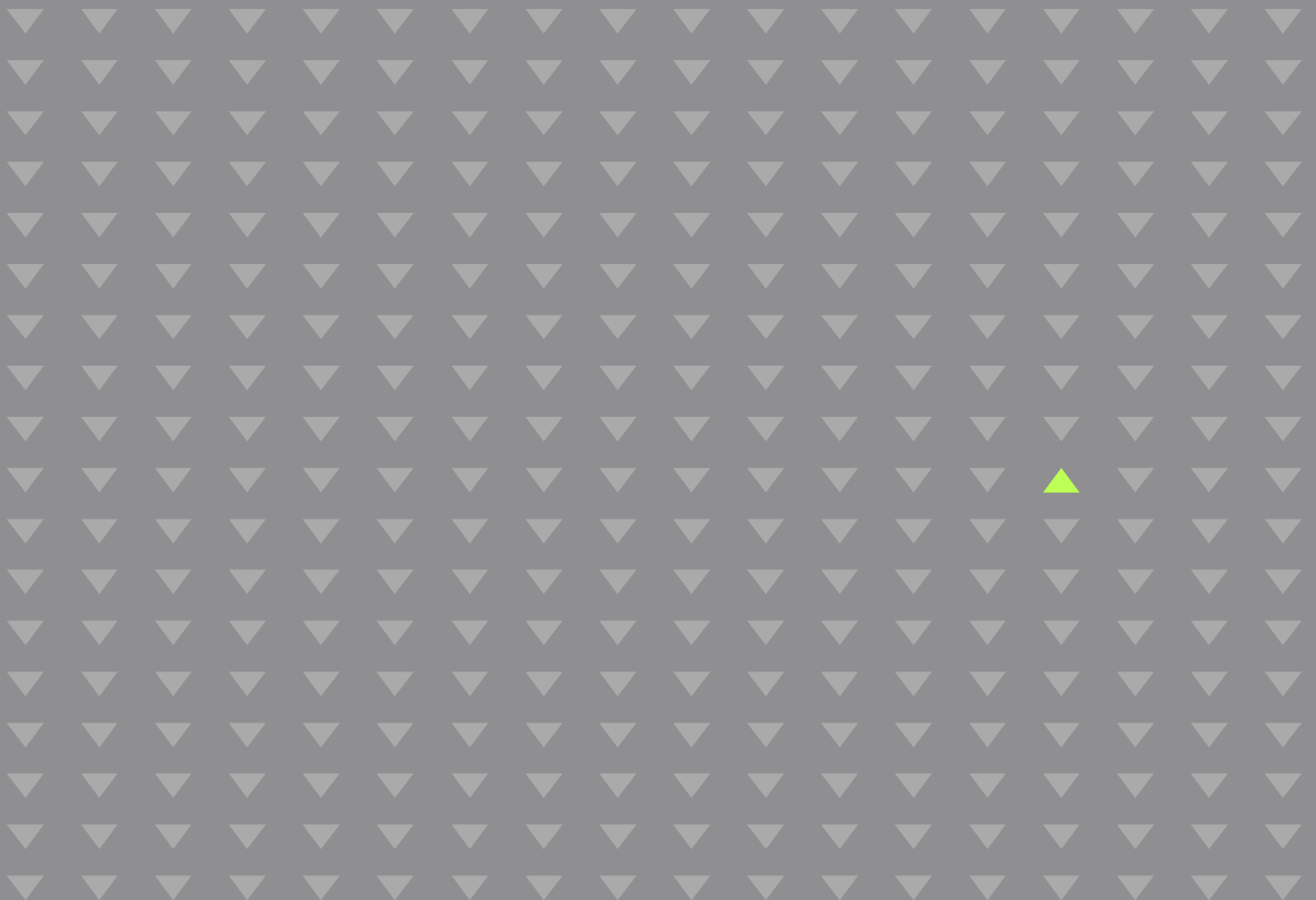




Urban Planning Collective

Assessment of Amended Development Plan

Croydon Central Shopping Centre, 1 &
5-15 Kent Avenue, Croydon
20 December 2024



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This report has been prepared on behalf of Haben Property Fund Pty Ltd (**Haben**), the owners of the Croydon Central Shopping Centre (**Croydon Central**), which is located at 1 & 5-15 Kent Avenue, Croydon (**the subject land**).

It assesses an amended development plan against the requirements of Schedule 6 of the Development Plan Overlay (**DPO6**) of the Maroondah Planning Scheme.

The Croydon Central benefits from an existing approved development plan titled 'The Croydon Central Redevelopment Development Plan' (the existing development plan), which was approved by Council on 31 August 2017.

This assessment supports an amended development plan, which is to replace the existing development plan in its entirety.

The amended development plan is titled 'The Croydon Central Shopping Centre Development Plan' ('the proposed Development Plan') and has been prepared by Lat Studios in accordance with the design objectives and requirements of DPO6.

The proposed amendments to the development plan relate to Stage 2 only. No amendments are proposed to Stage 1. As such the content in the amended development plan for Stage 1 is consistent with the existing development plan endorsed by Council.

The envisaged development of the land for Stage 2 has been revised and is detailed in the amended Development Plan prepared by Lat Studios. It follows a review of the site's history (re-zoning, previous permit approval, removal of the land from DDO10) subsequent to the delivery of stage 1 and considers the emerging physical and strategic context of the land and applicable planning policies and controls of the Maroondah Planning Scheme.

The enclosed amended Development Plan represents the culmination of approximately 3 years of refinement, in consultation with the Council and Department of Transport and Planning (**DTP**). Haben has revised proposed its amendments to the existing approved Development Plan, to directly address the concerns expressed by Council, the community and DTP, in relation to the previous proposed amended development plan, including:

- A reduction in the scale and intensity of development in Stage 2 from 12 to 6-7 storeys.
- Increased provision for public realm spaces, including a 500 square metre public plaza, with improved solar access.
- Improved, activated pedestrian connections to and through the site that enhance the Croydon's public realm.
- Consolidated vehicle access and limited vehicle access from Wicklow Avenue, to enhance pedestrian safety and the experience of the public realm.



- Provision of avenue planting of trees to improve and enhance streetscapes along Wicklow Avenue.
- Commitment to the provision of 10% affordable housing in Stage 2.
- Reduced streetwall heights and provision of upper-level setback requirements.

These are significant concessions by a prospective developer clearly committed to consulting, listening and enacting feedback to achieve outcomes supported by the community.

This assessment provides a description of the former shopping centre and the Stage 1 development, the strategic context including recent relevant historical change and analysis of the development plan against the 'Requirements for Development Plan' outlined in the DPO6.

Importantly, the application of a Development Plan Overlay requires the preparation of a framework for the consideration of any planning permit application(s). In this case, the analysis undertaken concludes that the amended development plan is worthy of approval by Council as it provides a sound framework for the future use and development of Stage 2 in an integrated manner, which complies with the DPO6's requirements.

This assessment should be read in conjunction with the 'The Croydon Central Shopping Centre Development Plan' ('the proposed Development Plan') prepared by Lat37, inclusive of the following technical inputs as appendices;

- Traffic Report, prepared by Traffix Group;
- ESD Principles Assessment prepared by ARK Resources;
- Drainage Strategy Assessment, prepared by Engeny Water Management;
- Arborist Assessment, prepared by Galbraith and Associates;
- Acoustic Report, prepared by Watson Growcott Moss
- Waste Management Plan, prepared by Leigh Design.



1.1 THE SUBJECT SITE

The land’s urban context is described below.

The subject site is an almost rectangular series of parcels with frontages to Wicklow Avenue, Kent Avenue and Toorak Avenue in Croydon.

Six (6) covenants affect the land also. The covenants¹ require:

- That at no time the land shall be used or developed for the purpose of a business or businesses of an auctioneer, real estate agent, second-hand dealer or ironmonger; and
- The land will not be used for the purpose of a service station (other than a service station at which petrol oils and other petroleum products supplied or approved in writing by Caltex Oil (Australia) Pty Ltd are sold or dispensed) or for the sale / dispensing of petroleum products (other than petrol oils/products supplied or approved in writing by Caltex Oil (Australia) Pty Ltd)².

The land has a total area of approximately 4.5 hectares.

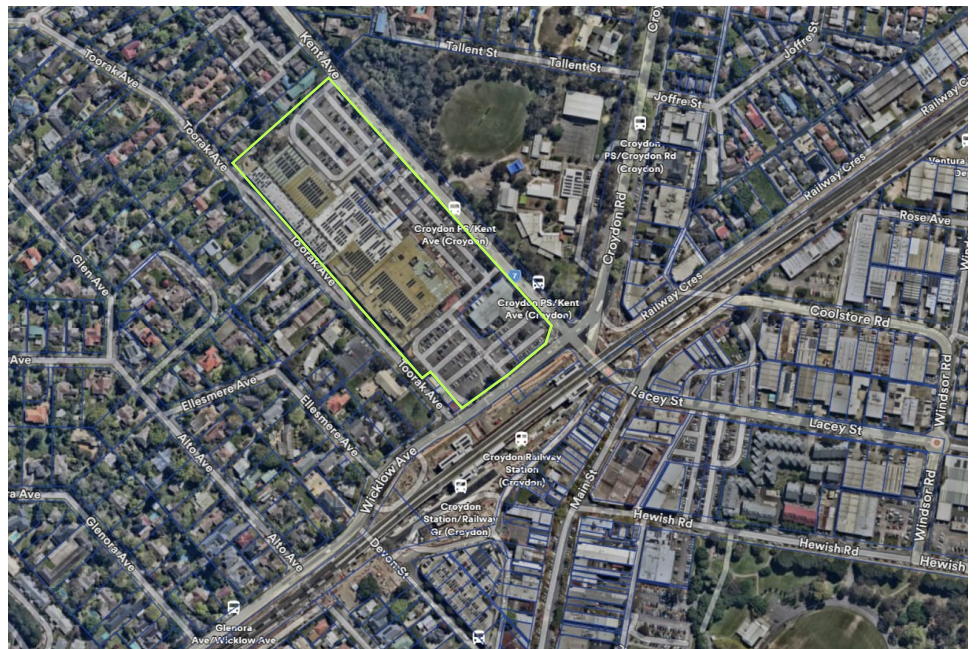


Figure 1: Aerial photograph (Source: Nearmap, 2024)

The land has a significant fall of approximately 17 metres from the rear of the site to its Wicklow Avenue frontage. This change of topography over a distance of

¹ Covenant as to Part 2025339, 2043065, 2056426, 2172501, 2380775 and E808479

² The Schedule to Clause 52.01 of the Maroondah Planning Scheme was amended as part of C85 to allow for the removal of this covenant. Condition 5 within M/2011/1104 also allows the removal of this covenant.



some 350 metres has had a significant influence on the potential siting and design of prospective buildings and works and location of uses.

Its existing use is for a shopping centre, comprising the redeveloped approved part Stage 1 component of the approved development plan and including:

- a Coles supermarket (approximately 4,435m²)
- an Aldi supermarket (approximately 1,550m²)
- a number of retail specialty shops (approximately 3309m²)
- a medical centre (approximately 418m²)
- a child care centre and a gymnasium (approximately 689m²)
- 20 Townhouses.

The balance of the Stage 1 and all of the Stage 2 works in the approved development plan are yet to be realised on the site.

South of Toorak Avenue is an embankment within the road reserve (vegetated) separating subject site from the residential hinterland. The land also falls away from the hinterland (toward the subject site).

West of the site is the residential hinterland (primarily single – double storey detached dwellings/townhouses).

East of the site is Wicklow Avenue (an arterial road in a Transport Zone 2) and the Croydon Train Station which has recently been grade separated and redeveloped. Further east is the balance of the Croydon Major Activities Area.

North of the site is Kent Avenue. Further north is the Croydon Primary School and the rear of residential hinterland.



2.0 PLANNING HISTORY

2.1 RELEVANT PLANNING SCHEME AMENDMENT HISTORY

A combined planning scheme amendment (Amendment C85) and planning permit application (Section 96a) sought to re-zone parts of the site which were in a Residential 1 Zone and a Mixed Use Zone to the Commercial 1 Zone (to render the entire site within a commercial zone), introduce a Development Plan Overlay, remove part of the site from a restrictive covenant and enable the delivery of the site's complete redevelopment.

The amendment was prepared at a time when the Croydon Activity Centre was not affected by any permanent planning control (such as a DDO) however; there was a seriously entertained planning scheme amendment (C56) in train.

Amendment C56 sought to introduce DDO10 (Croydon Major Activities Area) to the Croydon Activity Centre (inclusive of the subject land). The Overlay (and local policies) seeks to deliver the aspirations of the *Croydon Town Centre Structure Plan 2006* ('the Structure Plan'). The amendment package was submitted to the Department for approval on 18 May 2007 however; was not gazetted until 12 September 2013 – some six years later and whilst Amendment C85 was being considered by the Panel.

Therefore, the Panel had to consider the appropriateness of the removal of the site from DDO10. On this consideration the Panel found that:

- "...the overall strategy of Amendment C56, which implements the Croydon Town Centre Structure Plan, is consistent with C85 in so far as it seeks to strengthen the role of Croydon Town Centre as a focal point for investment and activity within the eastern part of the municipality" (Pg 17);
- "...it is not desirable for the site to be governed by more than one Overlay and one set of design objectives. Compliance with two overlay controls would be confusing and unruly" (Pg 18); and
- "...the proposed Schedule to the Development Plan Overlay will contain appropriate built form objectives to direct the future development of the site in the event that the planning permit is not implemented" (Pg 19).

Importantly, the subject land does not form part of DDO10 and in turn the Structure Plan does not affect the subject site. Built form / land use considerations are therefore derived from the DPO6 Schedule.

Concurrent with the gazettal of Amendment C85, Planning Permit No. M/2011/1104 was issued by Council³.

³ Date permit came into operation: 20 November 2014. Date Issued: 2 December 2014



2.2 PLANNING PERMIT NO. M/2011/1194

The permit enables the staged⁴ “Construction of buildings and works on the subject land for a shopping centre in accordance with the endorsed plans, use and development for the purpose of dwellings, sale and consumption of liquor, reduction of car parking requirements, alterations to the access to a road in a Road Zone Category 1 and removal, relocation and/or creation of easements”.

The permit expiry provisions⁵ are as follows:

- The development is not commenced within four (4) years from the date of issue;
- The development is not completed within six (6) years from the date of issue.

Setting the permit aside, the Panel formed the view that the DPO Schedule “...sets out the Council’s aspirations for the future development of the site – they are objectives and not mandatory requirements...” (Pg 44).

Further to the above, on 3 January 2018, a subsequent Planning Permit was issued by Council (Planning Permit No. M/2017/456/A). This Permit allowed for the “Buildings and works associated with the re-development of the shopping centre including the use of 20 dwellings and alteration of access to a road in a Road Zone category 1, in accordance with the endorsed plans,” and is referred to as the Permit for Stage 1, from herein. These works are substantially complete.

2.3 REVIEW OF CROYDON STRUCTURE PLAN

It is noted that Council is currently in the process of reviewing the Croydon Structure Plan dated 2006. In April – May 2021 consultation was undertaken on the Issues and Opportunities Discussion Paper prepared by Council to inform the new structure plan for the Croydon Major Activity Centre. The Discussion Paper confirms the sites strategic candidacy for higher density mixed use development, that supports the activity centre’s strategic role and function within the municipality.

Council has placed this strategic work on hold to assist with and prioritise the timely delivery of the Croydon Train Station grade separation works by the Level Crossing Removal Authority.

⁴ Condition 3

⁵ Condition 45



3.0 THE DEVELOPMENT PLAN

The amended Development Plan prepared by Lat Studios incorporates Stages 1 and 2 of the development of the land. The proposed amendments to the development plan relate to Stage 2 only. No amendments are proposed to Stage 1.

As such the content in the amended development plan for Stage 1 is consistent with the existing Development Plan endorsed by Council on 31 August 2017.

3.1 LAND USE

The northern half of the land which has been delivered as part of the Stage 1 redevelopment includes;

- 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 (including a discount department store.
- Relocation of the 'Aldi' supermarket.
- Additional speciality shops, food and drink premises (and other associated uses).
- Commercial/mixed use including a gymnasium and child care centre.
- 20 townhouses.

The proposed land uses and associated buildings and works to be delivered as part of an updated Stage 2 includes:

- A consolidated mixed use development comprising additional speciality shops, food and drink premises (and other associated uses) floor area fronting the proposed central pedestrian plaza, public square and Wicklow Avenue, a relocated gymnasium and child care centre; as well as 2 higher density residential apartment buildings above the mixed use retail / commercial floors below; and
- In light of the above, an increase in retail and residential floorspace across and a consolidated building comprising built form elements at a range of heights varying from 3 to a maximum of 7 storeys.
- Rationalisation of access / egress and loading/unloading arrangements (separation of loading/unloading from motorists/pedestrians using the car park). Compared to the previous amended development plan, the propose

3.2 TRAFFIC AND ACCESS



stage 2 access to Wicklow Avenue has been significantly consolidated and reduced in intensity to maximise pedestrian safety.

- Provision of car parking at grade for Stage 1 and within Stage 2 basement levels, a lower and upper retail level and at the podium level.
- Improved pedestrian connections to public areas adjacent to the developments surrounding streets, the railway station to the south and parking areas.

3.3 BUILT FORM

- A mix of building scale is proposed throughout the site, commensurate with the land's fall and having regard to proximity to sensitive uses (such as existing dwellings and existing commercial buildings), overshadowing impacts and visual bulk and in response to the view of the Dandenong Ranges.
- Materials and finishes will be determined at the planning permit stage.
- Incorporation of weather protection elements to central pedestrian link.

3.4 LANDSCAPE

- A landscaped periphery at/above ground and along sensitive interfaces.
- Retention of trees where possible and provide new canopy trees along the Toorak, Wicklow and Kent Avenue interfaces.
- Landscaped rooftop setting to the apartment buildings.

3.5 STAGING

- Delivery of the shopping centre redevelopment over two stages generally in accordance with the following:
 - The works to the north-western portion of the site form part of Stage 1. They include under-croft car park, alterations to the existing shopping centre (western extension), Wicklow Avenue pedestrian path through the site), 20 double storey townhouses with basement car park. Much of the approved Stage 1 works have been delivered on the site, in accordance with Planning Permit No. M/2011/1104; and
 - The works on the southern-eastern portion of the site form part of stage 2. They include additional retail, gymnasium and child care centre, as well as two higher density residential apartment buildings above the mixed use retail / commercial floors below.



4.0 EXISTING PLANNING CONTROLS

The subject land is zoned Commercial 1 Zone and is affected by the Development Plan Overlay – Schedule 6 (Croydon Central Shopping Centre).

4.1 ZONING

The Commercial 1 Zone contains the following purpose:

To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.

To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.

To provide for residential uses at densities complementary to the role and scale of the commercial centre.

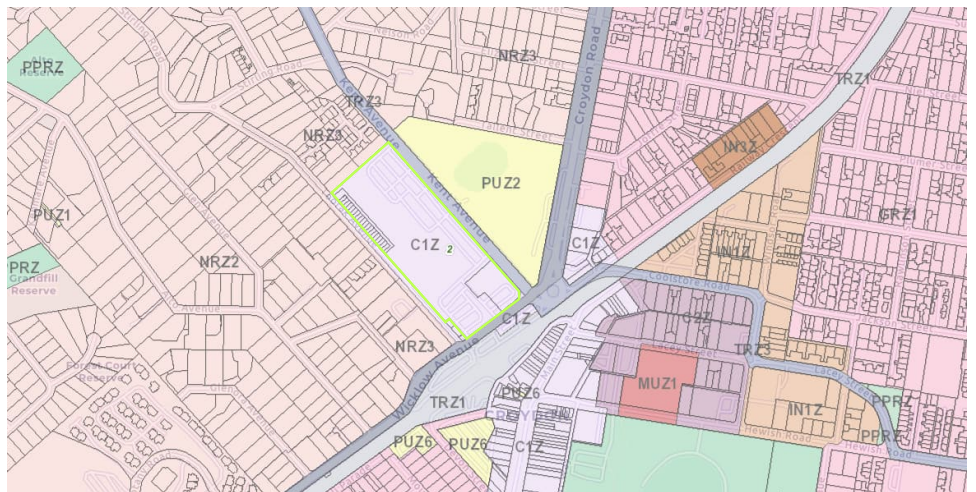


Figure 2: Zone Map

4.2 DEVELOPMENT PLAN OVERLAY – SCHEDULE 6 (CROYDON CENTRAL SHOPPING CENTRE) (DPO6)

The purpose of the Development Plan Overlay is:

To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.

To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.

To exempt an application from notice and review if it is generally in accordance with a development plan.

Figure 3: Development Plan Overlay Map



The DPO6 contains a series of 'Requirements for Development Plan' relating to:

- Site Context
- General Design Objectives
- Specific Design Objectives
- Landscape Design Objectives
- Future Connectivity Objectives
- Environmental Design Objectives
- Residential Development Objectives
- Access, Traffic and Parking Objectives.

The existing approved development plan provides the framework for the future use and development of the land. Any planning permit issued for the land *must be generally in accordance with* the approved development plan, once approved. An application for a planning permit is exempt from the notice and review requirements of the Act if it is generally in accordance with an approved development plan.

A development plan can be prepared in stages and once approved, can be amended from time to time subject to the approval of the Responsible Authority, as is the case for this amended development plan request.

A detailed analysis of the Lat Studios development plan against the above is contained at Section 6.



In assessing a development plan or an amendment to a development plan, the responsible authority must consider as appropriate:

- *The purpose of the zone and any relevant local planning policy.*
- *The views of VicRoads and any other relevant service authority.*
- *The potential of the development plan to achieve integrated use and development of the land.*
- *The adequacy of proposed environmentally sustainable design measures.*
- *The above contextual and design objectives.*



5.0 APPLICABLE PLANNING POLICIES

There is a high degree of State and local planning policy supporting the redevelopment of the subject land for a mixed-use development that revitalises the shopping centre.

5.1 STATE PLANNING POLICY FRAMEWORK

In terms of the Planning Policy Framework, this includes:

- Clause 11 – Settlement
- Clause 11.03-1L Croydon Major Activity Centre
- Clause 15 – Built Environment and Heritage
- Clause 15.01-2L-01 – Environmentally sustainable design
- Clause 16 – Housing
- Clause 16.01-2S – Residential accommodation
- Clause 17 – Economic Development
- Clause 18 - Transport
- Clause 19 - Infrastructure

The principal policies relate to the concentration and agglomeration of a variety of retail, commercial, higher density residential (and associated uses) into activity centres, and in particular higher order centres such as major activity centres, which includes the Croydon Major Activities Area.

5.2 MUNICIPAL PLANNING STRATEGY

In terms of Municipal Planning Strategy support in the Maroondah Planning Scheme, it includes the following:

- Clause 02.03-1 – Settlement
- Clause 02.03-2 – Environmental and landscape values
- Clause 02.03-5 – Built environment and heritage
- Clause 02.03-6 - Housing
- Clause 02.03-7 – Economic development
- Clause 02.03-8 - Transport



- Clause 02.04 - Strategic framework plans

The Croydon Major Activities Area is one of two (2) key precincts within the Municipality where substantial change is anticipated (both in terms of commercial/retail activity and also increased residential density). These policies also direct that high quality built form/urban (and landscape) design should be facilitated within such locations.

It is submitted that the development plan is consistent with and gives effect to the above PPF and local policy outcomes.



6.0 DOES THE DEVELOPMENT PLAN COMPLY WITH THE DPO6 REQUIREMENTS?

The proposal seeks approval to amend the approved development plan for the site and replace that document with 'The Croydon Central Shopping Centre Development Plan', prepared by Lat Studios, pursuant to Clause 43.04-4 of the Development Plan overlay - Schedule 6 (DPO6) of the Maroondah Planning Scheme

Therefore, the ambit of discretion in respect of this amended development plan request is appropriately limited to the considerations called up by the proposed amendments only.

An amended development plan must respond to the design objectives of the relevant Schedule. Importantly, a development plan is not tied to any previously issued planning permit and is a separate/distinct interpretation of the applicable design objectives/considerations. By its nature, a development plan is designed to offer a clear framework for the Responsible Authority to consider future planning permit applications for any given land.

In this case the proposed Development Plan incorporates Stages 1 and 2 of the development of the land, like the approved development plan. The content in the development plan for stage 1 is consistent with the existing Development Plan endorsed by Council on 31 August 2017.

The enclosed amended Development Plan represents the culmination of approximately 3 years of refinement, in consultation with the Council and Department of Transport and Planning (DTP). Haben has revised proposed its amendments to the existing approved Development Plan, to directly address the concerns expressed by Council, the community and DTP, in relation to the previous proposed amended development plan, including:

- A reduction in the scale and intensity of development in Stage 2 from 12 to 6-7 storeys.
- Increased provision for public realm spaces, including a 500 square metre public plaza, with improved solar access.
- Improved, activated pedestrian connections to and through the site that enhance the Croydon's public realm.
- Consolidated vehicle access and limited vehicle access from Wicklow Avenue, to enhance pedestrian safety and the experience of the public realm.
- Provision of avenue planting of trees to improve and enhance streetscapes along Wicklow Avenue.
- Commitment to the provision of 10% affordable housing in Stage 2.
- Reduced streetwall heights and provision of upper-level setback requirements.



6.1 REQUIREMENTS FOR DEVELOPMENT PLAN

These are significant concessions by a prospective developer clearly committed to consulting, listening and enacting feedback to achieve outcomes supported by the community.

Compliance with the requirements of DPO6 is discussed in detail below.

*DPO6 requires that the development plan "...may be a combination of plans and reports and must be generally in accordance with the Height and Land Use Plan in **Figure 1** (of the Development Plan Overlay Schedule 6) and address as appropriate the site context and design objectives set out in this Schedule."*

As required, the proposed development plan comprises a mix of visual graphics, reports and high-level plans which facilitate the land's redevelopment through alterations and additions to the existing shopping centre.

In accordance with 'Figure 1 – Height and Land Use Plan' the proposed development plan:

- *Provides a 6 metre landscaped retail use setback from the residential hinterland to the west of the subject site;*
- *No plant / equipment is located within 21 metres of 30 Toorak Avenue; and*
- *A mix of residential, retail and commercial use is facilitated.*

The proposed development plan complies with Figure 1 and as set out below, addresses in detail the site context and design objectives of the Schedule.

6.1.1 Site Context

The 'Site Context' design objectives provide a description of existing conditions and are adhered to on the basis of the following:

- *The Croydon Central Shopping Centre (the subject site) forms part of the Croydon Town Centre which is categorised as a Major Activity Centre*

Through the passage of time, the activity centre is now referred to as the Croydon Major Activities Area at Clause 21.08-1 (Retail and Commercial Land Use). This policy stresses the importance of maintaining the hierarchy of activity centres with one of the key objectives to achieving this goal being: *"Provide certainty and consistency in the planning process to facilitate future land use activities in shopping centres and encourage long term investment"*⁶.

The proposed development plan appreciates and directly responds to this policy imperative.

⁶ Clause 21.08-2Objective 3, Strategies



- *Development providing increased retail, commercial and higher density residential uses is generally supported within the Town Centre*

The proposed development plan achieves this objective acknowledging that Stage 1 effectively facilitates alterations and additions to the retail offering of the centre (including a discount department store, relocation of the ‘Aldi’ supermarket, additional speciality shops, food and drink premises and other associated uses), commercial/mixed use and residential use (including townhouses). Proposed Stage 2 also achieves this objective as it facilitates additional retail development and higher density residential apartments within separate built forms above an appropriately scaled podium.

Critically also, the centre will not need to close operations which will prevent any adverse short – medium term economic impact to the functioning of the centre / avoid placing undue pressure on other centres.

It is also noted that in considering the previously approved permit for the land’s complete redevelopment the Panel observed that *“In terms of its economic impacts the redevelopment will have some negative impacts on other centres including Main Street Croydon, but these impacts are within accepted limits”*⁷ as the permit proposed some 30,000 square metres floor area (approx.) it would result in surplus floor area. The previous approval also requires the complete closure of the centre during construction which would result in short – medium term adverse economic impacts (indicative 2 – 4 year construction period).

The use and development proposed in the development plan avoids these potentially adverse impacts on the local community by:

- 1) providing expanded retailing opportunities for which there is an existing need; and
 - 2) diversifying the mix of land uses to include higher density residential development that will diversify the housing available to the local community, without requiring the closure of the redeveloped centre on the north-western portion of the site during construction.
- *The Croydon Town Centre Structure Plan envisages improved integration of the retail precincts surrounding Main Street, the subject site and the Arndale Shopping Centre*
 - *The Structure Plan identifies opportunities for connections across the rail line and train station that presently divides the subject site from Main Street. The Structure Plan makes specific recommendations around the subject site including activation of street frontages, capture of the views surrounding the site, avoidance of visible ground level car parking, articulation of building forms, use of effective landscaping, creation of outdoor areas with aspect to*

⁷ Page 1, Panel Report C85



the surrounding mountains and improvements in pedestrian pathways through the site

As noted within the Panel's consideration of the amendment (C85) which introduced the DPO6, whilst it is aspirational of Council to seek to integrate its activity centres more broadly, that is beyond the realm of the development plan as it relates to a specific area only and works can be undertaken (at a site level only) to contribute to Council's ideals.

It is also noted that the Croydon Major Activities Area Development Policy (Clause 22.09) designates that the subject land should be used for a range of mixed commercial use, supporting the balance of the activity centre. The proposed development plan achieves this aspiration of the policy.

To further assist with Council's aspirations, the proposed development plan seeks to dedicated pedestrian plaza and link leading from Wicklow Avenue, up through the proposed Stage 2 building and to the northern-western section of the shopping centre. Subject to approval by DTP approval and further detailed design, the existing development plan endorsed by Council on 17 August 2017 contemplated a signalised pedestrian crossing over Wicklow Avenue. Further streetscape improvements including a left turn slip lane within the roundabout at Kent Avenue / Wicklow Avenue.

Since the approval of the existing development plan, the State Government has constructed Croydon Station level crossing removal. This level crossing has long severed the activity centre and its removal will reunite the two elements of the centre. The amended Stage 2 framework leverages the strategic opportunity created by the level crossing removal to enhance the centre's capacity to meet the local community's needs for additional retail, office and more diverse housing options.

DTP and the Panel (C85) were satisfied that streetscape works generally consistent with those proposed in the development plan (and described above) would contribute to the realisation of Council's aspirations for the activity centre more broadly. This has been enhanced in this iteration of the development plan, compressing the proposed Wicklow Avenue leg of the new signalised intersection with the station and removing the right turn into the site, to more opportunities for centre median canopy tree planting and improved pedestrian safety and amenity.

Whilst the Structure Plan is not a Reference Document to DPO6 and instead, is a reference document to DDO10 which does not affect the subject land; it provides a useful understanding of Council's aspirations for the balance of the activity centre.

As noted above (and in detail below), the development plan has regard to the design objectives of the DPO6 – as the applicable planning control.



- *There is a need to broaden the retail offering in the Town Centre to hold onto local custom and to allow shoppers to combine grocery and fresh food shopping with convenient access to a range of specialty and discount department store offerings, as well as services and food and drink offerings.*

The proposed development plan complies with this requirement as a broad land use mix is proposed inclusive of retail, more diverse retail (including a DDS) commercial, multiple supermarkets options (including the retention of the existing Coles), food and drink premises, a child care centre, a gymnasium and other small-scale tenancies.

In addition, the provision of new shop top housing will diversify local housing choices for the community. The townhouses in Stage 1 have been constructed and were for the most part, purchased by local residents looking for more compact, low maintenance housing options; which are of limited supply in the area.

- *The subject site presents a viable and compelling strategic redevelopment opportunity to enhance the overall functioning and fabric of the Croydon Town Centre.*

The land's strategic location (that being within a Major Activity Centre) has substantially influenced the amended development plan's aspirations for Stage 2.

This revised framework seeks to leverage the site's strategic candidacy for positive change that will over time, enhance the functionality and fabric of the Croydon Town Centre.

6.2 DESIGN OBJECTIVES

An assessment against DPO6's design objectives is provided below.

6.2.1 General Design Objectives

- *To create an attractive and distinct built environment that supports a range of activities in this part of the Croydon activity centre*

A range of building scales up to a maximum of approximately 21 metres (6 or 7 storeys) are envisaged within Stage 2. The design of Stage 1 is not proposed to change and, as a consequence, it achieves this objective.

The proposed Stage 2 built form has evolved from a rigorous urban design process and effectively synthesises the site's opportunities to deliver a higher development that is commensurate with the land's fall and proximity to sensitive use (such as existing dwellings) and existing commercial buildings.

Specific design details (such as materiality and finishes) will be determined as part of any future planning permit application. The development plan also nominates upper level setbacks to assist with providing gentle transition to the taller elements.



The amended Stage 2 contemplates the creation of two consolidated mixed-use buildings with lower-level retail / mixed-use provision and residential towers above (and associated access and parking). This component of the centre is derived from, inter alia, passive surveillance opportunities, consideration of amenity impacts and street wall heights and the view lines available from toward the Dandenong Ranges.

Another benefit of such a design response is improved weather protection, solar access and daylight penetration to the heart of the centre and surrounding street networks, and activation of adjoining local streets.

- *To intensify built form in the centre by filling empty sites, capitalising on key intersection sites and creating improved interfaces.*

The proposed building and works in the proposed Development Plan have (for Stage 1) and will (for Stage 2) frame the site through high-quality landscaping and the inclusion of a dedicated pedestrian walkway, plaza and car park. The higher built form is to be focussed to the southern section of the site which will create visual interest. Appropriate spacing between buildings has been provided across Stage 1 and is envisaged for Stage 2 with a dedicated pedestrian link from Croydon Train Station to the existing shopping centre enhancing permeability and activating the shopping centre at the ground floor level. A pedestrian connection through the site, between Toorak Avenue and Kent Avenue has also been accommodated. In turn, this will facilitate public space which achieves solar access/high levels of amenity and passive surveillance opportunities to ensure pedestrian safety.



Figure 4: Artists impression of Stage 2 Wicklow Avenue Interface response

Providing a higher, varied built form to the north-eastern portion of the site also assists with emphasizing ‘key intersections’ of the land at the interface with Wicklow Avenue / Kent Avenue.

Passive surveillance will also be provided over Kent Avenue, Wicklow Avenue and in turn, the station.

- *To ensure that development acknowledges and responds to the context and physical characteristics of the Croydon Major Activities Area, particularly by reinforcing its unique ridgeline setting.*

In formulating the proposed development plan, analysis of available view lines has been undertaken. The indicative food and drink premise location(s) have been and will (for Stage 2) provide an opportunity for pedestrian focused spaces which capitalises on available views. Residential development within the proposed upper levels will also capitalise on available views whilst ensuring that existing views are not significantly compromised.



Figure 5: Artists impression of Stage public plaza space addressing Wicklow Avenue interface

Specific design considerations will be explored through a planning permit application process.

- *To acknowledge the transition from a natural to an urban influenced environment, with building facades that are layered with landscape, articulated facade surfaces and a sophisticated approach to form and massing.*

In line with the existing development plan endorsed on 17 August 2017, the proposed development plan continues to consider the land’s fall by providing an under-croft parking area and building envelope cut into the western portion of the



site. These works render the proposed buildings/works subservient to the landscape. A boulevard-esque tree planting theme along the site's perimeters including Kent Avenue for proposed Stage 2 will be employed (with existing trees retained where practicable) to create an activated urban edge and soften the building facades.

Garden bed planting is a key landscape theme employed and effectively integrates the natural and urban environments. Proposed Stage 2 will comprise rooftop landscaped area for the enjoyment of future residents.

The 20 residential townhouses have been designed to incorporate a landscape garden setting within the front setbacks that complement the existing landscape setting of dwellings in the street.

Further matters of design detail will be resolved through the planning permit application process.

- *To limit views of car parking and service areas and to create attractive street interfaces on all frontages.*

For Stage 1, the development plan shows the provision of car parking at grade, within an undercroft level and above ground (multi-deck car park). Landscaping around the periphery has been employed to create visual interest and minimise views toward the infrastructure. Landscaping has also been employed within car parking areas, to soften the interface (Refer to Figures 6, 7 and 8).

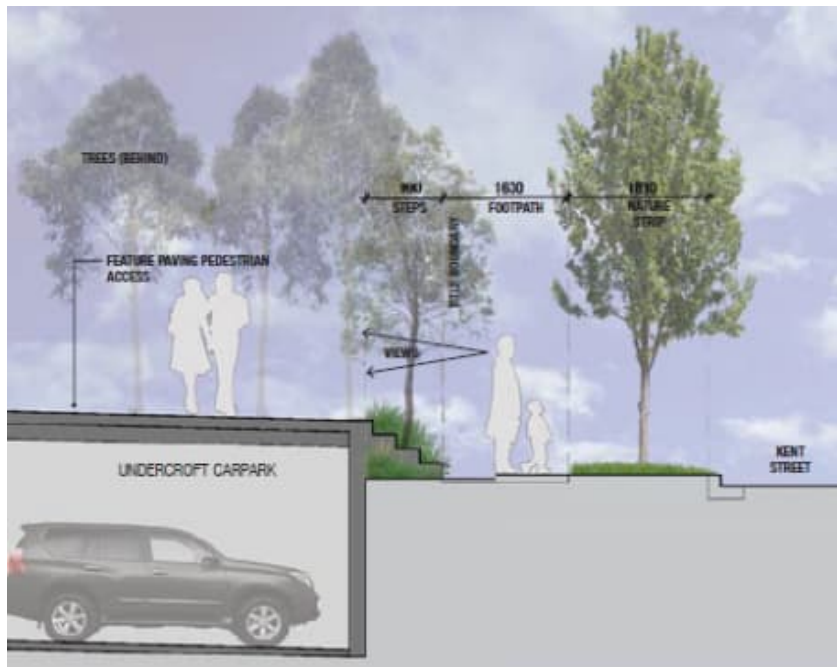
It is envisaged for car parking area to be concealed within the building footprint proposed for Stage 2. Public views to these car parks will be limited to none. This will open up opportunity for high quality design features including high-quality landscaped elements (e.g., boulevard planting), glazed commercial frontages, and varied facades, creating attractive street interfaces along Wicklow, Toorak and Kent Avenues.



Figure 6: Indicative landscape treatment at Kent Avenue



Figure 7: Indicative landscape treatment at Kent Avenue (adjacent to under-croft car park)



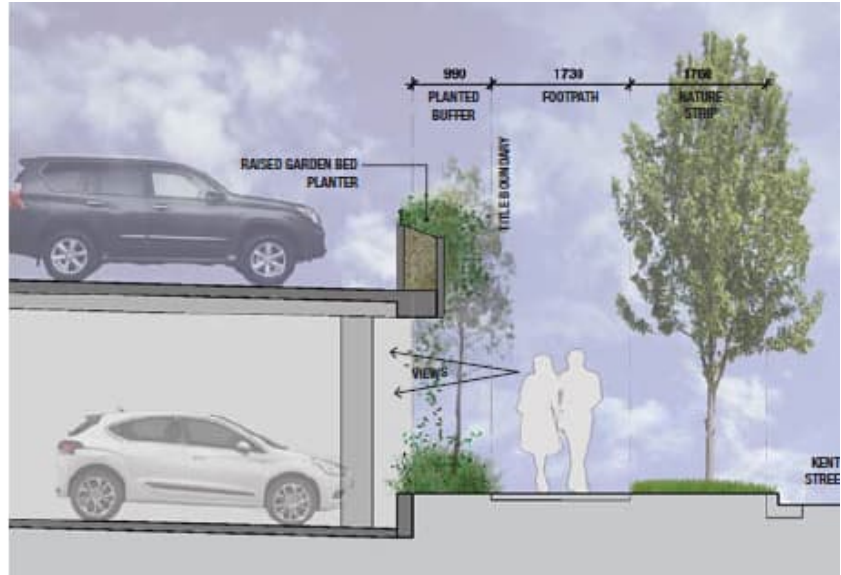


Figure 8: Indicative landscape treatment at Kent Avenue including climbers at interface with under-croft car park

Further details/design resolution will be provided as part of any planning permit application process.

- *To provide for a new active retail interface at street level on Wicklow Avenue, facilitating future repair and connection of the urban fabric in the area between the site and Main Street.*

The development plan directly responds to this objective through the provision of the following as part of proposed Stage 2:

- Retail tenancies at the Wicklow Avenue address;
- Higher density residential development above at the Wicklow Avenue / Kent Avenue frontage;
- Dedicated pedestrian walkway through the commercial tenancies at ground floor.
- Connection to the signalised intersection with Croydon Station and safe opportunities for pedestrians to cross Wicklow Avenue.



Figure 9: Indicative Stage 2 layout plan

- *To foster a connection of the Croydon retail environment foreshadowed in the Croydon Town Centre Structure Plan.*

The amended development plan continues to foster connectivity with the broader activity centre through improvements to pedestrian movements to/from the site and the construction of a retail edge, as part of Stage 2. This will leverage and reinforce the major changes to pedestrian connection through the activity centre, as a consequence of the recent level crossing removal project.

- *To create a modern retail environment with a broad range of offerings supported by services and food and drink premises*

Recognising the importance of facilitating a mixed use re-development proposal, the development plan provides for the provision of a range of retail tenancies. Existing services and food and drink premises (including an outdoor eating area) are provided in Stage 1. Separate retail tenancies are to be provided within proposed Stage 2 with opportunity for services and food and drink premises.

Reasonably, this will be further refined as part of the planning permit application process as detailed design is finalised.

- *To provide a high quality, weather protected retail environment providing safe pedestrian movement throughout the site*

The amended development plan incorporates glazing into the roof and façade proximate to food and drink premises for proposed Stage 1. These features will allow daylight penetration to the shopping centre/mall and facilitate views toward the Dandenong Ranges.

Dedicated pedestrian walkways have been and will be provided (including a dedicated central walkway from Wicklow Avenue, for the safe and comfortable movement of customers through the site.

Separate loading/unloading facilities have been removed from pedestrian and customer vehicle trafficked parts of the site and will be maintained – which is an improvement on former conditions.

- *To provide a conveniently accessed and appropriately laid out car-park, concealed as far as practicable from the surrounding streets.*

Importantly, the above requires that ‘as far as practicable’ parking should be concealed from surrounding streets. This is taken to mean that views to parking facilities should be limited from Toorak Avenue, Wicklow Avenue and Kent Avenue. The design objective does not require completely hidden parking facilities, and this has been found to be impractical for the Stage 1 portion of the site, given the land’s substantial slope and presence of existing buildings associated. Following a detailed analysis it became apparent that an under-croft level was required with the balance to be provided at grade/above ground (for Stage 1). This enabled the provision of concealed parking (cut into the site) with the balance cleverly screened (as far as practicable) via landscaped planters/creepers.

For proposed Stage 2, the consolidated built form at the lower levels provides an opportunity for concealed/sleeved car parking within the building itself.

Another consideration in car park design/extent of concealment was the number, extent and spacing of vehicle access/egress points. In this case, the development plan anticipates:

- a left-in / right-in arrangement for the townhouses with a left-out only movement, both to Toorak Avenue
- creation of bicycle lane along Kent Avenue
- retention of existing bus stops or relocation where required, subject to detailed design;
- three (3) crossovers are proposed to Kent Avenue and 1 to Wicklow Avenue (presently there are 5 crossovers to Kent Avenue and 2 to Wicklow Avenue)



- the Wicklow Avenue access point has been significantly reduced in its width and impact on the street and is integrated with the level crossing removal signalised intersection
- construction of an under-croft parking level (screened with landscaping);
- at grade parking (landscaped) for Stage 1
- absence of car parking at the Toorak Avenue address at ground level / above ground level.

The amended proposed development plan avoids the dominance of car parking facilities as viewed from Toorak Avenue (generally the residential hinterland) and provides for the rationalisation of parking facilities/access and egress points which is submitted to be an appropriate outcome.

- *To conceal all service areas such as loading docks, rubbish collection areas and service infrastructure, to minimise conflicting pathways between centre patrons and vehicles servicing the site.*

The permit issued as part of the S96a amendment, provided for a visible loading/unloading zone.

The subsequent Permit issued for Stage 1 represented an improvement to the above conditions. For Stage 1, the development plan, rationalised loading/unloading to improve the safety of the car park (for pedestrians and motorists) and minimise interruption to the road network. Loading/unloading for Coles will occur via a new ingress from the eastern end of Toorak Avenue. Vehicles will enter in a forward direction and exit to Wicklow Avenue. Critically, no truck movements proximate to any residential use are proposed (any vehicle movement along Toorak Avenue will be opposite the church and/or childcare centre – not existing dwellings).

It is proposed to maintain the loading arrangement for Stage 2 of the development of the land. In fact, the higher built form for Stage 2 will further conceal the loading bay from public view, and in particular from Wicklow and Kent Avenues.

6.2.2 Specific Design Objectives

Western End of the Subject Site

- *The development and proposed uses are to be in accordance with the Height and Land Use Plan.*

The development plan complies with Figure 1, as set out above.

- *The design of the development and proposed uses should seek to minimise impacts to the amenity of adjoining residential areas.*



The development plan ensures that the potential for adverse amenity impacts to neighbouring residential properties is minimised as a heavily landscaped buffer is proposed. A dedicated loading/unloading service lane is also incorporated into the development.

The townhouses along Toorak Avenue (now constructed) are also setback further (approx. 9 metres total) than those approved under the previous permit (3.5 metres total). As a result, the townhouse product created spacing and avoid adverse overlooking/ overshadowing and/or the potential for visual bulk.

The permit also proposed “plant” on the western boundary (at NGL) however the development plan removes all infrastructure from this sensitive interface (30 Toorak Avenue).

The development plan does not provide a rooftop car parking area either, which is another element of the design approved under the permit.

The development plan has considered the presence of residential properties west of the site and provides a sound basis for further detailed design as part of any planning permit process.

The taller development in proposed Stage 2 have been modelled carefully to ensure that views to the Dandenong Ranges are reasonably maintained and referenced in the modulated heights, when viewed from the residential interfaces. The proposed building heights have been significantly reduced from the previously proposed 12 storey built form to approximately 6 storeys, in response to concerns expressed by the Council and the community. The result is a very modest impact associated with a very modest increase in height above the established 4 storey preferred maximum building height.

The consolidated built form and increased building heights are located on the eastern portion of the land which does not abut any existing residential dwellings and thus does not result in any adverse amenity impacts to existing properties to the west.

Toorak Avenue Frontage

- *Development should provide opportunities for residential development at the western end of the frontage. The development of townhouses facing Toorak Avenue behind a suitable landscaped interface is preferred, allowing for further residential or mixed use development behind this frontage.*

The development plan complies with this objective, providing the 20 constructed, three bedroom townhouses fronting Toorak Avenue at the western end of the frontage, set back behind a landscape garden setting and accessed from the rear.



- *A layered design with tiered patterned facades to buildings may be developed along this frontage, incorporating a new landscape zone that limits views of any service corridor or back-of-house functions along this frontage.*

The development plan envisages back of house infrastructure being located behind the townhouse product which will minimise visibility.

Landscaping is provided along the Toorak Avenue frontage of the site.

Proposed Stage 2 does not provide any built form elements directly along the Toorak Avenue frontage.

- *Building facades may also serve an acoustic function to prevent sound break-out from loading docks and any service areas*

The development plan addresses acoustic attenuation measures imbued in the design response. It demonstrates that compliance with the relevant Australian Standards will be achieved (and can be implemented by way of a permit condition on any permit issued in the future).

More generally, the development envisaged in the development plan seeks to minimise sound break from the development's loading areas to the extent practical. The loading area located closest to existing dwellings in Toorak Avenue is contained below ground and below the proposed townhouses which will form an effective buffer to the loading and unloading activities below. This loading area will be maintained as part of proposed Stage 2.

The remaining loading and unloading facilities are located away from direct interfaces and, where practical, have been internalised/integrated with the facades of the expanded centre to ameliorate potential acoustic impacts.

- *Development should have regard to the relationship of the subject site with the properties opposite in Toorak Avenue, recognising that the residential properties on the opposite side of Toorak Avenue are significantly higher than the subject site*

The development plan considers the presence of residential properties west and south of the site within Toorak Avenue.

As per the existing conditions/context plan, it is noted that several of the properties are not used for the purpose of a dwelling and rather, are utilised for commercial / institutional use. This is a common occurrence within land proximate to activity centres.

The landscaped setback to Toorak Avenue provides quality opportunities for the planting of vegetation that will complement and enhance the landscape character of Toorak Avenue.



At the western end of the Toorak Avenue frontage, the townhouses provide a residential edge to the centre. Being located downslope of the dwellings opposite, the townhouses have the effect of shielding the centre's roof from the aspect of those dwellings towards the Ranges farther afield. Further, the proposed residential levels in Stage 2 have been reduced in height and setbacks nominated to ensure that existing views are not unreasonably affected by the increased building heights.

- *Service areas and road access should be designed to provide protection against visual and acoustic disturbance to 30 Toorak Avenue.*

The development plan achieves this objective as townhouse access only from the western end of Toorak Avenue is proposed.

Loading / unloading at the interface with Toorak Avenue, which is to be maintained as part of proposed Stage 2, is generally as per the approved development and not proposed to change.

- *The preferred outcome for the Toorak Avenue frontage is to allow the creation of a compatible interface, and a passive landscaped interface to the back of any retail facilities facing Toorak Avenue.*

The amended development plan does not propose to alter the interface with Toorak Avenue frontage.

The reconfigured loading/unloading zone in the south east corner will also be landscaped/screened appropriately.

Wicklow Avenue Frontage

- *The building facade treatments to the Wicklow Avenue frontage should be interesting and diverse in their representation. A possible approach would be to create a series of articulated forms at various building levels and provide for active retail frontages to the street.*

The amended development plan, as part of proposed Stage 2 envisages an extension of the centre to the site's Wicklow Avenue frontage, to achieve a highly activated and engaging edge at the interface with the Station and Main Street beyond.

This new edge is defined by a series of active mixed use buildings – a series of articulated forms - separated by an generous new “pedestrian street” and public plaza entrance to the centre. A glazed and active ground level plane is proposed, complemented by an engaging urban landscape response.

Proposed Stage 2 will also deliver higher density residential development above, near the Wicklow Avenue frontage (at varying scales) that will improve passive



surveillance of the adjacent public realm outside of the centre's retail operating hours.

- *The frontage to Wicklow Avenue should allow generous space for the provision of street planting, footpaths and street furniture*

The Wicklow Avenue frontage comprises a dedicated pedestrian entry from the train station, through and to the existing shopping centre. The entry has been designed to integrate with the canopy tree planting, dedicated pedestrian footpaths and street furniture (where practicable) (Refer to Landscape Plan prepared by Tract) along the Wicklow Avenue.

The entry plaza has the potential to become a key meeting space for members of the local community; a safe space that provides some relief from the vehicle movements in Wicklow Avenue.

- *Lower building facades at street level should be transparent glazing as far as possible providing views into the retail premises. This model of a retail/commercial street interface reflects characteristics of the Croydon Main Street retail environment, and is intended to provide a template for future development of the opposite side of this street*

The extent of glazing and location of building openings will be resolved as part of the building design process and subsequently the planning permit application process.

For the purpose of the development plan, it is noteworthy that building locations proximate to and fronting Wicklow Avenue provide extensive opportunities glazed active facades complemented by the proposed street scape planting.

This represents a significant improvement on the existing site conditions.

- *The opportunity for a strong urban statement exists on the Wicklow Avenue and Kent Street corner.*

The development plan delivers on the identified potential for a strong urban statement on the corner of Wicklow Avenue and Kent Avenue. It contemplates the potential for a higher density residential development outcome on this corner.





Figure 10: Indicative Stage 2 response to corner of Wicklow and Kent Avenues

- *The opportunity for deep upper level balcony areas should be explored at this corner to activate the streetscape and capture long range views over the Town Centre and the Yarra Ranges beyond.*

The potential for balconies and the location of building openings will be resolved as part of the building design process and subsequent planning permit application process for Stage 2. The development plan recognises the potential to capture long range views over the town centre and to the Yarra Ranges beyond.

The potential higher density residential towers, above the commercial/retail tenancies for proposed Stage 2, includes provision for a podium roof terrace for residents that will further these opportunities and realise the amenity benefits of these view sheds.

Further, a considered massing exercise has been undertaken to ensure that existing views toward the Ranges are not unreasonably compromised.

- *The preferred outcome for this frontage is to: (1) transform the existing frontage from an open carpark into an active and attractive retail frontage with good quality street level landscape and street furniture; (2) activate the frontage by entry points into the ground level retail tenancies, promoting transparency of the building facades and creating a strong urban statement at this frontage; and (3) to define the Wicklow Avenue and Kent Avenue corner with a strong architectural form.*

The amended development plan achieves these objectives above through:

- removal of car parking facilities from the corner and replacing them with retail buildings and pedestrian friendly space(s)

- wrapping the podium car parking with retail uses, green walls and landscaping in setback areas
- ground level retail along the Wicklow Avenue frontage, complemented by a public plaza/entry
- the potential for higher density residential development with podium level greenscape/terrace proximate to the north eastern corner of the site (i.e., the intersection referred to above).

Kent Avenue Frontage

- *The treatment of this frontage should take account of the opportunity for vehicle access to car parks and loading areas whilst respecting the safety and function of Kent Avenue.*

The development plan proposes the rationalisation of car parking access/egress points at Kent Avenue – a reduction from five (5) to three (3) is proposed.

A centralised and easily identifiable pedestrian access is proposed from Kent Avenue to the centre's 'front door' – an area marked by a grand, glazed entry airlock.

Loading/unloading facilities are also appropriately located (as detailed above) to minimise their impacts on the streetscape.

Landscaping along the Kent Avenue frontage seeks to achieve a balance between activation and a softening landscaped edge.

- *This frontage presents opportunities for entries into the retail centre and activation of the building facades. The creation of a landscaped edge to the subject site is generally preferred along this frontage.*

A dedicated pedestrian entry and walkway is also proposed which achieves the objective of "entries into the retail centre".

Activation of building facades is achieved by a highly transparent raised pavilion roof over the centre's new food court that will dramatically improve light into the centre and importantly improve the visual connection between the public realm and the centre's internal spaces.

A layered landscaped edge along the street frontage is proposed, along with street tree planting.

- *The opportunity exists for the creation of an elevated outlook from tenancies within the subject site to Kent Avenue and the Yarra Ranges beyond.*

The siting of the alterations and additions to the shopping centre have been deliberately configured in the way proposed to ensure that the ultimate design of

any works capitalises on view lines. This is reflected in the raised pavilion roof looking towards Kent Avenue and the podium roof top open space to the residential towers surrounding the potential higher density residential development on the corner of Wicklow and Kent Avenue.

- *The preferred outcome for this frontage is to carefully treat the frontage in a way that allows for vehicle and pedestrian access opportunities, provide a landscaped condition along the site frontage and present an attractive and where possible, active building façade.*

The development plan achieves the above objective for those reasons set out above. The balance between landscaping and activity is evenly struck. The result will be a more engaging and high amenity streetscape within the Kent Avenue context; one which will improve the centre's connection with the street but also achieve a transition from the harder edge environment of the Station/Wicklow Avenue and bush landscape character of the residential areas further west along Kent Avenue.

6.2.3 Landscape Design Objectives

General

- *Landscaping of the subject site should be an integral part of the design solution. The landscape is to respond to the particular characteristics of the key site frontages, with a concise planting palette. The extent and species of planting is to be agreed with the Council.*

Fully realising high quality landscaping opportunities throughout the site forms an integral component of the design response and is reflected in the landscape architects involvement in the project from design conception. It has been carried through the staging of the works and reflects the important role landscaping plays in understanding and experiencing a sense of place.

As will be demonstrated below, the landscape outcomes respond differently to the site's different interfaces as well as the intended function of each interface.

The result is a cohesive, nuanced landscape response that will enhance each interface and more generally, the centre's landscape setting.

- *A full site survey that details all vegetation and their condition should be included in any landscaping plan submitted for approval.*

The development plan incorporates a full survey of the existing vegetation on the site.

- *Any landscaping plan submitted for approval should provide details of fencing (including boundary fences) and acoustic screen fencing; and; If*



acoustic fencing is proposed, the fence must be in accordance with an Acoustic Report prepared by a suitably qualified practitioner.

The landscape plan component of the development plan addresses likely fencing requirements, noting that, generally, fencing has been minimised in order to achieve an open and inviting interface with the public realm.

North-Western Interface

- *The preferred landscape approach is to include canopy tree planting to provide scale and under-canopy planting to provide effective screening between the properties.*

The development plan makes allowance for the provision of a dense, layered landscape buffer at this sensitive site edge. Canopy trees, understorey and ground cover planting is proposed, with an informal path connection between Kent Avenue and Toorak Avenue.

Accordingly, the landscape buffer will provide an effective screen between the centre and its neighbours to the northwest.

Toorak Avenue Interface

- *The landscape treatment should have regard for the residential interface along this frontage opposite the subject site.*

The development plan proposed a landscaped garden setback in front of the proposed townhouses – a traditional familiar residential landscape response to the residential properties opposite.

The remainder of the frontage provides a landscaped setback that will assist with buffering the centre from Toorak Avenue, where the frontage is not wrapped with the proposed townhouses.

The landscape response to this interface is considered to be a dramatic improvement on the site's existing conditions and the approved development.

- *The opportunity should be taken to provide for clusters of taller trees with under-canopy planting and ground covers. Any planting could be used to screen the fence line along this frontage or any acoustic wall or service access and back of house activities should this be required; and; The colouring of plant species should where appropriate complement the colouring of the building facade. Appropriate species which climb over wall frames or walls could be employed to further soften this interface.*

The landscape zones indicated within the development plan are sufficient to enable dense screen planting at this interface.



Naturally, building materiality and its relationship to species selected for landscaping is a detailed design consideration which the planning permit process will consider.

Wicklow Avenue Interface

- *This frontage is primarily an urban interface where the primary landscape is expected to be provided by street tree planting. The extent and species of planting is to be agreed with the Council.*
- *Appropriate low ground cover and hedged planting could be employed for use in structure or planters at building entries, in feature locations at street level or otherwise above ground level at the Wicklow/Kent Avenue corner.*

As per the guideline, as this interface is primarily urban, allowance has been made in the development plan for the provision of street furniture where practicable and opportunity for landscaping within and adjacent to the dedicated pedestrian entry.

Since the previous iteration of the amended development plan, landscaping opportunities within Wicklow Avenue have been significantly enhanced by the provision of canopy trees within the centre median, at the expense of an ability to turn right into the site's Wicklow Avenue access.

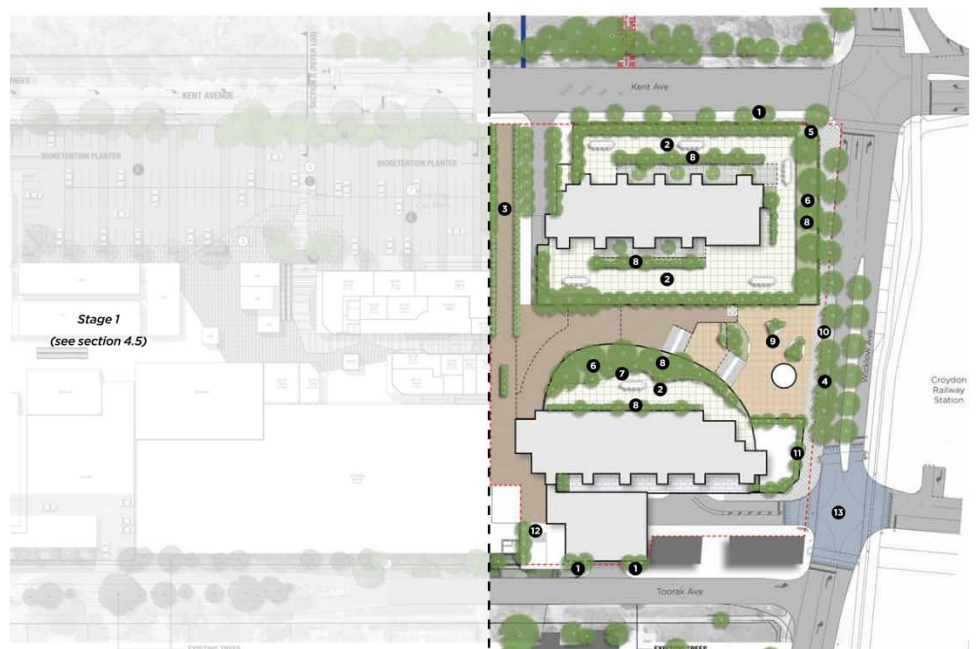


Figure 11: Indicative Stage 2 Landscape response

Together, these elements will enable the provision of meaningful urban landscape outcome at this interface; one that is engaging and functional.

Kent Avenue Interface

- *A landscape condition along the Kent Avenue frontage is preferred, utilising the variable ground levels to present an attractive interface to the street.*
- *The opportunity of creating dense, layered planting with ground covers and hedging may be explored to create a green edge. A more urban treatment is preferred near the Wicklow Avenue/Kent Avenue corner. Opportunities exist for the inclusion of hard landscape features including water features, urban sculpture and feature paving.*

As called for in the above objectives, the development plan proposes a layered planting scheme to the Kent Avenue frontage of the site reduces in its depth and density closer to the more urban conditions at the intersection of Kent Avenue and Wicklow Avenue.

The landscaping proposed assists with managing the variable ground levels at the interface to deliver a high amenity street treatment for the entirety of the Kent Avenue frontage.

The landscaping is only interrupted by necessary pedestrian and vehicle access points, aligned to improve the centre's connection to the public realm.

6.2.4 Future Connectivity Objectives

- *An opportunity exists to create an elevated link at the Wicklow Avenue frontage to facilitate future connection to pedestrian linkages across the railway reserve.*
- *The Wicklow Avenue frontage of the subject site creates an opportunity for an active retail environment supplemented by a wide and attractive pedestrian footpath.*

A functional urban space in the form of a dedicated pedestrian walkway is provided to Wicklow Avenue. Multiple pedestrian entries are provided and support the realisation of Clause 22.09 for the 'activities area' by improving public space (i.e., providing street furniture and opportunities for landscaping (i.e., in and adjacent to the walkway) subject to a planning permit application.

In terms of improving pedestrian connectivity to the station (and broader activity centre), the recent level crossing removal has significantly improved the broader environment, compared to the situation in place at the time DPO6 was applied to the site.

The development plan envisages linking into the level crossing removal signalled intersection, which connects pedestrians safely to both the station and the broader activity centre. This is directly aligned with the above objectives.

In addition, traffic calming measures through the creation of a slip lane to the west of the intersection will assist with improvements to perceptions of safety for pedestrians.



6.2.5 Environmental Design Objectives

- *A holistic approach to sustainable building design is encouraged that commits to the integration of sustainability principles in the planning and design of engineering services infrastructure, building envelopes and building engineering services.*
- *ESD initiatives should be aimed at promoting energy efficiency in construction and ongoing operation of the development on the subject site*

The proposed redevelopment of the centre has been planned in accordance with the best practice environmentally sustainable design principles, those being:

- Minimise greenhouse gas emissions associated with building energy use, energy systems and energy supply;
- Achieve sustainable water cycle management through the efficient use of potable water supplies; recycling and reuse of alternative water sources; and integration of stormwater treatment into the design of the car park;
- Optimise indoor environmental quality in all buildings and structures;
- Reduce the use of material resources during construction and throughout occupancy; and
- Provide landscape which amenity and contributes to biodiversity.

These principles provide the parameters for more detailed ESD analysis at the planning permit stage.

6.2.6 Residential Development Objectives

- *Residential development is encouraged at the north-western end of the Toorak Avenue frontage as part of the redevelopment of the subject site. Due to the changing levels over the subject site, the opportunity exists to create a residential edge to the development at this interface at the existing Toorak Avenue ground level so as to provide a transition to the residential areas to the north and west.*

The 20 townhouses (rear loaded) in Stage 1 have been constructed. This is reflected in the amended development plan.

The proposed Stage 2 exercises the existing opportunity for delivering higher density residential development in three dedicated form towers in the location encouraged by DPO6. The height of the towers has been strategically derived and is appropriately located so as avoid the potential for adverse amenity impacts to existing surrounding residential properties including by way of overshadowing, overlooking and visual bulk.

In addition, the amended development plan includes a commitment to voluntarily provide 10% of the proposed housing as affordable housing.

- *Development along the residential interface should be of a form and scale that respects the existing character of residential properties along this frontage and provide a respectful boundary interface. Higher scale residential development than that which occurs at the edges of the subject site may be acceptable. The residential component of any redevelopment of the subject site should be developed as an integrated component of the overall design. It may be staged and developed in accordance with a staging program agreed with the responsible authority.*

The amended development plan proposes 2 stages.

The townhouse component has been delivered with the higher density residential in the north-east corner forming part of Stage 2.

In all, the 2 stages of residential development:

- promotes increased residential density proximate to the railway station
- facilitates diversification of housing typologies and densities through a mix of townhouse and higher density residential development;
- provides much needed affordable housing on a voluntary basis
- delivers a coordinated approach to density management (low rise townhouse product at the residential hinterland (Toorak Avenue) and higher density within Stage 2 and toward the north eastern portion of the site where any form will have a stronger relationship with the core activity centre area).

In essence, the residential development will make optimum use of facilities and services available at the time the relevant stage is delivered.

6.2.7 Access, Traffic and Parking Objectives

- *Measures should be adopted to minimise conflict between vehicles and pedestrian movement within the development and on the adjoining street network.*

The development plan proposes the rationalisation of access / egress and loading/unloading arrangements which maximises efficiency of traffic flow through the site and into the surrounding road network.

In addition to the discussion above on traffic/access, importantly, the development plan seeks to facilitate the separation of loading/unloading traffic from the car park. This will prevent the ongoing conflict of car park users and loading/unloading vehicles.

The development plan does not enable the movement of customer traffic into Toorak Avenue. This can be compared and contrasted with the S96a permit which allowed the movement of 338 cars into Toorak Avenue – which at the western end

is primarily a residential streetscape. The development outlined in the development plan will reduce its impacts on Toorak Avenue.

Loading/unloading is retained in the southeast corner of the site for Coles as this tenancy will not cease operations during any works and therefore requires a functional loading bay at all times.

The adjoining street network will also be improved through works proposed to the intersection and delivery of bicycle paths.

It is submitted that the development plan facilitates an appropriate outcome and one that provides for the safe and efficient movement of vehicles (cars, bicycles and trucks) and pedestrians.

- *Measures to improve pedestrian connections are encouraged including access for people with mobility impairment to public areas adjacent to the development, surrounding streets, the railway station and parking areas.*

A significant movement issue with the existing centre is the many levels that challenge members of the community with limited mobility. The concept contemplated in the development plan will level out the centre's internal spaces making it more convenient and safer for people with limited mobility. This is a significant improvement on the existing conditions of the centre.

As part of the Panel Hearing for Amendment C85, VicRoads requested that several conditions are placed on the permit ultimately issued by Council. One of those conditions related to the provision of a pedestrian operated signalised crossing at Wicklow Avenue prior to the occupation of the development. This is to be delivered as part of proposed Stage 2.

Notably, there is no requirement within the 'Access, Traffic and Parking Objectives' requirements of the DPO Schedule to deliver such infrastructure. Nevertheless, the development plan submitted for endorsement includes the provision of this infrastructure as it contributes to the facilitation of connectivity between the site and the broader activity centre.

- *Consideration for bicycle facilities, taxi zones and customer drop-off opportunities*

In addition to the requirements of Clause 52.34 (Bicycle Parking) which any permit application must be assessed against, the development plan proposes the investigation of a bicycle path within the Kent Avenue Road reserve.

For other traffic and access related considerations, please refer to the report prepared by Traffix Group.



7.0 CONCLUSION

The amended Development Plan facilitates the delivery of staged alterations and additions to the existing shopping centre. Stage 1 of the development has been largely delivered and included the retention of the existing Coles Supermarket, enhanced existing retail uses, food and drink and other associated uses, commercial/mixed use and residential townhouses.

The amendments are confined to proposed Stage 2 only. Stage 2 is to comprise a consolidated mixed use development comprising additional speciality shops, food and drink premises (and other associated uses), a relocated gymnasium and child care centre; as well as higher density residential apartment buildings within a substantially reduced built form envelope of approximately 21m (6 or 7 storeys).

In light of the alterations and additions facilitated through the development plan, an increase in floor area of the shopping centre from approximately 9,744 square metres to approximately 19,000 square metres has been realised through the delivery of Stage 1. This has achieved significant economic benefits for the activities area and improve the community's access to key facilities and services without placing undue pressure/adverse impacts on the surrounding road network and centre. Proposed Stage 2 will provide further economic benefits for the area.

Most importantly, the development plan will facilitate a staged redevelopment outcome that will dramatically improve the centre's relationship with and contribution to the vibrancy and amenity of the Croydon Activity Centre through a legible, connected and high amenity public realm interface.

The development plan complies with the various design objectives referred to in Schedule 6 to the DPO and responds to the various relevant Stage and local planning policies of the Maroondah Planning Scheme.

It is submitted that it is worthy of approval by the Responsible Authority as it provides a sound framework for consideration of future planning permit applications for the land's use and development.

