

Vision Statement: Stages 1 and 2

This Plan aims to facilitate the strategic redevelopment opportunity presented by the Croydon Central retail centre, to enhance the overall functioning and fabric of the Croydon Town Centre Major Activity Centre. It provides for the development of the site for increased retail, commercial and higher density residential uses, improving integration of the retail precincts throughout the Town Centre, and seeking to achieve the objectives of the DPO6.

The Plan contemplates the development of the land in two stages, as depicted in section 4.1 Staging Plan.

Stage 1 will comprise high quality built form through good design of new building elements and the upgrading of existing facades to be retained, incorporation of sustainable design principles, flexible and varied retail offering to meet market demand through a range of tenancy types and sizes, improving pedestrian movement across the site by increasing legibility of pedestrian paths and providing separation of services areas and truck movements from public areas, increasing usability of the centre by improving car parking layouts, maintaining convenient undercover parking, creating the foundation for a high quality public realm that has good amenity, footpaths and street trees, providing high quality landscaped outcomes in the public realm to ensure an attractive and enjoyable experience for patrons, improving residential interface at the western end of the site through the development of townhouses along Toorak Avenue, strengthen entry sequence to encourage future connection back to Croydon Train Station and eventually Main St beyond.

At the time this Plan is prepared, Stage 1 has been partially delivered, in accordance with the version of this Plan endorsed by Maroondah City Council on 31 August 2017 (and a permit issued by the Council). That part of the Stage 1 development which has been completed includes an expansion to the existing supermarket and retail offering within the centre of the site and south east corner of the site, alterations and additions to the retail offering, relocation of the 'Aldi' supermarket, provision of additional specialty shops, food and drink

premises (and other associated uses), provision of a commercial/mixed development including a gymnasium and child care centre and delivery of 20 townhouses. Accordingly, this Plan does not make any material changes to what is proposed as part of Stage 1, with changes limited to a minor realignment to the staging boundary (boundary of Stage 1 shifted slightly north-west).

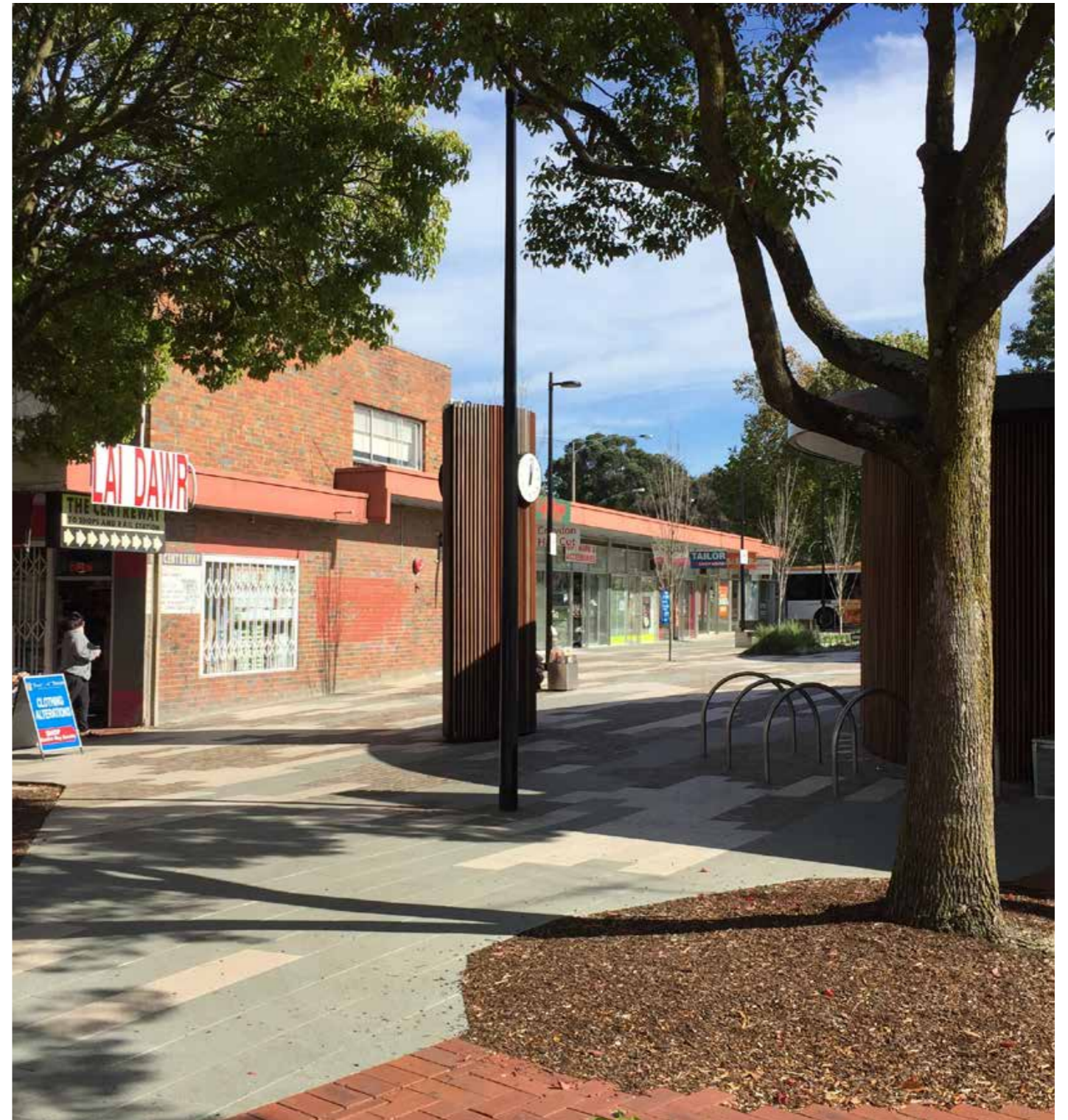
Stage 2 includes the development of the eastern part of the site, in its closest proximity to Wicklow Avenue and the Croydon train station, for a retail / mixed use development. It comprises a retail mixed use development contained within a podium, accommodating roof decks / terraces and residential and mixed use development above.

The podium will be split, so as to allow for the creation of a forecourt/galleria area that allows for connection with the elevated Croydon train station, as well as areas to the west that will be able to be accessed under the elevated rail.

The indicative built form of the development above the podium is depicted in the perspectives and images contained in section 4.3.

The form finding procedure that has been used to determine the preferred urban design outcomes and built form envelopes for Stage 2 is also set out in Part 4.3. The analysis that has been undertaken has identified indicative, preferred building envelopes and heights that will help guide the assessment of future planning permit applications.

This Plan's provisions in respect of Stage 2 are a refinement and development of the content of the previously endorsed development plan. The previously endorsed plan approached Stage 2 at a high level, including only retail (and car parking), in addition to limited public realm areas, and foreshadowing future residential additions consistently with the expectations of DPO6. This Plan has been developed to ensure the residential component of the retail / mixed use development of the eastern part of the site is developed as an integrated component of the overall design.



Development Plan

Relationship with the DPO6 Height and Land Use Plan

This Plan has had regard to and is generally in accordance with the Height and Land Use Plan that comprises Map 1 in DPO6 (Height and Land Use Plan).

The Height and Land Use Plan is reproduced as Figure 14 on this page.

The Height and Land Use Plan:

1. Divides the land into two sections, being:
 - a. a section that is coloured orange, to the west of the site (Orange Section); and
 - b. a section coloured blue to the east of the site (Blue Section).
2. For the Orange Section:
 - a. Identifies the following setbacks:
 - i) Plant and Equipment associated with retail uses to be setback a minimum distance of 21 metres from boundary with 30 Toorak Avenue; and
 - ii) Retail uses setback from boundary with 30 Toorak Avenue by not less than 6 metres.
 - b. includes the following notations:
 - i) Residential/Mixed Use above RL 136.87;
 - ii) Retail/Mixed Use below RL 136.97.
3. For the Blue Section:

- a. Contains the following notation:

“Retail/Mixed Use

Roof Deck to Retail level RL 135.00

(excluding architectural and urban design features, plant, parapets, screening, skylights and potential residential and mixed use above).”

This Plan depicts an indicative built form which provides for use and development of the Land that is generally in accordance with the Height and Land Use Plan.

This is because it contemplates:

- i. Plant and Equipment associated with retail uses being setback a minimum distance of 21 metres from the boundary with 30 Toorak Avenue;
- ii. Retail uses setback from boundary with 30 Toorak Avenue by not less than 6 metres;
- iii. For that part of the land that is within the Orange Section, a retail/mixed use podium up to RL 133, with residential/mixed use above;
- iv. For that part of the of the land that is within the Blue Section:
 - a. Retail/mixed use in the podium which rises to RL 131.5;
 - b. A roof deck/terraced area above the podium at RL 131.5; and,
 - c. Residential and mixed use above.

Figure 15 shows the relationship between the Master Plan for each of Stages 1 and 2 and the Height and Land Use Plan.

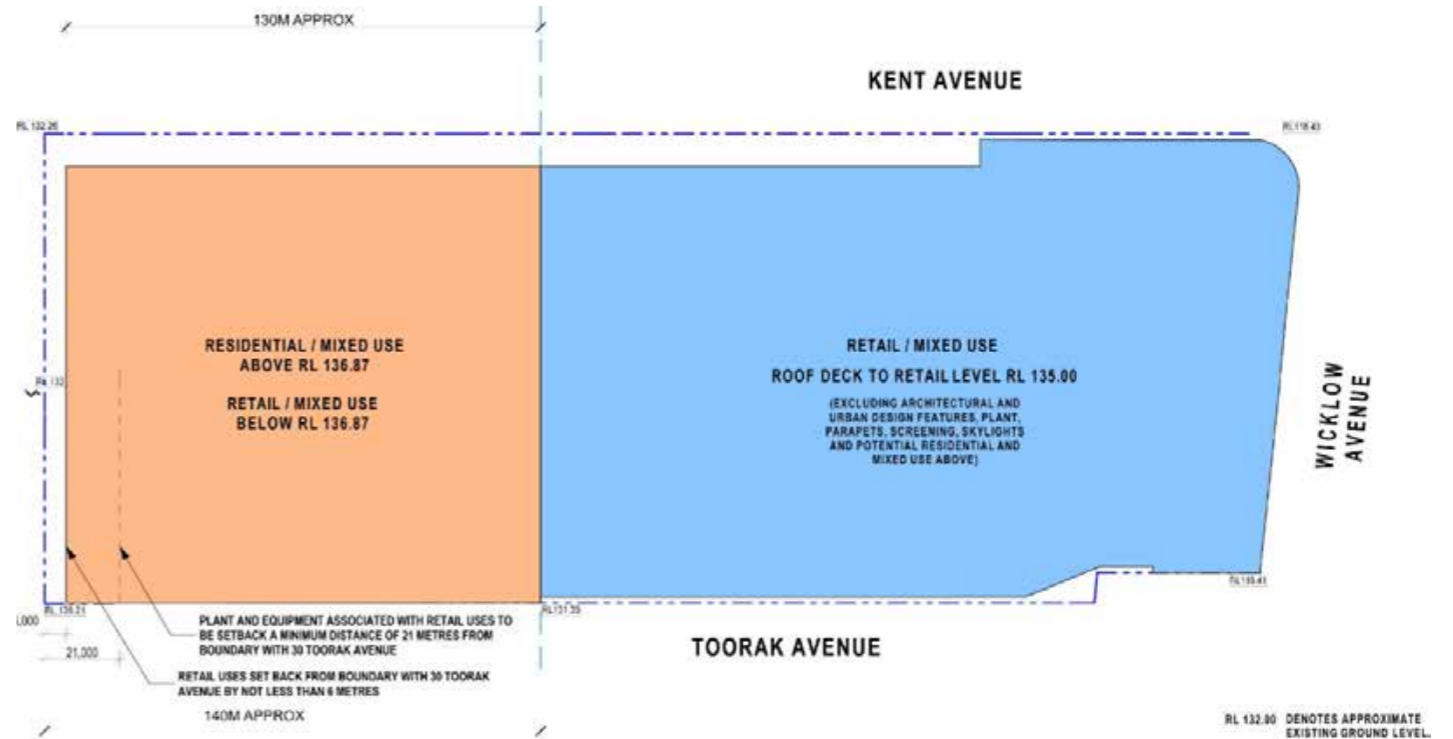


Figure 14: DPO6 Height and Land Use Plan.

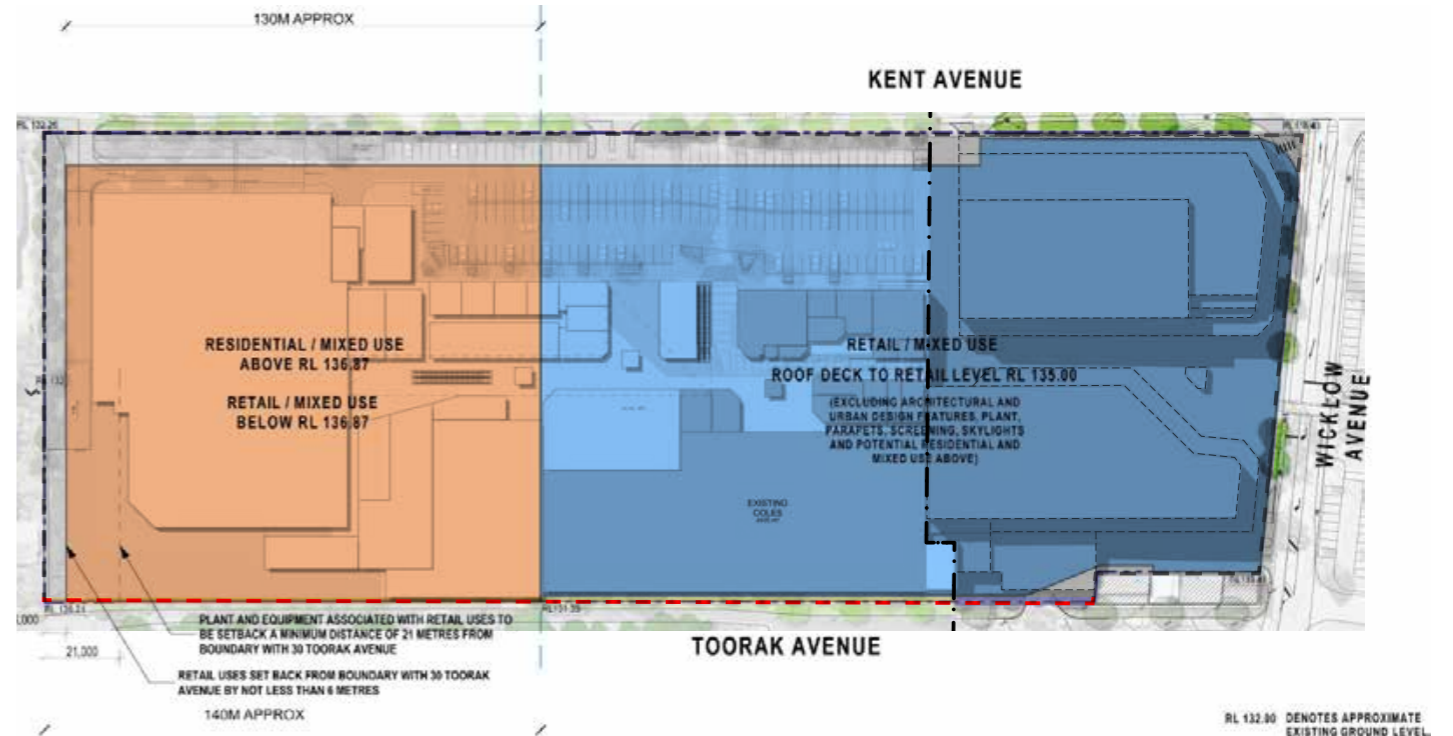


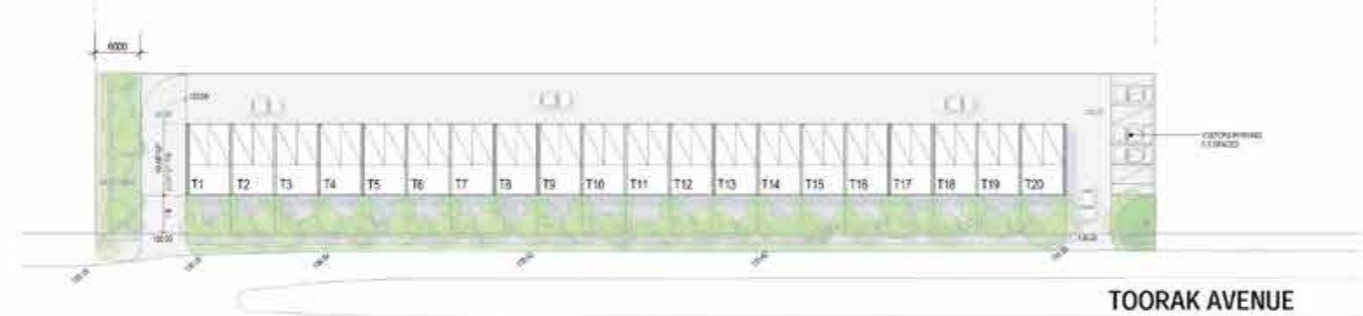
Figure 15: Relationship between DPO6 Height and Land Use Plan and Masterplan.

4.1 Staging Plan



4.2 Stage 1

Master Plan



Existing Centre:	
Total Existing Retail	9848 sqm
Total Existing Carparks	748 cars

Proposed Centre:	
Total Existing Retail to remain	5908 x sqm
Retail Pad Site to remain	1360 x sqm
Total New Retail	11390 x sqm
Total Cars	751 x cars

Total Retail Area:	18658 x sqm
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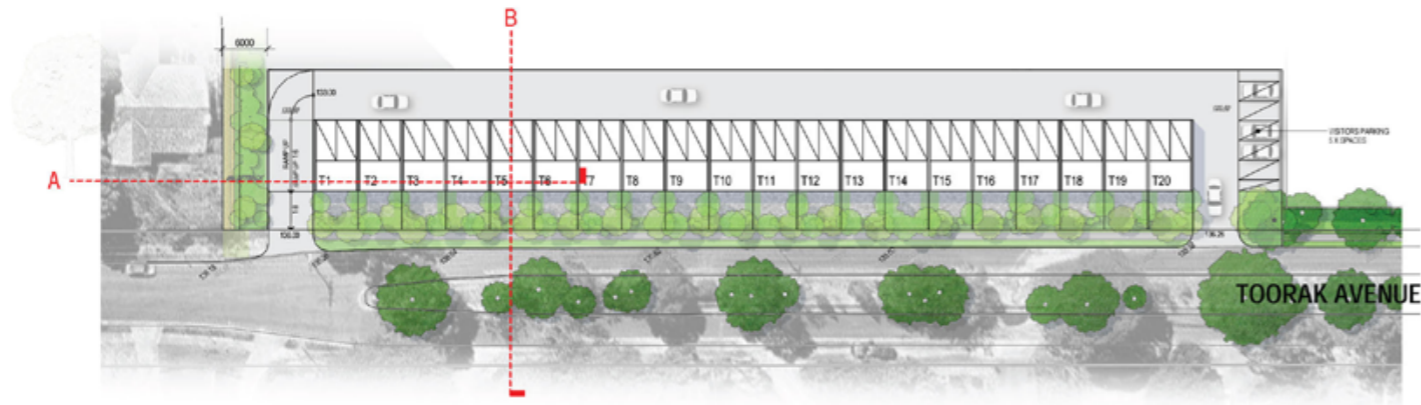
4.2 Stage 1

Undercroft Plan

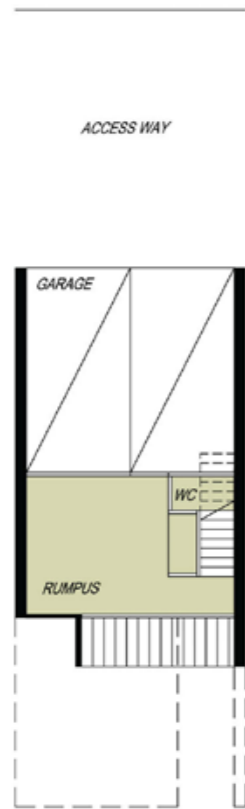


4.2 Stage 1

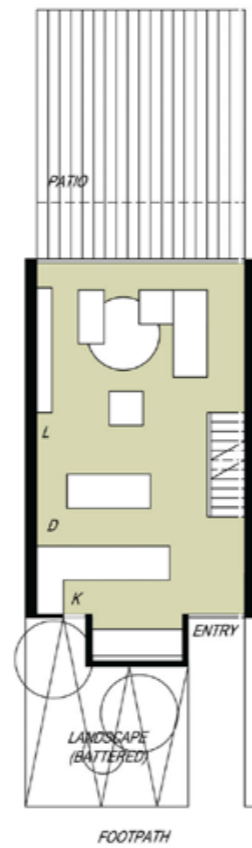
Townhouse Layout



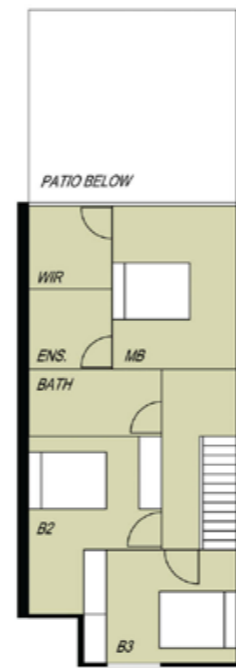
OVERALL TOWNHOUSE LAYOUT
1:1000



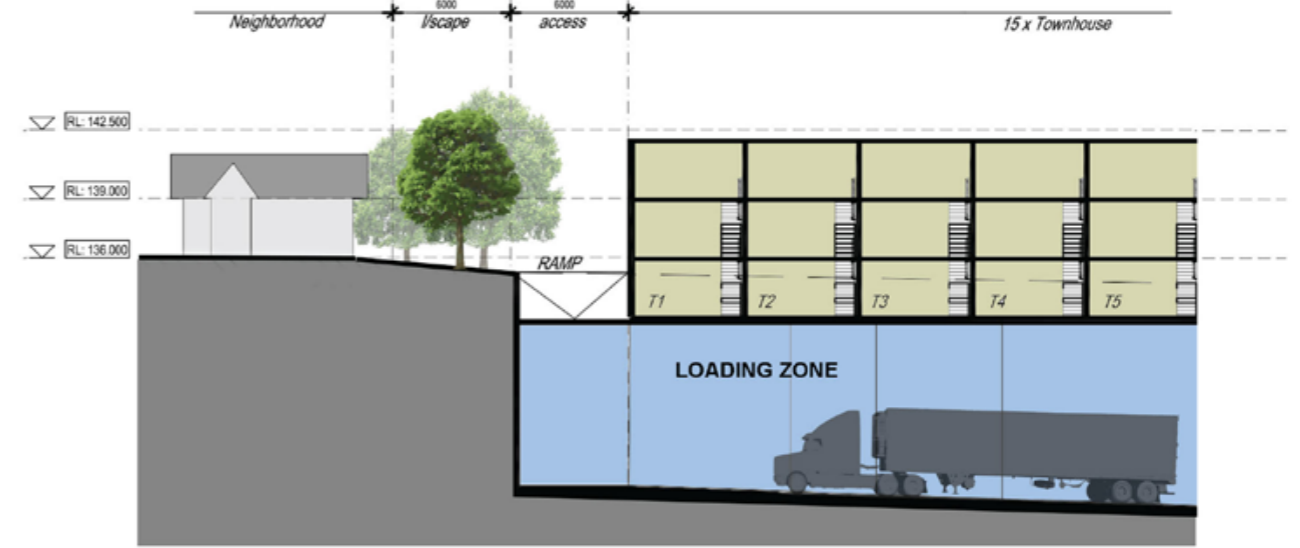
LEVEL -1
RL: 133.5
1:100



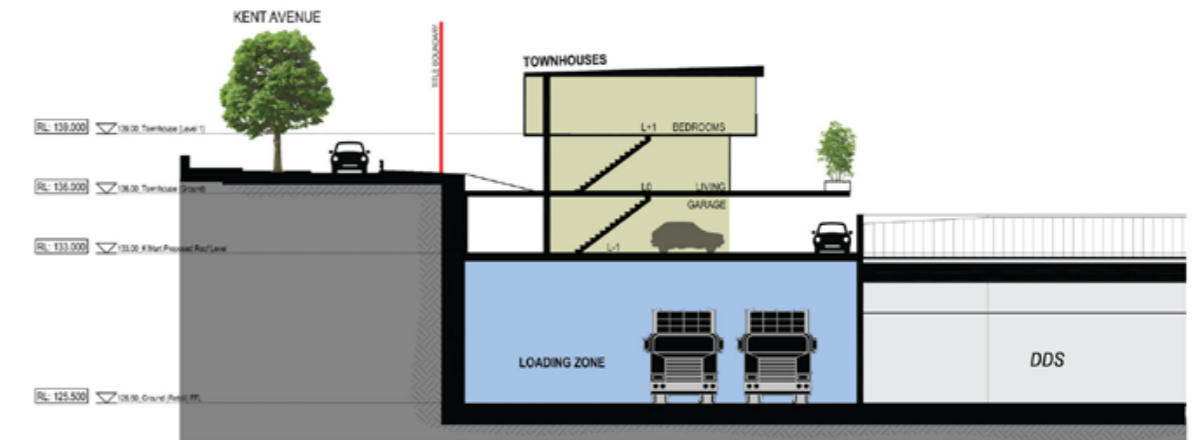
LEVEL 0 (STREET LEVEL)
RL: 136.5



LEVEL +1
RL: 139.5



A - SECTION THRU TOWNHOUSES
1:200



B - SECTION THRU TOWNHOUSES
1:200

4.2 Stage 1

Retail Entry 1



INTEGRATED PLANTING TO CARPARK / ENTRY

- LANDSCAPE INTERFACE TO KENT AVENUE
- VERTICAL LANDSCAPING



FEATURE ENTRANCEWAYS WITHIN FACADES

- DISTINCTIVE MATERIALS TO SIGNIFY ENTRY POINT
- PORTAL DESIGN TO SIGNIFY TRANSITION FROM OUTSIDE TO INSIDE



DYNAMIC RETAIL FACADES TO FOOD OFFERING

- HIGHLY ACTIVATED FACADES TO KENT AVENUE
- RESPONSIVE FACADES AND MATERIALITY
- OUTDOOR DINING OPPORTUNITIES



RAISED NORTH FACING PAVILION TO FOOD COURT

- GLAZING TO PROVIDE NATURAL LIGHT
- VISION INTO CENTRE FROM KENT AVENUE
- HIGH AMENITY FINISH TO RETAIL OFFER



OUTDOOR DINING TO KENT AVENUE FRONTAGE

- PLANTERS TO PROVIDE SOFTENING TO KENT FACADE
- WIDE PAVEMENT TO ALLOW SEATING
- INTEGRATED LANDSCAPING FOR SHADE



- 1 EXISTING RETAIL WITH NEW SHOPFRONTS AND FACIA TREATMENT OVER EXISTING BRICKWORK.
- 2 ENTRY CANOPY TO MARK NEW AIRLOCK / ENTRY POINT FROM KENT AVENUE & BUS STOP
- 3 RAISED PAVILION OVER PART FOOD COURT FOR NATURAL VENTILATION
- 4 NORTH FACING GLAZING TO ALLOW FOR NATURAL LIGHT PENETRATION INTO FOOD COURT AND INDOOR/OUTDOOR DINING OPPORTUNITIES
- 5 LANDSCAPE INTERFACE WITH KENT AVENUE - REFER LANDSCAPE DRAWINGS FOR SECTION DETAILS



4.2 Stage 1

Retail Entry 2



RETAIL INTERFACE TO EXISTING BRICK FACADE

- INVIGORATED RETAIL OFFERING
- IMPROVED ACTIVATION TO WICKLOW FRONTAGE
- HIGHER VISIBILITY TO WICKLOW AVENUE ENTRY



2_INTEGRATED LANDSCAPING TO PEDESTRIAN PATH

- IMPROVED QUALITY OF PEDESTRIAN CONNECTION
- SAFER PEDESTRIAN MOVEMENT THROUGH CARPARK
- INCREASED LEGIBILITY TO WICKLOW ACCESS POINT



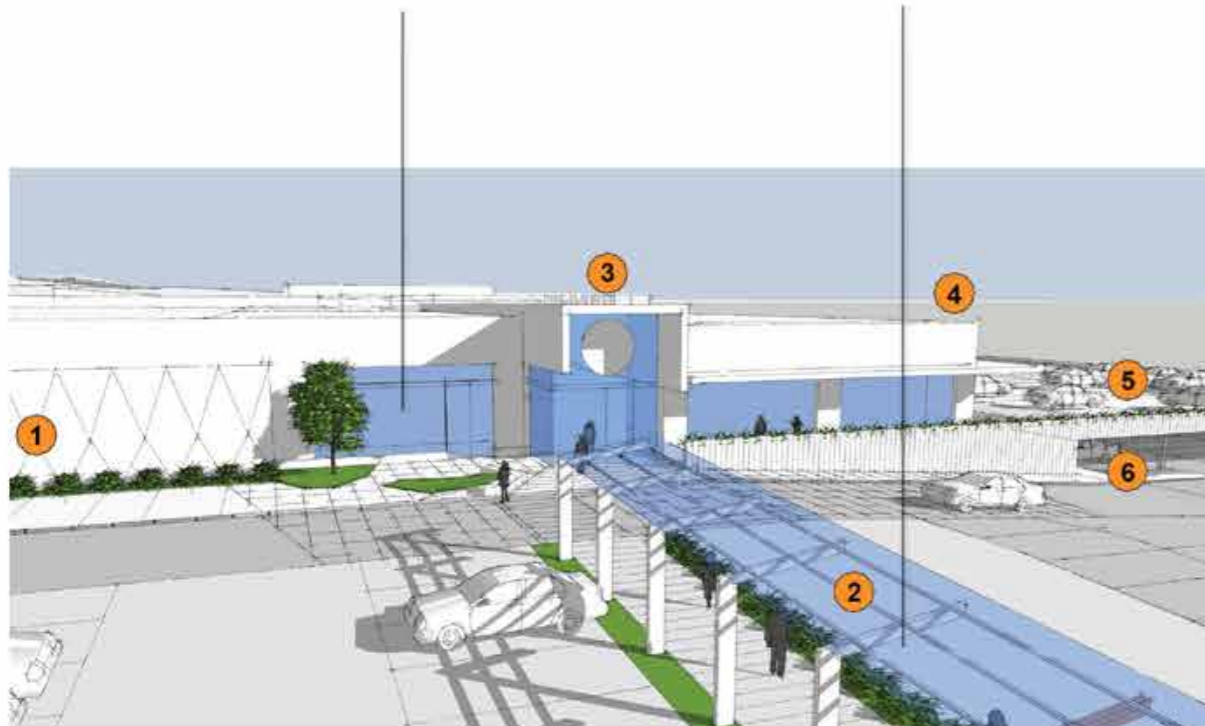
4_NEW RETAIL INTERFACE TO WICKLOW AVENUE

- INVIGORATED RETAIL OFFERING
- 'RE-BRANDING' OF CENTRE FROM EASTERN ASPECT



1_INTEGRATED LANDSCAPING AND GROWTH WALLS

- SOFTENING TO CARPARK AND CAPRARK WALLS
- ATTRACTIVE FACADE FINISHES



- 1 NEW WALL TO PROPOSED LOADING CORRIDOR IN FRONT OF EXISTING COLES - LANDSCAPE TREATMENT TO WALL
- 2 PROPOSED PEDESTRIAN PATH TO BE DEMARCATED BY COVERED AWNING / LANDSCAPE TREATMENT
- 3 MAIN ENTRY TO WICKLOW AVENUE FRONTAGE
- 4 NEW RETAIL TO FRONT OF EXISTING RETAIL ON WICKLOW AVENUE FRONTAGE
- 5 PROPOSED SUSPENDED DECK PARKING TO KENT AVENUE
- 6 PROPOSED UNDERCROFT PARKING TO KENT AVENUE



4.3 Stage 2

This section of the Plan defines preferred urban design outcomes and built form envelopes for Stage 2. The figures, sections and elevations included in this section of the Plan serve the specific purposes of:

- a. depicting key elements relevant to the requirements of this Plan in plan and in three dimensions (namely the location of public realm elements; vehicular and pedestrian routes, access points and facilities; and the general composition of built form elements including street wall, podium and roof deck heights and designs, and the location of tower elements); and,

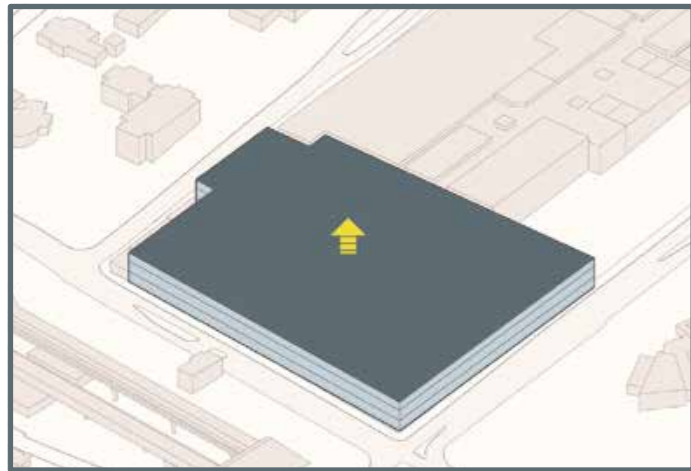
- b. assisting in translating the requirements of the Plan in respect of the materiality and treatments of public realm and built form elements of the future development of the site into three dimensions.

In doing so, they depict an indicative built form, which illustrates one potential way in which the site may be developed generally in accordance with this Plan. The built form depicted is not intended to prescribe what development should or may proceed, or to preclude consideration of the Urban Design Framework Strategies (section 3 of this Plan) and other relevant considerations in the preparation of an application for a permit

to develop the site generally in accordance with this Plan. However, they do identify indicative, preferred building envelopes and heights that will help guide the assessment of future planning permit applications. Built form outcomes would be determined at the time a permit was sought and granted.

The following is a step by step procedure used to determine indicative preferred built form envelopes for stage 2.

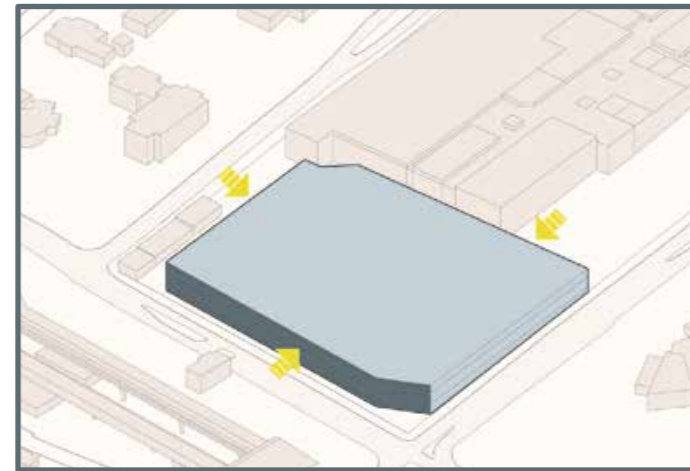
1 Podium Extrusion



First, the entire site is extruded vertically, up to 3 storeys. The ratio between the street wall height and the street width should be close to 1:1 - Wicklow Avenue is about 15.5m wide. The proposed street wall height of 3 storeys allows for a much-needed street edge on Wicklow Avenue, sufficient passive surveillance from the resulting podium onto the public realm, and a good sense of enclosure that enhances the Major Activity Centre designation of the area. Furthermore, part of the podium's height is hidden into the topography as the site slopes to the west, allowing for car parking and loading areas to be located in the semi-basement.

This step helps implement strategies 2, 3 and 4.

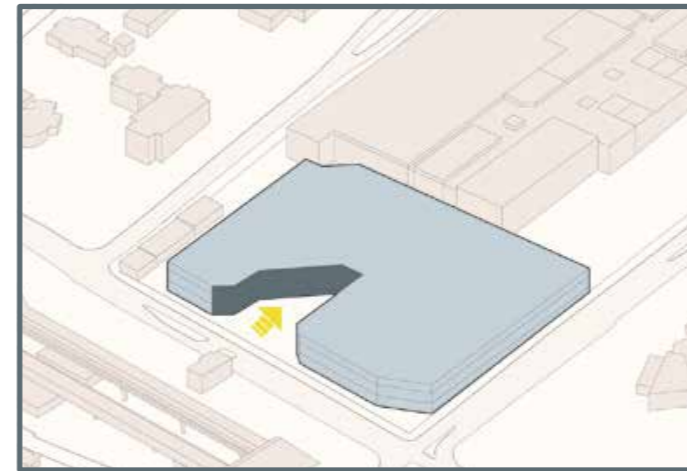
2 Ground Setbacks



Ground setbacks are then applied to the mass. The setback on the Toorak Avenue frontage allows for loading activities to take place at their current location. The setback on the boundary with stage 1 allows for a pedestrian connection between Toorak Avenue and Kent Avenue. The setback on Wicklow Avenue allows for the widening of the footpath to improve pedestrian flow from the station and Main Street into the site. It also allows for the potential introduction of a turning lane and a wider space for pedestrians at the corner with Kent Avenue.

This step helps implement strategies 1 and 2.

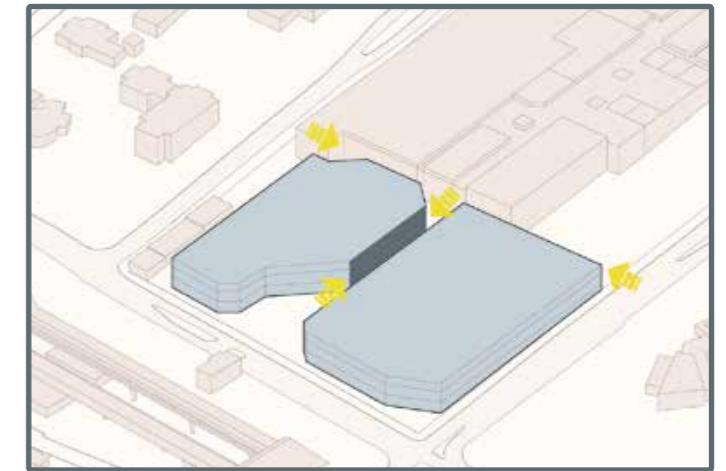
3 Forecourt



The forecourt is carved out of the mass in between the two crossings of Wicklow Avenue and aligning with the existing entrance of Croydon Central. This position allows for a clear visual of existing and train station entrances. The forecourt allows for pedestrian flow into the site, space to linger and for the retail to extend its activity. It also ensures a mix of direct sunlight and shade.

This step helps implement strategies 1, 2, 3 and 4.

4 Pedestrian Links

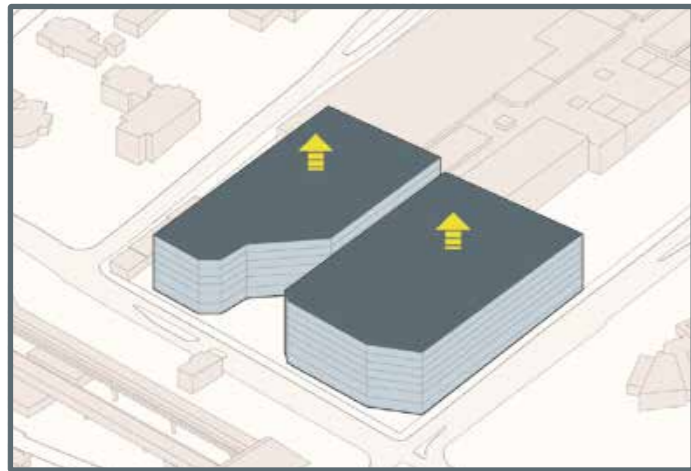


The mass is broken in two by creating a link that connects the current entrance to the shopping centre with the forecourt. This pedestrian-priority connection will physically and visually link the precinct with the station, create a clear and legible urban structure and ensure vibrancy with its active edges.

This step helps implement strategies 1, 2 and 4.

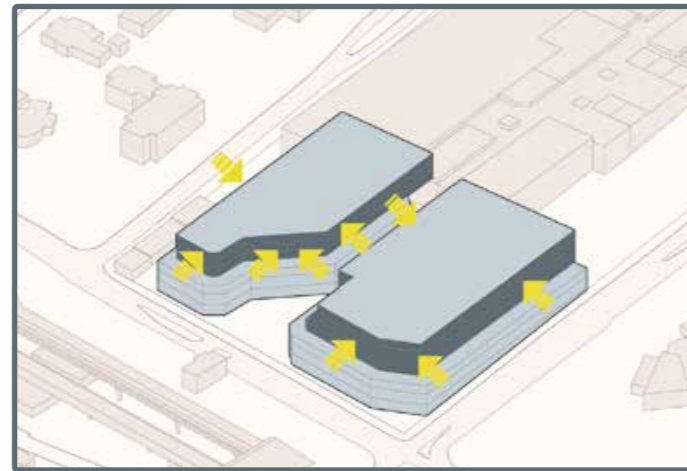
4.3 Stage 2

5 Tower Extrusion



The towers are then extruded, which will allow their height and required setbacks to be tested.

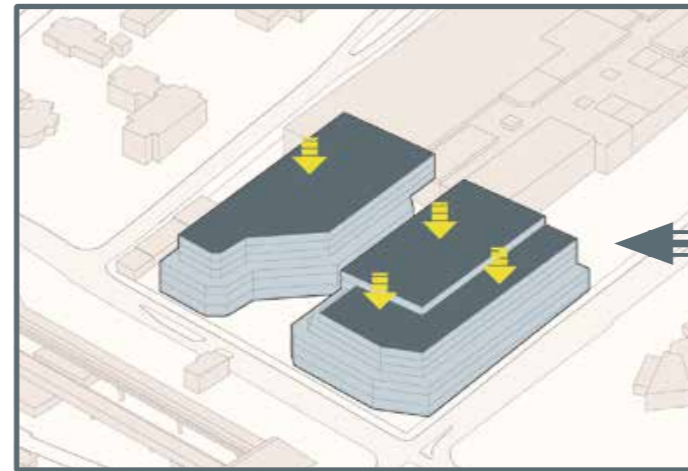
6 Upper Setbacks



Upper level setbacks are then applied to the towers. These reduce the visual bulk, enhance the prominence of the street wall, ensure appropriate sunlight access to the public realm, prevent wind down draughts and protect views of the Dandenongs. The setback dimensions allow for passive surveillance of the public realm.

This step helps implement strategies 2 and 3.

7 Heights



Finally, the towers' heights are limited to ensure reduced overshadowing, both of the public realm and neighbouring properties, and visual bulk. The views of the Dandenongs are protected by further reducing heights where necessary. The different heights aim to create a diverse skyline that also follows the natural slope of the site.

This step helps implement strategies 2 and 3.

✗
The built form should avoid obstructing key views.

✓
A diverse skyline in response to the Dandenong's.

✓
The built form should follow the natural slope.

4.3 Stage 2

Master Plan

Stage 2 will widen the footpath and provide a street wall on Wicklow Avenue which will help define the streetscape. The active edge will ensure vibrancy and safety through passive surveillance of the station precinct. Views from the top of Kent Avenue and Toorak Avenue are protected by appropriate heights and upper level setbacks. The proposed forecourt will provide a new wayfinding element and a destination in the activity centre, connected under the elevated rail to Croydon Town Square and Croydon Park. The major connection will enhance the connection between stage 1 and Croydon Station by introducing activity on its edges and weather protection. Pedestrian access is separated from vehicle entries to remove conflicts. Vehicle and loading access on Wicklow Avenue is consolidated, from the two existing access points down to one. A drop-off area is provided in front of the forecourt.

Stage 2 Land Use

Retail / Mixed Use

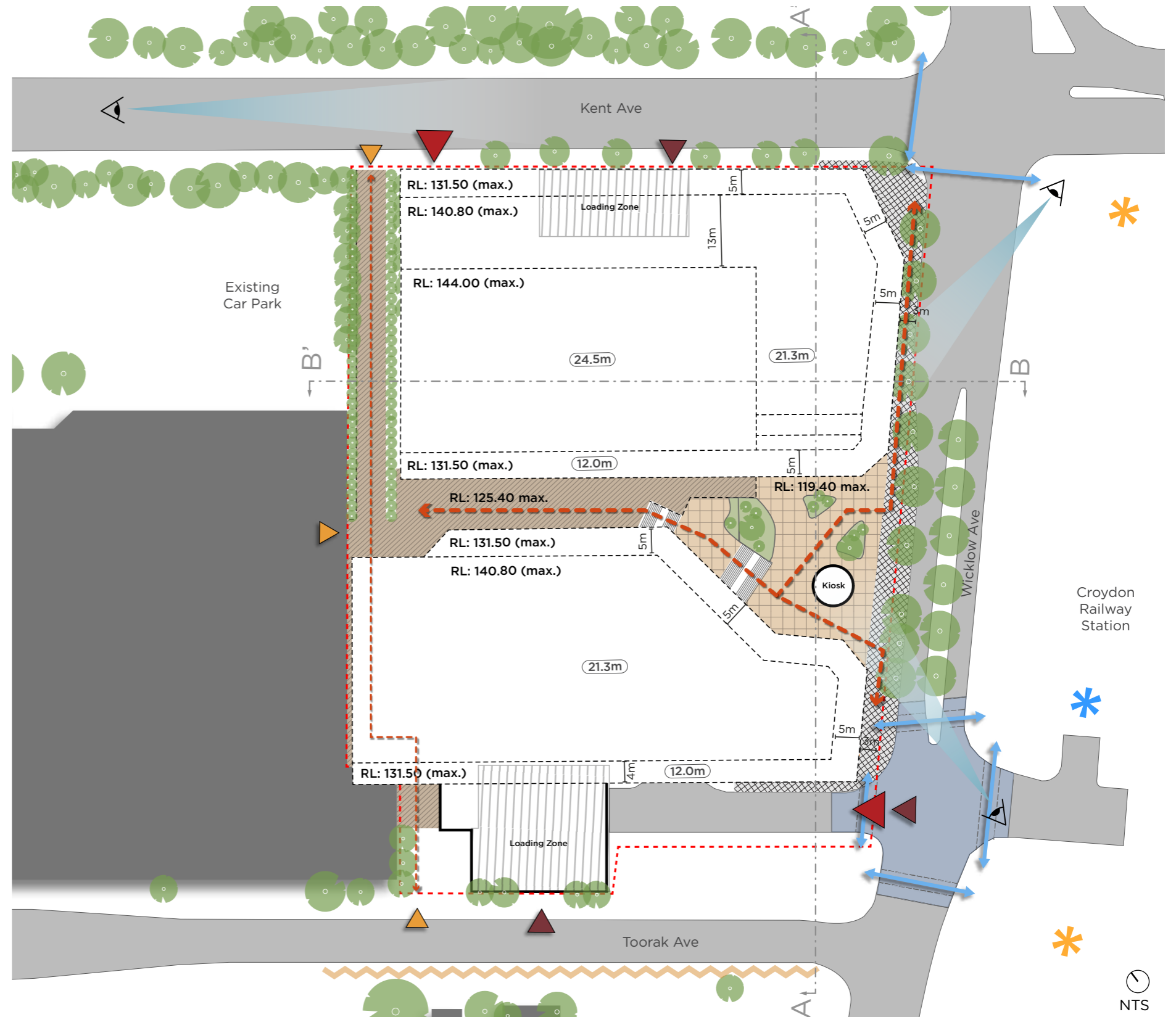
Roof deck to retail level RL 131.50

(Excluding architectural and urban design features, plant, parapets, screening, skylights and potential residential and mixed use above).

10% of the housing in Stage 2 to be provided as affordable housing as defined in the Planning and Environment Act 1987.

LEGEND

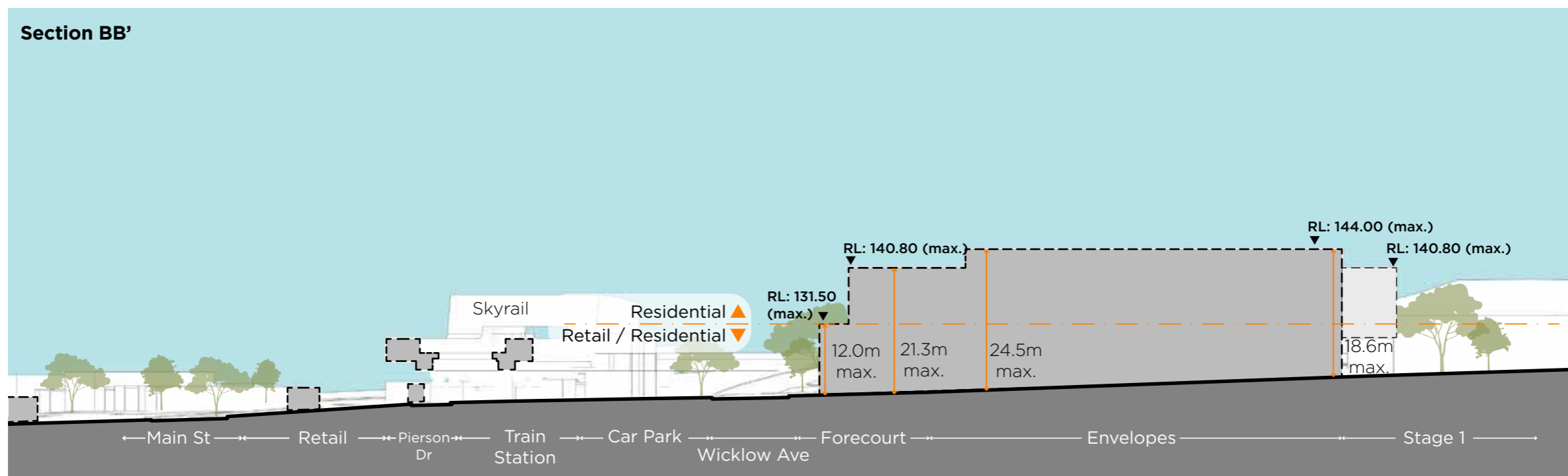
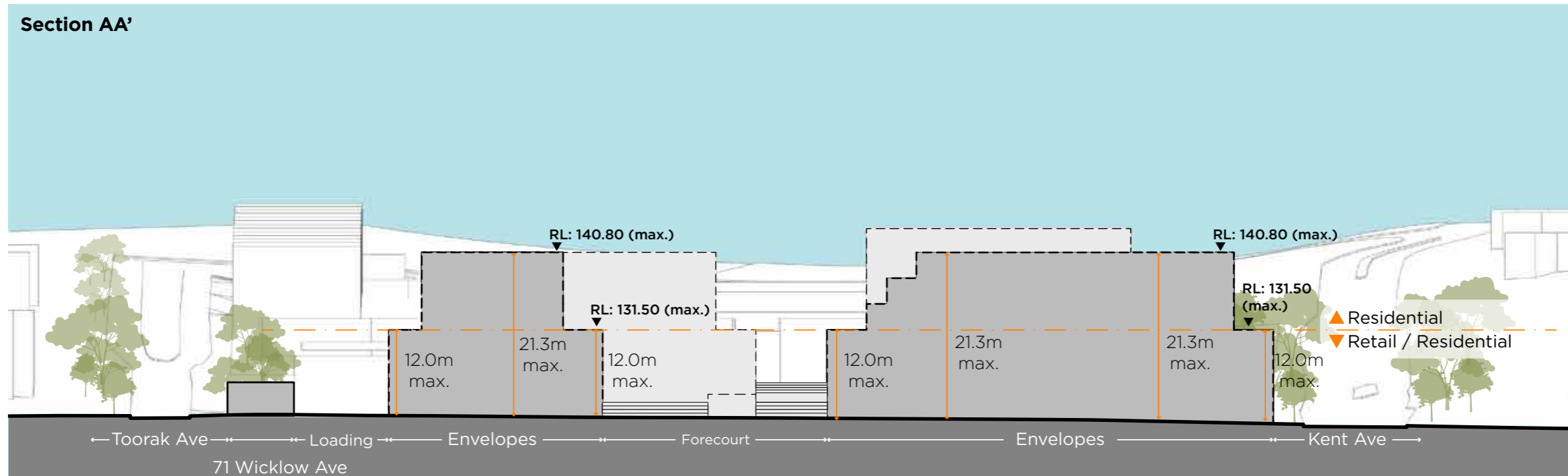
- Context Buildings
- - - Stage 2 Site Boundary
- ▭ Indicative Built Form Envelopes
- (12m) Maximum Height (Metres)
- ▨ Indicative Widened Footpath
- ▩ Publicly Accessible Forecourt
- ▧ Publicly Accessible Link
- ▨ Loading Zone
- ▭ Drop-off area
- ▶ Indicative Pedestrian Access
- ▶ Indicative Vehicle Access
- ▶ Indicative Loading Vehicle Access
- ◀ Key View
- ↔ Possible Pedestrian Crossing
- ⋯ Active Frontage at ground
- ⋯ Sensitive Interface
- ✳ Existing Station Access
- ✳ Potential Future Station Access
- Main Pedestrian Connection
- Secondary Pedestrian Connection
- 5m Indicative Building Setbacks



4.3 Stage 2

Sections - Showing preferred heights (indicative built form)

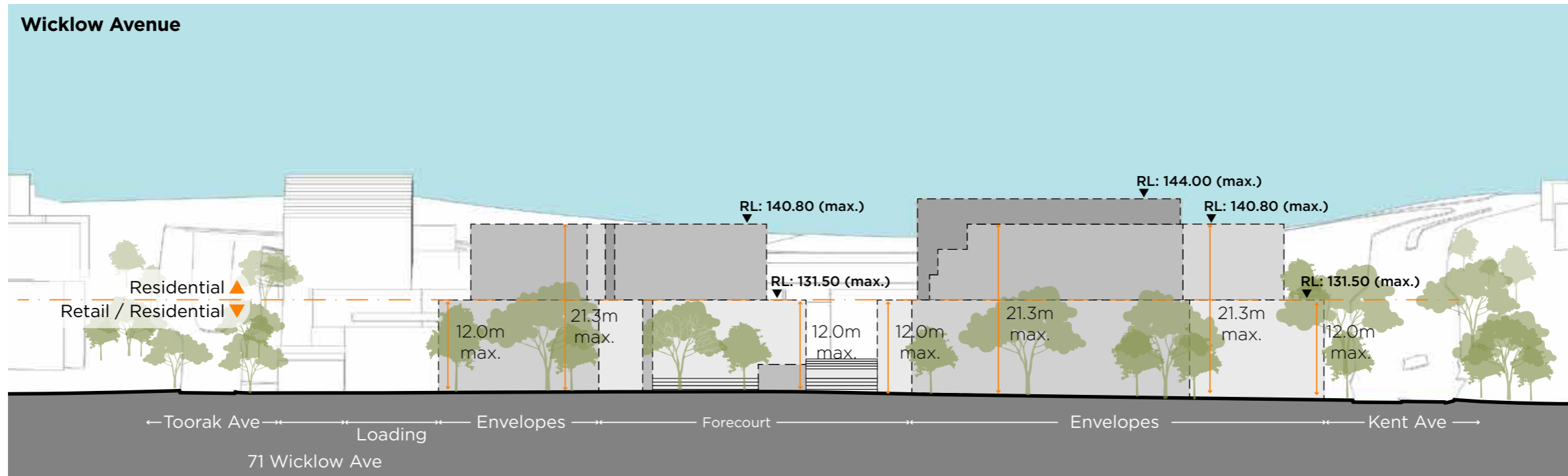
Typical Floor to Floor Heights:
 Residential - 3.2 metres
 Non-residential - 5 metres



4.3 Stage 2

Elevations - Showing preferred heights (indicative built form)

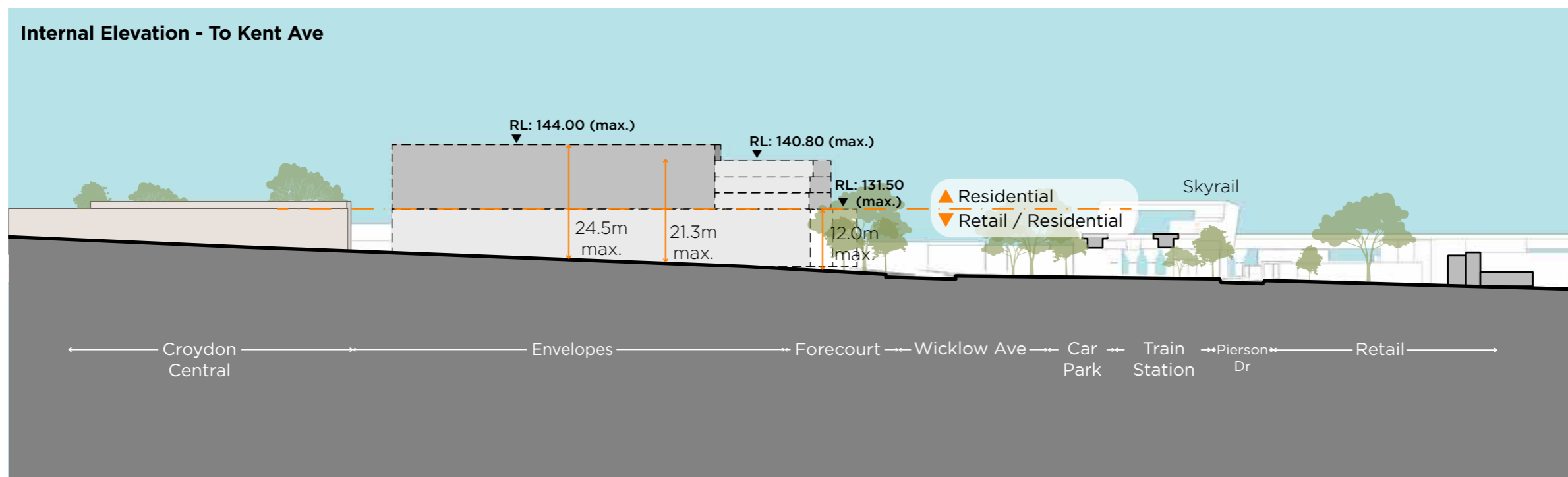
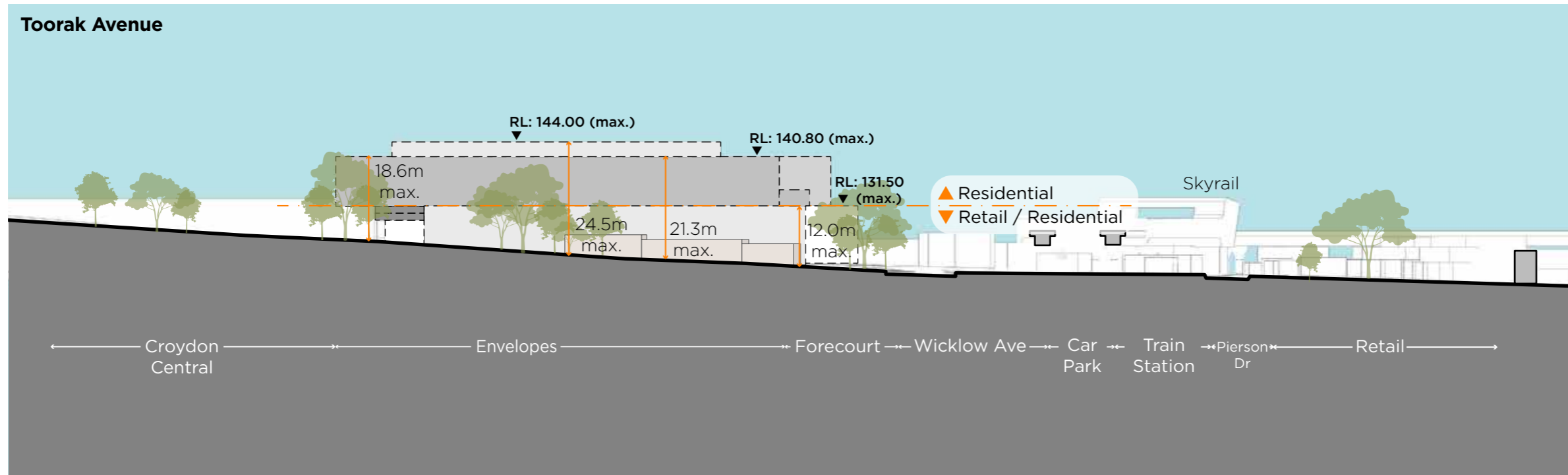
Typical Floor to Floor Heights:
 Residential - 3.2 metres
 Non-residential - 5 metres



4.3 Stage 2

Elevations - Showing preferred heights (indicative built form)

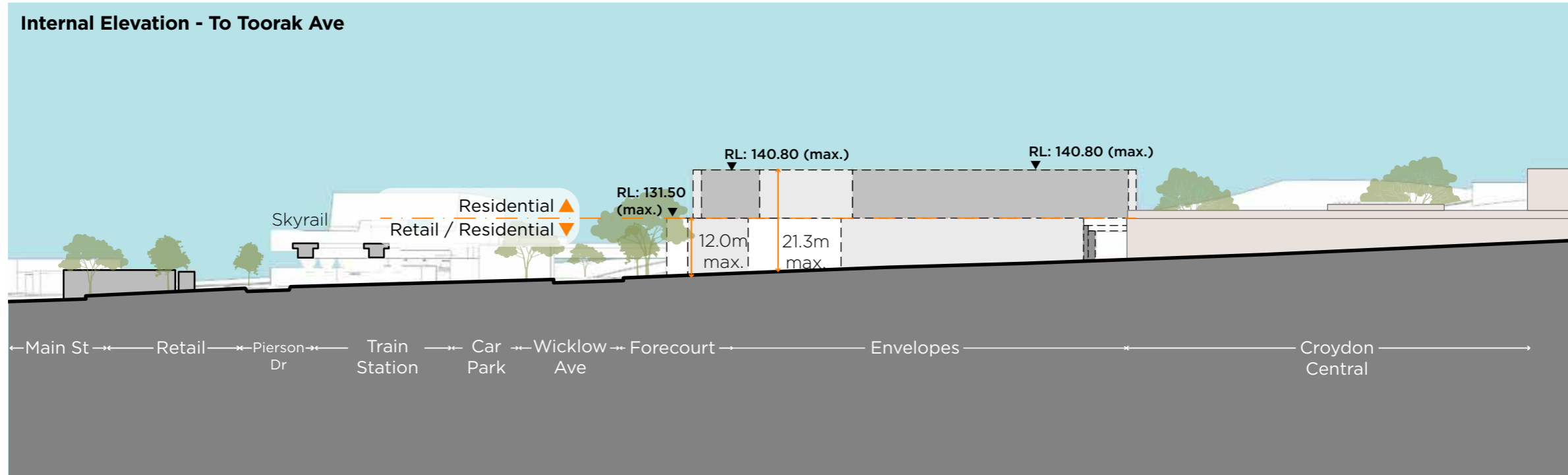
Typical Floor to Floor Heights:
 Residential - 3.2 metres
 Non-residential - 5 metres



4.3 Stage 2

Elevations - Showing preferred heights (indicative built form)

Typical Floor to Floor Heights:
Residential - 3.2 metres
Non-residential - 5 metres



4.3 Stage 2

Pedestrian Views

Ensure finishes and materials, and design and articulation of built form, enhances pedestrian amenity in the public realm on- and off-site (see figures in pages 37-39 for examples).

Objectives

The ground floor must be of a fine grain, through multiple tenancies and repetition of vertical elements.

A canopy must be provided on Wicklow Avenue and Kent Avenue.

All facades must maximise the number of operable windows and balconies.

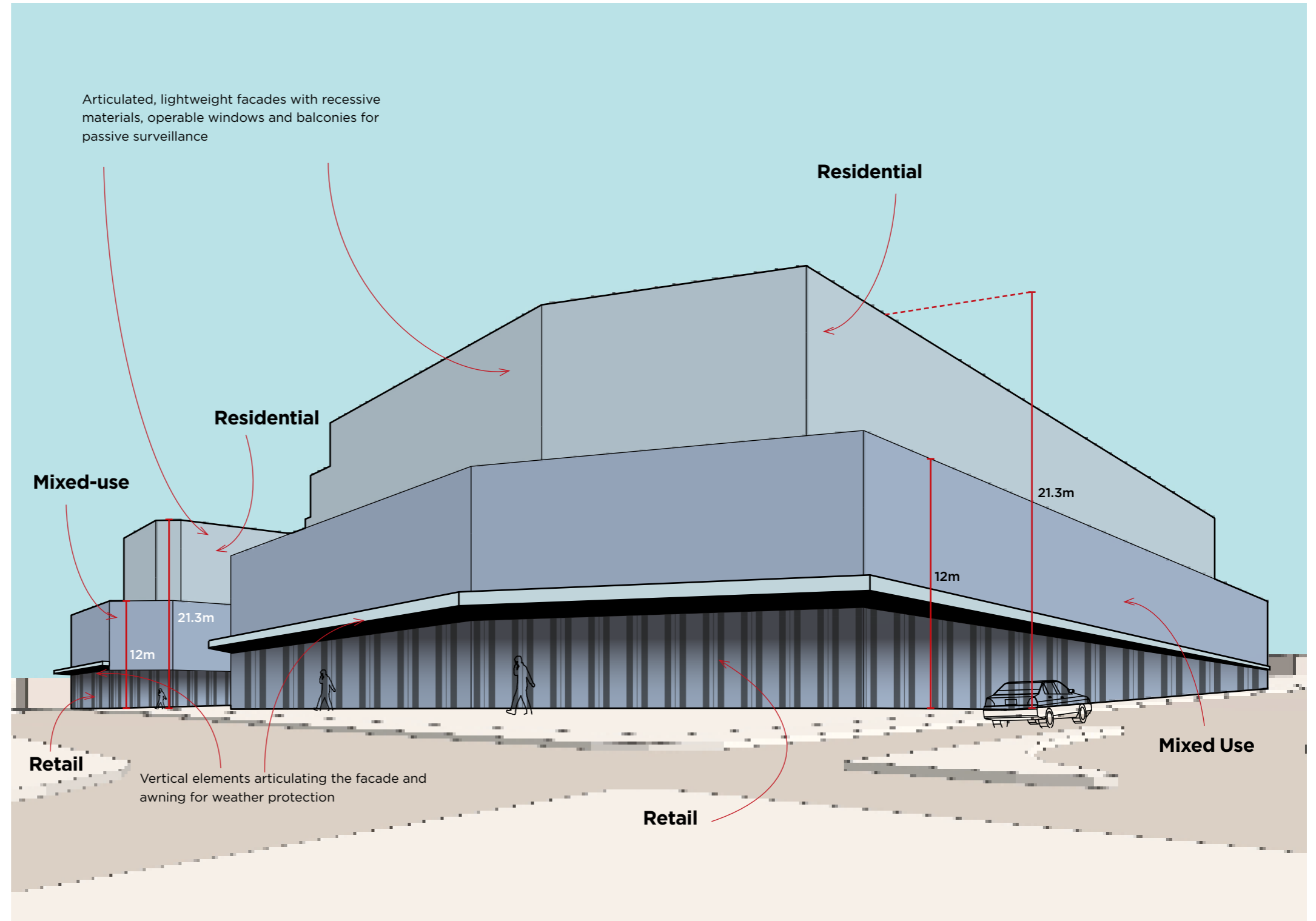
Blank walls should be avoided.

Materials should emphasise the street wall and transition to a recessive material on the upper levels.

Typical Floor to Floor Heights:

Residential - 3.2 metres

Non-residential - 5 metres



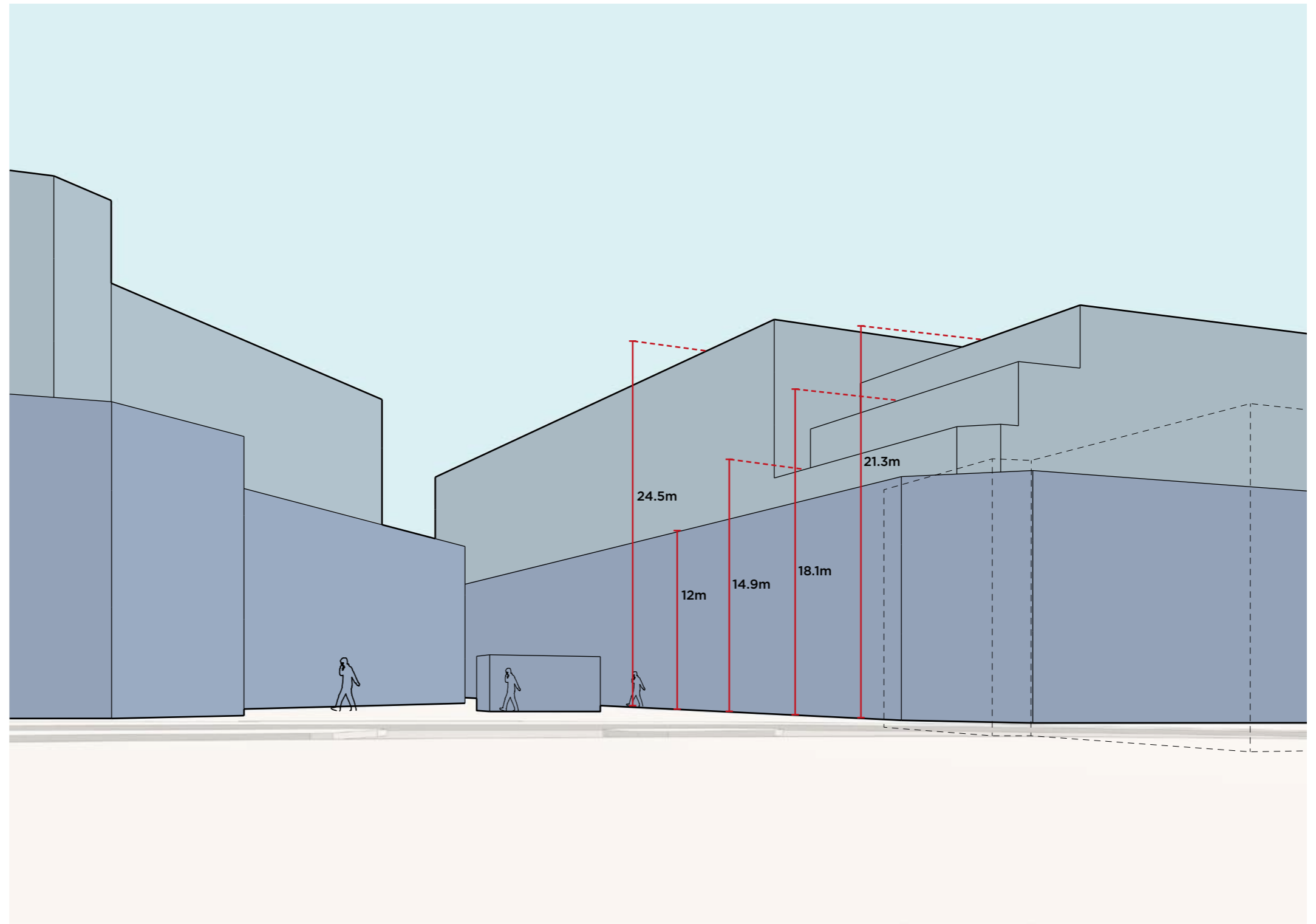
Coolstore Road Roundabout Pedestrian View (Indicative Built Form)

4.3 Stage 2

The forecourt and entrance to the main pedestrian link will be easily visible from the entrance to Croydon Station. This will allow it to function as a wayfinding element prior to the future redevelopment of the station.

The dotted lines and transparent fill represent the existing built form on 84 Wicklow Avenue.

Typical Floor to Floor Heights:
Residential - 3.2 metres
Non-residential - 5 metres



Pedestrian View of Forecourt from Existing Station Entrance (Indicative Built Form)

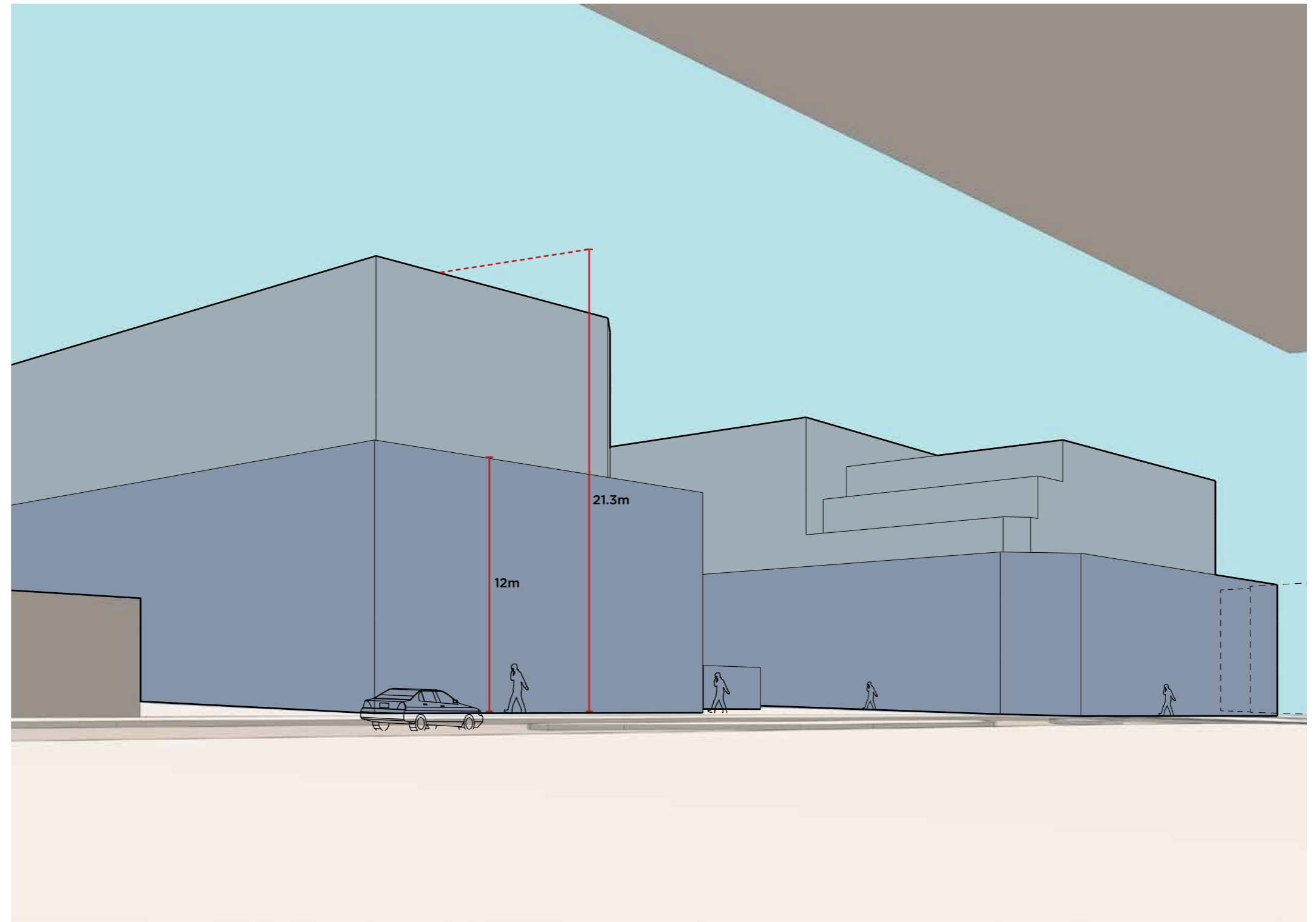
Development Plan

4.3 Stage 2

The forecourt will also be easily visible from the entrance to Croydon Station, allowing it to function as a wayfinding element.

The dotted lines and transparent fill represent the existing built form on 84 Wicklow Avenue.

Typical Floor to Floor Heights:
Residential - 3.2 metres
Non-residential - 5 metres



Pedestrian View of Forecourt from Station Entrance (Indicative Built Form)

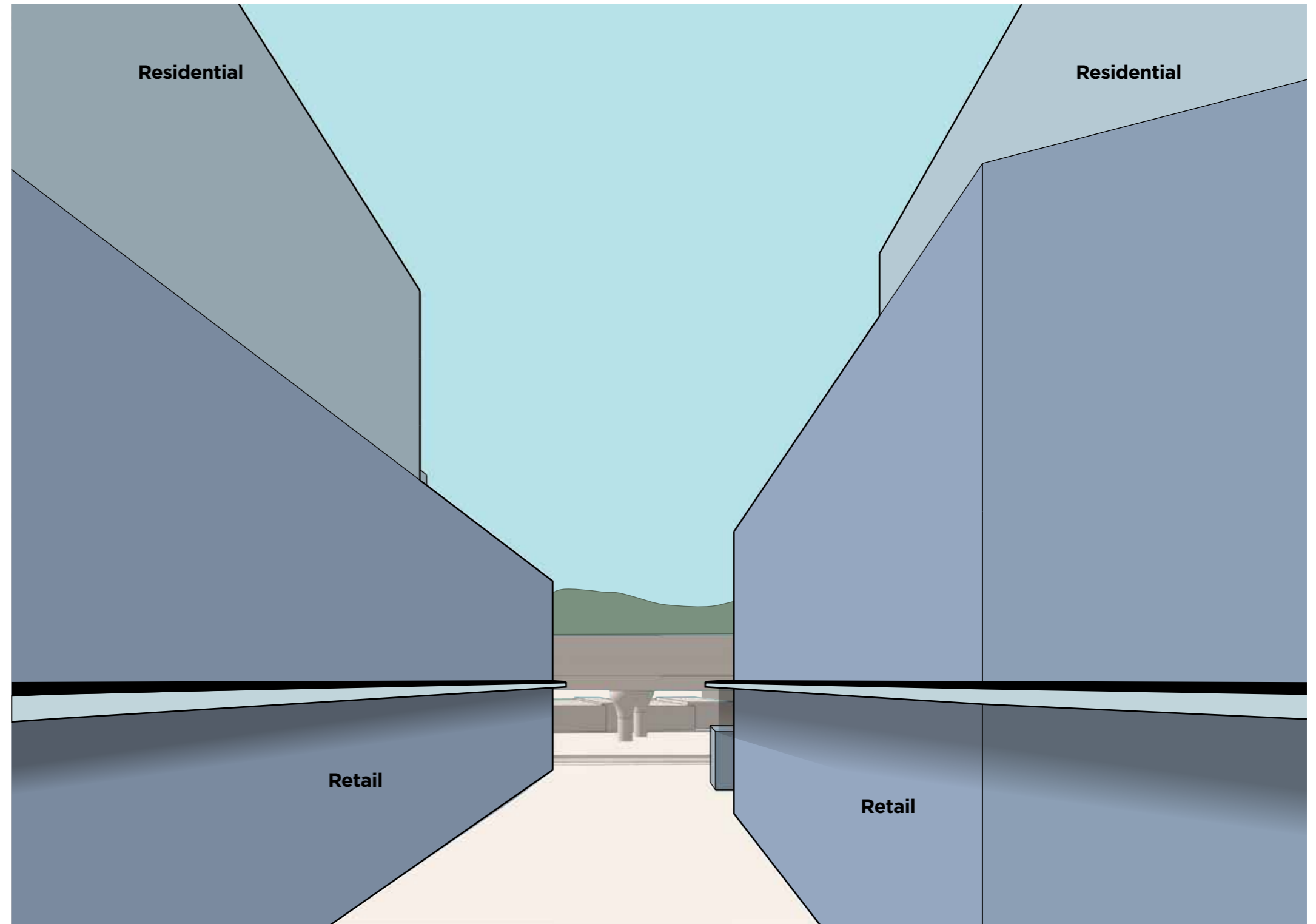
4.4 Views to Dandenong Ranges (Indicative Built Form)

This section provides an illustration of the relationship between the Stage 2 development (indicative built form) and views to the Dandenong Ranges.

The outline of the Dandenong Ranges is an approximation taken from the geo-located elevation contours (retrieved from data.vic.gov.au) added to the 3D model. Their position in the 3D model has been adjusted down and away to account for the Earth's curvature.

The dotted lines and transparent fill represent the existing built form on 84 Wicklow Avenue.

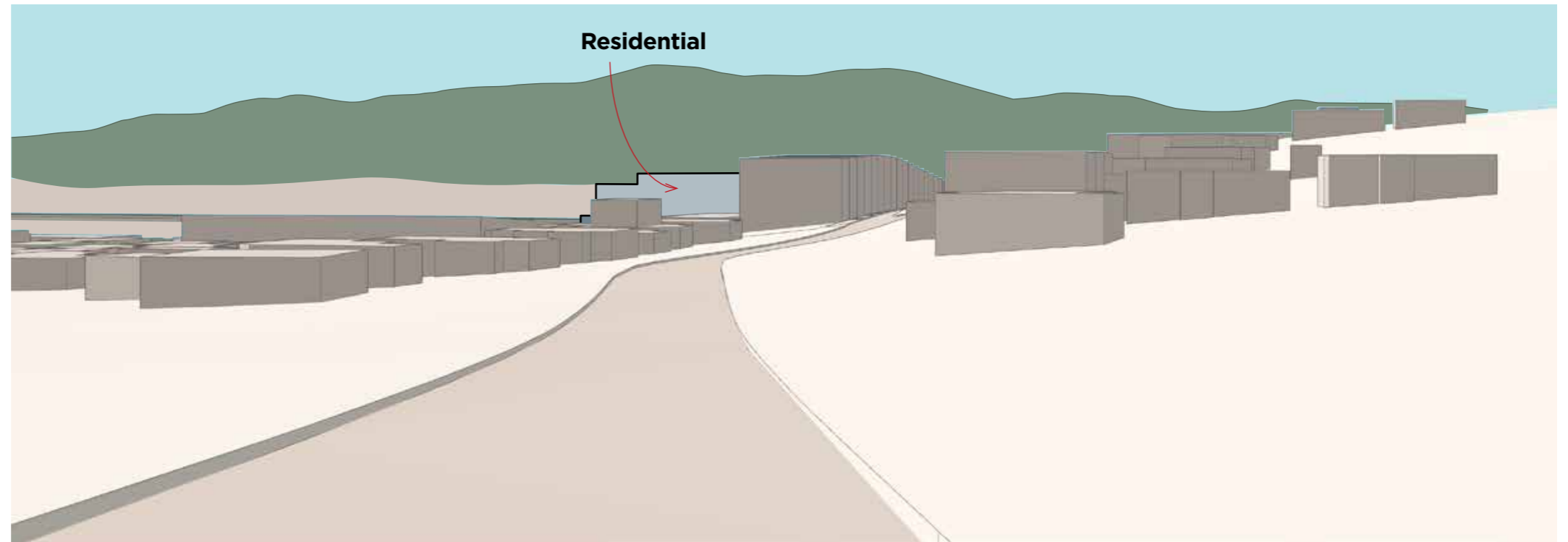
Typical Floor to Floor Heights:
Residential - 3.2 metres
Non-residential - 5 metres



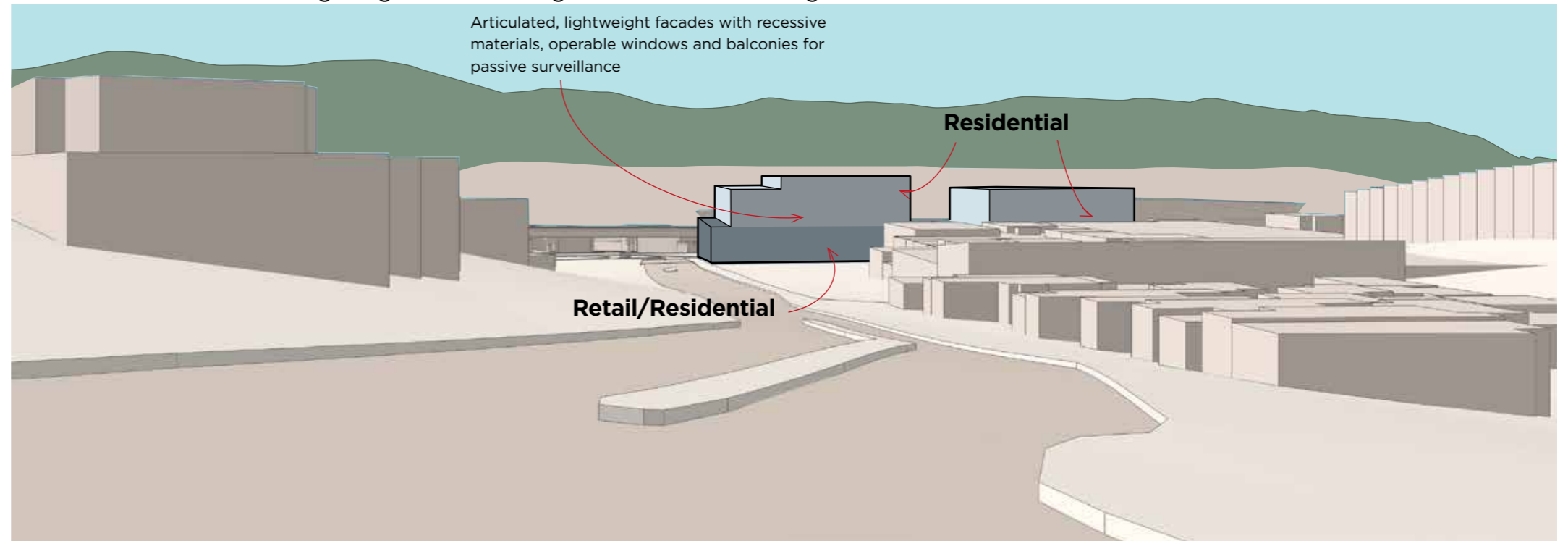
Pedestrian View of Galleria and Forecourt from Existing Entrance to Shopping Centre (Indicative Built Form)

4.4 Views to Dandenong Ranges (Indicative Built Form)

The outline of the Dandenong Ranges is an approximation taken from the geo-located elevation contours (retrieved from data.vic.gov.au) added to the 3D model. Their position in the 3D model has been adjusted down and away to account for the Earth's curvature.



Pedestrian View of Dandenong Ranges from Crossing of Toorak Ave at Stirling Rd



Pedestrian View of Dandenong Ranges from Corner of Kent Ave and Stirling Rd (Indicative Built Form)

4.4 Views to Dandenong Ranges (Indicative Built Form)

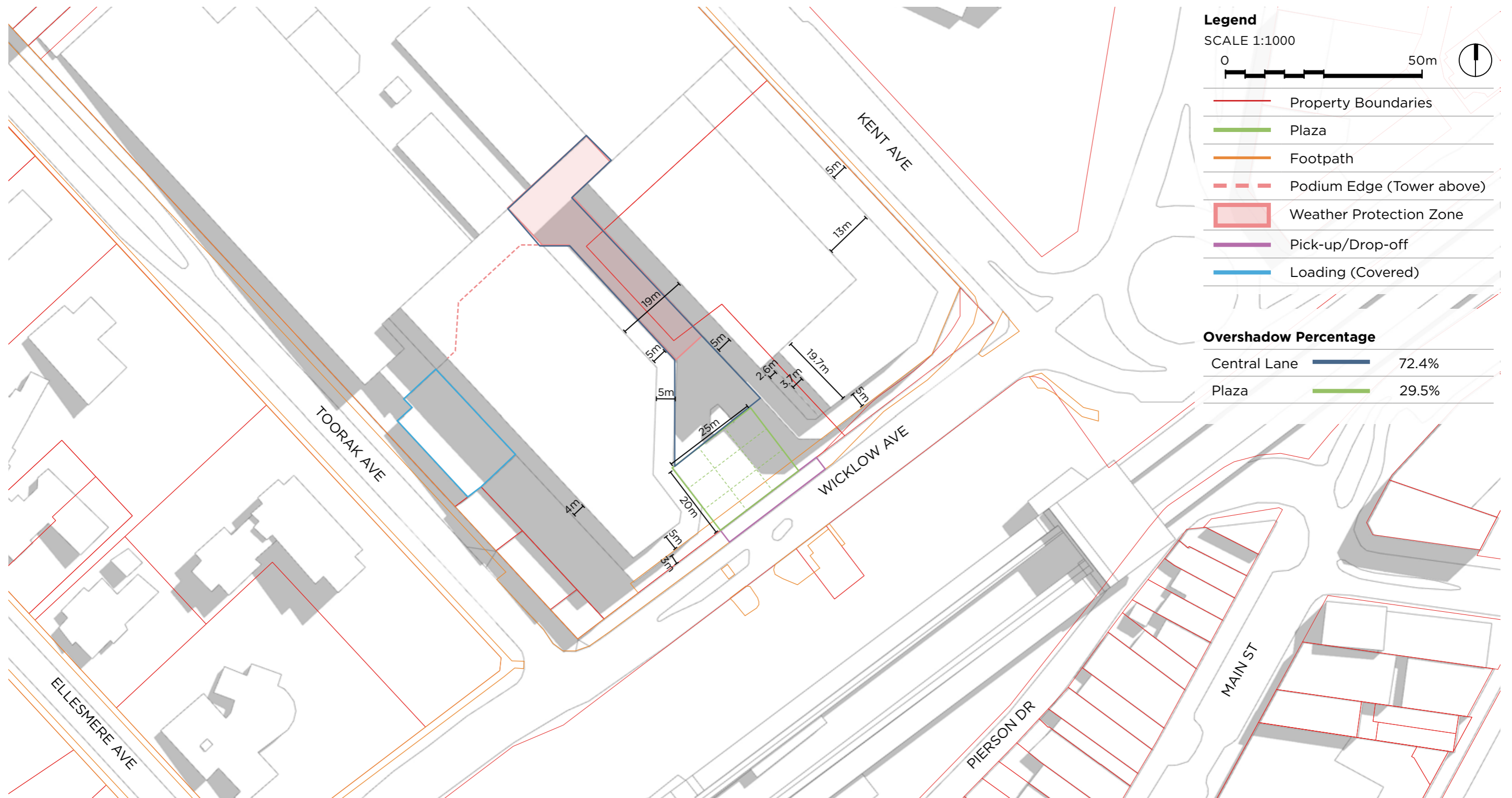
The outline of the Dandenong Ranges is an approximation taken from the geo-located elevation contours (retrieved from data.vic.gov.au) added to the 3D model. Their position in the 3D model has been adjusted down and away to account for the Earth's curvature.



Pedestrian View of Dandenong Ranges from Toorak Avenue (Indicative Built Form)

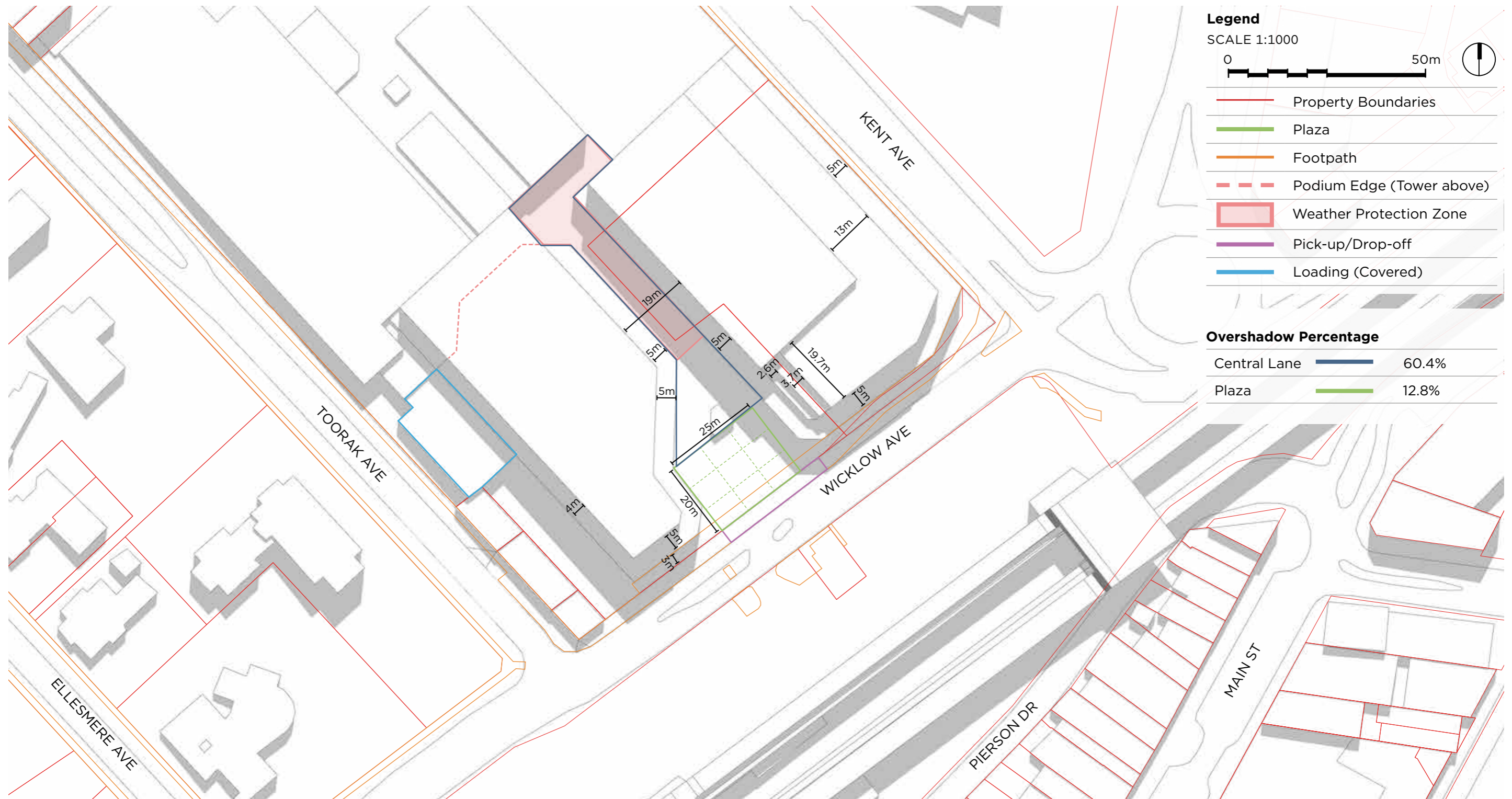
4.5 Shadow Analysis (Indicative Built Form)

Shadow Analysis - 22nd September at 10am



4.5 Shadow Analysis (Indicative Built Form)

Shadow Analysis - 22nd September at 12pm

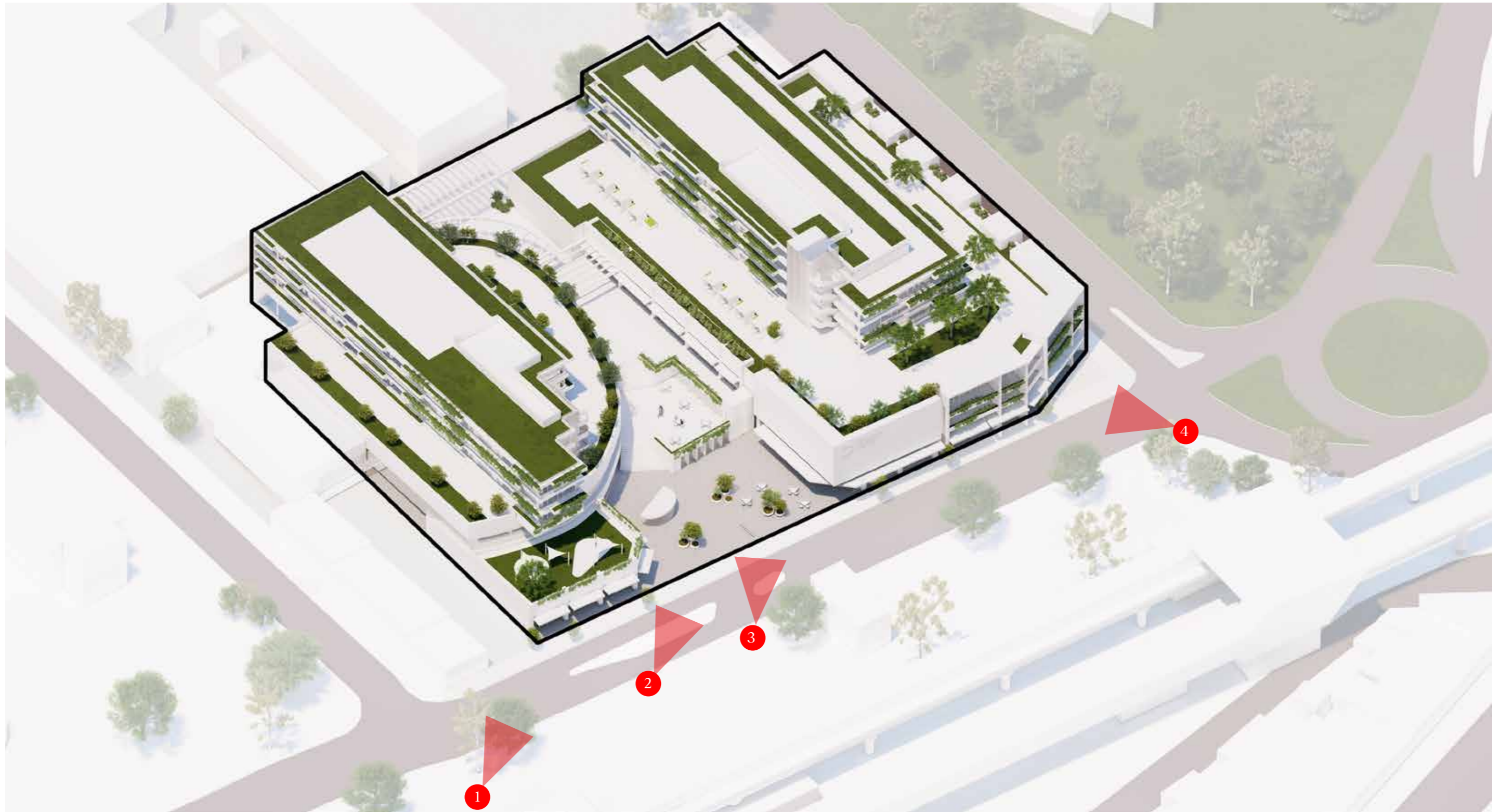


4.6 Visualisations (Indicative Built Form)



4.6 Visualisations (Indicative Built Form)

Axonomic View



4.6 Visualisations (Indicative Built Form)

View 1



4.6 Visualisations (Indicative Built Form)

View 2



4.6 Visualisations (Indicative Built Form)

View 3



4.6 Visualisations (Indicative Built Form)

View 4



4.7 Indicative Landscape Plan (Stage 1)

Consideration of the future landscaping of the site has been an integral part of the development of this Plan. This section describes indicative landscape plans for Stage 1. Landscape plans would be required at the permit stage.

LEGEND

- ① INFORMAL GRAVEL PATH CONNECTION BETWEEN KENT AVE & TOORAK AVE.
- ② GARDEN BED PLANTING TO MATCH EXISTING PLANTING OPPOSITE KENT AVE.
- ③ NORTHEAST ENTRY POINT
- ④ FEATURE PAVING TO ENHANCE PEDESTRIAN CONNECTION TO KENT AVE
- ⑤ LANDSCAPED COURTYARDS TO TERRACE HOUSING
- ⑥ NEW AND EXISTING PLANTING TO SCREEN EXISTING FACADE
- ⑦ NEW GARDEN BED PLANTING TO SCREEN LOADING BAY
- ⑧ ASPHALT PARKING AREA WITH SHADE TREES
- ⑨ SOUTH ENTRY POINT
- ⑩ DEVELOPMENT ENTRY POINT TO ENHANCE CONNECTION WITH TRAIN STATION. INCLUDE SEATING AND FEATURE PAVING.
- ⑪ LINEAR PEDESTRIAN CONNECTION WITH PLANTING, SEATING & ARBOUR STRUCTURE
- ⑫ NEW STREET TREE PLANTING TO KENT AVE
- ⑬ ACTIVATED URBAN EDGE TO DEVELOPMENT FRONT TO INCLUDE WIDE FOOTPATHS AND STREET TREE PLANTING

DESIGN INTENT IMAGERY (REFER L03)

- A MAIN ENTRANCES
- B DEVELOPMENT ENTRANCE
- C LINEAR PATH CONNECTION
- D INFORMAL PATH CONNECTION
- E PARKING AREAS



Stage 2
(see section 4.8)

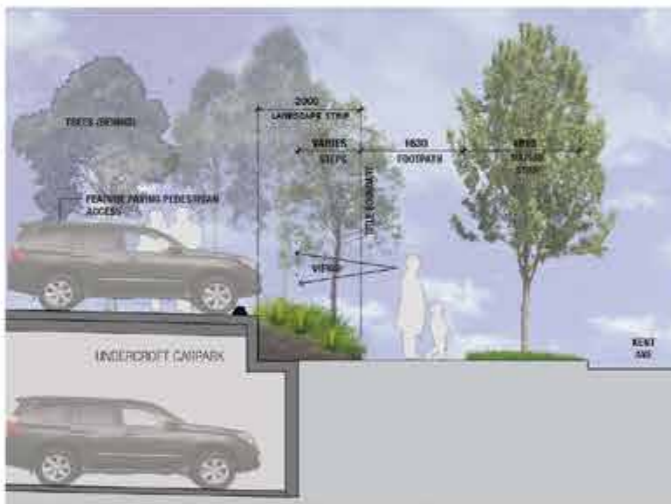
Development Plan

4.7 Indicative Landscape Plan (Stage 1)

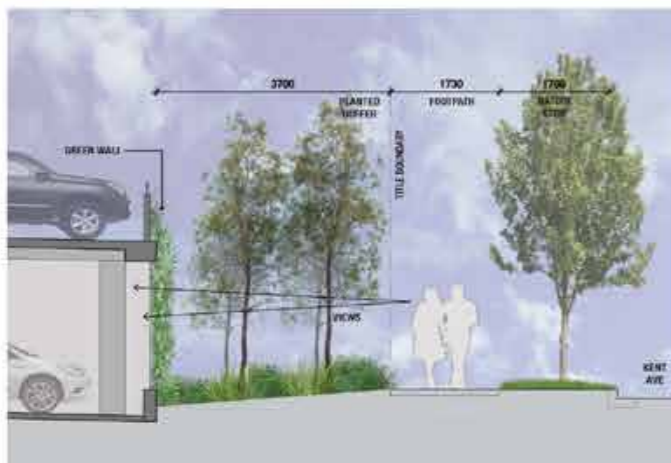
Landscape Details



SECTION A
SCALE 1:50



SECTION B
SCALE 1:50



SECTION C
SCALE 1:50

DESIGN INTENT IMAGERY



A MAIN ENTRANCES TO FEATURE BOLD MATERIALS TO ENHANCE THE SENSE OF ARRIVAL TO THE BUILDING. PAVING & BOLLARDS TO DELINEATE SHARED ZONES, SEATING OPTIONS AND POCKETS OF PLANTING/TURF TO FACILITATE PASSIVE SEATING



B DEVELOPMENT ENTRANCE TO CREATE A STRONG CONNECTION TO THE ADJACENT TRAIN STATION/TOWN CENTRE. ALLOW FOR A RANGE OF SEATING OPTIONS AND TREE PLANTING.



C LINEAR PATH TO PROVIDE A STRONG CONNECTION FROM THE SITE BOUNDARY TO THE SHOPPING CENTRE BY USING QUALITY PAVING TREATMENTS, GARDEN BED PLANTING, AND AN ARCHITECTURAL ARBOUR ELEMENT.



D INFORMAL PATH CONNECTION TO BE INSTALLED AMONGST EXISTING TREES AT THE REAR OF THE DEVELOPMENT.

Development Plan

4.7 Indicative Landscape Plan (Stage 1)

Kent Avenue Landscaping 3D View



Development Plan

4.7 Indicative Landscape Plan (Stage 1)

Kent Avenue Landscaping 3D View



Development Plan

4.7 Indicative Landscape Plan (Stage 1)

3D View Townhouses



NEW TOWNHOUSES TO TOORAK AVENUE

- TWO STOREY STREET FRONTAGES
- LANDSCAPED FRONT SETBACKS



ARTICULATED STREET FRONTAGES

- BREAKING UP MASS AND SCALE
- DYNAMIC FACADES / MATERIALITY



REAR COURTYARDS AND BALCONIES

- PROVIDING PRIVATE OPEN SPACE
- CAPTURE VIEWS TO YARRA RANGES / NORTHERN SUN



FRONT SETBACKS / LANDSCAPING / MATERIALITY

- IN KEEPING WITH NEIGHBOURHOOD CHARACTER
- ATTRACTIVE STREET FRONTAGES



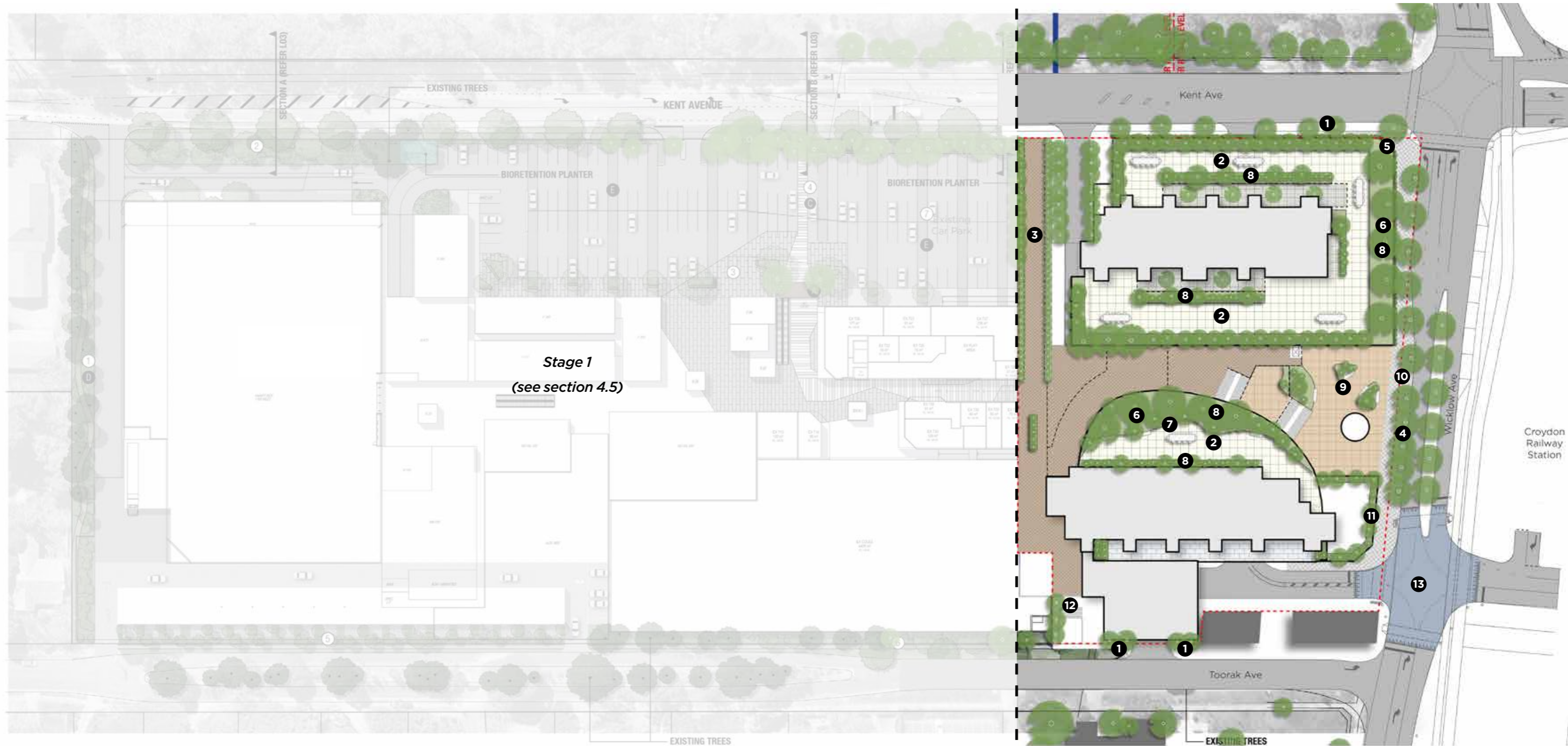
- 1 NO. 30 TOORAK AVENUE - RESIDENTIAL INTERFACE TO SOUTH WESTERN EDGE OF SITE
- 2 6M LANDSCAPE SETBACK TO BE MAINTAINED - NEW GRAVEL PEDESTRIAN PATH PROPOSED TO PROVIDE LINK BETWEEN TOORAK AND KENT AVENUE
- 3 VEHICULAR ACCESS RAMP TO RING ROAD BEHIND TOWNHOUSES - GARAGE ACCESS OFF THIS ROAD
- 4 TOWNHOUSE ENTRY OFF TOORAK AVENUE WITH WALKWAY FROM EXISTING FOOTPATH
- 5 NEW 3-STORY TOWNHOUSES WITH 2-STORY STREET PRESENCE DUE TO LOWER LEVEL BEING 3M BELOW STREET LEVEL
- 6 TOORAK AVENUE - DIVIDED INTO TWO LANES WITH EMBANKMENT BETWEEN

Development Plan

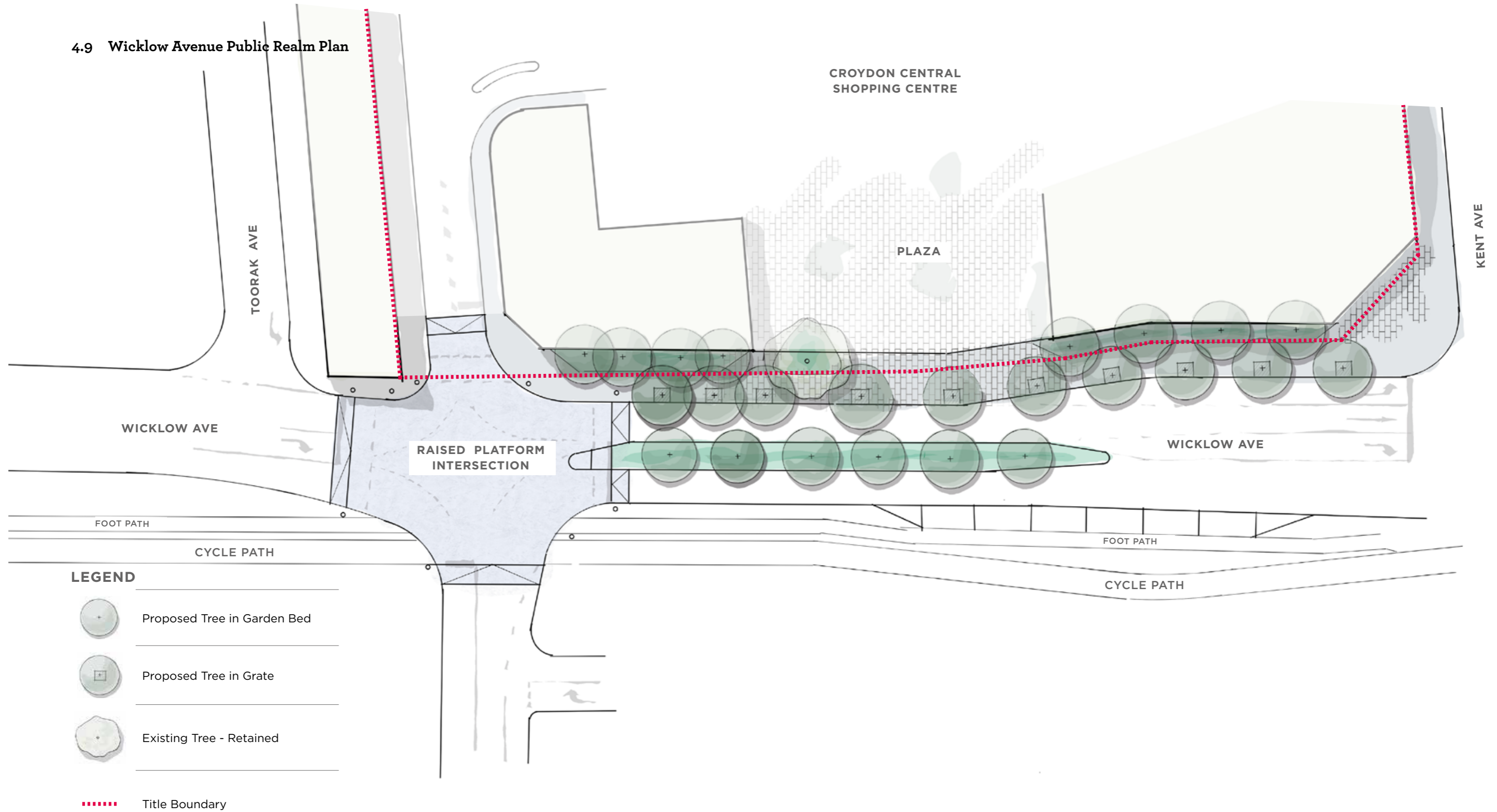
4.8 Indicative Landscape Plan (Stage 2)

Consideration of the future landscaping of the site has been an integral part of the development of this Plan. This section describes indicative landscape plans for Stage 2. Landscape plans would be required at the permit stage.

- 1 Existing street trees retained where possible.
- 2 Communal outdoor area with resident amenities.
- 3 Landscaped pedestrian link from Kent Avenue.
- 4 Canopy street trees to Council's guidelines.
- 5 Cascading planting on facades to reduce building heat gain and to complement architecture.
- 6 Canopy trees in deep soil planters to provide green outlook.
- 7 Seating area with planting and canopy trees.
- 8 Podium planting of varying heights, including canopy trees, in deep soil raised planter walls with integrated seating.
- 9 Open and inviting public open space with high quality materials and street furniture, ensuring clear sightlines to pedestrian link.
- 10 Widened footpaths on Wicklow Avenue to facilitate pedestrian movements to/from future station entrances.
- 11 Increased extent and density of podium planting to screen the childcare's outdoor area.
- 12 Pedestrian ramp and stair access from Toorak Avenue.
- 13 Raised platform intersection to Wicklow Avenue access road.



4.9 Wicklow Avenue Public Realm Plan



LEGEND

- Proposed Tree in Garden Bed
- Proposed Tree in Grate
- Existing Tree - Retained

..... Title Boundary

