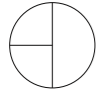


# 6 The Masterplan



## LEGEND

- NODAL TREES & PLANTERS**  
High profile sparse foliage species with minimal vista screening qualities planted into raised "Kerb Height" precast planters, selected colours  
Eg. Giant bamboo  
Cabbage Palms
- YARRA STREET TREES**  
Evergreen native species extending character of adjoining riparian environs (on axis) into Forrest Hill Precinct  
Eg. *Eucalyptus scoparia*
- CLAREMONT STREET / CLAREMONT ST (NORTH) TREES**  
Exotic, leafy deciduous/semi-deciduous trees providing summer shade and solar access in winter  
Eg. *Ulmus parvifolia*  
*Platanus orientalis* 'Digitata'
- DALY STREET / ALMEIDA CRESCENT TREES**  
Formal avenue of deciduous exotic species  
Eg. *Ulmus parvifolia*  
*Melia azedarach*

- DALY STREET PEDESTRIAN PRECINCT TREES**  
Informal copses forming backdrop for pedestrian nodal spaces and separation between spaces  
Eg. *Waterhousia floribunda*
- NODAL AREAS AND THRESHOLD PAVING**  
Alternating / contrasting panels of stone unit paving imparting a pedestrian oriented "shareway or plaza"
- GENERAL PAVING**  
Sawn bluestone or Precast unit pavers in selected colour and aggregate 1000 x 500mm. Incorporating panels of accent paving eg. contrasting colour granite setts.
- DALY STREET CRESCENT PAVING**  
Selected colour granite setts
- GRANITIC GRAVEL**
- LAWN**



**BICYCLE TRAIL**  
Investigate possible bicycle path connection with VicTrack to continue over bridge to Main Yarra Trail and Richmond/Cremorne Location of North/South regional bicycle link to be determined as part of a separate study

**VICTRACK LAND**  
Upgrade VicTrack land in conjunction with VicTrack as part of Yarra St Streetscape, including fencing, weed control and soft landscape

**BICYCLE LINKAGES**  
Formalise bicycle path and pedestrian linkages from Yarra Trails and Richmond/Cremorne to north Claremont Street

**WEST PEDESTRIAN LINK TERMINUS**  
Nodal Point treatment to include traffic calming  
Investigate new entry to South Yarra Station  
Investigate with VicTrack upgrade of heritage wall and associated fencing

**YARRA STREET**  
Two way traffic  
Widened footpath to east  
Parking - East side (No parking near intersection with Toorak Road)  
Trees between parking bays  
Investigate modifications to rail corridor retaining wall to accommodate cycle access opposite Melbourne High School.  
Reconstruct to new levels and finishes

**SOUTH YARRA STATION**  
Create new entry into South Yarra Station off Yarra Street

**South Yarra Station/ Train/Tram Interchange**

**CLAREMONT STREET (NORTH)**  
Pedestrian accessibility both sides  
Maximise pedestrian amenity to take advantage of solar access  
- create "promenade" to South  
Possible parking - North side  
Trees - maximise on South side  
One way traffic (possible two way further to consultation with Melbourne High School)

**PEDESTRIAN LINKAGES**  
Investigate pedestrian and bicycle connection and linkages to and through Melbourne High School, and in conjunction with the school.

**CLAREMONT STREET**  
Reconstruct roads and footpath to maximise pedestrian promenade to East side  
Minor footpath to East  
One way traffic (North bound)  
Parking - East side  
Formal avenue of trees

**CLAREMONT/EAST WEST PEDESTRIAN LINK PLAZA**  
Investigate building setbacks to form intimate public plaza  
Nodal treatment to include traffic calming and pedestrian priority

**LANEWAY PEDESTRIAN LINKS**  
Laneway link to be ramped and at grade throughout and open to the sky  
Active frontage to both sides of laneway for entire length  
Banded herringbone paving to centre laneway  
Ensure laneway access is clearly identified at all entries

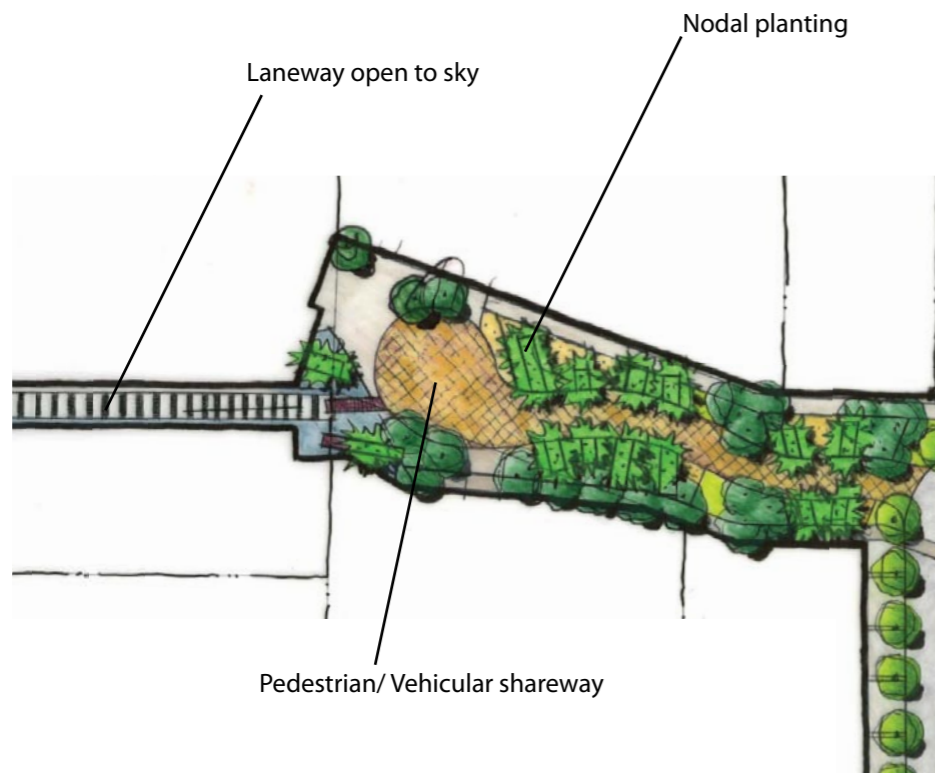
**FORREST HILL CENTRAL PLAZA**  
Pedestrian accessibility both sides  
Minimum road width for two way traffic (5.5m)  
In a pedestrian priority environment  
Granite set paving  
No parking  
Paving and soft landscape consistent with nodal point treatment

**DALY STREET / ALMEIDA CRESCENT**  
Pedestrian accessibility both sides  
One way access into Almeida Crescent (possible two way)  
At Chapel Street intersection, Daly Street includes one entry lane and two exit lanes  
Bitumen paving  
No parking  
Formal avenue of trees  
Investigate widening of Almeida Crescent (South side) in conjunction with redevelopment of Fun Factory site

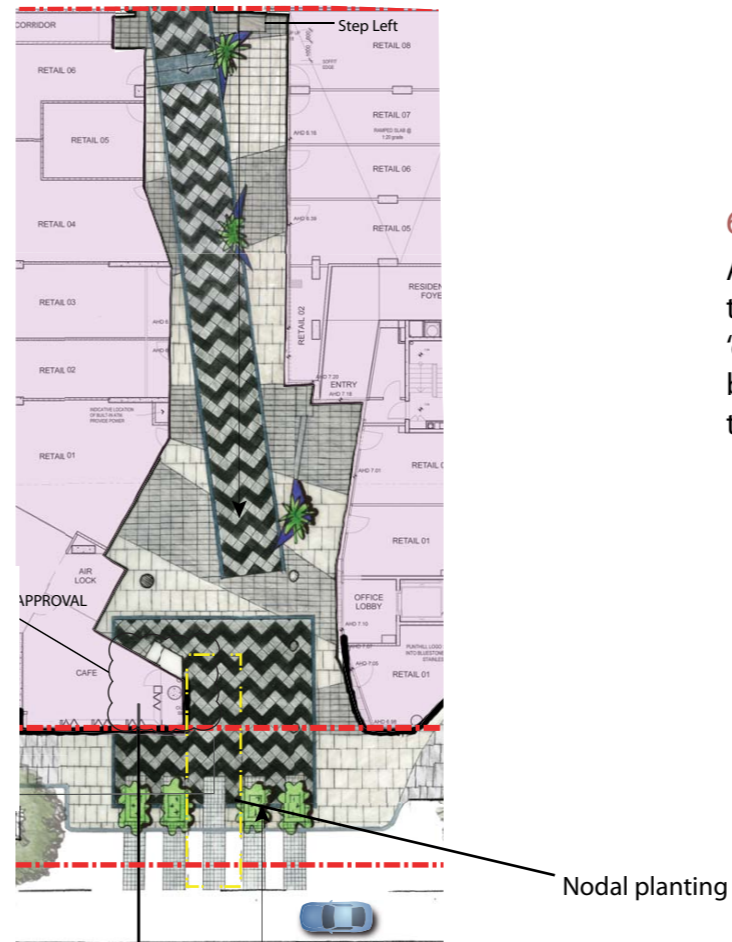
**Nodal Point treatment to include Traffic Calming**

\*Notes: All overhead power to be underground consideration should be given to flooding constraints in the precinct





⊕ Daly Street Piazza  
(West of Almeida Crescent)

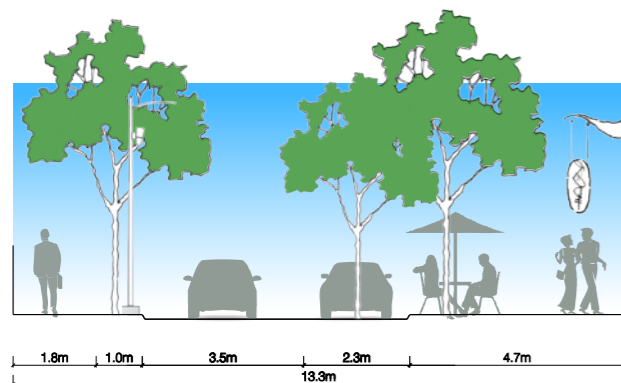


⊕ Laneway to Yarra Street Intersection

### 6.1 Preferred Masterplan

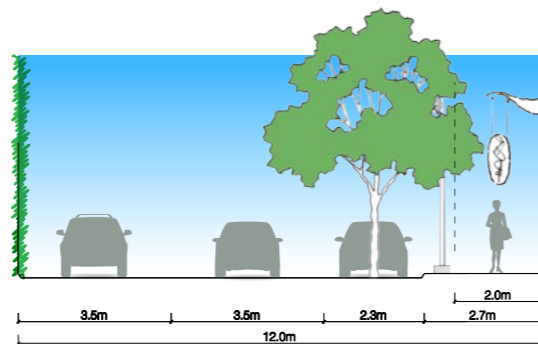
All stakeholder input was reviewed and incorporated into the development of a masterplan direction based on the 'contemporary unique' option. Once finalised this plan becomes the framework to develop a "style guide" and technical notes that which will specify;

- Hard landscape materials, paving, types and patterns, kerbs and channels, steps, retaining walls, handrails balusters etc.
- Soft landscape materials – tree, shrub and groundcover species, tree protection devices tree grates etc.
- Urban furniture – seats, benches, bollards, bins, drinking fountains, park meters, lightposts, signage supports, floral displays, bicycle racks and scooter stations
- Signage and graphics
- Public art overlays
- A broad approach to materials and furniture is described under 6.2



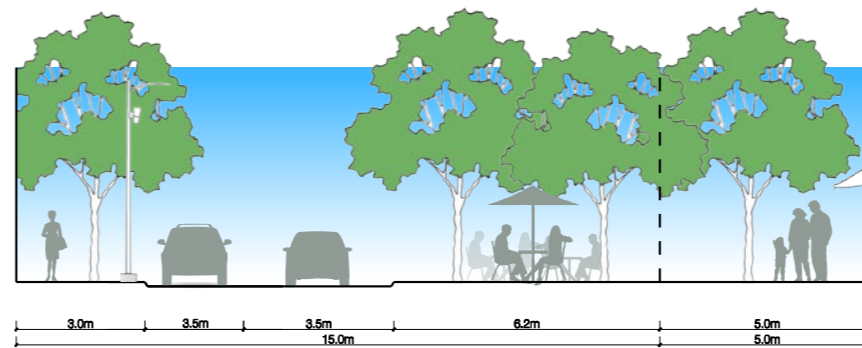
⊕ CLAREMONT STREET

- Pedestrian accessibility both sides
- Maximise pedestrian amenity
- East side to take advantage of solar access - create "promenade"
- One way traffic
- Parking - East side
- Formal avenue of trees



⊕ YARRA STREET

- Two way traffic
- Parking - East side
- Trees between parking bays
- 'Green Wall' to existing station wall



⊕ DALY STREET (WEST)

- Pedestrian circulation both sides, maximise pedestrian amenity south side to exploit solar access
- Two way traffic, no street parking
- Nodal Planting as central green to Forrest Hill Precinct





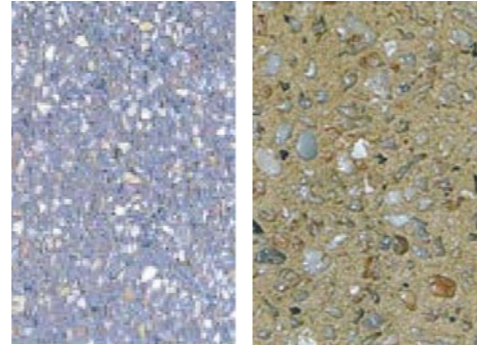
Epoxy bonded gravel



Precast unit pavers with variation in colour



Timber Decking



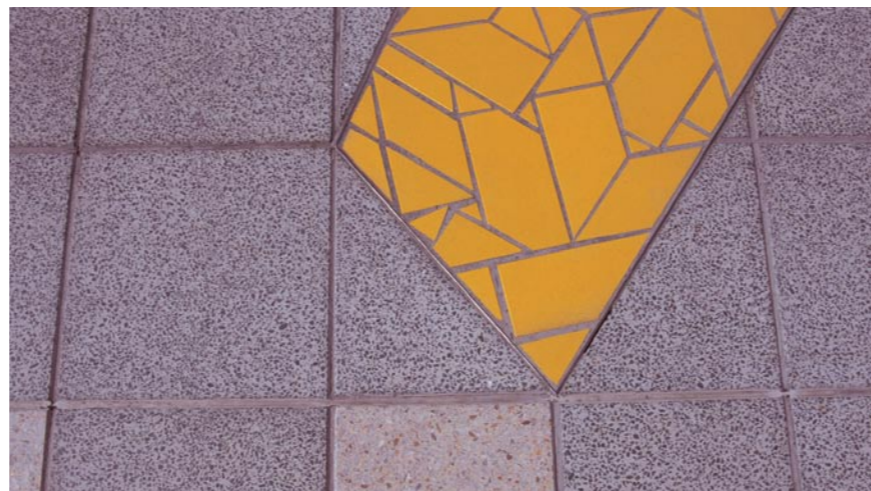
Exposed aggregate coloured concrete



Precast unit pavers with sandblasted finish in stretcher bond pattern as used in New Quay East (uniform colour)



Granite



Precast unit paving

## 6.2 Preliminary Materials List

The following guide has been developed for the range of current projects under construction with completion likely prior to any style guide preparation.

### 6.2.1 Background

The development of arcade concepts as part of the commercial developments at 5 – 7 Yarra Street, and adjacent at Claremont Street, is occurring in parallel to the on going City of Stonnington initiative of developing public realm upgrade concepts for the Forrest Hill Precinct, South Yarra.

The desire for authentic ‘public realm’ pedestrian links by way of arcades and lanes as part of the Precinct’s redevelopment has been acknowledged (as desirable) at stakeholder level.

The impending construction of public realm footpaths and arcades and part of the 5 – 7 Yarra Street development has highlighted the opportunity to implement public realm upgrades as part of these developments. To this end, City of Stonnington needs to initiate an approvals process and a selection of all proposed materials, paving, kerbs, plant sections, lighting and signage – for the purposes of adoption by the above developments and incorporating into their projects where footpaths, streetscapes, kerbs and landscape is specified.

### 6.2.2 Context

The Forrest Hill Precinct, South Yarra urban design proposals to date have been communicated to the stakeholders, with general feedback favouring the more “contemporary/unique” options prepared by Tract on behalf of the City of Stonnington in the course of the study.

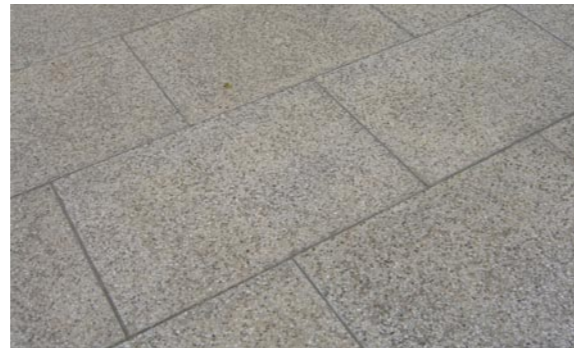
Ground plane treatments at nodal points as part of this concept were characterised by bold graphic paved “piazza” type elements at footpath level, and extending across vehicular carriageways.

Urban design upgrades other than at nodal points are intended as high quality “cost effective” solutions, within the principle of creating a point of difference in the Forrest Hill Precinct, South Yarra.





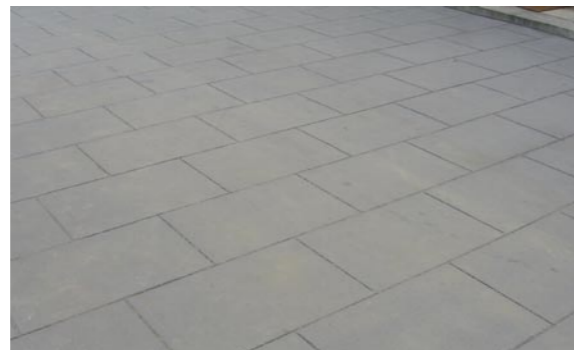
Bluestone Steps



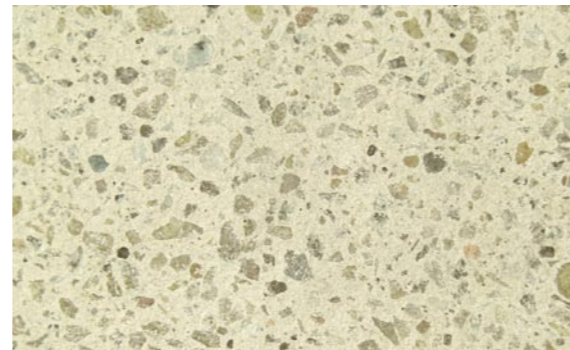
Precast unit paving (Type 1)



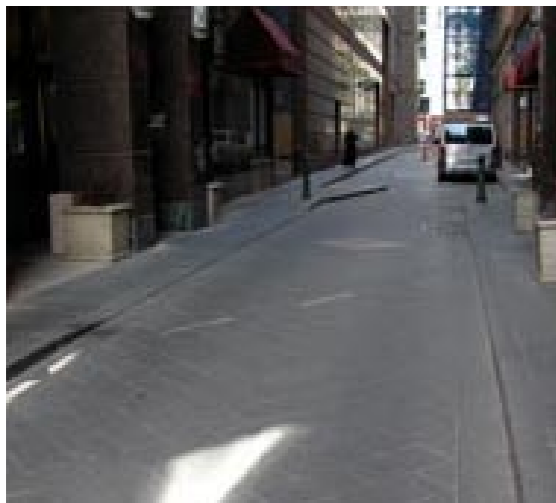
Unit paving pattern



Scribed, coloured insitu concrete



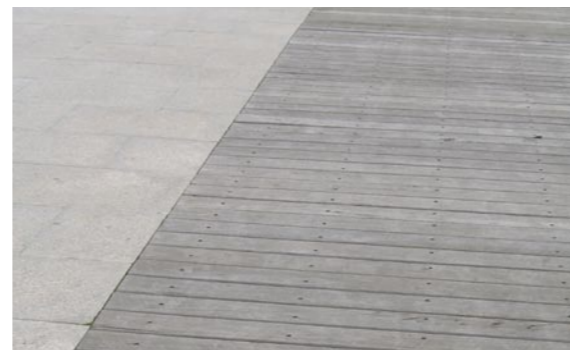
Coloured exposed aggregate concrete



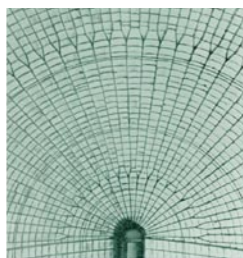
Indicative Little Street - Bluestone Paving with Lane to Street transition.



Granitic sand & unit paving pattern



Timber decking detail



Public Art Overlay



### 6.2.3 Proposed Materials

#### Nodal areas and threshold paving

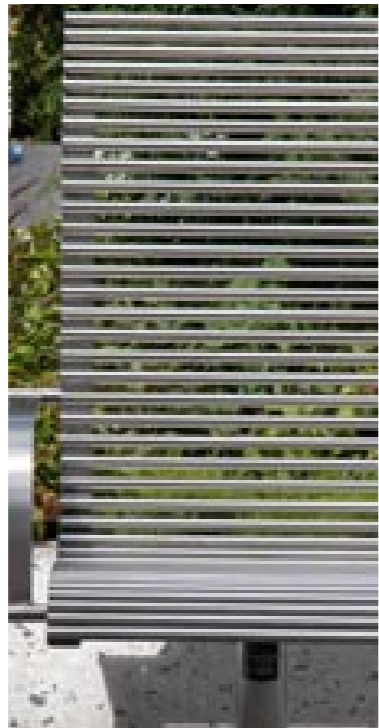
Alternating/contrasting panels of stone unit paving and vehicular traffic, whilst imparting a pedestrian oriented "share way or plaza"

- Nodal Paving, Type 1, light banding
- Unit paved exfoliated Australian granite "sets" or tiles in 'chevron' style pattern or herringbone pattern, as agreed, to withstand traffic movement (harcourt granite or equivalent).
- Nodal paving, Type 2, dark banding
- Similar to above, but black granite paving (Imperial black or "Calca" equivalent)
- Nodal Paving, Type 3, general paving
- 1000 x 500mm precast unit paving in selected colour and aggregate, with honed finish. Running bond pattern (urbanstone or equivalent)
- Kerbs/Channel
- Selected colour precast kerb stones with selected aggregate, generally 1000x200x300mm with corners curved (alternative is Sawn Bluestone)
- Stairs
- Similar kerb, solid section to treads and risers
- Replacement materials/ availability a key issue
- Locally sourced materials to be used





SS Bencha Chair



SS Single Chair



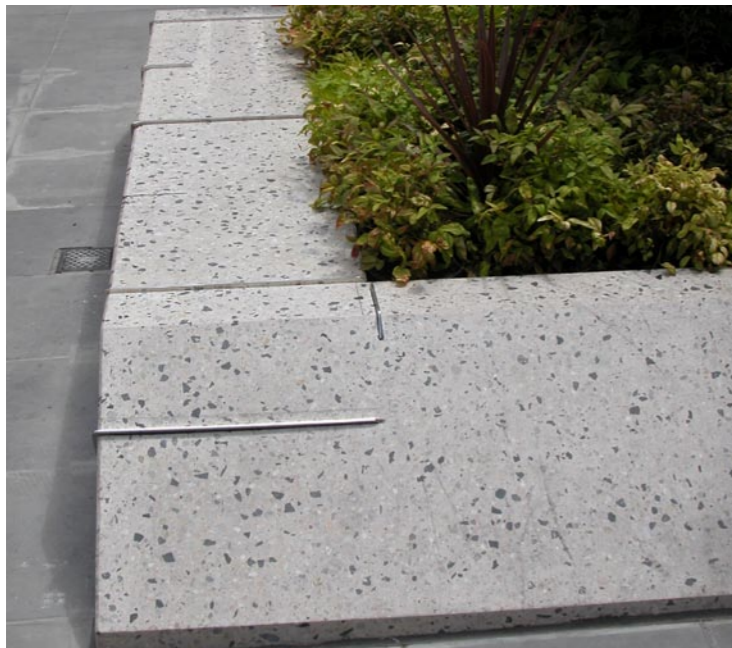
Timber battens on precast concrete base



Insitu concrete steel wall with timber



Contemporary Light Fittings



Reconstructed Concrete Planters



Steel

#### 6.2.4 Street Furniture

Custom designed, contemporary benches and seats, (potentially as urban sculpture) bollards, drinking fountains, lights, bins, banners and handrails. Powder coated steel and timber.

#### 6.2.5 Sundry Public Realms Items

##### Bollards

Customised design fabricated steel with appropriate sealed coating, selected colour and texture.

##### Nodal Planters

Raised "low height" precast, selected colours (white), aggregates and honed finish.

##### Lighting

Contemporary suite of streetlighting with hierarchy commensurate with urban spaces (nodal points, entries, plazas, streetscapes)





Ginkgo

Casuarina

MCC Planter Boxes (Modular)

### 6.2.6 Soft Landscape Approach

#### Nodal Tree Species

High profile, sparse foliage with minimal vista screening qualities i.e.; Giant Bamboo, Cabbage Palms.

#### General Tree Species

Medium to Large with generous canopy and clean trunks in formal avenues to form a 'green' avenue. Indicative species selected for individual streets are as follows:

- Claremont Street - Clean trunk, deciduous exotic as a reference to the history and culture of the area .eg. Chinese Elms.
- Daly Street - Drought tolerant with related Australian feel, eg. Eucalypts species.
- Yarra Street - Suitable tree species eg
  - Angophora Costata
  - Eucalyptus species
  - Giant Bamboo at Nodal Point
- Claremont Street - suitable deciduous trees eg
  - Upright Chinese Elm, Pin Oaks or English Oaks
  - Upright Tulip Tree
- Daly Street
  - Eucalyptus species, Casuarina species
  - Giant Bamboo

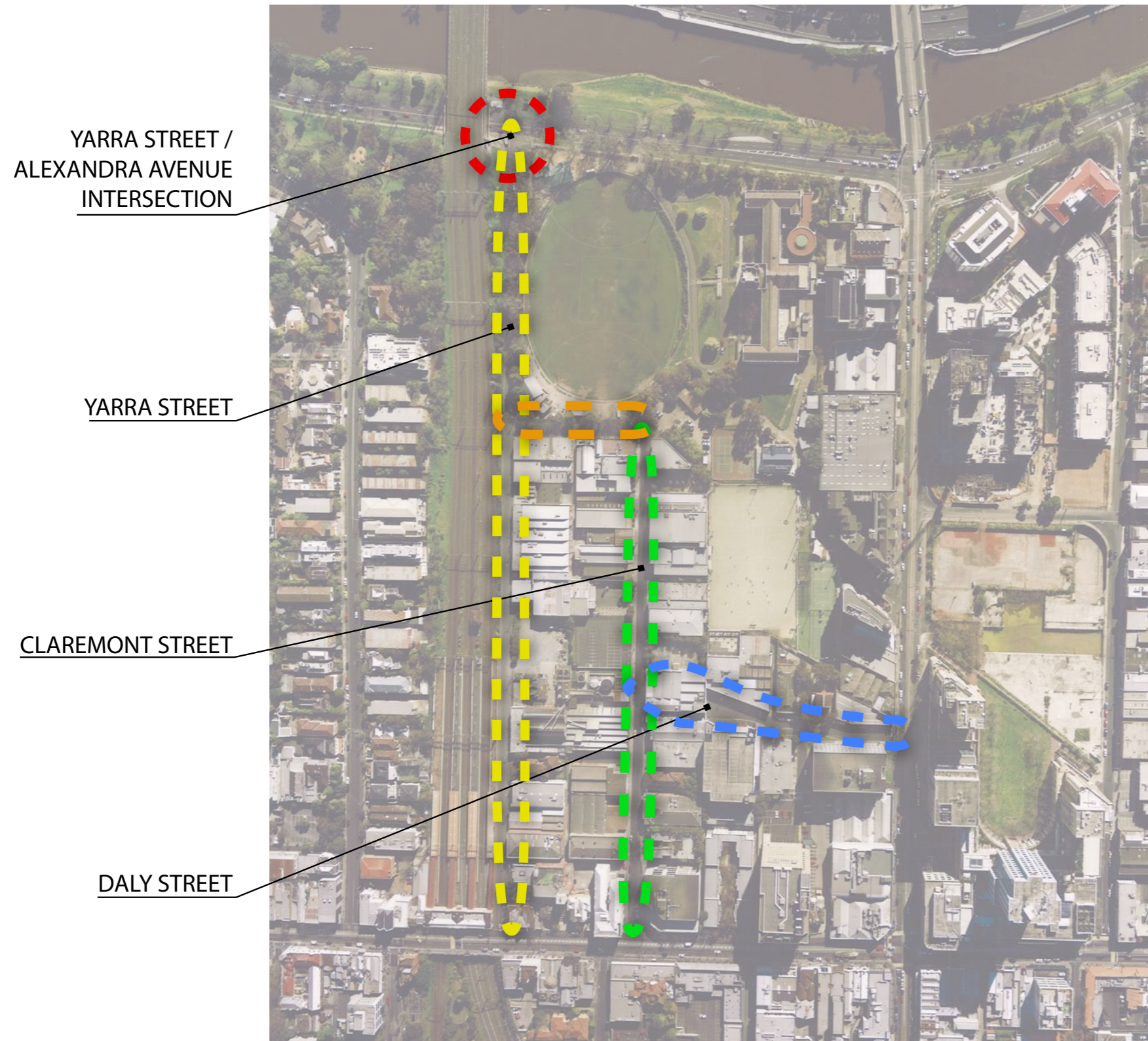
#### Generally

- Trees need to be planted incorporating Water Sensitive Urban Design (WSUD) initiatives (Melb Water recommendations).
- Trees need to be ordered as soon as a species is selected to ensure good stock is purchased and treated according to WSUD practices.
- Trees need to have clean trunks and to be large enough to cope with location in high density, vandal prone area.



## 7 Works Summary and Indicative Breakdown

(As of November 2007)



### Yarra Street South (Toorak Road to east-west link)

- All streetscape improvements including feature paving, trees, soft works, furniture, lighting and other
- Road widening, new kerbs and parking works
- Footpath extension on east side of Yarra Street
- Bitumen strip reconstruction

Option 1	Indicative cost: \$220,000
Option 2	Indicative cost: \$260,000

### Yarra Street - east-west node point/feature

- Footpath renewal works
- All streetscape improvements including feature paving, trees, soft works, furniture, lighting and other

Option 1	Indicative cost: \$150,000
Option 2	Indicative cost: \$310,000

### Yarra Street North (East-west link to Alexandra Ave)

- All streetscape improvements including feature paving, trees, soft works, furniture, lighting and other
- Road widening, new kerbs and parking works
- Footpath extension on east side of Yarra Street
- Bitumen strip reconstruction

Option 1	Indicative cost: \$650,000
Option 2	Indicative cost: \$985,000

### Claremont Street South (Toorak Road to east-west link)

- All streetscape improvements including feature paving, trees, soft works, furniture and other
- Bitumen strip reconstruction

Option 1	Indicative cost: \$345,000
Option 2	Indicative cost: \$450,000

### Claremont Street - east-west node point/feature

- Footpath renewal works
- All streetscape improvements including feature paving, trees, soft works, furniture, lighting and other

Option 1	Indicative cost: \$150,000
Option 2	Indicative cost: \$310,000

### Claremont Street North

- All streetscape improvements including feature paving, trees, soft works, furniture and other
- Bitumen strip reconstruction

Option 1	Indicative cost: \$225,000
Option 2	Indicative cost: \$300,000

### Daly Street

- All streetscape improvements including feature paving, trees, soft works, furniture, lighting and other
- Node feature and Chapel Street/Daly Street threshold treatment
- Coloured exposed aggregate shared carriageway (Almeida Cres to private land to west)
- Bitumen strip reconstruction

Option 1	Indicative cost: \$650,000
Option 2	Indicative cost: \$677,000

### Traffic Signals

- Signalise Yarra Street/Alexandra Avenue Intersection

Indicative cost: \$500,000 (as of Nov 07)

### Undergrounding of power

- Undergrounding of power in the whole precinct, including electrician connection costs

Yarra Street and Claremont Street North	\$680,000
Claremont Street	\$99,000
Daly Street	\$250,000

\*Note: Costs are indicative only and prepared for the purposes of a consultation meeting

## 8 Implementation

Implementation of all public realm improvement to a higher quality is subject to the support and implementation of a development contribution scheme/s to fund the required Council capital works and through agreements with developers.

A suggested programme includes (but is not limited to) the following:

- Endorsement of masterplan by Council subject to the development of a future development contribution scheme/s
- Preparation of a style guide
- Implementation of a pilot project - Yarra Street node point by developer
- Development and implementation of a development contribution scheme/s
- Staging, design and costing of a works programme
- Council adoption of a capital works programming