



Prepared by
Tract Consultants Pty Ltd
With Brand Positioning and Communications Strategy
by Emery Studio

For City of Stonnington

October 2008

Forrest Hill Precinct, South Yarra

Public Realm/Streetscape
Masterplan

emerystudio

Tract
Landscape Architects
Urban Designers
Town Planners



— City of —
STONNINGTON

Acknowledgements

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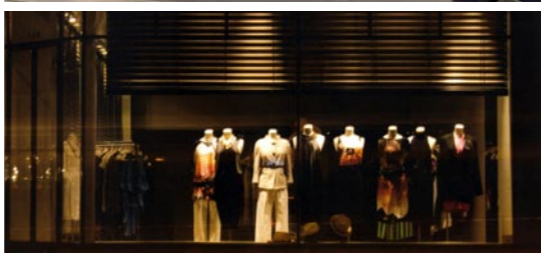
Tract Consultants - Mike Stokes

Thank you to all Councillors and Council staff who have participated in workshop and meetings, and provided feedback on the project.

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1 Introduction

1.1 Overview

South Yarra's once hidden industrial area, known as the Forrest Hill Precinct, is undergoing an extraordinary transformation into a mini cosmopolitan city.

Generally known as the mecca of food and fashion in Melbourne, South Yarra is abundant with European style and charm and a place where many of Melbourne's top restaurants and retail fashion houses call home.

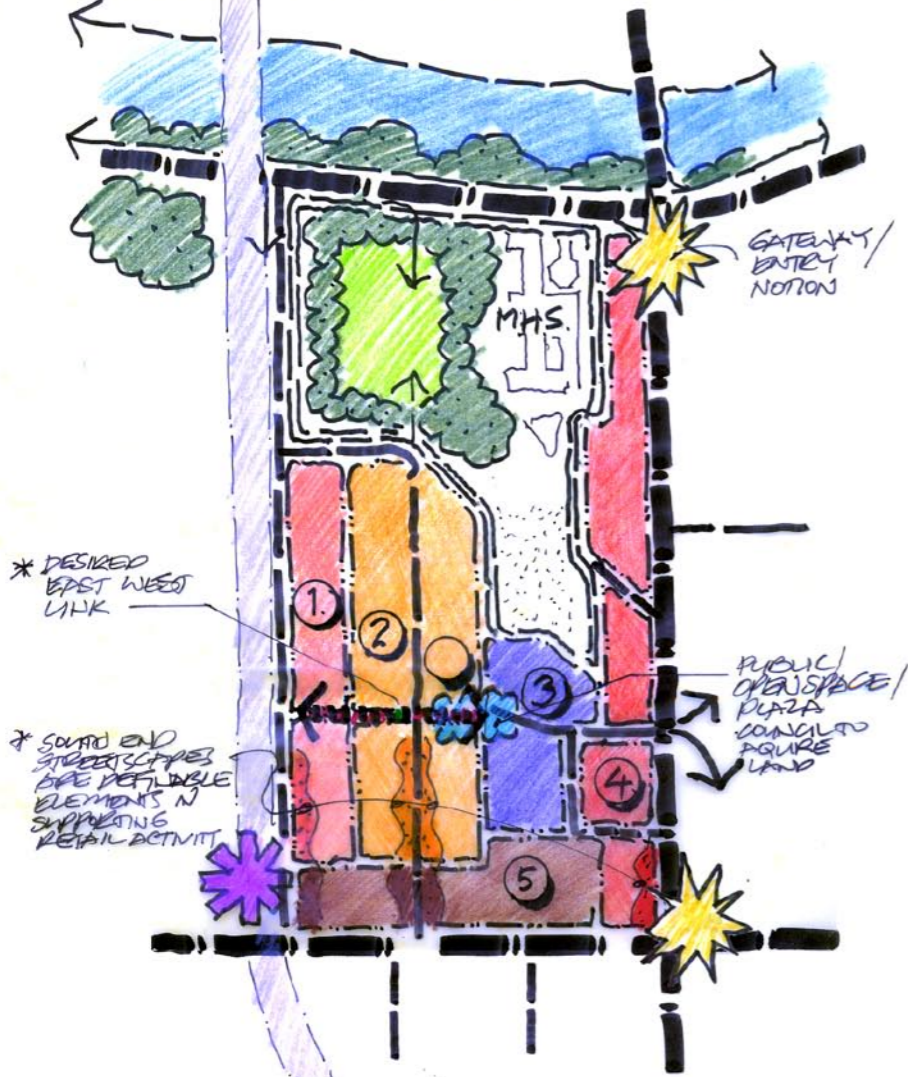
In a new initiative to expand this dynamic inner city suburb, a group of esteemed developers are transforming the precinct to provide a modern urban escape for residents and visitors to the area.

City of Stonnington has recognised this trend and intends to lead the process by formalising a vision for the precinct.

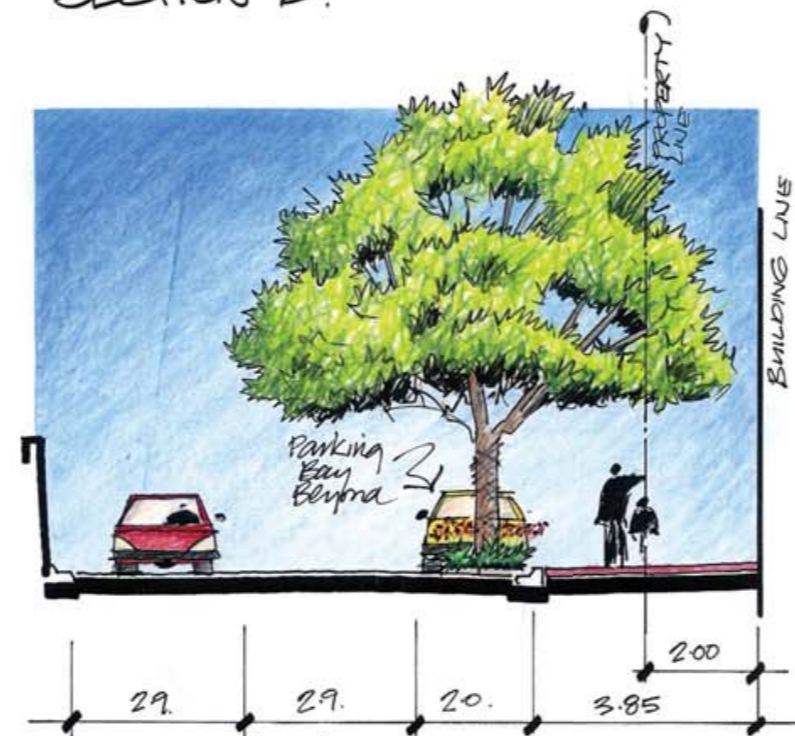
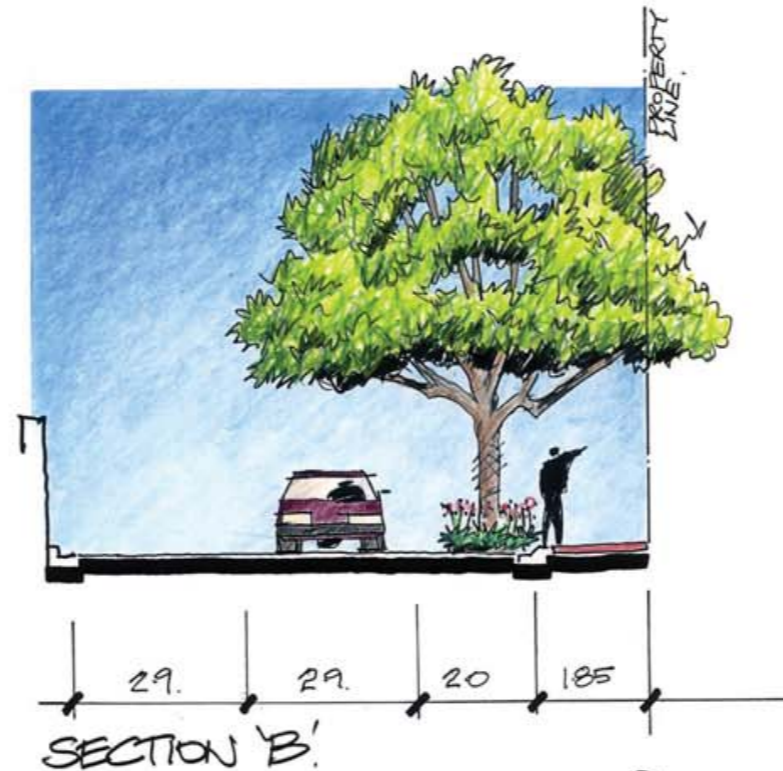
Emerystudio "defining" the Precinct June 2007

KEY PRINCIPLES:

- DEVELOP AS 'URBAN VILLAGE', A DISCRETE BUT INTERRELATED PART OF OVERALL PRINCIPAL ACTIVITY CENTER
- ADOPT USES THAT COMPLEMENT, RATHER THAN COMPETE
- HIGHER DENSITY PRECINCT: PEDESTRIAN FRIENDLY THEMES/CHARACTERISTICS CONTEMPORARY & INNOVATIVE
- PUBLIC REALM TO BE 'CONSISTANT' OVER FOREST HILL
- SAFE ATTRACTIVE STREETSCAPES, CONNECTIVITY & PERMEABILITY



1. YARRA ST PRECINCT. ± 20 STOREY.
 TAKE ADVANTAGE OF PROXIMITY TO STATION.
 SAFE WELL DEFINED PEDESTRIAN ENVIRONMENT.
 SAFE EAST WEST LINKAGE.
2. CLAREMONT PRECINCT.
 TAKE ADVANTAGE OF PROXIMITY TO STATION.
 PEDESTRIAN FRIENDLY CHARACTER.
 CONNECTIVITY AT MID BLOCK - NOTE OPEN SPACE PLAZA.
 VARIETY OF SETBACKS.
3. DAIRY ST. ± 8 STOREY.
 RESPECT HERITAGE OF STREETS - ADVANTAGE OF PROXIMITY STATION.
 ACTIVE ET FRONTAGES.
 SAFE PED CONNECTIVITY THROUGH CAR PARK TO CLAREMONT.
4. WEST SIDE CHAPEL. ± 13 STOREY.
 HIGH QUALITY PED ENVIRONMENT AT STREET LEVEL AS PART OF NEW DEVELOPMENT. NOTE BUS 2 ZONE NORTH OF RUMERVA - LARGER RETAIL FORMAT & COMMERCIAL.
5. TOORAK ROAD. ± 7 STOREY.
 HIGH QUALITY PED ENVIRONMENT TO SUPPORT RETAIL.
 CONSIDER HORTICULTURE.



Yarra Street sections

1.2 Background

The existing Forrest Hill Precinct of South Yarra, accommodates a mix of land uses. These includes office, industry (service industry), retail, entertainment, residential and education uses. The Precinct is adjacent to the South Yarra train station.

The Precinct includes a number of sites where redevelopment is imminent, and as such is undergoing substantial change, with office, residential and mixed use replacing the former industrial landscape. This opportunity has been recognised by developers who have submitted applications for apartment residential, office and retail developments, and this trend is set to increase.

The likely future level of redevelopment in the Precinct will necessitate Council undertaking public realm and infrastructure works to ensure an appropriate sense of place and consistent urban character is developed together with an effective and safe functionality in the area.

Council has prepared a structure plan for the Forrest Hill Precinct, South Yarra, which in part calls for a new public open space and an east-west pedestrian link, and streetscape improvements.

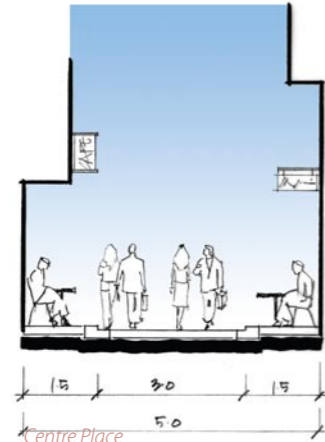
Tract Consultants, urban designers and landscape architects were commissioned by a private developer to develop public realm designs of arcade links as part of the mixed use commercial redevelopment of the site. Tract researched and summarised the Council structure plan as it relates to the public realm/open space upgrade of Forrest Hill Precinct, South Yarra, in order to inform the detailed designs proposals.

A subsequent presentation to Stonnington officials (Mayor, CEO and departmental managers) highlighted major opportunities for public realm upgrade as part of individual development proposals for a number of sites then at development application stage.

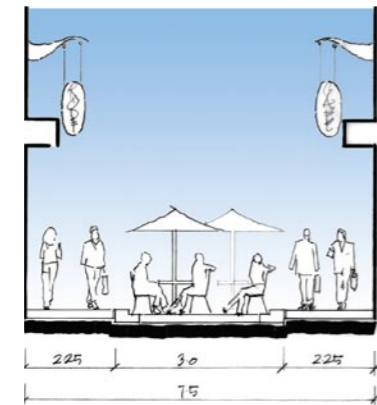
Council subsequently commissioned Tract Consultants in 2005 to initiate a process toward formalising a 'vision' for the development of the public realm of the future Forrest Hill, South Yarra, as an overall precinct open space master plan.



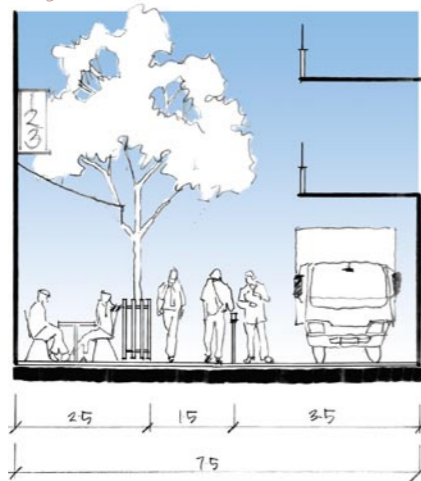
Block Place



Centre Place



Degraes Street



Hardware Lane



Arcade laneway precedence study by Tract on behalf of private developer

1.3 Study Purpose

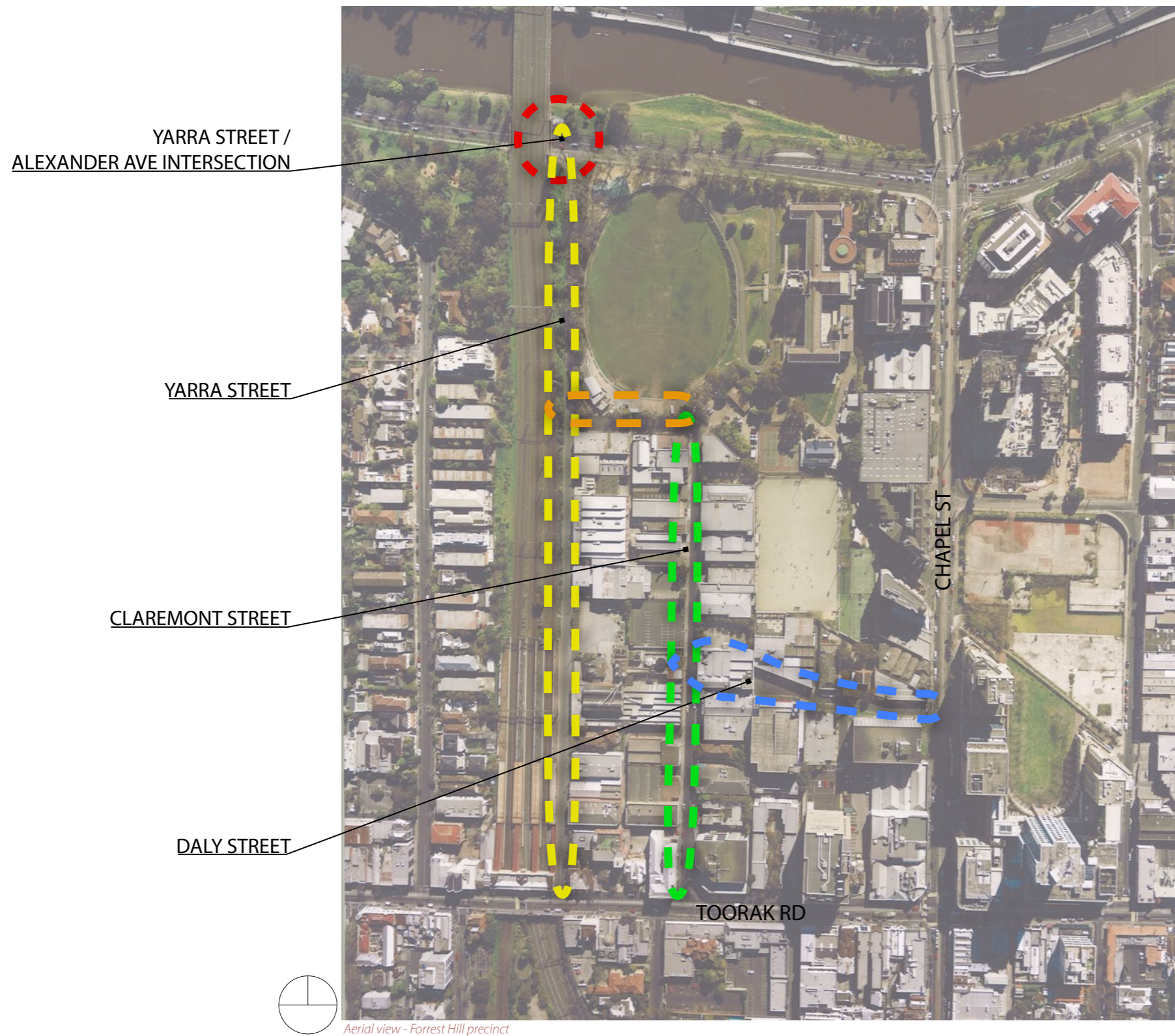
The Forrest Hill Precinct, South Yarra masterplan process is intended;

- To involve and seek community stakeholder support and ownership of open space public realm design concepts.
- To assist the City of Stonnington in formulating an appropriate vision for the Forrest Hill Precinct, South Yarra as a cosmopolitan and vibrant mixed use precinct particularly as reflected in the public realm themes and characters.
- To provide the City of Stonnington with an informed public realm design direction on which to base detailed designs, style guides on which to assess development proposals as part of the precinct redevelopment, particularly as they may affect the public realm generally.
- To assist and aid the development of an appropriate development contribution scheme for the area.
- To assist in gaining State Government funding grants for the area.

1.4 The Study Area

Refer Section 2 Page 6 for the aerial plan details. The main public realm opportunities within the precinct include

- Yarra Street
- Claremont Street
- Daly Street/Almeida Crescent, including open spaces.



Aerial view - Forrest Hill precinct

2 Site Appreciation

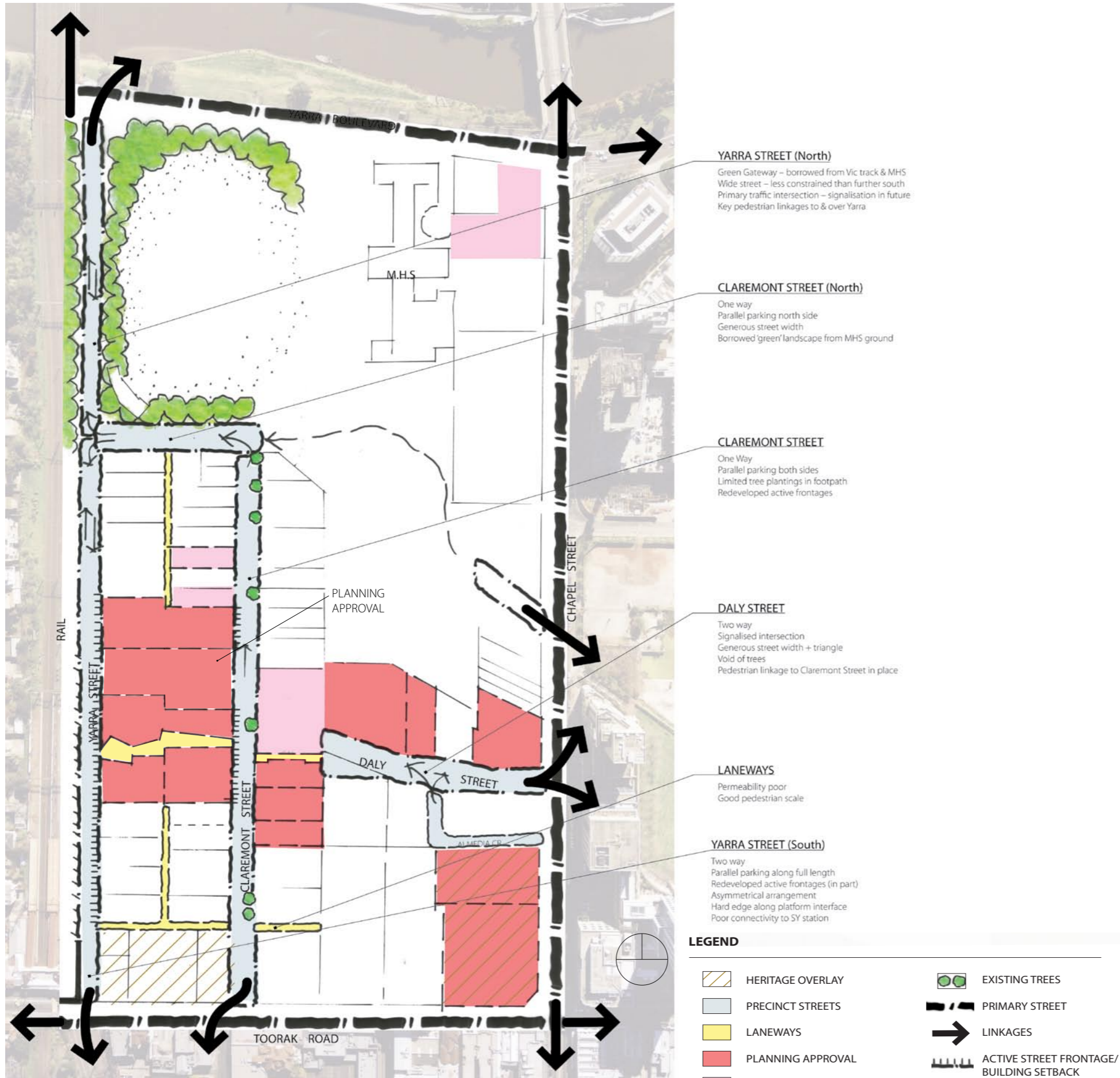
2.1 Site Attributes

The Forrest Hill precinct, South Yarra, is strategically located on the West side of Chapel St, at the Northern gateway into the City of Stonnington (South Yarra) and is bound by Chapel Street, Toorak Road, the railway line and Alexandra Avenue.

The site falls moderately to the Yarra River to the north providing excellent vistas into the site from Toorak Road whilst optimising solar penetration, and providing relatively flat grades to any east west connections.

The existing building stock is mostly industrial early to mid 20th century. The land subdivision pattern, is typical of the era and is configured as a north south orthogonal street grid of around 14 m to 17 m road reservations. Situated in the North Ward of Stonnington, any precinct redevelopment must consider the contextual relationship with the wide ranging neighbourhood retail precedents of Stonnington, including Toorak Village, Chapel Street (South Yarra and Prahran) High Street, Armadale and the Commercial Road precinct.

The current street layout provides spatially challenged footpaths and open spaces – however offers the wonderful opportunity of a Melbourne “laneway” style of connected and permeable pedestrian focused public realm.



Site Analysis

2.2 Circulation Patterns

The existing vehicular circulation pattern is mostly two way, with a one way situation northward in Claremont Street and westward in Almeida Crescent.

Pedestrian circulation is typified by standard footpaths to all roads, with limited informal access through Melbourne High School

No formal dedicated cycling pathway(s) have been established, however potential exists for a connection to the Yarra trail existing on both sides of the Yarra, as part of the existing Cremorne rail bridge.

2.3 Heritage Overlay

Apart from a relatively small section of the precinct at the South West corner in Toorak Road and Melbourne High School site, the remainder of the precinct has no heritage restrictions that would unduly restrict an innovative public realm development

2.4 Streetscapes

The industrial character and minimal road reservation width has largely resisted the inclusion of street tree plantings. The exceptions are

- 1) Claremont Street, with its wider reservation has a few ad hoc plantings of Ash ranging in various states of health and form.
- 2) Yarra Street at the northern end is strongly influenced by the exotic, mature Elms around the perimeter of Melbourne High School, as well as the native backdrop to the west of the railway easement.

2.5 Proposed Urban Renewal

A significant portion of the precinct is subject to imminent redevelopment, with planning approval issued or pending.

It is significant to note a concentration of imminent development sites correspond with the east west Daly Street Link (refer diagram) which suggests an obvious first stage public realm upgrade.

2.6 Summary

The impending redevelopment of over 30% of the Forrest Hill Precinct, South Yarra, combined with (unusually) minimal constraints of heritage and tree planting present a “clean canvas” opportunity to develop an innovative and comprehensive public realm, providing an urban renewal precinct character unique to Melbourne.

3 Design Definition

3.1 Precinct Positioning

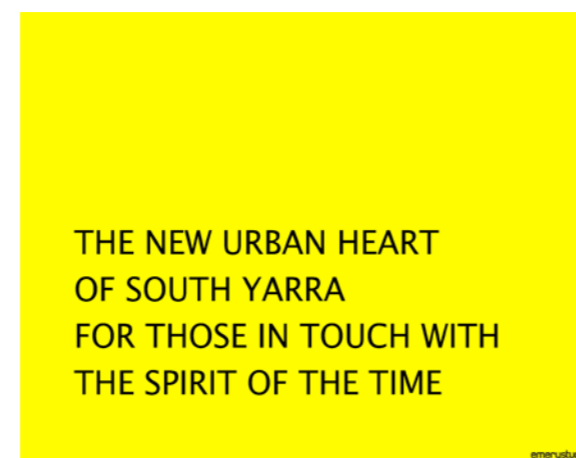
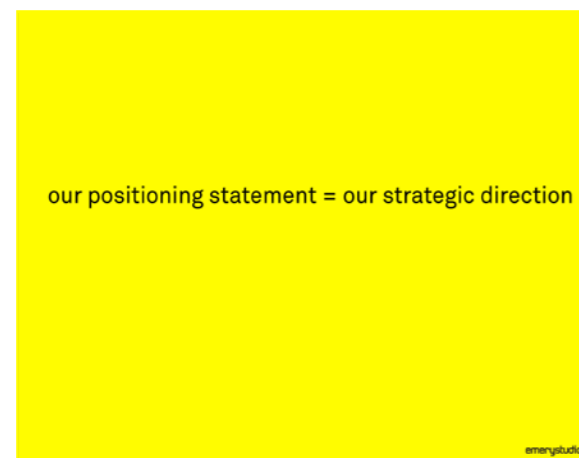
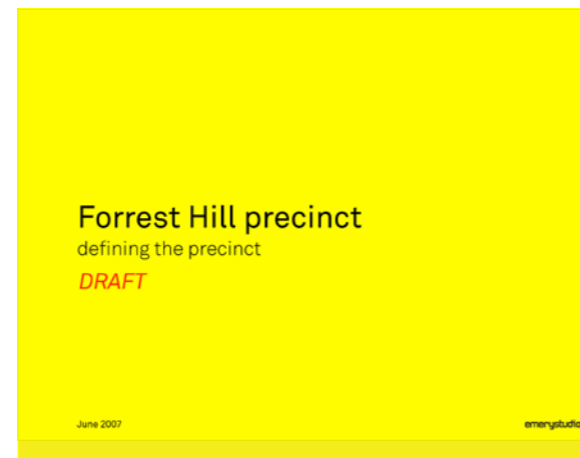
A "Positioning Workshop" with precinct stakeholders including key Stonnington Council officers was facilitated by Emery Studio in March 2007. The purpose of the Workshop was to agree to an overarching "position" for the Forrest Hill Precinct, South Yarra, by identifying a set of values and principles which will be the single unifying platform for informing all design and marketing for future development, both public sector and private.

Issues "workshopped" as a group included;

- Agree brand positioning and naming strategy for the precinct
- Identify target audiences and their needs
- Define the 'glue' that binds the precinct together as a destination
- Define urban/ customer experience
- Define precinct wide design principles/ design language of urban elements.
- Define the scale of the place (urban, regional, local, human)

The primary target audience was defined under the various product offerings as:

- mixed use (residential/office)
- mature, successful (baby boomer investors)
- young professionals
- X and Y gen "itinerants"
- Serviced apartments/accommodation
- Interstate, international and local business
- Boutique short stay accommodation





Thematic Public Realm Benchmarks toward a 'contemporary' theme and character.

3.1 Precinct Positioning (continued)

The target demographic is defined as

- Intelligent and smart
- Inspirational
- Attracted to finesse, excellence in design; and
- Savvy

Their needs and wants from a "place" include ;

- 'wow' factor
- Diverse mix of activities
- Contemporary environment
- South Yarra location
- Lifestyle; more informal way of doing business
- Bringing together business and lifestyle
- Convenience (transport, supermarkets, markets)
- Blue chip value
- Amenity
- Shopping: the retail experience
- Cultural activities such as galleries and theatres
- Recreation: Yarra River, Botanic Gardens, gyms, health clubs, bicycle paths
- Balance of day / night activity
- Of the time

3.2 Strengths/ Weaknesses

What are the strengths of the precinct?

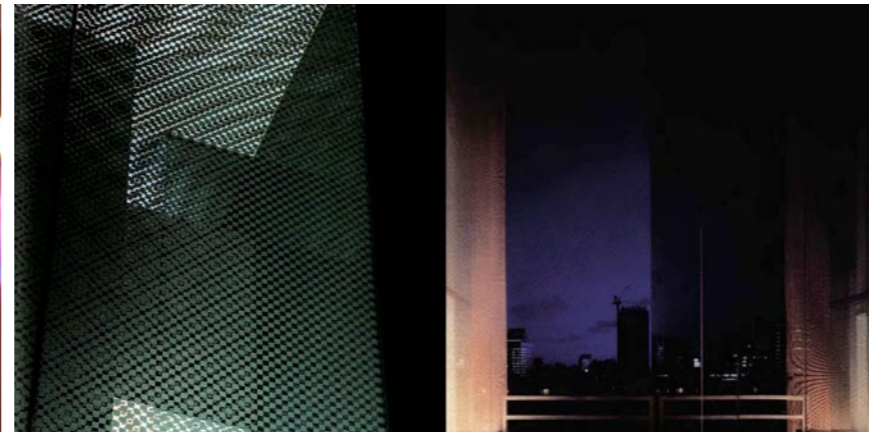
- South Yarra location
- Diverse trendy scene
- Individuality and diverse design character
- Transport connections
- Easy access to sports precinct
- Design quality
- New precinct
- Affordable
- Intimate scale
- The character of the retail mix and the influence of Duttons

What are the weaknesses of the precinct?

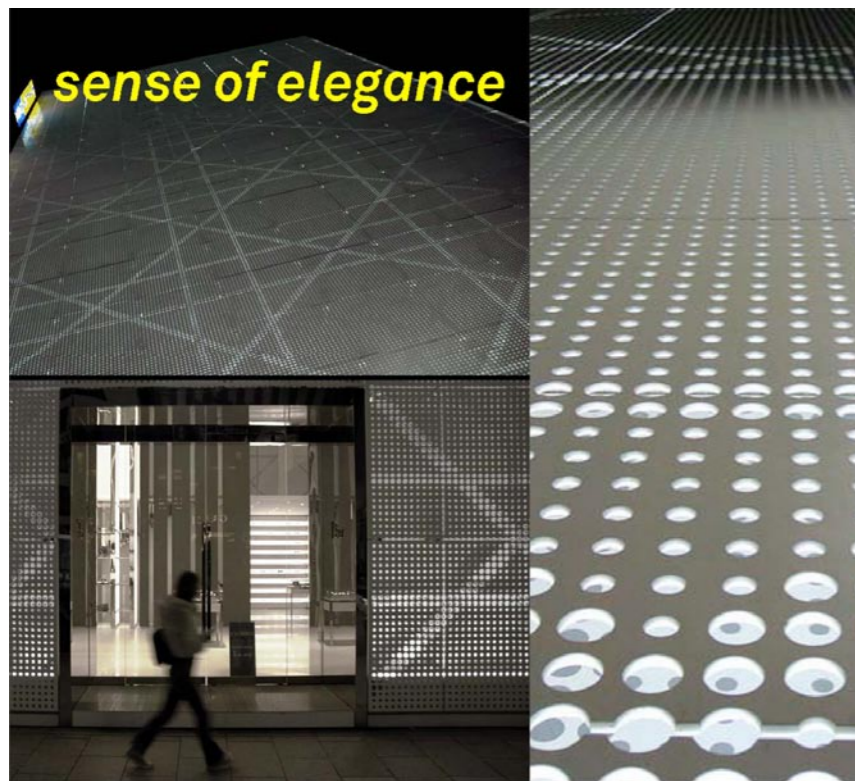
- Overlooking railway line
- Potential graffiti
- Vehicle traffic; getting in and out of precinct
- Limited parking
- Residential offer in a precinct with an industrial character
- Difficult vehicular traffic entries to the precinct
- Connectivity / adjacencies
- A lack of character in the early marketing phase
- Negative presence of factory outlets



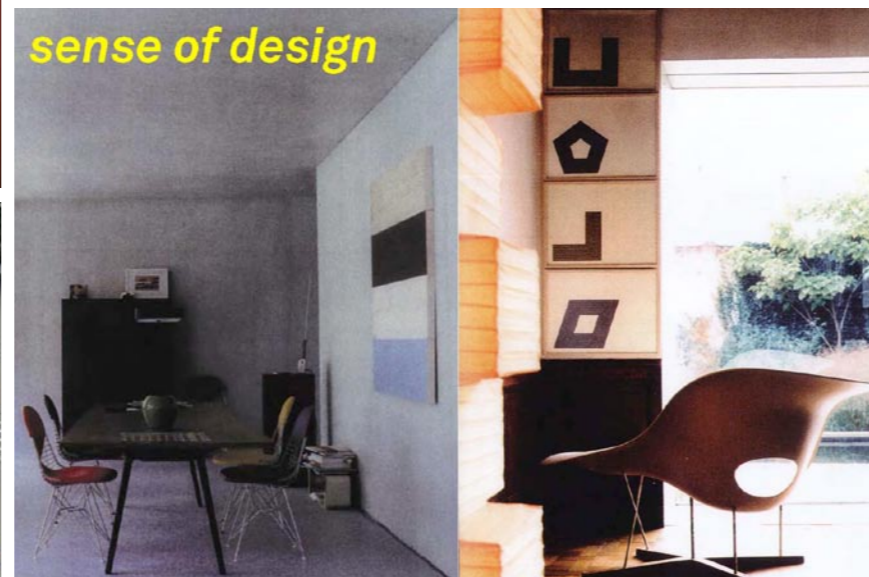
a sense of community



sense of design



sense of elegance



3.3 Competitive Advantage of Precinct

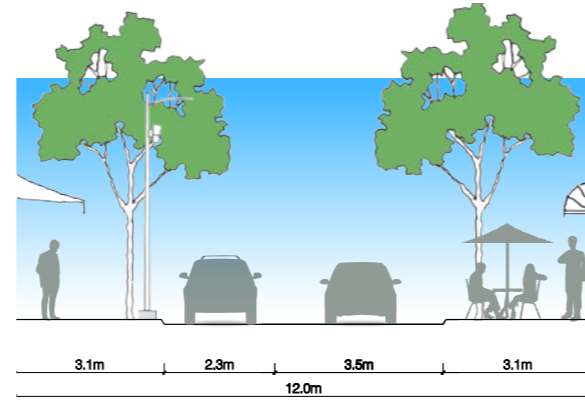
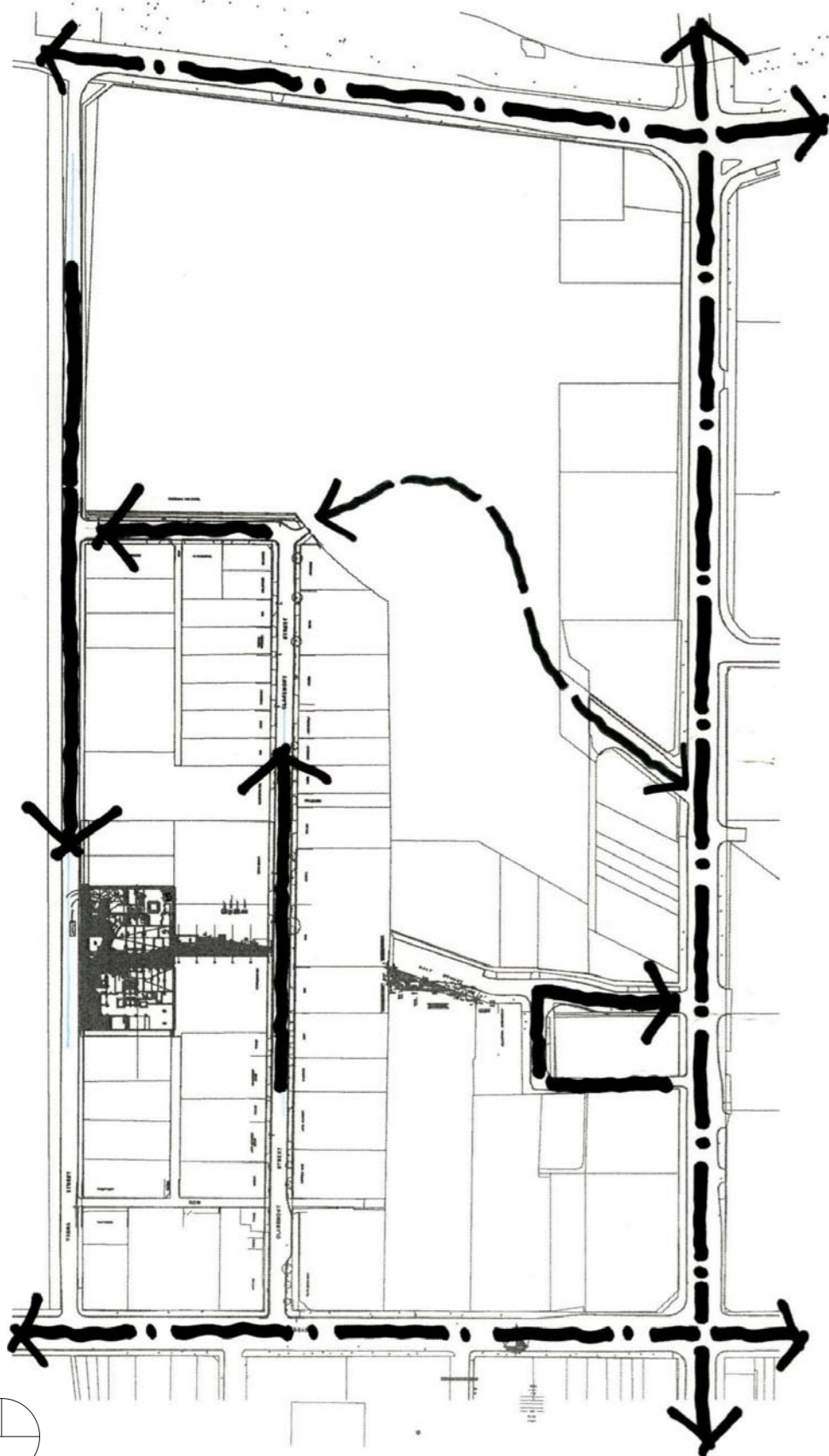
- Prestige address (South Yarra)
- Access to cultural precinct
- Fashionable ambience and hub for high end fashion
- Scarce and sought after address
- Prestigious/aspirational place
- Views
- Unique character of precinct
- Diverse rich lifestyle offer
- Capital growth for individual properties
- Potential long term financial benefits

3.4 Potential character/personality of the precinct?

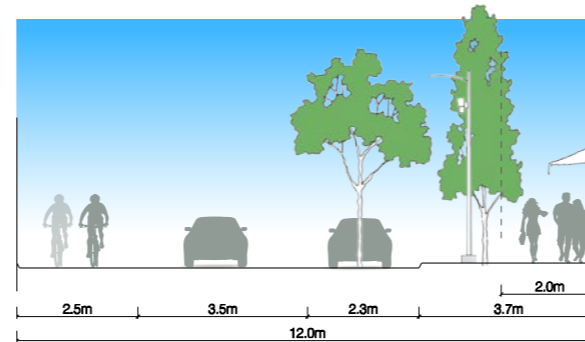
- Unique precinct
- Lifestyle and atmosphere
- Smart (well presented)
- High quality
- Art, gallery, design atmosphere
- Intelligent
- Youthful and fun
- Savvy
- Contemporary
- Sustainable
- Human, intimate scale
- Welcoming
- Fusion
- Vitality soul
- Legible identity
- Legible site

Thematic Public Realm Benchmarks toward a particular character.

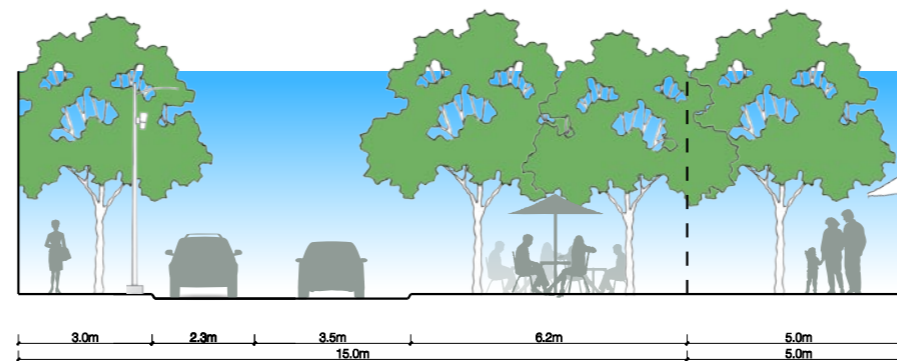
OPTION 1



- CLAREMONT ST
- Pedestrian footpath both sides
 - One way traffic (North bound)
 - Parking - alternating sides of street
 - Formal avenue of trees



- YARRA STREET
- One way traffic (South bound)
 - Designated bike path West side
 - Parking - East side
 - Trees between parking bays
 - Tree planting also on footpath (different)



- DALY STREET
- Maximise pedestrian amenity both sides
 - One way traffic
 - Parking - North side
 - Trees - maximise on South side

3.5 Circulation/Traffic Review

The current traffic circulation was reviewed as part of the process with three alternative options.

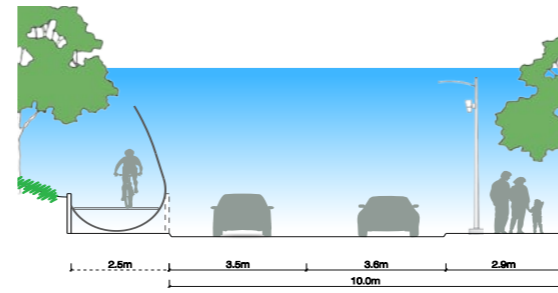
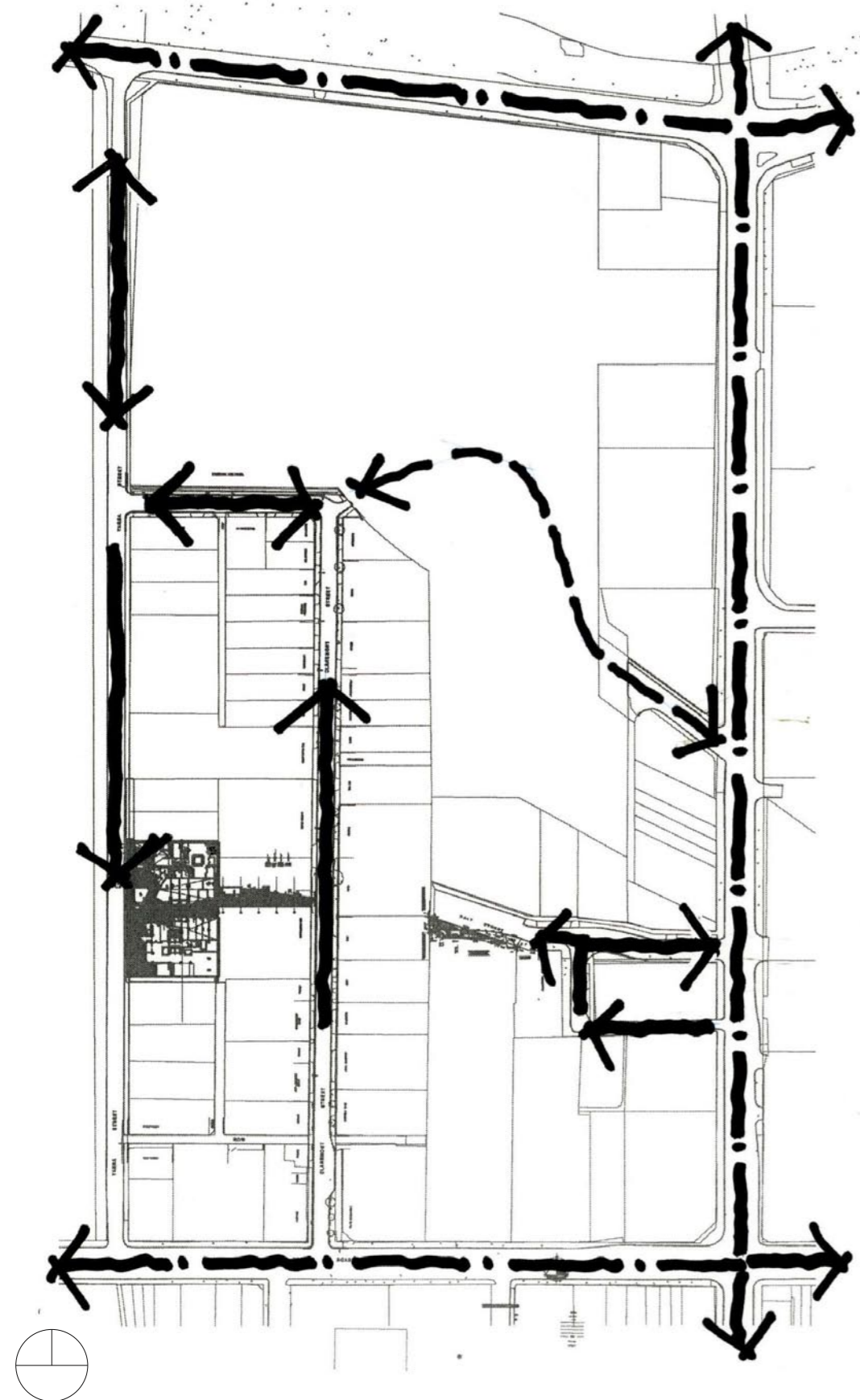
Option 1

Yarra Street – One way south

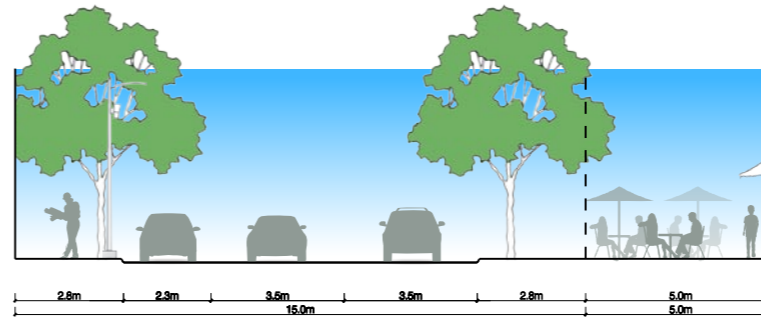
Claremont Street & Claremont Street (north) – one way north and west

Daly Street/Almeida Place – one way loop east

OPTION 2



- ⊕ YARRA ST (NORTH)
- Two way traffic
 - No parking
 - Borrowed landscape from MHS & rail corridor
 - Explore relocation of retaining wall to accommodate
 - Cycle access with VicTrack

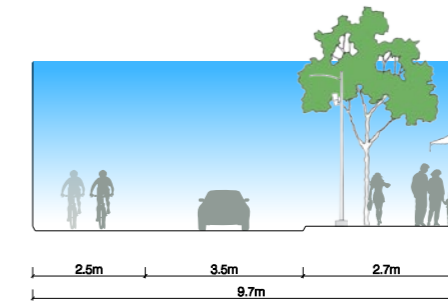


- ⊕ DALY ST
- Pedestrian accessibility both sides
 - Two way traffic
 - Parking - North side
 - Avenue of trees

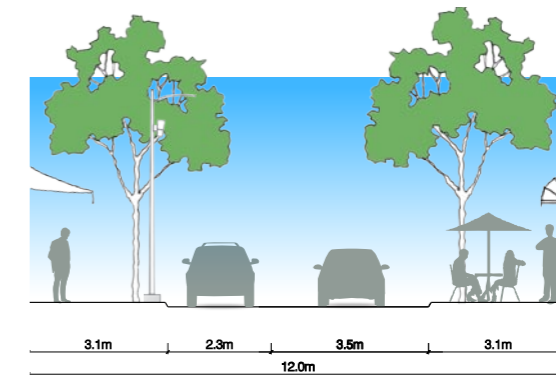
3.5 Circulation/Traffic Review (Continued)

Option 2

- Yarra Street north – Two way
- Yarra Street south – One way south
- Claremont Street – Two way north
- Claremont Street north – Two way
- Daly Street – Two Way
- Almeida Place – One way west

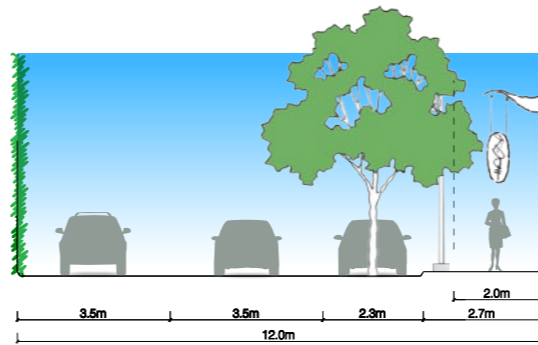
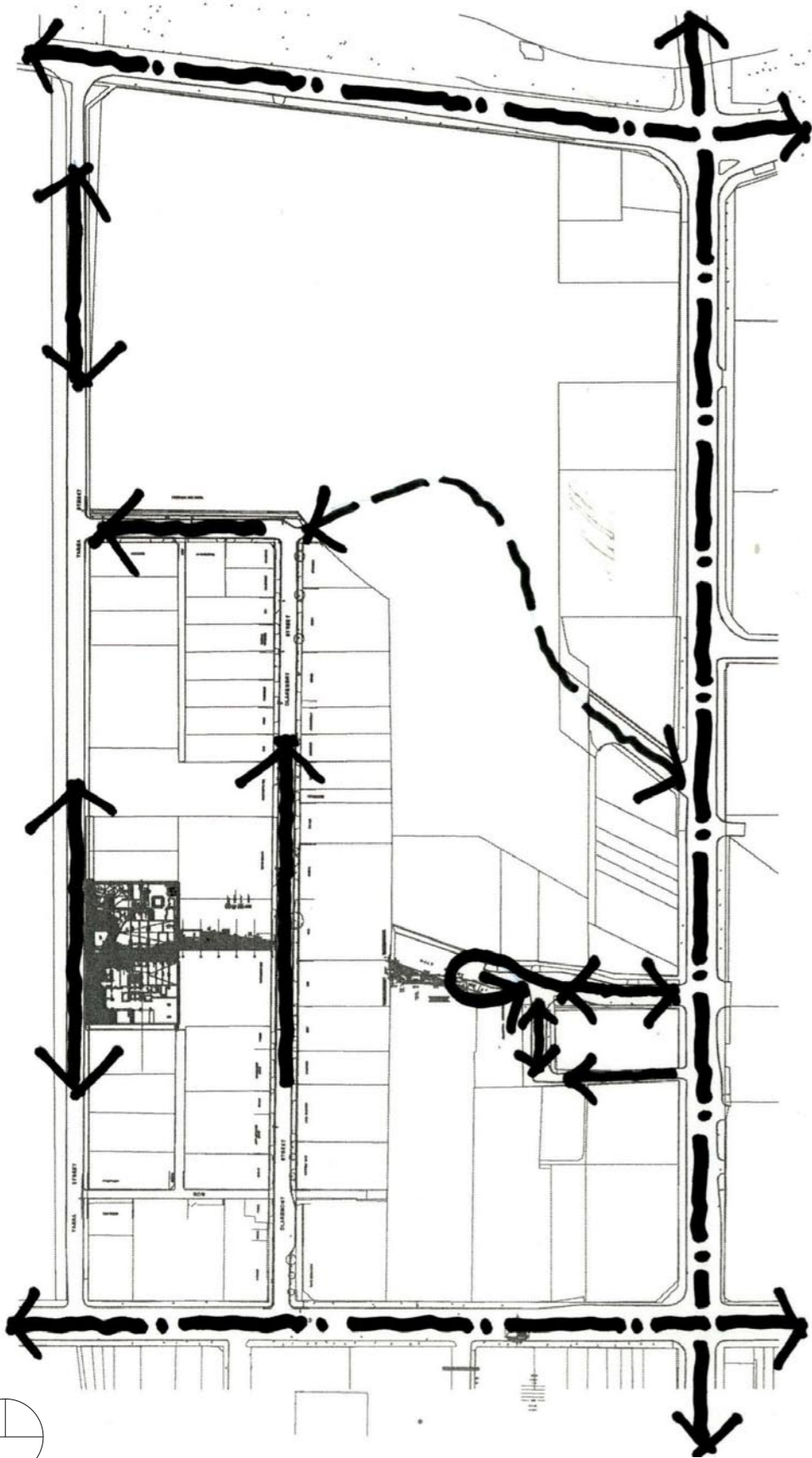


- ⊕ YARRA ST (SOUTH)
- One way traffic (South bound)
 - Designated on road bike path (West side)
 - Widened footpath to east with tree planting
 - No parking

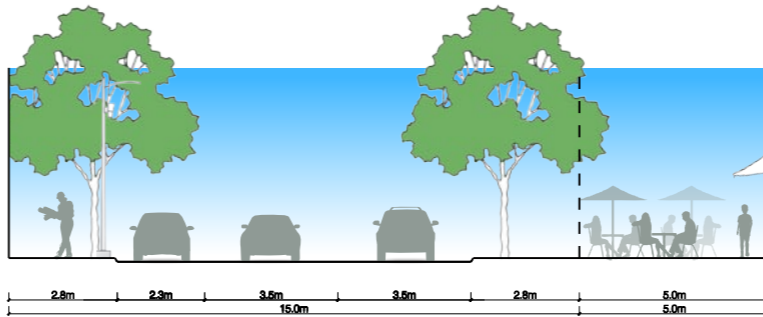


- ⊕ CLAREMONT ST (SOUTH)
- Pedestrian footpath on both sides
 - One way traffic (North bound)
 - Parking - alternating sides of street
 - Formal avenue of trees

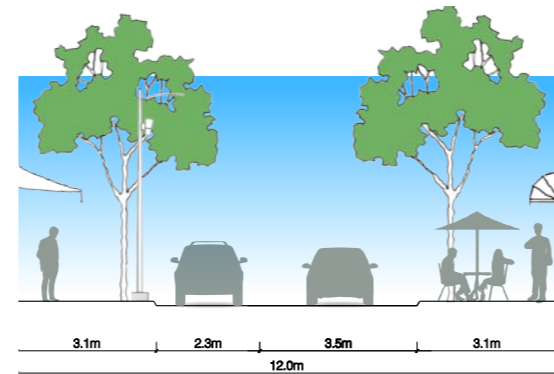
OPTION 3



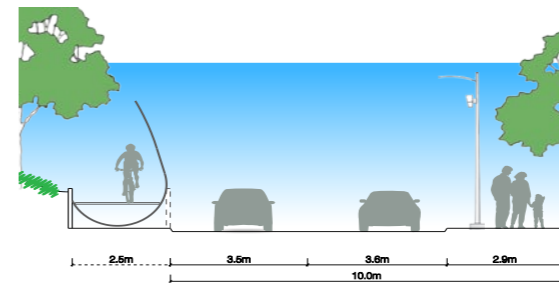
- ⊕ YARRA STREET
- Two way traffic
 - Parking - East side
 - Trees between parking bays
 - 'Green Wall' to existing station wall



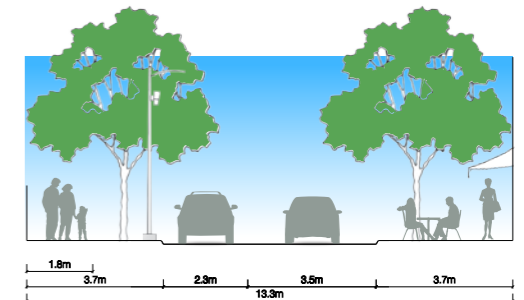
- ⊕ DALY ST
- Pedestrian accessibility both sides
 - Two way traffic
 - Parking - North side
 - Avenue of trees



- ⊕ CLAREMONT ST (SOUTH)
- Pedestrian footpath on both sides
 - One way traffic (North bound)
 - Parking - alternating sides of street
 - Formal avenue of trees



- ⊕ YARRA ST (NORTH)
- Two way traffic
 - No parking
 - Borrowed landscape from MHS & rail corridor
 - Explore relocation of retaining wall to accommodate
 - Cycle access with VicTrack



- ⊕ CLAREMONT ST (NORTH)
- Pedestrian priority both sides
 - One way traffic
 - Parking - North side
 - Trees - maximise on south side

3.5 Circulation/Traffic Review (Continued)

Option 3

- Yarra Street north – two way
- Yarra Street south – two way
- Claremont Street – one way north
- Claremont Street north – one way west
- Daly Street – two way, with turn around facility
- Almeida Place – one way west, two way north south

Review by Council traffic engineers, together with input from various stakeholders resulted in a clear direction to maintain the current situation at this point in time, Option 3, with a potential two way component at Claremont Street (north). Although this said the opportunity to re-consider traffic arrangement can be reviewed at a later date if Council believes this is necessary (i.e. Yarra Street one way would allow for a bike lane etc).



DESIGN PRINCIPLES

1. **Improve streetscape amenity**
 - Legibility & hierarchy
 - Paving materials, colours, patterns
 - Consistent rhythm of trees
 - Lighting – ambient & directional
 - Furniture – public/tenant
 - Art to strategic locations
2. **Celebrate Nodal Squares/Gateways**
 - Delineate from adjoining streets
 - Unique paving/planting treatments
 - Identifiable theming
 - Reinforce pedestrian priority
3. **Permeability & connectivity**
 - Laneways to link with street network
 - Bicycle connectivity between Toorak Road & Yarra
 - Pedestrian linkages through precinct & to greater context.
 - Maximise footpath widths



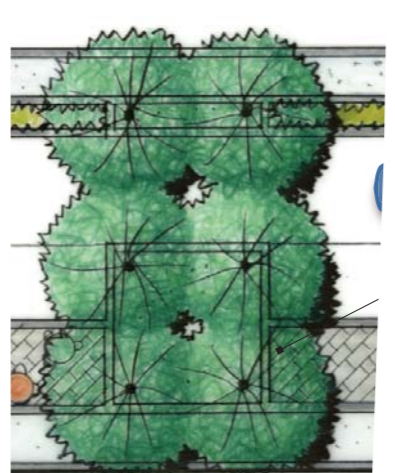
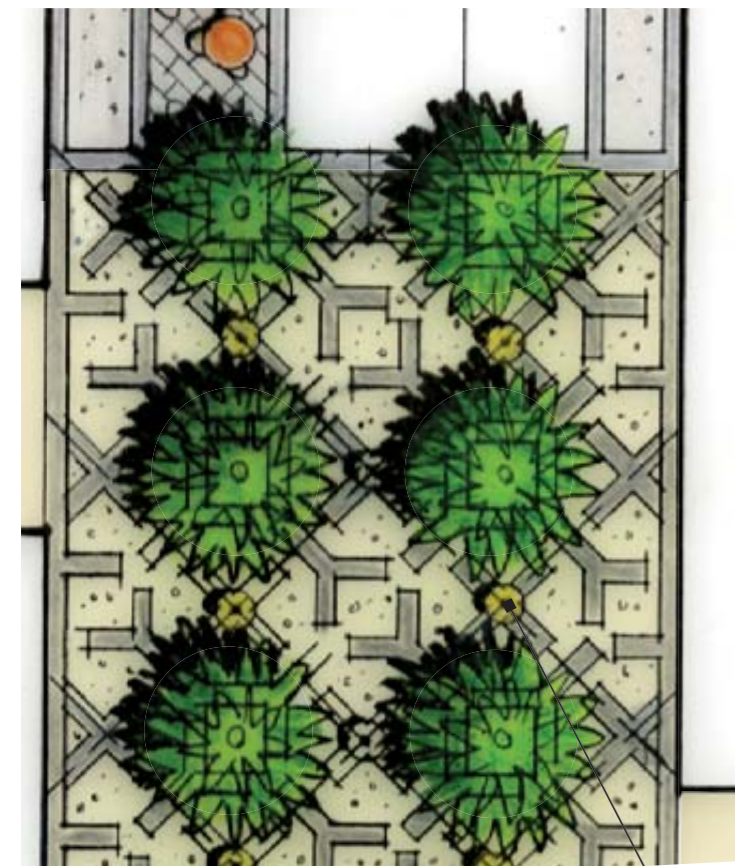
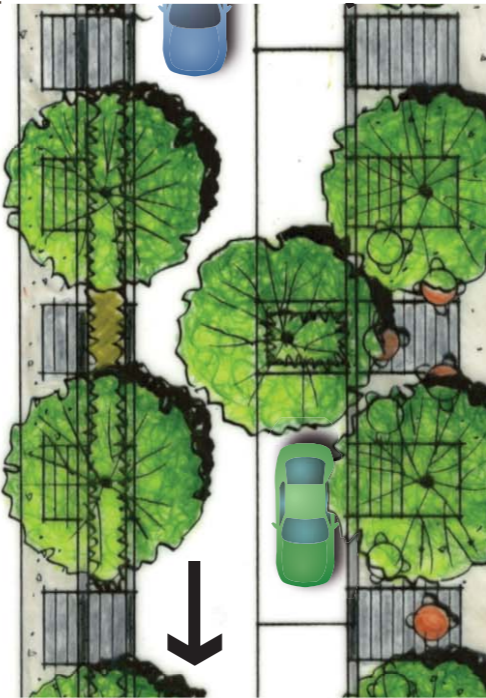
LEGEND

- | | | |
|---------------------|--------------------------|-------------------------------|
| HERITAGE OVERLAY | STREETScape IMPROVEMENTS | PEDESTRIAN LINK |
| PRECINCT STREETS | PRECINCT THRESHOLD | INFORMAL LINKS/LANEWAY ACCESS |
| PLANNING APPROVAL | SIGNALISED INTERSECTION | PRIMARY STREET |
| PLANNING SUBMISSION | NODAL POINT | LINKAGES |
| | | BIKE LINKAGE |

3.6 Design Principles

An objective appraisal of the analysis, circulation and design direction phase resulted in a set of concept design principles that form the basis of public realm design generation summarised as follows;

1. The Forrest Hill Precinct, South Yarra, will be the new urban heart of South Yarra, for those in touch with a spirit of the time
2. The possibility of branding the precinct to express a unique yet South Yarra related identity and sense of place, leveraging off the South Yarra experience, as a place of choice to live, work, play, see and be seen.
3. The style of Public Realm / Streetscapes open spaces will be the catalyst for place making, and should reflect the identified spirit of the proposed precinct.
4. Ensure a legible permeable network of pedestrian oriented activated streetscapes and arcade laneways.
5. Reinforce place making and way finding by way of an identifiable hierarchy of public realm spaces, including
 - Gateways
 - Nodal squares and piazzas
 - Individual streetscapes, alternative spaces
 - Co-ordinated signage
 - Contemporary suite of urban furniture
6. Reinforce, public open space/landscapes as the primary overlay to harmonise disparate elements of the precinct
7. Maximise pedestrian priority “public realm” wherever possible by way of
 - Offset vehicular carriageways
 - Creation of pedestrian shareways
 - Minimise trafficable dominance by way of rumble strips, shareways, plazas and laneways



Contemporary Formal

Contemporary Unique

4 Masterplanning Concept Options

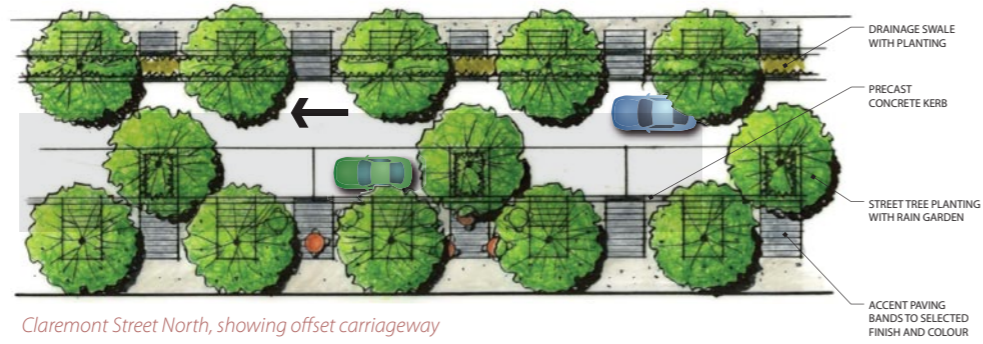
4.1 Approach

Two design options were developed based on the established design principles. The designs focus on key areas within the precinct to illustrate the particular design approach as potential relates to all aspects of the Forrest Hill Precinct, South Yarra, such as

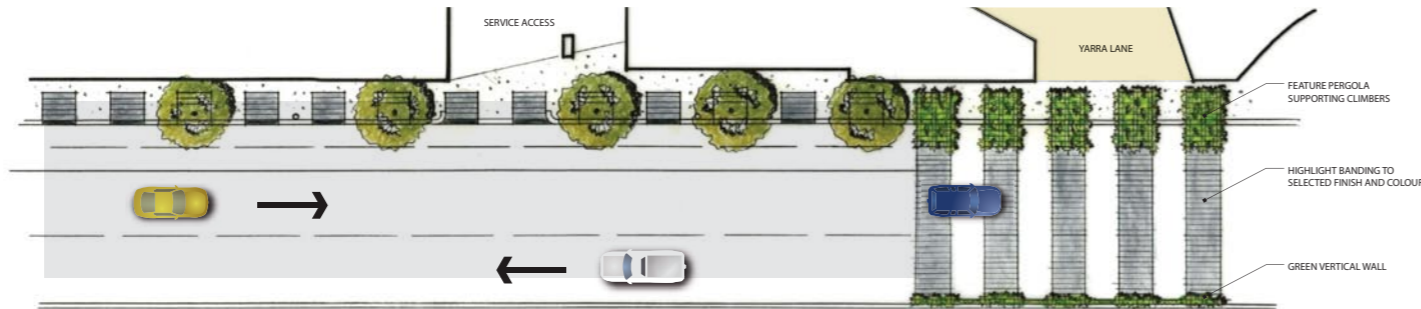
- Nodal points and gateways
- Typical streetscapes
- A typical section of the east west pedestrian link (Daly Street)

An elemental breakdown of the options includes;

- Configuration of asymmetrical carriageways within the road reservations, maximising a more pedestrian usable pavement on one selected side of the street.
- Hierarchical treatment of various zones within the precinct commensurate with their importance and function including
 - Nodal Points and gateways - materials and street furniture to reinforce an innovative contemporary environment with priority pedestrian use.
 - Streetscapes generally treated as the overall Forrest Hill Precinct, South Yarra public realm as a distinct sense of place in a more cost effective manner.
 - East west pedestrian link (Daly Street) adopting laneway/arcade treatments highlighting pedestrian priority, and extending treatments commensurate with the Nodal quality.
 - Central piazza/park – This area is the only open space offered within the precinct. As part of Daly Street it will be configured to maximise seasonal sunlight whilst reinforcing the heart of Forrest Hill Precinct, South Yarra, as the open space retreat to see and be seen for all who live, work and visit the precinct.



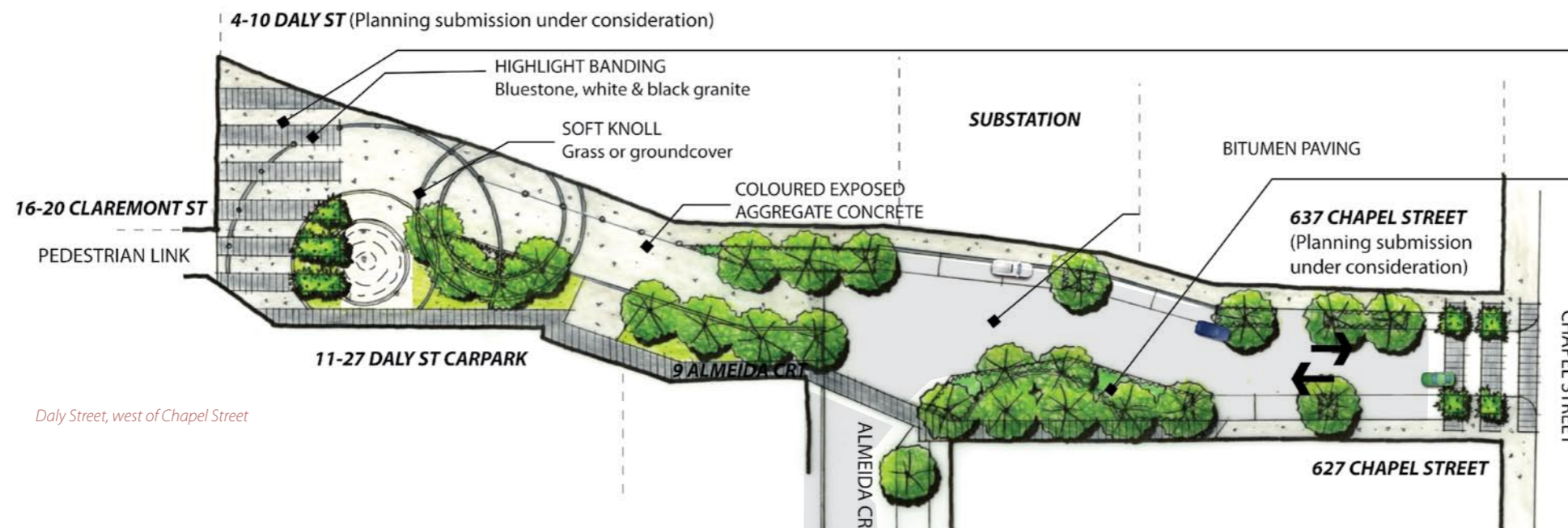
Claremont Street North, showing offset carriageway



Yarra Street at intersection of east west pedestrian link



Claremont Street intersection of pedestrian link



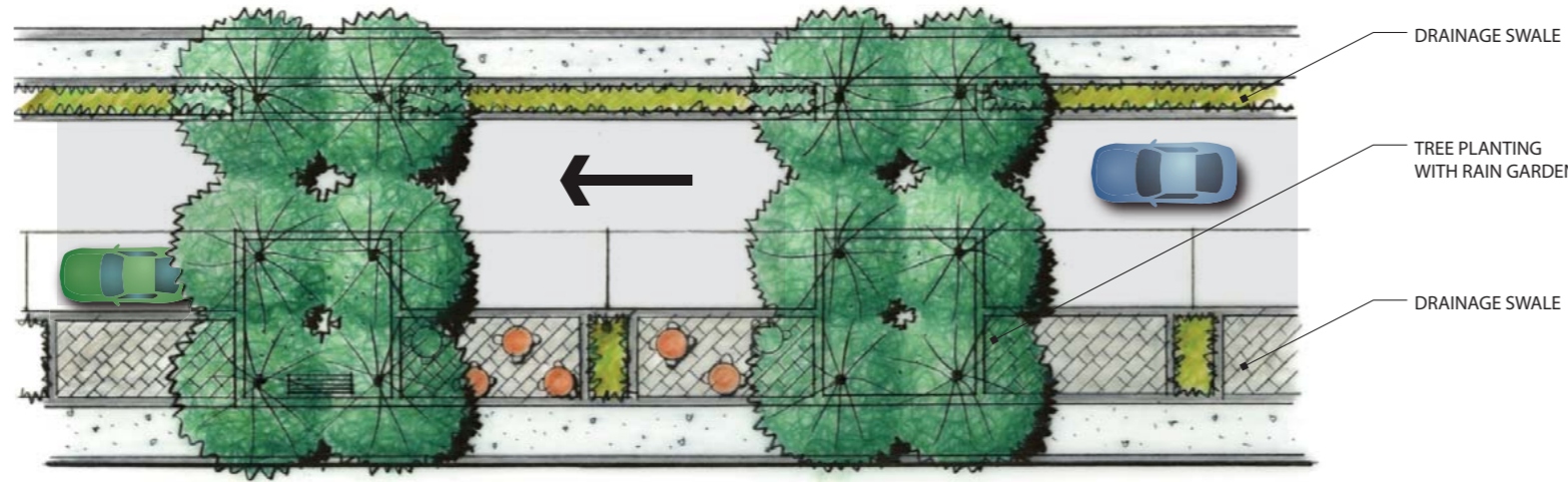
Daly Street, west of Chapel Street



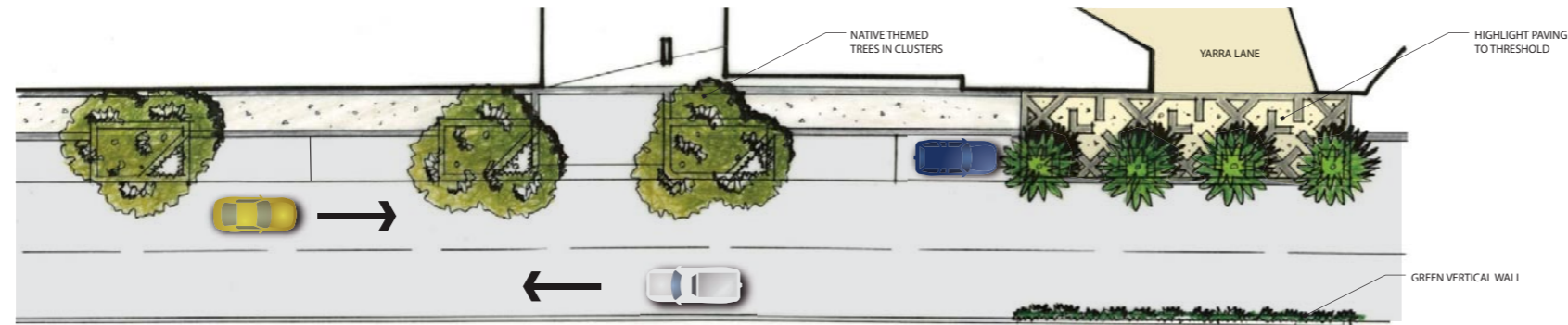
The design directions are summarised as follows:

4.2 Option 1. Contemporary "Unique"

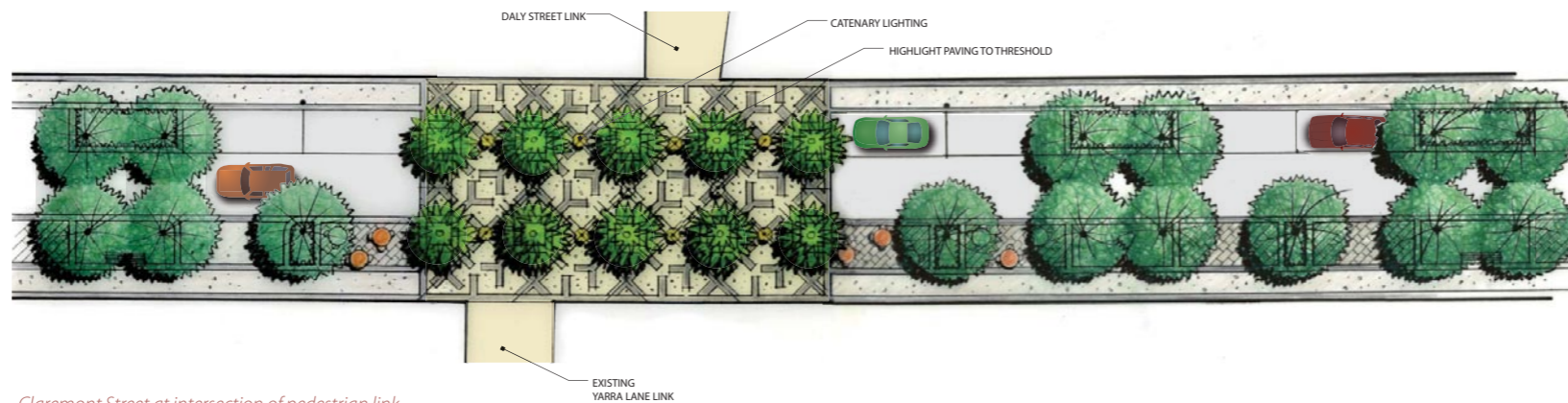
This approach is intended as a bold innovative response to the need for a wow factor and a vibrant contemporary public realm. The intent is a point of difference by way of a style of public realm unique to Melbourne and possibly Australia.



Claremont Street North



Yarra Street at intersection of pedestrian link



Claremont Street at intersection of pedestrian link

4.3 Option 2. Contemporary "Formal"

This approach is a contemporary reflection on some of the timeless exemplars of European piazzas and streetscapes, but still well within a recognisable contemporary language of public realm design.

5 Stakeholder Workshops

5.1

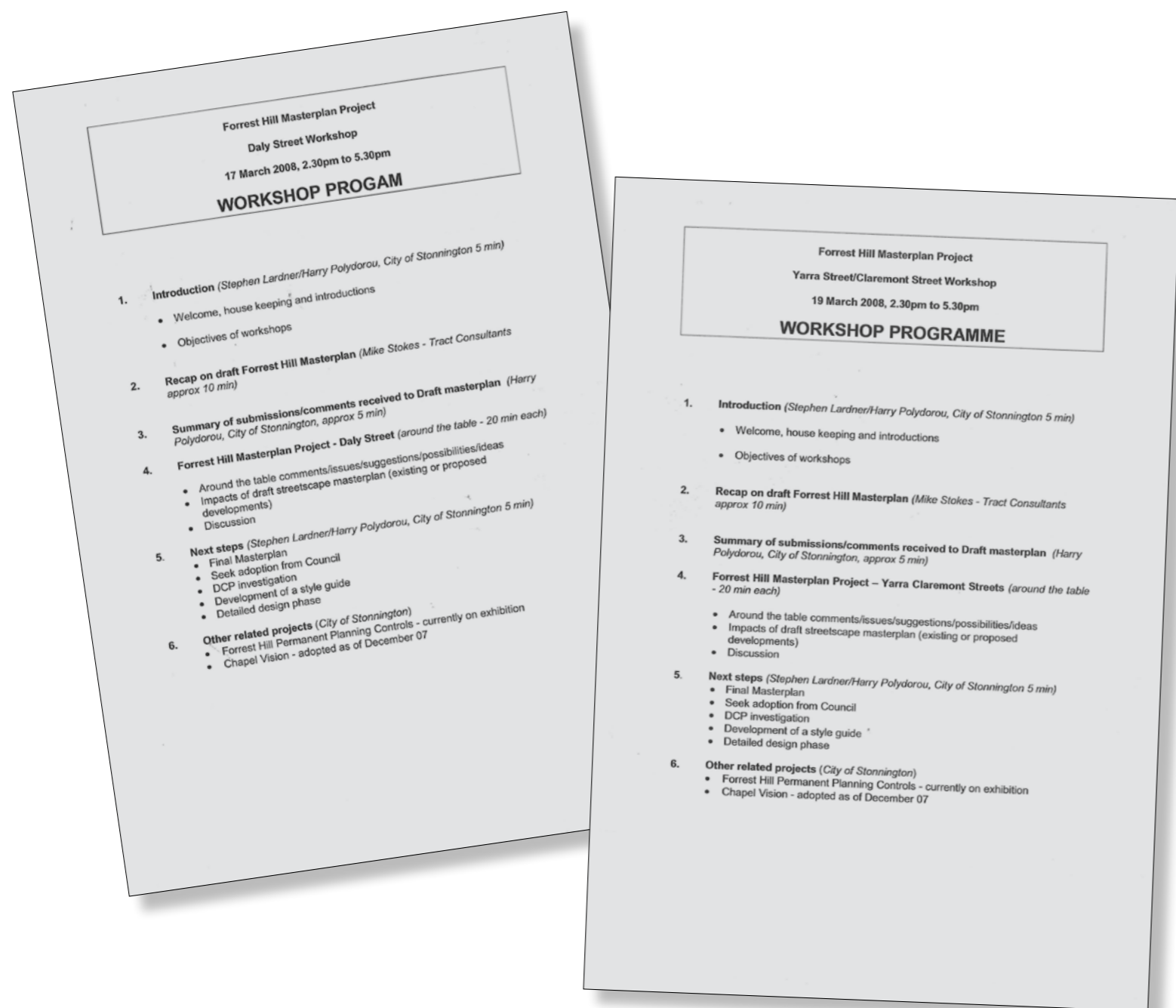
A series of workshops with key Precinct stakeholders were held at Stonnington Council.

The first forum was an information and consultation meeting in November 2007. A number of written submissions providing feedback were received.

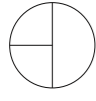
The second session consisted of two "sub precinct" based workshops that were facilitated by council officers. The first was the Daly Street workshop with stakeholders of that precinct on 17th March 2008 followed two days later by the Yarra Street/Claremont precinct.

A brief summary of the overall stakeholder response is as follows

- Overwhelming support for the aim of the project and the contemporary "unique" approach
- Traffic and parking to be carefully reviewed as so not to compromise amenity.
- Maximise quality of pedestrian environment in Daly Street whilst acknowledging traffic functions.
- Street planting to adopt tree species that provide an open, transparent foliage.
- Maintain current traffic movement, investigate two way traffic in Claremont Street (north)
- Support undergrounding of all services (power, telcos) to all streets.
- Incorporate public art/sculpture
- Re brand and rename the precinct
- Timing – important to be ahead of all proposed development so as to ensure public realm delivery as part of each development is consistent and to one agreed plan.
- Creation of a new entry into South Yarra station off Yarra Street.
- Demonstration project should be piloted.
- Removal of all parking to alleviate congestion.
- Support for Forrest Hill Precinct, South Yarra to link up with regional bicycle network.
- Improved safety and pedestrian amenity, particularly for Melbourne High School students.



6 The Masterplan



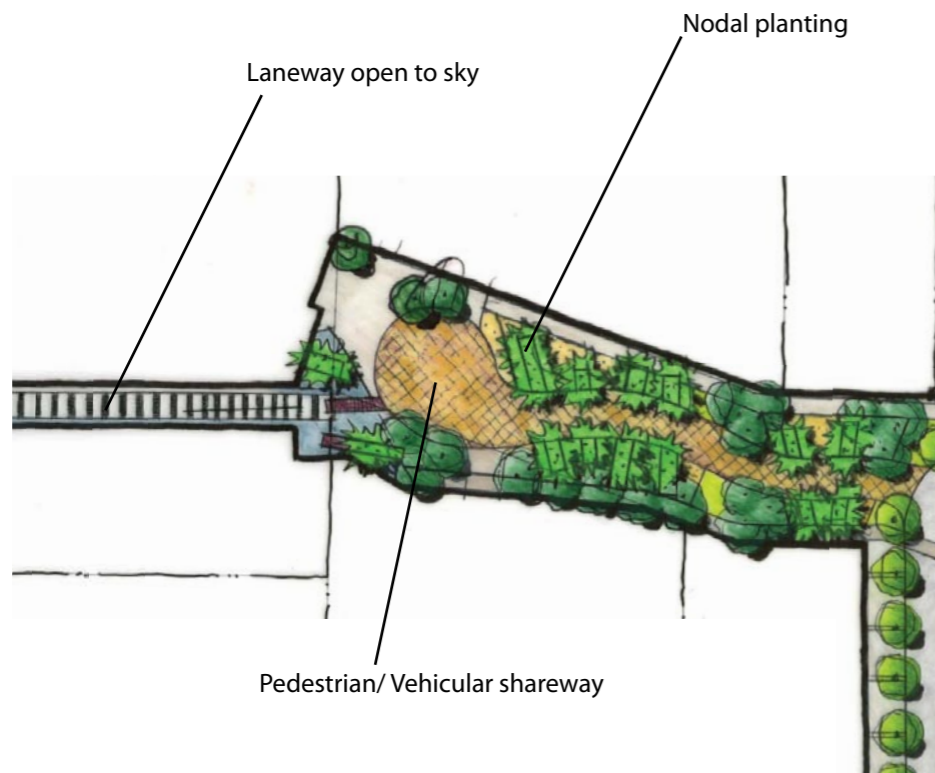
LEGEND

- 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

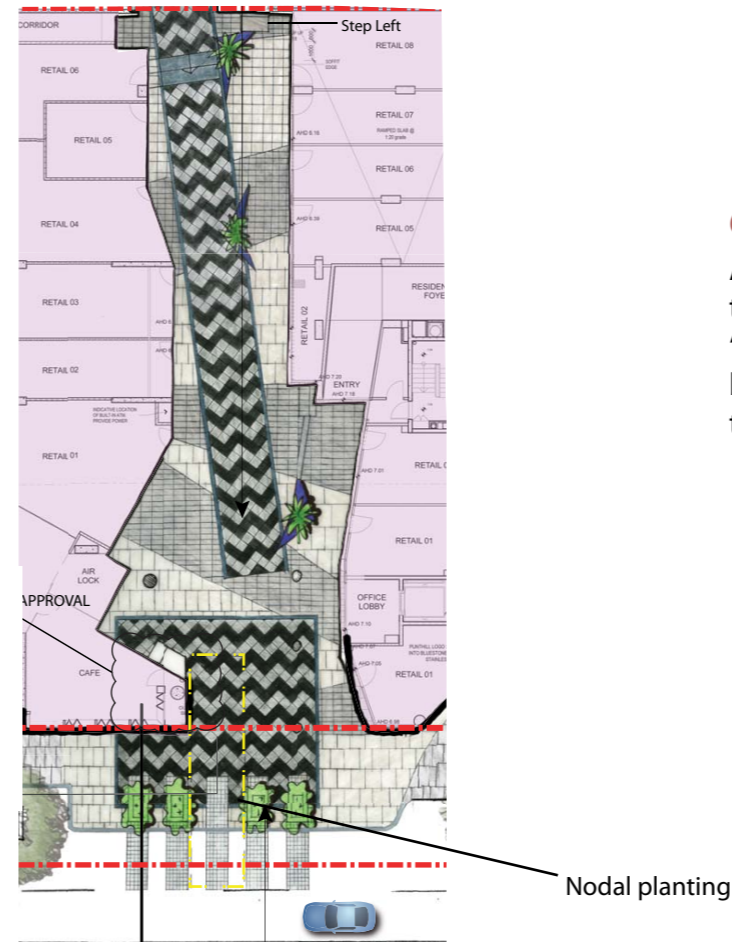
- DALY STREET PEDESTRIAN PRECINCT TREES**
Informal copses forming backdrop for pedestrian nodal spaces and separation between spaces
Eg. *Waterhousia floribunda*
- NODAL AREAS AND THRESHOLD PAVING**
Alternating / contrasting panels of stone unit paving imparting a pedestrian oriented "shareway or plaza"
- 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**



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



⊕ Daly Street Piazza
(West of Almeida Crescent)

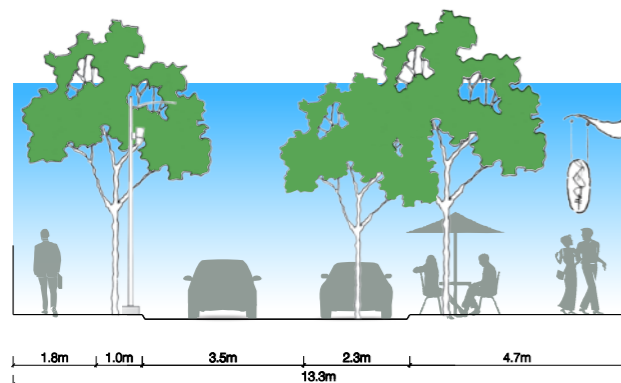


⊕ Laneway to Yarra Street Intersection

6.1 Preferred Masterplan

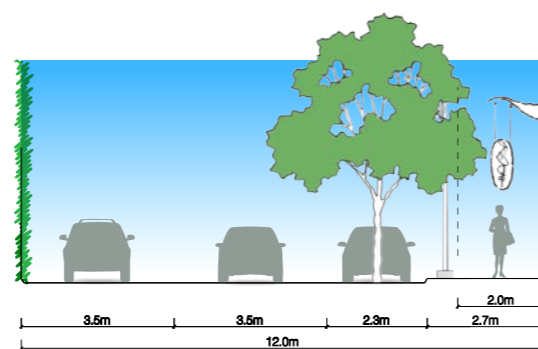
All stakeholder input was reviewed and incorporated into the development of a masterplan direction based on the 'contemporary unique' option. Once finalised this plan becomes the framework to develop a "style guide" and technical notes that which will specify;

- 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



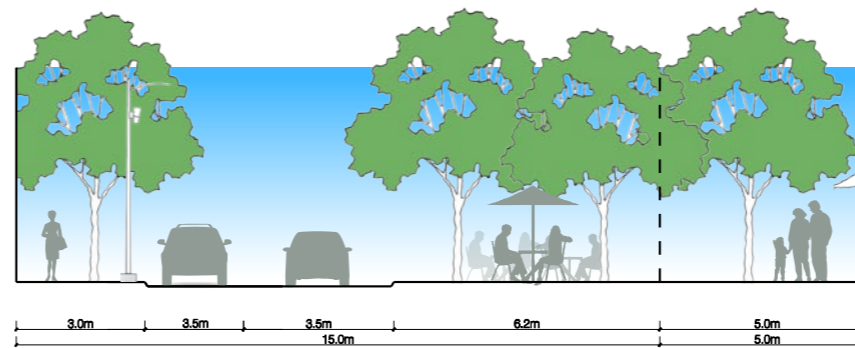
⊕ CLAREMONT STREET

- 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



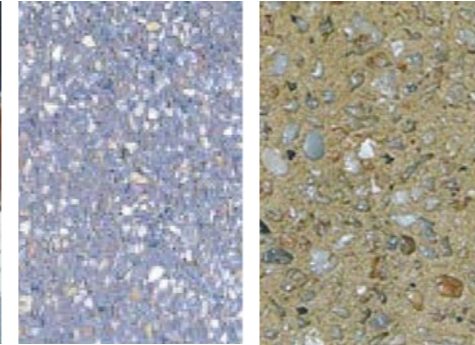
Epoxy bonded gravel



Precast unit pavers with variation in colour



Timber Decking



Exposed aggregate coloured concrete



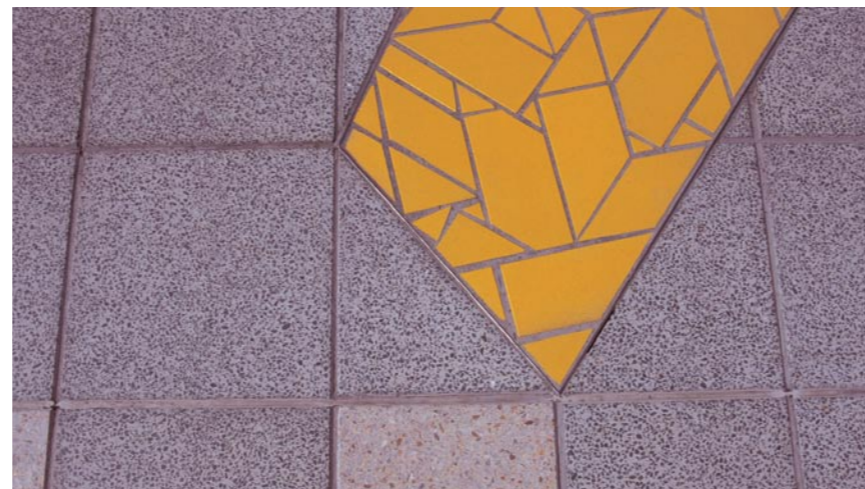
Precast unit pavers with sandblasted finish in stretcher bond pattern as used in New Quay East (uniform colour)



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

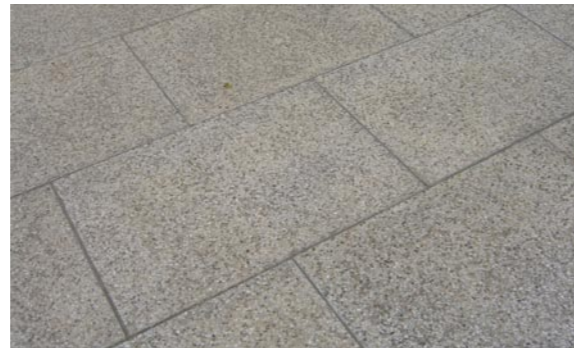
The Forrest Hill Precinct, South Yarra urban design proposals to date have been communicated to the stakeholders, with general feedback favouring the more “contemporary/unique” options prepared by Tract on behalf of the City of Stonnington in the course of the study.

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.



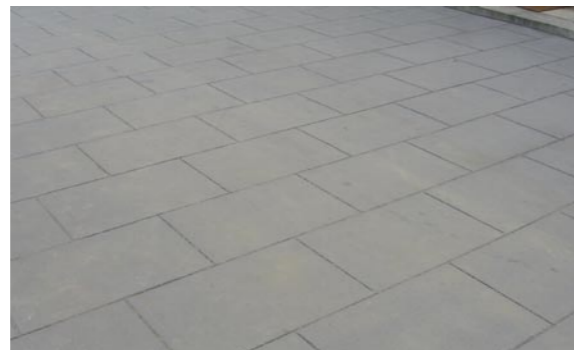
Bluestone Steps



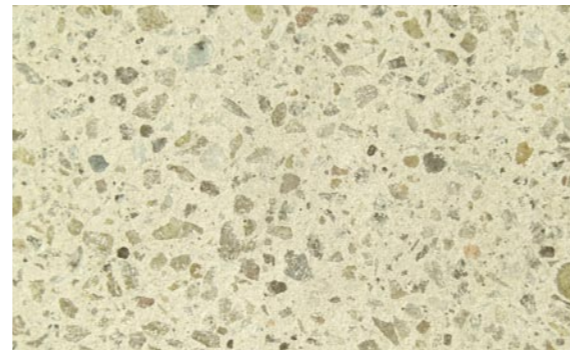
Precast unit paving (Type 1)



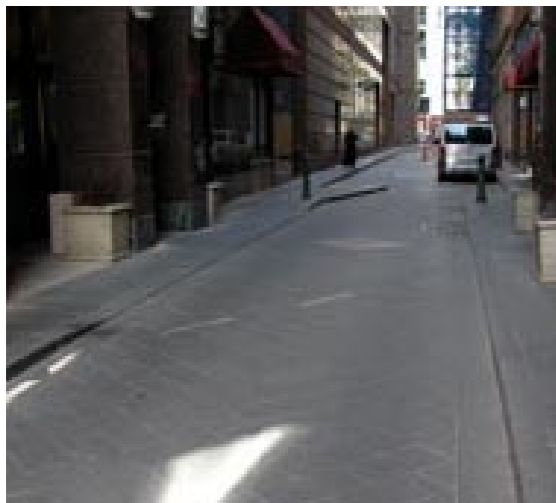
Unit paving pattern



Scribed, coloured insitu concrete



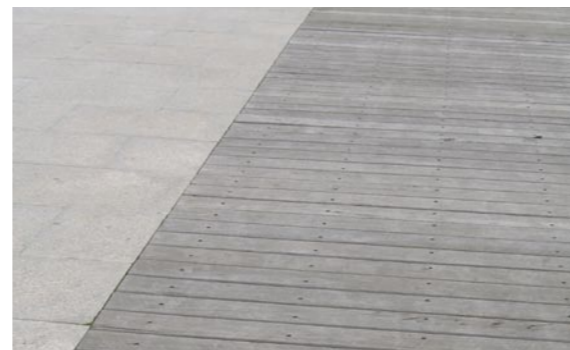
Coloured exposed aggregate concrete



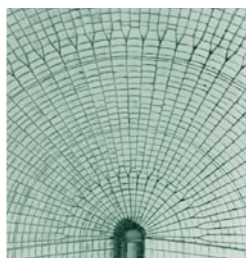
Indicative Little Street - Bluestone Paving with Lane to Street transition.



Granitic sand & unit paving pattern



Timber decking detail



Public Art Overlay



6.2.3 Proposed Materials

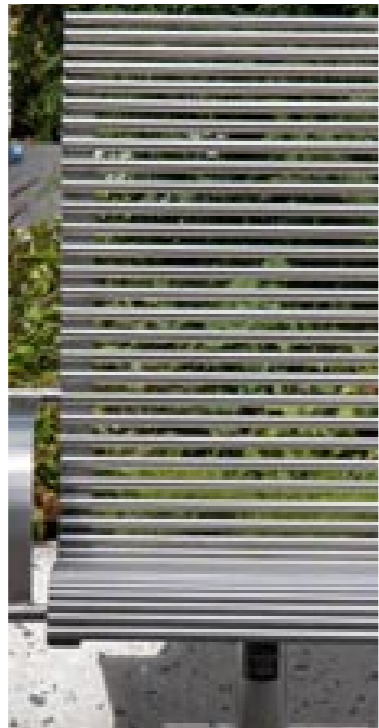
Nodal areas and threshold paving

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



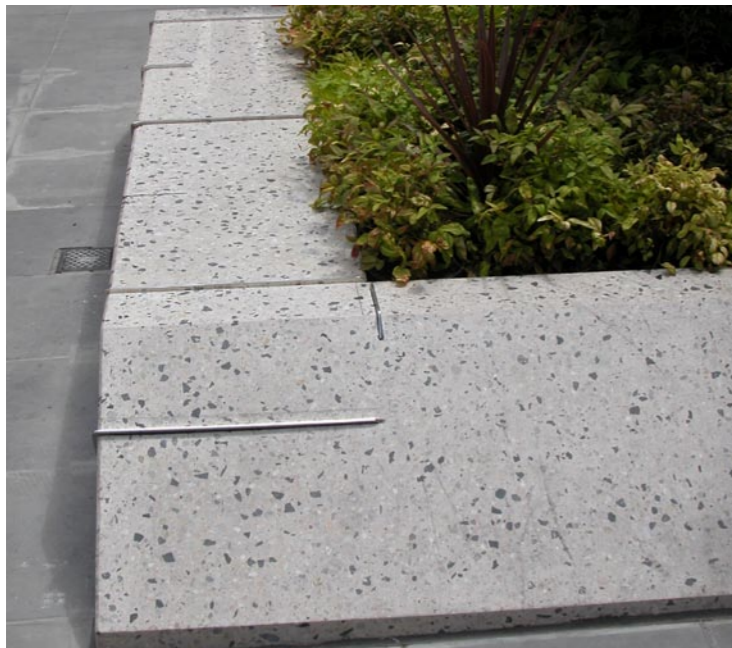
Timber battens on precast concrete base



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)



Gingko



Robinia



Platanns Digital



Giant Bamboo



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:

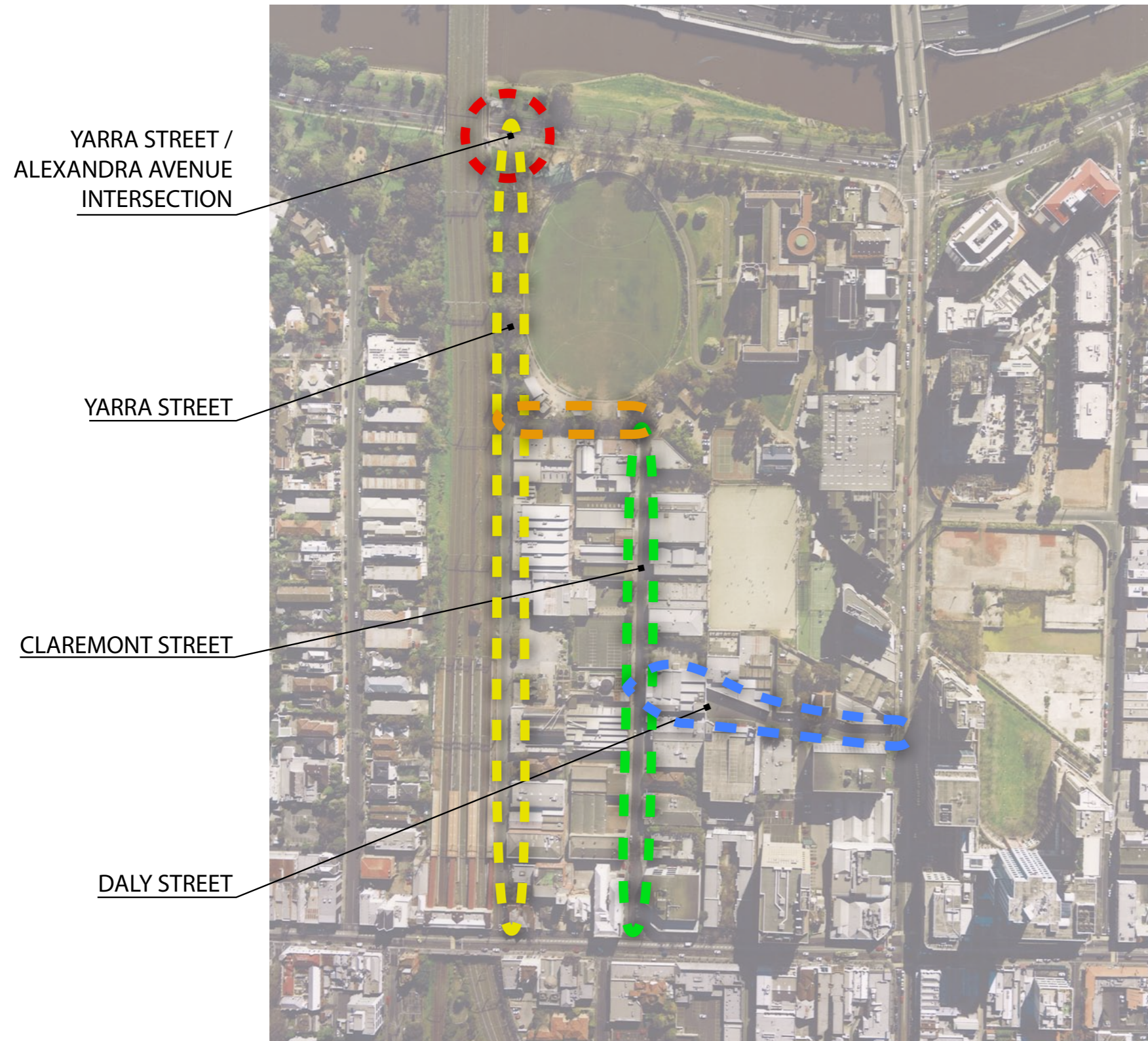
- Claremont Street - Clean trunk, deciduous exotic as a reference to the history and culture of the area .eg. Chinese Elms.
- Daly Street - Drought tolerant with related Australian feel, eg. Eucalypts species.
- Yarra Street - Suitable tree species eg
 - Angophora Costata
 - Eucalyptus species
 - Giant 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