

20/11/2014
C85**SCHEDULE 6 TO THE DEVELOPMENT PLAN OVERLAY**Shown on the planning scheme map as **DPO6****CROYDON CENTRAL SHOPPING CENTRE****1.0 Requirement before a permit is granted**20/11/2014
C85

A permit may be granted prior to the approval of the development plan provided that:

- The permit application has been lodged pursuant to Section 96A of the *Planning & Environment Act 1987*.
- The responsible authority is satisfied that the grant of a permit will not prejudice the outcomes for the land set out in the requirements to this schedule.
- The permit would allow the use of the land and/or buildings and works on the land that are associated with or that extend the existing layout and development of the shopping centre; or
- The permit includes any conditions or requirements set out in this schedule.

In determining whether or not to grant a permit, the responsible authority must consider, as appropriate, whether the application is generally in accordance with the Height and Land Use Plan in Figure 1 and the site context and the design objectives set out in this Schedule.

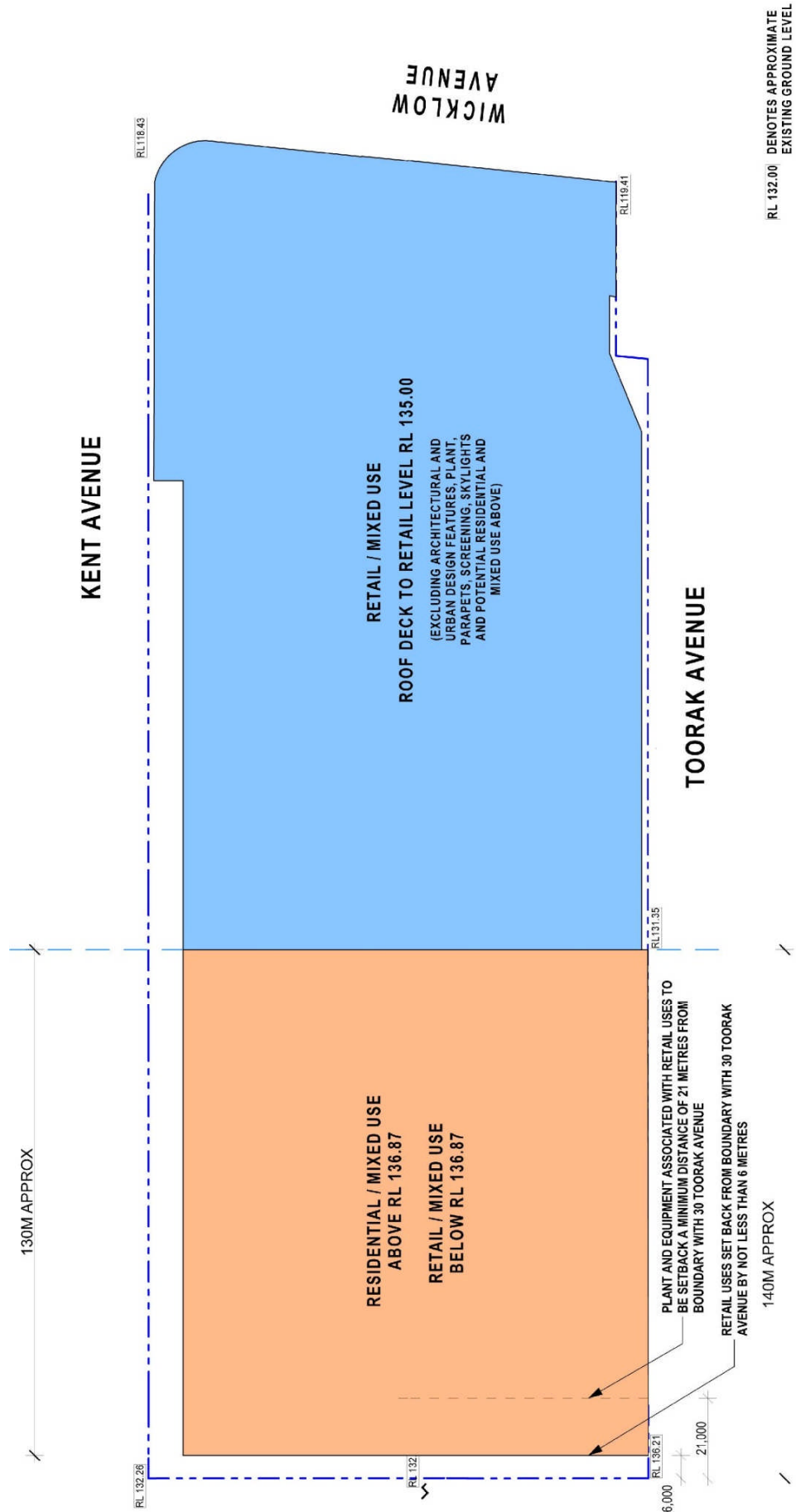
2.0 Requirements for development plan20/11/2014
C85

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**, and address as appropriate the site context and design objectives set out in this Schedule.

Site Context

- The Croydon Central Shopping Centre (the subject site) forms part of the Croydon Town Centre which is categorised as a Major Activity Centre.
- Development providing increased retail, commercial and higher density residential uses is generally supported within the Town Centre.
- 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 the surrounding mountains and improvements in pedestrian pathways through the site.
- 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 subject site presents a viable and compelling strategic redevelopment opportunity to enhance the overall functioning and fabric of the Croydon Town Centre.

Figure 1. – Height and Land Use Plan



Design Objectives

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.
- To intensify built form in the centre by filling empty sites, capitalising on key intersection sites and creating improved interfaces.
- 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.
- 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.
- To limit views of car parking and service areas and to create attractive street interfaces on all frontages.
- 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.
- To foster a connection of the Croydon retail environment foreshadowed in the Croydon Town Centre Structure Plan.
- To create a modern retail environment with a broad range of offerings supported by services and food and drink premises.
- To provide a high quality, weather protected retail environment providing safe pedestrian movement throughout the site.
- To provide a conveniently accessed and appropriately laid out carpark, concealed as far as practicable from the surrounding streets.
- 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.

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

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

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

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 frontage to Wicklow Avenue should allow generous space for the provision of street planting, footpaths and street furniture.
- 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 opportunity for a strong urban statement exists on the Wicklow Avenue and Kent Street corner.
- 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 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.

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.
- 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.
- 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 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 facade.

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.

- A full site survey that details all vegetation and their condition should be included in any landscaping plan submitted for approval..
- Any landscaping plan submitted for approval should provide details of fencing (including boundary fences) and acoustic screen fencing.
- If acoustic fencing is proposed, the fence must be in accordance with an Acoustic Report prepared by a suitably qualified practitioner.

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.

Toorak Avenue Interface

- The landscape treatment should have regard for the residential interface along this frontage opposite the subject site.
- 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 fenceline along this frontage or any acoustic wall or service access and back of house activities should this be required.
- 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.

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.

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.

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.

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.

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.
- 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.

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

3.0

20/11/2014
C85

Decision Guidelines

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.