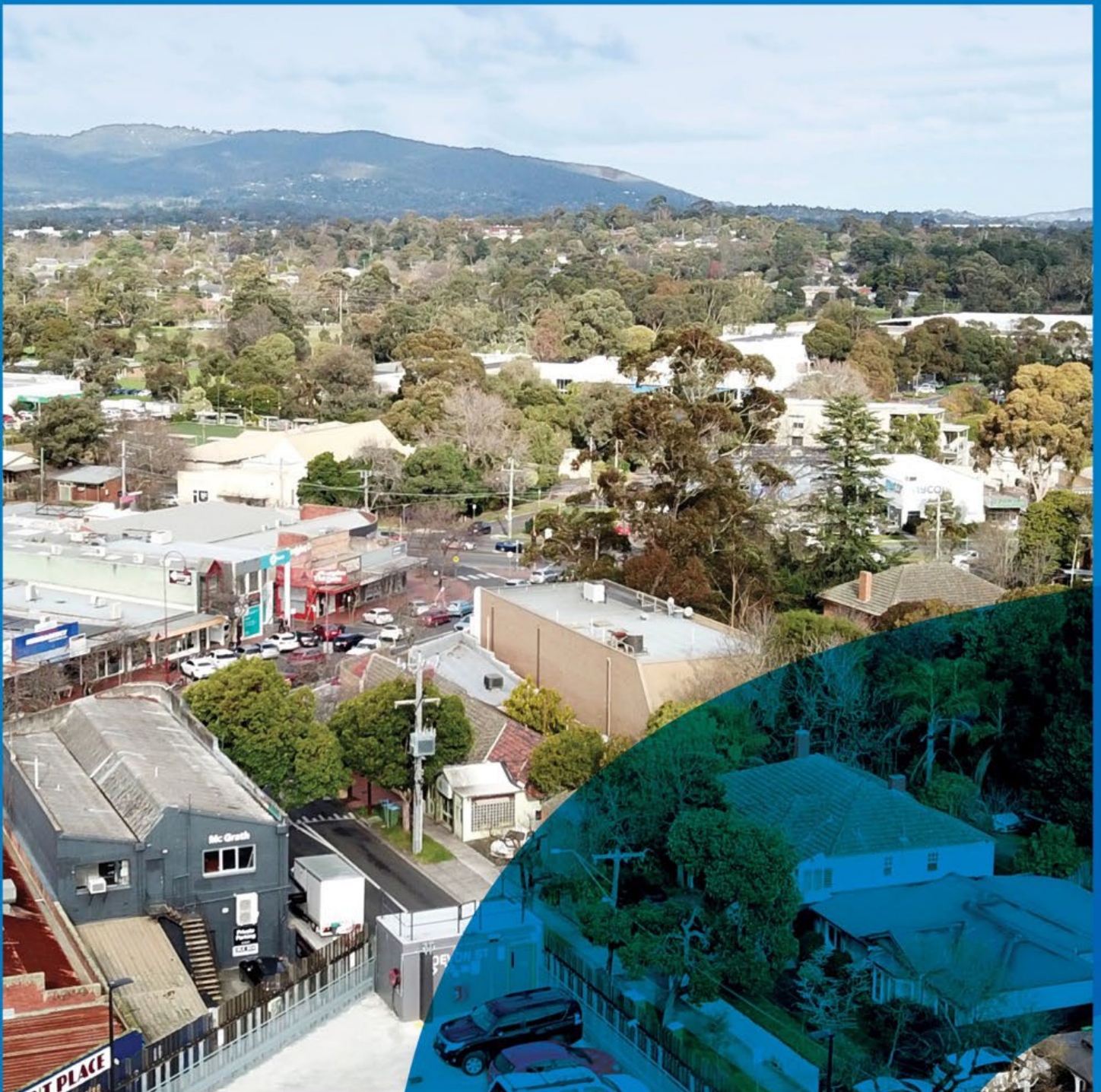


MAROONDAH  
**2050**



# Croydon Activity Centre Structure Plan 2025

Working towards a safe and liveable community





Prepared for Maroondah City Council by Plan2Place Consulting



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## Abbreviations

### **Abbreviations**

C1Z	Commercial 1 Zone
C2Z	Commercial 2 Zone
CBD	Central Business District
Croydon AC	Croydon Activity Centre
DELWP	Department of Land, Environment, Water and Planning
DTP	Department of Transport and Planning
DCP	Development Contribution Plan
DDO	Design and Development Overlay
GRZ	General Residential Zone
ESD	Environmentally Sustainable Development
IN1Z	Industrial 1 Zone
IN3Z	Industrial 3 Zone
LGA	Local Government Area
MCC	Maroondah City Council
MUZ	Mixed Use Zone
MWC	Melbourne Water Corporation
NRZ	Neighbourhood Residential Zone
PPF	Planning Policy Framework
PPRZ	Public Park and Recreation Zone
UHI	Urban Heat Island
VCAT	Victorian Civil and Administrative Tribunal
VPP	Victoria Planning Provisions
WSUD	Water Sensitive Urban Design
YVW	Yarra Valley Water

### **Numeric Abbreviations**

ha	hectares
kph	kilometres per hour
m	metres
m <sup>2</sup>	metres square
sqm	square metres
%	percent

### **Related Legislation and Regulations**

Planning and Environment Act 1987 (P&E Act)

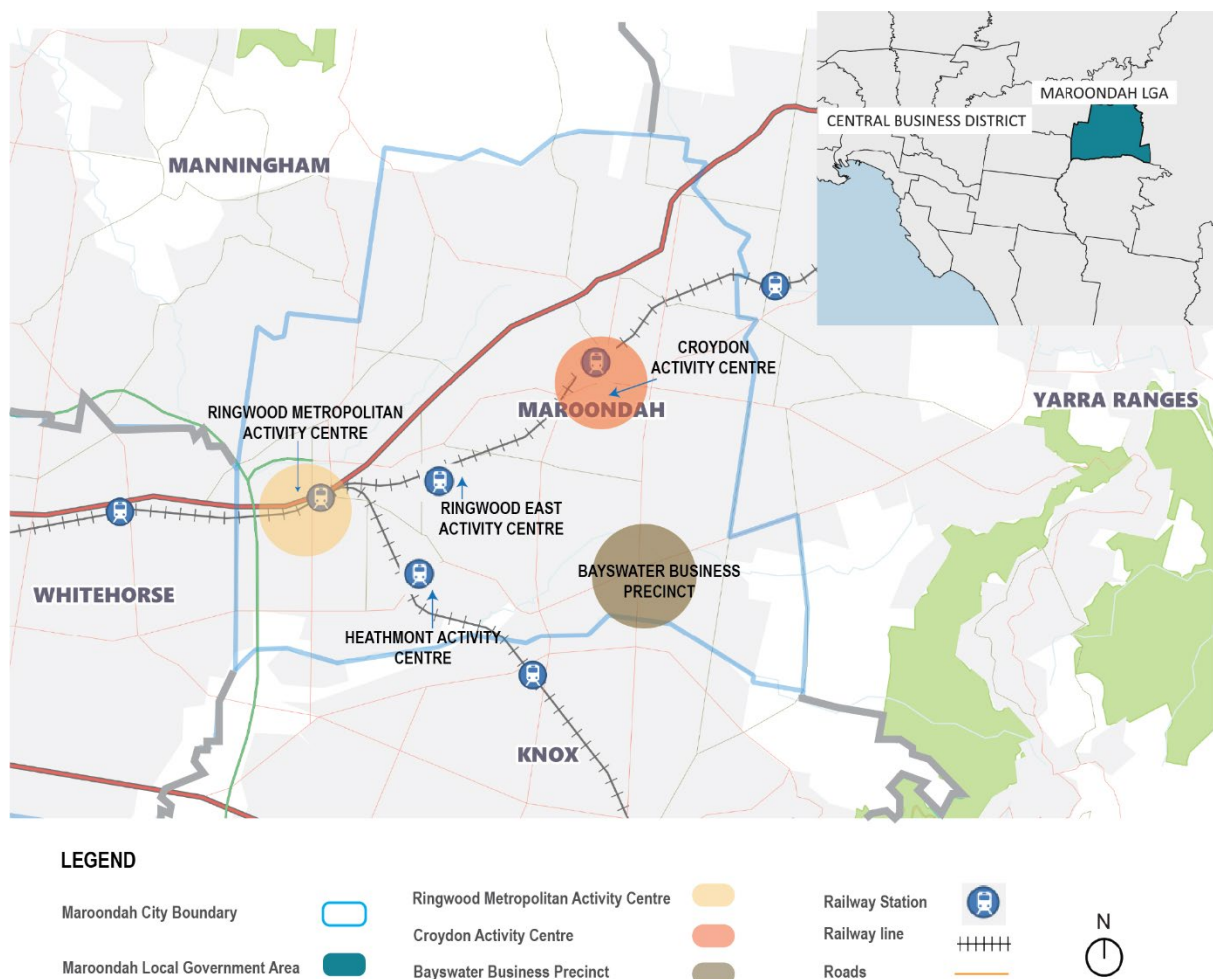
# 1. Introduction

Croydon is an Activity Centre (AC) located in Melbourne's eastern suburbs approximately 30 kilometres (km) east of Melbourne's Central Business District (CBD). Croydon is located on the lands of the Wurundjeri People of the Kulin Nation who lived along the Yarra River and local creeks, including Brushy Creek. They cared for the country moving to low areas like Croydon during the summer months.

It is situated in the lower valley and floodplain of a tributary of the Tarralla Creek and includes a recently re-naturalised section of the Tarralla Creek itself. The natural environment that would have existed prior to European settlement would have included extensive areas of Riparian Woodland along the creek, Swampy Woodland vegetation on the floodplains, and Valley Heathy Forests on the adjacent valley slopes. White settlers used the lands as a source of timber and cattle runs with a bush village being in the area. When the railway line was constructed through the area in 1882, it was named Croydon and the centre grew from there.

Today, the Croydon AC covers an area of around 143 hectares (ha) and contains a range of commercial, retail, light industrial, community, public and residential land uses. In the City of Maroondah, it is second only to the Ringwood Metropolitan Activity Centre in terms of size. The Bayswater Business Precinct is located to the south of the precinct and is an important source of industrial jobs in the municipality and region. The regional context of the Croydon AC is shown in **Figure 1**.

Figure 1: Croydon AC – Regional Context



The centre extends from Kitchener Road in the north, Dorset Road in the east, Vinter Road/Taylors Road to the south and Lusher Road and Wicklow Avenue along the west. Mount Dandenong Road transects the centre from west to east. The boundary of the activity centre is shown in **Figure 2**.

The Croydon AC includes the shopping centre on Main Street, Croydon Central Shopping Centre, Civic Square Shopping Centre (formerly Armdale), and the surrounding light industrial areas, community and civic precinct, Swinburne University campus and residential areas.

Croydon AC is located at the foothills of the Dandenong Ranges in a south facing valley that drains to the Tarralla Creek, then into Dandenong Creek and onwards to Port Phillip Bay. The activity centre is nestled in a bowl between the Dandenong Ranges foothills to the east, the Wicklow Range to the west and around a substantial area of active and passive recreational space (approximately 35ha) on the central spine of lower lying land.



*Main Street, Croydon*

Attractive views to surrounding tree-covered hills are gained from many vantage points in streets and other public spaces within the centre. The centre's sense of enclosure mixed with views to distant hills are significant factors in Croydon's distinctive and valued character.

Unlike other activity centres in Melbourne, Croydon AC has an unusual urban structure in that the main retail and commercial areas are separate from major or arterial roads. Being shielded from these roads has been a key determinant for the look, feel and function of the centre and of its individual character. The associated low traffic volumes and speed on Main Street are significant contributors to the valued pedestrian focused scale. It is also potentially a factor in the prevalence and endurance of narrow frontage, fine-grained, locally owned shops and businesses. The grade separation of Coolstore Road has reduced the barrier effect of the railway line on movement in the centre.

Residential areas comprise mainly single and double storey single dwelling and multi-unit forms from the mid-20<sup>th</sup> Century to the present day. Several 3-4 storey apartment buildings have been constructed over the past decade. Additionally, there are several heritage places in the centre, with new sites identified by Council for protection through the Heritage Overlay in the Maroondah Planning Scheme.

The centre is served by the Melbourne to Lilydale train line and 11 bus services. The arterial road network consists of Mt Dandenong Road, Dorset Road, Wicklow Avenue and Kent Avenue. While providing regional connections to and from the centre, these roads also bring a significant volume of through traffic that can generate increased traffic volumes on the local road network and create congestion.

The centre is walkable with a well-developed and comprehensive pedestrian network complemented by several laneways providing direct access through larger blocks for greater route choice. There are several on-road bicycle routes within the centre and a Copenhagen-style bicycle lane on Kent Avenue and Hewish Road. The centre is also in close proximity to regional connections such as the Tarralla Creek Trail (part of the Carrum to Warburton Trail).

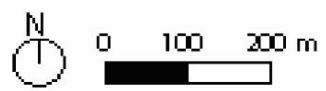


Figure 2: Croydon AC – Location and Boundary



LEGEND

 Activity Centre boundary





# The Structure Plan

## 2.1 Purpose and Function

A structure plan is a long-term plan developed for 15-20 years with the community and stakeholders to manage the future of a specific area through a development framework. Structure plans guide the future of an activity centre's land uses and activities, infrastructure, transport, development, physical environment, and amenity. In this case, the structure plan guides the Croydon AC.

The purpose and function of the Croydon AC Structure Plan is to plan for the future of Croydon by protecting the distinctive positive elements of the centre and building upon its opportunities.

Council engaged Plan2Place Consulting (in conjunction with other subconsultants) to prepare the structure plan with input and assistance from community members, business groups, government, public authorities, and agencies.

The structure plan supports the five pillars of Plan for Victoria ensuring that there is sufficient affordable homes, good access to facilities and good jobs, creating great places and suburbs and sustainable environments. It has been prepared in accordance with State planning policy and guidelines for activity centre and structure planning. The structure plan supports the objectives of both the Maroondah 2050 Community Vision and the Maroondah Planning Strategy and a range of Council policies.

The structure plan addresses the development and management of public infrastructure, including streets, parks and walkways. It also sets parameters for preferred land uses, building form, heights and siting for private property development. It provides guidance to the community, government, business and the development industry about appropriate directions and opportunities for change. The structure plan reflects state planning policy encouraging growth and development in activity centres, community values and aspirations for the future growth of Croydon, as a place where people will work, learn, live, shop, socialise and play.

## 2.2 Why are we Preparing a New Structure Plan?

The Croydon Town Centre Structure Plan was adopted by Maroondah City Council in 2006 as a 30-year vision for the Croydon Town Centre (or Croydon AC). Since 2006 there have been many achievements outlined in the structure plan, changes to policy and evolving community aspirations.

It is appropriate that, over 15 years later, the plan be reviewed and updated. This enables Council to check back in with the community and stakeholders to make sure that the plan reflects their vision and aspirations for the centre. The new document is also informed by up-to-date evidence, monitoring, and trends.

## 2.3 Background Research

The structure plan is informed by a Discussion Paper drawn from a range of technical reports.

Copies of these documents are available from Council's website at:

<https://yoursay.maroondah.vic.gov.au/croydonmac>

## 2.4 Objectives and Boundary

The structure plan defines a vision to guide the future of the Croydon AC over the next 15-20 years and outlines the objectives and strategies that will realise the vision. A new centre boundary has been defined for the structure plan which emanates from a review of the previous 2006 boundary and consultation undertaken for the Croydon AC Discussion Paper.

## 2.5 Community Input to Date

In April 2021, Council released a Discussion Paper to explore opportunities for the centre with the community. Various engagement activities were conducted to capture diverse voices of people who live, work, play and study in Croydon. This included:

- an engagement page on Council's Your Say website to provide project information and gather feedback via an online mapping tool and a survey
- a static display set up in Croydon Library for passers-by to write down their feedback on an idea card
- targeted school engagement.

Participants were asked to indicate the level of support for the proposed ideas in the Discussion Paper, under the following six discussion themes:



Housing and residential development



Business and economic development



Environmental improvements



Transport, urban design and built form

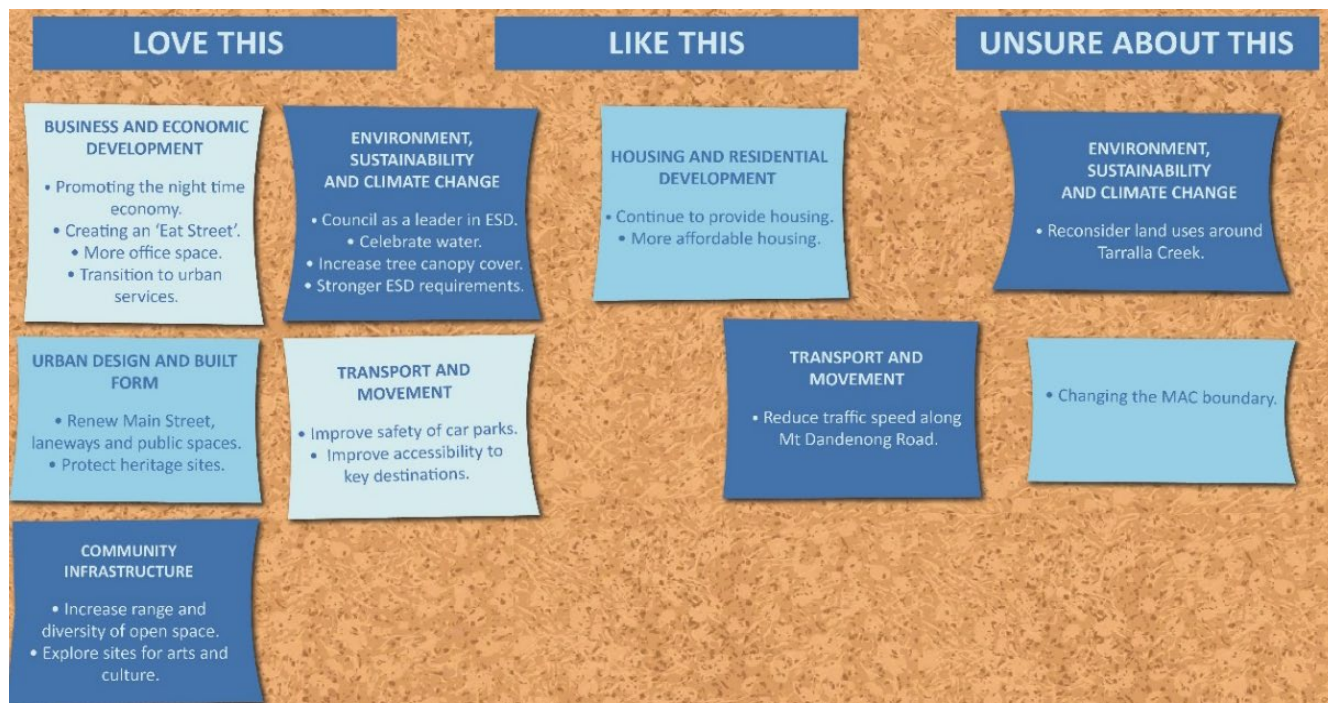


Community infrastructure



Activity Centre Boundary

These ideas along with a range of other ideas suggested by the community during consultation, have been reviewed against State planning policy and the previous evidence. Many have been incorporated in this Draft Structure Plan for further consultation.



Consultation on the draft structure plan was undertaken between 1 September and 31 October 2023. This included:

- Direct notification to owners and occupiers inside the structure plan area as well as outside of it
- Notices in Council newsletters and publications
- Postcards that were distributed to traders, Aquahub and Croydon Library
- Targeted Stakeholder emails
- An online survey form
- Individual consultation sessions where community members could book a time with Council officers to discuss or provide feedback on the structure plan
- Focus group session with stakeholders including traders and local community groups.

Work on the structure plan was placed on hold at the end of 2023 due to changes made to planning by the State Government, including the release of housing targets and the development of a new statewide planning strategy, Plan for Victoria.



## 2. Centre Overview and Key Issues

### 3.1 Overview

This section provides an overview of the activity centre and identifies existing conditions, key issues and opportunities organised around the key themes of:

- Business and Economic Development
- Environment, Sustainability and Climate Change
- Urban Design and Built Form
- Transport and Movement
- Housing and Residential Development
- Community Infrastructure.

### 3.2 Business and Economic Development

The Croydon AC provides a range of business and economic development functions including the retail heart of the community and industrial and commercial areas.

The centre is the main service and retail centre for a residential catchment of approximately 118,000 people (within the primary and secondary trade area) and is expected to grow to serve 133,000 people in 2036. The centre complements the Ringwood Metropolitan Activity Centre which is a higher order retail, commercial and experiential shopping destination centre.



The centre includes numerous health, fitness and food and beverage enterprises as well as retailing, industrial, automotive, commercial, office, civic and community functions. Swinburne University's Croydon campus is located within the centre and the centre has a growing role as a major public and professional services node. Other than some supermarket and fast food chains, the centre

has not been a major attractor of national retailers and major enterprises. The centre has a loyal customer base that supports local small businesses, many of whom have operated in the centre for many years. There were 21 vacant commercial properties in the centre in August 2024, with some of this vacancy related to temporary impact of the Lilydale Rail Line grade separation on accessibility to Main Street.

*Croydon Main Street*

There is an estimated 46,000 square metres (sqm) of commercial floor space within the centre. In 2023, there were 3,600 jobs in<sup>1</sup>the centre. Growth occurred in the health, social services, food and beverage sectors with declines in retailing, warehousing and manufacturing. In 2022, the centre's major employment components included approximately 57% of jobs that provided services and 25% of jobs in the<sup>2</sup>retail sector. Projections for retail floorspace growth in the centre show demand for between 4,600 and 6,300 sqms of new retail floor space.<sup>3</sup>

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<sup>1</sup> *Croydon Housing and Economic Analysis, Charter Keck Cramer, 2025*

<sup>2</sup> *Croydon Housing and Economic Analysis, Charter Keck Cramer, 2025*

<sup>3</sup> *Croydon Housing and Economic Analysis, Charter Keck Cramer, 2025*

Employment density in the Croydon AC ranges from 22 to 60 jobs per hectare for industrial land, with 75 jobs per hectare for retailing. Nearby employment clusters such as the Ringwood Metropolitan Activity Centre and the Bayswater Business Precinct have experienced stronger recent jobs growth.

The Centre incorporates two industrial precincts of local significance around Windsor Road and Lusher Road. Over the past two decades, these areas have transitioned into local urban service centres. Major manufacturing and logistical uses have now largely left Croydon with remaining sites in the centre's west (+5,000 sqm sites) being repurposed for storage, places of worship and wholesaling uses. Within the region, the nearby Bayswater Business Precinct is a major commercial and industrial cluster of regional significance. This provides the opportunity for the centre to create its own niche for services that cater for smaller business operations and are more appropriate to their location.

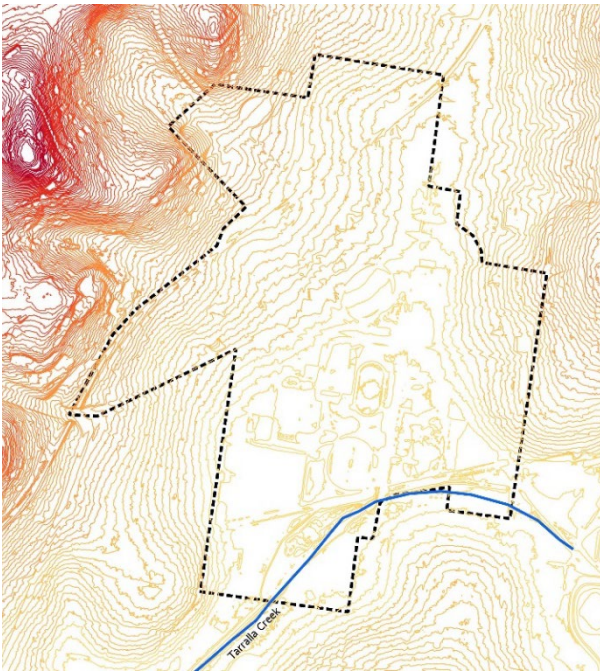
For smaller enterprises and sole traders, there are a variety of affordable, small office spaces including shop top offices. These spaces will continue to be attractive to small scale professional service providers as well as health and social service providers. There is demand for office space from small firms and individuals who have been priced out of more established employment locations. There will be further declines in manufacturing and wholesaling activity within the centre which will create additional floorspace for urban services.

The Covid-19 situation has been challenging for businesses and communities across Victoria. Local centres have become more important to their local communities and loyalty is high for supporting local small businesses. The situation provides an opportunity for the centre to reinvigorate itself, building on opportunities such as the area around the former cinema and a growing night-time economy and increasing street vibrancy through enhanced spaces for dining. There may also be additional opportunities for office space with firms attracted to locations in Melbourne's suburbs with good parking and public transport.

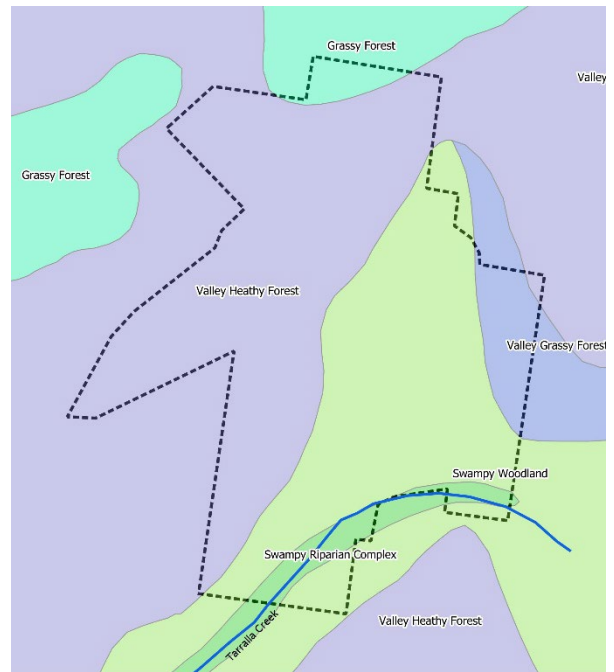
### 3.3 Natural Environment and Climate Change

The Croydon AC is situated in the lower valley and floodplain of a tributary of the Tarralla Creek and includes a recently re-naturalised section of the Tarralla Creek itself. As such, the natural environment that would have existed prior to settlement would have included extensive areas of Riparian Woodland along the creek, Swampy Woodland vegetation on the floodplains, and Valley Heathy Forest and Valley Grassy Forest on the adjacent valley slopes. These vegetation types provided a wide range of habitat types that would have supported a diversity of indigenous plants, animals and fungi. The riparian and floodplain vegetation would have been naturally adapted to periods of being sodden in winter and then drying out in summer. Very little of the original vegetation still remains today, however any attempts at restoring the natural environment will need to bear these ecological requirements in mind.

As a result of climate change, in the coming decades Croydon can expect increasingly hotter and drier conditions with heatwaves, drought and greater intensity of floods and storms. As a result of the increased area of impervious surfaces due to urbanisation, less of the stormwater from rainfall events can soak into the soils, instead being transported rapidly over these impervious surfaces into drains that take it into the Tarralla Creek.



*Contour Map of Croydon*



*Inferred distribution of pre-settlement Ecological Vegetation Classes*

The combination of high volumes of water, limited infiltration into soils, and local drainage capacity, means several parts of the centre experiences significant flood risk during heavy rainfall events that have damaged public and private assets in the centre.

The reduction in both vegetation cover and soil moisture levels, combined with the increased area of hard surfaces that absorb and retain heat, results in the Urban Heat Island (UHI) effect such that some parts of the Croydon AC are significantly warmer than nearby non-urban areas.

Community wellbeing and liveability can be impacted by a disconnection from nature in urban areas. The reduction in vegetation cover and the habitat it provides, restricts the potential for community to connect with nature locally, the associated loss of local amenity in turn can impact on community health and active lifestyles. These community wellbeing impacts are further exacerbated by the increasing UHI effect and vulnerability of particular groups (i.e., lower socio-economic and older people groups) to heat events.

Analyses of changes in tree canopy foliage cover (using Tree Ledger™) across the Croydon AC between 2016 and 2021 suggests there was a net gain of 0.79% (17.78% to 18.57%). There was minor loss in foliage cover from 2016 to 2020, with a recovery in 2021.

The Tarralla Creek corridor has been identified as a biolink habitat corridor - one of eight routes through the Maroondah landscape that present the best opportunities for improving habitat connectivity and encouraging more nature throughout Maroondah. The first stage of the -Reimagining Tarralla Creek Project has seen the creation of a substantial area of wetland within the Croydon AC reinstating habitat and improving water quality while also creating new pathways, pedestrian links and activating spaces for education and passive recreation.

The proximity of the new wetland to the large area of open space within the centre offers a major opportunity to draw more nature in closer to where people gather thereby increasing the potential for people to experience and interact with nature more.

Redevelopment of land adjacent to Tarralla Creek can contribute to the stormwater and habitat values of the creek developing a leading-edge example of water and biodiversity sensitive urban design. This can be achieved by placing an emphasis on enabling rainfall to infiltrate soils, detaining and slowing surface flows, and reinstating nearby habitats.

Development in the wider catchment beyond the centre can also be designed in ways that slow, retain and treat stormwater. This will help reduce localised flooding and improve the quality of stormwater entering the waterway.



The infiltration and retention of water in the soil is very important for vegetation health, urban cooling and flood mitigation. Spaces with higher soil moisture and more vegetation naturally stay cooler through shading, evaporation, and transpiration. Currently trees, sports fields and other vegetation in public open spaces are largely irrigated with potable water, demand for which will increase alongside an increased provision for vegetation.

Opportunities for harvesting alternative water sources for open space such as rainwater, stormwater and recycled water and storing them for use to support vegetation health should be prioritised over the medium to long term. As rainfall becomes more variable along with more extreme rainfall events, reduced reliance on mains water will be an advantage.

Large tree species with expansive canopies deliver a greater contribution to shading than smaller species. The planting of these large tree species along streets is mainly constrained by potential conflict with overhead infrastructure such as powerlines, traffic lights and street awnings.

To date, the drainage strategy for the centre has relied on traditional 'grey infrastructure' drainage solutions. More recently, Council has been working with Melbourne Water to develop an updated flood risk map of Maroondah. This will help Council to better manage its stormwater maintenance program, emergency management planning, capital works projects and assess future development in areas subject to inundation by flooding. Community and stakeholder consultation has been undertaken for the Wicklow Ward.

In conjunction with a flooding overlay, there are a combination of measures that could target reducing reliance on the underground drainage network, increased retention on private land and stormwater retention on public land which can provide significant landscape amenity at the same time.



*Norton Road during flooding in 2022 (Source: Maroondah City Council)*

The Croydon AC Structure Plan represents an ideal opportunity to prioritise the use of green infrastructure to provide a range of services including urban shading and cooling, stormwater management and localised flood mitigation, and increased opportunities for community to connect to nature. Well-planned use of green infrastructure to increase canopy cover, slow flows, retain water in soils and create habitats will improve the amenity of the urban environment, the health and wellbeing of the community it supports, and create places better equipped for the forecast changes to our climate.

### **Carbon reduction and waste reduction**

Modelling completed by the Climate Council in 2025 shows that under a high-emissions scenario, 6.63% of the suburb of Croydon properties will be at risk of climate change, including flooding by 2050, increasing to 38.45% by 2100<sup>4</sup>.

In addition to adapting to a changing climate, the development of the centre could prioritise a development pathway which addresses carbon emissions from the outset. This is supported by both interim and long-term Victorian Government carbon reduction targets through the Climate Change Act 2017 and industry leadership such as the Green Building Council of Australia and locally via the collaborative work of local governments in Victoria.

One of the most effective methods of reducing carbon emissions from development is to address stationary energy, waste and transport-related emissions at the construction stage. This can be done through the statutory planning process, ensuring that the built environment embeds carbon reduction into standard practices. The results include ongoing environmental benefits such as reductions in energy consumption, and ongoing cost savings.

A circular economy continually seeks to reduce the environmental impacts of production and consumption, while enabling economic growth through more productive use of natural resources<sup>5</sup>. The Croydon AC Structure Plan provides an opportunity to foster a circular economy by encouraging the following:

- the re-use of buildings
- use of materials from the site in the construction of new buildings
- use of products with high recycled content and end of life recyclability in the construction of new buildings
- the selection of materials with low embodied carbon in development.

### **3.4 Urban Design and Built Form**

The main retail and commercial areas of the Croydon AC are separate from major or arterial roads. This gives the centre its look, feel, function and individual character. Main Street developed in proximity to the railway station and parallel to the railway line reflects the primacy of rail to the early development of the township long before the prevalence of motor vehicles. The associated low traffic volumes and speed on Main Street are significant contributors to the valued character and attributes of Croydon.

The spaces and places of Croydon's public realm support a variety of formal and informal activity. Council is continuing to invest in the quality of the public realm through streetscape, public space, and parkland improvements. Projects such as the creation of Croydon Town Square have provided enhanced access, safety and facilities, better linking the station precinct to the centre's shops, businesses, and community facilities. There are still opportunities to further enhance the public realm of the centre including Main Street and laneways, activating laneways, improving pedestrian links between areas of the centre and through carparks to the railway station. High quality places are ever more important to the economic success of activity centres.

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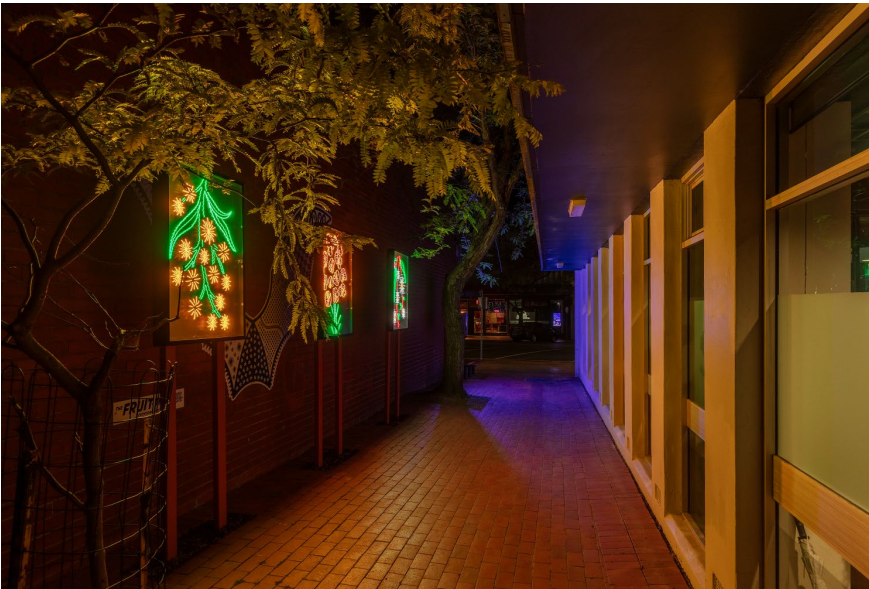
<sup>4</sup> <https://www.climatecouncil.org.au/resources/climate-risk-map/>

<sup>5</sup> *A circular economy for Victoria: creating more value and less waste (DELWP, 2020)*



*Views of the Dandenong Ranges from the Centre*

Activating spaces adds to the centre's vibrancy and can be through permanent and temporary initiatives. Recognition, interpretation, and education on the indigenous heritage of the first inhabitants of the centre provides a range of areas for treatment and management of public spaces. In conjunction with other layers of the centre's social and cultural heritage, this can contribute to enhancing Croydon's identity and place qualities. Following the grade separation of the railway line there is now the opportunity to deliver further public realm benefits and enhanced linkages focused on pedestrian movement network in the station area. Initiatives such as the Reignite Croydon Laneway Lights project have successfully activated laneways providing examples of creative placemaking.



*Example of the Reignite Croydon Laneway Lights project*

Croydon has parkland of approximately 35ha strategically located at the heart of the activity centre which is a significant advantage. The parkland supports activities for a broad cross-section of users and contains community and recreation facilities. The parkland plays an important role in the community life of Croydon including public health and are a key environmental resource.

There are a number of views towards the Dandenong Ranges and Wicklow ridgeline that can be glimpsed above the tree line from public areas. Maintaining these key views will help to ensure the unique setting of the centre is maintained.



The centre is characterised by single and double storey built forms and wide road reserves. These create a generally open appearance to the centre. There are several higher scale buildings including the former cinema, Croydon Market (now Croydon Central Shopping Centre) and some more recently constructed apartment buildings of three to four storeys.

There are several landholdings of more than 2000sqm within the centre. These include Swinburne University, the major supermarkets/shopping centres, and a number of industrial sites that are expected to transition to other uses over time. Any redevelopment of these sites provides the opportunity for new forms of mixed-use development with high amenity and high standards of architectural and environmental design. Ensuring a pedestrian-focused scale at the street level and improved permeability through the sites will ensure the centre retains its key attributes. Smaller sites may require consolidation to facilitate redevelopment, while others can redevelop through sensitive design creating interesting additions to the existing built form.



*Chemist shop on Main Street listed as a heritage place*

Existing heritage places, although few, contribute to the existing built form character of the centre and are identified by heritage overlays. Recent work by Council has identified several potential heritage places that should be protected and contribute to the place qualities of the centre. Many other buildings in the centre are reaching their end of life and require renewal and replacement, providing further opportunities for the growth and development of the centre.

### 3.5 Transport and Movement

The Croydon AC is well serviced by transport and movement options that provide residents, visitors and workers with a range of opportunities to access the centre. Growth and change in Croydon will create challenges and opportunities for the transport network. The recent grade separation of the Lilydale railway line at Coolstore Road provides a springboard for further improvements. Additional people living in the centre and their specific needs must be considered when designing improvements to the network.

The centre is split into three distinct precincts. Barriers to movement and street network layout present challenges for orientation, wayfinding, access and safety through the centre for all transport modes.

The centre is well serviced by public transport facilities. The bus interchange at Croydon Station is one of the most important in the City of Maroondah, serving a wide catchment into neighbouring municipalities (including direct connections to Knox City and Monash University). There is a wide distribution of bus stops around the centre including at the station, in Hewish Road, Lacey Street, Main Street and serving the Civic Precinct south of Mt Dandenong Road. However, a lack of connectivity in the bus network does not facilitate movement from Croydon North to areas south of the railway line. Working with the Department of Transport and Planning (DTP), Council should advocate for improvements to public transport in the centre ranging from service frequency to customer infrastructure to encourage greater patronage and minimise the impacts of population growth.

Much of the local population can access day to-day goods and services within a short walk or cycle. Increased demand for improved pedestrian and bicycle connections across Mt Dandenong Road and throughout the Croydon AC, will be generated by the Croydon Community Wellbeing Precinct development. Covid-19 has also increased the community's awareness of, and desire for, walking and cycling locally which should be further facilitated. Safe and direct routes to and through the centre to the wider regional network will capitalise on these behaviour changes. In addition, there is increasing interest in Electric Vehicle (EV) bikes and mobility aids given their benefit and ease of commuting on undulating terrains.

Council's parking management framework establishes principles to support alternative modes of transport to reduce traffic congestion. To accommodate the growth in trips and the community's



environmental desires, there is a need to promote sustainable transport options. The focus needs to be on pedestrian and bicycle safety and the level of service on the network to make improvements within the 20-minute catchment of the centre. Supporting infrastructure to encourage electric vehicles could also assist but should not be a focus, as walking, cycling and public transport provide much greater benefits.

Pedestrian barriers and delays at crossings and high traffic speeds and volumes encourage driving. Removal of level crossing at Coolstore Road has provided significant benefits by removing barriers to better connect Croydon's retail precincts and enhance access and movement across the centre. The project has created more options to cross the rail line for all transport users. It has delivered a range of benefits including improved local and regional traffic management and access, public transport facilities, bicycle infrastructure, pedestrian connections, and public realm improvements.



*Croydon railway station and forecourt improvements*

The current street space allocation prioritises car parking over pedestrian spaces, bicycle infrastructure provision and opportunities for economic activity. Improvements will need to cater for a moderate level of vehicle access to support the needs and requirements of existing residents and businesses operating in the centre.

The centre has approximately 4,500 on and off-street car parking spaces. The Devon Street multi-deck car park has increased parking availability and provides an opportunity to review car parking in the centre. Some areas of off-street car parking supply further away from Main Street are underutilised and provide opportunities for decanting of parking from higher value areas where economic activity should be the focus. This can be supported with improvements to walkways that get people from parking areas into the heart of the activity centre. Small off-street parking areas close to the station could be considered for rezoning and redevelopment and incorporate affordable and social housing.

### 3.6 Housing and Residential Development

The Croydon AC is home to approximately 2,500 people, with the population estimated to grow to 4,300 by around 2041<sup>6</sup>. To meet this population growth and the community desire for housing growth to occur in activity centres, the centre will need to supply additional housing.

Housing in the centre currently consists of a range of forms from traditional suburban homes on large blocks through to new townhouses, units and apartments. There has been significant infill housing development within the centre's boundaries. Areas along Mt Dandenong Road and Hewish Road have experienced the most substantial change.



*Four storey mixed-use and residential buildings on Mt. Dandenong Road and Hewish Road*

Over the past two decades, the Croydon AC has been a major source of dwelling supply in Melbourne's outer east from numerous small-scale subdivisions, medium density projects and higher density developments. Between 2011 and 2021, the centre recorded an average of 50 new dwellings per annum primarily from medium rise (3 to 4 storey) apartment projects. New residents to the centre have come from households within the surrounding Croydon market housing area, the broader Maroondah Local Government Area (LGA) and areas to the east and south. Younger residents are making the centre their home before moving further east when couples and families are formed.

In 2023, the median house and unit price in the suburb of Croydon was approximately \$875,000 and \$615,000 respectively. Annual average growth for the 2019 to 2022 period for houses was 7% per annum<sup>7</sup>

The centre's rental price points were higher than regional averages which suggests that renters are willing to pay a premium to access the centre's amenity. However, overall, the centre supports more affordable rental dwellings than locations closer to the Melbourne CBD. Couples without children and family households with children on moderate incomes have greater rental choice within the centre. Low and very low income households are more likely to seek rental accommodation outside of the centre.

There are significant numbers of ageing households within the Croydon housing region that are not currently being retained in the region when households seek to downsize. Greater choice in housing types that cater for downsizing households is needed so that people wishing to move to a smaller home are able to stay in the community that they know and like.

Provision of housing which is safe and affordable in the centre is reflective of the desire of the Maroondah community established in Maroondah 2050. Future housing in Croydon provides the opportunity for new housing options in this accessible location to suit a range of lifestyle and life-stage requirements.

<sup>6</sup> Croydon Housing and Economic Analysis, Charter Keck Cramer, 2025.

<sup>7</sup> Croydon Housing and Economic Analysis, Charter Keck Cramer, 2025

There are a range of potential sites within the centre that have the potential to supply additional housing opportunities. This is in addition to the 1,350 dwellings (approximate) that can be delivered within the existing capacity of the boundaries of the centre. The structure plan can facilitate a range of housing types through the built form controls it establishes.

Improving affordability, accessibility and social housing opportunities were also identified as important to the community and should be addressed. Croydon is well placed as a location for affordable and social housing as it has good public transport access and there are a range of community, retail and social services available within the centre. Council can work with housing providers and Homes for Victoria to facilitate opportunities in both public and private development. This has occurred at 3-9 Lusher Road with approval of an application for 137 social housing dwellings to be managed by Community Housing Victoria Limited (CHVL) as a registered housing provider.

### 3.7 Community Infrastructure

The Croydon AC provides a range of community infrastructure servicing a local and regional catchment. There are many facilities and services provided by Council and other providers within and in the surrounding area including schools, libraries, tertiary education, sports facilities, pools, churches, kindergartens, health and cultural services. The centre's good access to public transport makes it a popular location for these facilities.

Changes to the Croydon population and its demography will continue to impact the community's future infrastructure requirements. There are a growing number of people who speak a language other than English at home as the population of people born overseas increases. There are increasing numbers of lone person households and those experiencing disadvantage with 18% of residents experiencing housing stress in 2019.

The Infrastructure Study for Croydon Activity Centre, 2020 assessed the capacity of infrastructure within the centre to meet future community needs. There is a good diversity of pools, sport and recreation options within and nearby the centre. The demand on open space for organised and passive recreation space will increase as the population grows and as more people live in new housing forms. Sporting fields, pavilions, playgrounds and recreation facilities have been identified as in need of upgrade and renewal over the coming decade. A greater range of open space types including more naturalised spaces will be important for community health and wellbeing.

The impact of the Urban Heat Island (UHI) has resulted in some parts of the centre being significantly warmer than nearby non-urban areas. This issue also impacts on community wellbeing and liveability. The increased urban heat increases the vulnerability of particular groups (e.g., lower socio-economic and older people) to heat events. The reduction in vegetation cover and the habitat it provides, restricts the potential for community to connect with nature locally, impacts local amenity which in turn can impact on community health and active lifestyles.

Croydon Primary School is located in the centre and Melba College is located west of the activity centre. The Croydon Community School (previously on Mount Dandenong Road) has relocated from the centre to the former Croydon Secondary College site on Croydon Road. The former Croydon Community School site provides opportunities to be repurposed for new community and cultural activities.

Victorian Government kindergarten reforms have significantly increased demand levels for three and four year old funded kindergarten. Service needs analysis and infrastructure feasibility studies are investigating the impacts of the reforms in Maroondah, with data showing that current kindergarten services and infrastructure in Maroondah do not have the capacity to accommodate the significant increases in kindergarten demand that are anticipated as a result of the reforms. Council supports and advocates for a range of options to meet future demand including Kindergartens on School Sites, non-government schools, private Long Day Childcare services and not for profit organisations.

Swinburne University houses a TAFE site and there have been discussions about expanding available courses. There are opportunities to encourage further tertiary education facilities and the co-location of facilities and services within the precinct.

Medical and allied health facilities and services are incrementally augmenting to meet future growth in demand. Providing additional office space could meet the needs of this sector, capitalising on the centre's attributes and bringing benefits to it.

Arts and cultural facilities are underdeveloped in the centre, with opportunities to increase suitable and affordable rehearsal, presentation and cultural production and storage space for groups, artists and creative industries. Other gaps identified include flexible spaces for significant community and cultural events. There are also further opportunities to activate spaces with art and culture to support initiatives by the Traders Association and the Maroondah Festival. These events and offers provide the opportunity to improve local identity and connectedness.

#### ***Croydon Community Wellbeing Precinct Masterplan***

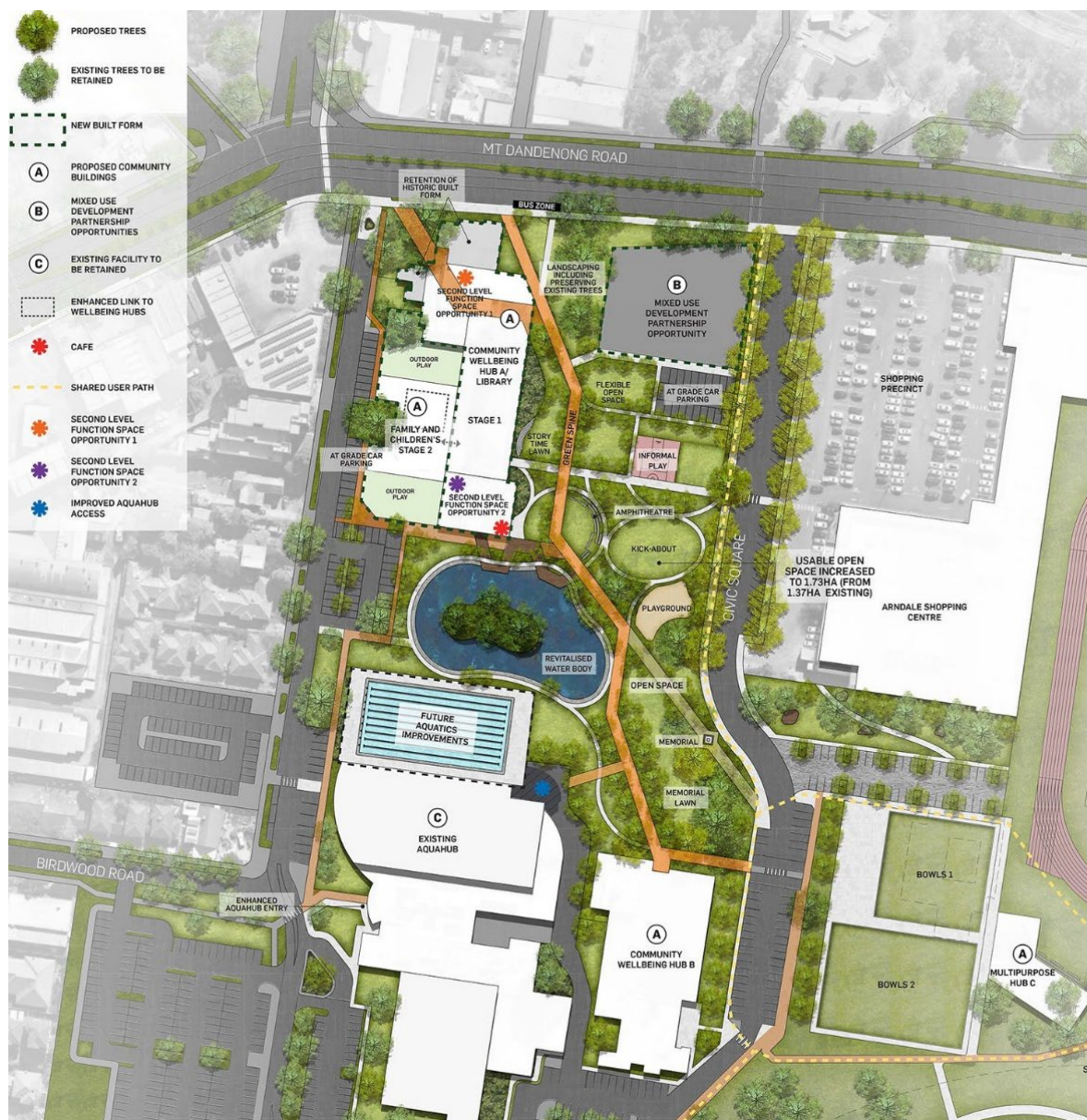
The Croydon Community Wellbeing Precinct (CCWP) contains a significant number of Council's community and sporting facilities, including Aquahub, a Maternal & Child Health Centre, EV's Youth Centre, Library, Maroondah Occasional Care Centre and Keystone Hall. The Precinct also contains



other community and recreational facilities such as a Bowls Club, RSL, Scout Hall, Senior Citizen's Centre and the Croydon Central Kindergarten. They are set within a large open space which provides access to wetlands, parklands and sporting facilities.

The CCWP Masterplan was endorsed by Council in July 2020, following extensive community consultation. It identifies and guides the future redevelopment of the Precinct, with a focus on significant improvements to facilities as well as improved connectivity between the shopping centres to the east and north, Croydon Town Square, and the services and public transport hub to the north. The precinct presents a development opportunity for partnership with not-for-profit and complementary commercial activities on the site.

Stage 1 works have now been completed. This involves the redevelopment of the former Croydon Civic Offices (Wellbeing Hub B) to accommodate the various community groups, who have been relocated to make room for Wellbeing Hub A, which Council plans to build over the next few years. Recent contributions of a further \$7.5 million from the Australian Government matched by Council will enable the next stages to commence.



*Croydon Community Wellbeing Precinct Master Plan, 2020*

### 3. Vision

The centre's views, high canopy cover, substantial areas of recreational open space, Tarralla Creek, reserve and wetlands and connections with indigenous history are key factors in its distinctive and valued character.

Based on the policy, opportunities and community views a vision has been developed for Croydon AC:

*The centre is the heart of the Croydon community, supporting civic life, culture, and activity, shopping, and employment. It has a central vibrant main street focused on independent retailers, with additional shopping centres to the north and the south, set within a distinctive landscaped environment.*

*It is an attractive, desirable destination for people to live, work and play in Melbourne's east, providing a range of retail, office and business opportunities, housing types and community and education facilities.*

*The centre is known as a green, sustainable place where the treed canopy and nature permeates throughout, celebrating water, First Nations history and Tarralla Creek. The centre is inclusive and accessible with public spaces that are well connected, encouraging walking, cycling and public transport use.*



View of the Main Street and Dandenong Ranges



## 4. Planning for Croydon AC's Future

Objectives for the achievement of the Croydon AC Vision over the next 15-20 years are detailed in the following themes:



### **Business and Economic Development:**

To strengthen the centre's role as a sub-regional employment and education hub and that complements nearby employment clusters.



### **Natural Environment and Climate Change:**

To protect, improve, and extend areas of natural environment within the centre and demonstrate ways that development can improve liveability, increase biodiversity and respond to climate change.



### **Urban Design and Built Form:**

To ensure improved urban design and built form outcomes in the centre.



### **Transport and Movement:**

To ensure there are safe, accessible, and easy to use transport options that encourage reduced car ownership and use, within and to the centre.



### **Housing and Residential Development:**

To provide additional housing and a greater range of housing choices within the centre to meet current and future community needs.



### **Community Infrastructure:**

To ensure the provision and renewal of community facilities meets the needs of residents, visitors, students, and workers.

## 5.1 Business and Economic Development

### What are the main challenges?

The main challenges for the Croydon AC under this theme are:

Reinvigorating the economy in the centre, given the challenges faced by the businesses postCovid-19 and an uncertain global economy.

- Creating its own niche for services that cater for smaller business operations and are more appropriate to their location.
- Responding to the transition of the industrial precincts around Windsor and Lusher Road into local urban service centres and catering for specialised activities for household service needs.
- Responding to the decline of major manufacturing and logistical uses in the centre, with the centre's south-west being repurposed for storage, places of worship and wholesaling uses.
- Responding to the demand for quality office space from small firms and individuals who have been priced out of more established employment locations.
- Retailing and commercial areas in the centre are extensive but quite dispersed.

### What is proposed?

The objectives, strategies and actions in this section will help address the challenges and deliver the vision for Croydon. Key elements are:

- Proposing opportunities for the centre to reinvigorate itself through a marketing strategy.

Building on opportunities such as the former cinema precinct, and enhanced spaces for dining to grow the night-time economy and increase street vibrancy.

- Facilitating provision of quality office spaces for small scale professional service providers as well as health and social service providers.
- Partnering with Swinburne University to identify opportunities to share facilities and expand education and employment offering.

Better unifying the retail and commercial areas of the centre.

### Objective

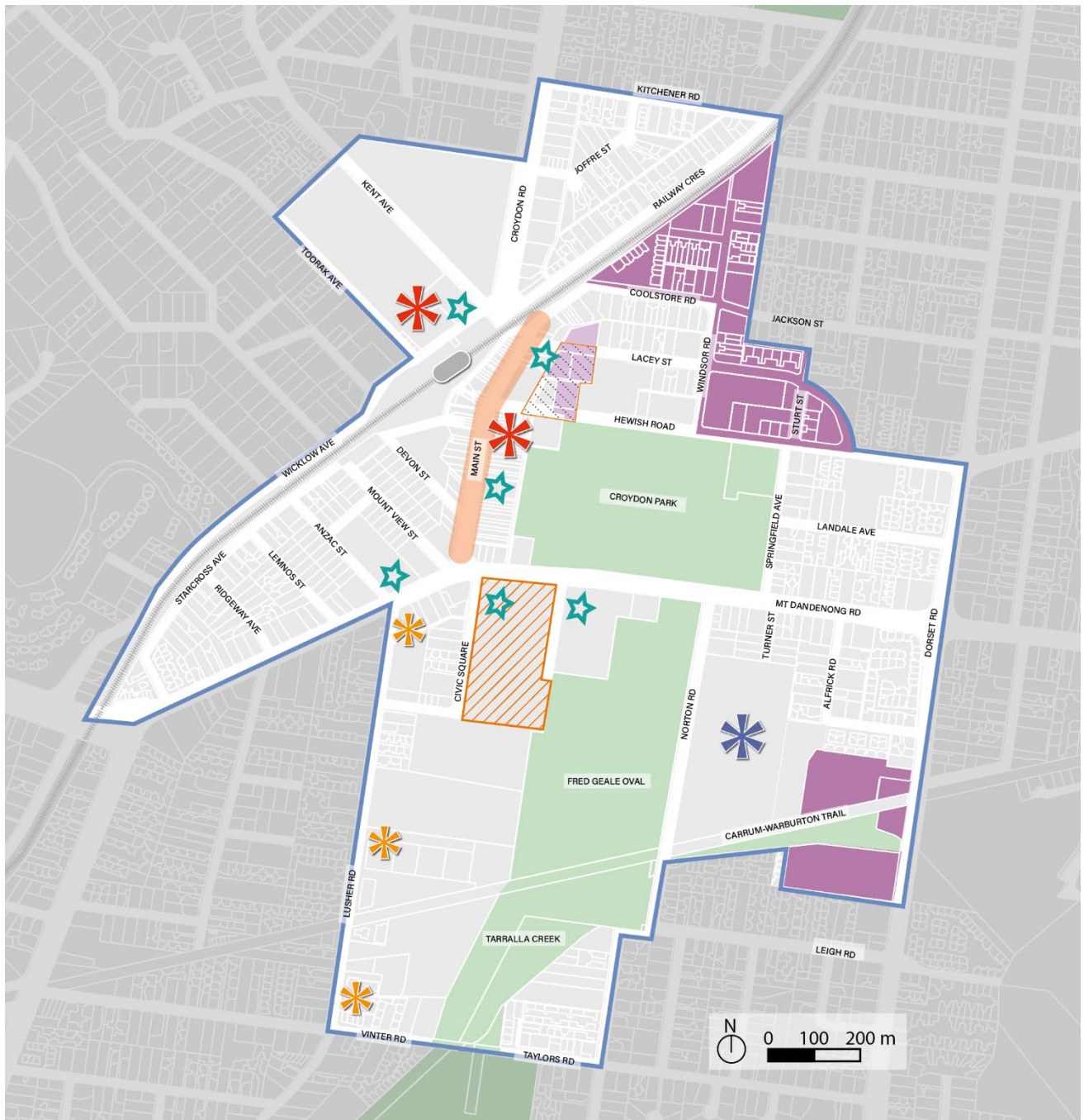
To strengthen the centre's role as a sub-regional employment and education hub that complements nearby employment clusters.

Strategies	Actions
<ul style="list-style-type: none"><li>- <b>Encourage a diverse range of retail activities with a focus on Main Street.</b></li><li>- <b>Market the benefits and attractions of the centre to prospective businesses.</b></li><li>- <b>Promote the development of office space to locate above retail uses in Main Street and in commercial and mixed-use areas.</b></li><li>- <b>Encourage a diverse range of urban services and businesses including</b></li></ul>	<ol style="list-style-type: none"><li>1) Support trader/business associations to market opportunities for Main Street.</li><li>2) Encourage developers to deliver mixed use buildings which include high quality office space.</li><li>3) Work with the owners of the former Croydon Cinema site and nearby landowners to encourage renewal and enhancements of the area in coordination with the Council-led streetscape improvements along Main Street.</li><li>4) Rezone the Industrial 1 zoned land around Windsor Road to the Commercial 2 Zone to better reflect its current and future role.</li><li>5) Rezone the Commercial 2 zoned land around Hewish Road to the west of the Mixed Use Zone to the</li></ol>



<p><b>service industries, artisan manufacturing, creative industries and food and beverage enterprises.</b></p> <ul style="list-style-type: none"> <li>- <b>Encourage ground floor employment uses along Main Street, Mt Dandenong Road and commercial areas that contribute to a high quality and vibrant street environment.</b></li> <li>- <b>Promote a night-time economy to improve synergies between businesses and improve safety for residents and visitors.</b></li> <li>- <b>Maximise the role that Swinburne TAFE plays in the life and activity of the centre.</b></li> <li>- <b>Improve the linkages and synergies between retailing and commercial activities and areas.</b></li> </ul>	<p>Commercial 1 Zone to better reflect its current and future role.</p> <ul style="list-style-type: none"> <li>6) Rezone the Industrial 1 and 3 zoned land along Dorset Road and adjacent to the Carrum - Warburton Trail to the Commercial 2 Zone to reflect its current and future role.</li> <li>7) Rezone General Residential Zone land west of Civic Square Shopping Centre and north of Birdwood Road to Mixed-Use Zone.</li> </ul> <hr/> <ul style="list-style-type: none"> <li>8) Work with Swinburne University to promote its educational activities and explore its role as an innovation hub, offering employment and business opportunities in the region.</li> <li>9) Investigate opportunities for Council and the private sector to incorporate office and co-working spaces including the Croydon Community Wellbeing Precinct.</li> <li>10) Work with traders who require increased outdoor dining areas along, and adjacent to, Main Street to create an 'eat street'.</li> <li>11) Work with traders and landowners to provide cultural activities and public art in public space and within retail and mixed-use developments.</li> </ul>
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Figure 3: Business and Economic Development Framework



## LEGEND

	Activity centre boundary		Rezone to Commercial 2 Zone		Promote and Expand Swinburne University Activity
	Railway Line		Rezone to Commercial 1 Zone		Create an 'Eat Street' with Increased Dining and Pedestrian Space
	Croydon Train Station		Opportunity for Renewal		Consider Office and Co-Working Opportunities
	Existing Green Space / Open Space		Enhanced Night Time Economy Node		Economic Activity from Mixed-use Development Opportunities
			Promote Cultural Activities and Public Art / Murals		

## 5.3 Natural Environment and Climate Change

### What are the main challenges?

The main challenges for the Croydon AC under this theme are:

- Creating an urban environment that will better serve community health and wellbeing outcomes in a future climate that will be hotter and drier, with more intense rainfall events.
- Restoring more natural hydrology regimes to help address localised flooding, improve water quality and increase soil moisture to support vegetation.
- Protecting and restoring habitat to draw nature in close to where people gather and increase opportunities for experiencing and connecting to nature.

### What is proposed?

The objectives, strategies and actions in this section will help address the challenges and deliver the vision for Croydon. Key elements are:

- Capitalising on the opportunity to prioritise the use of green infrastructure to provide a range of services including urban shading and cooling, localised flood mitigation, and increased opportunities for community to connect to nature.
- Creating habitat areas within the areas of public open space that extend from the Tarralla Creek to draw more nature into the centre for more people to experience.
- Redeveloping Precinct 9 (Tarralla Creek Precinct) as a leading-edge example of water and biodiversity sensitive urban design.



*View of the Tarralla Creek Wetland*



## Objective

To protect, improve and extend the areas of natural environment within the centre and demonstrate ways that development can improve liveability, increase biodiversity and respond to climate change.

Strategies	Actions
<ul style="list-style-type: none"> <li>- <b>Demonstrate leading sustainability outcomes through Council asset design, delivery and management.</b></li> <li>- <b>Optimise ESD outcomes for developments including incorporating green and blue roofs, stormwater detention, improving storm water quality and flood management.</b></li> <li>- <b>Reduce energy related carbon emissions through passive solar design, energy efficiency, use of renewable energy and transition away from fossil fuels.</b></li> <li>- <b>Reduce the environmental impact of built form and parking.</b></li> <li>- <b>Apply water sensitive urban design principles on streets that are subject to localised flooding to reduce the risk.</b></li> <li>- <b>Create areas (mainly understorey components) of Swampy Woodland, and small to medium sized wetlands (with little or no overshadowing) in low-lying areas.</b></li> <li>- <b>Improve community wellbeing and liveability by increasing vegetation and retaining water to regulate the local climate.</b></li> <li>- <b>Increase habitat and biodiversity outcomes in the centre.</b></li> <li>- <b>Maximise the use of pervious surfaces and large-canopied trees along all pedestrian routes and gathering spaces through the public open space areas.</b></li> <li>- <b>Set ambitious and achievable canopy cover targets (%) to increase shading and cooling in the centre.</b></li> <li>- <b>Continue to restore Tarralla Creek as a biolink corridor providing habitat, biodiversity and improved stormwater outcomes and extend waterway improvements north to Croydon Park.</b></li> <li>- <b>Demonstrate the benefits of a desirable streetscape typology along</b></li> </ul>	<p>12) Investigate the inclusion of ambitious ESD elements into the design, construction and management of built asset projects undertaken by Council, leading to the Community Health and Wellbeing Precinct becoming an exemplar application of Council ESD Policy including investigating trialling the City of Melbourne's Green Factor Tool.</p> <p>13) Investigate the introduction of planning provisions that require the on-site rainwater retention including rainwater tanks, all-electric development with solar PV system, and EV charging infrastructure for medium and large developments (3+ dwellings).</p> <p>14) Proactively engage with developers to encourage::</p> <ul style="list-style-type: none"> <li>- Use of innovative onsite renewable energy solutions like battery storage</li> <li>- Buildings that achieve NatHERS ratings 10% above minimum NCC requirements for developments</li> <li>- Inclusion of solar energy generation on at-grade car parks.</li> </ul> <p>15) Work with developers to encourage all buildings to achieve a minimum of net-zero energy and investigate development of embedded carbon reduction strategy in all project stages.</p> <p>16) Investigate the implementation of a 'blue spine' of water sensitive urban design initiatives through the centre to improve stormwater management, increase vegetation cover, and harvest rainwater.</p> <p>17) Encourage the upgrade of streetscapes to incorporate water sensitive urban design interventions and opportunities for undergrounding of overhead powerlines to enable provision of street trees with large canopies along streets that are subject to flooding and/or are priority pedestrian routes.</p> <p>18) In Precinct 7 increase greening, including green and blue roofs and vertical gardens, for new and existing buildings including trialling the use of tools</p>

**priority pedestrian and cycling routes that allows for passively watered large street trees with canopies that overlap along and across the street.**

- **Promote the circular economy at the construction stage.**

such as City of Melbourne's Green Factor Tool with developments.

- 19) Investigate the construction small to medium sized wetlands in unshaded areas of public open space to provide both habitat and stormwater detention outcomes.
- 20) Investigate improvements to the pond outside the library to complement the surrounding open space.
- 21) Identify and revegetate locations on Council-managed land suitable for creating understorey habitat for better ecological connection to Tarralla Creek.
- 22) Develop a sound methodology for setting ambitious but achievable canopy cover targets and trial the practical application of targets in one or more precincts within the centre, commencing with 'easy win' locations such as along Mt Dandenong Road, key off street pedestrian routes, parks and gardens.
- 23) Advocate for the completion of the remaining stages of the Reimagining Tarralla Creek Project.
- 24) Implement an appropriate mechanism in the Maroondah Planning Scheme to address potential flooding and inundation in the centre.
- 25) Encourage developers to reduce waste and optimise resource recovery.

Figure 4: Environment, Sustainability and Climate Change Framework



## LEGEND

	Activity centre boundary		Identified Flooding Areas		Establish New Canopy Planting
	Railway Line		Water Sensitive Urban Design Initiatives		
	Croydon Train Station		Indicative Areas for Wetlands Opportunity		
	Existing Green Space / Open Space		Enhanced Wetland and Open Space Around Tarralla Creek		



## 5.4 Urban Design and Built Form

### What are the main challenges?

The main challenges for the Croydon AC under this theme are:

Renewing the retail core of the Main Street and its laneways to enhance the quality of public realm and retain its role as the retail and activity spine of the centre.

- Designing in consideration of pedestrian focused scale at the street level and improved permeability through the large sites to ensure the centre retains its key attributes.
- Effectively integrating the sites in the centres with the surrounding sensitive land uses and built forms and improving physical and visual connection between parkland and surrounding built forms.
- Maintaining heritage assets in the centre and ensuring their context is considered in adjacent development.
- Improving pedestrian links in the centre and through carparks and enhancing the railway station area.
- Improving safety, including perception of safety in public spaces.



*Increasing densities of dwellings create opportunity for more open space for larger canopy trees.*

### What is proposed?

The objectives, strategies and actions in this section will help address the challenges and deliver the vision for Croydon. Key elements are:

- Developing strategies and actions to achieve improved urban design outcomes in both public and private realm.
- Leveraging the benefits of grade separation of the railway line to deliver many public realm benefits and enhanced linkages.
- Addressing the lack of a consistent approach for public realm design, landscaping, materials and finishes to celebrate Croydon’s environment and cultural identity.
- Developing high amenity and high standards of architectural and environmental design for new forms of mixed-use development
- Encouraging consolidation of smaller sites to facilitate redevelopment, and redevelopment of larger sites to use sensitive design to create interesting additions to the existing built form.

### Objective

To ensure improved urban design and built form outcomes in the centre.

Strategies	Actions
<ul style="list-style-type: none"><li>- <b>Ensure development contributes to a positive urban image through the design and materials of buildings and spaces, displays high design quality and has good interaction with the street.</b></li><li>- <b>Protect views towards the Dandenong Ranges and the Wicklow ridgeline from</b></li></ul>	26) Develop and implement the Main Street Revitalisation Project to enhance the environment and connections between Main Street and the Croydon Community Wellbeing Precinct to:

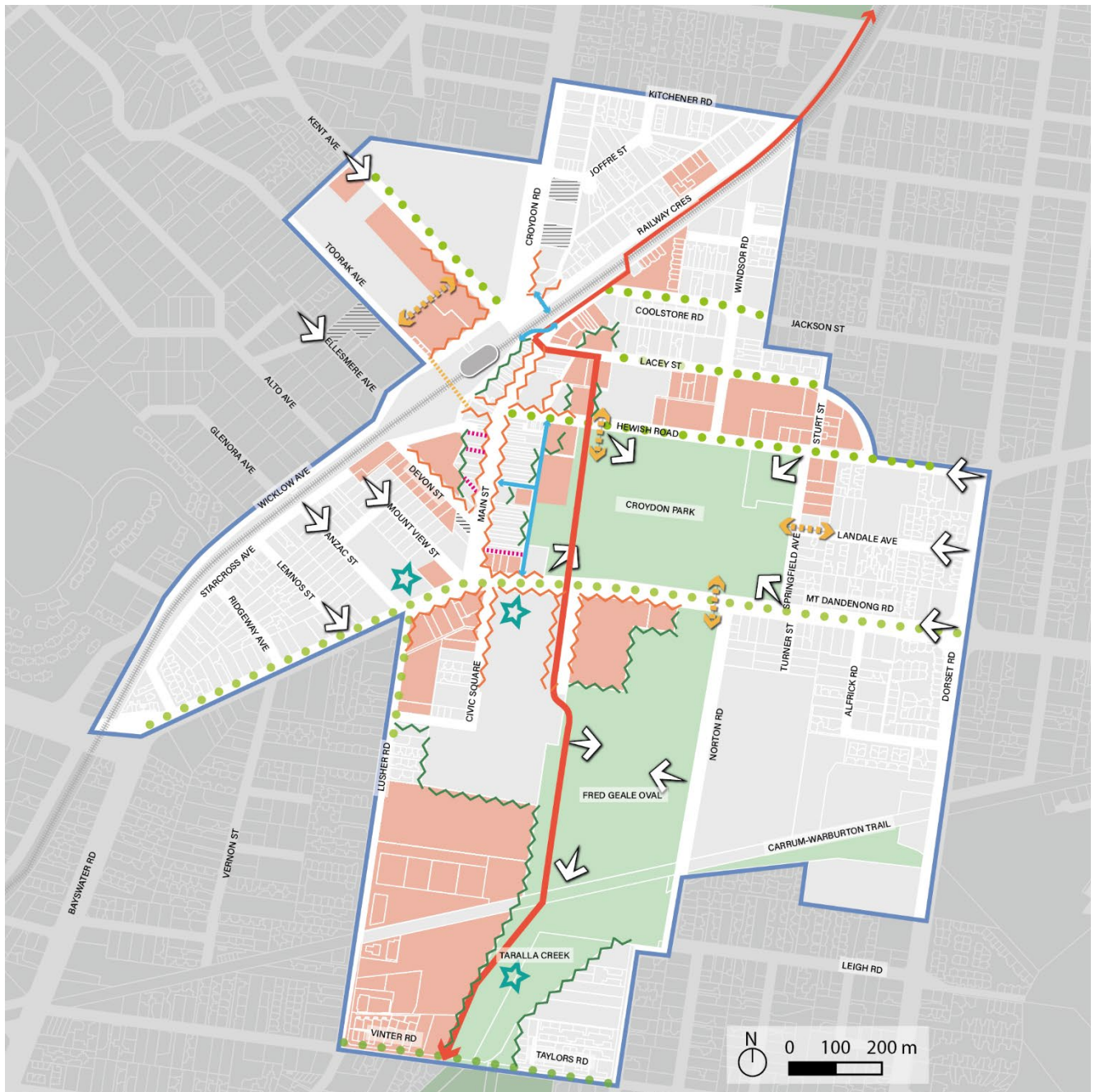
**public spaces by maintaining key view lines from locations shown in Figure 5.**

- **Minimise the overshadowing of public open spaces and streets while ensuring sufficient shelter for occupants during summer.**
  - **Manage the interface to protect amenity between new development and existing sensitive uses.**
  - **Maintain heritage assets in the centre for their intrinsic value and contribution to place and identity ensuring their context is considered by adjacent development.**
  - **Provide opportunities for adaptive reuse of buildings, particularly heritage places with a community purpose.**
  - **Ensure development responds to and enhances the landscape setting and retains large canopy trees.**
  - **Improve connections and encourage sites adjoining access routes across the centre to create a more connected and integrated centre with improved comfort and enjoyment for pedestrians.**
  - **Ensure development adjacent to parklands provides high quality landscaping and promotes increased activity and interaction between public and private land.**
  - **Improve safety (including perceptions of safety) in public spaces, streets and laneways and support businesses that activate these spaces.**
  - **Facilitate a new urban character in residential areas of the centre as outlined for each precinct in the Croydon AC Structure Plan Precinct Guidelines.**
  - **Ensure development adjacent to the Tarralla Creek responds well to its location and includes improved surveillance and overlooking of open space.**
  - **Encourage development to address and open up towards public spaces and laneways.**
  - **Ensure parking does not impact on building entries, streets and other public spaces.**
- Renew the retail core over the coming years through a consistent approach to materials, finishes and detailing.
  - Reinforce and concentrate the centre's environmental and cultural identity.
  - Extend a consistent palette of streetscape materials, finishes and detailing into surrounding precincts to better unite and integrate the centre.
  - Incorporate ESD elements and consider the use of materials that reduce the carbon footprint of development.
  - Continue to upgrade laneways to improve their amenity and safety as important pedestrian links within the centre through initiatives such as the Reignite Croydon Laneway Lights project.
  - Continue to reflect First Nations history through art, planting and storytelling in the town square and laneways.
- 27) Develop a place activation plan around Main Street, the laneways, Croydon Town Square, and new public spaces in the station sub-precinct.
  - 28) Create a boulevard along Mt Dandenong Road with consistent landscaping treatments and building setbacks.
  - 29) Integrate the spaces and movement network created by the level crossing removal project into the existing public space network including Main Street.
  - 30) Investigate creating a pedestrian priority space in Thomas Brew Lane to enable outdoor dining and improved pedestrian safety.
  - 31) Encourage development to address James Kerr Way and San Carlos Way along the north-south connector.
  - 32) Improve safety and perceptions of safety by promoting more activity and overlooking of civic and open spaces in partnership with local traders and committees.
  - 33) Provide a range of child-friendly public spaces with integrated landscape qualities throughout the centre.
  - 34) Encourage new development adjacent to Tarralla Creek to deliver a street network between Lusher Road and the public open spaces to its east.
  - 35) Support the process of engaging First Nations people in the design and naming of new streets,










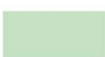





parks, public buildings, and community infrastructure.



Figure 5: Urban Design and Built Form Framework



## LEGEND

	Activity centre boundary		Public Art Landmark		Laneways Activation
	Railway Line		Protect Key Views		Activate Sensitive Building Interfaces to Public Spaces
	Croydon Train Station		Improve Pedestrian Links		Activate Ground Floor Frontages
	Existing Green Space / Open Space		Proposed Pedestrian Crossings		Establish New Canopy planting
	Key Redevelopment Opportunity Sites		North-South Connector		Existing Pedestrian Crossings

## 5.5 Transport and Movement

### What are the main challenges?

The main challenges for the Croydon AC under this theme are:

- Effectively connecting a centre that is split into three distinct areas to remove barriers to movement.
- Effectively managing growth and change in Croydon to capitalise on the grade separation of the Lilydale railway line at Coolstore Road.
- Creating opportunities for improved pedestrian and bicycle connections across Mt Dandenong Road, and throughout the centre.
- Effectively managing the vehicle movements, speeds and flows through and within the Activity Centre.
- Improving connectivity in the bus network to facilitate movement from Croydon North to areas south of the railway line.

### What is proposed?

The objectives, strategies and actions in this section will help address the challenges and deliver the vision for Croydon. Key elements are:

- Minimising barriers to movement, orientation, wayfinding, access, and safety through the centre for all modes.
- Reviewing car parking provisions to encourage visitors to combine a range of activities in a single journey and the availability of public parking, including the Devon Street multi-deck car park.
- Responding to the need for safe and direct pedestrian and cycling routes to, and through, the centre to the wider regional network.



*Image of potential improvements to the Mt Dandenong Road Corridor to enhance pedestrian safety, amenity and place*

- Using road design to improve pedestrian movement and safety, creating slow speed environments and reducing through-traffic (even reducing car movements between different parts of the centre).

### Objective

To ensure there are safe, accessible, and easy to use transport options that encourage reduced car ownership and use, within and to the centre.

Strategies	Actions
<ul style="list-style-type: none"><li>- <b>Improve safety, access and connection for pedestrians and bicycle riders to and throughout the centre, increasing the priority and space dedicated to bicycle and pedestrian movements.</b></li></ul>	<p>36) Pursue opportunities to deliver safe, direct and connected protected bicycle and pedestrian routes and crossings to and across the centre, with the preference for dedicated off road facilities as outlined on <b>Figure 6</b>.</p> <p>37) Improve pedestrian movement and safety in the centre through new or modified signals and crossings, with convenient</p>

- **Improve the public transport interchange facilities at Croydon Station to make interchanging seamless and convenient for pedestrians, bicycle riders and interchanging passengers.**
  - **Upgrade and promote bus routes to SmartBus standard with road priority provided for high capacity public transport connections between Croydon and major employment, education and activity centres to the north and south.**
  - **Minimise barriers to movement within the centre, including across the railway line and Mt Dandenong Road.**
  - **Improve the safety and surveillance of carparks around the edge of the centre.**
  - **Manage the impacts of local and through vehicular traffic by vehicle speed reductions and traffic calming on the pedestrian environment in Main Street and in other retailing precincts.**
  - **Ensure effective utilisation and management of carparking areas while maintaining availability of carparking for a range of users.**
  - **Support the transition to electric vehicles, including bikes, by encouraging charging infrastructure in the centre.**
  - **Encourage new developments to offer end-of-trip facilities and provide accessible taxi/ride share from key destinations.**
- sequencing and generous crossing times and enhancement to the amenity of streets as shown on **Figure 6** including:
- A high level of pedestrian priority on Pierson Drive between the platform entry and civic space
  - Wicklow Avenue at Alto Avenue
  - Hewish Road at Tarralla Creek Trail
  - Norton Road and Mt Dandenong Road.
- 38) Develop the north-south connector to provide a safe, direct, prioritised, off-road path connection through the centre and a regional link with opportunities to safely exit to facilities and services along the route.
- 39) Using the Victorian Governments' Movement and Place Framework implement initiatives that create a low-speed environment in the centre and a high level of pedestrian priority, particularly on Main Street and reduce traffic speed limits throughout the centre along Mt Dandenong Road.
- 40) Work with the Department of Transport and Planning to ensure the Mt Dandenong Road corridor functions as a place for people by improving safety for all road users, slowing traffic speeds, prioritised bus movements and minimising the distance and time required for pedestrians to cross the road to improve smooth traffic flow.
- 41) Investigate opportunities to use Council-managed car parks for other uses such as public space, retailing, food and drink premises, office accommodation and housing.
- 42) Investigate the potential for reductions or a waiver to standard parking rates where appropriate.
- 43) Apply relevant mechanisms in the Maroondah Planning Scheme to require any new car parking areas to provide the following:
- EV charging infrastructure and electrical conduits in prominent and accessible locations for future provision (if there are more than 10 car spaces)
  - Disability compliant parking (the first space)
  - Car share spaces (if there are more than 10 car spaces) and
  - Loading bays for building occupants (if there are more than 20 car spaces)
  - At least one Level 2 EV charging infrastructure (paid or otherwise) and provision for pre-wiring at least 10% of car parks (if there are more than 25 car spaces).
- 44) Apply relevant mechanisms in the Maroondah Planning Scheme to new residential developments to provide a minimum of one secure undercover bicycle space per dwelling and one visitor bicycle space per 4 dwellings.
- 45) Develop a taxi/rideshare pick-up plan in Croydon which may consider the following locations:



- The new Croydon Station
  - Hewish Road near James Kerr Way
  - Pierson Drive near Croydon Town Square
  - Private parking areas near the entrance to Croydon Central and Civic Square shopping centres.
- 46) Deliver safer intersections for bike riding by adopting designs which continue bicycle lanes to and through intersections and provide physical separation for cyclists.

### ***Coolstore Road Grade Separation***

This project has built new road connections and a new rail bridge to replace the level crossing and roundabout at Coolstore Road better connecting Croydon's retail precincts and creating more options to cross the rail line for all transport users. The new, elevated Croydon Station has improved safety and facilities, including a new bus interchange making it easier and safer for commuters to connect between bus and train services.

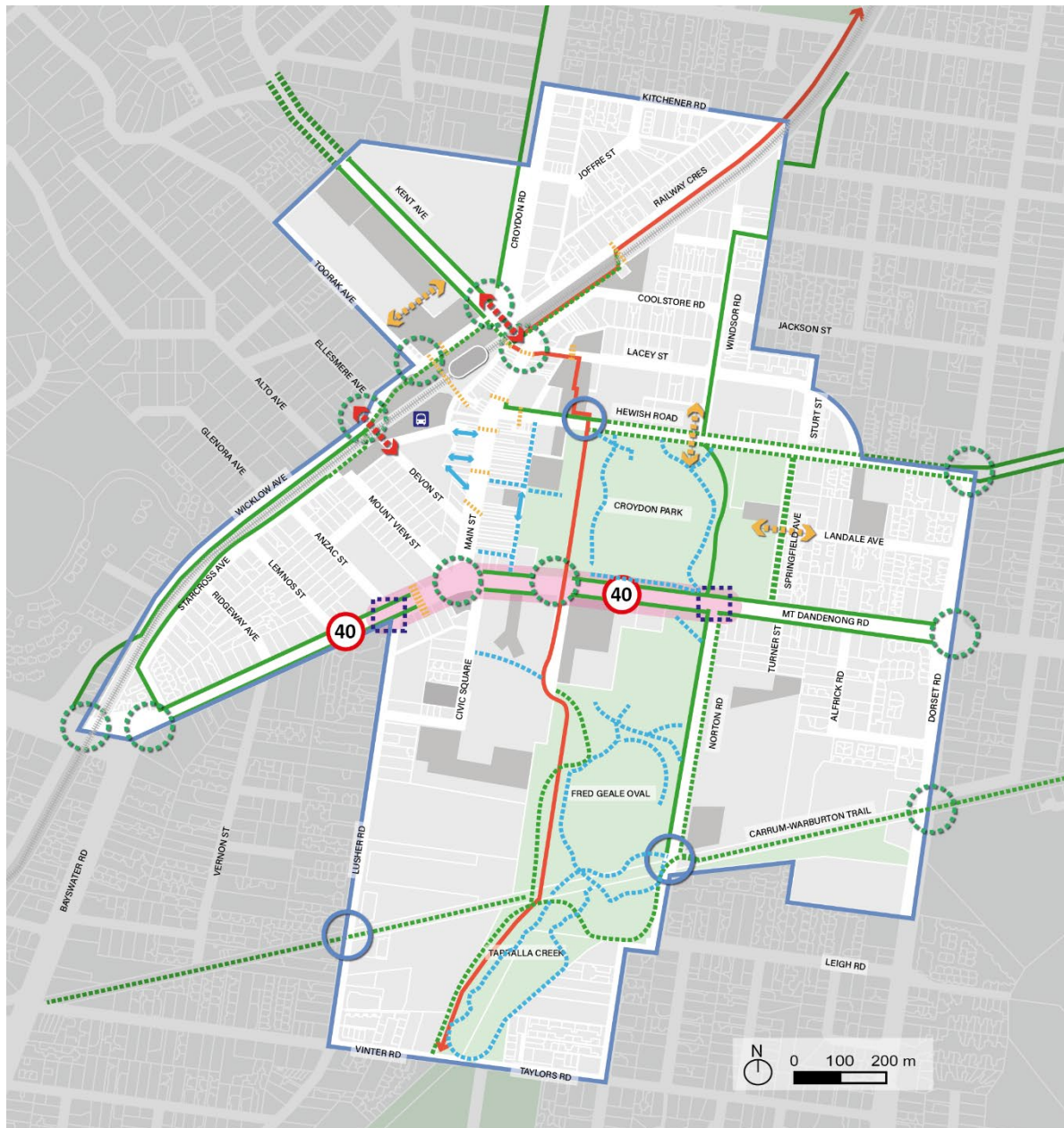
This project provides an opportunity for the Structure Plan to deliver on the following principles:

- Maximise the potential for urban renewal including integration of land use and buildings across the rail corridor that reinforces Croydon's distinctive character.
- Increase the intensity of business and residential development within 400 metres of the station.
- Deliver a more accessible centre, with improved choices and safety for all, focused on enhanced pedestrian and bicycle connections.
- Provide high quality, convenient and safe active transport links along the rail line.
- Create attractive, engaging, safe and universally accessible public spaces.






















*Rail line raised over the road to connect Croydon's town centre*

Figure 6: Transport Framework



#### LEGEND

	Activity centre boundary		Existing Bike Paths		Road Crossings under Rail Line
	Railway Line		Proposed Bike Paths		North-South Connector
	Croydon Train Station		Existing Pedestrian Crossings		Mt Dandenong Road Improvements
	Existing Green Space / Open Space		Proposed Pedestrian Crossings		Move to a Lower Speed Environment
	Safer Intersections		Existing Pedestrian Paths		Bus Interchange
	Proposed Signalised Intersections		Proposed Pedestrian Paths		
	Existing Signalised Intersections		At-Grade Car Parks		



## 5.6 Housing and Residential Development

### What are the main challenges?

The main challenges for the Croydon AC under this theme are:

- Responding to the housing needs to meet the population growth and the community desire for housing growth to occur in activity centres.
- Creating opportunities for housing the residents experiencing housing stress, especially lone person households.
- Facilitating opportunities for diverse housing types including that caters for downsizing so that people wishing to downsize can age in place.

### What is proposed?

The objectives, strategies and actions in this section will help address the challenges and deliver the vision for Croydon. Key elements are:

- The re-use of strategically located sites within the centre, including near Tarralla Creek, to supply additional housing.
- Encouraging the provision of more affordable housing by working in partnership with community housing providers and applying planning mechanisms to support increased provision by private developers.
- Facilitating a range of housing types to suit a range of lifestyle and life-stage requirements, through the application of built form controls.



*Diversity in housing types is important to meet needs of people at all life stages*



## Objective

To provide additional housing and a greater range of housing choices within the centre to meet current and future community needs.

Strategies	Actions
<ul style="list-style-type: none"> <li>- <b>Facilitate a diverse range of households through housing types that enable people to live in the centre and remain in the local community as their needs change.</b></li> <li>- <b>Encourage affordable and social housing in the centre to maximise the facilities and public transport opportunities available.</b></li> <li>- <b>Encourage more people living in the centre through shop top housing, townhouses, and apartments.</b></li> <li>- <b>Encourage housing in higher density development forms around the Main Street Precinct, along main roads and along the north of Croydon Park.</b></li> <li>- <b>Encourage new medium density housing adjacent to Tarralla Creek.</b></li> <li>- <b>Encourage housing in upper floors of larger development sites.</b></li> </ul>	<ul style="list-style-type: none"> <li>47) Rezone Industrial 1 zoned land on Railway Crescent to the Residential Growth Zone.</li> <li>48) Rezone Industrial 1 zoned land east of Lusher Road and adjacent to Tarralla Creek to the Mixed-Use Zone.</li> <li>49) Encourage developers to work with housing associations and other agencies to deliver affordable and social housing on appropriate sites in the centre.</li> <li>50) Work in partnership with housing providers to provide greater diversity of housing on Council land, close to the station.</li> <li>51) Work with developers to provide a diverse range of housing including 3–4 bedroom apartments, shop top housing and medium density housing.</li> <li>52) Proactively engage with developers proposing 20 or more dwelling developments to enter into a voluntary housing agreement to include: <ul style="list-style-type: none"> <li>– Minimum 5% affordable housing dwellings if the building is up to and including four storeys in height.</li> <li>– Minimum 15% affordable housing dwellings if the building is greater than four storeys for low to middle income households (as defined in the Planning and Environment Act 1987).</li> </ul> </li> <li>53) Investigate the use of Section 173 Agreements under the Planning and Environment Act 1987 in providing a clear pathway for the funding of social and affordable housing projects.</li> <li>54) Prepare an integrated master plan for development sites on Lusher Road, adjacent to Tarralla Creek.</li> </ul>

Figure 7: Housing and Residential Development Framework



## LEGEND

	Activity Centre boundary		Industrial areas suitable to transition to a mix of uses including housing		Housing opportunities above community uses
	Railway Line		Existing residential area		Mixed Use housing area (apartments)
	Croydon Train Station		Housing opportunities above ground floor retail /commercial areas		Industrial areas suitable to transition to residential
	Other Existing Urban Areas		Housing (apartments) above retail/ office		

## 5.7 Community Infrastructure

### What are the main challenges?

The main challenges for the Croydon AC under this theme are:

- Changes to the Croydon population and its demography will continue to impact the community's future infrastructure requirements.
- There are increasing numbers of lone person households in the centre, an increase from 40% in 2016 to 43% in 2021.
- The demand on open space for organised and passive recreation space will increase as the population grows and as more people live in the centre.
- Sporting fields, pavilions, playgrounds, and recreation facilities have been identified as in need of upgrade and renewal over the coming decade that meet accessibility requirements.
- A greater range of open space types, including more naturalised spaces will be important for community health and wellbeing.

### What is proposed

The objectives, strategies and actions in this section will help address the challenges and deliver the vision for Croydon. Key elements of the proposed recommendations are:

- Redeveloping the Croydon Community Wellbeing Precinct. This will include replacing the Croydon Library, EV's Youth Centre, Senior Citizen Centre and community halls with community hubs that deliver accessible, flexible and multipurpose facilities.
- Providing additional office space to meet the needs of the medical and allied health sector and to meet future growth in demand.
- Increasing the amount of suitable and affordable rehearsal, presentation and cultural production and storage space for groups, artists and creative industries.
- Activating spaces with art and culture to support initiatives by the Traders Association and the Maroondah Festival.

### Objective

To ensure the renewal of community facilities meets the needs of residents, visitors, students and workers.

Strategies	Actions
<ul style="list-style-type: none"><li>- Strengthen the community and civic role of Croydon AC.</li><li>- Consolidate community facilities into a series of multipurpose hubs that offer diversity and flexibility of uses.</li><li>- Expand the range of recreation opportunities within the centre.</li><li>- Create an arts and culture hub within the centre.</li><li>- Increase the range of active and passive public open spaces.</li><li>- Ensure the centre is accessible by all members of the community including those with special needs.</li></ul>	<ul style="list-style-type: none"><li>55) Deliver the Croydon Community Wellbeing Precinct (CCWP) Masterplan over the short, medium, and longer-term periods as funds become available.</li><li>56) Work to identify areas that have poor access and amenities, particularly for those with special needs, and work to remedy these issues in partnership with state agencies and relevant stakeholders and committees.</li><li>57) Investigate the former Croydon Community School as a potential site for a community and arts and culture hub and consider opportunities for further spaces to be included in the Croydon Community Wellbeing Precinct.</li></ul>



- Improve connectivity between and accessibility of major landmarks and community places in the centre and to those services outside the centre.
- 58) Ensure opportunities for new forms of open space such as naturalised spaces and other forms of recreation with physical connectivity between these spaces.
- 59) Investigate opportunities for co-located library facilities with Swinburne University.
- 60) Extend the Arts and Heritage Trail from the Tarralla Creek through the centre to the former Croydon Community School in conjunction with relevant stakeholders as funds become available.
- 61) Rezone Council owned land where necessary to reflect the primary purpose of the land anticipated by the Croydon Community Wellbeing Precinct Masterplan.

Figure 8: Community Infrastructure Framework



#### LEGEND

	Activity centre boundary		Greater Diversity and Accessibility of Open Spaces		Potential Arts and Culture Hub
	Railway Line		Development to Provide Passive Surveillance of Public Open Space		Collaboration Opportunities with Swinburne University
	Croydon Train Station		Croydon Community Wellbeing Precinct		Potential Arts Installation Opportunity
	Existing Green Space / Open Space		Extension of Artist Trail into Centre		

# 5. Activity Centre Precincts and Precinct Guidelines

## 6.1 Activity Centre Precincts

Nine precincts have been identified in the Croydon AC shown in **Figure 9**. Each precinct has been named and analysed with a set of specific precinct objectives, built form requirements and guidelines included.

### How were the Precincts Identified?

The precincts have been identified based on their existing and preferred characteristics including subdivision pattern, road configurations, land use and zoning, building type, location and interfaces.

### Purpose of Precinct Guidelines

The purpose of the Precinct Guidelines is to outline the preferred form for new buildings within the different precincts of the Croydon Activity Centre. The guidelines include the preferred building heights, ground and upper-level setbacks, relationship to the street and adjoining sensitive uses, where necessary and the treatment of vehicle access and parking.

### How were the built form requirements developed?

Updated place-based built form requirements have been developed responding to community feedback, Croydon's valued character, while providing for the sustainable growth of the activity centre through the integration of new buildings and land uses.

The preparation of discretionary, or preferred, building height and setback requirements has been based upon:

- Consideration of the existing built form controls within the Maroondah Planning Scheme.
- Review of building heights and setbacks within the Croydon MAC Structure Plan, 2006.
- Identification of locations with the potential or opportunity for change based upon their position within the centre, existing development and use, site dimensions and adjacencies.
- Identification of objectives, including:
  - Strengthening the strategic role of the centre.
  - Protection of valued characteristics of the centre such as the views to surrounding hills and open spaces.
  - Supporting the defined character of Main Street and other precincts.
  - Positively responding to interface conditions with sensitive adjacent uses such as residential or open space.
  - Reinforcing the centre's parkland heart.
  - Protecting and increasing the tree canopy across the precincts.
- Creation of different built form options to enable their accurate assessment.
- Testing of these different options or outcomes to determine their appropriateness for the various precincts within the activity centre.



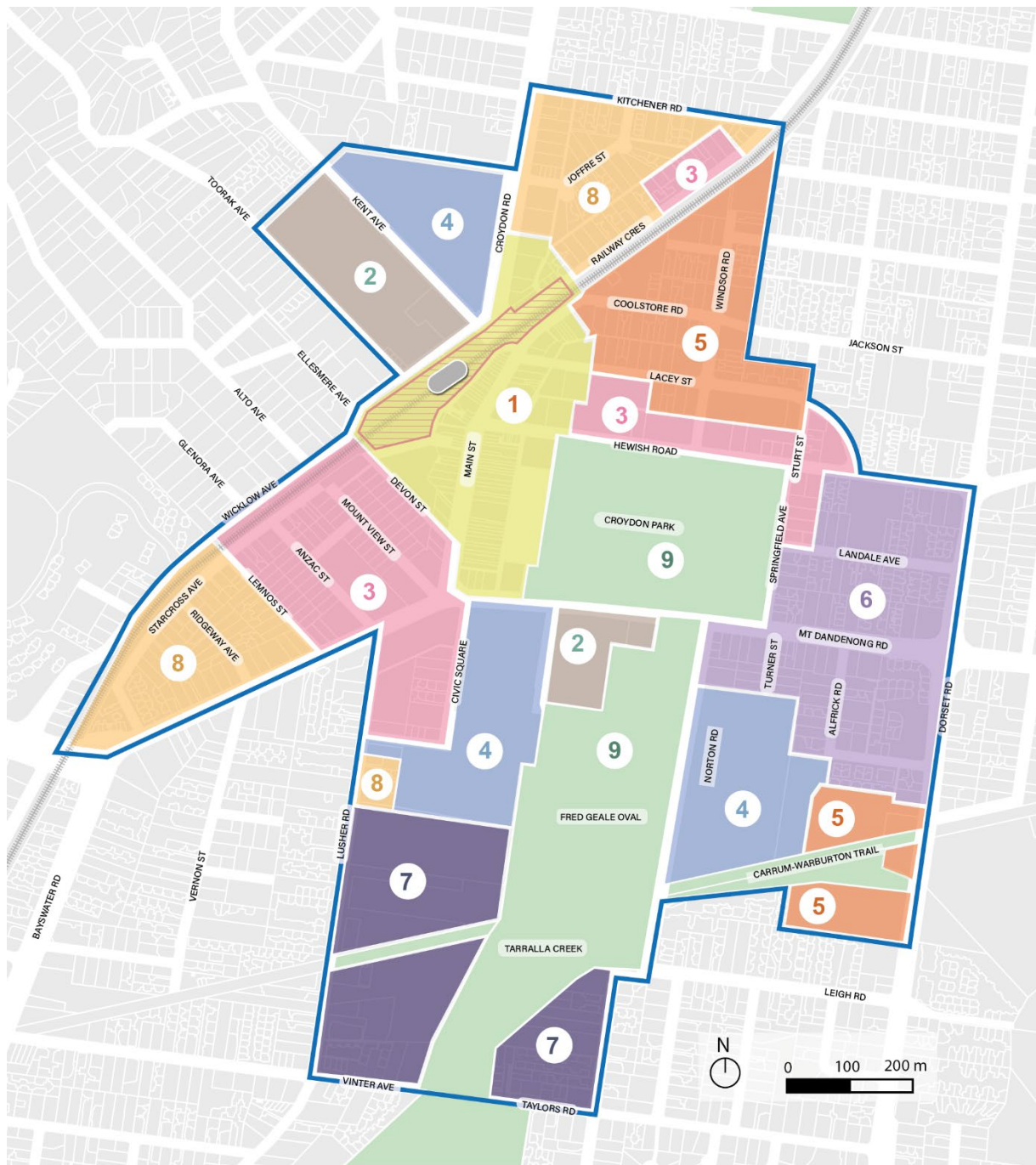
## What are opportunity sites?

Increased building height is proposed for 'opportunity' sites and other sites compared to what currently exists. The criteria considered to arrive at the opportunity sites includes:

- Land size is capable of absorbing increased development
- Strategic location within the AC - close to services and access
- Site is located on a major road and/or in proximity to the Priority Pedestrian Transport Network (PPTN)
- Any off-site impacts on adjacent sensitive uses can be mitigated
- Will reinforce and support the sustainable role of the centre.

Opportunity sites are shown on the Urban Design and Built Form Framework at **Figure 5**.

Figure 9: Croydon AC Precincts



#### LEGEND

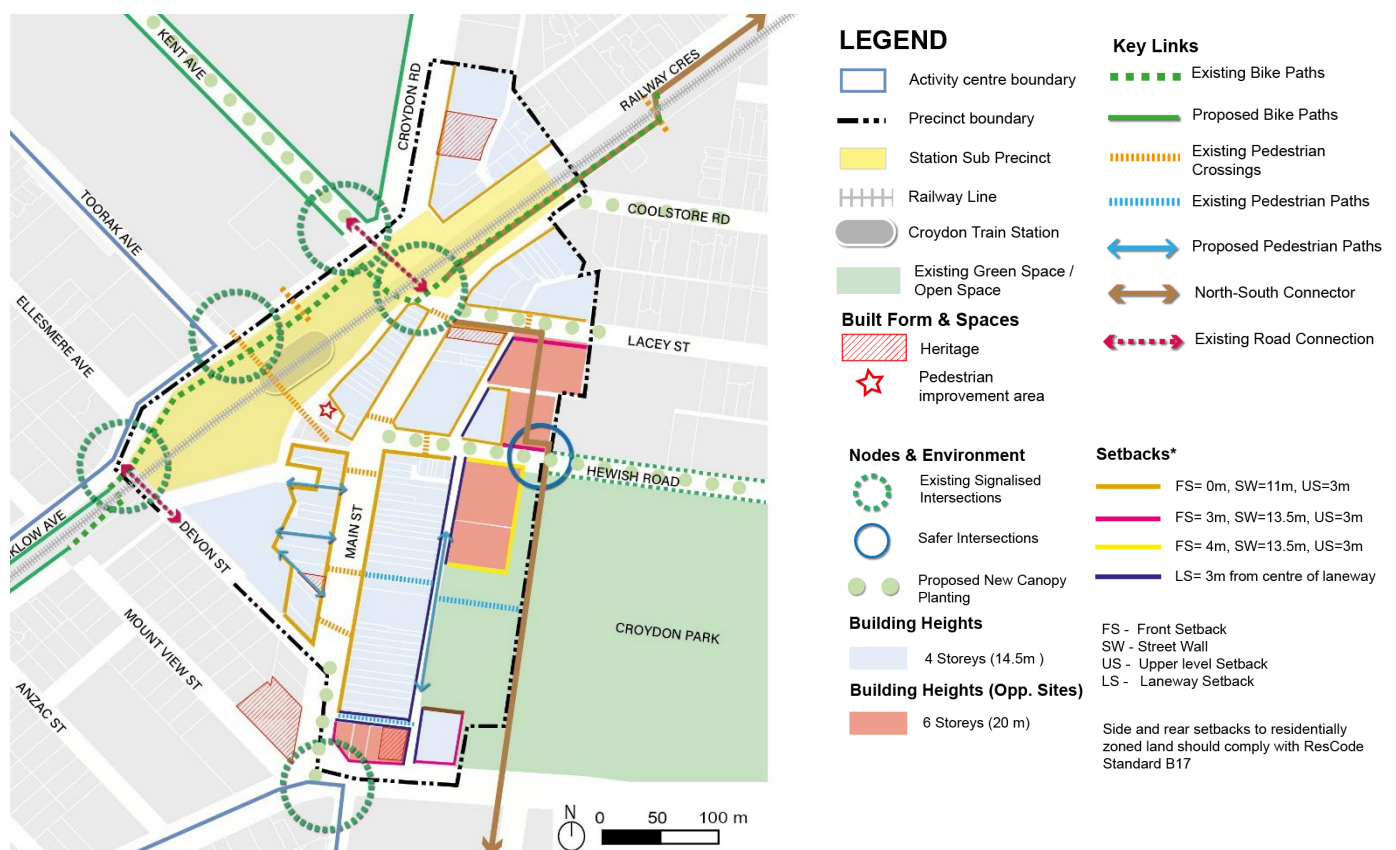
- |                                   |                                              |                                      |                          |
|-----------------------------------|----------------------------------------------|--------------------------------------|--------------------------|
| Activity centre boundary          | Precinct 1 - Main Street and Croydon Station | Precinct 4 - Community and Education | Precinct 8 - Residential |
| Railway Line                      | Station Sub Precinct (within Precinct 1)     | Precinct 5 - Business                | Precinct 9 - Parkland    |
| Croydon Train Station             | Precinct 2 - Commercial                      | Precinct 6 - Residential Diversity   |                          |
| Existing Green Space / Open Space | Precinct 3 - Residential Growth              | Precinct 7 - Tarralla Creek          |                          |

## Precinct 1 – Main Street and Croydon Station

### Context

Main Street and Croydon Station form the core of the activity centre. Main Street is a traditional shopping street with a clear identity through defined entries, a slight curve adding to its sense of containment, and a gentle gradient. It includes mainly single storey buildings, wide, brick paved footpaths with deciduous street trees, and angle parking on both sides of the street. Other streetscape improvements include street furniture and underground power lines. Commercial uses are located on the first floor of some buildings. Mainly “local” operators are accommodated rather than national or franchise brands or shops, with few vacancies evident. At-grade carpark can be found at the rear of shops with laneway connections to the street, some of which have been upgraded. The recent construction of a new public space, Croydon Town Square, provides improved connections between the station and Main Street as well as enhanced amenity and safety. The recent level crossing removal has significantly altered the layout and function of this precinct providing opportunities for improved urban outcomes.

Figure 10: Precinct 1- Main Street and Croydon Station Area Plan



### Sub-Precinct 1a: Train Station Precinct:

The new Croydon Train Station and associated level crossing removal is a sub-precinct of Precinct 1, serving a unique, transit-oriented role that differs slightly to that of the remainder of the Precinct.

### Why are these requirements proposed?

These requirements are based upon and informed by the existing Design and Development Overlay control, which promotes development built to the front boundary with a maximum height of four storeys



and a two- to three-storey street interface with weather protection to footpaths. The requirements have been drafted to encourage investment in properties in Main Street to support its economic and social vitality, while ensuring the protection of the amenity, vibrancy and safety of the streets and other public spaces.

#### **Precinct Objectives:**

- To retain and enhance the traditional retail role of Main Street, including ground level retail facing the street.
- To enhance the commercial role of the precinct by encouraging the development of office space in upper levels or in new development.
- To ensure that new built form respects and celebrates the character of places with identified heritage significance along Main Street.
- To facilitate increased night-time economic activity in the precinct through encouragement of the cinema, restaurants and other complementary activities.
- To retain a pedestrian friendly streetscape.
- To have more people living in the centre through utilisation of new and existing shop top spaces for housing.
- To improve the function, amenity, safety and image of the intersection of Croydon Road, Railway Crescent and Kent Avenue as an important entry to the Town Centre.

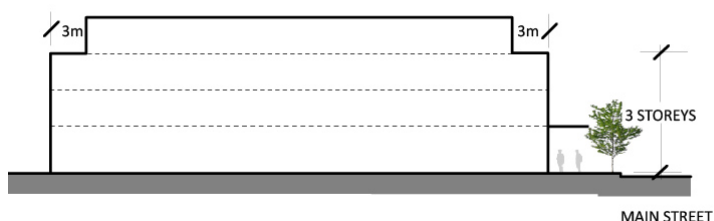
#### **Precinct Requirements:**

Elements	Requirements
Ground level setback	Maintain zero setback and an active ground level interface on street frontages
Streetwall (podium) height	3 storey (11 metres) maximum with weather protection to footpath
Setback above streetwall	3 metres
Maximum height (discretionary)	4 storeys (14.5 metres)
Side boundaries	Side and rear setbacks to residentially zoned land should comply with ResCode Standard B17. Zero setback elsewhere
Rear setback above podium height	3 metres
Access	Rear lane access
Site consolidation opportunity	Yes

#### **Precinct Guidelines:**

##### **Built Form:**

- Encourage development of sites within this mixed-use area for a range of uses, with active ground level retail or commercial frontages and a residential or office component above.
- Development over three storeys should be set back from the street frontage and largely concealed from view from the street.
- Sites on the north side of Mt Dandenong Road between Main Street and James Kerr Way may incorporate landmark buildings with a built form of up to six storeys (four storey street wall/podium and



a further two storeys setback above the street wall) to better define the intersection and arrival point to the Town Centre.

- Maintain the rhythm of small shopfronts along Main Street and on larger sites use vertical articulation or fenestration to visually modulate long expanses of wall.
- Ensure all buildings along Main Street have active ground level frontages and continuous weather protection along footpaths.
- Improve the appearance and safety of the rear of properties that adjoin the station car park, James Kerr Way and the parklands, investigating the potential for buildings to have double frontages at ground floor level, increasing activity at the rear of sites and providing clear and safe pedestrian access.
- Encourage buildings on the east side of Main Street to take advantage of views across Croydon Park to the Dandenong Ranges.
- Encourage passive surveillance by providing windows, balconies and, where appropriate, roof terraces to the front and rear of new upper-level development.
- Encourage views to the Wicklow Ridgeline from the rear of properties on the west side of Main Street.
- Retain and enhance all identified heritage properties by supporting their adaptive reuse.
- Redevelop properties adjoining the Croydon Park and its surrounding parklands to make better use of their unique location and take advantage of the views afforded.
- Support mid-rise, mixed-use, landmark buildings fronting the intersection of Croydon Road, Railway Crescent and Kent Avenue to improve and define this entry point.

### **Spaces and Access Guidelines:**

- Improve the safety and amenity of laneways to car parks and parklands.
- Improve pedestrian and cyclist connections between Main Street, Civic Square Shopping Centre and Croydon Central.
- Encourage redevelopment of sites adjacent to Croydon Park with active frontages along James Kerr Way and overlooking the park from upper levels.
- Encourage active ground floor uses around the Devon Street Carpark.
- Incorporate public art to celebrate and reinforce the image and identity of Croydon.
- Establish a safe, attractive, and amenable public space associated with the existing war memorial.
- Improve the function, amenity and safety of surface carparks while minimising their unwanted impacts.

#### *Cross Section of Potential Development Fronting Main Street*



*3 Storey Street Wall with Upper Levels Setback*



*4 Storey Street Wall (ground floor retail, upper-level residential - Carr Design)*

## Precinct 2 – Commercial

### Context:

Precinct 2 consists of two standalone shopping centres, Croydon Central Shopping Centre to the west of the railway station on the site of the former Croydon Market, and Civic Square Shopping Centre next to the Fred Geale Oval.

Croydon Central Shopping Centre is currently being redeveloped and includes two supermarkets, convenience and speciality shops, a food court, at grade and under-cover parking. There, the health club and kindergarten are proposed for mixed use redevelopment with three to four levels fronting Wicklow and Kent Avenues and residential tower development above a podium. Townhouses have been developed fronting Toorak Avenue on deck over the former market site.

Civic Square Shopping Centre is set back from streets with large at grade carparking facing Mt Dandenong Road and Civic Square Drive. The centre includes a Woolworths supermarket and associated convenience retail (currently being upgraded) fronting the carpark. The east and south sides present blank walls to the adjacent open space and Civic Square Drive and a loading bay presents directly to Civic Square Drive.

Figure 11: Precinct 2 - Commercial Area Plan



### Why are these requirements proposed?

Croydon's two stand-alone shopping centres play an important retail role by attracting many customers and ensuring the offer and competitiveness of the activity centre. The built form requirements have been drafted to support investment and further development of the centres so that they can continue to evolve and broaden their mix of complementary land uses. Building heights, ground and upper level setbacks,



and interface conditions are drafted to enable additional development while ensuring that it integrates well with its surrounds by protecting the human and environmental qualities of adjacent public spaces.

### **Precinct Objectives:**

- To support continued retail, commercial and mixed use development of the Croydon Central Shopping Centre.
- To integrate the Croydon Central Shopping Centre into the centre, in terms of its mix of uses, built form, new station pedestrian access and site layout, including access for pedestrians and cyclists.
- To support the Civic Square Shopping Centre to maintain its convenience shopping role and provide a greater range of shops or services within the existing retail floor area.
- To better integrate the Civic Square Shopping Centre with the community/civic precinct and Swinburne TAFE.
- To provide improved pedestrian links to Main Street.
- To support additional development and activity between Main Street and the Civic Square Shopping Centre to activate these improved links.
- Improve the function, amenity and safety of surface carparks while minimising their unwanted impacts.
- To prioritise pedestrian access by limiting conflict between vehicle and pedestrians and limit vehicle access from Wicklow Avenue.
- To limit overshadowing to the proposed path on south side of Wicklow Avenue.
- To enable pedestrian access from Toorak Road to Kent Avenue through the Croydon Central site.

### **Precinct Requirements:**

Elements	Requirements
Ground level setback	3-5 metres
Streetwall (podium) height	3-4 storeys (12-15 metres depending on location and building envelope resolution)
Setback above streetwall	5 metres
<b>Preferred height</b>	Croydon Central Shopping Centre 3- 4 storeys above podium (total of 6-7 storeys or 20-25 metres as measured from RL118) configured to maintain views between towers. Civic Square Shopping Centre – 2 storeys above podium (total of 6 storeys or 22 metres) configured to maintain views.
Access	Street
Site consolidation opportunity	N/A

### **Precinct Guidelines:**

#### **Built Form:**

- Support more intensive, mixed-use development of these sites taking advantage of their proximity to local services and facilities.
- Optimise opportunities for views from these sites to the mountains while respecting key views from identified public locations.
- Establish a maximum four storey street wall or podium at the Wicklow Avenue and Kent Avenue intersection, with upper building levels setback to maintain pedestrian amenity at ground level.
- Use building layout and shape to mitigate visual bulk, maintain key viewlines, and respond to the local setting and character.

- Design building facades with a visually balanced and coherent composition of elements, their detailing, materials, finishes and colours.
- Provide active edges to streets, including shopfronts, entrances, and visually permeable facades.
- Provide a 12-15 metre wide central walkway through the Croydon Central Shopping Centre site. The walkway should be appropriately graded for accessibility with adjoining buildings designed to minimise overshadowing at the equinox, provide active frontages, and maximise separate openings onto it.
- Minimise the visual impact of blank walls, visible ground level car parking and service and utilities infrastructure.
- Incorporate generous ground and upper-level landscaping to reinforce local character, amenity, habitat and urban heat mitigation.
- Improve pedestrian linkages through carparking areas to enhance amenity, safety and convenience.
- Incorporate water sensitive urban design (WSUD) measures in carparks.
- Ensure future development of Civic Square provides a positive interface to the parkland.
- Improve pedestrian connections from each part of the Precinct through the station, bus interchange and abutting carparks to Main Street, Swinburne TAFE, and the Civic Precinct.



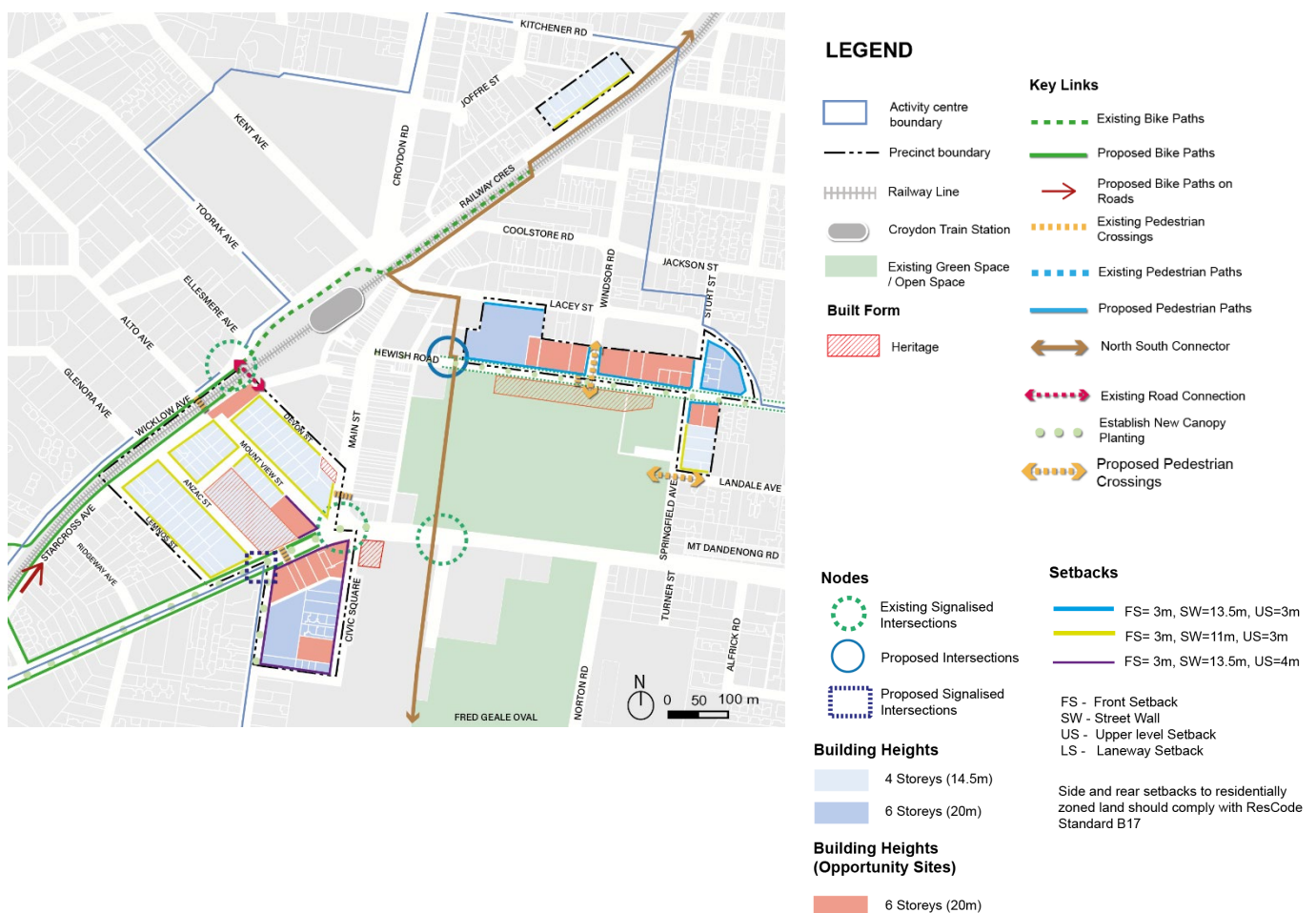
*Mixed Use Podium with Residential Apartments (Source: Plan2Place Consulting)*

## Precinct 3 – Residential Growth

### Context:

This precinct comprises three distinct areas. The largest area sits at the southern end of Main Street at its intersection with Mt Dandenong Road, extending to the railway line as far as Lemnos Street and along the east side of Lusher Road. North of Mt Dandenong Road intact lot sizes range from 600sqm to 1200sqm, providing generous garden areas supporting established vegetation. The area along the Railway Crescent towards the north-eastern edge of the precinct includes a section of properties under the Industrial 3 Zone. Subdivision of some lots, particularly on corner sites and facing the train corridor has occurred for dual occupancy and unit developments. The area also includes properties on the northern side of Hewish Road. Dwellings in this precinct are mainly from the mid-late 20<sup>th</sup> century, detached, single storey, offset to one side of the lot with houses addressing the street.

Figure 12: Precinct 3 - Residential Growth Area Plan



### Why are these requirements proposed?

The three areas within this precinct are centred on Mt Dandenong and Hewish Roads which are the thresholds to Croydon's heart and the existing commercial sites on Railway Crescent. The precinct's location, subdivision pattern, existing and adjacent land uses make it a clear candidate for more intensive residential uses and mixed-use development. The built form requirements encourage more intensive development within the precinct to support the economic role of the centre while protecting the attractiveness, amenity, and safety of the adjacent streets, public spaces and parklands.



### **Precinct Objectives:**

- To support mixed use development of sites on Hewish Road opposite Croydon Park for higher density residential or commercial land use.
- To facilitate opportunities for adaptive reuse of buildings particularly in relation to community uses with heritage significance.
- To support mixed use development of sites along Mt Dandenong Road and around its intersection with Main Street and Lusher Road for higher density residential or commercial land use.
- To ensure new buildings along Mount Dandenong Road provide a positive entry to the Town Centre in terms of their mix of uses, overall form, design and materiality.

### **Precinct Requirements:**

#### **Mt Dandenong Road-Lusher Road**

Element	Requirement
Front setback	3 metres
Streetwall (podium) height	4 storeys (13.5 metres)
Setback above streetwall	3 metres, no upper level setback for corner sites
Maximum height (discretionary)	6 storeys (20 metres)
Side and rear boundaries	Setbacks to residentially zoned land should comply with ResCode Standard B17 0-3 metres elsewhere
Access	Street, some laneway access
Site consolidation opportunity	Yes

#### **Hewish Road**

Element	Requirement
Front level setback	3 metres
Streetwall (podium) height	4 storeys (13.5 metres)
Setback above streetwall	3 metres
Maximum height (discretionary)	6 storeys (20 metres)
Side and rear boundaries	Setbacks to residentially zoned land should comply with ResCode Standard B17
Access	Street
Site consolidation opportunity	Yes

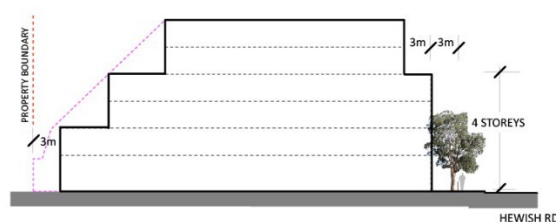
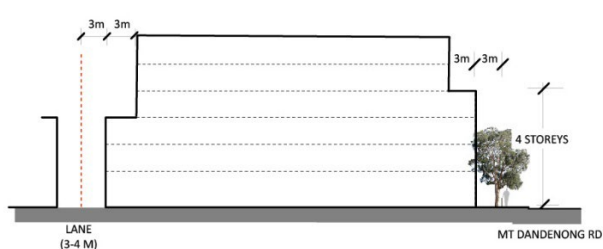
#### **Railway Crescent**

Element	Requirement
Front level setback	3 metres
Streetwall (podium) height	3 storeys (11 metres)
Setback above streetwall	3 metres
Maximum height (discretionary)	4 storeys (13.5 metres)
Side and rear boundaries	Setbacks to residentially zoned land should comply with ResCode Standard B17
Access	Street
Site consolidation opportunity	Yes

## Precinct Guidelines:

### Built Form:

- Establish a three-storey street wall with nominated ground- and upper-level setbacks to protect the amenity of adjacent streets and properties.
- Incorporate active ground floor uses such as retail, hospitality or offices to benefit from the location and to enhance streetscape amenity and safety.
- Incorporate ground level landscaping including appropriately scaled trees to enhance built form, streetscapes, habitat and urban heat island mitigation.
- Conceal car parking within or to the rear of buildings.
- Ensure the fronts of mixed-use buildings are designed to complement pedestrian activity at ground level by having active uses.
- Ensure service cupboards, meters and other infrastructure are located and integrated to minimise their impact on the public realm.



*Cross Section of Potential Residential Built Form*



*3 storey street wall with ground floor retail and upper level residential*



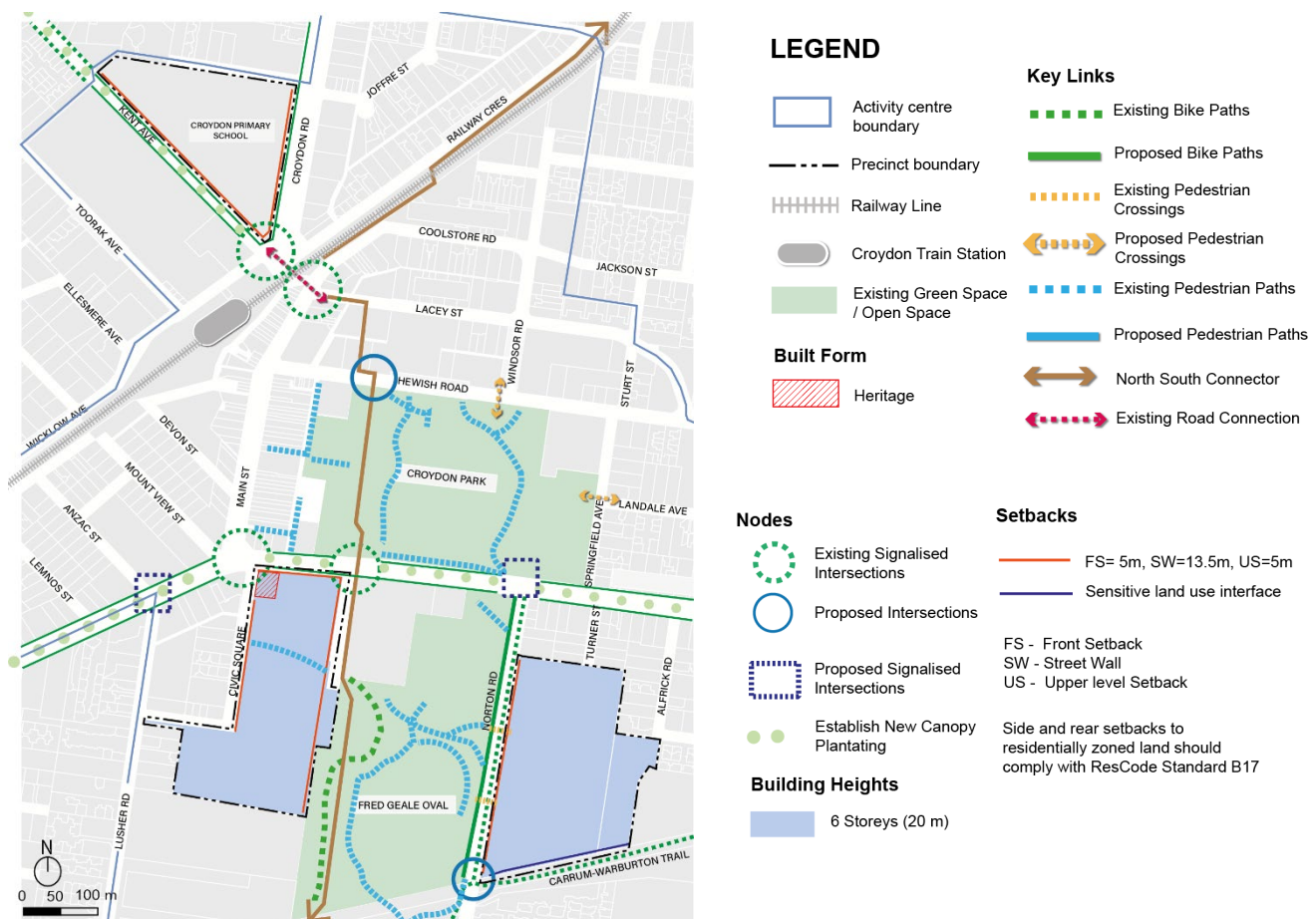
*Mixed use with commercial ground floor and upper storey residential*

## Precinct 4 – Community and Education

### Context:

Precinct 4 consists of three areas, one to the north-west, one that is central and one in the south-east. The north-western and south-eastern portions of the precinct are academic facilities consisting of Croydon Primary School and Swinburne TAFE. Pedestrian connections from the TAFE campus through the town and Croydon Parks to Main Street and the rail station have been recently upgraded with improved pathways and lighting. The central portion consists of primarily public open space comprising a broad range of civic and community uses and active and passive recreation facilities. The area is bisected by Mt Dandenong Road and includes numerous buildings housing Council activities and services as well as sporting and recreational pavilions and pool facilities at Aquahub and their associated vehicle access and parking areas. The precinct plays a key role in the social and community life of Croydon through the different services provided as well as through its proximity to and relationship with the parklands. Maroondah City Council has commenced delivery of the Croydon Community Wellbeing Precinct delivering a major redevelopment and integration of civic and community buildings and open spaces within the precinct.

Figure 13: Precinct 4 - Community and Education Area Plan



### Why are these requirements proposed?

The built form requirements support the redevelopment of community and public facilities within this centrally located precinct. They encourage the integration and co-location of activities for more efficient and sustainable use of public land and buildings. The requirements ensure buildings are designed to connect with and activate adjacent public spaces.



### **Precinct Objectives:**

- To facilitate the development of public institutions within the centre.
- To upgrade Council facilities into a series of community hubs with co-located facilities.
- To foster partnership arrangements between Swinburne University and the Council to share sporting, recreation and educational facilities.
- To create convenient, safe and accessible pedestrian links between facilities within the precinct, Main Street and the train station interchange.
- To ensure new development respects heritage assets in this precinct and promote opportunities for adaptive re-use of historic community building.

### **Precinct Requirements:**

Elements	Requirements
Ground level setback	5 metres to accommodate canopy trees
Streetwall (podium) height	4 storey (14.5 metres)
Setback above streetwall	5 metres
Maximum height (discretionary)	6 storeys configured to maintain views between upper building levels (not for Croydon Primary School site)
Access	Street
Site consolidation opportunity	N/A

### **Precinct Guidelines:**

#### **Built Form:**

- Encourage consolidation and co-location of community and public facilities within multi-level buildings for efficient and sustainable land use.
- Design buildings to benefit from upper-level views to the surrounding hills and landscapes.
- Encourage new buildings within the precinct to incorporate leading edge environmentally sustainable development (ESD) and passive design measures.
- Provide active frontages that display internal activity for new civic and community facilities, particularly along the Mount Dandenong Road frontage.
- Support the siting of community and civic facilities facing public streets to encourage pedestrian access and increased activity.
- Continue to improve universal access between Main Street and the south-east of the Civic Precinct, including safe and convenient paths of travel, lighting, directional signs and street crossings.
- Develop and manage open spaces to support a wide range of complementary uses and users throughout the week and seasons.

#### **Flooding:**

- Encourage incorporation of leading-edge water sensitive design measures (WSUD) in new Council capital projects to minimise flooding and inundation.
- Use best practice storm water mitigation and WSUD measures in new developments on educational land to reduce flooding impacts from major rain events.



*Realm and Public Space, Ringwood*



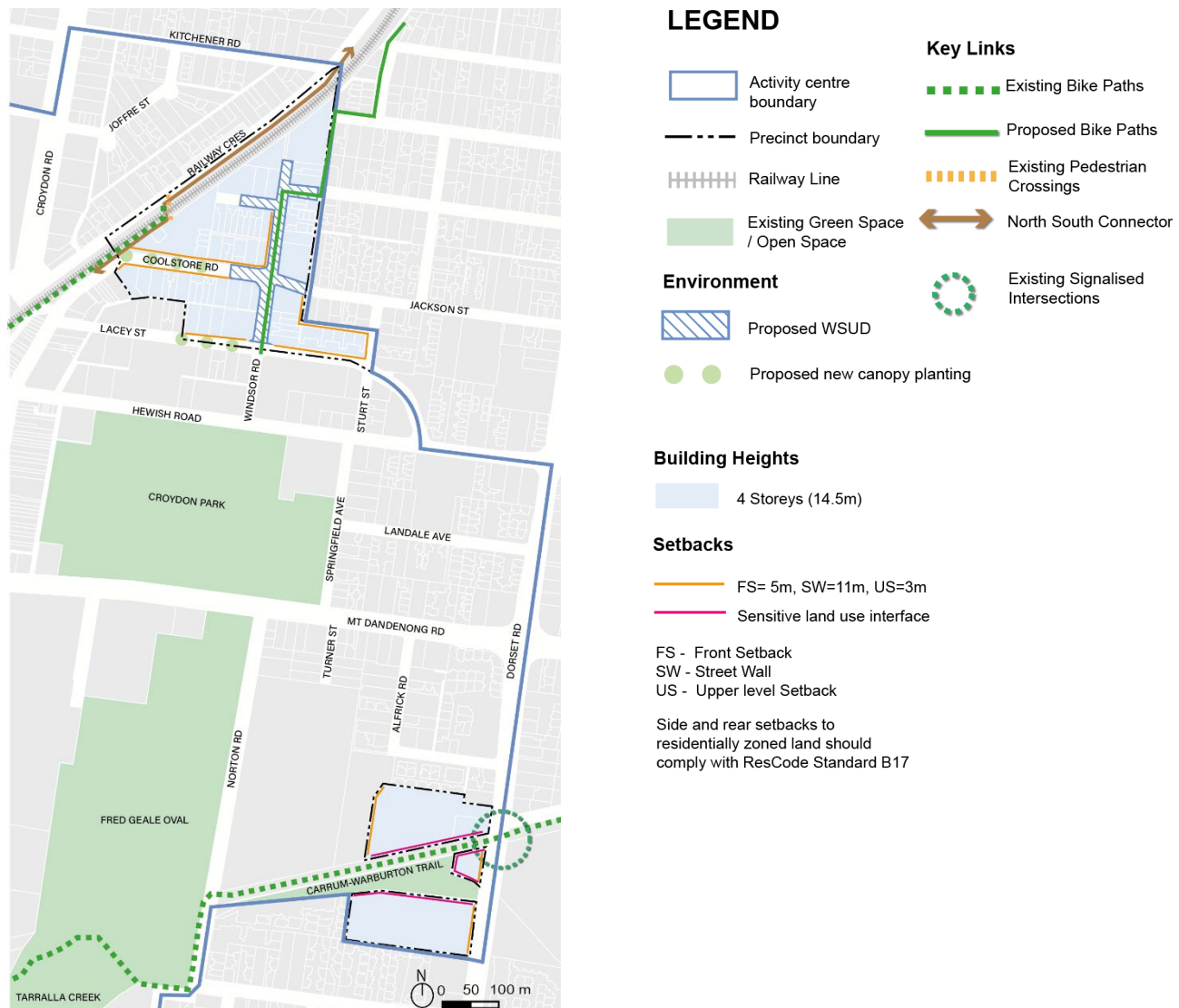
*Glenroy Community Hub - Passive House certified public building*

## Precinct 5 – Business

### Context:

This precinct contains light industrial and commercial uses in the north-east corner of the activity centre and a similar area in the south-east corner fronting Dorset Road. The larger area is centred on Coolstore Road and bounded by the train line, Lacey Street and by residential properties to its eastern boundary. Lots were originally mainly rectangular and 800sqm or more in area, however many have since been subdivided into multiple lots. Uses include numerous auto sales and repairs businesses, a bus depot, trade supplies, an electrical substation and some professional services.

Figure 14: Precinct 5 - Business Area Plan



### Why are these requirements proposed?

This precinct includes a range of light industrial and commercial enterprises of different scales and intensities. The built form requirements are drafted to support this continued role while encouraging compatible, more intensive commercial development that reinforce the service and employment functions of the precinct. Best practice storm water mitigation is required to address the potential for flooding within the precinct.



### **Precinct Objectives:**

- To transition the precinct into a high-quality urban services precinct.
- To implement WSUD measures through the precinct to reduce the impacts of flooding.
- To improve the public realm of the precinct to make it an attractive place to do business.

### **Precinct Requirements:**

Elements	Requirements
Ground level setback	5 metres to accommodate canopy trees
Streetwall height	3 storey (11.5 metres)
Setback above streetwall	3 metres
Maximum height (discretionary)	4 storeys (14.5 metres)
Side boundaries	Setbacks to residentially zoned land should comply with ResCode Standard B17 Zero setback elsewhere
Access	Street
Site consolidation opportunity	Yes

### **Precinct Guidelines:**

#### **Built Form:**

- Ensure new buildings provide a suitable transition to adjoining sensitive uses.
- Incorporate durable, locally suitable landscaping wherever possible to improve the precinct's appearance, amenity and urban heat island mitigation.
- Ensure new mixed-use development includes active retail or commercial ground floor frontages with upper levels available for other commercial uses, such as office.
- Encourage the incorporation of environmentally sustainable design measures in new developments.
- Minimise the visual impact of carparking by concealing it within, to the sides or the rear of buildings.
- Ensure any potential contamination is addressed before land is used for defined sensitive uses.

#### **Flooding:**

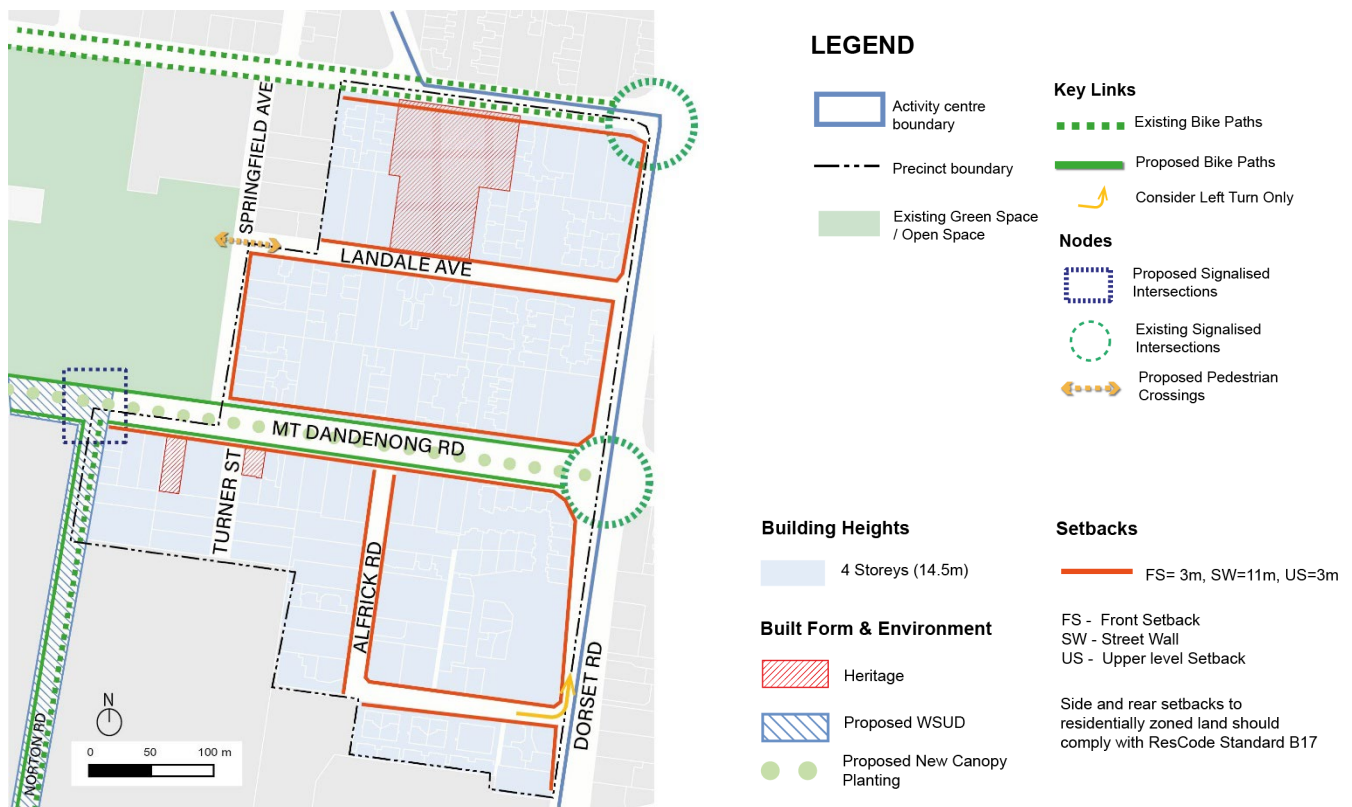
- Use best practice storm water mitigation and WSUD measures in new developments to reduce flooding impacts from major rain events.

## Precinct 6 – Residential Diversity

### Context:

This precinct is located on the east side of the study area between Dorset Rd and the parklands and another much smaller area to the west. Primarily residential in nature many sites have been developed for generally low scale, multi-unit housing with more recent more intensive three to four storey apartments developments occurring.

Figure 15: Precinct 6 - Residential Area Plan



### Why are these requirements proposed?

The built form requirements for this precinct support its continued role by supporting further development of diverse housing types with well landscaped surrounds and protecting the amenity of adjacent residences and streets.

### Precinct Objectives:

- To encourage the development of additional housing.
- To encourage substantial tree canopy cover within gardens.
- To maintain setbacks around dwellings sufficient for adequate landscaping.
- To ensure that development provides a positive interface with streets.
- To ensure that new dwellings and extensions are sited and designed to respect the prevailing architectural character and landscape setting, including scale, materiality and detailing.
- To protect and increase the tree canopy cover by requiring an adequate amount of permeable land for protecting and planting vegetation, including canopy trees.

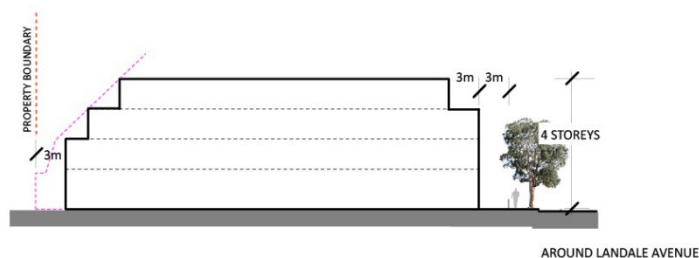
### **Precinct Requirements:**

Elements	Requirements
Front setback	3 metres
Streetwall height	3 storey (11 metres)
Setback above streetwall	3 metres
Overall height	4 storeys (14.5 metres)
Side and rear boundaries	Setbacks to residentially zoned land should comply with ResCode Standard B17 3 metres elsewhere
Access	Street
Opportunity for site consolidation	Limited

### **Precinct Guidelines:**

#### **Built Form:**

- Establish residential buildings up to four storeys high with defined upper level setbacks above a three-storey maximum street wall.
- Ensure new buildings along Mount Dandenong Road provide a positive entry to the Town Centre in terms of their overall form, design, and materiality.
- Ensure that all dwellings, their settings, and front fences make a positive contribution to the public domain and pedestrian environment.
- Ensure front setbacks are not dominated by garages, carports, or vehicular access.
- Share walls where possible to consolidate open space areas and create larger areas for landscaping.
- Retain existing large canopy trees wherever possible. Where this cannot be achieved allow for the planting of replacement trees.
- Provide adequate space for substantial landscaping including trees in all new developments.
- Conceal car parking within, or to the rear of buildings.



#### **Flooding:**

- Incorporate best practice storm water mitigation and WSUD measures to reduce flooding impacts from major rain events.





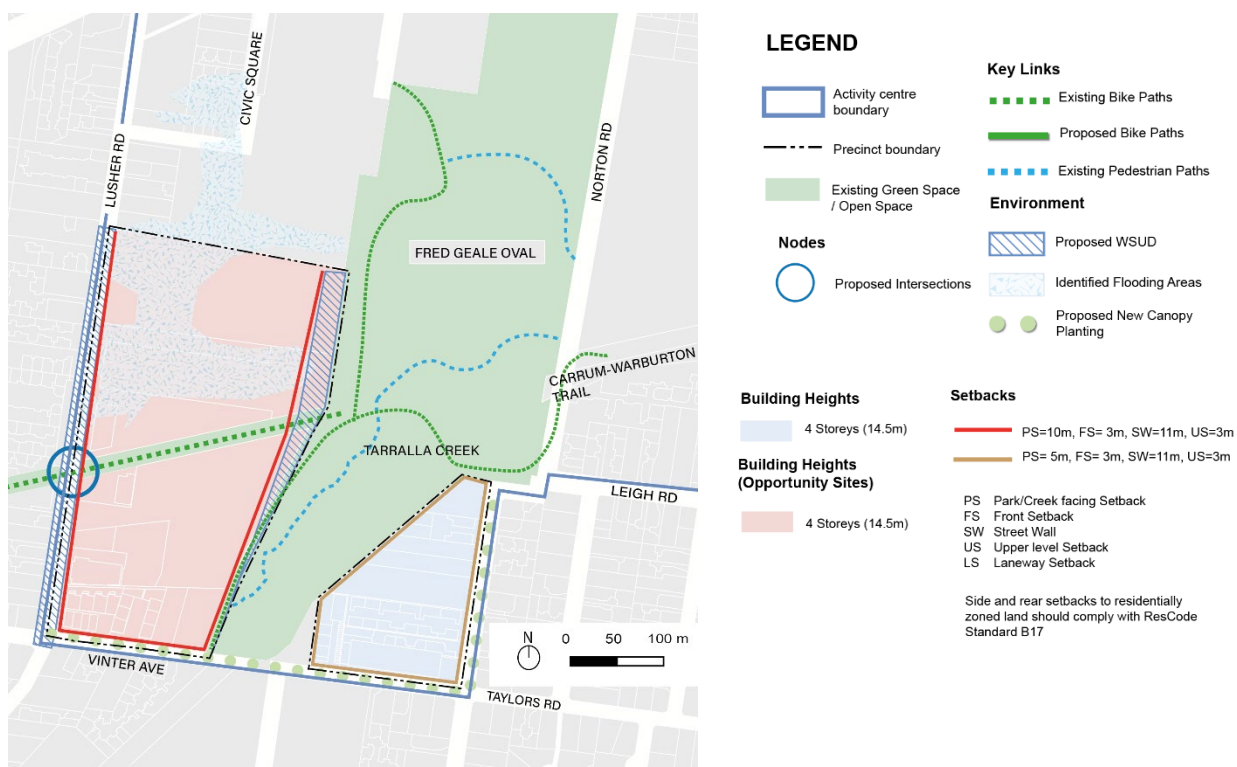
*Potential Residential Built Form and Constructed Examples*

## Precinct 7 – Tarralla Creek

### Context:

Precinct 7 consists of three areas of light industrial land located in the south of the Croydon AC, on either side of Tarralla Creek. Existing land uses include warehousing and self-storage, auto servicing and repair, light engineering services, electronics, and a substation. Buildings include large former industrial sheds and two churches. Several of the industrial buildings are aging and now divided into smaller tenancies. Many sites are subdivided into smaller lots which may limit the potential for redevelopment or renewal. Buildings are single storey with masonry walls and metal roofing, generally well maintained with landscaped front setbacks, some of which contain carparking. Access to most buildings is from the side. Interfaces with the open spaces of Tarralla Creek and Fred Geale Oval are variable. Northern properties are well landscaped, southern properties less so. The precinct is prone to flooding including along Lusher Road.

Figure 16: Precinct 7 - Tarralla Creek Area Plan



### Why are these requirements proposed?

The built form requirements support the precinct's transition to an area of more intensive mixed-use living consistent with its employment role and location within the Croydon Activity Centre. The requirements ensure that new developments establish a positive relationship to the Tarralla Creek, maximize landscaping opportunities, respond to flooding risks provide innovative responses to storm water impact mitigation and provision for access consistent with the Tarralla Creek Precinct Development Guidelines.

### Precinct Objectives:

- To establish the precinct as a leading-edge example of water and biodiversity sensitive urban design.
- To support the transition of properties adjacent to the Tarralla Creek corridor to a mixed-use living precinct integrating positively with adjacent open spaces and providing ready access to the town centre.
- To provide publicly accessible connections to parkland through or between larger sites.
- To ensure that development provides a positive interface with streets and parkland.

- To ensure that vehicle parking and access does not detract from the creek, streets and other public open space.
- To ensure development provides sufficient space for generous indigenous landscaping and consistent and enhanced tree canopy cover to provide shading, cooling and habitat.
- To extend the ecology of the neighbouring Tarralla Creek and wetland, including the flora and fauna they support, reinstating biodiversity and habitat corridors and opportunities for connecting to nature within the precinct.
- To ensure stormwater management in new development improves the waterway health of Tarralla Creek.
- To reduce potential for localised flooding, particularly east of Tarralla Creek.

#### ***Precinct Requirements – West of Tarralla Creek:***

Element	Requirement
Front setback	3 metres minimum
Setbacks to parkland	10 metres, occupied by a 10 metre access road
Streetwall height	3 storeys (9.5 metres)
Setback above streetwall	3 metres
Overall height (discretionary)	4 storeys (13.5 metres)
Side and rear boundaries	Setbacks to residentially zoned land should comply with ResCode Standard B17 3 metres elsewhere
Access	Street and provide active transport connections to park interface
Site consolidation opportunity	Yes
Fencing to park interface	50% minimum transparency, 1.5 m maximum height

#### ***Precinct Requirements – East of Tarralla Creek:***

Front setback	3 metres
Setbacks to parkland	5 metres
Streetwall height	3 storey (11 metres)
Setback above streetwall	3 metres
Overall height (discretionary)	4 storeys (14.5 metres)
Access	Street and provide active transport connections to park interface
Site consolidation opportunity	Yes
Fencing to park interface	50% minimum transparency, 1.5 m maximum height

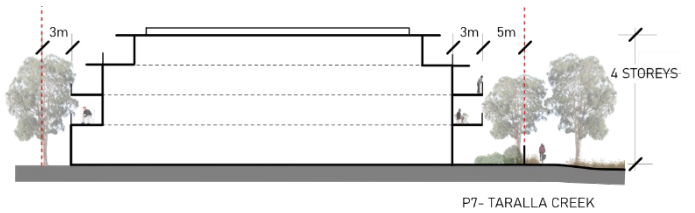
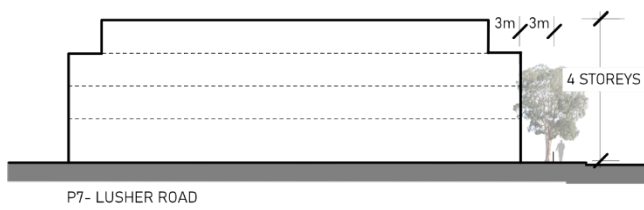




### **Precinct Guidelines:**

#### **Built Form:**

- Encourage transition of land use towards a precinct of diverse, sustainable, and multi-storey residential and mixed-use development.
- Encourage buildings up to four storeys in height with a maximum street wall of three storeys with increased density at the precinct core and three storeys at the interface with open spaces.
- Shape the overall form of buildings to minimise their visual bulk and intrusion on key view lines.
- Ensure new buildings display quality design that responds to the local character including overall proportions, architectural composition and expression, detailing, materials and finishes.
- Ensure all new development provides a positive public interface with doorways, windows, terraces and balconies addressing and overlooking adjacent streets and parks.
- Incorporate best practice environmentally sustainable development (ESD), including passive design measures.
- Incorporate best practice storm water mitigation and WSUD measures to reduce flooding impacts from major rain events.
- Encourage public and private buildings to include blue/green roofs using indigenous understorey vegetation to provide habitat linkages and stormwater flow mitigation.
- Create a permeable movement network within sites including along interfaces with adjacent parkland and Civic Precinct and taking into account potential for access along shared property boundaries.
- Provide building setbacks and ground conditions that incorporate responses to any identified flooding and for the successful establishment of generous landscaping including canopy trees.
- Provide sufficient space throughout the site to plant large canopy trees.
- Provide publicly accessible pedestrian paths through the precinct to the parklands.
- Provide a range of housing sizes and styles suitable for different households.
- Ensure any potential contamination is addressed before land is used for defined sensitive uses.



*Cross Sections of Potential Residential Built Form*

## Precinct 8 – Residential

### Context

Precinct 8 consists of three areas:

- At the northern end of the AC, immediately south of Kitchener Road
- To the east, between the rail line and Mt Dandenong Road
- On Lusher Road, to the south of Birdwood Road

The precinct consists of larger residential lots with free standing houses, and dual occupancy or multi-dwelling residential developments. Intact lot sizes range from 600 sqm to 1,200 sqm providing generous garden areas supporting established vegetation. Many sites have been redeveloped for dual occupancy or multi-dwelling residential developments. The recent Neighbourhood Character Study Review has identified the precinct as suitable for more intensive residential development.

Figure 17: Precinct 8 - Residential Area Plan



### Why are these requirements proposed?

The built form requirements maintain this precinct's primary residential role while supporting further intensification of housing consistent with the preferred neighbourhood character. Retention and replacement of effective landscaping are important contributors to the maintenance of the area's identity and amenity.

### Precinct Objectives:

- To ensure that all dwellings, their settings and front fences make a positive contribution to the public domain and pedestrian environment.
- To ensure that new dwellings and extensions are sited and designed to respect the preferred neighbourhood character and landscape setting, including building size, materiality and detailing.



- To maintain established gardens and a continuous tree canopy cover.
- To maintain generous setbacks around dwellings, and to ensure that front setbacks are not dominated by garages, carports or vehicular access.
- To protect and increase the tree canopy cover by requiring an adequate amount of permeable land for protecting and planting vegetation.

#### **Precinct Requirements:**

Elements	Requirements
Front setback	As outlined in Clauses 54 and 55 of the Maroondah Planning Scheme
Side setbacks	As outlined in Clauses 54 and 55 of the Maroondah Planning Scheme
Rear setbacks	As outlined in Clauses 54 and 55 of the Maroondah Planning Scheme
Streetwall height	N/A
Setback above streetwall	N/A
Overall height	3 storeys (11 metres)
Side and rear boundaries	As outlined in Clauses 54 and 55 of the Maroondah Planning Scheme
Access	Street or laneway
Site consolidation opportunity	Yes

#### **Precinct Guidelines:**

##### **Built Form:**

- Encourage buildings up to three storeys high with upper level setbacks.
- Ensure buildings provide a positive interface to streets, including doorways, windows, terraces or balconies that address and overlook the street.
- Retain existing large canopy trees where possible. Where this cannot be achieved allow for the planting of replacement trees.
- Provide adequate space for substantial landscaping in all new developments.
- Share walls where possible to consolidate open space areas on the site and create larger areas for landscaping.
- Conceal garages and carparking within, to the sides, or to the rear of buildings.



*Single, two and three storey housing examples*

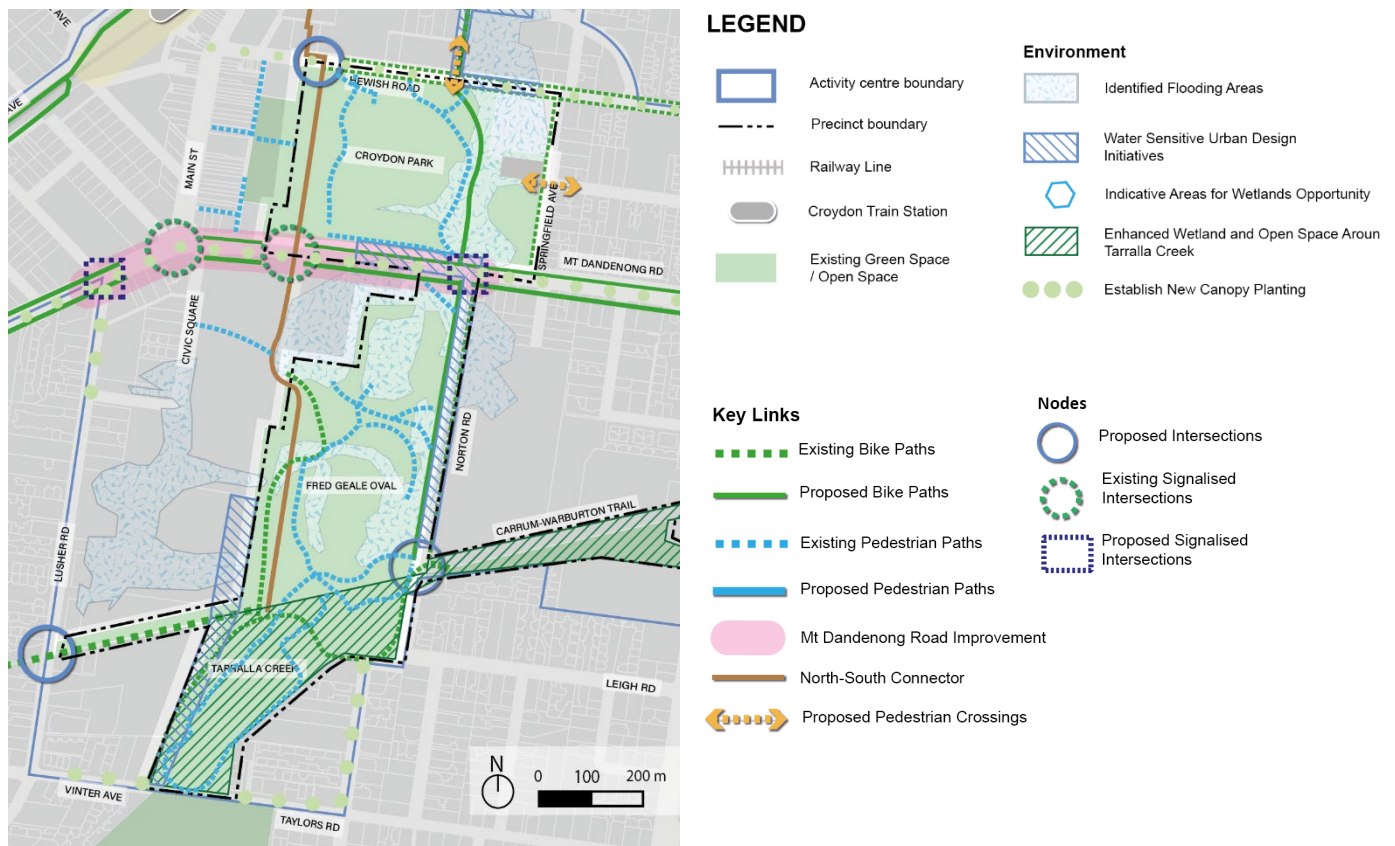


## Precinct 9 – Parkland

### Context:

An area of approximately 35ha of public open space, comprising a broad range of active and passive recreation facilities. The area extends from Hewish Road to the Tarralla Creek and is bisected by Mt Dandenong Road. It contains a variety of sporting and recreational facilities and pavilions including football, cricket, athletics, bowls, skating, playgrounds and indoor and outdoor pools and their associated vehicle access and parking areas. The precinct connects with Tarralla Creek south of the Fred Geale Oval and the shared path connection along Dandenong Creek west to Carrum and eastward to Mt Evelyn and the Yarra Valley. The extensive area of parkland contains many established native and exotic trees which make a significant contribution to Croydon's identity and character.

Figure 18: Precinct 9 - Parkland Area Plan



### ***Why are these requirements proposed?***

The requirements for this large precinct support the appropriate development or renewal of public and community facilities whilst protecting the accessibility, amenity, attractiveness and safety of the parklands and adjacent public spaces and streets.

#### ***Precinct Objectives:***

- To establish and maintain a clear sense of Croydon's character in the open space network.
- To ensure safe and convenient universal access to and through open spaces.
- To support different activities within Croydon's open space network for as wide a range of users as possible.
- To ensure that open spaces are safe and amenable for all.
- To improve the environmental performance and management of open spaces, including water management and habitat enhancement.
- To ensure buildings provide positive interfaces with open spaces.
- To establish positive edge and interface conditions around open spaces.

#### ***Precinct Guidelines:***

##### ***Built Form:***

- Ensure new buildings within parklands can support use by different groups throughout the week and seasons.
- Locate and plan new facilities to minimise their impact on existing features and to provide positive interfaces within the setting.
- Provide universal access to all facilities within parklands.
- Ensure new buildings adjacent to, or opposite, parklands afford passive surveillance through doorways and windows overlooking the space.
- Ensure new developments adjacent to parklands address or front, rather than back onto, the space including through the provision of access.
- Provide sufficient space along boundaries with parklands for the establishment of significant landscaping, including canopy trees.

##### ***Flooding:***

- Incorporate best practice storm water mitigation and WSUD measures to reduce flooding impacts from major rain events.



*Parks Victoria building, Albert Park (Harrison+White Architects)*



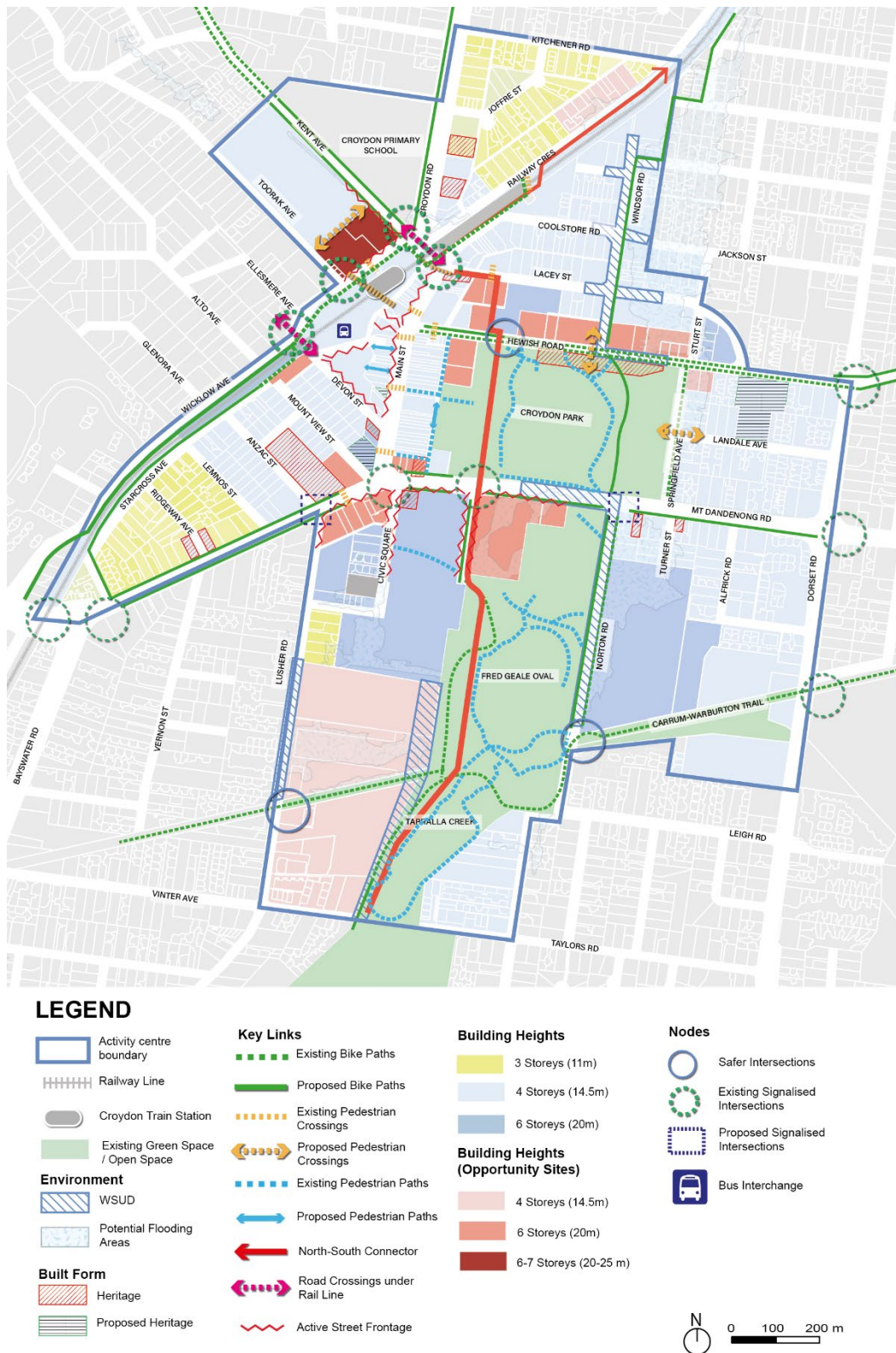
*Co-located Sporting and Community Facilities, St Albans*



# 7. Development Framework:

The Croydon AC Development Framework details a planning framework for the activity centre.

Figure 19: Croydon AC Development Framework Plan





## Calculating Activity Centre Building Heights

Building heights are denoted as storeys with a corresponding figure in metres. For commercial or mixed-use development, they assume 4 to 4.5 metre ground floor heights (which includes sub floor areas to accommodate utility services) to accommodate a range of non-residential uses. For residential development they assume 3 metre floor heights (plus sub floor areas to accommodate utility services). Various typologies of development have been drawn to show floor level height within a building's overall height in **Figures 20, 21 and 22**.

Building heights and setbacks have been developed to guide the future built form of the activity centre as shown in the Development Framework Plan in **Figure 19**. These should be read in conjunction with the precinct guidelines.

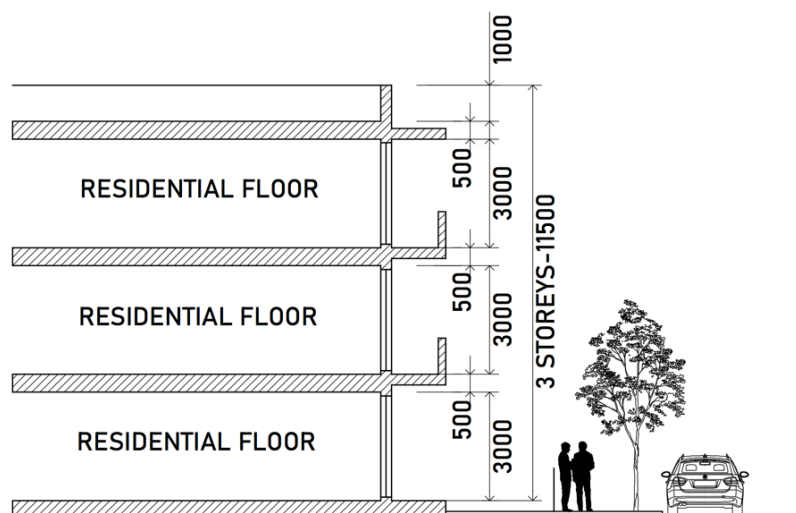


Figure 20: Activity Centre Built Form Typology – 3 Storey Residential

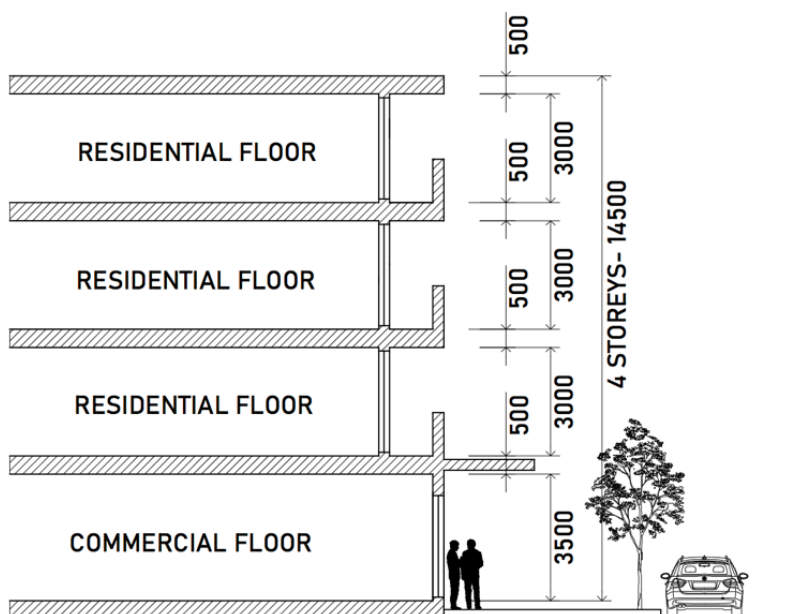


Figure 21: Activity Centre Built Form Typology – 4 Storey Commercial/ Residential

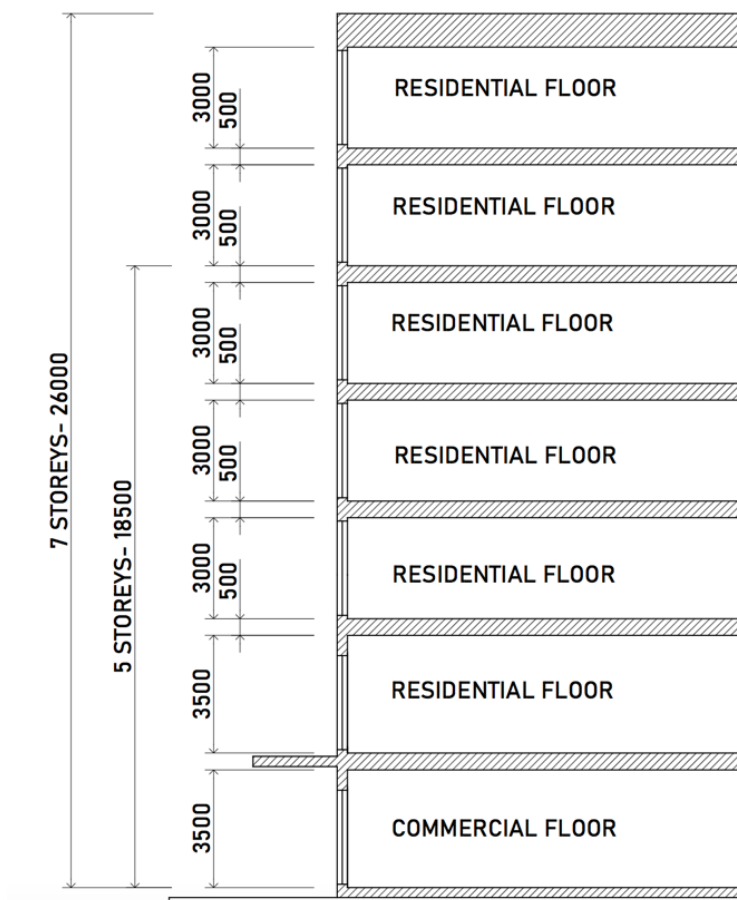


Figure 22: Activity Centre Built Form Typology – 5-7 Storey Commercial/ Residential

## 8. Structure Plan Implementation:

A range of statutory and non-statutory implementation measures will be needed to ensure that the Croydon AC Structure Plan's vision is realised.

### 8.1 Planning Scheme

To give greater certainty to the implementation of the vision for the centre it is necessary to ensure key elements are included in the Maroondah Planning Scheme.

The vision and objectives should be embedded in local policy integrated into the Planning Policy Framework (PPF). This could be through a new local planning policy at Clause 11.03-1L to complement Clause 11.03-1S and R. The structure plan should be included as a policy document in the local planning policy and as a background document at Clause 72.08.

Council will replace the existing Design and Development Overlay (DDO) – Schedule 10 to reflect the built form outcomes of the structure plan.

### Land Rezoning

Land is proposed to be rezoned to reflect preferred land uses and building heights. The following table outlines proposed zones to implement the recommendations of the structure plan. Alternatively, Council may consider other zones that achieve the same development and land use outcomes. Should Council no longer be the land manager for Council owned land, it will be rezoned to the underlying zone or purpose shown in the Structure Plan ..

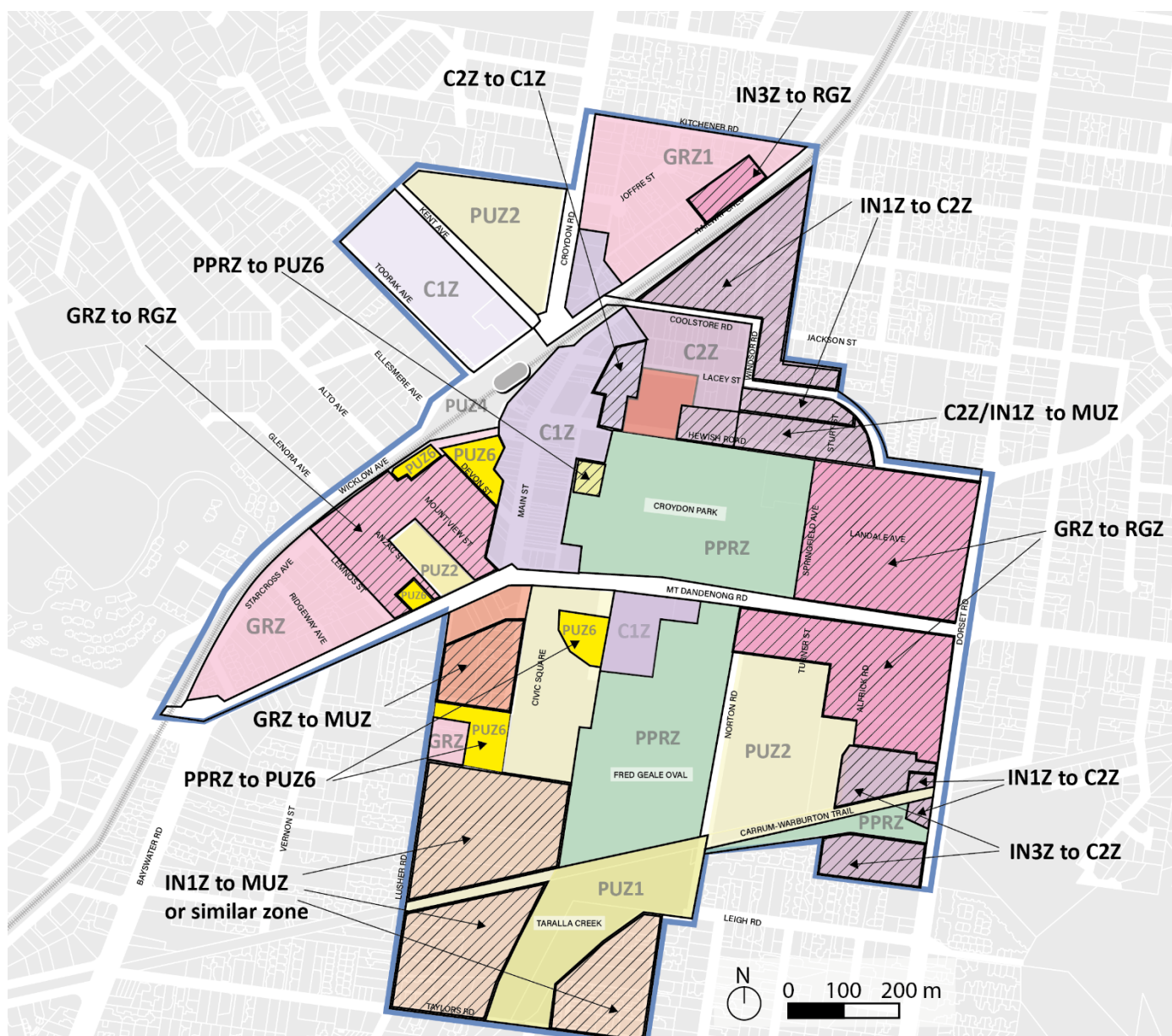
Precinct	Location	Existing Zone	Proposed Zone
1	Land on the north side of Hewish Road and facing Lacey Street	Commercial 2	Commercial 1
1	Between Croydon Park and James Kerr Way	Public Park and Recreation	Public Use No. 6 (Local Government)
3	Between Lusher Road, Civic Square and Birdwood Road	General Residential	Mixed Use
3	Commercial and industrial properties on the north side of Hewish Road	Commercial 2 Industrial 1	Mixed Use
3	Industrial land in Railway Crescent	Industrial 3	Residential Growth
3	Between Devon Street, Lemnos Street, Mt Dandenong Road and the railway line	General Residential	Residential Growth
3	Land between Springfield Avenue, Landale Avenue and Hewish Road	General Residential	Residential Growth
5	Industrial land adjacent to Coolstore Road, Windsor Road and Lacey Street	Industrial 1	Commercial 2
5	338 and 342-346 Dorset Road	Industrial 1	Commercial 2
5	336 and 352-360 Dorset Road	Industrial 3	Commercial 2
6	Between Swinburne University, Dorset Road, Springfield Road and Hewish Road	General Residential	Residential Growth
7	Industrial land in Lusher Road, Taylors Road and Jesmond Road	Industrial 1	Mixed Use
9	Land south of Birdwood Road and in the current location of the Bowling Club	Public Park and Recreation	Public Use No. 6 (Local Government)



Implementation measures for the Maroondah Planning Scheme through proposed rezonings are shown in **Figure 23**.

During implementation all land that is rezoned to allow a sensitive use will be assessed to determine whether it is potentially contaminated and if so, will have an Environmental Audit Overlay (EAO) applied.

Figure 23: Structure Plan Implementation – Proposed Rezoning



## LEGEND

- Activity centre boundary
- Railway Line
- Croydon Train Station

- GRZ General Residential Zone
- RGZ Residential Growth Zone
- C1Z Commercial 1 Zone
- C2Z Commercial 2 Zone
- IN1Z Industrial 1 Zone

- IN3Z Industrial 3 Zone
- MUZ Mixed Use Zone
- PPRZ Public Park Recreation Zone
- PUZ Public Use Zone

## 8.2 Non-Statutory Implementation

The Structure Plan identifies a wide range of non-statutory implementation actions. These are necessary to deliver the vision for the activity centre.

### Advocacy

There are a range of community advocacy roles that Council needs to lead, particularly about improving the activity centre's pedestrian and transport opportunities. Bus services to and from Croydon and the region should be reviewed and better coordinated at the transport interchange at Croydon Station.

### Infrastructure Plan

There are also a number of public realm initiatives that are required to improve the amenity of the activity centre and address a number of access, connectivity and safety issues. Initiatives include streetscape master planning, tree planting and improved crossings.

There are a range of capital works improvements that Council and State Government agencies can make to the pedestrian and cycling environment to strengthen links throughout the activity centre building on the Croydon Main Street Revitalisation Project.

Council should continue to work with Melbourne Water to deliver remaining stages of the Reimagining Tarralla Creek Project to provide new and improved open space benefitting the community and the natural environment

Council will require developers to contribute to the cost of the required community infrastructure. The following projects have been identified to be partly funded by a Developer Contributions Plan. They are:

1. Main Street Revitalisation project
2. Kent Avenue shared path project
3. North-South Connector project
4. Ringwood to Croydon shared user path project
5. Hewish Road and Lacey Street intersection signalisation
6. Mt Dandenong Road and Norton Road intersection signalisation
7. Provision of bike facilities
8. Lusher Road streetscaping project
9. Croydon to Mooroolbark off-road bike path project
10. Open space improvements within the Croydon Community Wellbeing Precinct
11. Croydon Town Square public open space and landscaping project
12. Land development and landscaping for pedestrian landing area across Wicklow Avenue.
13. Tarralla Creek improvements

A reduction of traffic speed along Mt Dandenong Road should be investigated with the Department of Transport to improve pedestrian connections from Main Street and parkland areas to the Croydon Community Wellbeing Precinct, Swinburne University and Tarralla Creek.

Audits should be prepared by Council for parks in the activity centre to improve their integration, amenity, safety, environment and utility. Council will continue to implement the Croydon Community Wellbeing Precinct Master Plan 2020 (budget permitting) to provide improved public facilities, access and linkages between community facilities and parkland in the activity centre.

Statutory and non-statutory initiatives are outlined in more detail in the Implementation Plan in the **Actions Table** along with recommendations on timing, partners and priority.

## 9. Monitoring and Review

A progress report on the implementation of the Croydon AC Structure Plan will be provided by Maroondah Council every four years from adoption of the Plan. This will ensure that it remains relevant and consistent with Council's strategic policies, Municipal Planning Strategy and the Council Plan, and to identify any changes required to respond to new trends, policies, or changing circumstances. It will also enable Council to measure progress, ensure an appropriate application of resources and the delivery of key priority projects. Council will use the four yearly progress report to adjust the implementation program to ensure that the Structure Plan is achieving the vision. A review of the Structure Plan should commence four years prior to the expiry of the Plan to enable Council to prepare for the subsequent Structure Plan period.

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# 10. Appendix

## 10.1 Actions

No.	Action	Precinct (s)	Timing/Commenced	Duration	External	Priority
1	Support trader/business associations to market opportunities for Main Street.	1	2025-35	Ongoing	Businesses, CMSTA	Medium
2	Encourage developers to deliver mixed use buildings which include high quality office space.	2, 3, 7	2025-35	Ongoing	Businesses, Developers, CMSTA	Medium
3	Work with the owners of the former Croydon Cinema site and nearby landowners to encourage renewal and enhancements of the area in coordination with the Council led streetscape improvements along Main Street.	1	2025-28	12-36 months	Businesses, Developers, CMSTA	High
4	Rezoning the Industrial 1 zoned land around Windsor Road to the Commercial 2 Zone to better reflect its current and future role.	5	2025-26	12 to 24 months	DTP	High
5	Rezoning the Commercial 2 zoned land around Hewish Road to the west of the Mixed Use Zone to the Commercial 1 Zone to better reflect its current and future role.	1	2025-26	12 to 24 months	DTP	High
6	Rezoning the Industrial 1 and 3 zoned land along Dorset Road and adjacent to the Carrum - Warburton Trail to the Commercial 2 Zone to reflect its current and future role.	5	2025-26	12 to 24 months	DTP	High
7	Rezoning General Residential Zone land west of Civic Square Shopping Centre and north of Birdwood Road to Mixed-Use Zone.	3	2025-26	12 to 24 months	DTP	High
8	Work with Swinburne University to promote its educational activities and explore its role as an innovation hub, offering employment and business opportunities in the region.	4	2025-34	Ongoing	Swinburne	Low
9	Investigate opportunities for Council and the private sector to incorporate office and co-working spaces in the Croydon Community Wellbeing Precinct.	4	2025-30	12-60 months	Businesses, Developers	Medium
10	Work with traders who require increased outdoor dining areas along, and adjacent to, Main Street to create an 'eat street'.	1	2025-34	Ongoing	Businesses, Developers, CMSTA	Medium
11	Work with traders and landowners to provide cultural activities and public art in public space and within retail and mixed use developments.					
12	Investigate the inclusion of ambitious ESD elements into the design, construction and management of built asset projects undertaken by Council, leading to the Community Health and Wellbeing Precinct becoming an exemplar application of Council ESD Policy including investigating trialling the City of Melbourne's Green Factor Tool.	4	2025-34	12-60 months	Developers	Medium
13	Investigate the introduction of planning provisions that require the on-site rainwater retention including rainwater tanks, all-electric development with solar PV system, and EV charging infrastructure for medium and large developments (3+ dwellings).	All	2025-34	Ongoing	Developers	Medium
14	Proactively engage with developers to encourage :	All	2025-34	Ongoing	Developers	Medium



No.	Action	Precinct (s)	Timing/Commenced	Duration	External	Priority
	<ul style="list-style-type: none"> <li>Use of innovative onsite renewable energy solutions like battery storage</li> <li>Buildings that achieve NatHERS ratings 10% above minimum NCC requirements for developments.</li> <li>Inclusion of solar energy generation on at-grade car parks.</li> </ul>					
15	Work with developers to encourage all buildings to achieve a minimum of net-zero energy and investigate development of embedded carbon reduction strategy in all project stages.	All	2025-34	Ongoing	Developers	Medium
16	Investigate the implementation of a 'blue spine' of water sensitive urban design initiatives through the centre to improve stormwater management, increase vegetation cover, and harvest rainwater.	9	2025-34	Ongoing	-	High
17	Encourage the upgrade of streetscapes to incorporate water sensitive urban design interventions and opportunities for undergrounding of overhead powerlines to enable provision of street trees with large canopies along streets that are subject to flooding and/or are priority pedestrian routes.	3, 7, 9	2025-34	Ongoing	AusNet, Melbourne Water	Medium
18	Precinct 7 to increase greening, including green and blue roofs and vertical gardens, for new and existing buildings including trialling the use of tools such as the City of Melbourne Green Factor Tool with developments.	9	2025-26	12-24 months	Developers	Medium
19	Investigate the construction of small to medium sized wetlands in unshaded areas of public open space to provide both habitat and stormwater detention outcomes.	9	2025-29	12-60 months	Melbourne Water	Medium
20	Investigate improvements to the pond outside the library to complement the surrounding open space.	9	2025-27	12-36 months	Melbourne Water	Medium
21	Identify and revegetate locations on Council managed land suitable for creating understorey habitat for better ecological connection to Tarralla Creek.	9	2025-29	12-60 months	-	Medium
22	Develop a sound methodology for setting ambitious but achievable canopy cover targets, and trial the practical application of targets in one or more precincts within the centre, commencing with 'easy win' locations such as along Mt. Dandenong Road, key off street pedestrian routes, parks and gardens.	All	2025-26	12-24 months	-	Medium
23	Advocate for the completion of the remaining stages of the Re-imagining Tarralla Creek Project.	9	2025-29	36-60 months	Melbourne Water	Medium
24	Implement an appropriate mechanism in the Maroondah Planning Scheme to address potential flooding and inundation in the centre.	All	2025-34	12-24 months	DTP	High
25	Encourage developers to reduce waste and optimise resource recovery.	All	2025-34	Ongoing	Developers	Medium
26	<p>Develop and implement the Main Street Revitalisation Project to enhance the environment and connections between Main Street and the Croydon Community Wellbeing Precinct to:</p> <ul style="list-style-type: none"> <li>Renew the retail core over the coming years through a consistent approach to materials, finishes and detailing.</li> </ul>	1	2025-29	12-48 months	Businesses	High

No.	Action	Precinct (s)	Timing/Commenced	Duration	External	Priority
	<ul style="list-style-type: none"> <li>Reinforce and concentrate the centre's environmental and cultural identity.</li> <li>Extend a consistent palette of streetscape materials, finishes and detailing into surrounding precincts to better unite and integrate the centre.</li> <li>Incorporate ESD elements and consider the use of materials that reduce the carbon footprint of development.</li> <li>Continue to upgrade laneways to improve their amenity and safety as important pedestrian links within the centre through initiatives such as the Reignite Croydon Laneway Lights project.</li> <li>Continue to reflect First Nations history through art, planting and storytelling in the town square and laneways.</li> </ul>					
27	Develop a place activation plan around Main Street, the laneways, Croydon Town Square, and new public spaces in the station sub-precinct.	All	2025-27	Ongoing	Businesses, CMSTA, Orange Door and Police	Medium
28	Create a boulevard along Mt Dandenong Road with consistent landscaping treatments and building setbacks.	2, 3, 4, 6	2025-28	12-36 months	DoT	Medium
29	Integrate the spaces and movement network created by the level crossing removal project into the existing public space network including Main Street.	1	2025-26	12-24 months	LXRP	Medium
30	Investigate creating a pedestrian priority space in Thomas Brew Lane to enable outdoor dining and improved pedestrian safety.	1	2025-26	12-36 months	Businesses	Medium
31	Encourage development to address James Kerr Way and San Carlos Way along the north-south connector.	1	2025-34	12-36 months	Businesses	High
32	Improve safety and perceptions of safety by promoting more activity and overlooking of civic and open spaces in partnership with local traders and committees.	All	2025-33	24-60 months	-	High
33	Provide a range of child-friendly public spaces with integrated landscape qualities throughout the centre.	All	2025-33	24-60 months	-	High
34	Encourage new development adjacent to Tarralla Creek to deliver a street network between Lusher Road and the public open spaces to its east.	9	2025-34	24-36 months	Businesses, Developers	Medium
35	Support the process of engaging First Nations people in the design and naming of new streets, parks, public buildings, and community infrastructure.	All	2025-34	24-60 months	Wurundjeri Woi Wurrung	Low
36	Pursue opportunities to deliver safe, direct and connected protected bicycle and pedestrian routes and crossings to and across the centre, with the preference for dedicated off road facilities as outlined on Figure 6.	All	2025-29	24-36 months	DoT	High
37	<p>Improve pedestrian movement and safety in the centre through new or modified signals and crossings, with convenient sequencing and generous crossing times and enhancement to the amenity of streets as shown on Figure 6 including:</p> <ul style="list-style-type: none"> <li>A high level of pedestrian priority on Pierson St between the platform entry and civic space</li> <li>Wicklow Avenue at Alto Avenue</li> </ul>	All	2025-29	24-36 months	DoT	High

No.	Action	Precinct (s)	Timing/Commenced	Duration	External	Priority
	<ul style="list-style-type: none"> <li>Hewish Road at Tarralla Creek Trail</li> <li>Norton Road and Mt Dandenong Road.</li> </ul>					
38	Develop the north-south connector to provide a safe, direct, prioritised, off-road path connection through the centre and a regional link with opportunities to safely exit to facilities and services along the route.	1, 2, 4, 7, 9	2025-29	24-36 months	DoT	High
39	Using the Victorian Governments' Movement and Place Framework to implement initiatives that create a low-speed environment in the centre and a high level of pedestrian priority, particularly on Main Street and reduce traffic speed limits throughout the centre along Mt Dandenong Road.	All	2025-29	24-36 months	DoT	Medium
40	Work with the Department of Transport and Planning to ensure the Mt Dandenong Road corridor functions as a place for people by improving safety for all road users, slowing traffic speeds, prioritised bus movements and minimising the distance and time required for pedestrians to cross the road to improve smooth traffic flow.	2, 3, 4	2025-34	Ongoing	DoT	Medium
41	Investigate opportunities to use Council-managed car parks for other uses such as public space, retailing, food and drink premises, office accommodation and housing.	All	2025-26	12-24 months	Businesses, CMSTA	Low
42	Investigate the potential for reductions or a waiver to standard parking rates where appropriate.	All	2025-26	12-24 months	Businesses, CMSTA	Medium
43	<p>Apply relevant mechanisms in the Maroondah Planning Scheme to require any new car parking areas to provide the following:</p> <ul style="list-style-type: none"> <li>EV charging infrastructure and electrical conduits in prominent and accessible locations for future provision (if there are more than 10 car spaces)</li> <li>Disability compliant parking (the first space)</li> <li>Car share spaces (if there are more than 10 car spaces) and</li> <li>Loading bays for building occupants (if there are more than 20 car spaces)</li> <li>At least one Level 2 EV charging infrastructure (paid or otherwise) and provision for pre-wiring at least 10% of car parks (if there are more than 25 car spaces).</li> </ul>	All	2025-26	12-24 months	DTP	Medium
44	Apply relevant mechanisms in the Maroondah Planning Scheme to new residential developments to provide a minimum of one secure undercover bicycle space per dwelling and one visitor bicycle space per 4 dwellings.	All	2025-26	12-24 months	DTP	Medium
45	<p>Develop a taxi/rideshare pick-up plan in Croydon which may consider the following locations:</p> <ul style="list-style-type: none"> <li>The new Croydon Station</li> <li>Hewish Road near James Kerr Way</li> <li>Pierson Drive near the Croydon Town Square</li> <li>Private parking areas near the entrance to Croydon Central and Civic Square shopping centres.</li> </ul>	All	2025-28	24-36 months	DoT	Medium
46	Deliver safer intersections for bike riding by adopting designs which continue bicycle lanes to and through					

No.	Action	Precinct (s)	Timing/Commenced	Duration	External	Priority
	intersections and provide physical separation for cyclists.					
47	Rezone Industrial 1 zoned land on Railway Crescent to the Residential Growth Zone.	3	2025-26	12 to 24 months	DTP	High
48	Rezone Industrial 1 zoned land east of Lusher Road and adjacent to Tarralla Creek to the Mixed Use Zone.	7	2025-26	12 to 24 months	DTP	High
49	Encourage developers to work with housing associations and other agencies to deliver affordable and social housing on appropriate sites in the centre.	All	2025-35	Ongoing	Developers	Medium
50	Work in partnership with housing providers to provide greater diversity of housing on Council land, close to the station.	2,3,4	2025-35	Ongoing	Housing providers	Medium
51	Work with developers to provide a diverse range of housing including 3–4 bedroom apartments, shop top housing and medium density housing.	All	2025-35	Ongoing	Developers	Medium
52	Proactively engage with developers proposing 20 or more dwelling developments to enter into a voluntary housing agreement to include: <ul style="list-style-type: none"> <li>– Minimum 5% affordable housing dwellings if the building is up to and including four storeys in height.</li> <li>– Minimum 15% affordable housing dwellings if the building is greater than four storeys for low to middle income households (as defined in the Planning and Environment Act 1987).</li> </ul>	All	2025-35	Ongoing	Developers	Medium
53	Investigate the use of Section 173 Agreements under the Planning and Environment Act 1987 in providing a clear pathway for the funding of social and affordable housing projects.	All	2025-27	Ongoing	Developers	Medium
54	Prepare an integrated master plan for development sites on Lusher Road, adjacent to Tarralla Creek.	7	2025-27	12 to 24 months	DTP	High
55	Deliver the Croydon Community Wellbeing Precinct (CCWP) Masterplan over the short, medium, and longer-term periods as funds become available.	4	2025-34	Ongoing	-	High
56	Work to identify areas that have poor access and amenities, particularly for those with special needs, and work to remedy these issues in partnership with state agencies and relevant stakeholders and committees.	All	2025-34	Ongoing	-	Medium
57	Investigate the former Croydon Community School as a potential site for a community and arts and culture hub and consider opportunities for further spaces to be included in the Croydon Community Wellbeing Precinct.	3	2025-26	12-24 months	DoE	Low
58	Ensure opportunities for new forms of open space such as naturalised spaces and other forms of recreation with physical connectivity between these spaces.	All	2025-26	12-36 months	DTP	Medium
59	Investigate opportunities for co-located library facilities with Swinburne University.	4	2025-27	12-36 months	Swinburne University	Medium
60	Extend the Arts and Heritage Trail from the Tarralla Creek through the centre to the former Croydon Community School in conjunction with relevant stakeholders as funds become available.	1, 3, 4, 9	2025-35	Ongoing	DTP, Businesses, CMSTA	Medium
	Rezone Council owned land where necessary to reflect the primary purpose of the land anticipated by	4	2025-34	Ongoing	-	High



No.	Action	Precinct (s)	Timing/Commenced	Duration	External	Priority
61	the Croydon Community Wellbeing Precinct Masterplan.					

## Legend

*CMSTA – Croydon Main Street Traders Association*

*DELWP – Department of Environment, Land, Water and Planning*

*DoE – Department of Education*

*DoT- Department of Transport*

*LXRP – Level Crossing Removal Project*

*MW - Melbourne Water*

## 10.2 Glossary

Term	Explanation
<b>Activity centres</b>	Areas that provide a focus for services, employment, housing, transport and social interaction. They range in size and intensity of use from smaller neighbourhood centres to major suburban centres and larger metropolitan centres.
<b>Affordable housing</b>	Housing that is appropriate for the needs of a range of very low to moderate income households, and priced (whether mortgage repayments or rent) so these households are able to meet their other essential basic living costs.
<b>Climate change</b>	A long-term change of the earth's temperature and weather patterns, generally attributed directly or indirectly to human activities such as fossil fuel combustion and vegetation clearing and burning.
<b>Commercial floorspace</b>	Floorspace used by retail, accommodation, food and other industries, and business service industries.
<b>Commercial land</b>	Land used for commercial purposes including land used for business service; retail, accommodation, food and other industries.
<b>Community housing</b>	Refers to a type of not-for-profit social housing. Community housing offers secure, affordable, rental housing for people on very low to moderate income households with a housing need.
<b>Creative industries</b>	Media, digital screen, design, writing and publishing, literature, fashion, performing arts, digital games development, broadcasting, music, cultural heritage, arts, education and craft industries.
<b>Copenhagen bicycle lane</b>	Roadside cycle paths with a design emanating from Copenhagen and usually one-directional with one cycle track on each side of street, flowing the same direction as vehicular traffic. It has a minimum width of 1.7 metres separated from car lanes, parked cars and the footpath by a 7–9-centimetre high stone <u>curb</u> .
<b>Daylighting</b>	The process of replacing a piped waterway, with an open, flowing channel that more closely resembles the original shape and form of the creek.
<b>Eastern Region</b>	Includes the municipalities of Knox, Manningham, Maroondah, Monash, Whitehorse and Yarra Ranges.
<b>Employment land</b>	Land that is generally zoned or otherwise identified for either industrial or commercial purposes. It generally allows for a range of manufacturing industries, the storage and distribution of goods, retail, office, business, entertainment and other associated uses.
<b>Environmentally sustainable development</b>	An approach to development that seeks to meet the needs of the present without compromising the ability of future generations to meet their own needs. It has economic, social, and environmental dimensions.

<b>Housing density</b>	<p>The number of dwellings in an urban area divided by the area of the residential land they occupy, expressed as dwellings per hectare. It is based on the following sub-categories:</p> <ul style="list-style-type: none"> <li>- Low density: 8-20 dwellings per hectare.</li> <li>- Medium density: 21-80 dwellings per hectare.</li> <li>- High density: 80+ dwellings per hectare.</li> </ul>
<b>Industrial land</b>	Areas that are zoned for industrial purposes in the Maroondah Planning Scheme including the Industrial 1 and 3 Zones and Commercial 2 Zone.
<b>Integrated water management</b>	An approach to planning that brings together all facets of the water cycle including sewage management, water supply, stormwater management and water treatment, ensuring environmental, economic and social benefits.
<b>Manufacturing industries</b>	Includes the following ANZSIC industry classifications: electricity, gas, water and waste services; manufacturing; transport, postal and warehousing; wholesale trade.
<b>Melbourne Central Business District (CBD)</b>	Melbourne's original 'Hoddle Grid' street layout bounded by the Yarra River, Spring Street, La Trobe Street and Spencer Street, as well as the triangular area to the north bounded by Victoria, Peel and La Trobe streets.
<b>Metropolitan activity centres</b>	Higher-order centres with diverse employment options, services and housing stock, supported by good transport connections. Existing centres include Box Hill, Broadmeadows, Dandenong, Epping, Footscray, Fountain Gate-Narre Warren, Frankston, Ringwood and Sunshine. Future centres will include Lockerbie and Toolern.
<b>Plan Melbourne</b>	A long-term plan to accommodate Melbourne's future growth in population and employment between 2017 and 2051.
<b>Public housing</b>	Long-term rental housing that is owned by the government. Its purpose is to accommodate very low to moderate income households that are most in need.
<b>Public realm</b>	Comprises spaces and places that are open and freely accessible to everyone, regardless of their economic or social conditions. These spaces can include streets, laneways and roads, parks, public plazas, waterways and foreshores.
<b>Retail, accommodation, food and other industries</b>	Includes the following ANZSIC industry classifications: Accommodation and food services; Other services; Retail trade.
<b>Social housing</b>	A type of rental housing that is provided and/or managed by the government or by a not-for-profit organisation. Social housing is an overarching term that covers both public housing and community housing.
<b>State-significant industrial precincts</b>	Strategically located land available for major industrial development linked to the Principal Freight Network and transport gateways.

<b>Structure Plan</b>	A plan developed for an activity centre based on a shared vision which identifies the type and scope of change projected within the activity centre over time and manages, influences and facilitates change within the activity centre.
<b>Transit-oriented development</b>	Compact, walkable, mixed-use communities centred around high-quality train systems. Transit-oriented development assists in addressing the growing problems of climate change and global energy security by creating dense, walkable communities that greatly reduce the need for driving and energy consumption.
<b>Urban Design Guidelines for Victoria</b>	Guidelines which support state agencies, local government and the urban development sector to deliver, functional and enjoyable places for people to live, work, and spend leisure time. The guidelines aim to create neighbourhoods that foster community interaction and make it easy for people of all ages and abilities to live healthy lifestyles and engage in regular physical activity. These places may be urban areas in metropolitan Melbourne and in regional cities and towns.
<b>Urban heat-island effect</b>	When the built environment absorbs, traps, and in some cases directly emits heat, causing urban areas to be significantly warmer than surrounding non-urban areas.
<b>Urban Services</b>	Diverse areas that support an increasing variety of specialised activities for household service needs.