

# NEIGHBOURHOOD AREA 22 CROYDON TOWN CENTRE

## Vision for the character of Maroondah

Maroondah provides a living environment enjoyed for its variety of housing types and its strong landscape setting of heavily vegetated hills, vales and ridgelines. The residential areas contribute to this setting through public reserves, private gardens and trees, which envelop the City in a 'green blanket'.

The Croydon Town Centre Neighbourhood Area is dispersed in 3 locations, generally located north and south of Mt Dandenong Road, between Dorset Road and Lusher Road. This area is characterised by a mix of single timber and multi unit, brick veneer development. Development is generally single storey, on a range of different lot sizes. Landscaping varies from established gardens with canopy trees in front area for single dwellings and less intensive gardens with emphasis on feature canopy trees for multi unit development.

### Community values

The community of Croydon Town Centre Neighbourhood Area values:

- the convenience of all facilities: public transport, shops, schools, parks, sporting facilities;
- the rural environment and non-urban feel;
- mix of native and deciduous trees; and
- interesting mix between architectural streetscapes.

The community of Croydon Town Centre Neighbourhood Area aspires to:

- encourage multi storey developments that are sensitive to neighbourhood character; and
- protect the tree canopy of the area.

### Existing character elements

- Architectural styles include simple Post War era 1950s and 1960s weatherboard and brick, 1960s and 1970s L-shaped and 1980s adaptations of the L-shaped form.
- Dwellings are dominated by single storey which are offset to one side of the lot to provide a driveway down one side.
- Materials are mixed brick and weatherboard with tiled pitched roofs.
- Lot sizes vary but are generally 500m<sup>2</sup>-1200m<sup>2</sup>, with occasional smaller and larger blocks.
- Established gardens are common throughout, frequently with canopy trees as features.
- Multi unit sites have been developed with dwellings aligned along the side boundary and a driveway to one side.
- Generally single dwellings front the street, while multi unit development generally front side boundaries.
- Established gardens or low fences generally screen dwellings.

- Street trees are well established.

### Preferred future character

Future residential development in Croydon Town Centre Neighbourhood Area will be guided by the Croydon Town Centre Residential Development Policy (Clause 22.13 of the Maroondah Planning Scheme). 'The intent of this policy is to encourage medium density housing development in a form which can contribute to the development of the Croydon Town Centre'.

The preferred neighbourhood character will provide for low level apartment style residential buildings, up to four storeys, that retain elements of the existing garden setting.

The preferred neighbourhood character is one that represents a change from the existing neighbourhood character.

New development will provide for a higher intensity of site development than occurs at present.

New development will recognise the existing street pattern and create buildings that form visual landmarks throughout the precincts.

### The preferred future character will be achieved by:

- constructing multi level, multi occupancy residential buildings;
- consolidating existing lots to create larger development sites containing multi level multi occupancy buildings;
- providing strategic opportunities for the planting or retention of canopy trees to maintain the existing streetscape and frame larger buildings;
- ensuring that the building form retains a human scale and is designed to avoid large block like structures dominating the streetscape;
- consolidating sites in a logical and progressive manner that avoids the creation of isolated lots of limited redevelopment potential;
- providing the opportunity to enhance pedestrian activity and contributing to the creation of a sense of place; and
- limiting vehicle crossings to 1 per site and providing common access to sites.

## Design guidelines

Objective	Design Response
Constructing multi level, multi occupancy residential buildings.	<p>Development makes a positive contribution to the preferred neighbourhood character as identified in the relevant preferred neighbourhood character statement for the site.</p> <p>Residential development consists of multi level, multi occupancy buildings.</p> <p>The rate of stormwater discharge should not exceed the rate that currently leaves the site, based on 35% site coverage, or otherwise to the satisfaction of Council.</p> <p>Stormwater collection systems are designed to ensure that litter and sediment is detained on site and does not enter the stormwater system.</p> <p>Development with more than 60% building site coverage should demonstrate that the rate of discharge of stormwater from the site will not cause any impact or disruption to the existing stormwater disposal system.</p>
Consolidating existing lots to create larger development sites containing multi level, multi occupancy buildings.	<p>Multi level multi occupancy development is constructed on consolidated sites.</p> <p>Building heights generally do not exceed four storeys.</p> <p>A reduction in the front setback is possible on consolidated sites that are providing for the development of multi level, multi occupancy residential buildings.</p> <p>Site coverage greater than 60% will be considered for consolidated sites and sites providing multi level, multi occupancy residential development.</p>
Providing strategic opportunities for the planting or retention of canopy trees to maintain the existing streetscape and frame larger buildings.	<p>Buildings are designed to optimise views to distant features above and beyond private open space.</p> <p>Communal and private open space capitalise on the most significant features of the site layout in terms of solar access and aspect.</p> <p>Front yards make provision for the planting or retention of canopy/specimen trees that grow to a height that exceeds the height of the roof of dwellings and provide for a framing of the buildings on site.</p> <p>Where driveways are located adjacent to public open space provision should be made for the planting of vegetation that complements the public open space, including the development of canopy trees.</p> <p>Developments make provision for the planting of at least one canopy tree in the private open space to each dwelling. The canopy tree should grow to a height that exceeds the roof height of the dwelling.</p>
Ensuring that the building form retains a human scale and is designed to avoid, large block like structures dominating the streetscape.	<p>The fencing of the front setback is discouraged unless it is demonstrated that the style and type of fence results in a superior integration of the site with the neighbourhood.</p> <p>Building height minimises the impact of overshadowing and the impression of building mass and bulk on adjacent residential buildings.</p> <p>The built form of walls adjacent to footpaths should be “broken” up through the use of facade articulation, changes of surface texture pattern, materials and colours.</p> <p>The exterior servicing components such a plumbing, heating/cooling and other ventilation systems are integrated with the architecture.</p> <p>Building infrastructure services and plant rooms on the rooftops are screened or located to prevent a detrimental impact on the streetscape. These elements are not considered a building storey, provided they do not exceed more than 25% of the roof top area.</p> <p>Bin and recycling storage provision should be provided separately for each dwelling.</p> <p>Bin receptacles and large block like letterbox structures should not be placed at the street frontage.</p> <p>Communal bin storage areas should not be provided in developments.</p>

<p>Consolidating sites in a logical and progressive manner that avoids the creation of isolated lots of limited redevelopment potential.</p>	<p>The consolidation and development of sites occur in a progressive manner and do not result in creation of small isolated holdings of land.</p> <p>Developments that further fragment existing land holdings are discouraged.</p> <p>Non-residential use and development will not be supported in the Croydon Town Centre Residential Development Policy area, except where designed and proposed as part of an integrated residential development of the land.</p> <p>Tilt slab or other pre-cast concrete building materials are detailed with a combination of shadow and design elements to provide visual and physical relief.</p> <p>Consideration may be given to increased heights to incorporate architectural features and emphasise corner locations.</p> <p>Where mid block consolidated sites are located at the end of a view corridor, residential buildings are designed to accentuate the view corridor through the construction of local landmark buildings.</p> <p>Corner sites are developed with significant landmark built forms, which incorporate higher built form corner elements and with a facade that has frontage to both streets.</p> <p>On corner allotments, the built form and urban design of the residential buildings highlight and visually strengthen the corner.</p>
<p>Providing the opportunity to enhance pedestrian activity and contributing to the creation of a sense of place.</p>	<p>The front façade treatment of any new residential development is designed to emphasise the human scale, expressing a positive and individual sense of identity and entry.</p> <p>Building mass is articulated with design elements to create a connection with the pedestrian and human scale of the streetscape.</p> <p>The front setback of a residential building provides for visual and physical transition, between the streetscape and the development.</p> <p>Buildings and dwellings are designed to allow for the easy and casual surveillance of entrance points and public open space areas, both within and beyond a site.</p> <p>Front fences should not be used where existing streetscape is defined by open front gardens and the absence of front fences.</p> <p>If front fences are used they should provide for surveillance of the street and the frontage of the site.</p> <p>If front fences are use they should use materials, design and colours that complement the character of the street.</p> <p>Developments should not provide gates to access ways and driveways.</p>
<p>Limiting vehicle crossings to 1 per site and providing common access to sites.</p>	<p>Shared vehicle access ways and shared driveways to all multi unit development should be provided via common property rights.</p>

Please note: For further information please refer to Clause 22.13 of the Maroondah Planning Scheme.