

ATTACHMENT TO AGENDA ITEM

Ordinary Meeting

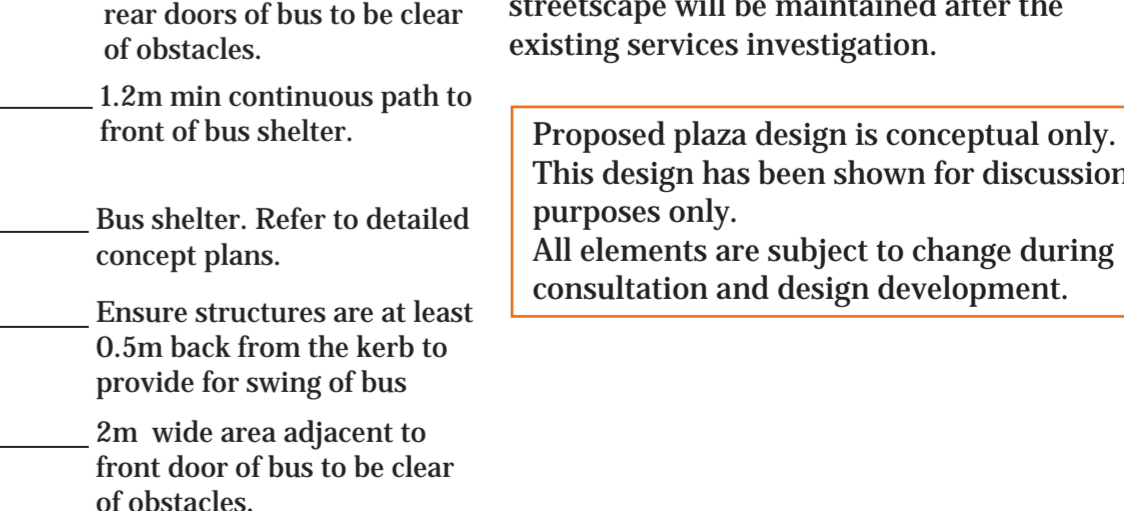
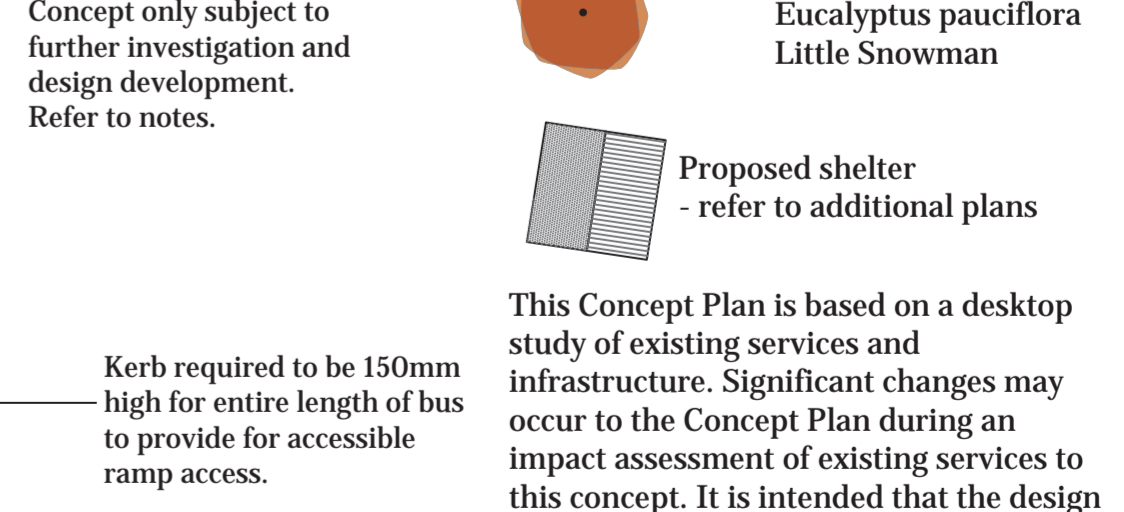
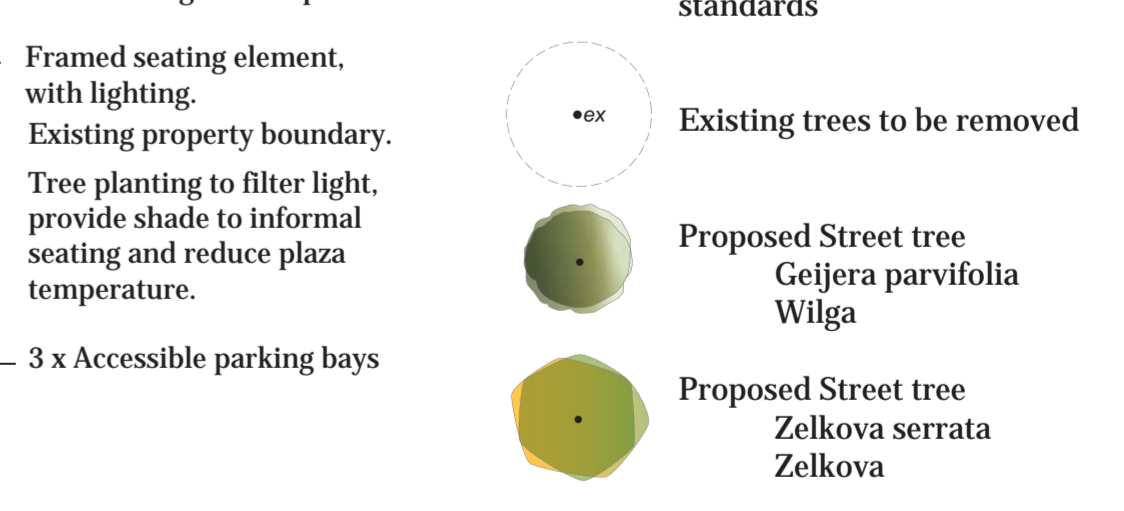
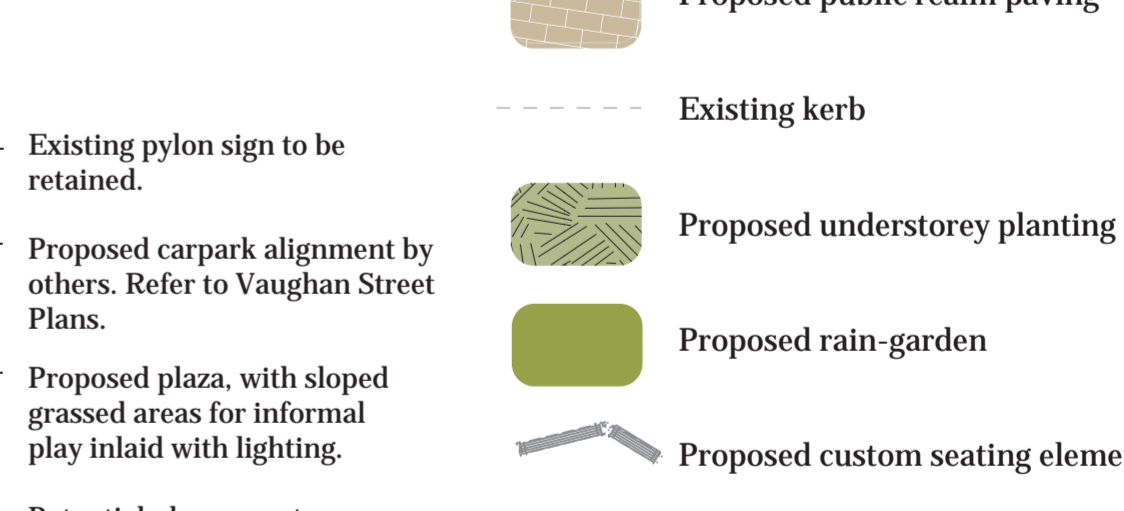
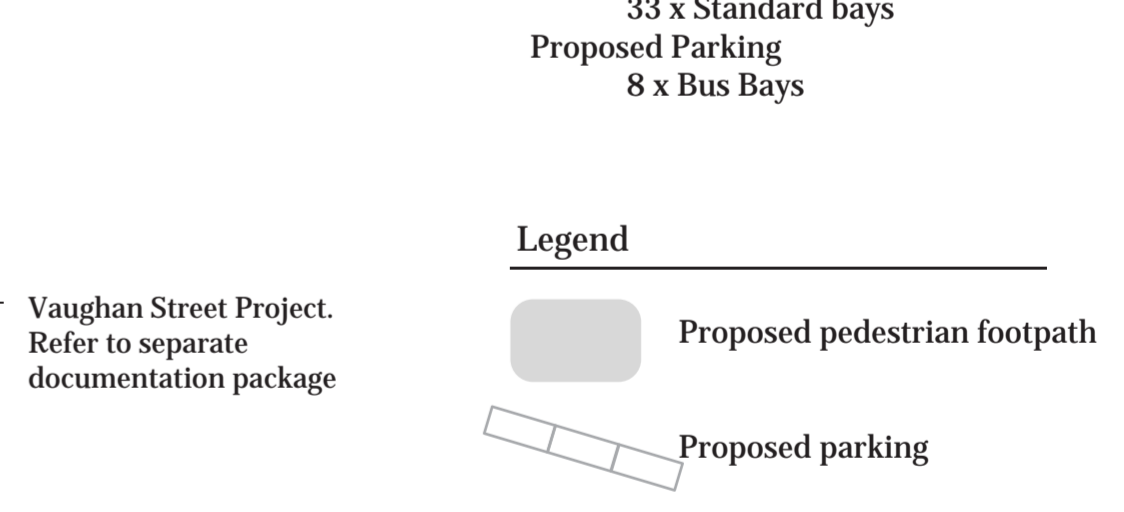
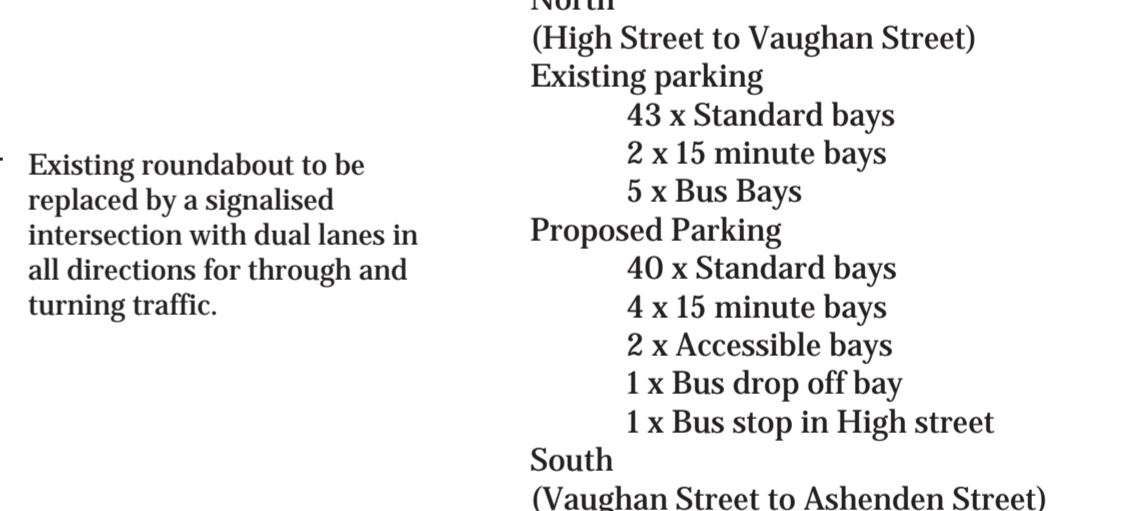
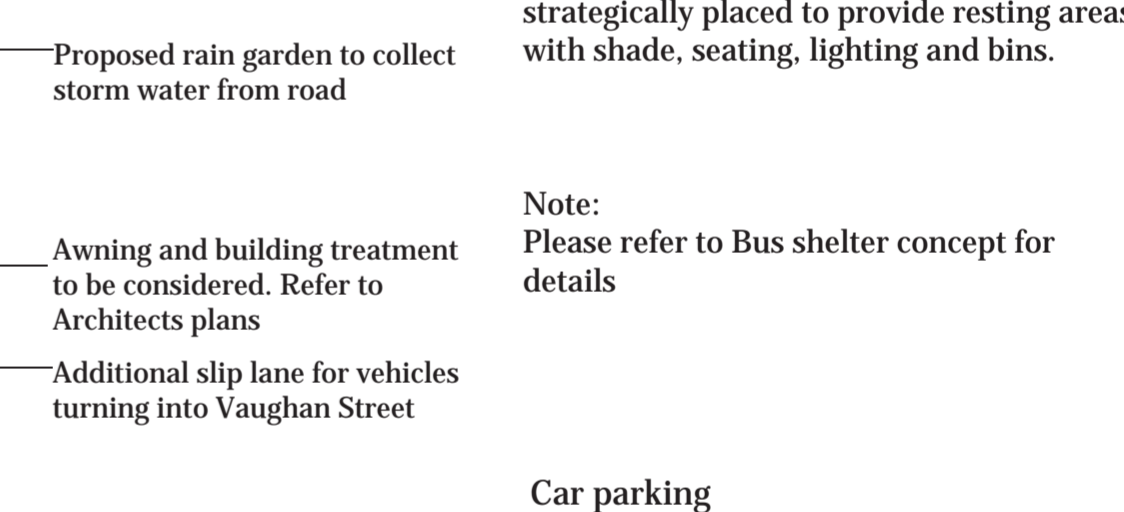
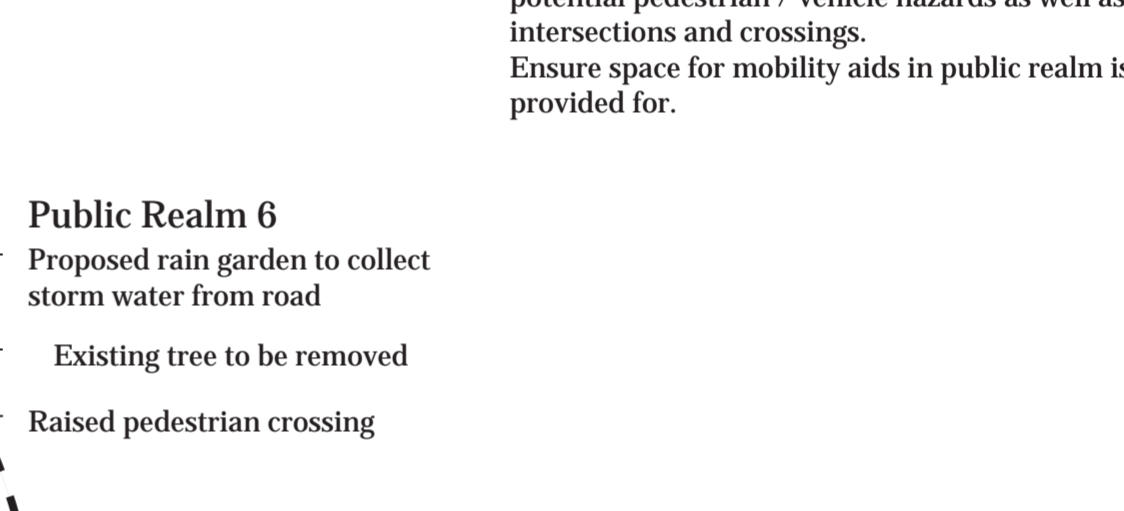
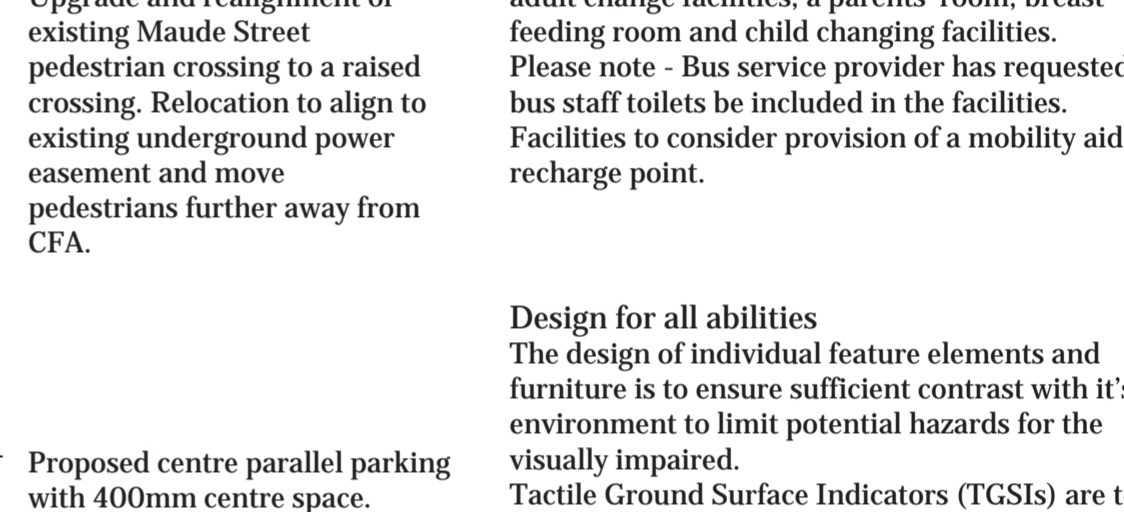
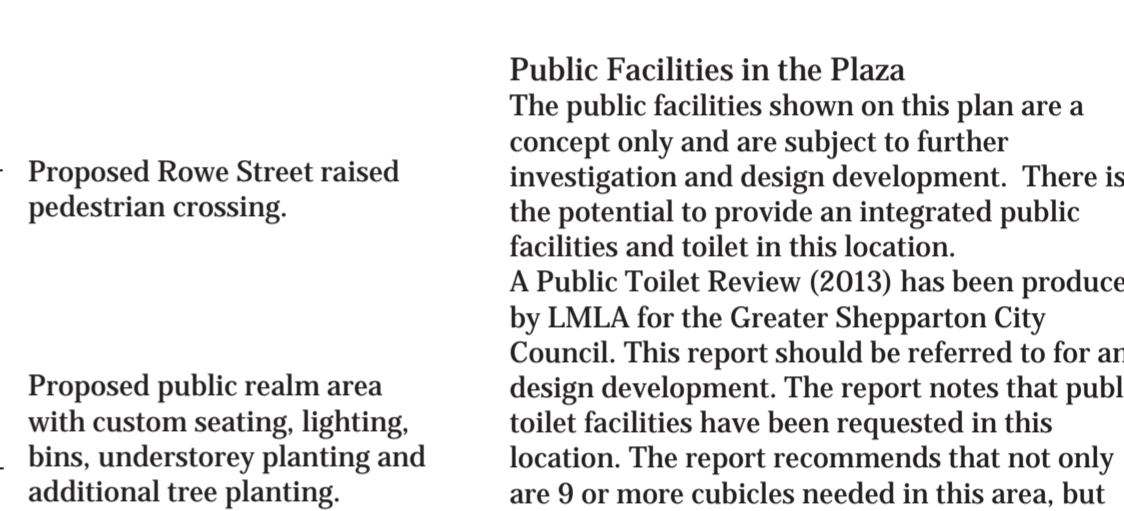
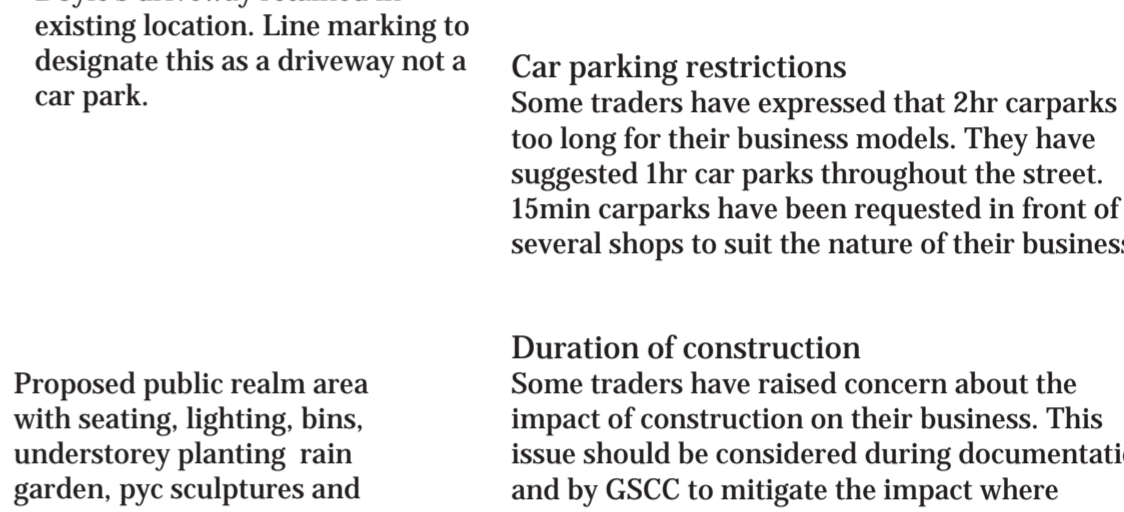
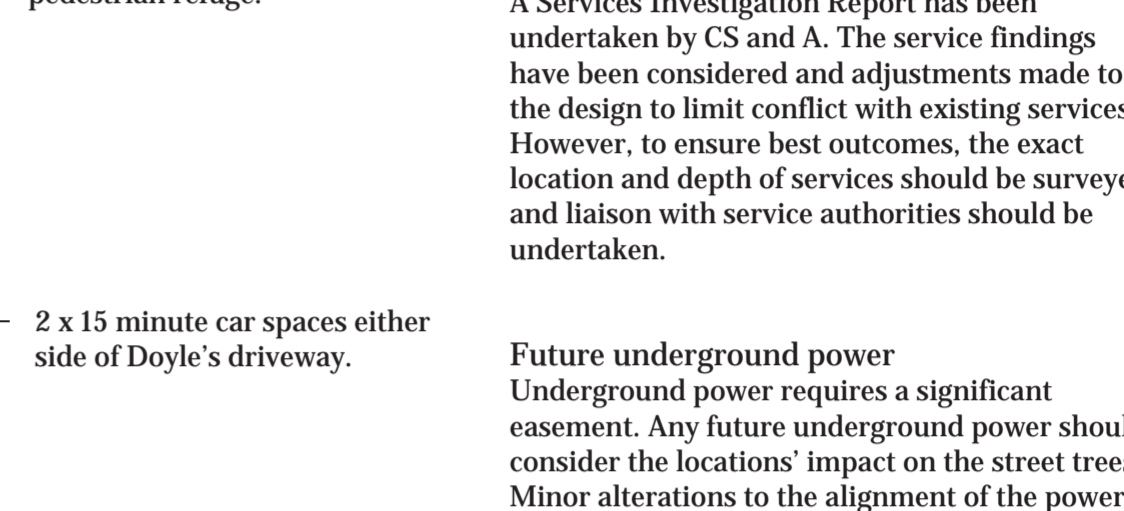
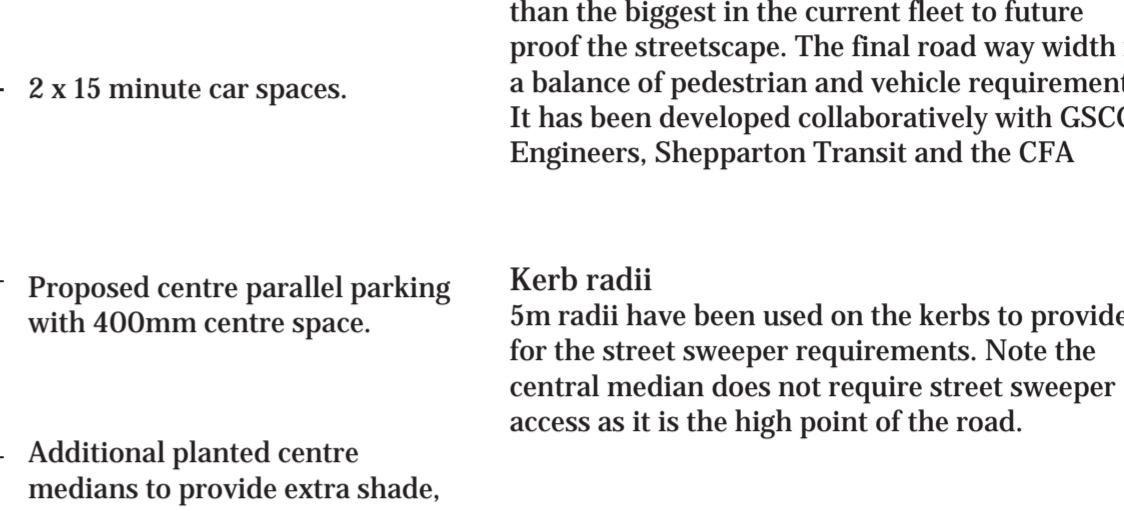
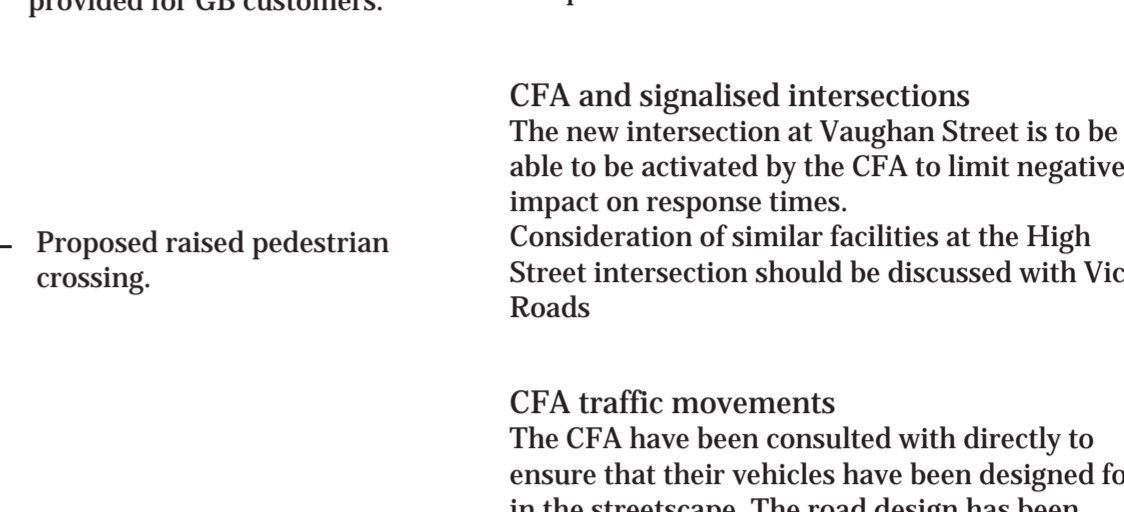
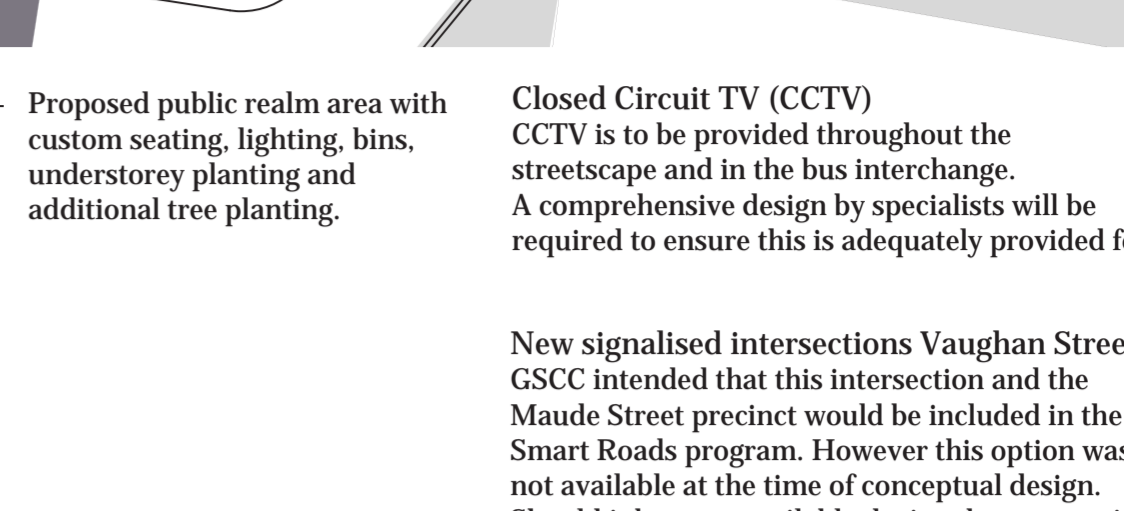
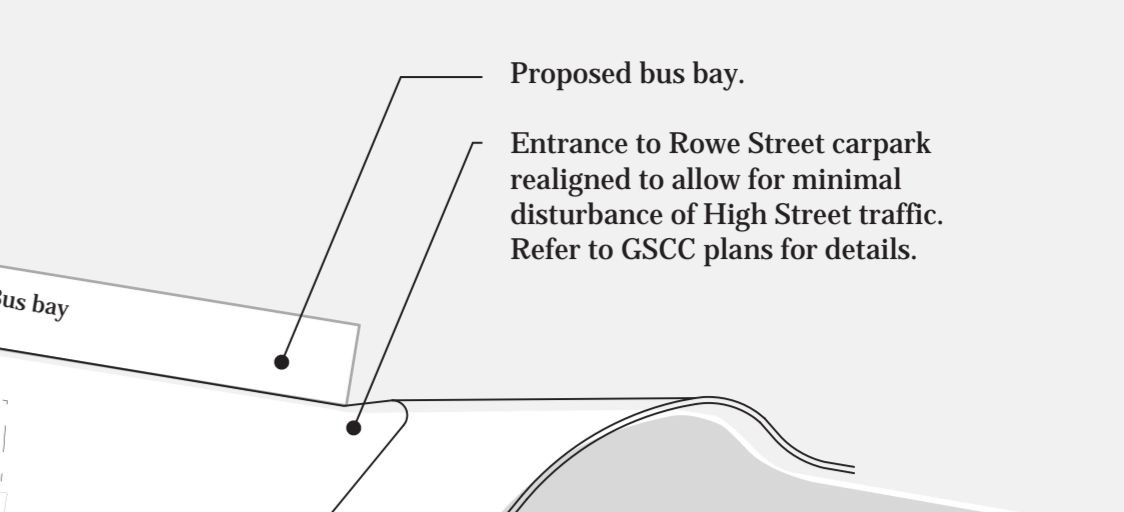
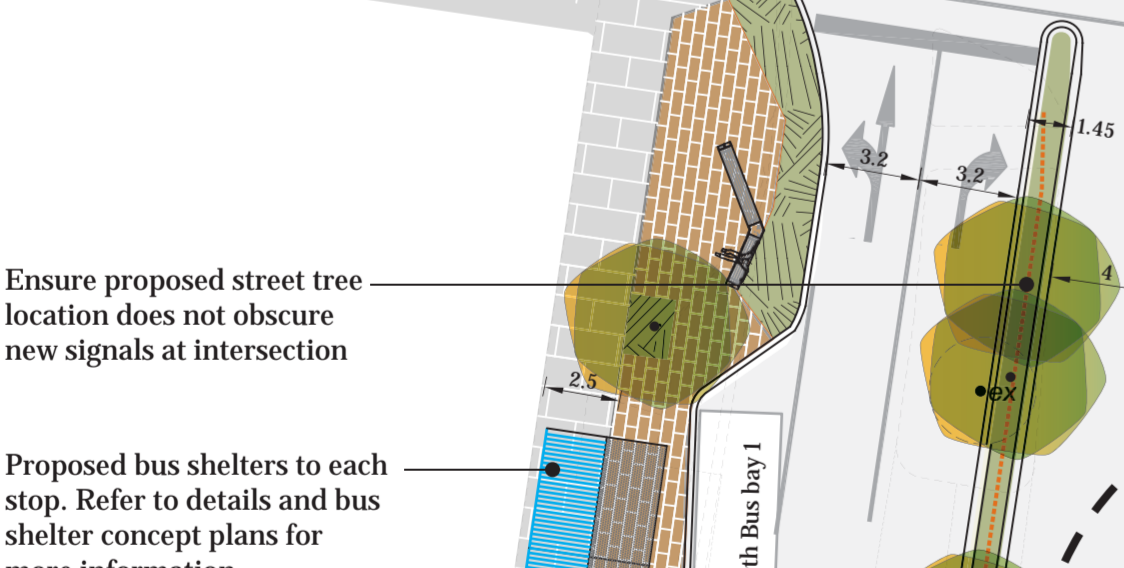
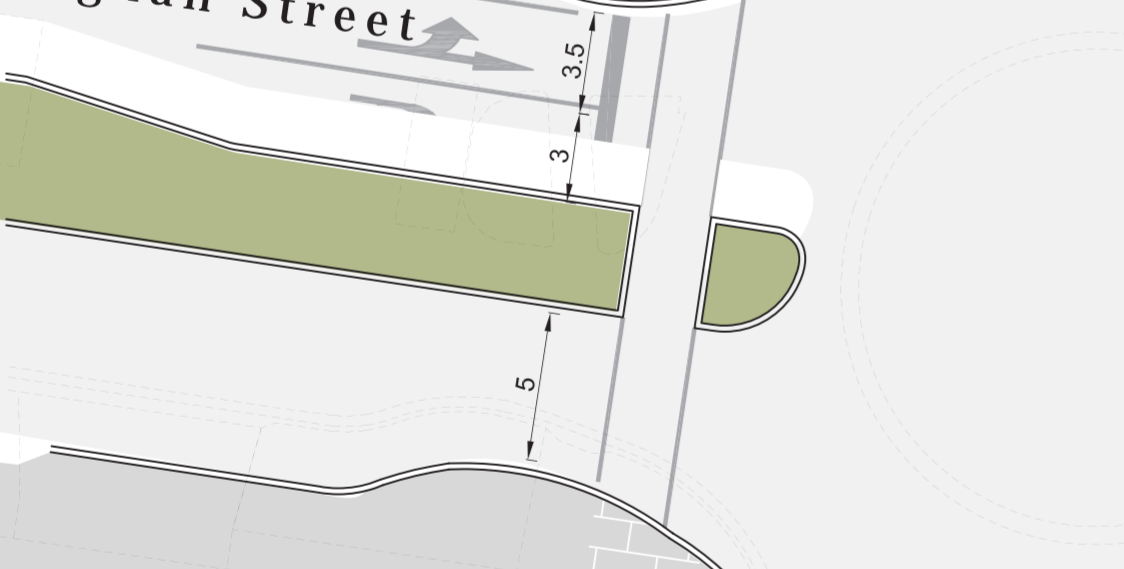
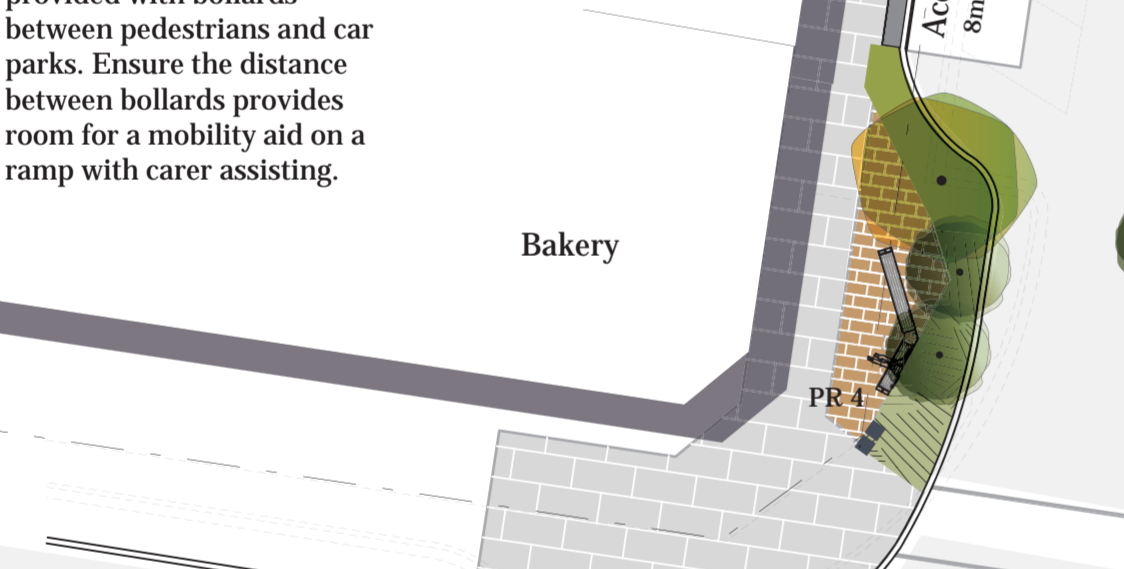
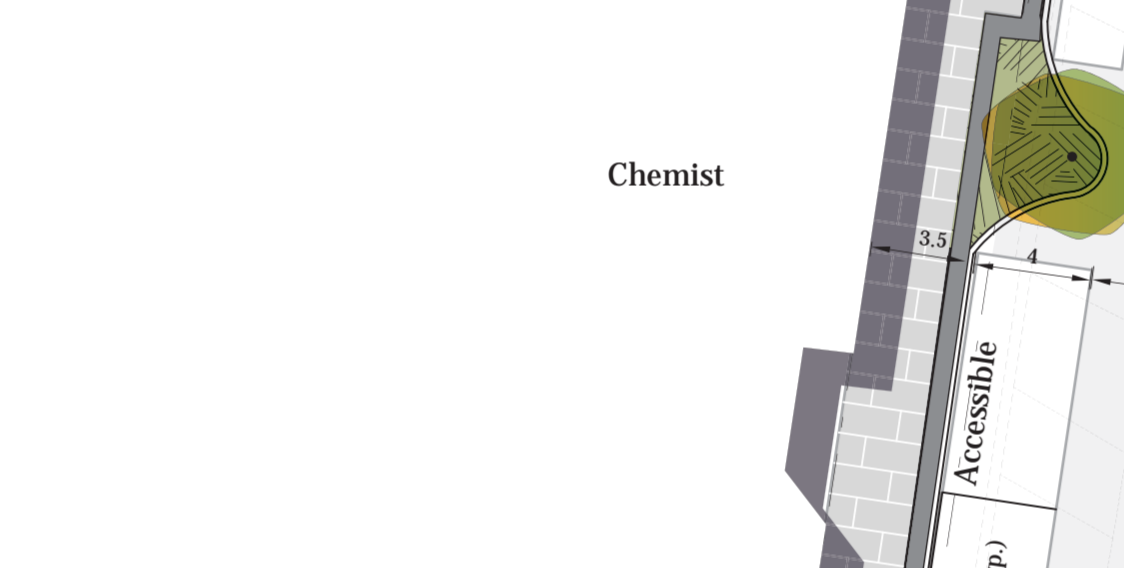
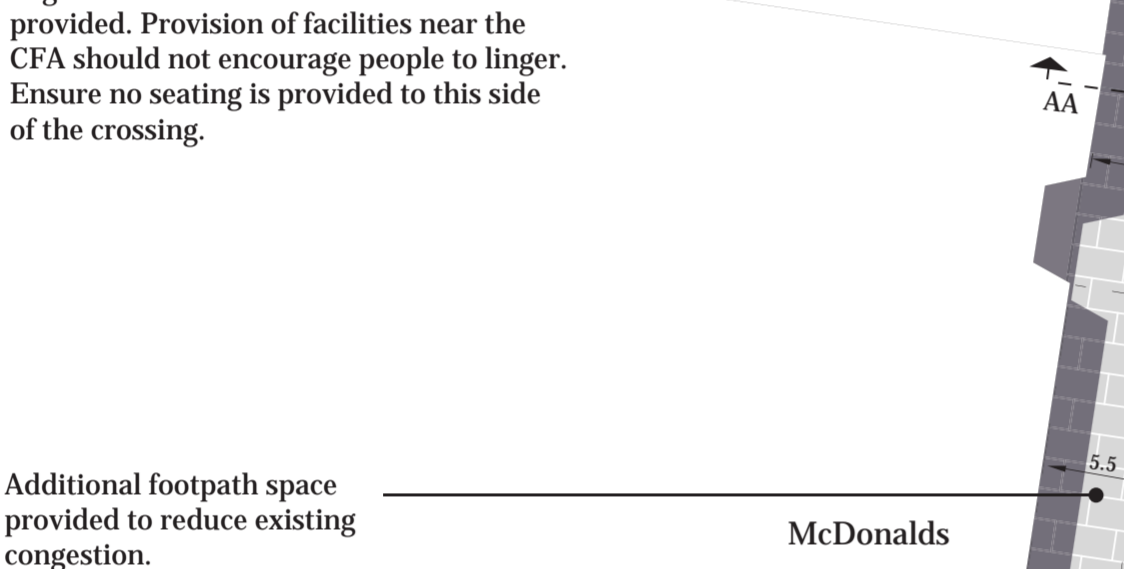
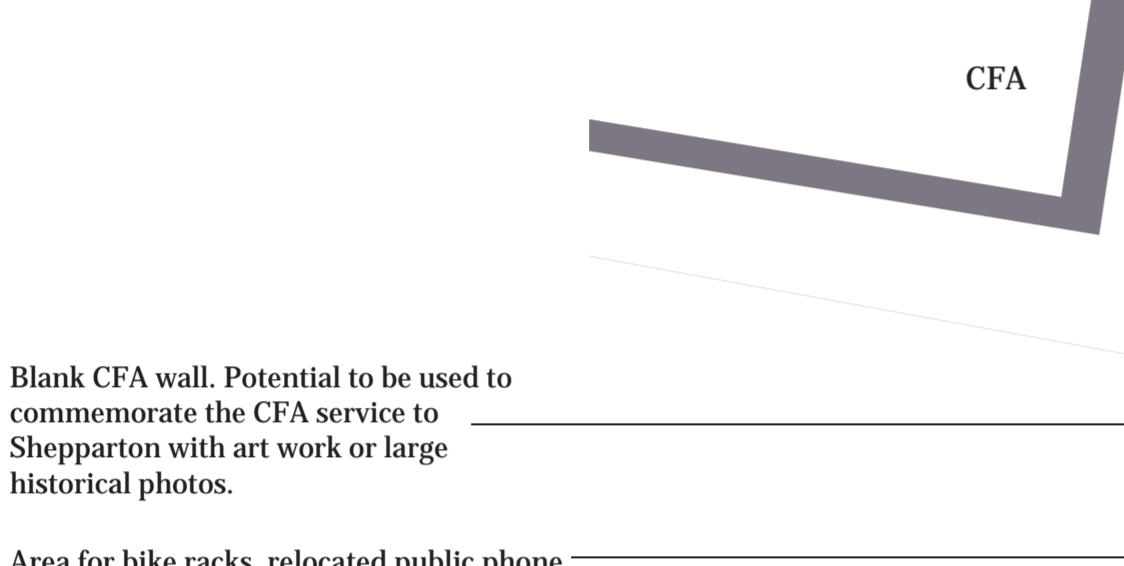
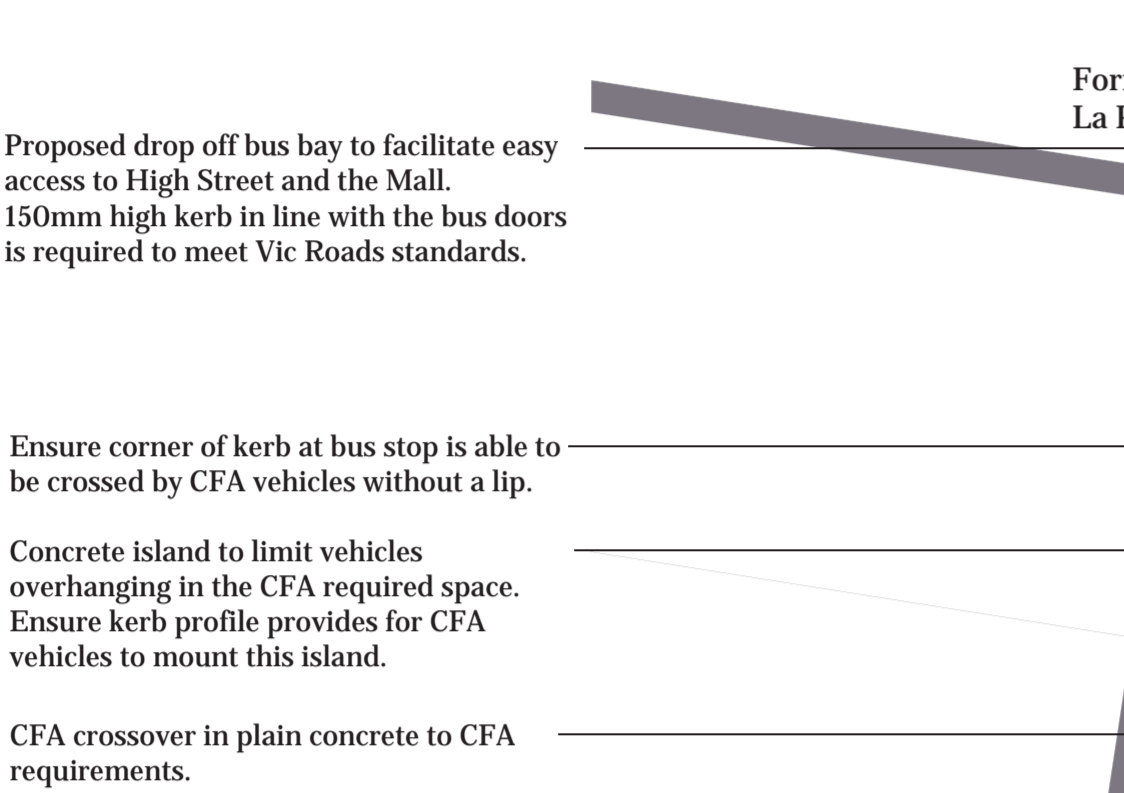
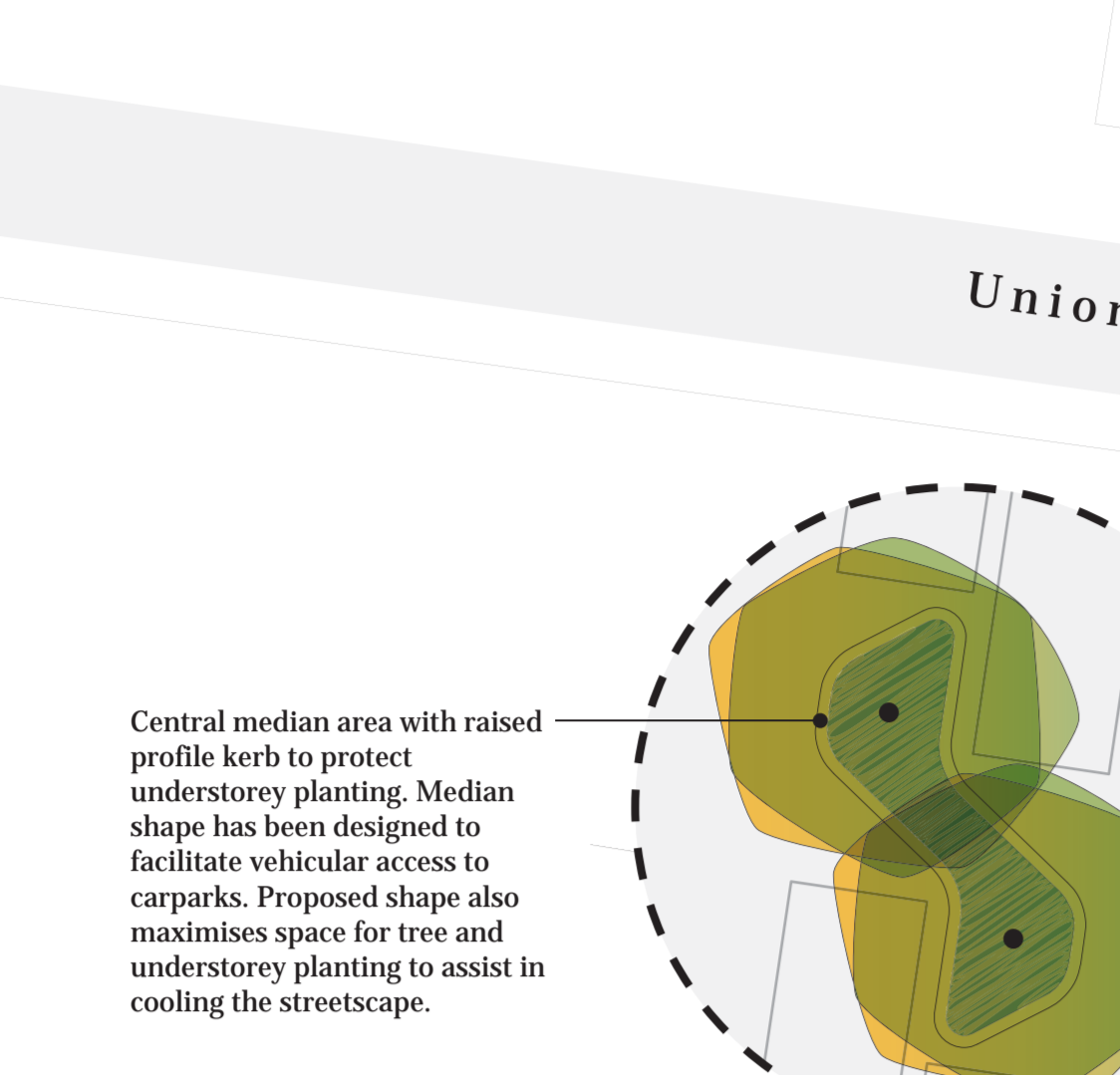
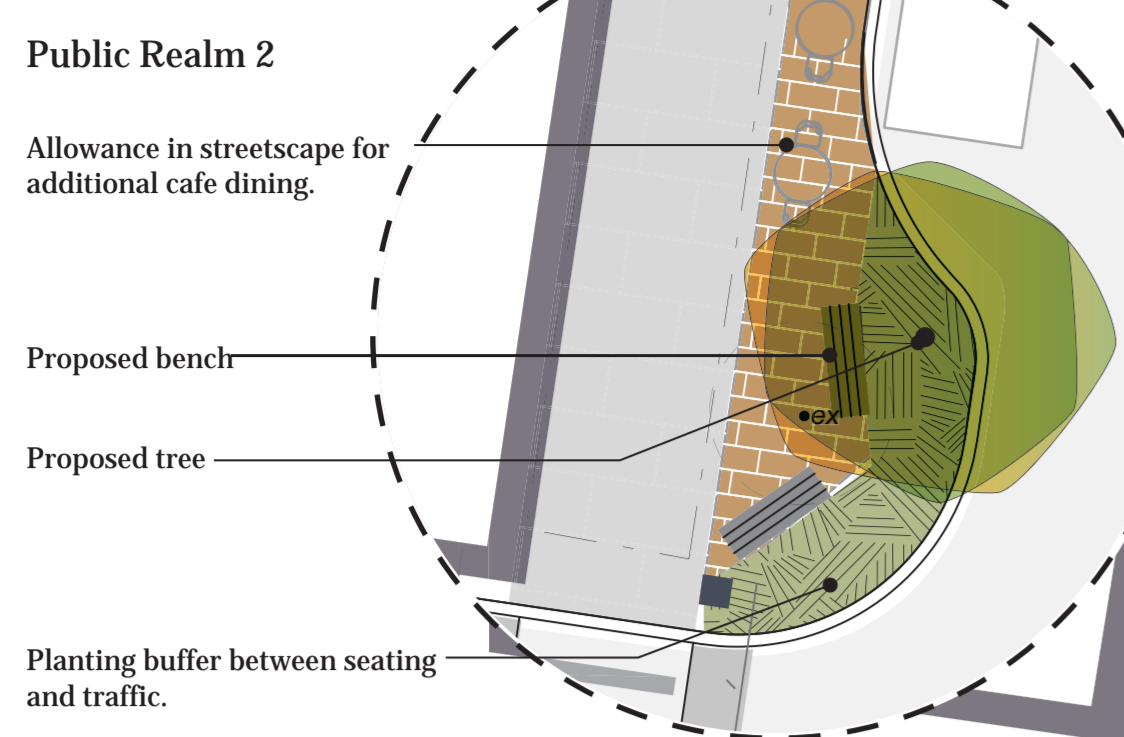
20 May 2014

**Agenda Item 10.7 Maude Street Bus Interchange and Maude Street
Redevelopment**

Attachment 1 Maude Street Final Concept Plan..... 584

Attachment 2 Maude Street Cross Sections..... 585

Attachment 3 Maude Street Bus Shelter Design 586



Proposed bus bay.
Entrance to Rowe Street carpark realigned to allow for minimal disturbance of High Street traffic. Refer to GSCC plans for details.

Proposed public realm area with custom seating, lighting, bins, understorey planting and additional tree planting.
Closed Circuit TV (CCTV) CCTV is to be provided throughout the streetscape and in the bus interchange. A comprehensive design by specialists will be required to ensure this is adequately provided for.

Additional outdoor cafe space provided for GB customers.
Proposed raised pedestrian crossing.
New signalled intersections Vaughan Street GSCC intended that this intersection and the Maude Street precinct would be included in the Smart Roads program. However this option was not available at the time of conceptual design. Should it become available during documentation this process could be undertaken.

Proposed centre parallel parking with 400mm centre space.
Additional planted centre medians to provide extra shade, protection for parked cars and pedestrian refuge.
CFA and signalled intersections The new intersection at Vaughan Street is to be able to be activated by the CFA to limit negative impact on response times. Consideration of similar facilities at the High Street intersection should be discussed with Vic Roads

2 x 15 minute car spaces.
Proposed public realm area with seating, lighting, bins, understorey planting and additional tree planting.
Kerb radii 5m radii have been used on the kerbs to provide for the street sweeper requirements. Note the central median does not require street sweeper access as it is the high point of the road.

2 x 15 minute car spaces either side of Doyle's driveway.
Doyle's driveway retained in existing location. Line marking to designate this as a driveway not a car park.
Existing services A Services Investigation Report has been undertaken by CS and A. The service findings have been considered and adjustments made to the design to limit conflict with existing services. However, to ensure best outcomes, the exact location and depth of services should be surveyed and liaison with service authorities should be undertaken.

Proposed public realm area with seating, lighting, bins, understorey planting and additional tree planting.
Proposed Rowe Street raised pedestrian crossing.
Future underground power Underground power requires a significant easement. Any future underground power should consider the locations' impact on the street trees. Minor alterations to the alignment of the power will have a significant impact on the streetscape.

Proposed public realm area with custom seating, lighting, bins, understorey planting and additional tree planting.
Upgrade and realignment of existing Maude Street pedestrian crossing to a raised crossing. Relocation to align to existing underground power easement and move pedestrians further away from CFA.
Car parking restrictions Some traders have expressed that 2hr carparks is too long for their business models. They have suggested 1hr car parks throughout the street. 15min carparks have been requested in front of several shops to suit the nature of their business.

Proposed public realm area with custom seating, lighting, bins, understorey planting and additional tree planting.
Upgrade and realignment of existing Maude Street pedestrian crossing to a raised crossing. Relocation to align to existing underground power easement and move pedestrians further away from CFA.
Duration of construction Some traders have expressed concern about the impact of construction on their business. This issue should be considered during documentation and by GSCC to mitigate the impact where possible.

Proposed rain garden to collect storm water from road.
Existing tree to be removed.
Raised pedestrian crossing.
Public Facilities in the Plaza The public facilities shown on this plan are a concept only and are subject to further investigation and design development. There is the potential to provide an integrated public facilities and toilet in this location. A Public Toilet Review (2013) has been produced by LMLA for the Greater Shepparton City Council. This report should be referred to for any design development. The report notes that public toilet facilities have been requested in this location. The report recommends that not only are 9 or more cubicles needed in this area, but additional facilities are also required, such as adult change facilities, a parents' room, breast feeding room and child changing facilities. Please note - Bus service provider has requested bus staff toilets be included in the facilities. Facilities to consider provision of a mobility aid recharge point.

Proposed rain garden to collect storm water from road.
Awning and building treatment to be considered. Refer to Architects plans.
Additional slip lane for vehicles turning into Vaughan Street.
Design for all abilities The design of individual feature elements and furniture is to ensure sufficient contrast with it's environment to limit potential hazards for the visually impaired. Tactile Ground Surface Indicators (TGSIs) are to be provided in the streetscape at areas of potential pedestrian / vehicle hazards as well as intersections and crossings. Ensure space for mobility aids in public realm is provided for.

Proposed rain garden to collect storm water from road.
Awning and building treatment to be considered. Refer to Architects plans.
Additional slip lane for vehicles turning into Vaughan Street.
Streetscape Design Rationale The streetscape design provides a stronger pedestrian link between the Mall, Vaughan Street and the proposed bus interchange. At the same time this design provides a quality retail streetscape experience. New tree planting provides greater shade for pedestrians, and for parked cars, while also assisting in cooling the streetscape. "Public realm spaces" provide areas for resting / socialising without a commercial imperative. These public realm areas are to be welcoming spaces with understorey planting to contribute to the overall streetscape amenity. They have been strategically placed to provide resting areas with shade, seating, lighting and bins.

Proposed rain garden to collect storm water from road.
Awning and building treatment to be considered. Refer to Architects plans.
Additional slip lane for vehicles turning into Vaughan Street.
Note: Please refer to Bus shelter concept for details.

Proposed rain garden to collect storm water from road.
Awning and building treatment to be considered. Refer to Architects plans.
Additional slip lane for vehicles turning into Vaughan Street.
Car parking
North (High Street to Vaughan Street)
Existing parking
43 x Standard bays
2 x 15 minute bays
5 x Bus Bays
Proposed Parking
40 x Standard bays
4 x 15 minute bays
2 x Accessible bays
1 x Bus drop off bay
1 x Bus stop in High Street
South (Vaughan Street to Ashenden Street)
Existing parking
33 x Standard bays
Proposed Parking
8 x Bus Bays

Proposed rain garden to collect storm water from road.
Awning and building treatment to be considered. Refer to Architects plans.
Additional slip lane for vehicles turning into Vaughan Street.
Legend
Proposed pedestrian footpath
Proposed parking
Proposed public realm paving
Existing kerb
Proposed understorey planting
Proposed rain-garden
Proposed custom seating element
Proposed bench to GSCC standards
Existing trees to be removed
Proposed Street tree
Geijera parviflora
Wilga
Proposed Street tree
Zelkova serrata
Zelkova
Proposed Plaza tree
Eucalyptus pauciflora
Little Snowman
Proposed shelter - refer to additional plans

Proposed rain garden to collect storm water from road.
Awning and building treatment to be considered. Refer to Architects plans.
Additional slip lane for vehicles turning into Vaughan Street.
This Concept Plan is based on a desktop study of existing services and infrastructure. Significant changes may occur to the Concept Plan during an impact assessment of existing services to this concept. It is intended that the design integrity and concept of the overall streetscape will be maintained after the existing services investigation.

Proposed rain garden to collect storm water from road.
Awning and building treatment to be considered. Refer to Architects plans.
Additional slip lane for vehicles turning into Vaughan Street.
Proposed plaza design is conceptual only. This design has been shown for discussion purposes only. All elements are subject to change during consultation and design development.

Proposed rain garden to collect storm water from road.
Awning and building treatment to be considered. Refer to Architects plans.
Additional slip lane for vehicles turning into Vaughan Street.
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Maude Street Streetscape Redevelopment
Greater Shepparton City Council
Streetscape Concept Plan
Project number 1050 Revision C
Sheet No. 0050_CPDD

Proposed rain garden to collect storm water from road.
Awning and building treatment to be considered. Refer to Architects plans.
Additional slip lane for vehicles turning into Vaughan Street.
Designed CR LM Nov 2013
Drawn CR LM 16.12.2013
Rev
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