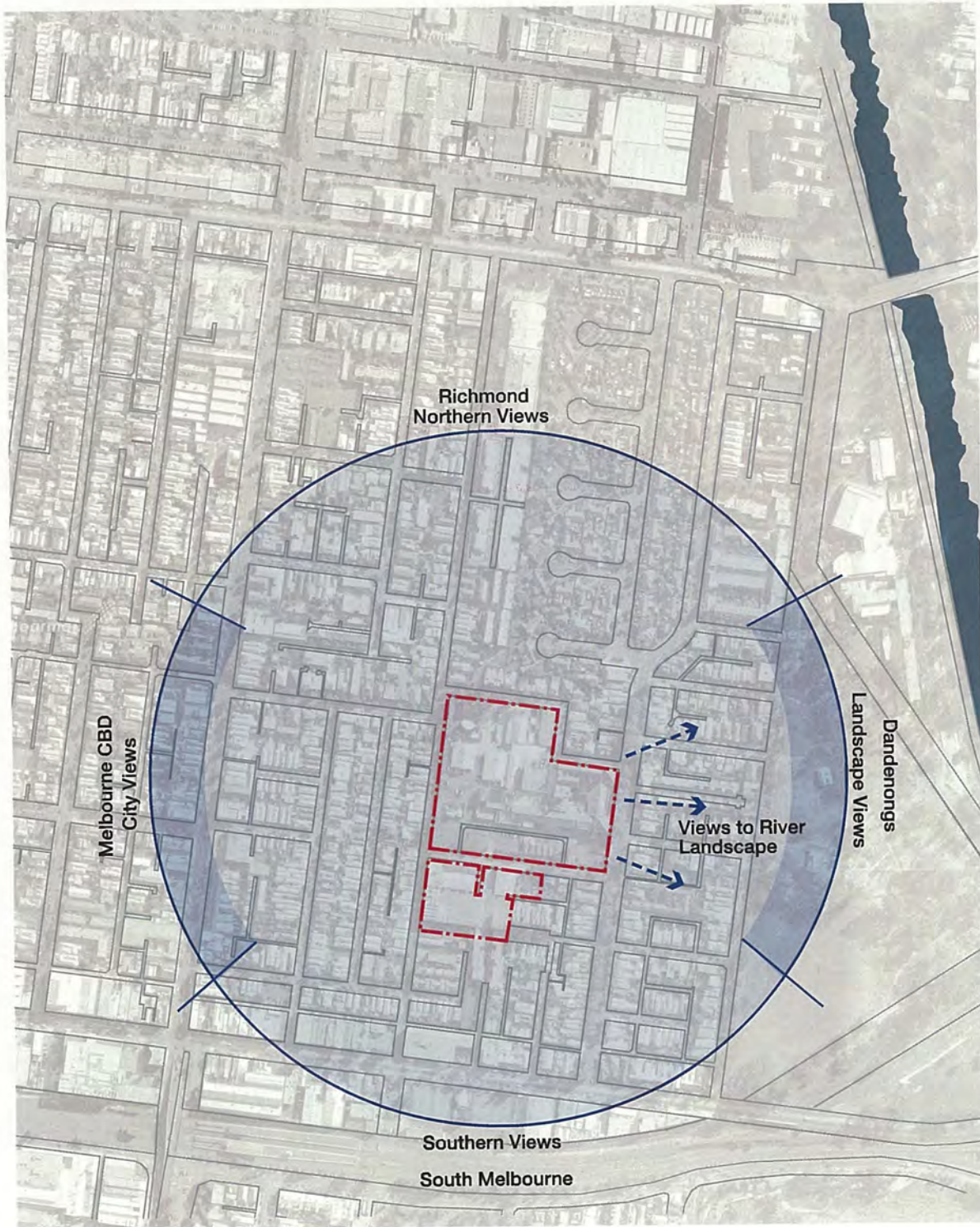
- | |
|------------------------------------|
| ON-SITE NATIVE AUSTRALIAN PLANTING |
| DENSE STREET TREE CANOPY |
| MEDIUM STREET TREE CANOPY |
| MINIMAL STREET TREE CANOPY |
| PUBLIC OPEN SPACE LANDSCAPING |

04/ TREE CANOPY

3.6/ EXISTING VIEW STUDY

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 DATE 11/5/2012 PLAN13.....of.....80.....
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02/ VIEW LOOKING NORTH WEST FROM TOWER
 RL. 40.7



03/ VIEW LOOKING SOUTH WEST FROM TOWER
 RL. 40.7



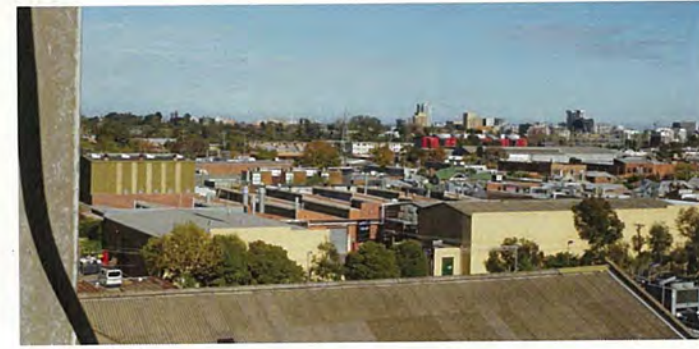
04/ VIEW LOOKING WEST TO CBD FROM TOWER
 RL. 40.7



05/ DETAIL VIEW LOOKING SOUTH WEST FROM TOWER
 RL. 40.7

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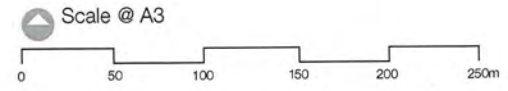


06/ VIEW LOOKING SOUTH FROM TOWER
 RL. 40.7



07/ DETAIL VIEW LOOKING EAST TO DANDENONG RANGES FROM TOWER
 RL. 40.7

01/ VIEW STUDY



3.7/ NEIGHBOURHOOD CHARACTER ASSESSMENT

NEIGHBOURHOOD CHARACTER

Diversity of neighbourhood is an evident feature of this Richmond location.

Five distinct neighbourhood character precincts can be identified as:

- 1/ FINE GRAIN RESIDENTIAL STREETS
- 2/ COMPOSITE INDUSTRIAL / COMMERCIAL FORMS
- 3/ YARRA RIVERSIDE LANDSCAPE
- 4/ MIXED RESIDENTIAL FORMS
- 5/ SWAN STREET RETAIL / BUSINESS PRECINCT

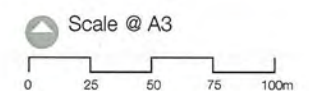


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01/ NEIGHBOURHOOD CHARACTER PRECINCT LOCATIONS



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3.7/ NEIGHBOURHOOD CHARACTER ASSESSMENT

1/ FINE GRAIN RESIDENTIAL STREETS

Located within the East Richmond orthogonal street grid, generally to the west of the Channel 9 site and



BUNTING ST SOUTH OF MANTON ST



CORSAIR ST LOOKING EAST FROM EDINBURGH ST



BELLEVUE ST LOOKING WEST

A very strong orthogonal grid of fine grain residential development from the Victorian and Edwardian eras with primary streets running North-South and secondary streets running East-West. Typically composed of single storey dwellings with a variety of pitched roof forms. Wall claddings of brick, polychromatic brick, stuccoed brick, weatherboard and timber ashlar are all to be found. Many houses have verandahs and decorative elements of cast iron or timber depending on the period. Many houses have low fences and small front gardens. Colour, texture, human scale and intimacy are evident in many streetscapes.

2/ COMPOSITE INDUSTRIAL / COMMERCIAL

Occurring in fine grain street grid. Larger industrial buildings from the first half of the 20th century, often with primary street & corner frontages.



SOUTHERN END OF TYPE ST AT HOFERT LANE



VIEW LOOKING SOUTH OF PATTERSONS IN NEPTUNE ST



METZKE BROS, JUNCTION OF GLASSHOUSE ST + TYPE ST

Composite industrial/commercial forms are to be found on larger plots dispersed amongst the fine grain residential grid. These structures are of varying age and style, but typically are 2/3 storey factory and warehouse structures of the early part of the 20th century, often built of red brick with varying degrees of elaboration and detail. Structures are often in composite 'groups' embedded in residential streets and often on corner sites. Structures are often set back behind residential plots and are therefore viewed above lower residential grain. The quality of contrast and juxtaposition of these forms with the finer grain is a strong element of neighbourhood character.

3/ YARRA RIVERSIDE LANDSCAPE

Open landscape adjacent to the Yarra River, forming 'Burnley Gardens' located to the east of the Channel



BURNLEY GARDENS ADJACENT TO PARK GROVE



VIEW SOUTH FROM BROOKS ST / PARK GROVE



TYPICAL OFFICE OF HOUSING RESIDENCE ON TUDOR ST

The historic open landscape of Burnley Gardens remains a key feature of the neighbourhood context. The orthogonal street grid forms a strong built edge along the western boundary of the Burnley Oval section and many permeable short streets running east-west link the grid to the open space at this point. Recreation and sport facilities including newly established pavilion define Burnley Oval as an active landscape space. The river edge along the eastern boundary is partially disconnected from the space by Yarra Boulevard running along the river edge.

4/ MIXED RESIDENTIAL FORMS

Located to the north of the Channel 9 site and including Stawell St (north) and Westbank Terrace.



WESTBANK TERRACE NORTH OF CAMPBELL ST JUNCTION



WESTBANK TERRACE AT JUNCTION WITH CAMPBELL STREET LOOKING NORTH



TYPICAL OFFICE OF HOUSING RESIDENCE ON TUDOR ST

Residential development on both sides of Westbank Terrace do not follow the fine grain grid pattern of much of the local context. To the west of Westbank terrace is the former Richmond Racecourse site developed with residential beginning in 1941 by the Housing Commission. Here the residential component is largely composed of detached or semi-detached single storey red brick villas set in cul-de-sacs reminiscent of the garden city style. To the east of Westbank Terrace and north of Campbell Street are located later 3 storey terrace residential forms with internal semi private access streets.

5/ SWAN STREET RETAIL / BUSINESS PRECINCT

The primary east west arterial and tram route running east out of the city and to the south of the Channel 9 site.



SWAN ST AT THE JUNCTION OF BENDIGO ST



SWAN STREET AT JUNCTION WITH BENDIGO STREET LOOKING WEST TOWARD CBD



JUNCTION BENDIGO STREET AND SWAN STREET LOOKING WEST

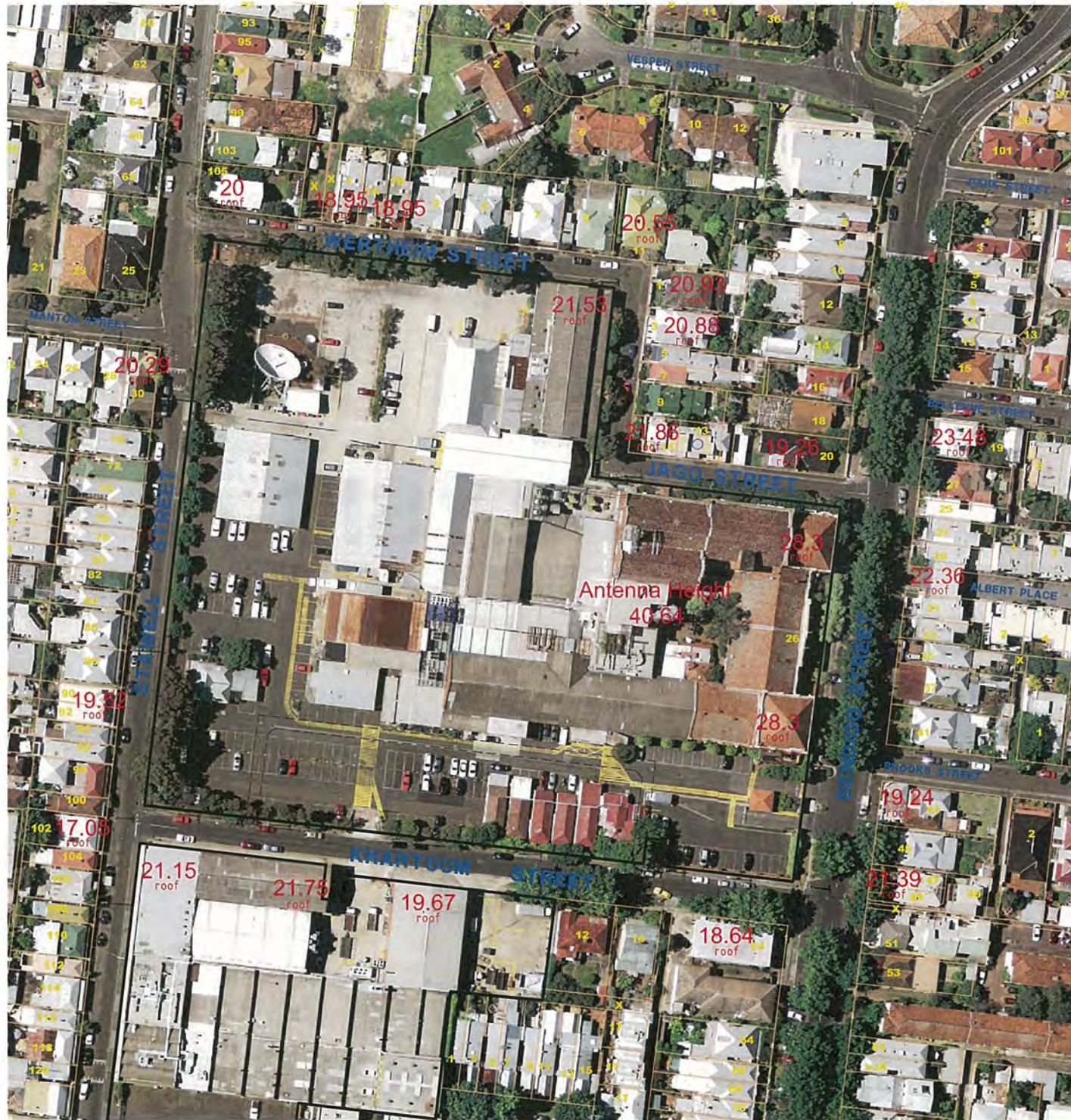
Swan Street is a primary east-west street running west from Punt Road, parallel to the railway through the Richmond grid. Between Burnley Street and Burnley Oval the street is composed of both remnant Victorian residential forms and later commercial consolidated sites in showroom or warehouse use. The street is a tram route and a popular vehicle route, but lacks activated ground floor uses and a coherent high quality streetscape. A distinct collection of earlier residential buildings defines the eastern end of Swan Street on the north side as it reaches the open landscape of Burnley Oval. The southern side of Swan Street at this point is characterized by narrow commercial development plots between the street and the railway.

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4.0/ SITE ANALYSIS

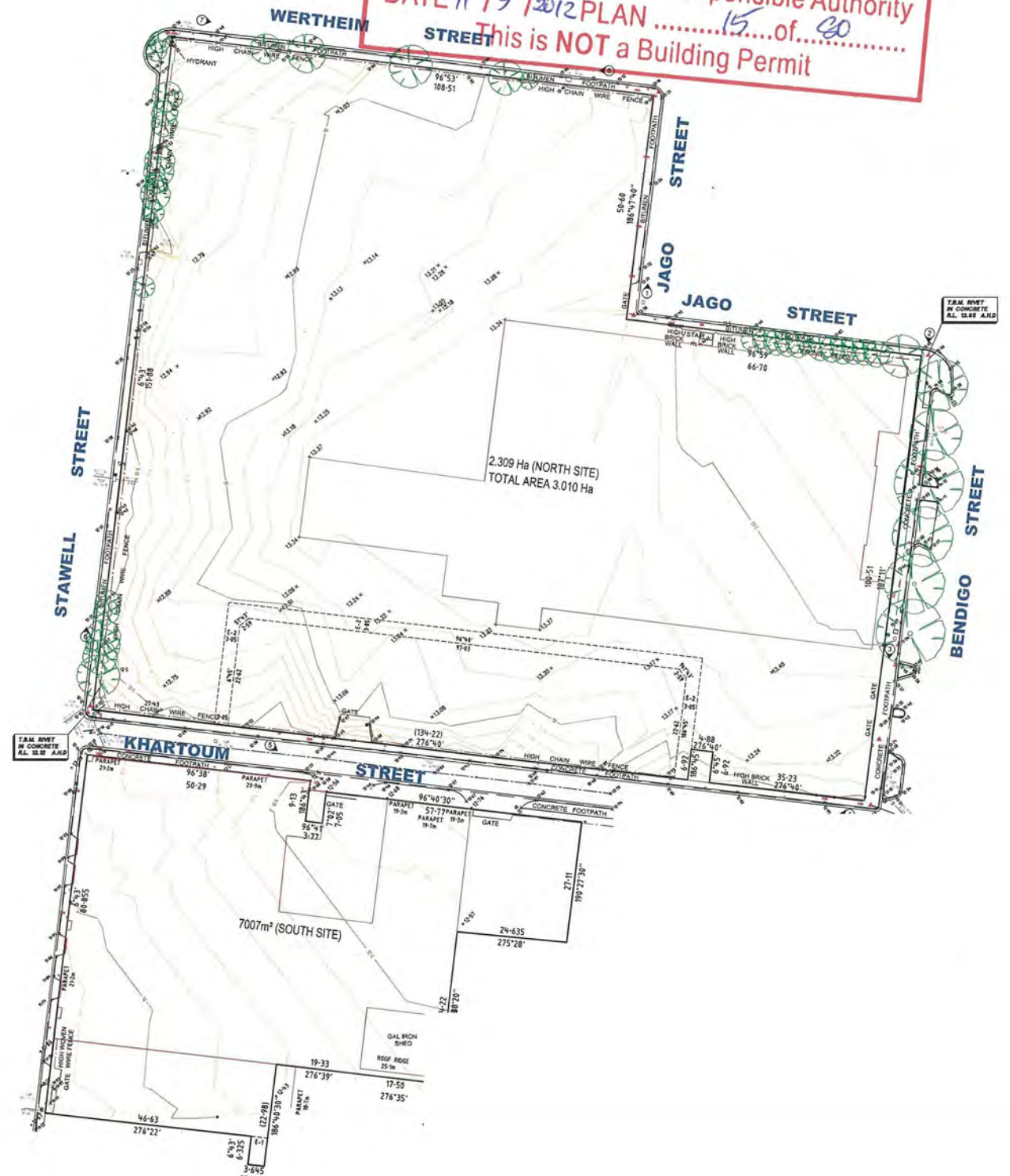
4.1/ EXISTING SITE CONDITIONS + LEVELS



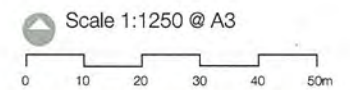
01/ EXISTING SITE CONDITIONS

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 DATE 11/15/2012 PLAN 15 of 20
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02/ EXISTING CONTOUR LEVELS ON SITE



4.2/ EXISTING BUILDINGS

EXISTING BUILDING STOCK ON THE SITE BROADLY FALLS INTO THREE CATEGORIES:

- Existing Heritage Wertheim Building: Further analysis and details of the proposed works to this high value building are addressed in Section 9
- Large Industrial Structures: These structures are significant in scale and accommodate a variety of television studio space, storage and ancillary spaces. It is proposed that these buildings will be demolished as part of the masterplan. The large warehouse building currently housing the 'Hey Hey It's Saturday' studios on the corner of Stawell Street and Khartoum Street has urban merit. It is proposed to retain some of its existing walls adjacent to Moore St to minimise impact on residents and provide a remnant structure to enrich the urban character in this area of the site. The retention of existing building fabric will be incorporated where possible e.g. reclaimed brickwork and hardwood columns.
- Smaller Outbuildings, Cottages and Communications Infrastructure: These buildings and structures are largely retrofitted existing building stock on the site and are of low value and relevance to the masterplan. It is proposed that these buildings and structures will be demolished or removed from the site.

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- EXISTING HERITAGE WERTHEIM BUILDING ■
- LARGE INDUSTRIAL STRUCTURES ■
- SMALLER OUTBUILDINGS, COTTAGES AND COMMUNICATIONS INFRASTRUCTURE ■
- RETAINED BRICK PERIMETER WALL ■



01/ EXISTING BUILDINGS ON SITE

Scale 1:2000 @ A3
 0 25 50 75 100m

4.3/ EXISTING TRAFFIC CONDITIONS

ROAD NETWORK

The subject site is within an established local street network that provides good connectivity to the surrounding arterial road network of Bridge Road, Swan Street and Burnley Street.

- Bendigo Street / Westbank Terrace extends along the eastern edge of the site and functions as the major north-south link within the precinct, connecting Swan Street and Bridge Road. As well providing for local traffic, Bendigo Street is used by external through traffic as a 'short cut' moving between Bridge Road and Swan Street. Bendigo Street includes a mix of kerbside parallel and angle parking clear of north and south bound traffic lanes.
- Stawell Street provides a secondary north-south link across the precinct and along the western boundary of the subject site. Stawell Street primarily caters for local traffic only, with traffic volumes and vehicle speeds moderated by the limited carriageway width and parallel parking along the western kerb.
- Jago Street and Wertheim Street border the site to the north and act as a buffer between the existing on-site activities and residential properties to the north. Wertheim Street operates one-way eastbound from Stawell Street, with the north-south section of Jago Street also operating one-way from Stawell Street to Bendigo Street. The east-west section of Jago Street caters for two-way traffic. Parallel parking is permitted along one side of Wertheim Street and Jago Street.
- Khartoum Street runs east to west between Stawell Street and Bendigo Street through the centre of the site and is the only two-way connection between Stawell Street and Bendigo Street within the precinct. Parallel parking is permitted along both sides of the street, with this parking traditionally used as additional parking employees of the existing on-site activities.
- Manton Street provides a local link between Stawell Street and Burnley Street and primarily caters for local traffic only. Parallel parking is permitted along the northern kerb.

EXISTING TRAFFIC VOLUMES

Existing traffic volumes on the streets surrounding the site accord with the typical target volumes for these streets when considered against criteria within the Yarra Planning Scheme.

Daily volumes on Stawell Street, Wertheim Street / Jago Street, Khartoum Street and Manton Street are all below the target maximum daily volume of 2,000 vehicles per day for local access streets, with daily volumes on Bendigo Street commensurate with the 3,000-7,000 vehicle per day range for residential connector streets.

A significant proportion of existing traffic on Bendigo Street / Westbank Terrace is generated by the current use of the subject site, with surveys of the site access to Bendigo Street recording 555 vehicle movements per day. Additional traffic is also generated by the existing on-site use by staff and visitors to the site that make use of on-street parking in the area.

A detailed traffic and transport analysis has been undertaken by Cardno which should be read in conjunction with this Development Plan. Overall traffic generated by the current uses on the site is estimated at around 11,000 vehicle movements per day.

EXISTING ON-STREET PARKING


On-street parking in the area is well utilised. Studies show that underlying on-street demands generated by existing residents, visitors and the current use of the site typically utilise around two-thirds of the available on-street supply. Increased demand occurs during out of hours filming within the GTV 9 site.

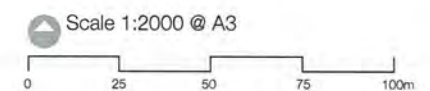
Current parking restrictions reflect these demands with a mix of short term and long term parking restrictions applying throughout the day and some permit only parking provided for residents.



01/ EXISTING ON-STREET PARKING CONDITIONS

- ANGLE PARKING
- PARALLEL PARKING
- PERMIT ONLY PARKING

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 For and on behalf of the Responsible Authority
 DATE 11/5/2017 PLAN 17 of 60
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4.4/ EXISTING PUBLIC TRANSPORT, CYCLING + PEDESTRIAN NETWORKS

TRAIN + TRAM SERVICES

There are no planned increases to train or tram services as a result of the proposals set out in this Development Plan.

WHEELCHAIR ACCESSIBLE TRAM STOPS

In relation to Swan Street (route 70), the nearest tram stop is located approximately 400 metres south east of the site. The nearest fully wheelchair accessible tram stop on Swan Street is located at the corner of the Yarra Boulevard, approximately 1km west of Bendigo Street.

In relation to Bridge Road (routes 48 and 75) there is an existing fully wheelchair accessible tram stop located at the intersection of Church Street, Hawthorn and Bridge Road approximately 700m from the site.

BURNLEY STATION UPGRADE

As part of the State Government's public transport improvements announced by the Transport Minister in February 2009 Burnley Station was one of the stations on the metropolitan rail network to be upgraded to 'Premium Status'.

This is part of a wider government commitment to ensure people who travel of public transport reach their destination safely.

The upgraded Burnley Station now includes an enclosed waiting room with toilets, and is staffed from the first train in the morning to the last train at night. In addition, CCTV cameras, improved lighting and emergency duress buttons have been installed.

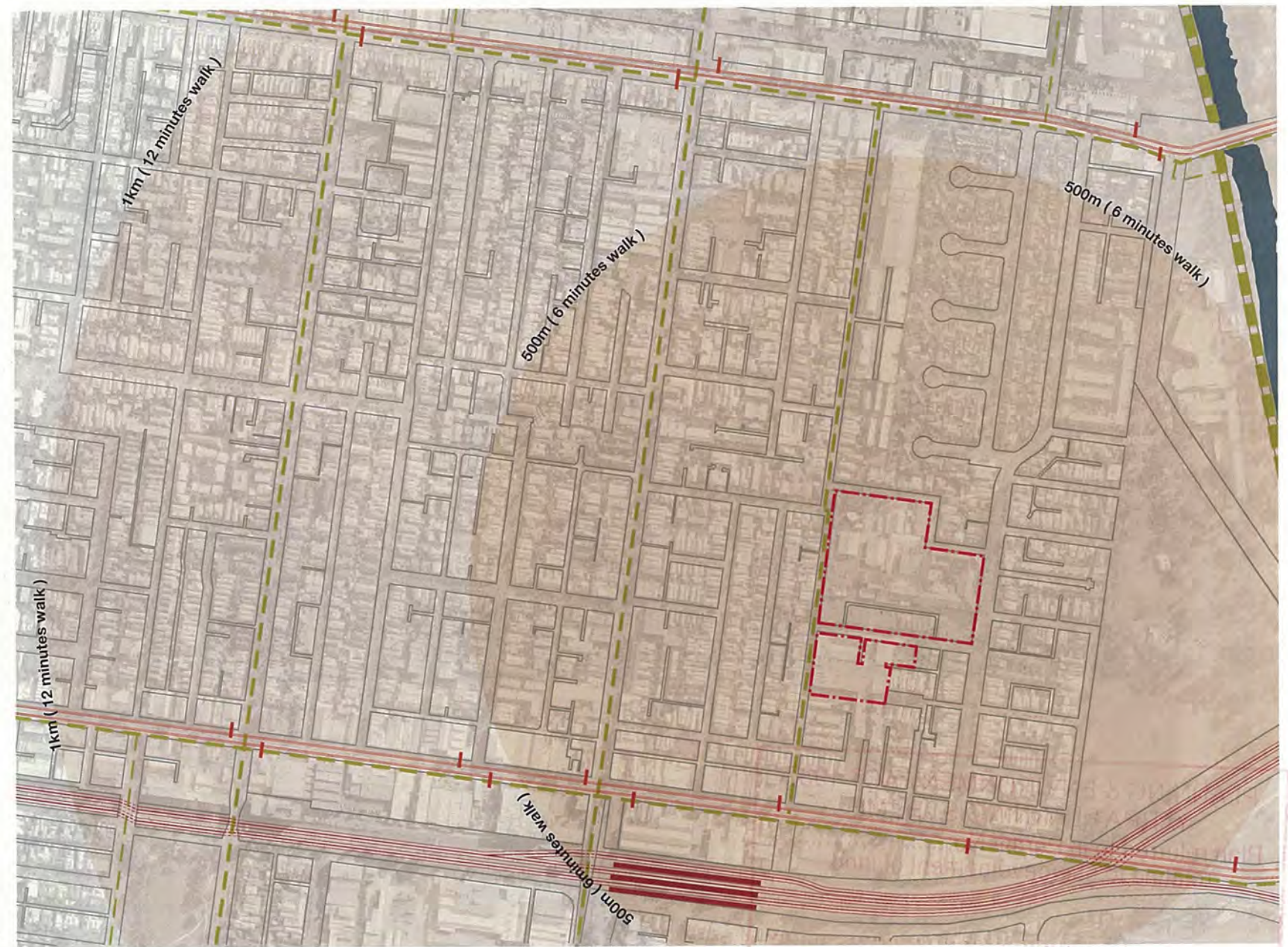
The upgrade also included improved passenger information displays as well as a water tank, providing an alternative water source for maintaining and cleaning the station and paint as well as new seats, rubbish bins and painting and decorating. There are no other planned upgrades to Burnley Station.

BICYCLE ROUTES

No existing bicycle routes currently run through the site, however, the Capital City Trail extends along the Yarra River less than 500 metres to the east and designated bicycle routes extend along Bridge Road, Swan Street and Burnley Street.

PEDESTRIAN ROUTES

No existing pedestrian routes run through the site, which limits east-west pedestrian movement between Stawell Street and Bendigo Street. This hinders accessibility to the Yarra Riverside landscape to the east of the site. Direct north-south connections allow access to tram networks on Swan Street and Bridge Road, as well as to Burnley train station, all within approximately 500m of the site.

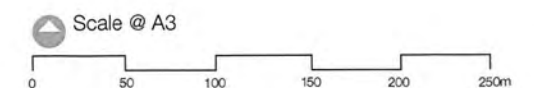


01/ EXISTING PUBLIC TRANSPORT NETWORK, BICYCLE ROUTES + PEDESTRIAN ROUTES

- TRAIN LINE
- TRAIN STATION
- TRAM NETWORK
- TRAM STOP
- WALKING DISTANCE RADIUS
- CYCLING ROUTES

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 DATE 11/5/2012 PLAN 18 of 30
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 DATE 11/5/2012 PLAN 18 of 30
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4.5/ EXTERNAL VIEWS TO SITE



EXISTING VIEWS KEY PLAN



01/ LOOKING SOUTH ALONG BENDIGO ST



02/ LOOKING WEST ALONG JAGO ST



03/ BENDIGO ST FRONTAGE OF HERITAGE BUILDING




04/ CNR BENDIGO ST + KHARTOUM ST



05/ LOOKING EAST ALONG KHARTOUM ST

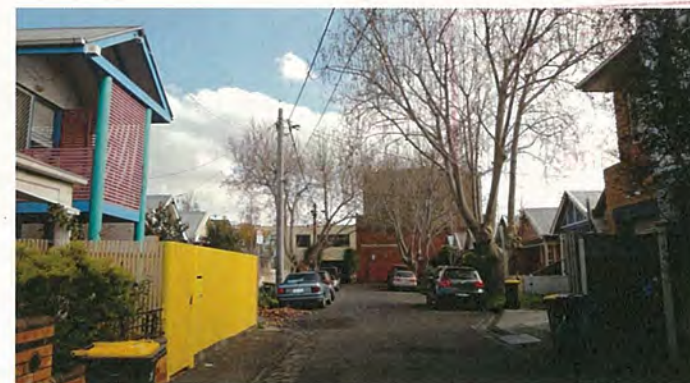


06/ LOOKING WEST ALONG KHARTOUM ST

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 DATE *11/5/2012* PLAN*19*.....of.....*60*.....
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07/ LOOKING NORTH ALONG BENDIGO ST



08/ LOOKING WEST ALONG MOORE ST



09/ LOOKING NORTH ALONG STAWELL ST

4.5/ EXTERNAL VIEWS TO SITE



EXISTING VIEWS KEY PLAN



10/ CNR STAWELL + WERTHEIM ST



11/ LOOKING EAST ALONG WERTHEIM ST



12/ LOOKING WEST ALONG WERTHEIM ST



13/ LOOKING SOUTH ALONG JAGO ST



14/ GATEHOUSE MAIN ENTRY FROM BENDIGO ST



15/ SOUTHERN PRECINCT ON STAWELL ST



16/ CNR STAWELL + KHARTOUM ST LOOKING NORTH



17/ CNR STAWELL + KHARTOUM ST LOOKING SOUTH



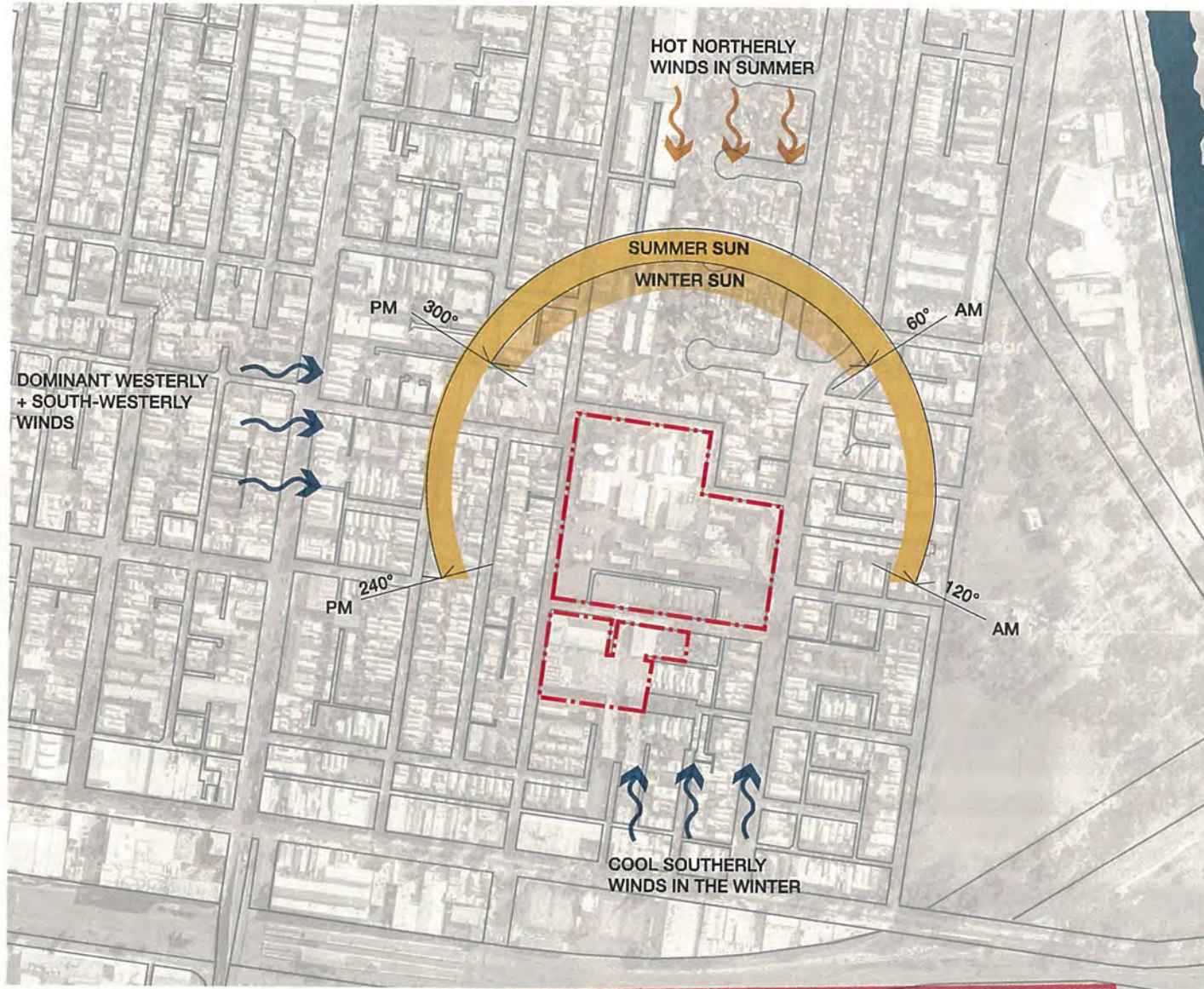
18/ LOOKING EAST FROM MANTON ST

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4.6/ ENVIRONMENTAL CONDITIONS

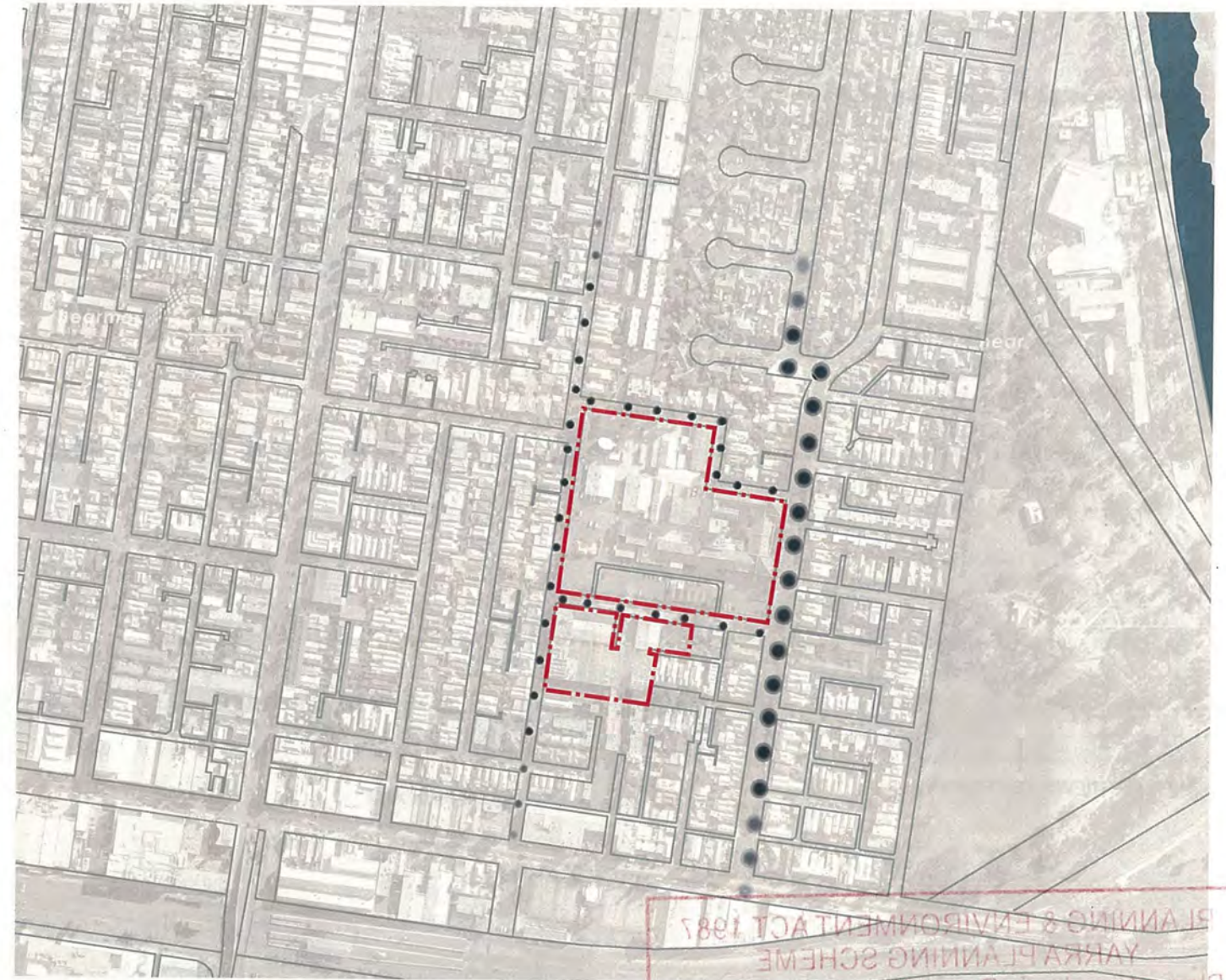


01/ SUN + WIND CONDITIONS

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 DATE 11/5/2012 PLAN 21 of 80
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02/ NOISE CONDITIONS

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● MODERATE TRAFFIC NOISE
 ● MINIMAL TRAFFIC NOISE

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 DATE 11/5/2012 PLAN 21 of 80
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4.7/ EXISTING VEGETATION/OPEN SPACE

VEGETATION

The site's context is highly urbanised and made up of predominantly small lot residential properties. Vegetation within this context is in the form of small private gardens within the residential properties, and some street trees of highly varied form, size and species

Residential garden vegetation consists mainly of informal gardens with Australian native and exotic ground covers, climbers, small shrubs and occasional small trees. The planting is in the cottage tradition, and includes many flowering and edible plants.

Formalised street trees in the immediate vicinity are limited to the higher order streets — Bendigo (Plane Trees), and Burnley Street.

Vegetation within the site consists of discrete linear clumps of Australian native trees and shrubs, as well as some exotics. These include Eucalyptus, Corymbia, Melia, and Pittosporum species, located mainly along the perimeter or in car parking areas.



01/ NATIVE TREES GROWING ON THE SITE BOUNDARY



02/ EXOTIC SCREEN PLANTINGS



03/ SMALL TREES & PLANTING WITHIN PRIVATE GARDENS

COTTAGE GARDENS AT INTIMATE SCALE

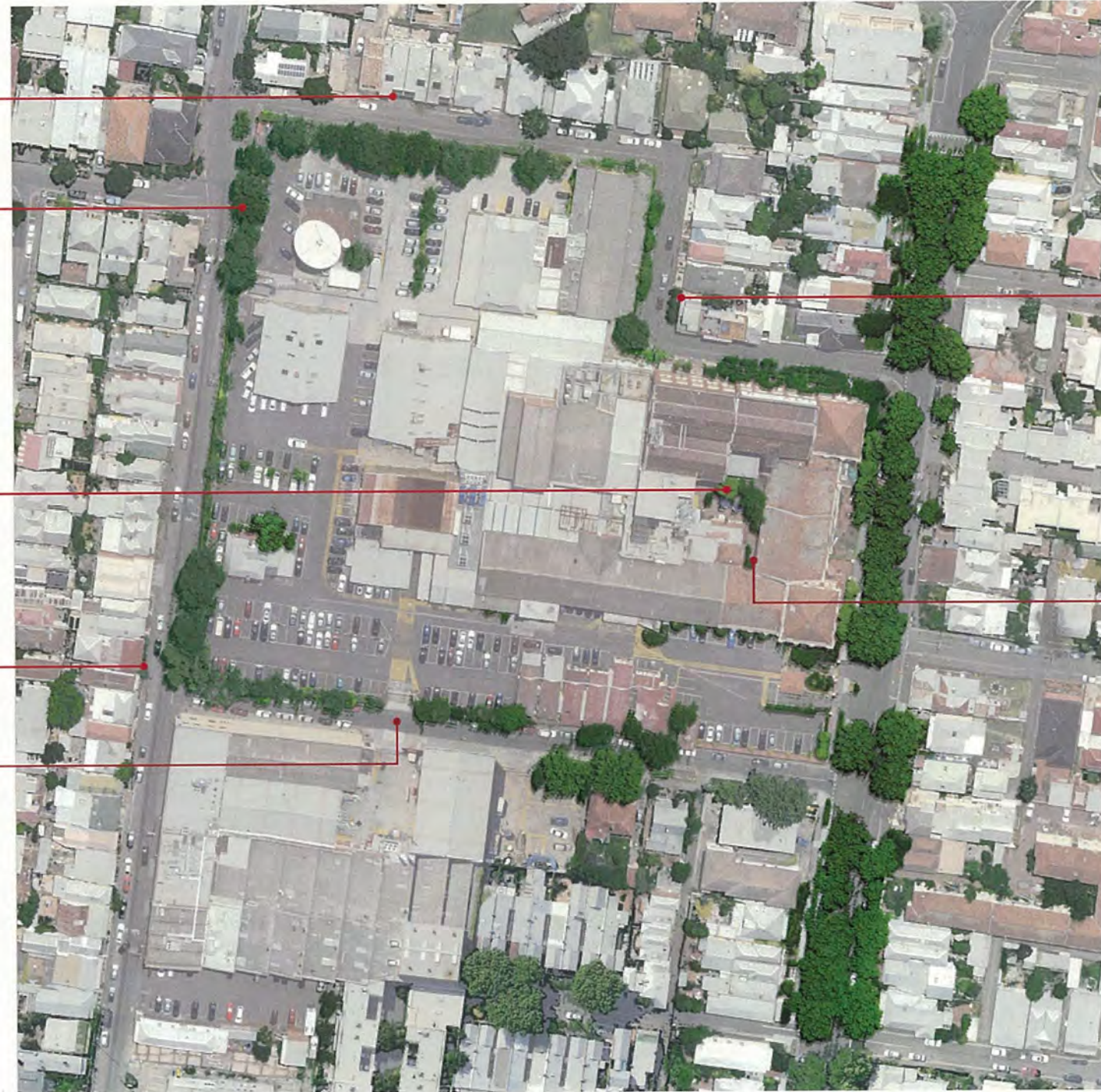
LINEAR CLUMPS OF NATIVE TREES

KEY SPACES DEFINED BY INDUSTRIAL FABRIC

COTTAGE GARDENS AT INTIMATE SCALE

LINEAR CLUMPS OF EXOTIC TREES

CAPTIONS



COTTAGE GARDENS AT INTIMATE SCALE

KEY SPACES DEFINED BY INDUSTRIAL FABRIC

04/ EXTENT OF EXISTING TREE CANOPY

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 DATE 11/5/2012 PLAN 22 of 80
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4.8/ EXISTING INFRASTRUCTURE

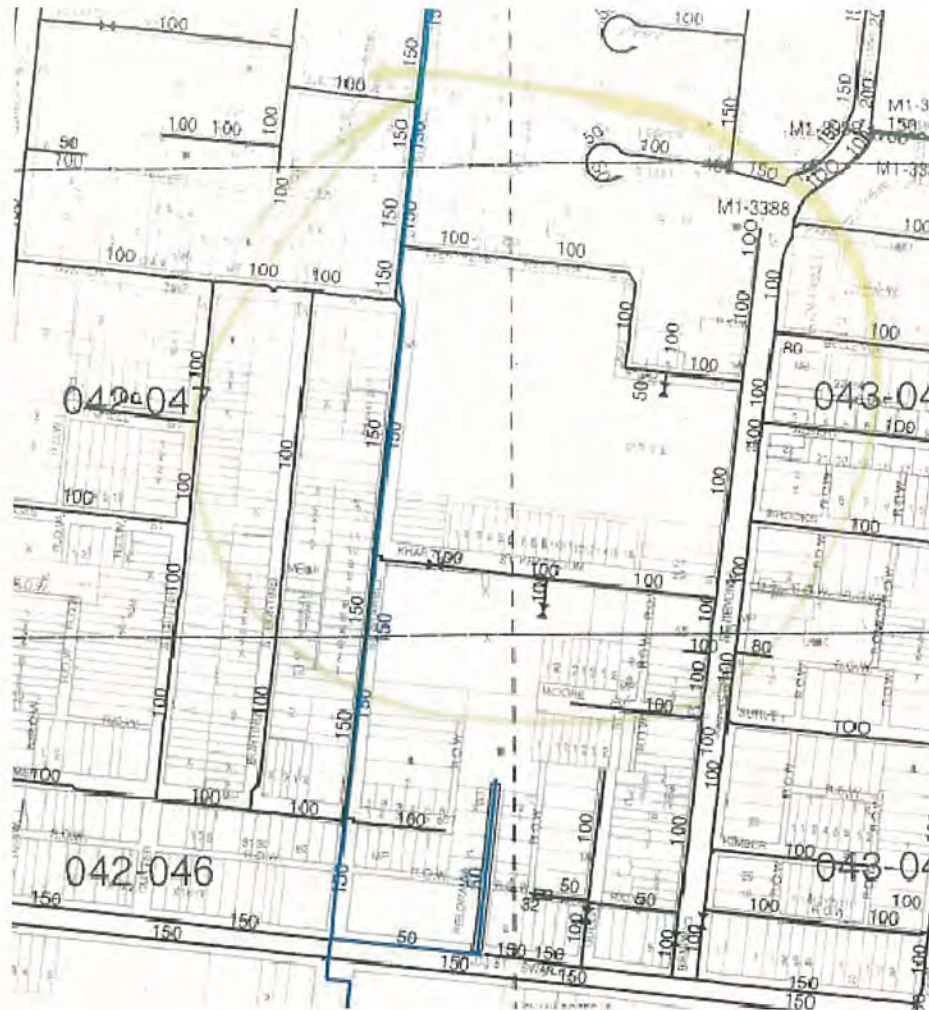
01/ EXISTING STORMWATER INFRASTRUCTURE



STORMWATER

The site has a relatively minor gradient predominately from northeast to southwest and a small area drains in a south-easterly direction towards Bendigo Street. External to the site, Council drains run in a north to south direction through both Stawell and Bendigo Streets. A detailed infrastructure survey of the surrounding drainage system indicates that the existing highly impervious site is managed by a 900mm diameter drain located within Stawell Street and a 375mm diameter drain is located in Bendigo Street.

02/ EXISTING GAS SERVICES



GAS

APA Group is the responsible authority for existing gas assets in the area. The site is surrounded by low pressure natural gas mains which is typical for the Richmond area and adequate for the townhouse and lower rise dwellings. The site is also served with a high pressure gas main in Stawell Street which could be utilised to service the high rise part of the development.

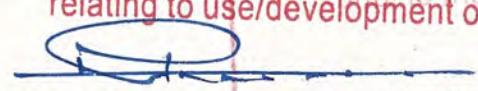
03/ EXISTING COMMUNICATIONS PLAN



COMMUNICATIONS

The communications network within the site is currently managed by Telstra with Optus assets shared on existing Citipower overhead power poles. Currently existing on the site are asbestos conduits and pits. Pits which are affected by driveways or new roads proposed within the development will be relocated.

PLANNING & ENVIRONMENT ACT 1987
YARRA PLANNING SCHEME
 Plan referred to in Permit No: DPO(S)
 relating to use/development of land.



For and on behalf of the Responsible Authority
 DATE 11/5/2012 PLAN 23 of 80
 This is NOT a Building Permit