Ringwood Metropolitan Activity Centre Masterplan

Working towards an attractive, thriving and well built community



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Executive Summary

Maroondah City Council has conducted a review of the 2004 Ringwood Transit City Masterplan.

The Ringwood Metropolitan Activity Centre (referred to as 'Ringwood MAC') is identified in *Plan Melbourne* and supports key directions within *Maroondah 2040: Our future together*.

The process to undertake the review of the Ringwood MAC Masterplan included the support and technical input of the following organisations:

- Victorian Planning Authority
- Jones Lang Lasalle IP, INC.
- WSP Parsons Brinckerhoff
- O'Brien Traffic
- SGS Economics & Planning
- Hill PDA Pty Ltd
- Hansen partnership
- Glossop Town Planning

Community engagement was undertaken in two phases. The purpose of the first phase of community engagement was to:

- To engage and consult with the Maroondah community to ensure the review of the Ringwood Masterplan is consistent with needs and aspirations.
- To inform and educate around the role of the Metropolitan Activity Centre; background, progress to date and future opportunities and directions.

The second phase of community engagement was to build on the first phase with a focus on how the residential and commercial areas of Ringwood MAC will continue to develop over the next ten years to achieve urban quality environments.

The Ringwood Masterplan contains four sections.

1. Context - Why it is important to undertake the review of the Ringwood MAC Masterplan.
2. Background work - The technical support and evidence to inform the Masterplan.
3. Masterplan –The desired outcomes for the future and how it will be delivered.
4. Implementation – How the Masterplan will be implemented.

Chapter 1 - Ringwood MAC Masterplan Context

Strategic Context

Plan Melbourne

Plan Melbourne (2017) is the State Government's strategy to guide the growth of metropolitan Melbourne over the next 35 years and is built on a vision for Melbourne to "*continue to be a global city of opportunity and choice*".

Plan Melbourne recognises Metropolitan Activity Centres (including Ringwood) and Employment Clusters as the cornerstone of establishing more jobs, housing and services in the suburbs. The 'polycentric city' concept encourages planning for more jobs close to where people live and vice versa. Activity centres should be planned to provide good access to a range of major retail, community, government, entertainment, cultural and transport services, with a focus for higher density development.

Increased development around these Centres, that focus on public transport and active travel, seeks to provide a more sustainable urban form across the metropolis, reduce trip lengths and environmental impact from greenhouse gas emissions.

Plan Melbourne commits to delivering more housing closer to jobs and public transport (Direction 2.2) and classifies three types of activity centre:

- Metropolitan Activity Centre
- Major Activity Centre
- Neighbourhood Activity Centre.

Ringwood is identified as one of nine Metropolitan Activity Centres (MAC) in *Plan Melbourne* (refer to Figure 1), and therefore will be a focus for growth.

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Figure 1: Metropolitan and major activity centres (Plan Melbourne)

Maroondah 2040: Our Future Together

The *Maroondah 2040: Our Future Together* Community Vision captures the aspirations, desires, dreams and priorities of the community looking ahead to the year 2040 and beyond.

Many of the themes covered in *Maroondah 2040: Our future together* are also supported in *Plan Melbourne*.

This long term community vision provides a 'roadmap' for the community, Council and other levels of government to partner together and create a future that enhances Maroondah as a great place to live, work, play and visit.

The Vision provides a blueprint for the future of and hopes of our community as follows:

> *In 2040, Maroondah will be a vibrant and diverse city with a healthy and active community, living in green leafy neighbourhoods which are connected to thriving and accessible activity centres contributing to a prosperous economy within a safe, inclusive and sustainable environment.*



The relevant key Ringwood MAC directions outlined in Maroondah 2040 include:

A Prosperous and Learning Community

2.2 Promote and leverage the strategic location of Ringwood as the Metropolitan Activity Centre for the outer eastern region.

2.3 Promote the diversification and localisation of Maroondah's economy to stimulate job growth and encourage the community to work, shop and live locally.

A Clean, Green and Sustainable Community

4.3 Build the capacity of households and businesses to behave more sustainably, reduce waste and minimize consumption of natural resources.

4.10 Encourage increased green spaces within activity centres that link the built environment to the natural landscape.

4.13 Advocate for increased stormwater harvesting and greywater reuse by households and businesses.

An Accessible and Connected Community

5.1 Work in partnership to provide improved accessibility and safety for transport users across all modes.

5.4 Work in partnership to provide a safe and efficient integrated transport network that enhances liveability, encourages a shift in travel modes and promotes Maroondah as a 20 minute city.

5.6 Advocate for and encourage the use of sustainable transport by enhancing local access to public transport, supporting behavior change initiatives and enhancing the pedestrian and cycling network, including the provision of on-road bicycle lanes.

An Attractive, Thriving and Well Built Community

6.1 Encourage high quality urban design that provides for a healthy, attractive and desirable built form.

6.2 Work in partnership to ensure development considers urban design principles that enhance the connection between the built environment and the natural environment.

6.3 Work in partnership to deliver distinctive and high quality architecture through the use of urban design guidelines and principles.

6.7 Plan and facilitate the development of a community where everyone can live, work and play locally.

6.8 Encourage and support the provision of a diverse range of housing across Maroondah, that meets the needs of current and future residents.

6.9 Encourage high density development in activity centres where there is access to high quality facilities, services and amenities.

6.10 Develop and implement an urban form that enhances the desirable attributes of Maroondah to protect and value ridgelines, vegetation, neighbourhood character, local history and cultural heritage.



Maroondah Strategic Framework

The City of Maroondah covers a land area of 61.4 square kilometres in Melbourne's outer east, 22 kilometres from the Melbourne Central Business District (CBD). The area is a substantially developed residential municipality, with an estimated population of 117,396 residents (2018).

Almost 9000 businesses operate with Maroondah providing employment for almost 45000 people. The largest employers are the manufacturing, retail trade and health care sectors.

There are three guiding principles of the Maroondah Planning Scheme, identified in the Maroondah Strategic Framework Plan (refer to Figure 2), they are:

- The hierarchy of activity centres as the focus for growth in Maroondah between 2016 and 2040
- Protection of areas of ridge and landscape from significant development
- Protecting and enhancing our environment and neighbourhoods

Maroondah has major retail centres in Croydon and Ringwood and a further 21 local shopping centres throughout the municipality. The Bayswater North Employment Precinct is a regional economic hub where many national and international firms have established their headquarters.

Maroondah effectively operates a polycentric model of development, whereby the municipality and wider region is served by a hierarchy of centres. Ringwood MAC is second only to Melbourne CBD on the *Plan Melbourne* hierarchy and has served a sub-regional catchment and much of the high density development in Maroondah over the past 10 years.

Following the Ringwood MAC, Croydon, a Major Activity Centre, is next in the hierarchy, followed by Ringwood East and Heathmont, which are Neighbourhood Activity Centres. While these locations will cater for a different market and demographic to the Ringwood MAC, the ageing and changing population is creating demand for innovative forms of development, close to existing services.

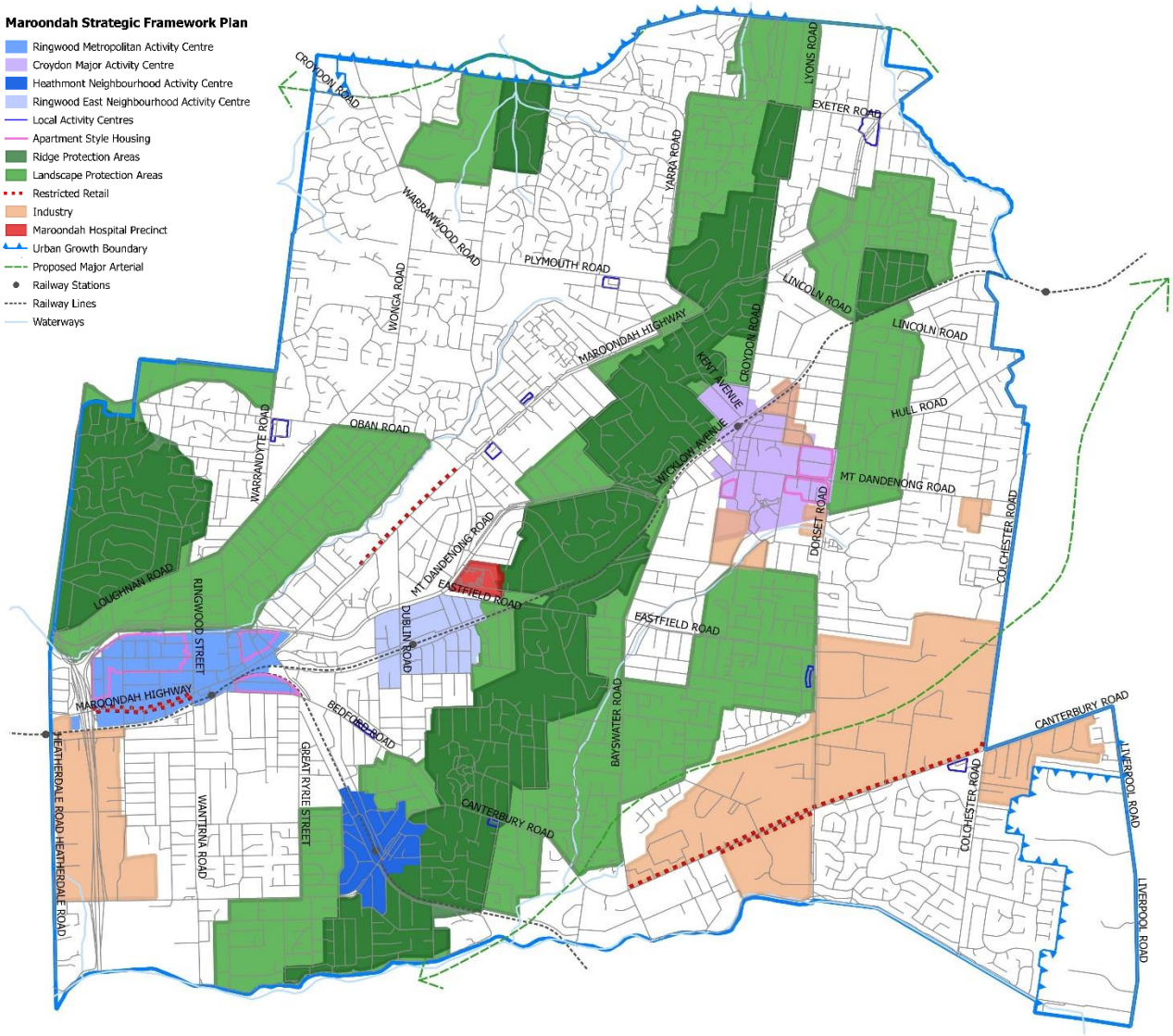


Figure 2: Maroondah Strategic Framework Plan

The municipality is physically dominated by two ridgelines, the Wicklow Hills Ridge and the Loughnan-Warranwood Ridge, that have unique flora and fauna characteristics. These ridgelines have a prominent role in defining the environmental significance of the municipality, due to the extensive coverage of natural bushland and large canopy trees.

While Maroondah supports a large residential community across all sections of the municipality, there are several areas that possess special environmental, biological, heritage or landscape characteristics. These areas have a highly sensitive environmental quality due to their land form, built or natural heritage values, bio-diversity or habitat type.

Ringwood Metropolitan Activity Centre

The Ringwood MAC is located 23km east of Melbourne's CBD within the municipality of Maroondah. It is a key subregional destination with a diverse range of land uses and activities that serves a wide sub regional catchment.

Geographically Ringwood MAC is situated along the Maroondah Highway at the foot of the Dandenong's, operating as a gateway to the Yarra Valley, a popular tourist destination, as well as an important sub-regional goods and services hub. Bounded to the West by the EastLink Freeway, the North by the Ringwood Bypass, the East by Ringwood Lake and the South by Lilydale/Belgrave rail lines. Logistically Ringwood's location, integrated within the expansive arterial road and railway network of the outer east of Melbourne has enabled it to be established as a strategic transport node.

Recent government investment in public transport has strengthened this status through provision of service and infrastructure upgrades to Ringwood Station, in addition to the State's Level Crossing Removal Program providing Ringwood with a secondary service point through the relocation of Heatherdale station.

Ringwood MAC has been recognised in successive metropolitan planning and growth strategies as having potential to accommodate projected future population and economic growth through supporting increased concentrations of jobs, activities, services and housing in locations well serviced by the public transport network. Within *Plan Melbourne,* Metropolitan Activity Centres form part of a network of centres and employment hubs that make up the 'polycentric city'. With excellent regional road and public transport connections, Ringwood is highly accessible providing jobs close to where people live, and new housing opportunities close to jobs.

Ringwood MAC is a location recognised by State Government for the important role it plays to both its local community, as well as to the outer eastern sub-regional community of Melbourne. It is a destination that caters for both, with the key activity and service hub of the Eastland Shopping Centre at its core and other large retailers such as Costco adding to local amenity and sub regional attraction.

Ringwood MAC's potential is being recognised in both private and public markets, with the major redevelopment and expansion of the Eastland Shopping Centre, Ringwood Train Station and Bus Interchange upgrade, new town centre development and cultural hub inclusion of REALM, catalysing new mixed-use and high density residential development, revitalising Maroondah Highway. This new development is strengthening the MAC as a key employment destination for the eastern region, fulfilling its role as identified in *Plan Melbourne*, by providing new employment opportunities in the suburbs through boasting a diverse mix of industrial, commercial and retail employment.

Council continues to ensure Ringwood MAC maintains its importance as a primary destination in the municipality, with a focus for growth and investment, characterised by a diverse mix of housing, employment, activity and services.

Context of the Ringwood MAC

Origins

The first settlers to the area were the Wurundjeri people of the Kulin nation. European settlement commenced in the 1830's with the land used for farming.

The original Ringwood village emerged in the mid-19th Century, and flourished as a result of the extension of the railway line from Melbourne to Lilydale through both Ringwood and Croydon in 1882.

Township development increased following the post-war period and the City of Ringwood was declared in 1960. A major new retail centre was established with the construction of Eastland in 1967.

Ringwood has a variety of heritage places dispersed throughout the MAC.



Demographics

The 2016 Estimated Residential Population (ERP) for Ringwood MAC is 1865, with a population density of 11.62 persons per hectare. It is expected to increase by more than 2000 people to 3934 by 2026. This is based on an increase of more than 900 households during the period, with the average number of persons per household rising from 1.99 to 2.13 by 2026 (refer to Figure 3).

Between 2016 and 2026, the age structure forecasts for Ringwood MAC indicate a 160.1% increase in population under working age, a 158.7% increase in population of retirement age, and a 97.0% increase in population of working age.

In 2016, the dominant age structure for persons in Ringwood MAC was ages 25 to 29, which accounted for 15.8% of the total persons.

The largest increase in persons between 2016 and 2026 is forecast to be in ages 20 to 24, which is expected to increase by 227 and account for 9.2% of the total persons.

The largest 5 year age group in 2026 is 25 to 29 years, with a total of 438 persons.

In 2016, the dominant household type in Ringwood MAC was 'Lone person households', and by 2026 the largest forecast increase is expected in 'Lone person households'.

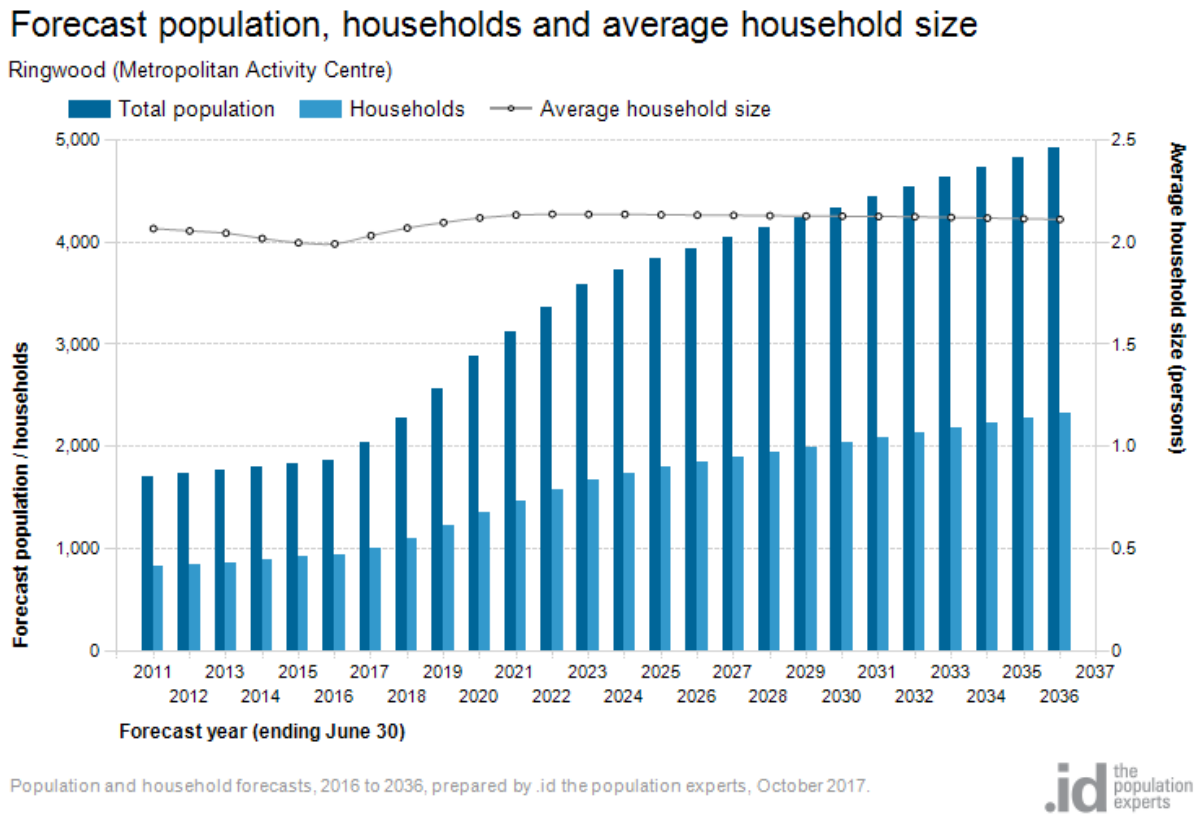


Figure 3: Forecast population, households and average household size (Forecast.id)

Vegetation and landscape

The Ringwood MAC contains areas of significant remnant indigenous vegetation within open space including Ringwood Lake Park, Bedford Park and Mullum Mullum Creek. Native vegetation is protected by a Vegetation Protection Overlay (VPO) in the Planning Scheme.

Ringwood MAC presents a treed landscape character, consistent with the canopied nature of the entire Maroondah Council Area, which is highly valued by the community. A number of areas within Ringwood MAC both residential and commercial in nature, are covered by a Significant Landscape Overlay (SLO) that identifies the importance of canopy trees to the character of Ringwood MAC.

The municipality of Maroondah is physically dominated by two eastern ridgelines, the Wicklow Hills Ridge and the Loughnan Warranwood Ridge. The Ringwood MAC area is located at the base of the Loughnan Warranwood Ridge adjacent to Mullum Mullum Creek. Ringwood MAC has undulating topography and has many uninterrupted view points to the Dandenong Ranges.

The Mullum Mullum Creek, forms a relatively narrow channel along the north-western boundary of the MAC. The Mullum Mullum Creek Trail (off-road bike track) extends alongside the length of the Creek and ultimately to the Yarra Trail.

The treed and landscaped environment that Maroondah is known for plays a significant role in the character of Ringwood MAC. Established vegetation in the form of both street trees and landscaped yards, define the desired public realm. Maintaining landscape connections including canopy trees that provide links to Mullum Mullum Creek and the broader Loughnan Warranwood Ridge, is also a key consideration to the form of future development and its setting.



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Ringwood MAC Masterplan

What is a Masterplan?

A masterplan establishes a framework to enable the delivery of a centre that has a diverse, compact and well-connected community rich in local jobs, transport, services, culture and affordable housing. Protecting valuable natural and historical features, as well as using land more efficiently, are also important aspects of masterplans.

Masterplans set out a blueprint for balanced development and investment that will occur over many years.

This Masterplan is the fifth iteration of the original 1987 Masterplan for the Ringwood Activity Centre.

Ringwood Transit City Urban Design Masterplan (2004)

In 2004 Maroondah City Council adopted the Ringwood Transit City Urban Design Masterplan (the 2004 Masterplan) which has facilitated development for more than 10 years. The 2004 Masterplan identified Council's vision for Ringwood and set in place a planning framework to encourage the realisation of its vision.

The 2004 Masterplan promoted Ringwood as a key commercial, retail, industrial and residential location, strategically located within the expansive transport network of eastern Melbourne, the gateway to the Yarra Valley.

The Masterplan has served Ringwood well over the past decade, with most actions being implemented. It has helped to cement Ringwood's role as a key outer eastern destination, providing for broad community needs, while retaining its natural assets and landscape character and identity. This success can be attributed to the consistent application of its vision and quality of its supporting guidelines.

The draft 2018 Masterplan aims to reinforce development and economic growth that responds to a changing market and ensures the future success of Ringwood MAC.

Ringwood is continuing to change and transition towards becoming a modern centre rich with development opportunities and an exemplar hub for the region.

Activity Centre Boundary

The boundary has changed slightly over the years, however Eastland being the core of the activity centre, with Ringwood MAC focusing towards the north side of the Belgrave/Lilydale railway line has been consistent.

The draft Ringwood MAC Masterplan study boundary applies to all land shown in Figure 4. It includes:

- To the north, the Bypass from EastLink to Mt Dandenong Road,
- To the east, Ringwood Lake and Bedford Park to Pitt Street,
- To the south, Bedford Road, to Station Street then following the properties to the rear of Station Street through to Wantirna Road. The boundary then follows the train line to New Street, then along Molan Street to Heatherdale Road (Municipal boundary).
- To the West, the boundary follows Heatherdale Road to Maroondah Highway then the eastern side of EastLink through to the Bypass.



Figure 4: Ringwood MAC Masterplan study boundary

The Ringwood Activity Centre boundary was first defined in the 1987 Ringwood District Centre Structure Plan (to 2001 and beyond). In revising the boundary for the draft 2018 Ringwood MAC Masterplan, the following was considered:

- The core retail precinct of Eastland; Ringwood Town Square and Realm is the heart of the Activity Centre.
- The commercial zoned land on both the north and south side of Maroondah Highway complement and build on the retail core.
- The walkable distance of 800m across the Centre and access to Ringwood Station and Heatherdale Station.
- The Bypass and Mullum Mullum Creek to the north of the Centre acts as a physical boundary. Including the Bypass within the Masterplan assists with traffic movement.
- EastLink to the west is a physical boundary.
- The 2017 constructed Heatherdale Station within the boundary is a potential redevelopment opportunity.
- The sites south of the Ringwood Station, along Station Street, have been included due to their proximity to the station along with their non-residential uses in residential zones and commercial land are seen to be opportunities for clarification on development outcomes.
- The Jubilee Park precinct is located to the south of the Centre. This area is significant as it is representative of early Ringwood. It is therefore not included within the Masterplan area and is an appropriate boundary.
- All land zoned within the Residential Growth Zone is also included within the Masterplan boundary.
- Bedford Park and Ringwood Lake Park, have been included along with the residential zoned land north of Ringwood Lake Park along Mt Dandenong Road.

Ringwood MAC Planning Framework

Municipal Strategic Statement

Council's Municipal Strategic Statement (MSS) found in Clause 21 of the *Maroondah Planning Scheme* identifies the Ringwood Activity Centre.

Clause 21.07 Housing and residential land use of the Maroondah Planning Scheme identifies in objective 6:

> *To encourage the development of additional dwellings within the Ringwood Metropolitan Activity Centre and the Croydon Major Activities Area.*

With the strategy:

> *Encourage a mixture of residential development in identified areas within the Ringwood Metropolitan Activity Centre and the Croydon Major Activities Area at medium or higher densities to make optimum use of the facilities and services available.*

Clause 21.08 Retail and commercial land use of the Maroondah Planning Scheme identifies in objective 2:

> *To consolidate the role of existing individual centres in the retail hierarchy.*

With the strategy:

> *Maintain the hierarchy of commercial centres in Maroondah, based around the Ringwood Metropolitan Activity Centre and the Croydon Major Activities Area.*

Local Planning Policy

The objective of Clause 22.05 Retail and commercial development is:

- To ensure that retail and commercial development builds upon existing commercial centres and public infrastructure and contributes to the development of a functional and sustainable urban form.

It is policy to:

- Ensure retail and commercial development reinforces the established pattern and hierarchy of activity centres in which shops, offices, public and community services and entertainment facilities are grouped.

The objectives of Clause 22.06 Ringwood Activity Centre are:

- To establish the Ringwood Activity Centre as the premier activity centre within the outer east of Melbourne, reinforcing its role as the principal retail, commercial, community, entertainment and employment focal point of the region.

- To encourage a range of commercial, civic and residential land uses, including higher density housing, that build on the existing and planned infrastructure of

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the Ringwood Activity Centre and provide the opportunity for multi-purpose trips.

- To encourage integration of public transport and land use planning.
- To encourage the consolidation of small fragmented allotments in order to create greater opportunities to intensify the level of all forms of development within the Activity Centre.

Zones

The predominant land use zones in Ringwood MAC are: the Commercial 1 Zone, Commercial 2 Zone and the Residential Growth Zone (refer to Figure 5). The Industrial 1 Zone and the General Residential Zone also exist in small pockets within Ringwood MAC, in addition to a number of public use zones related to transport, open space and waterways.

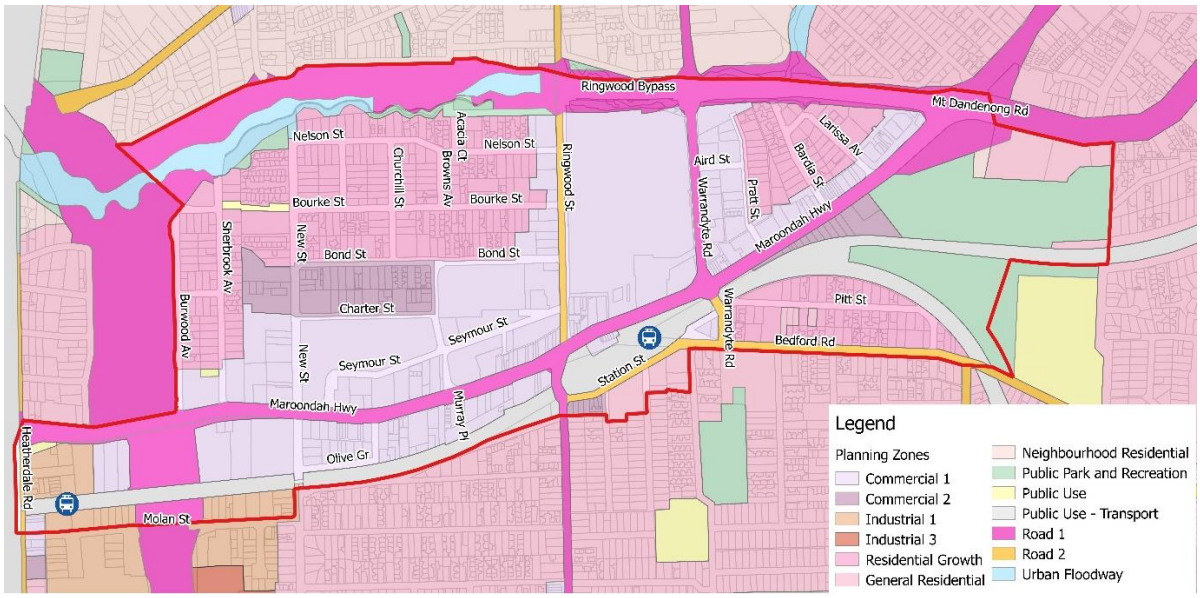


Figure 5: Existing zones in Ringwood MAC

The purpose of the Commercial 1 Zone is to:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.
- To provide for residential uses at densities complementary to the role and scale of the commercial centre.

The purpose of the Commercial 2 Zone is to:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.
- To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.

The purpose of the Residential Growth Zone is to:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To provide housing at increased densities in buildings up to and including four storey buildings.
- To encourage a diversity of housing types in locations offering good access to services and transport including activity centres and town centres.
- To encourage a scale of development that provides a transition between areas of more intensive use and development and other residential areas.
- To ensure residential development achieves design objectives specified in a schedule to this zone.
- To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.

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Overlays

The following planning overlays apply to the Ringwood MAC:

Environment and Landscape Overlays (refer to Figure 6)

- Vegetation Protection Overlay – Schedule 1 (VPO)
- Significant Landscape Overlay – Schedule 4 (SLO4)

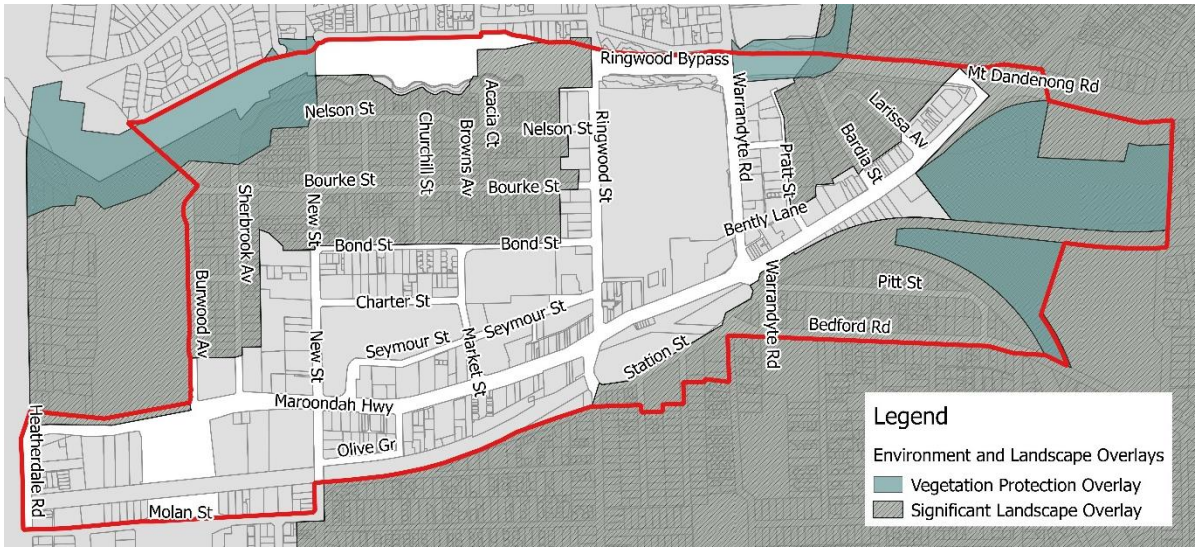


Figure 6: Existing Environment and Landscape Overlays in Ringwood MAC

The purpose of the Vegetation Protection Overlay is to:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To protect areas of significant vegetation.
- To ensure that development minimises loss of vegetation.
- To preserve existing trees and other vegetation.
- To recognise vegetation protection areas as locations of special significance, natural beauty, interest and importance.
- To maintain and enhance habitat and habitat corridors for indigenous fauna.
- To encourage the regeneration of native vegetation.

The purpose of the Significant Landscape Overlay is to:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.

- To identify significant landscapes.
- To conserve and enhance the character of significant landscapes.

Built Form Overlays (refer to Figure 7)

- Design and Development Overlay – Schedule 3 (DDO3)
- Development Plan Overlay – Schedule 2 (DPO2)

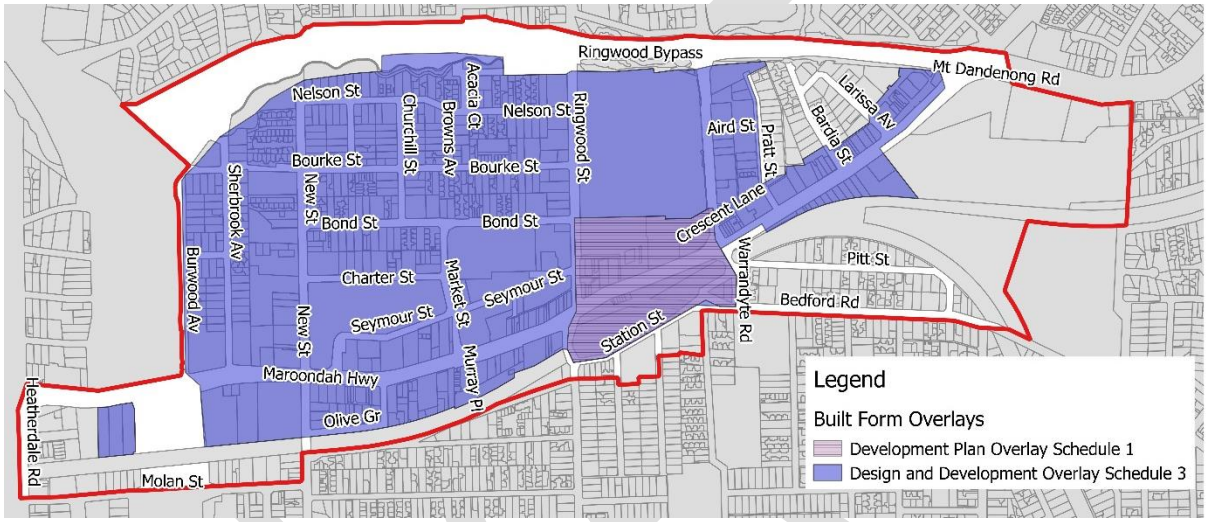


Figure 7: Existing Heritage and Built Form Overlays in Ringwood MAC

Design and Development Overlay - Schedule 3 applies to the majority of activity centre including commercial and residential land and places controls on building heights and overall design objectives for the area.

The purpose of the Design and Development Overlay is to:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify areas which are affected by specific requirements relating to the design and built form of new development.

Development Plan Overlay - Schedule 2 applies an overall development plan to the core of the activity centre including Ringwood Station and Eastland's southern entry facing Maroondah Highway.

The purpose of the Development Plan Overlay is to:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.

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

- To exempt an application from notice and review if a development plan has been prepared to the satisfaction of the responsible authority.

Land Management and other Overlays (refer to Figure 8)

- Special Building Overlay (SBO)

- Development Contributions Plan Overlay – Schedule 1 (DCPO1)

- Environmental Audit Overlay (EAO)

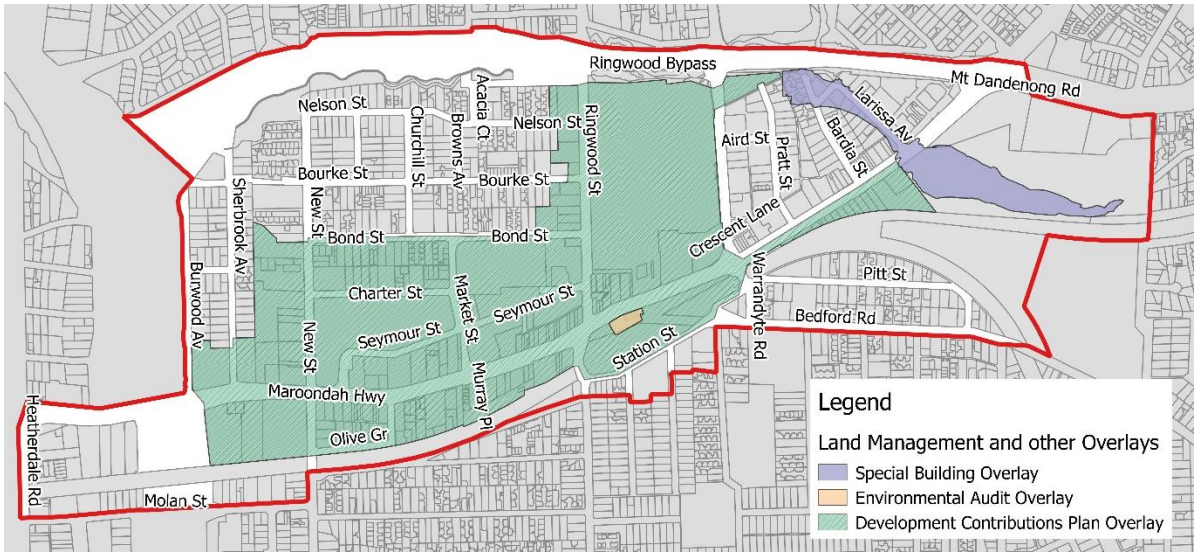


Figure 8: Existing Land Management and other Overlays in Ringwood MAC

The purpose of the Special Building Overlay is to:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.

- To identify land in urban areas liable to inundation by overland flows from the urban drainage system as determined by, or in consultation with, the floodplain management authority.

- To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.

- To protect water quality in accordance with the provisions of relevant State Environment Protection Policies, particularly in accordance with Clauses 33 and 35 of the State Environment Protection Policy (Waters of Victoria).

Development Contributions Plan Overlay - Schedule 1 generally applies to the areas commercially zoned land, within the Ringwood MAC. The purpose of this overlay is to:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence.

Environmental Audit Overlay applies to land at 110 Maroondah Highway, Ringwood as it is land identified as being potentially contaminated as it was previously zoned Public Use for Transport. The purpose of this overlay is to:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination.

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There are a variety of sites identified within the Ringwood MAC as having heritage significance. The purpose of the Heritage Overlay is to:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To conserve and enhance heritage places of natural or cultural significance.
- To conserve and enhance those elements which contribute to the significance of heritage places.
- To ensure that development does not adversely affect the significance of heritage places.
- To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.

Heritage Overlays identified within the Ringwood MAC are (refer to Figure 9):

- Ringwood Cellars at 1 Bedford Road (HO5)
- Italianate House 11-15 Bedford Road, Ringwood (HO6)
- Ringwood Scout Hall c1960 located within Bedford Park (HO7)
- Ringwood Railway Station Victorian Heritage Register (HO39)
- Ringwood Memorial Clock Tower World War I Monument (HO40)
- Former Ringwood Fire Station, 253 – 257 Maroondah Highway (HO41)
- Manna Gum Eucalyptus Viminalis, behind 2-4 New Street on the south side of Mullum Mullum Creek (HO50, HO51).
- 10-12, 16 and 18 Warrandyte Road dwellings built c1900 (HO72, HO73, HO74)
- 20, 22 and 24 Pitt Street dwellings built c1900 (HO120).
- Former Ringwood Ambulance Depot, 28 Pitt Street built 1955 (HO121).

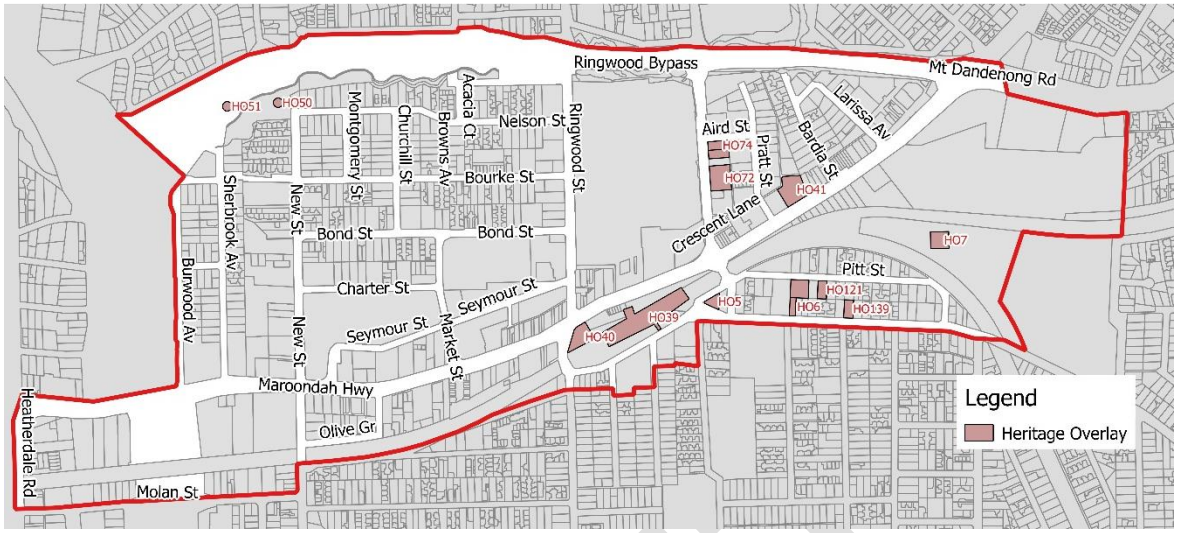
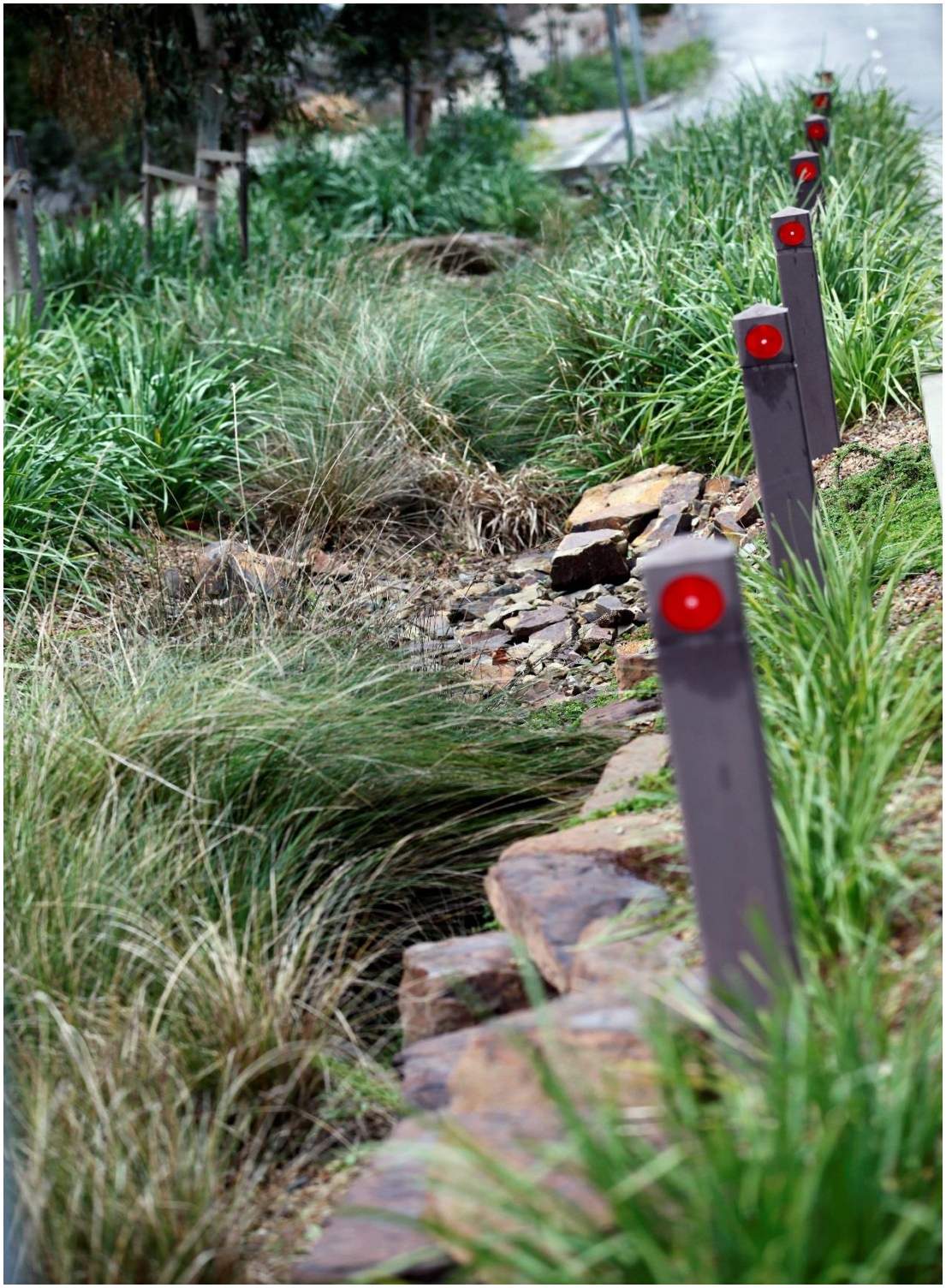


Figure 9: Existing Heritage Overlays in Ringwood MAC

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Chapter 2 - Ringwood MAC Masterplan Background Work



A review of the success of the 2004 Ringwood Transit City Masterplan identified the following issues and gaps for investigation:

- Community engagement
- Vision for Ringwood MAC
- The boundary of Ringwood MAC
- Review the objectives for Ringwood MAC, it is a now destination in its own right, choice of housing, employment and accessible via roads and public transport
- Diversity in housing stock, variations in the number of bedrooms within a development site
- Housing affordability, to either purchase or rent in residential or commercial areas
- Access to Health Services, Education and Schools
- Gaps in Education/Schools, Health, Office/Employment and other industry provisions
- Industry mix and gaps
- Development Contribution Plan or Infrastructure Contribution Plan
- Underdevelopment of sites, both commercial and residential
- Land holdings (eg: DHS incorporating public housing in apartment style development)
- Emphasis on cycling and walking
- Open space connections
- Consistency on approach to residential development (Eastern Gateway and Pitt Street Precinct)
- Urban design parameters to be enhanced and continue to improve the standard
- Enhanced Environmentally Sustainable Design
- Commercial boulevard
- Heights and density of development
- Implementation plan review

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Methodology

Stage 1 – Initial scoping

- Draft vision and objectives
- Community consultation on vision and high level objectives

Stage 2 – Background studies and technical work

- Commercial Supply analysis
- Transport and Movement Modelling Assessment
- Housing Review
- Demographics Analysis
- Transport and Movement priorities
- Urban Design Guidelines

Stage 3 – Preparation of development contributions plan

- Infrastructure contributions investigations
- Update infrastructure costings

Stage 4 – Preparation of updated Masterplan

- Stakeholder engagement
- Draft Ringwood MAC Masterplan

Stage 5 – Community consultation

- Council adoption of draft Ringwood MAC Masterplan for community consultation

Stage 6 – Final Ringwood MAC Masterplan

- Consideration of submissions received.
- Formal adoption of Ringwood MAC Masterplan

Background studies and technical work

Initial scoping

To provide the direction to establish a strategic evidence base, initial scoping work was undertaken in the following areas:

- Housing and Residential Development
- Urban Design
- Transport and Movement
- Community Facilities and Open Space
- Environmentally Sustainable Development

Overview

A Key Issues Paper was prepared by the Victorian Planning Authority (VPA), June 2017, for state agencies and Council consultation. The objectives of this paper were to:

- Provide an overview of the Ringwood MAC and place the Masterplan for Ringwood within a wider urban context;
- Discuss the land use changes that have occurred in Ringwood MAC in the last decade and set a clear direction for the future of the Ringwood MAC;
- Identify key elements and attributes that differentiate Ringwood's character and place;
- Present key issues and opportunities for development and discuss how Ringwood MAC can accommodate future growth; and
- Present a new 'Vision' for the Ringwood MAC Structure Plan.

A draft Concept Plan was developed by the VPA that sought to define sub-precincts to assist in creating a sense of place with the broader context of Ringwood MAC and highlights where specific land use and built form outcomes are expected (refer to Figure 10).

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Figure 10: Draft Concept Plan (VPA)

What did we learn?

The issues raised included the lack of commercial development, poor open space connections, lack of connectivity for modes of transport (walking and cycling) and inconsistent public realm amenity and traffic limitations.

What can the Masterplan do to address the findings?

The Masterplan will need to focus on providing direction in the form of development incentives, resolution of transport options, upgrades and connections, creation of place, landscaping and public realm design solutions and identify infrastructure required to support the existing and future community.

Sociodemographic

A summary of the 2016 census data relevant to the Ringwood MAC was prepared by Maroondah Council, December 2017.

What did we learn?

- The 2016 Estimated Resident Population (ERP) for the Ringwood MAC is 1,850, with a population density of 11.62 persons per hectare.
- Ringwood MAC had a similar proportion of pre-schoolers and a lower proportion of persons at post retirement age than City of Maroondah in 2016.
- There were more professionals in Ringwood MAC in 2016 than any other occupation.
- Ringwood MAC households comprised 19% of couples with children in 2016, compared with 35% in the City of Maroondah. The proportion of lone person households in Ringwood MAC was 34.4% compared to 23.3% in the City of Maroondah.
- In Ringwood MAC, 50.3% of the dwellings were medium or high density, compared to 12% in the City of Maroondah.
- Dwellings with 2 bedrooms were the most common in Ringwood MAC in 2016.
- In Ringwood MAC, 28% of households were purchasing or fully owned their home, %0% were renting privately, and 12.6% were in social housing in 2016.
- Analysis of car ownership in 2016, indicates 27% of households in Ringwood MAC had access to two or more motor vehicles, compared to 57% in the City of Maroondah.

Forecasts

- The population of the Ringwood MAC is expected to increase by over 2,000 people to 3,934 by 2026, at an average annual growth rate of 7.75%.
- The largest increase in persons between 2016 and 2026 is forecast to be in ages 20 to 24, which is expected to increase by 227 and account for 9.2% of the total persons.
- In 2016, the dominant household type in Ringwood MAC was ‘Lone person households’, and by 2026 the largest forecast increase is expected in ‘Lone person households’.

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What can the Masterplan do to address the findings?

Ringwood MAC will continue to be an area for increasing population. Older residents and families are underrepresented within Ringwood MAC, while the 20 to 24 age cohort are forecast to increase in Ringwood MAC.

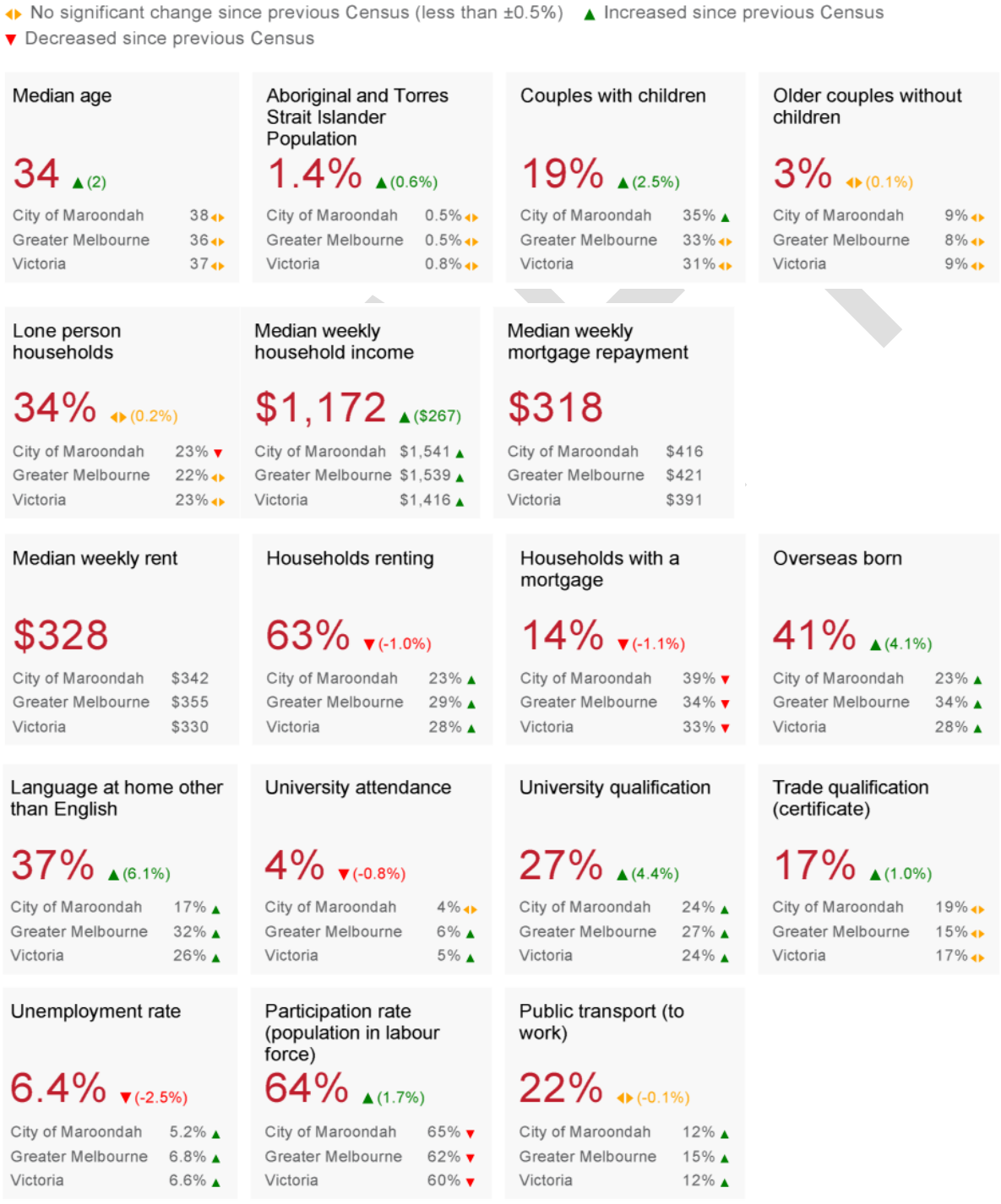
The Masterplan will need to focus on opportunities to cater for a diverse population with a mix of housing stock and facilities that service attract a broader population.



Demographics

The 2016 Estimated Resident Population (ERP) for Ringwood MAC is 1,850, with a population density of 11.62 persons per hectare. It is expected to increase by over 2,000 people to 3,934 by 2026, at an average annual growth rate of 7.75%. This is based on an increase of over 900 households during the period, with the average number of persons per household rising from 1.99 to 2.13 by 2026.

Population highlights for Ringwood MAC (developed by .id the population experts) are below.



Housing and Residential Development

Appropriate housing in Ringwood MAC is vital to ensure the success of the activity centre. The development of the 2016 Maroondah Housing Strategy provided the housing context for the Municipality and the function Ringwood MAC has in relation to housing. The Maroondah Housing Strategy and the background work undertaken is foundation in exploring Housing for Ringwood MAC.

The *Ringwood MAC Housing Paper* was prepared by Maroondah Council (August 2018), the importance of the this paper was to:

- Help articulate a vision for housing in the Ringwood Metropolitan Activity Centre,
- Explore the housing issues and challenges facing the Ringwood Metropolitan Activity Centre, and
- Suggest a range of housing opportunities that can be explored in the Ringwood Issues and Opportunities Paper.

What did we learn?

- The planning controls for Ringwood MAC have been effective enabling an increase in housing development.
- When looking at Ringwood MAC, 98% of development is apartments. This provides an overwhelming indication of the success of current planning policy for Ringwood MAC.
- The drivers for apartment development include transport links, infrastructure, established housing prices and amenity, such as the activity centre of Ringwood and consistent with Plan Melbourne.
- Apartment development occurring in both the Ringwood and Croydon Activity Centres contain the largest projects within the Maroondah LGA.
- Apartment development occurring in Ringwood MAC has seen an increase in smaller one and two bedroom product, when compared to the broader Maroondah LGA.
- The level of apartment activity in Ringwood is increasing the level of housing diversity and affordability for Maroondah LGA.
- The largest amount of purchasers coming into Ringwood MAC originate from Box Hill and Ringwood respectively.
- There is a growing demand for apartments in Ringwood MAC.
- At the broad metropolitan scale, there is choice and diversity of housing stock across a range of sub-regional and local areas. It is this diversity that helps provide accessible housing choices to the general populace. As we look at

progressively smaller areas – sub regional and local (LGA), the risk of reduced effective housing choices grows and a conscious policy response to increase the diversity of housing options is crucial in catering for ongoing demand.

What can the Masterplan do to address the findings?

- Continue to encourage apartment development with current planning controls.
- Continue to improve transport links, infrastructure and amenity.
- Continue to provide housing that is diverse and affordable.
- Investigate ways to ensure diversity of housing stock within Ringwood MAC that provides housing diversity to cater for a broader demographic.



Urban Design

The Urban Design Guildines for Ringwood MAC were prepared by Hansen partnership (July 2018) as a basis for new urban design guidelines for Ringwood MAC. It sets out a preferred built form framework and precinct guidelines underpinned by urban design analysis and assessment.

The document seeks to be a concise, graphic document that provides direction for the shape and organisation of development and public space within Ringwood MAC.

The objectives of the Urban Design Guidelines are:

- To define the standard of urban design for Ringwood MAC that will contribute to wellbeing and liveability and ensure that future urban design is consistently high across Ringwood MAC.
- To ensure the future development of Ringwood MAC in both the public and private realm has a focus on human scale, ensuring a positive experience when interacting with any aspect of Ringwood MAC.
- To ensure the design and operation of development has positive environmental impacts.
- To provide clear strategic direction and certainty of future development outcomes to both the local community and to investors.
- To understand and respond to the unique characteristics of Ringwood MAC, the role they play, and how they function to support improved development outcomes.
- To develop precinct-based design guidelines that address Maroondah's 2040 Community Vision with a focus for a 'clean, green and sustainable community' and 'an attractive and thriving and well-built community'.
- To ensure the heritage values of Ringwood MAC are considered as the centre continues to grow.

What did we learn?

Seven precincts were identified, image and capacity of these areas have been defined.

What can the Masterplan do to address the findings?

To address the key challenges for the Ringwood MAC as follows:

1. Increased connectivity and integration between retail core across both Ringwood St and Warrandyte Road.

2. Further reinforce the civic and transit orientated development (TOD) focus around Ringwood Station and Realm.

3. Better define the gateways to Ringwood MAC from north and south at the Centre thresholds (Bypass and Station Street).

4. Realising business and employment growth around Eastlink and the Heatherdale Station node.

5. Accommodating residential change in the south-east quarter of Bedford Road, in proximity to the station.

6. Confirming a consistency of image and profile along Maroondah Highway as a City Spine/Boulevard.

7. Unlocking opportunity in the transitioning eastern precinct – where mixed institutional focus can be formed.

8. Genuine environmental and recreational enhancement of Mullum Mullum Creek and valley floor.

9. Ensuring a legitimate network of public space emanating from the Town Centre outward to the growing fringe.

10. Bringing higher amenity, comfort and greening to connector and local streets as they evolve with redevelopment, with emphasis on existing pedestrian environments of low quality.

11. Acknowledge evolving site planning and design challenges in commercial 2 precinct adjacent to existing light industrial uses.

12. The Planning Policy disconnect between Activity Centre designation and application of Significant Landscape Overlay.

13. Acknowledge affordable and sustainable housing at forefront of Council's Vision for Activity Centre.

14. Furthering the capacity of North West Sector where strata units constrain progressive redevelopment.

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A Framework Plan to guide future form and opportunity was development (refer to Figure 11) for Ringwood indicates the following:

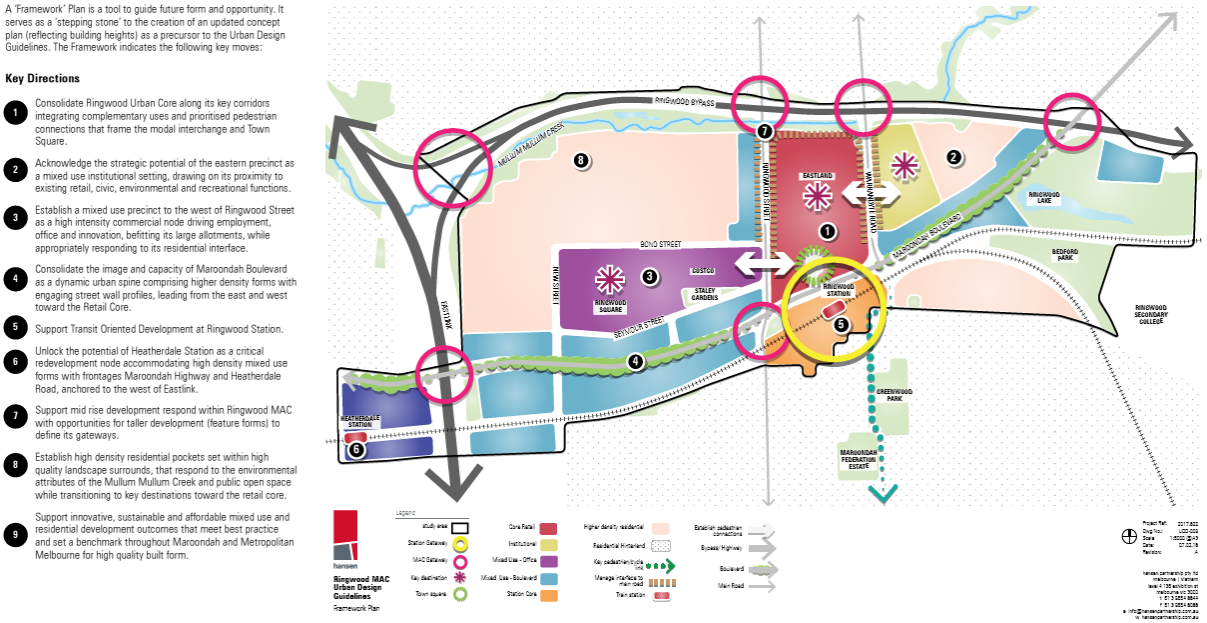


Figure 11: Urban Design Framework Plan (Hansen partnership)

Transport and Movement

Transport and Movement Modelling

With an increase in population for the Ringwood MAC predicted, it was important to determine how the centre will function with an increase in transport and movement.

Initial capacity and dwelling scenarios were determined by the VPA prior to undertaking the transport and movement work. This testing developed two future year development scenarios (medium and high growth) to be investigated.

As a result, WSP Parsons Brinckerhoff were engaged to undertake a transport and movement modelling assessment of the Ringwood MAC. The key objective of this assessment was to identity the transport implications likely to result from two possible future development scenarios for the MAC, and to assist in identifying targeted strategies to manage the transport needs as the MAC continues to grow and evolve.



What did we learn?

The key findings from the base year transport analysis included the following:

- Ringwood MAC is currently being accessed predominately by private vehicle, which is causing some capacity constraints.
- Access to and within the Ringwood MAC for private vehicles is generally well defined, however there are some areas which have limited vehicle movement.
- Car parking is mainly provided around the stations and Eastland precinct, with station parking at capacity.
- Patronage at both Ringwood Station and Heatherdale Station have remained relatively stable over the past six years, with Heatherdale mainly being used for 'city commuting', while Ringwood providing transport for a diverse range of needs.
- The majority of trips to both Heatherdale and Ringwood Station are made by car (54% and 42% respectively), though both stations are also very accessible by foot. Access to both stations by cycling is limited however.
- Buses serving Ringwood MAC travel along all key access roads in the Centre, however there is currently no priority for buses on any of these roads.
- There is a dense coverage of buses north of the study area, while cover to the east and west is low. Similarly, the area within and immediately adjacent to the study area is well covered by bus, except for a large pocket of residential southwest of the study area.
- Commuter cycling is very low in the study area, with limited on-street cycle priority. Recreational/social cycling on off-street paths is high, however.
- Pedestrian movements are highest around Ringwood Station and the Eastland precinct, though there are limited crossing points and inadequate footpaths in some areas.
- The total daily motorised trips (ie: private vehicle or public transport trips) to Ringwood MAC may increase by 54% for the medium development scenario and 71% for the high development scenario, with intra-MAC trips increasing by approximately 16-18% in both scenarios.
- There is a heavy weighting towards vehicular traffic as the main mode of transport in Ringwood MAC (90% private vehicle versus 10% public transport use) and that this trend will continue to grow over time. This is likely due to the fact that the model does not assume a significant improvement in infrastructure and/or services to support sustainable transport (ie: walking, cycling or public transport) to or within Ringwood MAC and therefore private vehicles remain to offer greater flexibility and efficiency in travel time.

- Some Maroondah Highway traffic continues through Ringwood MAC instead of using the bypass in both scenarios, for both the AM and PM peak (approximately half in the AM and a third in the PM), which may be due to the existing infrastructure design encouraging through movements as well as some capacity constraints on the Ringwood Bypass.

- Ringwood Street and Warrandyte Road carry similar volumes of traffic through Ringwood MAC.

- Bond Street and Market Street are important internal routes for Ringwood MAC.

Limitations of VITM

In Part 2 of the Transport and Movement Modelling Assessment PB discuss the limitations of VITM. VITM is a four-step strategic transport model covering the whole of the Melbourne metropolitan area and is owned and maintained by the Department of Economic Development, Jobs, Transport and Resources (DEDJTR). The model provides road and public transport network forecasts for a series of future years based on an underlying set of land use and demographic forecasts and transport network assumptions. VITM is typically used to assess proposed transport policies and the impact of road, public transport and land use changes and forecast transport demands at the strategic level.

As a strategic-level model, the following limitations should be noted in the use of traffic forecast developed using VITM:

- VITM is calibrated/validated to a base year at the screenline level and does not explicitly model intersections capacities and delays. It is therefore less reliable when forecasting traffic volumes for individual roads and intersections.

- VITM's forecasts across metropolitan Melbourne are based on a series of assumptions regarding how the transport network and land use is forecast to change into the future. As with any demand forecast, inevitably some assumptions used to develop the forecasts will not be realised and unanticipated events and circumstances may occur which could materially change the actual traffic volumes realised.

- The actual travel demand outcome will vary from that forecast and the variations may be material and significant. Assurances cannot be provided that the reported forecasts will be achieved therefore, and therefore forecast results should only be used as an indication of change to assist in the planning process.

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What can the Masterplan do to address the findings?

Six initiatives:

1. Maroondah Highway – reducing traffic volumes.
2. Ringwood Bypass – increasing capacity.
3. Ringwood Street – reducing congestion.
4. Bus operations – improving efficiency.
5. Bicycles – improving accessibility.
6. Pedestrians – improving accessibility.

It was noted in the report that performance of the network under the proposed initiatives cannot be determined without further detailed modelling of Ringwood MAC, which was beyond the scope of the work. It was recommended that a suitable local area model be used to confirm the network performance.

As a result Council deemed it appropriate to engage further Transport and Movement Work to assist in determining appropriate transport and movement improvements for Ringwood MAC.



Transport and Movement Priorities

Maroondah City Council engaged O'Brien Traffic to undertake an assessment of the transport and movement priorities for the Ringwood Metropolitan Activity Centre (February 2018).

What did we learn?

The Key Principles for Ringwood MAC Masterplan relating to transport and movement are:

1. Enhancing Ringwood MAC as a 'place to be';
2. Accommodating travel demand from forecast land use changes;
3. Keeping through traffic out of Ringwood MAC as much as possible;
4. Extending the Maroondah Highway 'boulevard treatment' to the east and the west;
5. Enhancing the attractiveness of bicycles, walking and public transport for access to, from and within Ringwood MAC; and
6. Maintaining acceptable functionality after external major network changes are implemented.

The drivers of future transportation change in and around Ringwood MAC will include:

- Land use change in Ringwood MAC;
- External travel demand growth and change; and
- External transport network changes.

What can the Masterplan do to address the findings?

Base future transport and movement on the '7 Gateways' assessment method. This method recognises that almost all movements into and out from Ringwood MAC need to pass through one of 7 'all-mode' gateways – which are key intersections and/or railway crossings (refer to Figure 12). The exception being several shared path bridge and underpass crossings of Maroondah Highway and Ringwood Bypass.

Maximising the utilisation of these gateways is critical for Ringwood MAC to support intensification that is desired.

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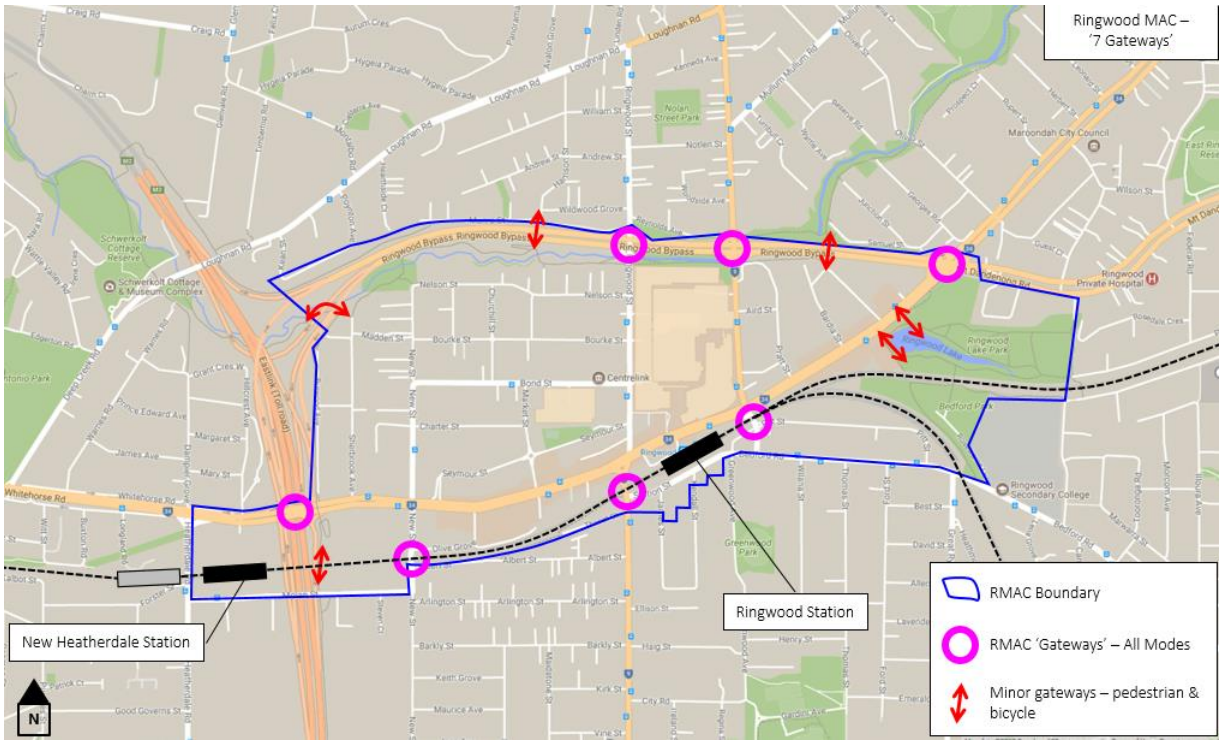


Figure 12: 7 Gateways (O'Brien Traffic)

An effective strategy needs to consider the impact and opportunity presented by major redevelopment sites in order to ensure that planning goals can be translated into facilities that people can use. These sites have the potential to:

- Add significant additional travel demand;
- Offer alternative options for where and how this demand is distributed across the transport network (eg reposition/reconfiguration of site access points); and
- Provide land to expand road reserves to accommodate improved transport and movement facilities that would otherwise be unachievable.

Mode shift opportunities exist for trips to and from Ringwood MAC, but more particularly within Ringwood MAC.

The Masterplan should consider car parking as a land use and travel 'mode'. Addressing such issues as; on-street parking; commuter parking; existing uses with insufficient on-site car parking. Council policy is to assist market mechanisms to address this shortfall.

The market response to the issue could include:

- Several sites with existing privately held car parking that is under-utilised are offering spaces to casual users for a fee via online applications.
- The potential development of public off-street car parking facility either as a standalone or preferably as part of another major development. Council has previously commissioned studies of the potential sites, features and

conditions for a parking facility of this type to ensure that it is ready to act on opportunities that may arise to provide or assist with the provision of the parking facility. The most promising potential sites are likely to lie in the vicinity of Ringwood Station and Eastland where parking demands are highest and existing shortfalls most intensely felt. Two potential sites have been identified including the Murray Place car parking area and the southeast corner land parcel on the Ringwood Station 'supersite'.

- Driver mode shift away from the car for those who are able to practically make the shift (noting that many drivers seeking medium length duration parking may not have viable alternatives for a range of reasons).

Build on the key aims.

Key Aim 1: Enhancing Ringwood MAC as a 'Place to be'

Enhance the sense of place through the following transport and movement improvements:

- Support key urban public spaces and 'axes' in the core of Ringwood MAC, building on the 2004 Masterplan and subsequent developments;
- Provide a more fine-grained pedestrian path network, wider footpaths in busy areas and additional pedestrian crossings that provide pedestrian priority or greater responsiveness to pedestrian demand;
- Reduce unnecessary 'through' traffic through Ringwood MAC.
- Reduce vehicle speeds adjacent to active frontages;
- Enhance bicycle paths and end-of-trip facilities;
- Increasing the benefits from and decreasing the negative impacts of bus service for access to and circulation within Ringwood MAC;
- Provide additional space for recreation in the road reserve (eg footpath dining areas) where desired; and
- Be compatible as far as possible with the retention and improvement of street tree canopies.

Key Aim 2 Accommodating travel demand from forecast land use changes;

Mode shift opportunities need to be sought wherever possible to reduce the scale and amenity impact of the traffic mitigations needed to accommodate the land use change.

Even if significant gains are achieved in walking, cycling and public transport usage traffic considerations will be critical to the ongoing success of Ringwood MAC.

The 7 gateways can be significantly influenced by major change site locations and access arrangements so these key sites are examined first. The site accesses should be designed to achieve a range of objectives including;

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- Safe and efficient local access to the site for the required level of demand; and

- The encouragement of likely approach and departure paths that are most compatible with the successful operation of the 7 gateways and key intersections within Ringwood MAC.

The preferred approach and departure paths may involve:

- Access to and from the street network via underground or above ground connections between car parking areas to spread traffic demand more evenly onto surrounding roadways from major sites.

- The use of local access streets such as the New Street-Bond Street route or the proposed east-west roadway in the Eastern Gateway Precinct to take traffic to the gateways while minimising travel along Maroondah Highway where a 'boulevard treatment' is desired.



Key Aim 3 Accommodating travel demand from forecast land use changes

The main benefits anticipated from diverting through traffic away from Ringwood MAC roadways include (refer to Figure 13):

- To release road capacity for additional Ringwood MAC generated trips, which is important due to the significant land use intensification desired and the likely ongoing high car travel mode share even with substantial effort to encourage as many new and existing trips to occur via walking, cycling or public transport; and
- To release road capacity for improvements for the urban realm, pedestrians, cyclists, buses, car parking and local traffic access.

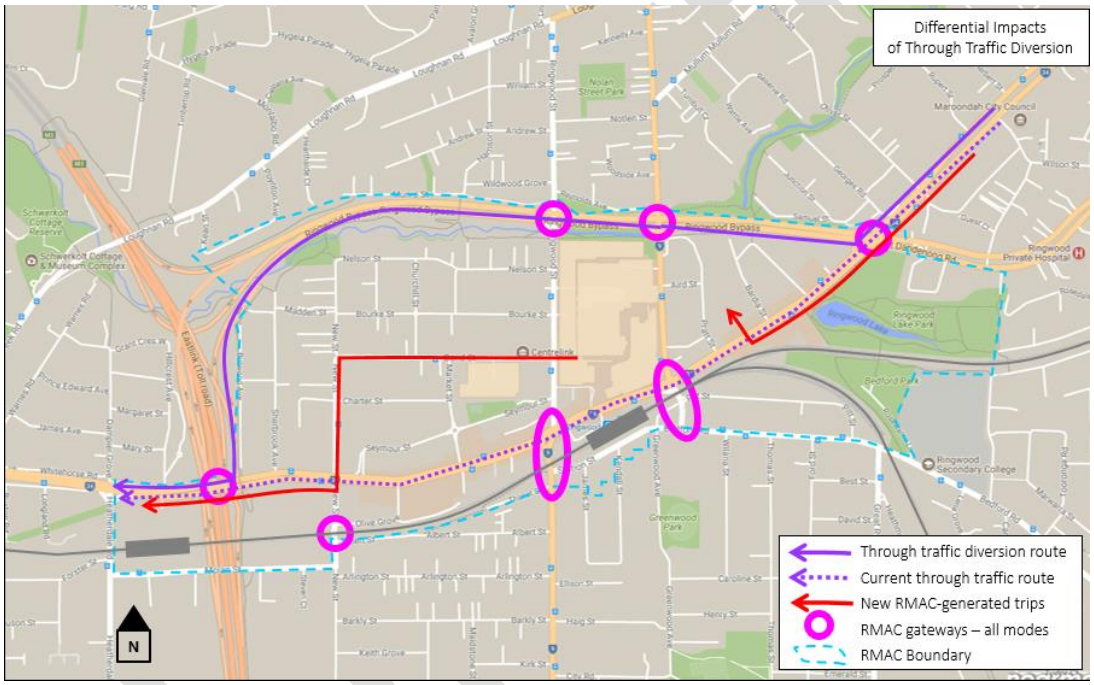


Figure 13: Differential impacts of through traffic diversion (O'Brien Traffic)

Key Aim 4 Extending the Maroondah Highway 'boulevard treatment' to the east and the west;

To maintain the boulevard treatment as Ringwood MAC land use intensifies in the future is likely to require:

- Diversion of through traffic to release capacity along much of Maroondah Highway inside of the 7 Gateways; and
- Measures within Ringwood MAC to manage traffic impacts along Maroondah Highway including:
    - Efficient site access arrangements; and

- Local access routes that connect the major uses to the 7 Gateways with a little use of Maroondah Highway as possible.

Selecting the preferred features of the boulevard extension involves consideration of:

- Needs – including for pedestrians, cyclists, buses, on-street parking, traffic access, and the public realm.
- Available space in the existing road reserve – mostly released from existing traffic lanes;
- Ability to re-arrange available space in the existing road reserve; and
- The ability to expand the road reserve where desirable or necessary.



Key Aim 5 Enhancing the attractiveness of bicycles, walking and public transport for access to, from and within Ringwood MAC

The recommended bicycle improvements actions include:

- Implement the recommended future bicycle network (refer to Figure 14);
- Update or develop designs for the proposed bicycle network improvement (refer to Figure 15) including consideration of on-street and public realm bicycle parking facilities and the commentary;
- Undertake stakeholder consultation with respect to the proposed improvement items – particularly owners of adjacent land – as soon as possible;
- Identify the preferred treatment for each item – possibly carrying forward several variants dependent on land or crossing availability at the time of implementation.
- Pursue the early implementation of recommended initial bicycle network in Ringwood MAC.

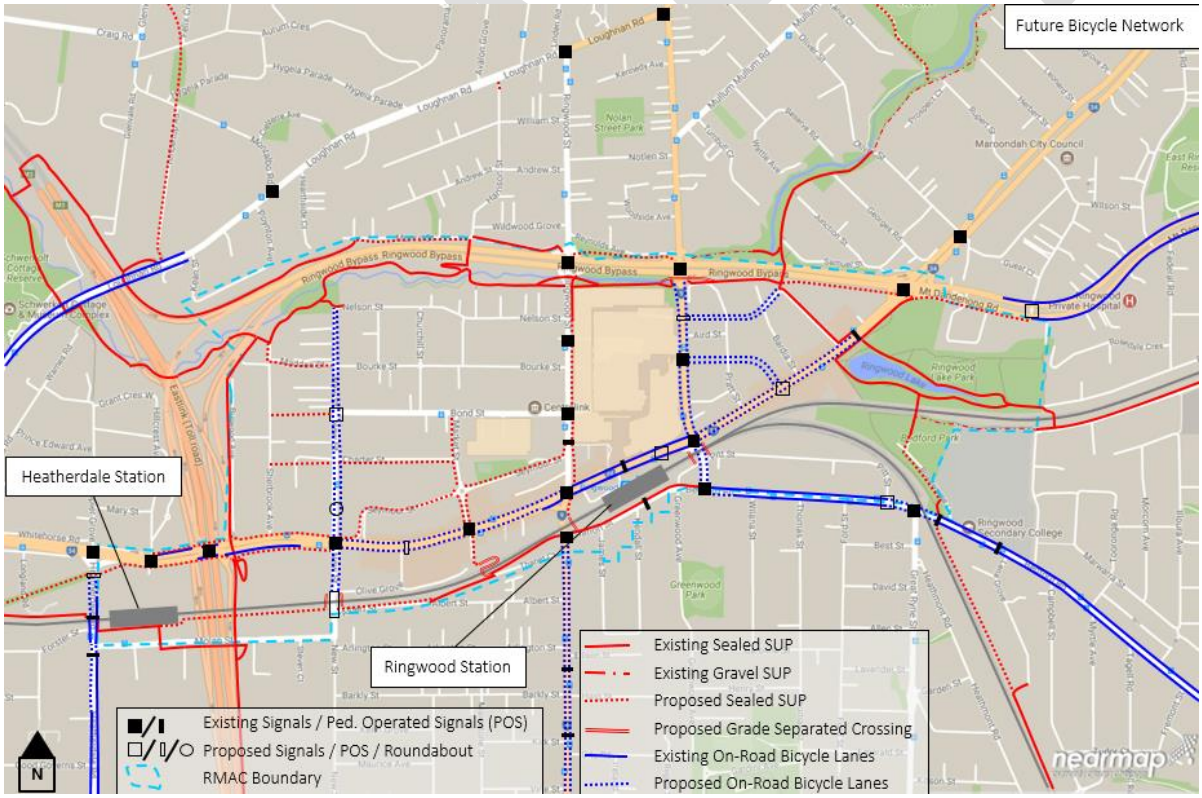


Figure 14: Future Bicycle Network (O'Brien Traffic)

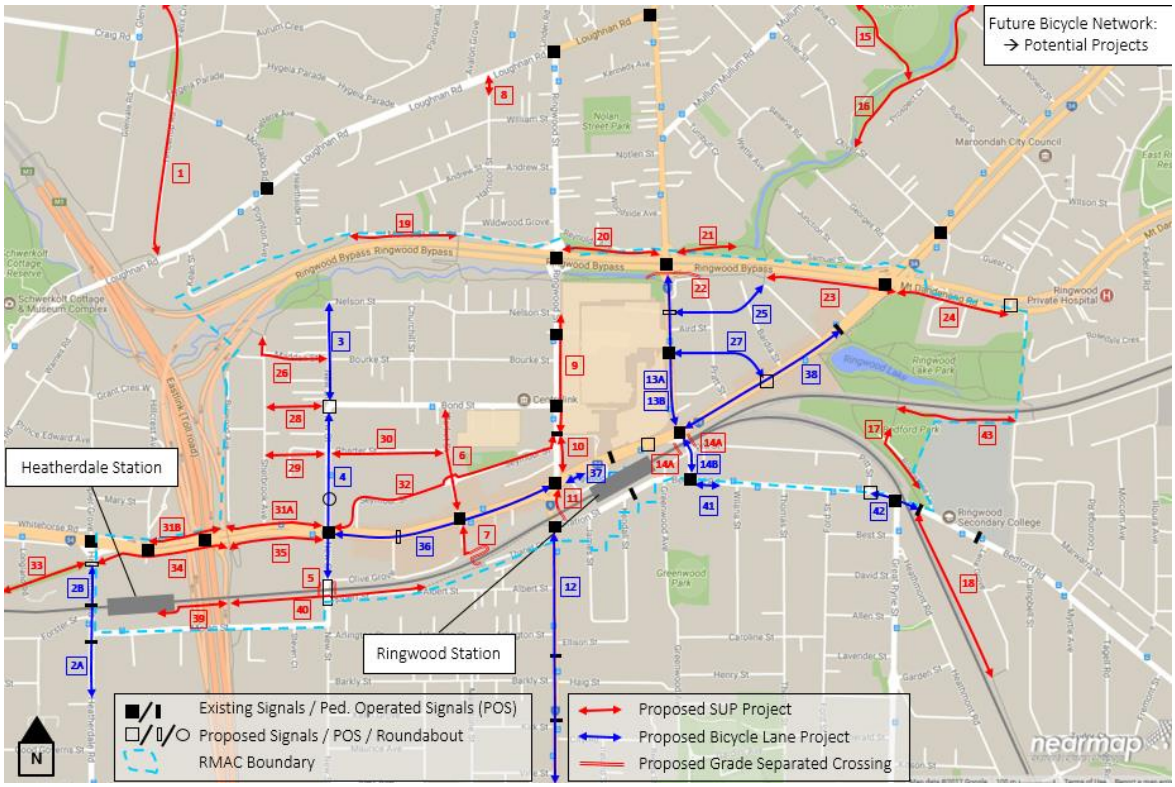


Figure 15: Future Bicycle Network – Potential Projects (O'Brien Traffic)

The recommended pedestrian network improvement actions include:

- Develop or facilitate and review designs for the proposed pedestrian network improvement items (refer to Figure 16) including consideration of width, cyclist use and possible conflict, frontage activation, crossing point arrangements, streetscaping and landscaping.
- Undertake stakeholder consultation with respect to the proposed improvement items – particularly owners of adjacent land – as soon as possible.
- Expedite the provision of new POS crossings and intersections (eg traffic signals and roundabouts) with new or improved pedestrian crossing facilities, endeavouring in each case to minimise pedestrian delay and maximise safety and responsiveness to pedestrian demand.
- Pursue the early completion of missing footpaths on existing streets via the DCP, but delay the Pratt Street works until the adjacent site redevelopments occur.
- Ensure that suitable pedestrian facilities (pathways, crossings and intersections) are incorporated into new roadway (eg in the Eastern Gateway Precinct) and other upgraded roadways (eg Maroondah Highway boulevard extensions).

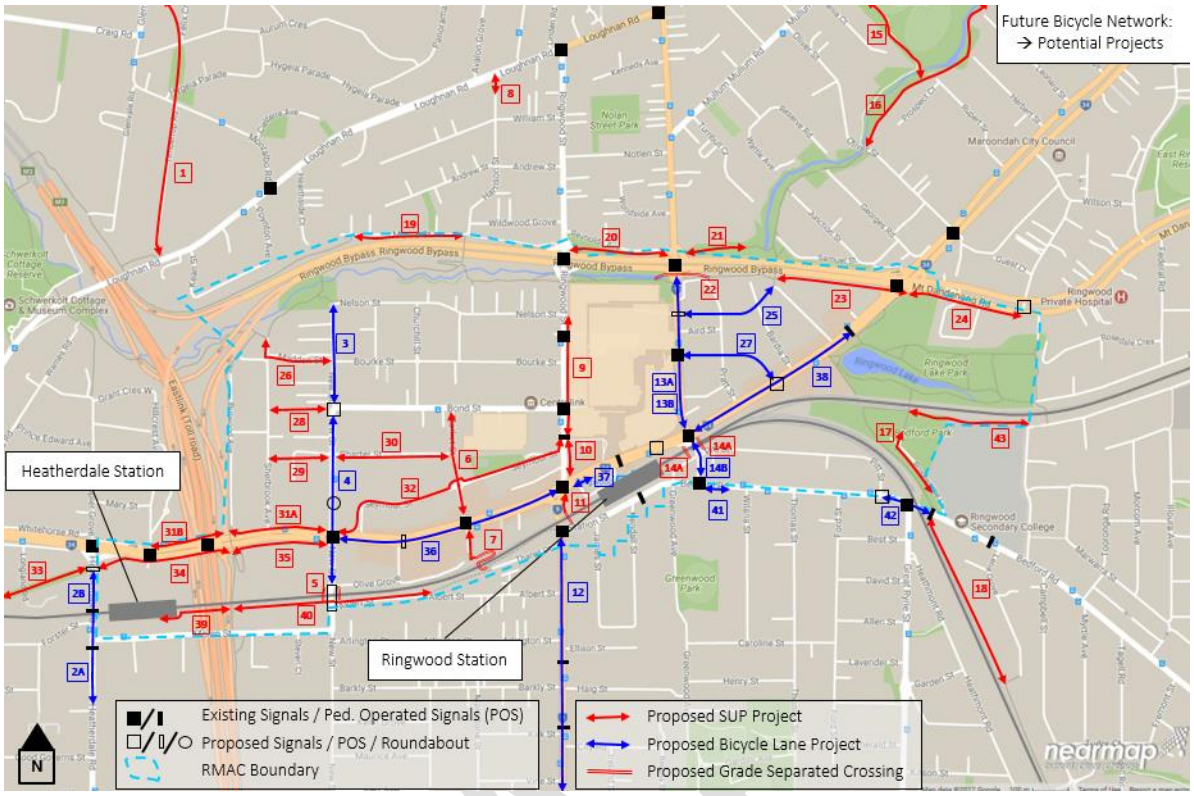


Figure 16: Future Pedestrian Network Improvements (Traffic O'Brien)

- Ensure that new SUP routes include the features necessary to ensure a high level of pedestrian amenity even if the drivers for the route are cycling considerations and while the path may lie outside Ringwood MAC.
- Explicitly consider land requirements for pedestrian facilities when considering development applications along the identified routes to avoid missing opportunities to provide appropriate pedestrian facilities.
- Pursue new pedestrian links through developments on an opportunistic basis using the development application and approvals process to reach negotiated outcomes with developers (as per the process for the proposed connection from Bourke Street to Nelson Street near Ringwood Street).
- Obtain property line setbacks where possible to widen footpaths and/or provide SUP on Market Street, Ringwood Street (west side north of Seymour Street), Ringwood Street (east side between the POS and Maroondah Highway), Bond Street (near Ringwood Street), New Street (west side between Maroondah Highway and Albert Street) from developments and – where possible – include the construction of the widened footpath in the development works.
- Seek to implement pedestrian route widenings as soon as space becomes available noting that discontinuous width increases are generally more useful to pedestrians than cyclists.

- Include adjustments to pedestrian facilities along footpaths being widened or paved to accommodate a SUP route, which will occur largely driven by bicycle considerations.

- In generating, reviewing or approving designs for SUP in Ringwood MAC, seek to maximise pedestrian separation from cyclists and/or total SUP width at new grade separated road or rail crossings and on SUP routes in busy areas to reduce unnecessary conflicts.

- Identify which recommended items can be funded directly through a DCP, attached to a redevelopment project or require external funding sources.

- Advocate and seek external funding for the proposed grade separated crossings of roadways and railways and other items that would most likely not be covered by a DCP (due to the costs and importance of the crossings in supporting State level land use goals). Pedestrian priority for the grade separated facilities is different to the bicycle priorities – with the improvements on either side of Ringwood Station the most important for pedestrians.

The recommended bus network improvement actions include:

- Maintain the westbound bus jump lane on Maroondah Highway at the Mt Dandenong Road signals even if the intersection is upgraded to enhance the capacity of Ringwood Bypass;

- Seek changes to the access at the Ringwood Station bus interchange;

- Seek changes to the bus approach and departure paths and associated stop locations within Ringwood MAC – typically requires interchange access changes;

- Seek changes to simplify existing bus route paths outside of Ringwood MAC to improve travel times;

- Seek increased bus frequencies on existing routes;

- Seek funding to through–route buses along Maroondah Highway to link the east and west parts of Ringwood MAC together;

- Evaluate options for a local Ringwood MAC area circulator bus to improve local access to Ringwood MAC by bus;

- Include consideration of bus stop relocations and enhancements and provision of bus jump lanes and traffic signal phase extensions by buses in the design process for the Maroondah Highway boulevard treatment extensions and the ‘boulevard transition area’ near EastLink; and

- Exclude consideration of continuous bus lanes from the Maroondah Highway boulevard treatment extension and from potential upgrades of other Ringwood MAC streets.

Key Aim 6 Maintaining acceptable functionality after external major network changes are implemented.

The key recommendations with respect to external transport network changes include:

- To advocate for external transport projects that should have neutral or positive impacts on Ringwood MAC transport network and assist in achieving the goals of Ringwood MAC Masterplan such as:
    - The Northern Arterial;
    - Increased train frequencies;
    - Additional major commuter car parking facilities at stations outside Ringwood MAC;
    - Increased bus frequencies;
    - Possible provision of new 'fast' regional bus routes; and
    - Regional bicycle network improvements
- To advocate for external projects that are likely to have a mostly positive impact on Ringwood MAC transport network and assist in achieving the goals of Ringwood MAC Masterplan such as:
    - A Ringwood 'Southern Bypass' using the Healesville Freeway corridor;
- To seek the release of additional information with respect to the preferred Option A proposal and its impacts in the vicinity of Ringwood MAC including;
    - Clarifications as to the proposed improvements on the Eastern Freeway in the North East Link project as the publicly available information suggests certain improvements without clearly indicating the proposed layout adjustments;
    - Clarification as to the nature, frequency, impacts and exact locations of the existing flow breakdowns that are acknowledged to impact on the EastLink tunnels;
    - An opportunity to review the microsimulation models to understand how the proposed mitigations will resolve or address the anticipated congestion issues;
    - To obtain the full range of outputs from the microsimulation and strategic modelling outputs and reports to enable evaluation of the results in the vicinity of Ringwood MAC including existing conditions base modelling, anticipated absolute growth from current traffic demands rather than presentation of differences between future scenarios, clarification of future included projects, etc.
- To advocate for a series of early actions with respect to the proposed North East Link including to:

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- Have refinements made to the modelling undertaken for the North East Link to reflect the anticipated future land use and road network changes in the vicinity of Ringwood MAC – including updates to reflect changes already made in 2017 such as the closure of Plaza Centre Way and the reduction of Maroondah Highway capacity opposite Ringwood Station;

- Undertake liaison with the North East Link Authority, Connect East, VicRoads and the City of Whitehorse with respect to the impacts and possible long-term resolution of issues associated with the North East Link – even if Ringwood MAC area mitigations are not included in the North East Link project;

- To accelerate the development and testing of a range of mitigations to address the likely capacity, safety and operations issues potentially associated with the preferred Option A route for the North East Link to allow to co-exist with the local land use growth, traffic diversions and network capacity changes that are part of the preferred future Ringwood MAC identified by O'Brien Traffic (Transport and Movement Priorities).



Commercial and Residential Capacity

Commercial supply

In September 2105, Jones Lang Lasalle (JLL) provided a report on the status of commercial supply within Ringwood Metropolitan Activity Centre to further understand the lull in recent investment activity and the potential future path for developing employment generating uses.

What did we learn?

JLL's analysis identified that the property investment business case for Ringwood MAC is supported by strong fundamentals, with the activity centre benefiting from:

- Planning policy support for higher order commercial and employment uses.
- Significant activity generators in Eastland Shopping Centre, Realm and Costco.
- A large and established residential base within proximity of Ringwood MAC.
- Good access to wider markets through rail and road linkages.
- Continued momentum in residential and retail development, supporting both long term and short term employment.
- Unique town centre fundamentals including an established boulevard, diverse range of uses, walkable areas and other strong urban design fundamentals.

What can the Masterplan do to address the findings?

- Ensure planning supports traditional office space being centralised in Ringwood, maximising the amenity and also providing a catalyst for sending a positive message to the investor/business market.
- Attract a TAFE/university or multiple small education providers to diversity the daily population.
- Any opportunity to include specific industries such as hospitals and universities can materially influence the demand for occupiers. Such occupiers provide the location with 'identity' which encourages clustering.
- While Ringwood is experiencing high levels of residential activity, this can dilute the 'office' base and can limit the opportunity to develop office stock.
- Build on the exposure to Eastlink, alignment with the established retail core of Eastland.
- Consider how small lot sizes, existing strata product, topography and existing buildings and environmental issues could be inhibitors to office development.

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- Office development is more attracted to larger lots, which are available towards the western end of the Ringwood MAC.



Capacity Analysis

SGS Economics & Planning undertook a Commercial & Residential Capacity Analysis (March 2018). This work aimed to assess the appropriateness of draft planning controls for Ringwood MAC, to inform this Masterplan. SGS assessed the capacity for residential and commercial development in Ringwood MAC under these draft planning controls under two scenarios, and compared this to forecast commercial floorspace and dwelling demand.

Benchmarking analysis was also undertaken to compare floorspace mix in Ringwood MAC with other significant activity centres.

The key questions this study aimed to answer were:

- Do the draft controls allow for adequate capacity for commercial, retail and residential growth in Ringwood MAC?
- What is an appropriate mix of residential and commercial land use?

What did we learn?

Commercial floorspace demand

Land use types, totals for commercial floorspace demand were calculated as seen below.

TABLE 1: COMMERCIAL FLOORSPACE DEMAND BY LAND USE TYPE, RINGWOOD MAC (2016 AND 2036)

Land use type	Floorspace demand (sqm)		
	2016	*2036*	*Growth 2016-36*
Commercial	69,500	88,500	19,000
Retail	232,100	235,900	3,800
Construction	14,200	14,700	500
Industrial	173,500	176,300	2,800
Institutional	45,400	70,900	25,500
Total	**534,700**	**586,300**	**51,600**

Source: SGS Economics and Planning, 2018

Total commercial floorspace demand in 2036 is anticipated to be 586,300 sqm in gross floor area (GFA) across Ringwood MAC. This represents an additional 51,600 sqm from 2016 commercial floorspace demands levels.

Residential dwelling demand

Demand for residential floorspace was derived from Forecast.id dwelling forecasts. This is summarised below.

TABLE 2: POPULATION FORECASTS AND DWELLING DEMAND, RINGWOOD MAC (2016 AND 2036)

	2016	2036	Growth 2016-36
Population	1,870	4,910	3,050
Households	930	2,320	1,390
Average household size	1.99	2.11	2.12
Dwellings	**970**	**2,420**	**1,450**

Source: SGS, 2018 from Forecast.id, 2018

Total dwelling demand in 2036 in Ringwood MAC is 2,417 dwellings, an increase of 1,446 dwellings from 2016. However, it is important to note in 2016, there were 245 dwellings approved for development in Ringwood MAC and by 2018, there were 1,213 dwellings approved for development. This highlights how rapidly the environment has changed over the last 2 years in Ringwood MAC. While approvals do not always directly translate to new dwellings, it does indicate that demand for new dwellings will likely exceed those forecast by Forecast.id. The extent and timing is difficult to quantify at this stage, however forecasts will need to be updated to reflect this shift in the market.

Capacity analysis

SGS assessed the capacity for residential and commercial development in the Ringwood MAC under draft planning controls. Capacity was then compared to forecast demand.

To determine capacity the amount of available land was first assessed. Available land represents all land that has the potential to generate additional housing or commercial supply for Ringwood MAC. This does not mean that it is necessarily feasible or that property owners are ready or willing to develop the sites that are identified as available Typically only a small portion of available lots are likely to be developed in any one year.

Two scenarios were tested to understand the impact on capacity and use mix of enforcing higher minimum commercial floorspace quotas across precincts.

- In the high commercial capacity scenario, it is assumed that zoning controls would regulate for a greater proportion of commercial floorspace, with a lower level of residential floorspace capacity.
- In the low commercial capacity scenario, it is assumed that zoning controls would regulate for a lower proportion of commercial floorspace, with a higher level of residential floorspace capacity.

Capacity for growth

Comparison of the results from the demand and yield analyses reveal that Ringwood MAC has ample capacity to accommodate growth over the next twenty years under both scenarios.

TABLE 3: COMPARISON OF DEMAND AND CAPACITY ANALYSES OF RINGWOOD MAC

	Commercial (GFA, sq. m '000)			Residential (dwellings)		
	Demand 2016-36	Net capacity	Remaining capacity at 2036	Demand 2016-36	Net capacity	Remaining capacity at 2036
High commercial scenario (1)	51,600	1,146,000	1,094,400	1,450	10,590	9,140
Low commercial scenario (2)	51,600	558,300	506,700	1,450	14,890	13,440

What can the Masterplan do to address the findings?

There is a need to ensure a balanced land use mix in Ringwood MAC in coming years to promote future liveability and sustainability.

As the only location in Maroondah containing Residential Growth Zone, Ringwood MAC is expected to accommodate a significant proportion of the residential growth forecast for the municipality as a whole. At the same time it will be important to ensure that sufficient land is set aside for uses that are integral to the sustainable functioning of a metropolitan activity centre. These include commercial, retail, health, recreation, education and leisure uses, as well as community services and facilities.

The high level of capacity created through the concept plan and the recent significant investment in the public realm in Ringwood MAC provides Council with the opportunity to emphasise the value of urban design. Strong urban design codes are possible with this amount of capacity and can leverage the existing high quality public realm core that has been developed within the activity centre.

The newly renewed public realm coupled with the presence of a strong retail core in redeveloped Eastland means that the activity centre is anticipated to become increasingly attractive for both commercial and residential development.

Recent development activity in Ringwood MAC indicates that investment in the public realm has been a success. Maroondah City Council is well placed to build on this.

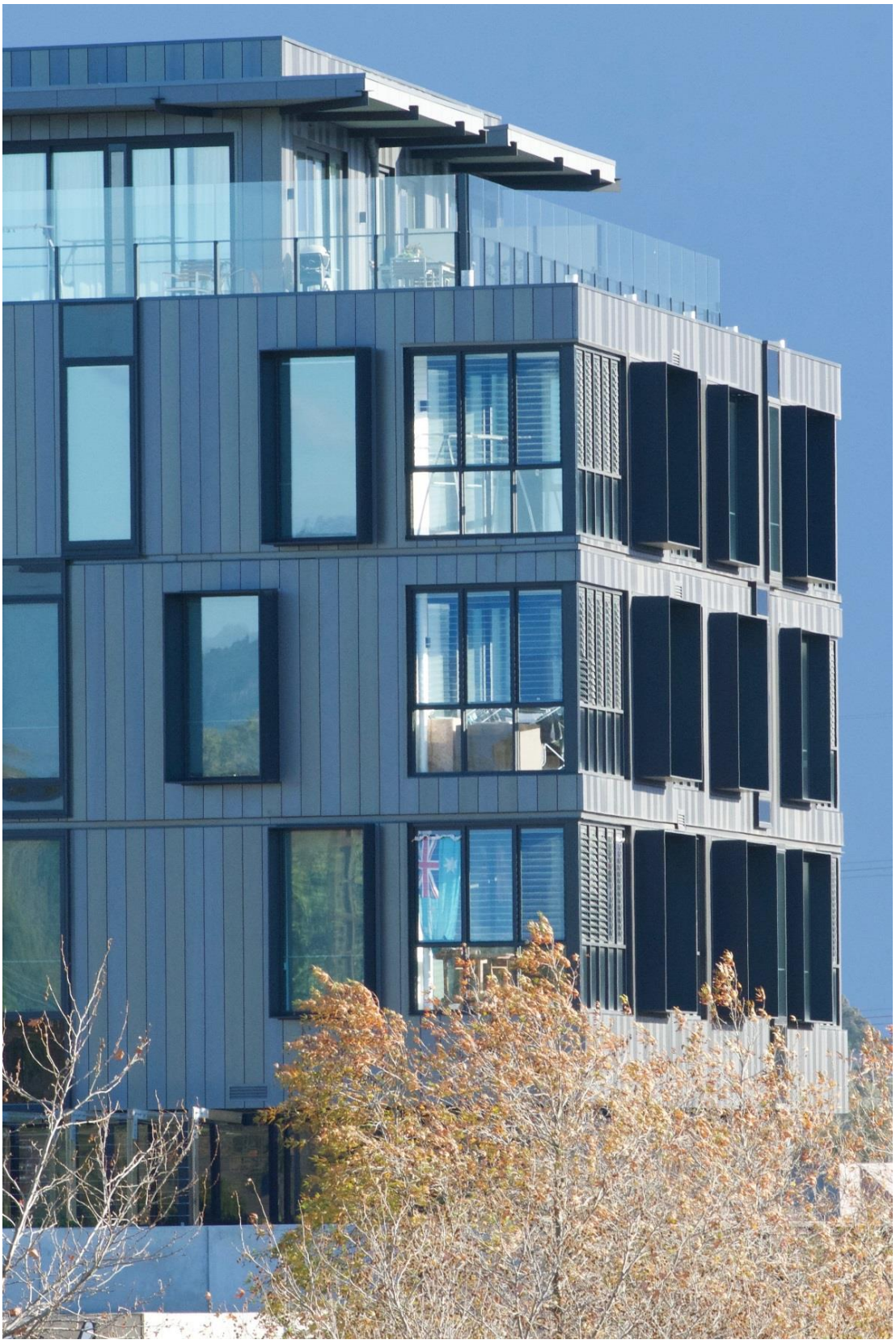
The two scenarios outlined in the report provide a baseline, or a minimum for commercial development. Given there is ample residential and commercial capacity under both scenarios, Council has the ability to promote higher levels of commercial activity while still allowing for residential development to occur.

When Ringwood MAC is compared with other areas, such as Box Hill, it has less growth forecast, despite covering a significantly larger area. Unlike Ringwood, Box Hill is home to several key institutions, including Box Hill Hospital, Epworth Eastern Hospital, and Box Hill Institute. These institutions generate a large amount of employment, and there is anticipated to be significant growth in demand for health and education services in the future. These institutions also tend to attract complimentary services such as retail to service staff, students and visitors. This represents another opportunity for Council to tailor development in Ringwood MAC to ensure the most desirable outcome for current and future residents and workers.



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Chapter 3 - Ringwood Metropolitan Activity Centre Masterplan



What is a Masterplan?

A masterplan aspires to create a framework to enable the delivery of a centre that has a diverse and well-connected communities that are rich in local jobs, transport, services, culture and affordable housing. Protecting valuable natural and historical features, as well as using land more efficiently, are also important factors of masterplans.

Masterplans set out a blueprint for balanced development and investment that will occur over many years.

What are the Opportunities

The Ringwood MAC is supported by strong fundamentals, benefiting from:

- Planning policy support for higher order commercial and employment uses;
- Significant activity generators in Eastland Shopping Centre, Realm and Costco;
- A large and established residential base within proximity of the centre;
- Continued momentum in residential and retail development, supporting both long and short term employment;
- Unique town centre fundamentals including an established boulevard, diverse range of uses, walkable areas and other strong urban design fundamentals.

The planning controls for Ringwood MAC have been effective enabling an increase in housing development. The drivers for apartment development include transport links, infrastructure, established housing prices and improved amenity, consistent with *Plan Melbourne*. There is a growing demand for apartments in Ringwood MAC.

The high level of capacity created through the significant investment in the public realm (Realm and the Town Square, Train Station Interchange) provides Council with the opportunity to emphasise the value of urban design. Strong urban design codes are possible with this amount of capacity and can leverage the existing high quality public realm core that has been developed within Ringwood MAC.

The strong public realm and presence of a strong retail core, means that Ringwood MAC is increasingly attractive for both commercial and residential development.

This Masterplan does not seek to make changes to the current land use patterns within Ringwood MAC. Rather to enhance and improve the existing planning controls to continue to encourage development within Ringwood MAC.

Our Vision

A vision for the Ringwood Metropolitan Activity Centre Masterplan;

Ringwood is the major urban destination in Melbourne's outer east. It will contain a vibrant city centre, with an active local economy and contemporary lifestyle options. The vibrant centre boasts integrated and sustainable retail, commercial, leisure, civic and residential activities set in a natural landscape connected through an advanced road and rail network.



Our Key Principles

The key principles seek to:

- Reinforce Ringwood MAC as the principal retail, commercial, community, entertainment and employment focal point of the region.
- Define Ringwood MAC as the most convenient, safe, accessible place in the region.
- Enhance the natural environmental features of Ringwood MAC to distinguish it from other suburban activity centres.
- Establish a true mixed use Centre that promotes high quality urban design.
- Create high quality public spaces that provide for a safe and convenient pedestrian and cyclist environment.
- Provide the infrastructure needed to support the increased number of residents, workers and visitors, and mechanisms to fund future infrastructure.



Strategic Framework

1. A thriving community

What the evidence says

Predominant land use zones in Ringwood MAC are the Commercial 1 Zone and Residential Growth Zone.

Residential land use within Ringwood MAC represent higher density forms of housing that is entering the market at affordable prices. Typically, people moving into Ringwood MAC are young professionals, who are leaving the family home within Maroondah, or an ageing cohort who are downgrading from the family home. The benefits to the Maroondah community enabling people to stay local to their family connections and close to familiar services.

When looking at the residential land use of Centre, 98% of development is apartments.

At a Metropolitan scale, there is choice and diversity of housing stock across a range of sub-regional and local areas. It is this diversity that helps provide accessible housing choices to the general populace. As we look at progressively smaller areas (sub-regional and local government), the risk of reduced effective housing choices grows and a conscious policy response to increase the diversity of housing options is crucial in catering for ongoing demand.

The Masterplan acknowledges the importance of affordable housing within Maroondah, the two bedroom apartment housing typology found within Ringwood MAC does exactly that. Locating high density housing within a Metropolitan Centre is supported in State Governments blue print, *Plan Melbourne* and is supporting by existing Planning Policy within the Maroondah Planning Scheme.

The challenge for Ringwood MAC, however, is to provide more diversified housing stock within the centre itself, with the aim to attract a broader demographic into Ringwood MAC.

What the community told us

People are generally very positive about their interactions with the land uses, in particular transport; community facilities and services; and shops.

There is a desire to see more education facilities, cafes and restaurants that are family friendly, green spaces, community gardens, public art and to protect heritage.

People who work in Ringwood MAC, like working there as they consider it to be a vibrant and dynamic place to conduct business. There is the desire to continue the wide variety of uses.

People living in Ringwood MAC are positive about their lifestyle choice. They love the mix of facilities and services that are accessible to get to. Identifying the importance to continue the intensification of growth to allow for a greater mix of uses in Ringwood MAC, however this needs to be balanced to ensure there is open space and green in the public realm.

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People living in apartments identified the trend for larger sized apartment, not just two bedroom apartments.

Objective

1.1 To enhance Ringwood MAC as a ‘place to be’.

1.2 To encourage a mix of housing typologies for residential development.

1.3 To provide housing that is diverse and affordable.

1.4 To ensure a balanced land use mix in Ringwood MAC to promote future liveability and sustainability.

1.5 To ensure well designed quality buildings are constructed that respond to the preferred character of Ringwood’s precincts.

1.6 To ensure that sufficient land is set aside for land uses that are integral to the sustainable functioning of a metropolitan activity centre.

Strategy

Continue to have planning policy that encourages apartment development.

Investigate way to ensure diversity of housing stock within Ringwood MAC that provides housing diversity to cater for a broader demographic.



2. An attractive and well built community

What the evidence says

The built form in Ringwood MAC is generally described as (refer to Figure 17):

- Low to mid rise (up to 5 storey) in the north western residential precinct;
- Taller to mid rise (up to 8 storey) along Maroondah Highway and north eastern residential precinct;
- Lower scale industrial forms in the south west;
- Low rise commercial forms along Ringwood Street; and
- Taller mid rise development of retail core at and around Eastland.

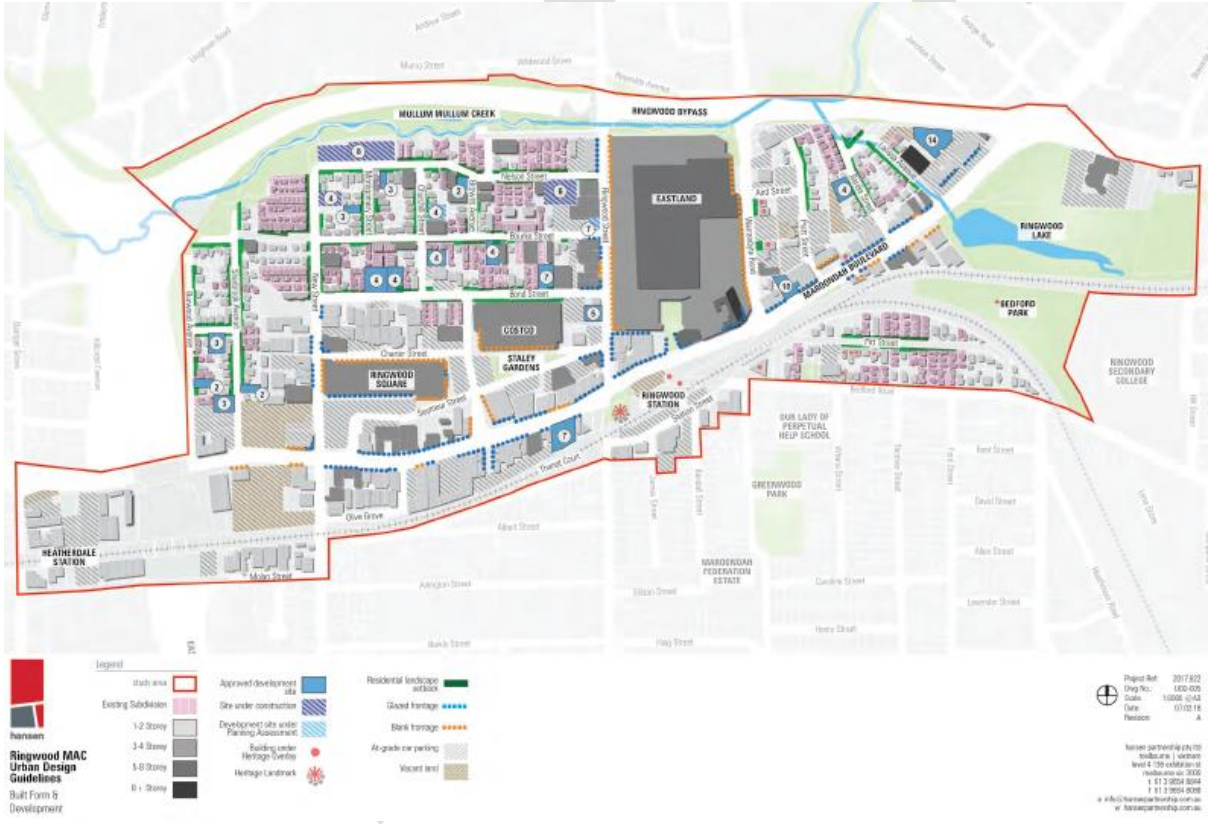


Figure 17: Built form of Ringwood MAC (Hansen partnership)

Maroondah Highway has a general built form character of traditional single and double storey 'boxed forms comprising a mix of retail and commercial uses. These forms present an opportunity for renewal and change.

Large format ‘big box’ forms typically contain multiple and long expanses of blank interfaces at the ground level. These large shed-type structures occupy large sites which in the future could feasibility be occupied by other forms with greater permeability and ground level activation.

In relation to the historical development of Ringwood MAC, the original Ringwood village emerged in the mid-19th Century, and flourished as a result of the extension of the railway line from Melbourne to Lilydale through both Ringwood and Croydon in 1882. Township development increased following the post-war period and the City of Ringwood was declared in 1960. A major new retail centre was established with the erection of Eastland in 1967. The heritage Clocktower and Firehouse Café provide significant landmarks for Ringwood MAC.

Heritage sites within Ringwood MAC are reminders of the townships early development and have the potential to direct development and guide built form outcomes. The redevelopment of the former Ringwood Fire Station and the Ringwood Railway Station are examples of how these buildings have been successfully repurposed.

The Mullum Mullum Creek is an area of Aboriginal Cultural Heritage Sensitivity. The Aboriginal Heritage Act 2006 requires that a Cultural Heritage Management Plan (CHMP) is produced if culturally sensitive land is to be subject to a high impact activity. Redevelopment of land adjoining the Creek may result in the need for a CHMP to be undertaken.

The heritage buildings and places identified in the Maroondah Planning Scheme require specific consideration in the design and development of land adjoining these places. The connection of these heritage items and their ongoing relationship in the context of new development in the MAC requires consideration through specific design provisions and built form outcomes. Opportunities to review individual heritage significance or to integrate/adapt these historic places into the future public realm, that may include the use of curtilage areas for public open space or as future development sites, needs to be explored in practical terms.

What the community told us

There is a clear preference for urban design in a public setting, such as; Clocktower Park, Firehouse Café, Realm and the Ringwood Town Square. This public realm urban design is a mix of old and new built form, highlighting the value of Ringwood’s Heritage as well as the appreciation of contemporary built form.

The most favourite apartments are those which have higher quality urban design and the quality of development is generally higher.

People living in Ringwood MAC place a high value on the vegetation within the Centre, making it a unique place to live. The lifestyle of apartment living located in a natural setting, with great connections to Mullum Mullum Creek. The increasing height and built form is appreciated as it generates an increased amenity in the streets. Yet this development needs to be balanced to continue the unique green landscape and larger canopy trees in the Centre.

Objective

2.1 To encourage built form that is active and pedestrian interfaces along main roads.

2.2 To ensure high quality urban design that embraces the natural setting of Ringwood MAC.

2.3 To continue to protect and promote the historical features of Ringwood MAC.

2.4 To develop strong urban design codes that leverage the high quality public realm core.

Strategy

Prepare a planning scheme amendment to implement urban design guidelines that create an attractive and well built community.



3. An accessible and connected community

What the evidence says

With the population continuing to increase, it is important to ensure Ringwood MAC will function with an increase in transport and movement.

The Centre is currently being accessed predominately by private vehicle, which is causing some capacity constraints. Access to and within Ringwood MAC for private vehicles is generally well defined, however there are some areas which have limited vehicle movement.

Patronage at both Ringwood Station and Heatherdale Station is stable, with Heatherdale Station mainly being used for 'city commuting'. Ringwood station providing transport for a diverse range of needs. The majority of trips to the train stations are made by car, even though they are accessible by foot.

There is a dense coverage of buses north of Ringwood MAC, while cover to the east and west is low. Similarly, the area within and immediately adjacent to Ringwood MAC is well covered by bus.

Commuter cycling is very low in Ringwood MAC, with limited on-street cycle priority. However, evidence indicates that cycling for recreational or social purposes on off-street paths is high.

Pedestrian movements are highest around Ringwood Station and Eastland, however in some other locations there are limited crossing points and inadequate footpaths.

The key principles for Ringwood MAC relating to an accessible and connected community are:

1. Enhancing Ringwood MAC as a 'place to be';
2. Accommodating travel demand from forecast land use changes;
3. Keeping through traffic out of Ringwood MAC as much as possible;
4. Extending the Maroondah Highway 'boulevard treatment' to the east and west'
5. Enhancing the attractiveness of bicycles, walking and public transport for access to, from and within Ringwood MAC; and
6. Maintaining acceptable functionality after external major network changes are implemented.

The drivers of future transportation change in and around Ringwood MAC will include:

- Land use changes in Ringwood MAC;
- External travel demand growth and change; and
- External transport network changes.

Future changes to transport and movement within Ringwood MAC should recognise that almost all movements into and out from the Centre need to pass through one of 7 ‘all-mode’ gateways. These are key intersections and/or rail crossings. Maximising the utilisation of these gateways is critical for Ringwood MAC to support the intensification that is desired.

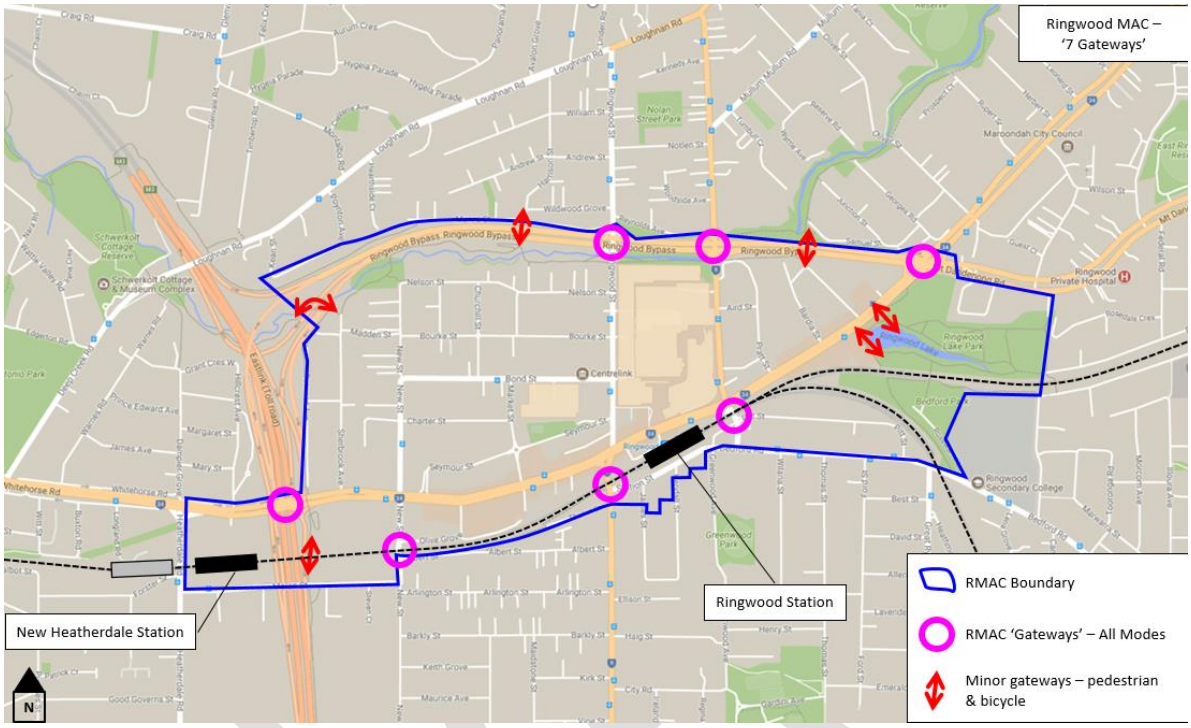


Figure 18: 7 Gateways of Ringwood MAC (O’Brien Traffic)

What the community told us

The vision exercise asked the community to use three words to describe their vision for Ringwood MAC. Walkable was the second most common word used, indicating the importance of being able to walk within the Centre, feeling safe and comfortable in doing so. Walkable is also important for those living outside of Ringwood MAC and being able to easily access the facilities and services provided within the Centre.

Bike friendly was the third most common word used, the importance of access and inclusion to Ringwood MAC and ease of movement within is also strengthened with the fourth most common word being transit oriented.

People living in Ringwood MAC who have downsized, have also reduced the number of car’s they own. Highlighting the importance of walking and cycling in Ringwood MAC.

Objective

3.1 To provide a more fine graded pedestrian path network with wider footpaths and additional pedestrian crossings that provide pedestrian priority.

3.2 To continue to improve transport links, infrastructure and amenity.

3.3 To encourage a greater modal shift to sustainable transport, improvements for trips to, from and within Ringwood MAC that focus on off-road bike paths; dedicated bike or pathways; and addressing the issues associated with car parking.

3.4 To reduce unnecessary 'through' traffic through Ringwood MAC.

3.5 To enhance bicycle paths and end-of-trip facilities.

3.6 To encourage the principles of the Safer Design Guidelines that encourage eyes on the street, such as improved street lighting and improved street frontages.

3.7 To extend the Maroondah Highway 'boulevard treatment' to the east and west of Ringwood MAC.

3.8 To ensure Ringwood MAC continues to function after external major network changes are implemented

Strategy

Prepare a car parking strategy that addresses issues such as on-street parking; commuter parking; existing uses with insufficient on-site car parking and to inform a Parking Overlay.

Investigate reducing vehicle speeds adjacent to land uses that provide active frontages.

Review the location of bike parking facilities to ensure they are in the most appropriate location.

Release road capacity for additional Ringwood MAC generated trips to encourage as many new and existing trips to occur via walking, cycling or public transport.

Release road capacity for improvement for urban realm, pedestrians, cyclists, buses, car parking and local traffic access.

Diversion of through traffic to release capacity along Maroondah Highway and the 7 Gateways.

Update and develop the future bicycle, pedestrian and bus network for Ringwood MAC.

Advocate for internal and external transport projects to have a neutral or positive impact on Ringwood MAC transport network.

4. A clean, green and sustainable community

What the evidence says

The Maroondah Carbon Neutral Strategy was adopted by Council in 2015. It provides principles and actions for carbon management that maps a path to carbon neutrality. It supports energy reductions and offsetting growth in greenhouse gas emissions to create a future where Council operations and services are delivered with a reduced carbon impact.

Adopted by Council in 2016, the Maroondah Sustainability Strategy encompasses important key directions and implementation strategies, which are built around five key focus areas:

1. Climate Change, Energy Efficiency and Transport
2. Green Assets and Water
3. Engagement, Partnerships and Communication
4. Governance, Evaluation and Improvement
5. Funding, Resourcing and Opportunities.

The main focus is to mainstream sustainability principles, and embed sustainability into everything that we do.



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The Water Sensitive City Strategy outlines Council's vision for a Water Sensitive Maroondah, with healthy waterways, resilient neighbourhoods, greener public spaces and water conscious communities. Council is responsible for local stormwater drains that collect rainwater from our roads, roofs and paved areas. Council is introducing new techniques to manage stormwater by filtering it before it reaches local waterways and providing storage areas that will help to reduce the risk of flooding.

The treed and landscaped environment that Maroondah is known for plays a significant role in the character of the MAC. Established vegetation in the form of both street trees and landscaped yards, define the desired public realm. Maintaining landscape connections including canopy trees that provide links to Mullum Mullum Creek and the broader Loughnan Warranwood Ridge, is also a key consideration to the form of future development and its setting.

Sustainable Design Assessment in the Planning Process (SDAPP) was developed by the Council Alliance for a Sustainable Built Environment (CASBE). It provides a framework for considering and addressing sustainability issues early in the planning application process and to encourage a consistent approach across municipalities.

Council has been implementing SDAPP since 2011 to achieve the ESD requirement for Ringwood MAC to fulfil the need to provide a built form of high quality, to address sustainability issues but also Council's leadership role in building the capacity, commitment and resilience of the community to make the area and their practices more sustainable.

What the community told us

Green is the most common word used to describe the community's vision, indicating the strong connection with vegetation, creeks, Ringwood Lake Park, open spaces and parks.

There is overwhelming importance on parks and paths; and waterways and environment corridors. This is supported by the feedback on the community vision as well as the community workshops held with residents living in Ringwood MAC.

Objective

4.1 To reduce the environmental impact of the built form and provide other benefits such as increased occupant comfort and reduced operating costs.

4.2 To encourage the consideration of sustainable design as early as possible in built form design development to ensure Environmentally Sustainable Design (ESD) is optimised at the pre-planning phase.

4.3 To enhance existing open space and connections to these spaces.

Strategy

Reducing energy use by using passive solar design.

Improving indoor environment quality by minimising Volatile Organic Chemicals (VOCs).

Minimising ozone impact by specifying no ozone depleting refrigerants or insulation.

Ensuring the ESD features of the building are working correctly through building commissioning and tuning.

Raising awareness about the ESD features and how they are best used by developing a Maintenance User Guide.

Develop best practice guidelines that provide detail about how sustainability issues are to be addressed and sediment control for development for Ringwood MAC.

Develop an Open Space Strategy for Ringwood MAC to develop ways to enhance existing open space and connections.



5. A prosperous community

What the evidence says

The property investment business case for Ringwood is supported by the strong fundamentals that were introduced as part of the 2004 Ringwood Masterplan. This Masterplan needs to build on those fundamentals to ensure the centre thrives economically.

Retail floor space, represents the largest commercial land use type in Ringwood MAC. There is still significant amount of industrial uses, which is a valued and essential use. owever, these uses may relocate out of Ringwood MAC as land values increase and more commercial and mixed uses are attracted to the Centre.

Whilst there are significant commercial and office uses in Ringwood MAC, there is a need for more commercial employment opportunities as well as a desire for education and health facilities to be within the Centre.

The total commercial floorspace demand in 2036 is anticipated to be 586,300m^2 in gross floor area across Ringwood MAC. This represents an additional 51,600m^2 from 2016 commercial floorspace demand levels.

Demand and yield analysis reveal Ringwood MAC has ample capacity to accommodate growth to 2036. The high level of capacity and the significant investment in public realm provides the opportunity to emphasise the value of urban design.

What the community told us

Developers want to redevelop in Ringwood, yet the market isn't quite ready to invest in commercial land use.

Residential apartment development is booming and the apartment market is maturing making it a desirable place to be.

It is important to ensure there is clear planning policy and the parametres in which development can occur.

Objective

5.1 Continue to have planning policy that supports higher order commercial and employment uses.

5.2 To encourage commercial and office uses in Ringwood MAC.

5.3 To ensure a balanced land use mix in Ringwood MAC to promote future liveability and sustainability.

5.4 To ensure sufficient land is set aside for uses that are integral to the sustainable function of a Metropolitan Centre.

5.5 To attract a TAFE/university or multiple small education providers to diversify the daily population.

5.6 To ensure the high levels of residential activity doesn't dilutes the office base or limit the opportunity to develop office stock.

5.7 To encourage mixed use development in commercial areas along Maroondah Highway that includes commercial and residential land use.

Strategy

Ensure planning supports employment and office space being centralised in Ringwood, maximising the amenity and also providing a catalyst for sending a positive message to the investor/business market.

Increase heights for built form to ensure commercial and office development is economically viable.

Investigate opportunities to include specific industries such as hospitals and universities that can materially influence the demand for occupiers.

Build on the alignment with the established retail core of Eastland.

Office development to be located on larger lots towards the western end of Ringwood MAC.

Build on the existing commercial, retail, health, recreation, education and leisure uses, as well as community services and facilities to ensure a liveable and sustainable community.

Build on the exposure to Eastlink.



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Urban Design Guidelines

Urban design guidelines provide preferred standards for building heights and setbacks that relate to each precinct and guide development to meet the objectives and guidelines. This section of the Masterplan focuses on desired urban design outcomes for the Ringwood Metropolitan Activity Centre.

Hansen partnership have prepared urban design guidelines to assist in implementing the key principles, strategies and objectives of this Masterplan.

The objectives of the Urban Design Guidelines are:

- To define the standard of urban design for Ringwood MAC that will contribute to wellbeing and liveability and ensure that future urban design is consistently high across Ringwood MAC.
- To ensure the future development of Ringwood MAC in both the public and private realm has a focus on human scale, ensuring a positive experience when interacting with any aspect of Ringwood MAC.
- To ensure the design and operation of development has positive environmental impacts.
- To provide clear strategic direction and certainty of future development outcomes to both the local community and to investors.
- To understand and respond to the unique characteristics of Ringwood MAC, the role they play, and how they function to support improved development outcomes.
- To develop precinct-based design guidelines that address *Maroondah 2040: Our Future Together* with a focus for a 'clean, green and sustainable community' and 'an attractive and thriving and well-built community'.
- To ensure the heritage values of Ringwood MAC are considered as the centre continues to grow.

Seven precincts have been identified in the Ringwood MAC Urban Design Guidelines.

Precinct 1: Ringwood Urban Centre Precinct

Precinct 2: Western Precinct

Precinct 3: North Western Precinct

Precinct 4: Eastern Precinct

Precinct 5 Pitt Street Precinct

Precinct 6: Ringwood Station Precinct

Precinct 7: Heatherdale Station Precinct

RINGWOOD MAC
URBAN DESIGN GUIDELINES
DRAFT

Prepared by **Hansen Partnership**
for **Maroondah City Council**

AUGUST 2018

urban planning | urban design | landscape architecture

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Version	A	B	C
Issue Date	11.07.2018	17.07.2018	

1.0 Introduction

1.1 Project Background

The Ringwood Metropolitan Activity Centre (Ringwood MAC) is one of Melbourne's most established commercial and retail hubs and has been subject to considerable investment in urban development and regeneration over the past two decades.

This document has been prepared for the Maroondah City Council as a basis for new urban design guidelines for the Ringwood MAC. It sets out a preferred built form framework and precinct guidelines underpinned by urban design analysis and assessment.

The Ringwood MAC Urban Design Guidelines emanate from a Council / VPA generated 'Concept Plan' and are the culmination of the following process:

1 Inception and background

Review of relevant documents including:

- Ringwood Transit City Urban Design Masterplan, Hansen Partnership (August, 2004);
- Ringwood Western Gateway Urban Design Review, Hansen Partnership (December 2007).
- Ringwood Central Activities District: Commercial Precinct Plan, Aspect Studios & Planisphere (July 2010);
- Ringwood Commercial Supply Analysis, JLL (September 2015);
- Ringwood Metropolitan Activity Centre Housing (Draft), Maroondah City Council (2016);
- Maroondah Housing Strategy, Maroondah City Council (2016);
- Ringwood Metropolitan Activity Centre: Key Issues Paper, VPA (June, 2017); and
- Ringwood MAC Transport and Movement Modelling Assessment, WSP | Parsons Brinckerhoff (July, 2017).

2 Discussion Paper

This includes a review of Council's concept plan and background information. Key issues and directions were established via urban planning and design context analyses to guide an urban design proposition.

3 Design Proposition

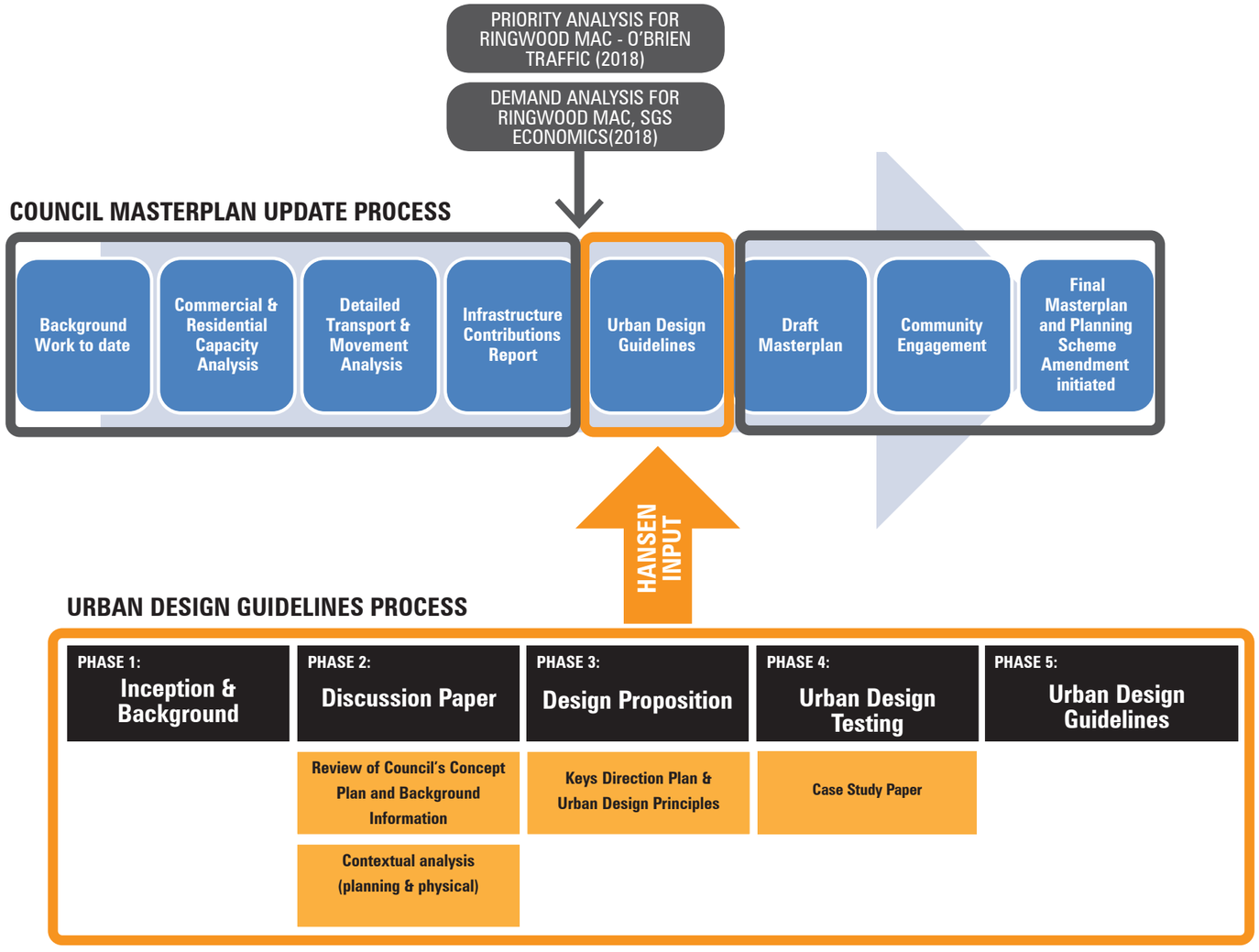
A design proposition was advanced following identification of key directions plan and urban design principles presented to the Council Working Group in May 2018.

4 Urban Design Testing

Urban Design testing of the urban design principles against Council's concept plan and their proposed heights. Further testing of a number of potential sites identified by Council for feature forms. This is summarised in the Case Study Paper.

5 Urban Design Guidelines

New urban design guidelines for the Ringwood MAC that set out "how" a new regime of developments may be realised over time with a focus on an improved public realm.



1.0 Introduction

1.2 Purpose of Urban Design Guidelines

The Urban Design Guidelines (UDG) have been prepared to assist in the realisation of Council's Ringwood MAC Masterplan Review. The document seeks to be a concise, graphic document that provides direction for the shape and organisation of development and public space within the Ringwood MAC.

Objectives of UDG's

- To provide clear strategic direction and certainty of future development outcomes to both the local community and investors.
- To understand and respond to the unique characteristics of the Ringwood MAC, the role they play and how they function to support development outcomes.
- To define the standard of urban design for the Ringwood MAC that will contribute to wellbeing and liveable and ensure that the standard of development outcomes are consistently high across the Ringwood MAC.
- To ensure the future development of the Ringwood MAC in both the public and private realm has a focus on the human scale.
- To ensure the design and operation of development contributes to positive environmental impacts for the Ringwood MAC
- To develop precinct-based design guidelines that address Maroondah's 2040 Community Vision with a focus for a clean, green and sustainable community and an attractive, thriving and well built community.

Key Inputs

The preparation of the Ringwood Urban Design Guidelines has been undertaken by a multidisciplinary team comprising Hansen Partnership (Urban Planning & Design) with support from Maroondah City Council's internal working group. In addition to those background documents identified in 1.1, further concurrent key project inputs are:

- Ringwood MAC Masterplan Update - Discussion Paper (2017) - Maroondah City Council and Victorian Planning Authority (VPA).
- Ringwood MAC Capacity Analysis (2018) - SGS Economics & Planning
- Ringwood MAC Transport & Movement Priorities (2018) - O'Brien Traffic Consultants

1.3 How to Use this Document

This document is comprised of the following components:

Updated Activity Centre Boundary

This section describes the updated Ringwood Metropolitan Activity Centre boundary and the focus area for this Urban Design Guidelines as provided by the Maroondah City Council.

Precincts

This section describes the image and capacity of defined areas of the Ringwood MAC.

Building Heights

This section describes the preferred development scale for land within the Ringwood MAC, as established by the Maroondah City Council.

Development Typology

This section describes typical development types that are encouraged on parcels within the Ringwood MAC, influenced by their designated scale.

Typical Interface Type

This section describes typical development profile at its interface with the public realm and along common boundaries.

Precinct Framework

This section describes opportunities for public realm and access & movement initiatives for each precinct.

1.4 Updated Activity Centre Boundary

The Study Area boundary comprises land associated with the Ringwood MAC generally bound to the west by Eastlink, the north by Ringwood Bypass, the east by Ringwood Lake Park and Bedford Park, and the south by Lilydale/Belgrave rail lines, including a small pocket of residential land to the south east of the Station precinct bound by Bedford Road.

The Activity Centre Boundary is informed by the Draft Concept Urban Structure Plan prepared by the VPA and Maroondah City Council. The VPA and Maroondah City Council's Concept Plan comprises several precincts with designated preferred maximum building heights and land use descriptions.

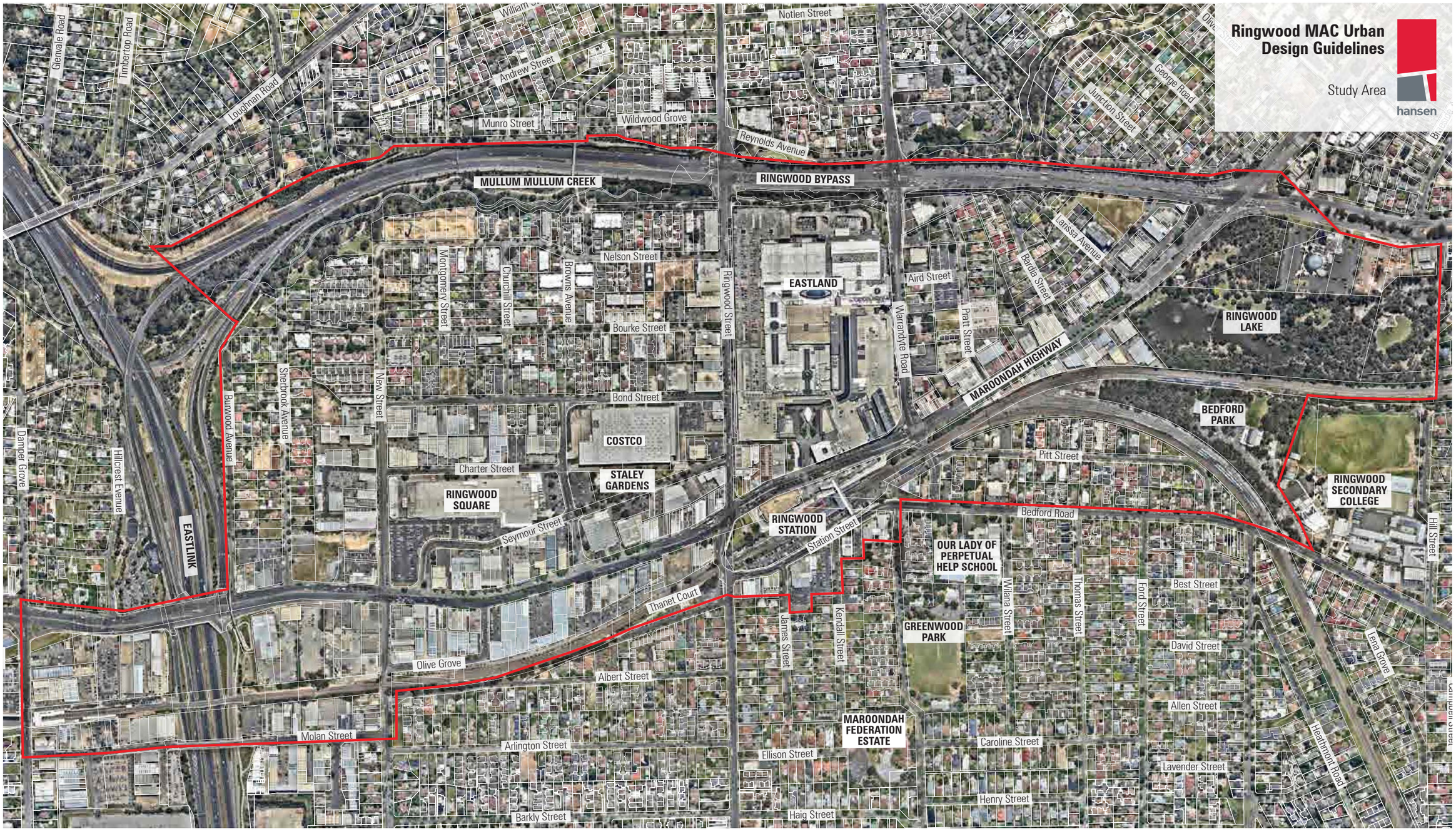


Figure 1. Study Area

LEGEND

Updated activity centre boundary

Project Ref:	2017.822
Dwg No.:	UDD-00
Scale	1:6000 @A3
Date:	07.02.18
Revision:	A

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2.0 Precincts

2.1 Precincts Definition & Precinct Ambitions

For the purpose of the Guidelines, eight precincts are identified within the Study Area (Figure 2). The following describes the image and capacity of these defined areas:

1 Ringwood Urban Centre Precinct

Precinct boundary:

Precinct 1 comprises a single urban block predominantly occupied by Eastland Shopping Centre consisting of predominantly retail uses. Other notable functions in this precinct include Ringwood Town Square composed of public open space lined with retail, and Realm (library, Council customer service centre, business resource hub and other community uses). It is an island site surrounded by major roads and Mullum Mullum Creek.

The precinct boundary is defined by:

- North: Mullum Mullum Creek Corridor
- East: Warrandyte Road
- South: Maroondah Highway
- West: Ringwood Street

Precinct Ambition:

A regional destination with a community focus offering significant public realm improvement.

Future redevelopment in Precinct 1 will support a new regime of consolidated form that represents the intense urban centre of Ringwood MAC, supported by a network of high quality pedestrian linkages, public spaces and community orientated facilities. The profile of future development will complement the important streetscape and landscape character of the MAC, and support the definition of clear 'points of demarcation' as feature forms at key junctions to assist with way-finding and a sense of arrival.

2 Western Precinct

Precinct boundary:

Precinct 2 defines the western approach into the Ringwood MAC, defined by Maroondah Highway and anchored around key junctions with Eastlink and Ringwood Street. Importantly, it also demarcates one of the critical gateways into the municipality. The precinct encompasses the Ringwood Square Shopping Centre and Costco sites as well as light industrial/ warehouse and large format retail buildings along either side of Maroondah Highway and its side streets.

The precinct boundary is defined by:

- North: Bond Street / commercial zone boundary.
- East: Ringwood Street
- South: Rail corridor
- West: Commercial boundary

Precinct Ambition:

A consolidated mid-rise precinct contributing to the boulevard character of Maroondah Highway, with revitalization opportunities on selected key sites, transitioning to the adjacent residential precinct.

The varied pattern of subdivision and built fabric to either side of Maroondah Highway will accommodate new taller contemporary form, contributing to its ambition as an attractive pedestrian-orientated boulevard. Opportunities also exist for revitalisation of selected key sites, positioned behind the Boulevard spine, influenced by their relationship to Precinct 1 and transitioning to the residential precincts to north and west.

3 North Western Precinct

Precinct boundary:

Precinct 3 is a predominantly residential area north of Bond Street and west of Ringwood Street. It comprises a mix of residential stock including single dwellings, villa units and more recent apartment development. The precinct is effectively 'land locked' and accessible by cars only within the Ringwood MAC.

The precinct boundary is defined by:

- North: Mullum Mullum Creek corridor
- East: Commercial uses fronting Ringwood Street.
- South: Bond Street and residential edges of Burwood and Sherbrook avenues.
- West: Eastlink

Precinct Ambition:

Moderate residential infill in an established landscape setting.

Urban blocks behind the commercial spine of Maroondah Highway and environmental corridor of Mullum Mullum Creek will continue to evolve as a medium density housing setting, with opportunities for more notable consolidation on larger sites. The spaciousness and landscape qualities of this sloping area is important and redevelopment will be influenced by proximity to the Mullum Mullum Creek, housing setting and the established garden setting.

2.0 Precincts

2.1 Precincts Definition & Precinct Ambitions

4 Eastern Precinct

Precinct boundary:

Precinct 4 defines the eastern entrance into the MAC at the Maroondah Highway and the Mt Dandenong Road / Ringwood Bypass junction, on approach to Warrandyte Road. It encompasses Ringwood Lake Park and the eastern extent of the Maroondah Highway commercial spine. It comprises commercial and residential functions, notable approved tower development and discrete heritage assets. It also supports several at-grade commercial car parks.

The precinct boundary is defined by:

- North: Ringwood Bypass
- East: eastern edge of Ringwood Lake Park
- South: rail corridor
- West: Warrandyte Road

Precinct Ambition:

A consolidated mid rise precinct contributing to the boulevard character of Maroondah Highway with integrated community and institutional opportunities between Warrandyte Road and Bardia Street.

This precinct holds considerable opportunity for change as a complementary extension of Ringwood's urban core. This can be supported by notable civic, retail, institutional or community functions to the north-west abutting Eastland, stronger urban form defining each side of the Maroondah Highway spine and more subtle residential growth in transition to the north. The profile of redevelopment will enhance the presentation of Warrandyte Road and Maroondah Highway with particular regard to ground floor activation. Taller development to the edge of the precinct will transition down to its residential and open space abuttals.

5 Pitt Street Precinct

Precinct boundary:

Precinct 5 comprises the predominantly residential area wedged between the rail corridor east of Ringwood Station and the southern extent of the Ringwood MAC boundary. Other uses include a church and a family services facility. The precinct includes 6 dwellings subject to the Heritage Overlay. Many properties within the precinct are subject to strata title subdivision.

The precinct boundary is defined by:

- North: rail corridor
- East: rail corridor
- South: Bedford Road
- West: Warrandyte Road

Precinct Ambition:

Moderate residential infill in an established suburban landscape setting.

Urban blocks between the railway line and Bedford Road will retain a consistent medium density residential format, with opportunities for moderate consolidation on larger amalgamated sites. Redevelopment of this precinct will maintain an established garden setting as part of a transition to hinterland beyond the Ringwood MAC core.

6 Ringwood Station Precinct

Precinct boundary:

Precinct 6 defines the southern gateway into the MAC via Station Street as it extends between Warrandyte and Wantirna Roads. It also occupies the major public transport node of Ringwood Station and bus interchange. The north-western boundary of the precinct is formed by Clock Tower Park. The precinct abuts the retail core precinct to the north and an residential area to the south.

The precinct boundary is defined by:

- North: Maroondah Highway
- East: Greenwood Avenue
- South: Rear boundaries of properties fronting Station Street
- West: Wantirna Road

Precinct Ambition:

Future transit oriented development opportunities around Ringwood Station and a key entry into the Ringwood MAC.

This precinct embodies the public transport core of the city and place, and therefore can support substantial change to its north abutting precinct. At the southern edge development opportunities can be realised on larger allotments close to Ringwood Station. Higher form may be strategically positioned along Maroondah Highway adjacent to the key junction with Ringwood Street, to demarcate the Clock Tower Park and Ringwood MAC core. Transition can be provided on properties south of Station Street to the lower scale residential area (GRZ1) to the south of the MAC.

7 Heatherdale Station Precinct

Precinct boundary:

Precinct 7 defines the western entrance to the MAC from the Heatherdale Road / Maroondah Highway junction. It also encompasses one of two major public transport connections to the Ringwood MAC at Heatherdale Station. Along its southern boundary are urban blocks fronting Molan Street abutting the rail corridor. These urban blocks is separated by Eastlink and currently comprises industrial uses and power line towers. This area comprises largely industrial buildings and is separated from the remainder of the MAC by Eastlink.

The precinct boundary is defined by:

- North: Maroondah Highway & Rail corridor
- East: Eastlink and New Street
- South: Molan Street
- West: Heatherdale Road

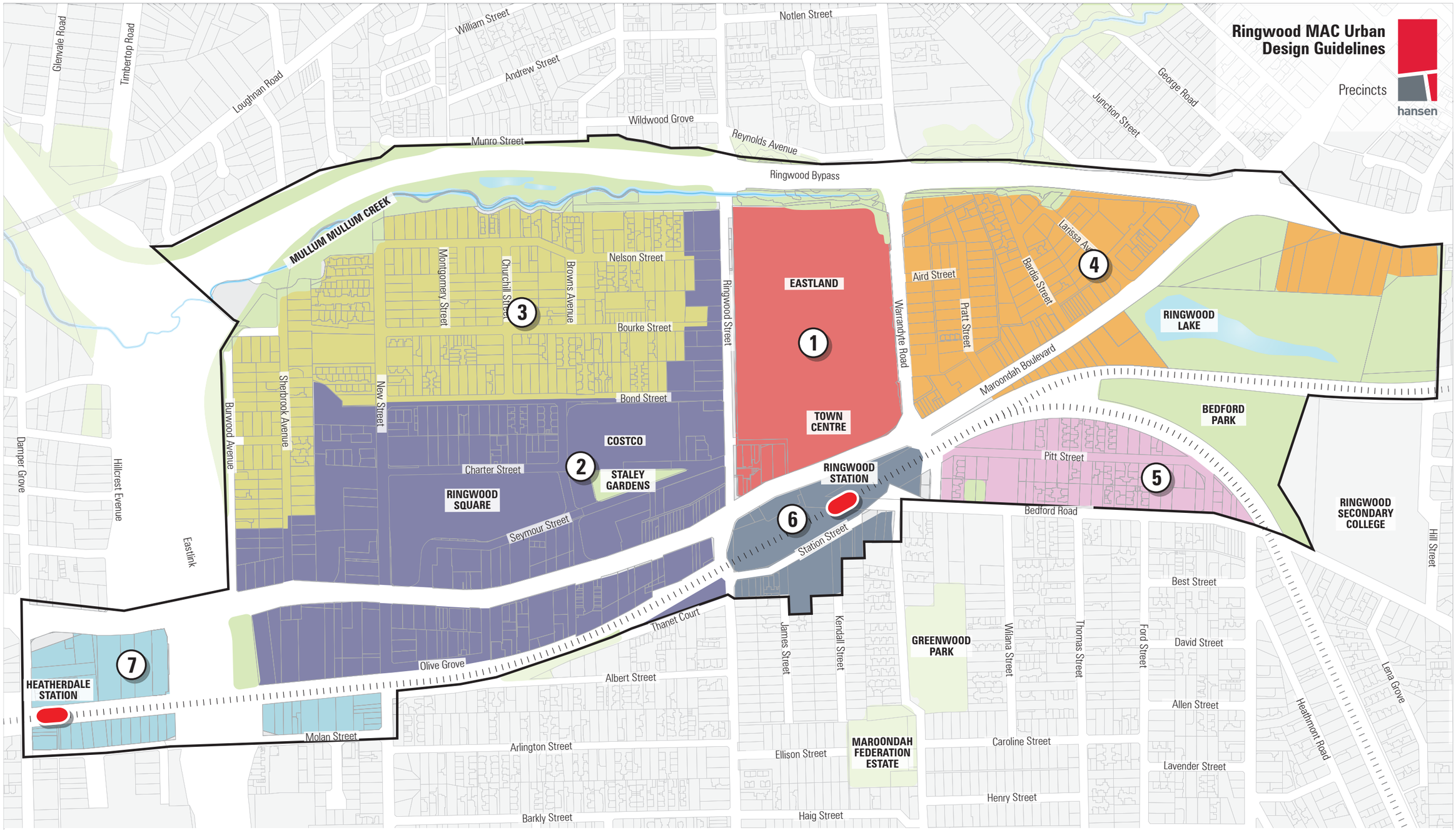
Precinct Ambition:

Fringe transit oriented development opportunities addressing Heatherdale Station and Maroondah Highway with low rise industrial precinct defining the south western approach into the MAC.

At the western approach into Ringwood MAC, future redevelopment of redundant or ageing industrial land should demonstrate a new regime of mixed uses with a strong employment function. Forms should also reinforce an improved public space contribution - severely lacking in the former industrial context. Higher form should be located towards the Maroondah Highway and Eastlink junction, in transition down along its residential abuttals to the west.

Acknowledge the precinct's location between the future mixed use spine Maroondah Highway and the established residential precinct east of New Street. The industrial precinct will support employment functions and a new and improved 'public' presentation to the south.

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LEGEND

- Updated activity centre boundary
- 1 Ringwood Urban Centre Precinct
- 2 Western Precinct
- 3 North Western Precinct
- 4 Eastern Precinct
- 5 Pitt Street Precinct
- 6 Ringwood Station Precinct
- 7 Heatherdale Station Precinct

Figure 2. Precincts Map

Project Ref:	2017.822
Dwg No.:	UDD-009
Scale	1:6000 @A3
Date:	08.06.18
Revision:	A

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3.0 Building Height, Typology & Interfaces

3.1 Factors Influencing Urban Design Outcomes

Following review of the 2004 Masterplan, the following urban design principles (P) are considered relevant and a foundation for the Ringwood MAC Urban Design Guidelines.

P1 Activity Centre Definition

Objectives

- To define the Activity Centre as a urban form that is distinct from its low density residential surrounds, through built form typologies that correspond to the MAC status.
- To define the Activity Centre's edges and improve its image and legibility.

P2 Subdivision Pattern

Objectives

- To encourage land consolidation that realise integrated development outcomes within the Activity Centre.
- To support increased development intensity on larger sites, without diminishing the importance of designated feature forms.
- To encourage site specific development responses on particularly large sites.

P3 Gateway & Landmarks

Objectives

- To encourage development of high quality form that heightens the sense of arrival at the Ringwood MAC at key junctions and entries into the centre.
- To support wayfinding into and through the MAC at both a macro (urban form) and micro (streetscape) level.

P4 Amenity

Objectives

- To ensure building heights do not result in the impact of unreasonable overshadowing impact on private land and public (footpaths and open space).
- To ensure future development maintains solar access to footpaths between 11.00 to 14.00 at the equinox (22 September).
- To ensure future development minimises overshadowing impact to existing and future open space between 11.00 to 14.00 at the winter solstice (22 June).
- To provide separation between buildings (above street wall/ podium) to facilitate outlook and amenity for existing and future building occupants.

P5 Landscape & Environment

Objectives

- To advance and improve the boulevard character of Maroondah Highway.
- To retain the established garden setting of residential streets.
- To encourage development that reinforce the landscape character of the Mullum Mullum Creek environment.
- To provide opportunities for new landscaping including additional canopy tree planting and understorey vegetation.
- To support landscaping opportunities in between buildings and along street frontages, consistent with the valued streetscape character of residential precincts.
- To enhance existing open spaces and provide opportunity for new open space on redevelopment sites.
- To minimise the impacts of new development on natural waterways, and to encourage the integration of water saving measures.

P6 Street Definition

Objectives

- To commonly adopt new development with a clear street wall that is proportionate to its abutting street width.
- To adopt upper level setbacks above the street wall to emphasise the prevailing street wall effect at street level.
- To encourage continuous street edges which invite active ground floor frontages.
- To locate servicing and car parking located away from primary frontages.
- To encourage utilisation and extension of the existing laneway network for pedestrian connections and services, through ground level setback to achieve widened lanes.

3.0 Building Height, Typology & Interface

3.1 Factors Influencing Urban Design Outcomes (Continued)

P7 Topography

Objectives

- To encourage development that reinforces Ringwood's topography and landscape character.
- To ensure that feature forms occupy land at higher points that are noticeable in the skyline across the Ringwood MAC.
- To encourage future development that does not result in excessive and exposed cut and fill visible from public space.

P8 Transition

Objectives

- To ensure a legible transition in building scale within the Ringwood MAC from its higher core to its lower fringe.
- To provide sufficient gradual transition between adjoining redevelopment sites and any existing buildings.
- To ensure urban form transitions are provided between residential and commercial precincts that are sensitive to the land use function.

URBAN DESIGN GUIDELINES FOUNDATION										
PRECINCTS & ROLES			URBAN DESIGN PRINCIPLES							
			P1	P2	P3	P4	P5	P6	P7	P8
	PRECINCT	PRIMARY ROLE	ACTIVITY CENTRE DEFINITION	SUBDIVISION PATTERN	GATEWAYS & LANDMARKS	AMENITY	LANDSCAPE & ENVIRONMENT	STREET DEFINITION	TOPOGRAPHY	TRANSITION
1	Urban Centre	Retail, commercial, transit	●	●	●	●	●	●	●	
2	Western	Commercial/office, lifestyle retail	●		●	●	●	●	●	●
3	North-Western	Residential		●		●	●		●	
4	Eastern	Institution, residential, commercial/office	●	●	●	●	●	●	●	●
5	Pitt Street	Residential		●			●			
6	Ringwood Station	Civic/community, transit	●		●	●		●		●
7	Heatherdale Station	Transit	●					●	●	●

3.0 Building Height, Typology & Interface

3.2 Development Typologies

The building heights within Ringwood MAC have been generally devised by council and VPA, however we have sought to 'tailor' proposed urban form (within the designated heights) on the premise of two key factors being:

- Development typology - noting the arrangement of forms within sites; and
- Interfaces - noting a forms relationship with streets or other boundaries.

These are illustrated below:

	Small Scale	Medium Scale	Large Scale
Preferred Building Height*	14.5m (4 storey) to 21m (6 storey).	28.5m (8 storey).	53m (15 storey).
Development Typology	Setback and separated form.	Street wall based.	Podium-tower form.
Designation	▪ Located at the outer edge of Ringwood MAC. ▪ Located at topographical low points. ▪ Located along residential interface (outside Activity Centre boundary), or within residential precinct (within Activity Centre boundary). ▪ Building heights designation relate to the following principles: ▪ 4 storey development on lots generally greater than 1,500m^2. ▪ 6 storey development on lots generally greater than 2,500m^2.	▪ Located on non-residential land with minimal direct interface to existing residential land. ▪ Located at topographical high points. ▪ Located on identified sites requiring specific design response (ie. Costco Site, Ringwood Square, potential sites suitable for future institutional/ education facilities).	▪ Located at key entries into Ringwood MAC, at key designated junctions within the MAC. ▪ Located on sites which can contribute to the overall wayfinding, legibility and sense of place for Ringwood MAC, including around key destinations. ▪ Located on large lots (minimum 2,000m^2), where off site amenity impact can be minimised.
Precedent			
Note*	*The preferred building height has acknowledged the higher floor to floor heights to allow for other design elements usual to buildings (parapets, railings, etc.) based on:* *Ground floor: 4m/ level* *Level 1 and above: 3.5m/ level* *It is noted that higher numerical floor levels for mixed use development where reduced floor height requirement exist for residential use (typically measured at 3m- 3.2m/ level). The Guidelines has not precluded the opportunity for non-residential use to be accommodated within the upper levels (above ground level). It also has not precluded elevated ground floor requirement in response to flood levels.*		

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Ringwood MAC Urban Design Guidelines

Building Heights and Interface Map

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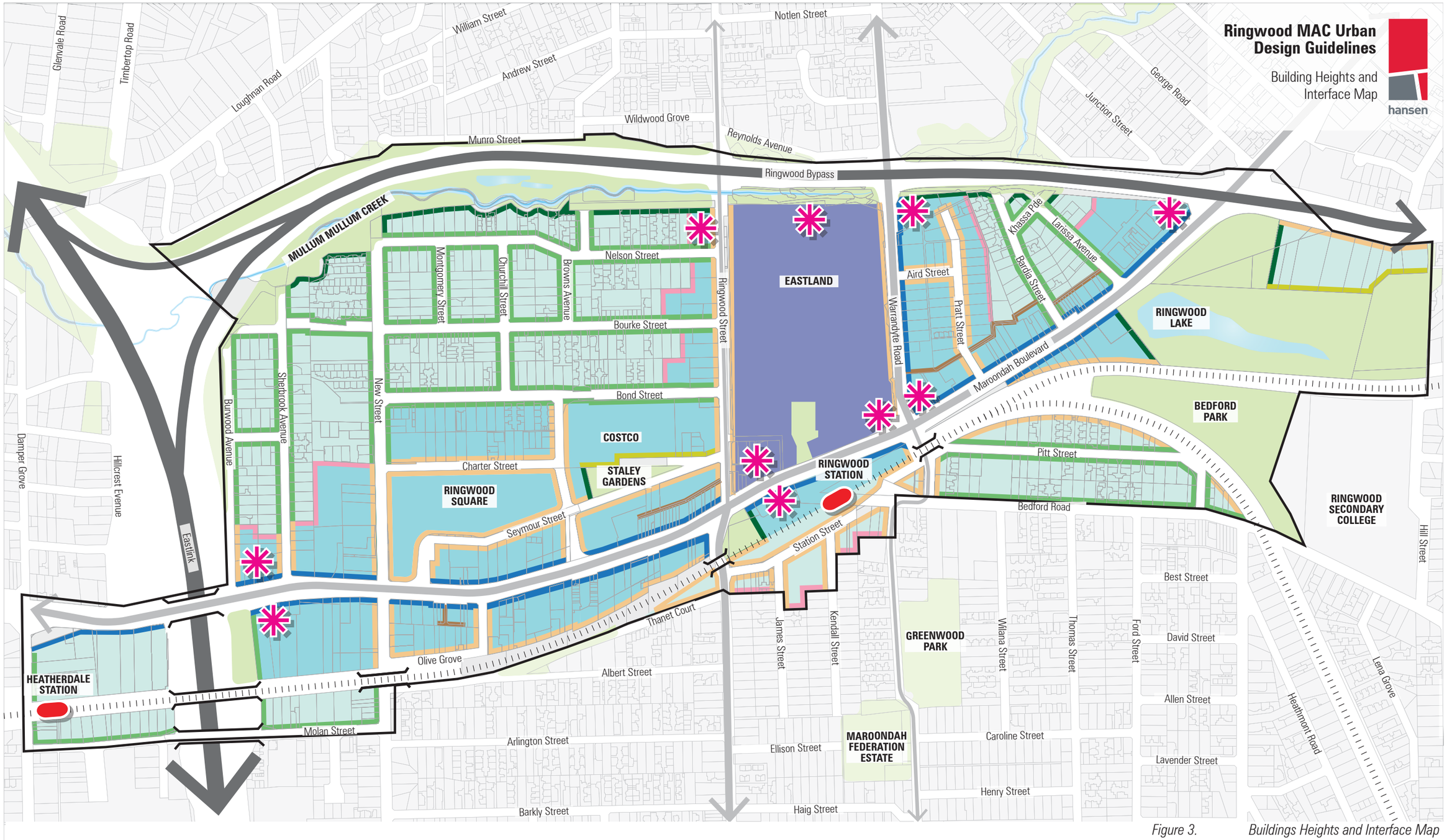


Figure 3. Buildings Heights and Interface Map

LEGEND

- Updated activity centre boundary
- Existing Open space
- Creek

BUILDING HEIGHTS

- 4-6 storey (14.5-21.5m)
- 8 storey (28.5m)
- Core retail precinct (no height specified)
- Feature form - 15 storey (53m)

INTERFACE TYPES

- Type 1: Boulevard / main road
- Type 2: Local street A
- Type 3: Local street B
- Type 4: Residential transition
- Type 5: Open space A
- Type 6: Open space B
- Type 7: Laneway

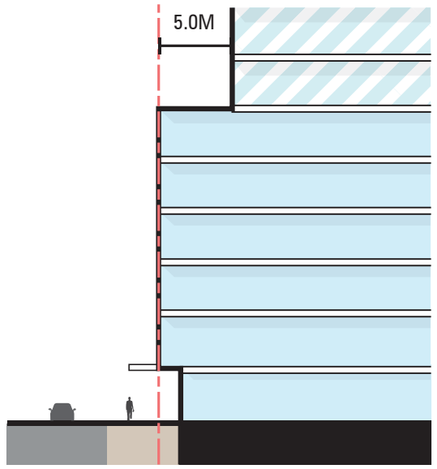
Project Ref:	2017.822
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3.0 Building Height, Typology & Interface

3.2 Typical Interface Response

Type 1: Maroondah Highway/ Warrandyte Road



Application

- Higher order roads (typically 25-30m) within the core of Ringwood MAC.
- Pedestrian priority routes.
- Non residential streetscapes.

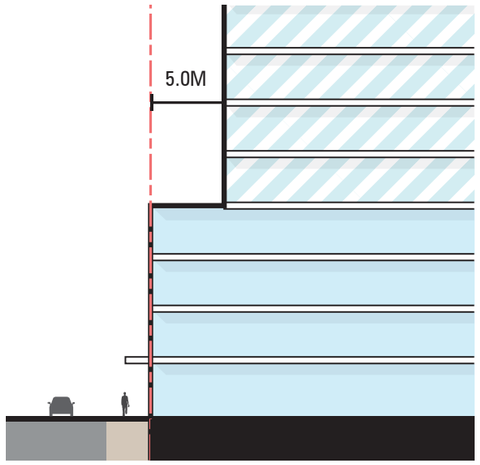
Interface Response

- 6 storey (21.5m) street wall.
- Ground floor setback along pedestrian priority routes where footpath/ verge is less than 4m.
- Setback behind street walls/ podiums:
  - 5m.
  - Greater than 5m on Feature Form sites subject to overshadowing of footpaths (at equinox between 11.00- 14.00).

Rationale

- To adopt a street wall response that is proportionate to its street width.
- To adopt upper level setback above the street wall to emphasise the prevailing street wall/ podium effect at street level.
- To encourage continuous street edges which invite active ground floor frontages conducive to main streets and commercial areas.
- To avoid overshadowing of footpaths on Maroondah Highway (south side) and Warrandyte Road (both sides) between 11.00-14.00 at equinox.
- To establish a consistent footpath width along Maroondah Highway.

Type 2: Other Streets (Non- Residential)



Application

- Lower order streets (typically 15-20m).
- Pedestrian priority route.
- Non- residential streetscape.
- Mt Dandenong Road, at the north eastern boundary of Ringwood MAC.

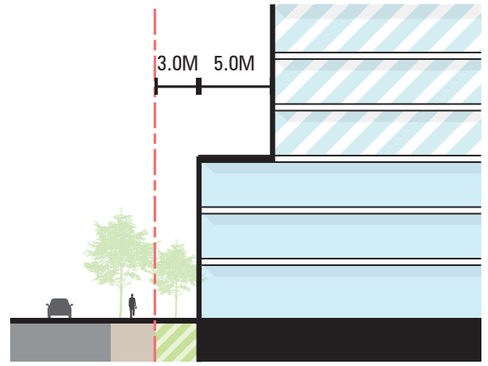
Interface Response

- 4 storey (14.5m) street wall.
- Ground floor setback along pedestrian priority route where footpath/ verge is less than 4m along Ringwood Street.
- Setback behind street wall/ podium:
  - 5m.
  - Greater than 5m on Feature Form sites subject to overshadowing of footpaths (at equinox between 11.00- 14.00).

Rationale

- To adopt a street wall response that is proportionate to its street width.
- To adopt upper level setback above the street wall to emphasise the prevailing street wall/ podium effect at street level.
- To encourage continuous street edges which invite active ground floor frontages conducive to main streets and commercial areas.
- To avoid overshadowing of footpaths (opposite side) between 11.00-14.00 at equinox.
- To establish a consistent footpath width along Ringwood Street.
- To achieve a legible transition to residential precinct.

Type 3: Other Streets (Residential)



Application

- Lower order streets (typically 15m).
- Residential streetscape.

Interface Response

- 3 storey (11.5m) podium.
- 3m ground level setback from street frontage.
- 5m setback above podium.

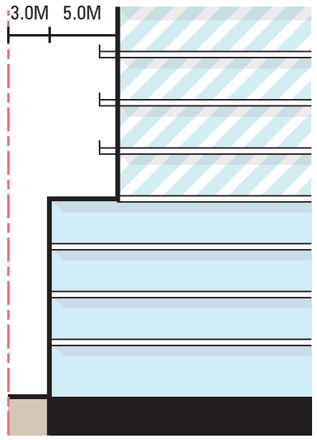
Objectives

- To adopt upper level setback above the street wall to emphasise the prevailing podium effect at street level.
- To retain the established garden setting of residential streets.
- To provide opportunities for new landscaping including additional street trees and understorey vegetation.
- To avoid repetitive stepped forms.

3.0 Building Height, Typology & Interface

3.2 Typical Interface Response (Continued)

Type 4: Transition



OPPORTUNITY FOR
REAR ACCESS LANE

Application

- Where the sides and rears of commercial development (C1Z) abuts residential areas (RGZ) in absence of existing rear laneway.

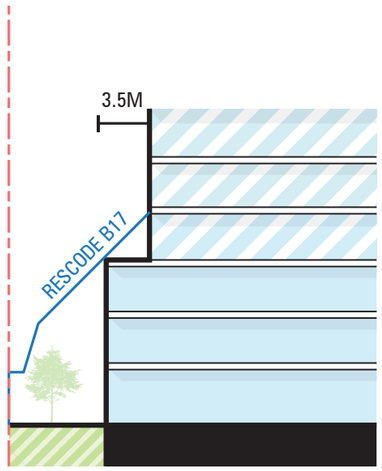
Interface Response

- 4 storey (14.5m) building base/ podium.
- 3m setback at ground level.
- Setback behind street wall/ podium:
  - 5m setback above 4 storey (14.5m).
  - Greater than 5m above 4 storey (14.5m) on Feature Form sites to minimise visual bulk impact.

Objectives

- To support increased development opportunity within a MAC context with regards to amenity requirement for existing and future occupants (residents/ workers).
- To ensure a legible transition is provided between residential and commercial precincts.
- To provide transition from feature form sites to surrounds, particularly residential areas.
- To encourage street level activation along commercial streets with servicing and car parking located away from the primary frontage.
- To avoid repetitive stepped forms.
- To minimise amenity impact on adjoining dwelling.

Type 5: Residential Side/ Rear



Application

- Common boundaries (side/ rear) of residential sites (RGZ) in Precincts 3, 4 and 5.

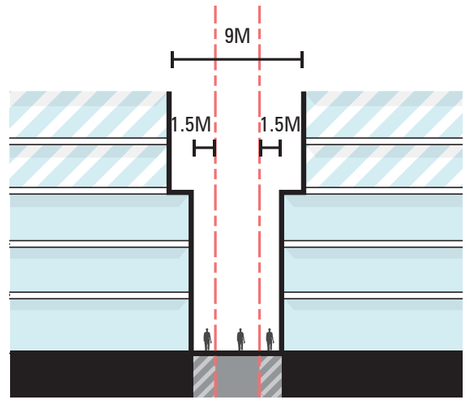
Interface Response

- ResCode B17 for the first 4 storey (up to 14.5m).
- 3 storey (11m) building base/ podium.
- 3.5m setback above 3 storey (11m).

Objectives

- To support increased residential development opportunity on consolidated land with regards to amenity requirement for existing and future occupants.
- To retain established garden setting of residential precinct.
- To support landscaping opportunities in between buildings and along street frontages, consistent with the valued streetscape character of residential precincts.
- To avoid repetitive stepped forms.
- To minimise amenity impact on adjoining dwelling.

Type 6: Laneway



PEDESTRIAN
PRIORITY LANE
(3-4M)

Application

- Existing laneway/ mid-block pedestrian links, typically 3-4m wide (ie. Bentley Lane).

Interface Response

- 3 storey (11m) building base/ podium.
- 3m ground level setback from centreline of laneway.
- 1.5m upper level setback above building base/ podium.

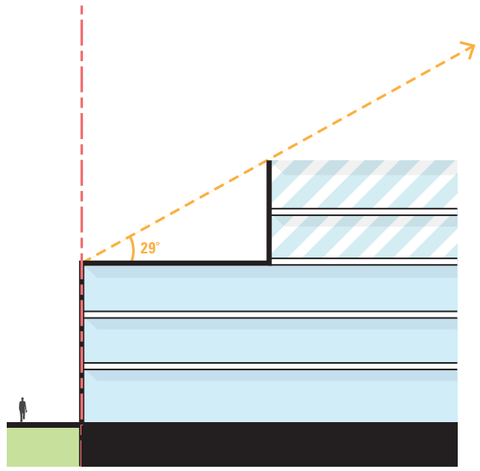
Objectives

- To encourage utilisation and extension of existing laneway network for pedestrian connection and services through ground level setback.
- To provide separation between buildings (above street wall/ podium) to facilitate outlook and amenity to existing and future building occupants (residents/ workers).

3.0 Building Height, Typology & Interface

3.2 Typical Interface Response (Continued)

Type 7: Open Space (North)



Application

- Abuttal with public open space to the south.

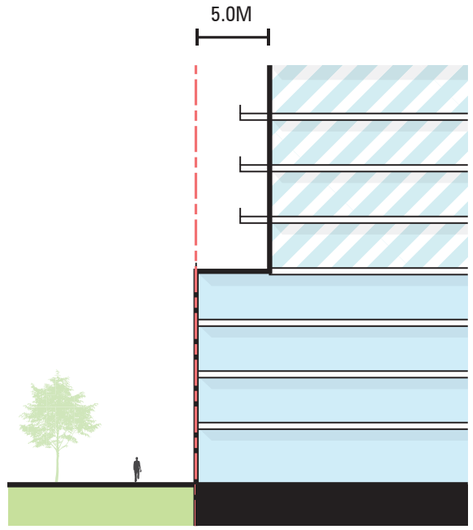
Interface Response

- 3 storey (11m) building base/ podium built to boundary.
- 29 degree angle setback above 3 storey (11m).

Objectives

- To encourage active uses at ground and upper levels adjacent to public open space to improve surveillance.
- To encourage direct pedestrian access to ground floor from existing/ future open space.
- To minimise overshadowing impact on Staley Gardens and Ringwood Lake Park between 11.00-14.00 at winter solstice.
- To avoid repetitive stepped form within the 29 degree angle.

Type 8: Open Space (Other)



Application

- Abuttal with existing and future open space to the north, east, or west.

Interface Response

- 4 storey (14.5m) building base/ podium built to boundary.
- 5m setback above street wall/ podium.

Objectives

- To encourage active uses at ground and upper levels adjacent to public open space to improve surveillance.
- To encourage direct pedestrian access to ground floor from existing/ future open space.
- To minimise overshadowing impact on Staley Gardens and Ringwood Lake Park between 11.00-14.00 at winter solstice.

4.0 Precinct Framework

1 Urban Centre Precinct

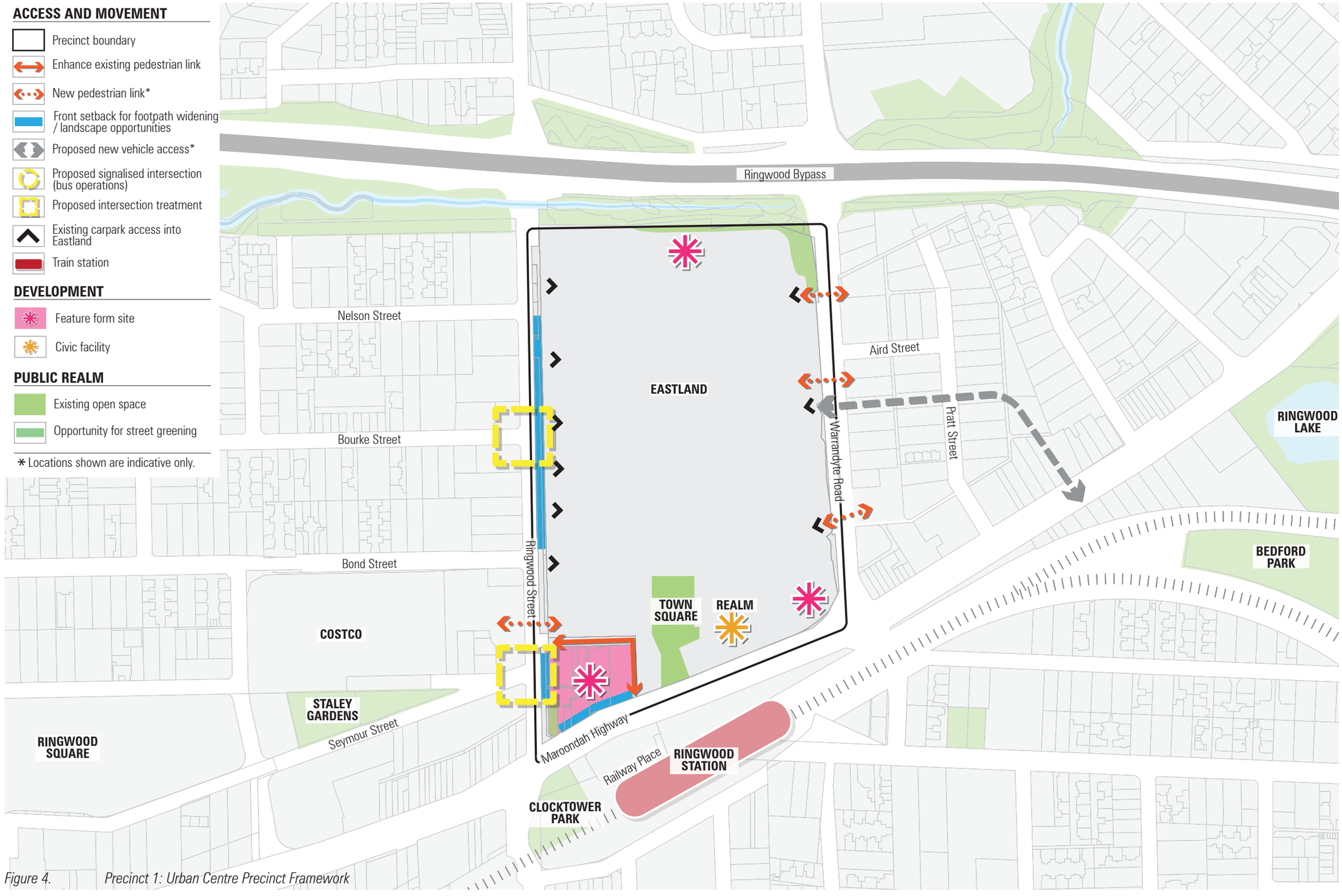


Figure 4. Precinct 1: Urban Centre Precinct Framework

4.0 Precinct Framework

1 Urban Centre Precinct

Primary Role

- Retail
- Commercial

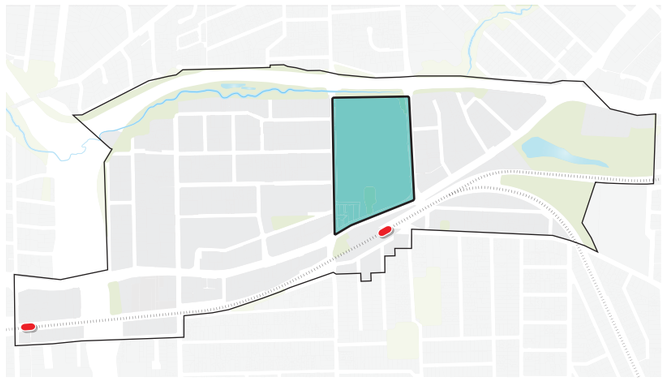
Secondary Role

- Civic

Influences:

- An island precinct, separated from residential hinterland and other precincts within the Activity Centre boundary by existing road network, including Maroondah Highway (south) and Eastlink (north).
- Some low rise, commercial form at the south western corner.
- Recently constructed civic facility (REALM and Town Square) at the southern edge with frontage to Maroondah Highway.
- Existing canopy tree planting within existing street verges along Warrandyte Road and Ringwood Street.
- A direct interface to Mullum Mullum Creek to the north.
- Vehicle orientated streetscapes along Maroondah Highway and side streets.
- Ringwood Station and bus interchange to the south.
- Exposure to Ringwood Bypass (north), railway corridor (south), Ringwood Street (west) and Warrandyte Road (east).

Precinct ID:



Precinct Ambition

A regional destination with a community focus offering significant public realm improvement.

Precinct Guidelines - Development

- Encourage commercial, or retail uses within the podium with complementary uses above that contribute to the activation and surveillance of the public realm.
- Encourage the creation of taller **feature form** at the following locations to contribute to the sense of arrival into Ringwood MAC:
  - Above existing Eastland Shopping Centre towards Ringwood Bypass.
  - North eastern corner of Maroondah Highway and Ringwood Street junction.
  - North western corner of Maroondah Highway and Warrandyte Road junction.
- Encourage greater activation of buildings at street level.

Precinct Guidelines - Landscape & Environment

- Encourage ground level setbacks along Maroondah Highway for footpath widening and landscaping opportunity as the primary Activity Centre streetscape with high levels of pedestrian amenity and forming an inviting corridor for Ringwood MAC.
- Encourage a consistent 4m (minimum) footpath width along Ringwood Street which may require public realm upgrade and ground level setback on private properties.
- Ensure future development that maintains long term viability of existing canopy trees within the public realm.
- Encourage public realm upgrades along Civic Place as one of the key pedestrian entry into the precinct.
- Retain and encourage improvement to existing pocket park at 139A Maroondah Highway as a key gateway feature into Ringwood MAC.
- Encourage greater activation at street level.

Precinct Guidelines - Access & Movement

- Provide for a new centrally located signalised intersection across Maroondah Highway to facilitate improved bus access to the bus interchange and Ringwood Station.
- Encourage future redevelopment along Ringwood Street provide new, high amenity east- west pedestrian connection between Core Retail precinct (Eastland) and future mixed use precinct to the west.
- Implement traffic calming measures at the intersection of Ringwood Street with Bourke Street and Seymour Street to enable safer pedestrian movement and improvement to the pedestrian network.

4.0 Precinct Framework

2 Western Precinct



Figure 5. Precinct 2: Western Precinct Framework

4.0 Precinct Framework

2 Western Precinct

Primary Role

- Commercial/ office
- Lifestyle retail (showrooms)

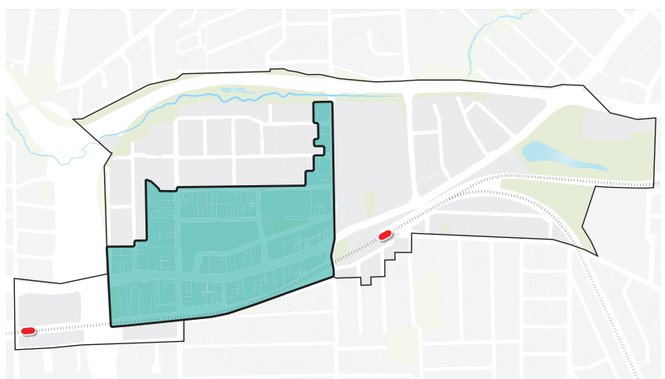
Secondary Role

- Retail
- Institution/ civic
- Residential

Influences:

- Established large format retail, such as Ringwood Square Shopping Centre and Costco and light industrial warehouses.
- Some low rise, medium density villa-unit development along Bond Street.
- Vehicle orientated streetscapes along Maroondah Highway and side streets.
- Inconsistent pedestrian environment, ie. narrow or non-existing footpaths.
- Commercial/ residential interface.
- MAC gateway sites at northern and western boundaries.
- Existing and approved developments of 7 to 19 storeys in height.
- Existing strata titled residential land.
- Interface with Eastland along Ringwood Street.
- Staley Gardens.
- Exposure to Eastlink (west), rail corridor (south) and Maroondah Highway (central).

Precinct ID:



Precinct Ambition

A consolidated mid-rise precinct contributing to the boulevard character of Maroondah Highway, with revitalization opportunities on selected key sites, transitioning to the adjacent residential precinct.

Precinct Guidelines - Development

- Encourage consistent, taller built form along either side of Maroondah Highway to achieve a coherent boulevard effect.
- Encourage the creation of taller **feature form** at the following locations to contribute to the sense of arrival into Ringwood MAC:
  - South western corner of Eastlink and Ringwood Street junction.
  - North eastern and south eastern corners of Maroondah Highway and Eastlink junction.
- Ensure built form along Maroondah Highway responds to sloping topography and provides recessed upper levels.
- Encourage office development, or retail uses within the podium with residential uses above that contribute to the activation and surveillance of the public realm from within the upper levels.
- Ringwood Square Shopping Centre Site: Encourage revitalisation of the site, including development of the existing at-grade commercial car park. Future redevelopment of this amalgamated urban block will require a site specific response.
- Costco Site: Explore opportunities for upper level development that contribute to the activation and surveillance of the public realm within the upper levels. Future redevelopment of this amalgamated urban block will require a site specific response.
- Development of sites requiring specific response should be arranged as a 'suite of forms', rather than a single development envelope.

Precinct Guidelines - Landscape & Environment

- Encourage ground level setbacks for footpath widening along Maroondah Highway and Ringwood Street as the primary Activity Centre streetscape with high levels of pedestrian amenity and forming an inviting corridor for Ringwood MAC.
- Encourage extension of Staley Gardens to Market Street and Ringwood Street.
- Retain and enhance street landscaping along Bond Street.

Precinct Guidelines - Access & Movement

- Implement additional footpaths along Bond Street (south side) and Charter Street (north side).
- Implement a consistent 4m (minimum) footpath width along Ringwood Street which may require public realm upgrade and ground level setback on private properties.
- Provide for a new signalised pedestrian crossing across Maroondah Highway for improved pedestrian safety between Charter Street and Olive Grove.
- Provide for a new pedestrian connection between Maroondah Highway and Thanet Court (across rail line) to facilitate north - south pedestrian movement into the Activity Centre from the south.
- Create a shared zone treatment along Seymour Street (between Market and Ringwood Streets) that prioritised pedestrian and cyclists movement.
- Provide for a new high amenity pedestrian connection between the Western Precinct and Core Retail Precinct (Eastland) across Ringwood Street.
- Encourage future redevelopment of 'sites requiring specific response' to retain existing pedestrian link, with opportunities for additional pedestrian connections to improve site permeability.
- Encourage future east- west shared user paths between New Street and Sherbrook Avenue.
- Implement pedestrian intersections along New Street.
- Investigate opportunity for a new pedestrian link across Ringwood Square continuting the Seymour Street alignment.
- Investigate improvements to the intersection of Ringwood Street with Bourke Street and Seymour Street to enable safer pedestrian movement.
- Ensure servicing and car parking access to be accommodated from existing rear/ side laneways to minimise vehicular crossovers along primary street frontage.
- Encourage widening and potential extension of existing laneway to facilitate safe vehicular and pedestrian access.
- Encourage the creation of new laneway along rear boundary of commercial properties fronting Ringwood Street.

4.0 Precinct Framework

3 North Western Precinct

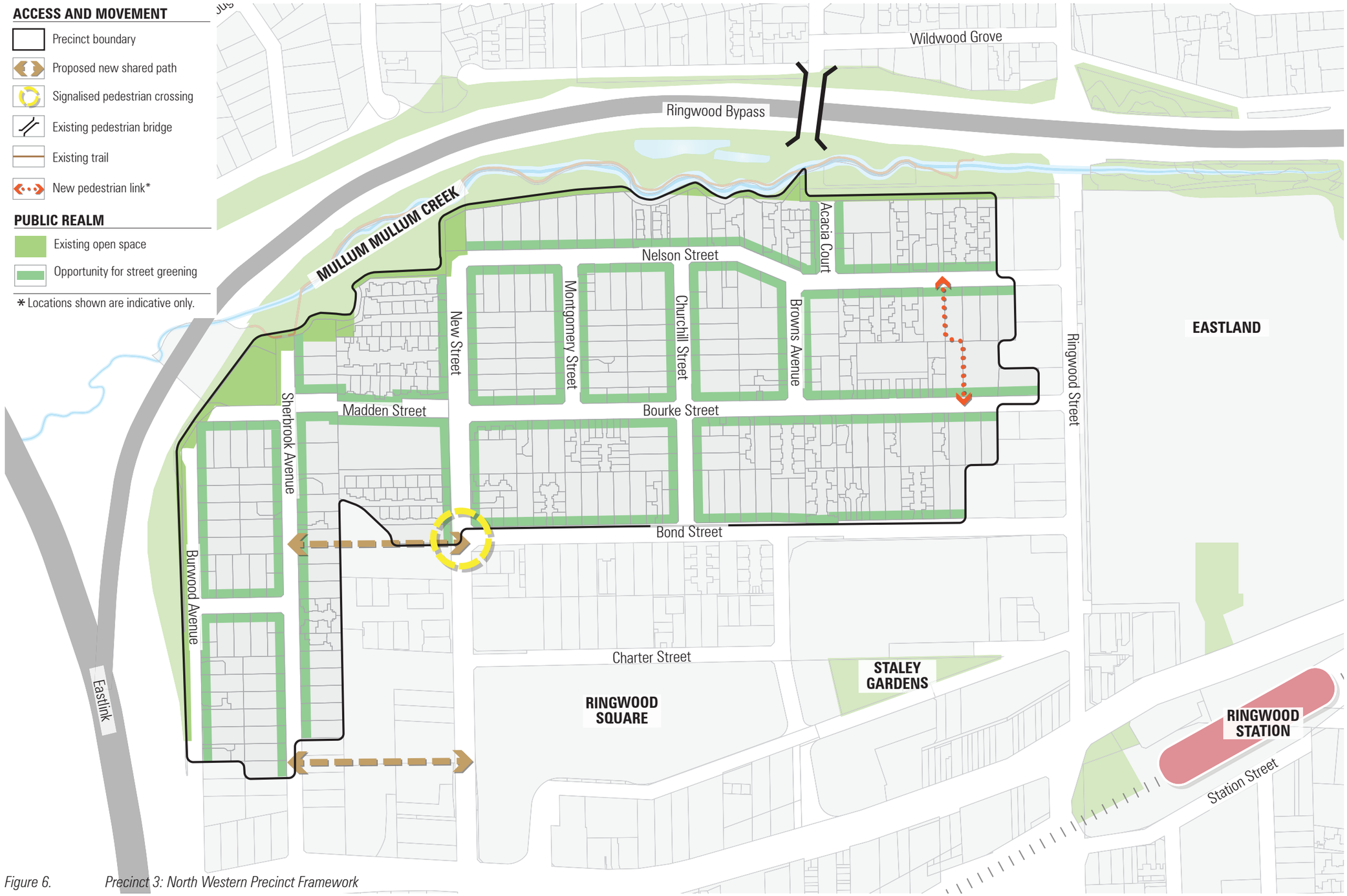


Figure 6. Precinct 3: North Western Precinct Framework

4.0 Precinct Framework

3 North Western Precinct

Primary Role

- Residential

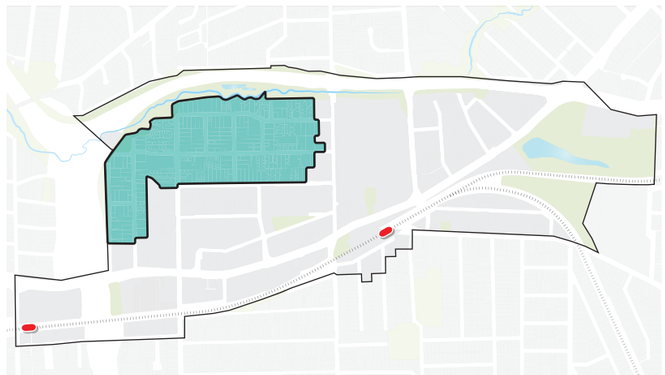
Secondary Role

- N/A

Influences:

- Mullum Mullum Creek.
- Some low rise, medium density villa-unit developments.
- Emerging mid rise apartment developments on consolidated sites (2 or more) between 4 to 8 storey with basement car parking.
- Consistent setback from street frontage for front gardens.
- Clear building separation provided by side setbacks.
- Notable slope and topography variation.
- Existing at grade car park provides separation from commercial spine along Ringwood Street.

Precinct ID:



Precinct Ambition

Moderate residential infill in an established landscape setting.

Precinct Guidelines - Development

- Ensure high quality infill apartment development to complement and enhance the role of the Ringwood MAC.
- Ensure the consolidation and development of sites occurs in a progressive manner and does not result in creation of small, isolated holdings of land of limited development potential.
- Encourage consistent built form response and ensure visual dominance of upper levels are minimised when viewed from the street.
- Ensure a high standard of residential amenity for future residents and neighbouring properties.

Precinct Guidelines - Landscape & Environment

- Ensure retention of front setback for landscaping opportunity, contributing to the streetscape character and amenity within the public realm.
- Encourage retention of existing ground level setback along Bardia Street, Khassa Parade and Larissa Avenue with opportunities for additional landscaping and public realm improvement.
- Ensure new developments provide an outlook towards Mullum Mullum Creek, and provide passive surveillance to the adjacent parkland.
- Ensure the front setback of a residential building provides for visual and physical transition between the streetscape and the development.
- Ensure all setbacks be planted with substantial tree cover to 'soften' the impact of new buildings on the streetscape.

Precinct Guidelines - Access & Movement

- Enable the creation of a mid-block pedestrian link between Bond and Nelson Street.
- Explore opportunities for a new east-west road connection and signalisation of the intersections of New Street and Sherbrook Avenue to reduce the emphasis of through traffic along Maroondah Highway.
- Provide vehicle access driveways with a form and material that assists in softening the visual and physical dominance of this element in the design of the residential development.
- Reduce the presence of car parking and ramps in residential areas through encouraging basement design.
- Encourage future east-west shared user paths between New Street and Sherbrook Avenue.
- Implement pedestrian intersections along New Street.
- Limit the number of vehicle crossovers to maintain the integrity and continuity of residential streetscapes.

4.0 Precinct Framework

4 Eastern Precinct

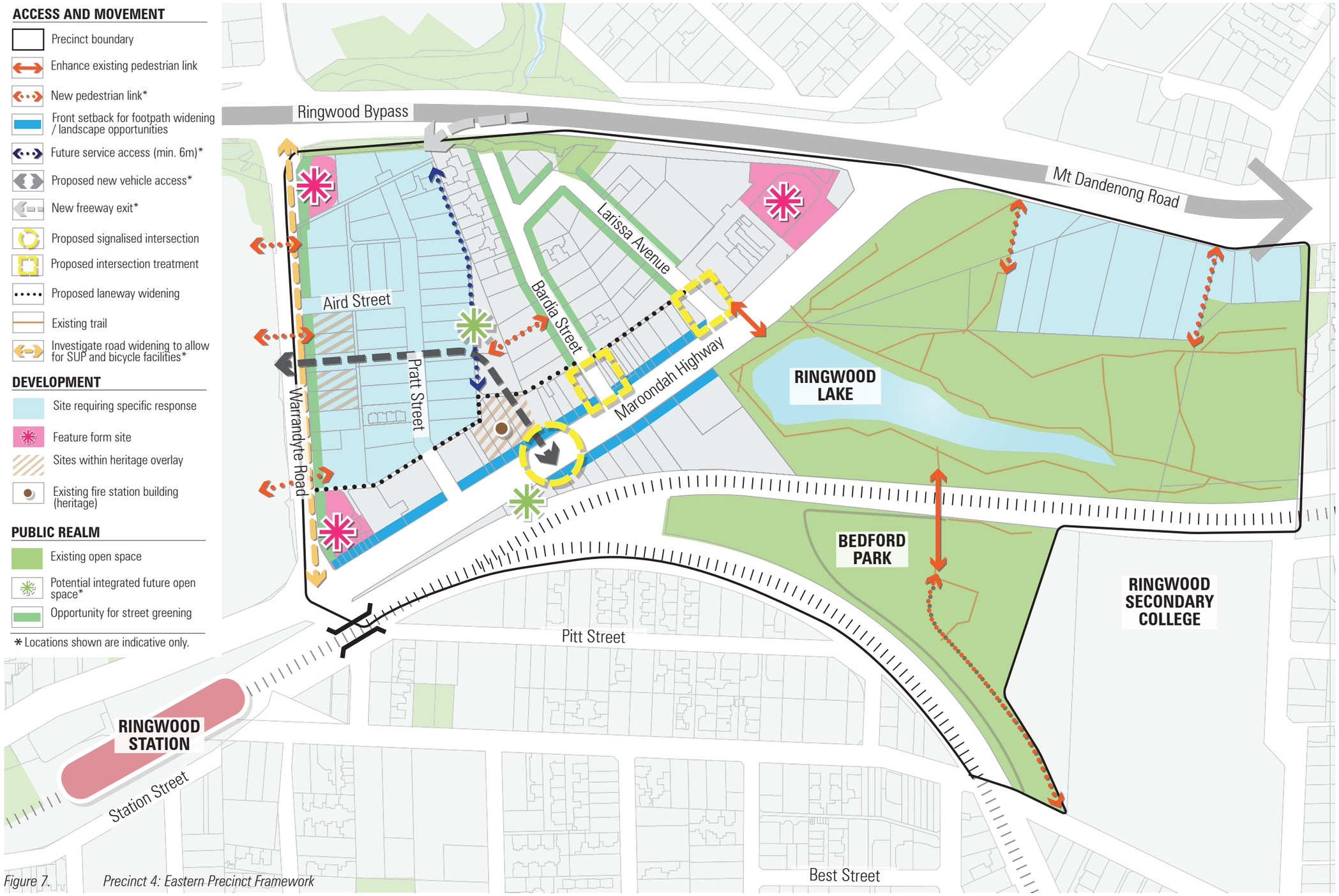


Figure 7. Precinct 4: Eastern Precinct Framework

4.0 Precinct Framework

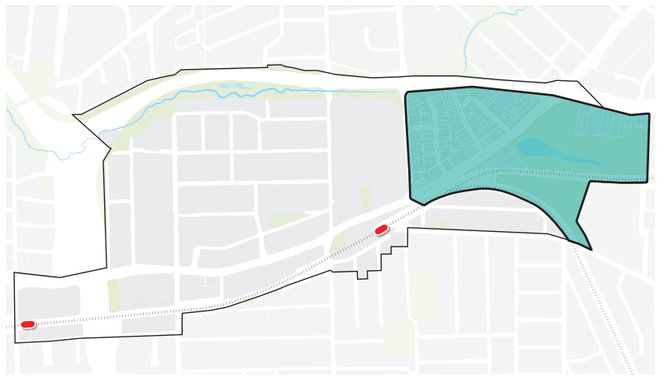
4 Eastern Precinct

Primary Role
- Institutional mixed use

Secondary Function
- Retail
- Residential
- Public Open Space

Influences:
- Some existing and approved high density mixed use development along Maroondah Highway and Larissa Avenue.
- Heritage Overlay on several properties along Maroondah Highway and Warrandyte Road.
- Eastland interface and proximity along Warrandyte Road .
- Existing strata titled residential land.
- Existing lot consolidation along Warrandyte Road and Pratt Street.
- Existing laneways at rear interfaces of Maroondah Highway properties.
- Ringwood Lake Park.
- Exposure to Maroondah Highway (central), Ringwood bypass / Mt Dandenong Road (north), rail corridor (south), Warrandyte Road (west).

Precinct ID:



Precinct Ambition
A consolidated mid rise precinct contributing to the boulevard character of Maroondah Highway with integrated community and institutional opportunities between Warrandyte Road and Bardia Street.

Precinct Guidelines - Development
- Encourage office development, or retail uses within the podium with residential uses above that contribute to the activation and surveillance of the public realm from within the upper levels on non-residential land.
- Encourage amalgamation of allotments fronting Warrandyte Road, Aird Street and Pratt Street to support future institution/ mixed use opportunity. Future redevelopment of this amalgamated urban block will require a site specific response.
- Encourage consistent, taller built form along either side of Maroondah Highway to achieve a coherent boulevard effect.
- Encourage the creation of taller **feature form** at the following locations to contribute to the sense of arrival into Ringwood MAC:
  - South eastern corner of Eastlink and Warrandyte Road junction.
  - South western corner of Maroondah Highway and Mt Dandenong Road.
- Development of sites requiring specific response should be arranged as a 'suite of forms', rather than a single development envelope.
- Ensure high quality infill apartment development on residential land to complement and enhance the role of the Ringwood MAC.
- Ensure a high standard of residential amenity for future residents and neighbouring properties.
- Encourage consistent built form response and ensure visual dominance of upper levels are minimised when viewed from the street along residential streets.
- Encourage repurposing or adaptive reuse of selected heritage forms on Maroondah Highway (old fire station).

Precinct Guidelines - Landscape & Environment
- Encourage ground level setbacks for footpath widening along Maroondah Highway and Ringwood Street as the primary Activity Centre streetscape with high levels of pedestrian amenity and forming an inviting corridor for Ringwood MAC.
- Encourage future redevelopment of 'sites requiring specific response' to accommodate new open space.
- Encourage the creation of a new open space opportunity at the junction of Maroondah Highway and the railway line.
- Ensure retention of front setback for landscaping opportunity, contributing to the streetscape character and amenity along residential streets.
- Encourage retention and enhancement of street landscaping along Warrandyte Road, Bardia Street, Larissa Avenue and Kassia Parade.

Precinct Guidelines - Access & Movement
- Encourage opportunities for new road connections and a new signalised intersection along Maroondah Highway for improved permeability.
- Encourage future redevelopment of 'sites requiring specific response' along Warrandyte Road to provide new, high amenity east- west pedestrian connections between the Core Retail precinct (Eastland) and residential precinct to east.
- Investigate opportunity for widening of Warrandyte Road between Eastlink and Maroondah Highway to accommodate bicycle facilities and SUP.
- Encourage a new street connection between Warrandyte Road and Maroondah Highway with a new signalised intersection to reduce the emphasis of through traffic along Warrandyte Road.
- Explore opportunities for a new freeway exit (left turn) off the Ringwood Bypass.
- Implement traffic calming measures at the intersection of Maroondah Highway with Bardia Street and Larissa Avenue to enable safer pedestrian movement.
- Limit the number of vehicle crossovers to maintain the integrity and continuity of residential streetscapes.
- Ensure servicing and car parking access to be accommodated from existing rear/ side laneways to minimise vehicular crossovers along Maroondah Highway frontage.
- Encourage widening and potential extension of existing laneways to facilitate safe vehicular and pedestrian access.
- Encourage future redevelopment of 'sites requiring specific response' along Mount Dandenong Road to provide additional northern entries and pedestrian connections to Ringwood Lake Park.
- Encourage widening and potential extension of existing laneways to facilitate safe vehicular and pedestrian access.

4.0 Precinct Framework

5 Pitt Street Precinct



Figure 8. Precinct 5: Pitt Street Precinct Framework

4.0 Precinct Framework

5 Pitt Street Precinct

Primary Role

- Residential

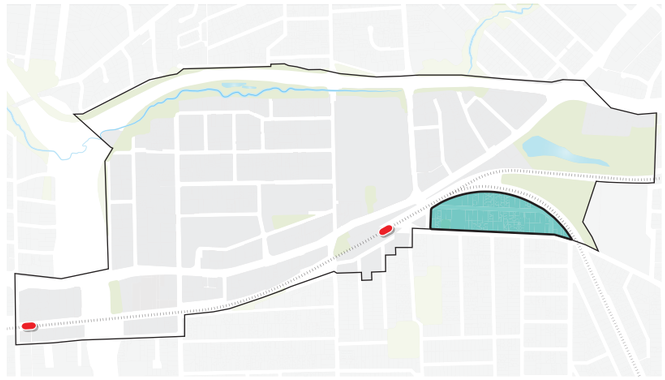
Secondary Role

- N/A

Influences:

- Some low rise, medium density villa-unit developments.
- Heritage overlay.
- Close proximity to Ringwood Station.
- Consistent setback from street frontage for front gardens.
- Clear building separation provided by side setbacks.
- Bedford Park.
- Railway corridor and residential interface.

Precinct ID:



Precinct Ambition

Moderate residential infill in an established suburban landscape setting.

Precinct Guidelines - Development

- Ensure high quality infill medium density housing development to complement and enhance the role of the Ringwood MAC.
- Encourage consistent built form response and ensure visual dominance of upper levels are minimised when viewed from the street.
- Ensure a high standard of residential amenity for future residents and neighbouring properties.
- Encourage the repurposing of existing heritage buildings and integration with new development.

Precinct Guidelines - Landscape & Environment

- Ensure retention of front setbacks for landscaping opportunities, contributing to the streetscape character and amenity within the public realm.
- Ensure the treed character of the area is retained and discourage the loss of existing canopy trees.
- Ensure the front setback of a residential building provides for visual and physical transition between the streetscape and the development.
- Ensure front setbacks be planted with substantial tree cover to 'soften' the impact of new buildings on the streetscape.
- Ensure new developments provide an outlook and provide passive surveillance to adjacent open space.
- Ensure the front setback of a residential building provides for visual and physical transition between the streetscape and the development.
- Ensure all setbacks be planted with substantial tree cover to 'soften' the impact of new buildings on the streetscape.

Precinct Guidelines - Access & Movement

- Implement traffic calming measures at the intersection of Warrandyte Road with Pitt Street and Bedford Road to enable safer pedestrian movement.
- Limit the number of vehicle crossovers to maintain the integrity and continuity of the streetscape.
- Reduce the presence of car parking and ramps in residential areas through encouraging basement design.

4.0 Precinct Framework

6 Ringwood Station Precinct

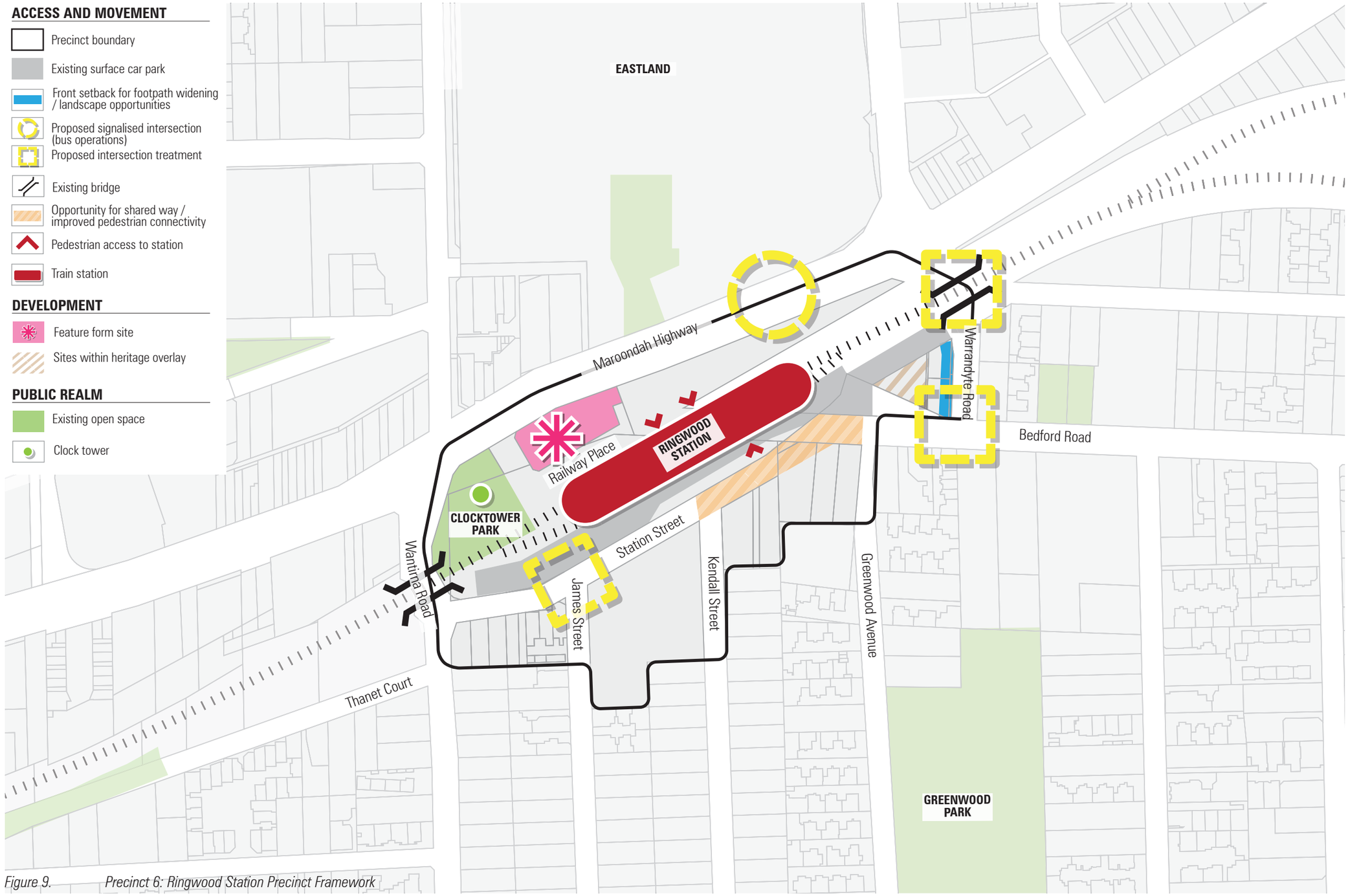


Figure 9. Precinct 6: Ringwood Station Precinct Framework

4.0 Precinct Framework

6 Ringwood Station Precinct

Primary Role

- Transport
- Civic

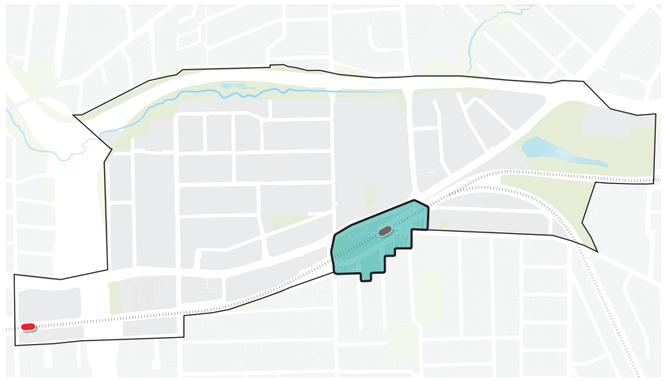
Secondary Role

- Commercial
- Retail
- Residential

Influences:

- Ringwood Station.
- Clocktower Park.
- Vehicle orientated streetscapes along Maroondah Highway and side streets.
- Commercial/ residential interface.
- Heritage overlay.
- Interface with Eastland along Maroondah Highway.
- Railway corridor runs centrally through the precinct.

Precinct ID:



Precinct Ambition

Future transit oriented development opportunities around Ringwood Station and a key entry into the Ringwood MAC.

Precinct Guidelines - Development

- Encourage a range of transit, retail, commercial, civic and residential land uses, including higher density housing, that maximise the existing public transport infrastructure and provide for activity in the Ringwood Station Precinct across a range of hours.
- Encourage the creation of taller **feature form** adjacent to the Ringwood Station with frontage to Maroondah Highway and the Clocktower Park, contributing to the sense of arrival into Ringwood MAC.
- Encourage consistent, taller built form along either side of Maroondah Highway to achieve a coherent boulevard effect.
- Encourage future commercial development along Maroondah Highway to provide activation and sense of address along its interface to Clock Tower and Memorial Park.
- Encourage better utilisation and redevelopment of at car parking to create a more favourable 'people friendly' quality to the precinct.
- Ensure future development fronting Station Street contribute to improving pedestrian amenity and activation at street level.

Precinct Guidelines - Landscape & Environment

- Encourage ground level setbacks along Warrandyte Road for footpath widening and landscaping opportunity as one of primary Activity Centre streetscape, forming an inviting corridor for Ringwood MAC.
- Retain and encourage improvement to existing Clock Tower and Memorial Park as a key gateway to Ringwood MAC.
- Explore opportunities for public realm upgrade along the west side of Railway Place as an extension of the Clock Tower and Memorial Park.

Precinct Guidelines - Access & Movement

- Create a shared zone treatment along Station Street (between Kendall Street and Greenwood Avenue) that prioritised pedestrian access to Ringwood Station and demarcate one of key entries into Ringwood MAC.
- Implement traffic calming measures at Station Street with James Street intersection and Bedford Road and Warrandyte Road intersection to enable safer pedestrian movement.
- Create an inviting and safe pedestrian link between Ringwood Station and Clocktower Park across Railway Place.
- Provide for a new centrally located signalised intersection across Maroondah Highway to facilitate improved bus access to the bus interchange and Ringwood Station.

4.0 Precinct Framework

7 Heatherdale Station Precinct

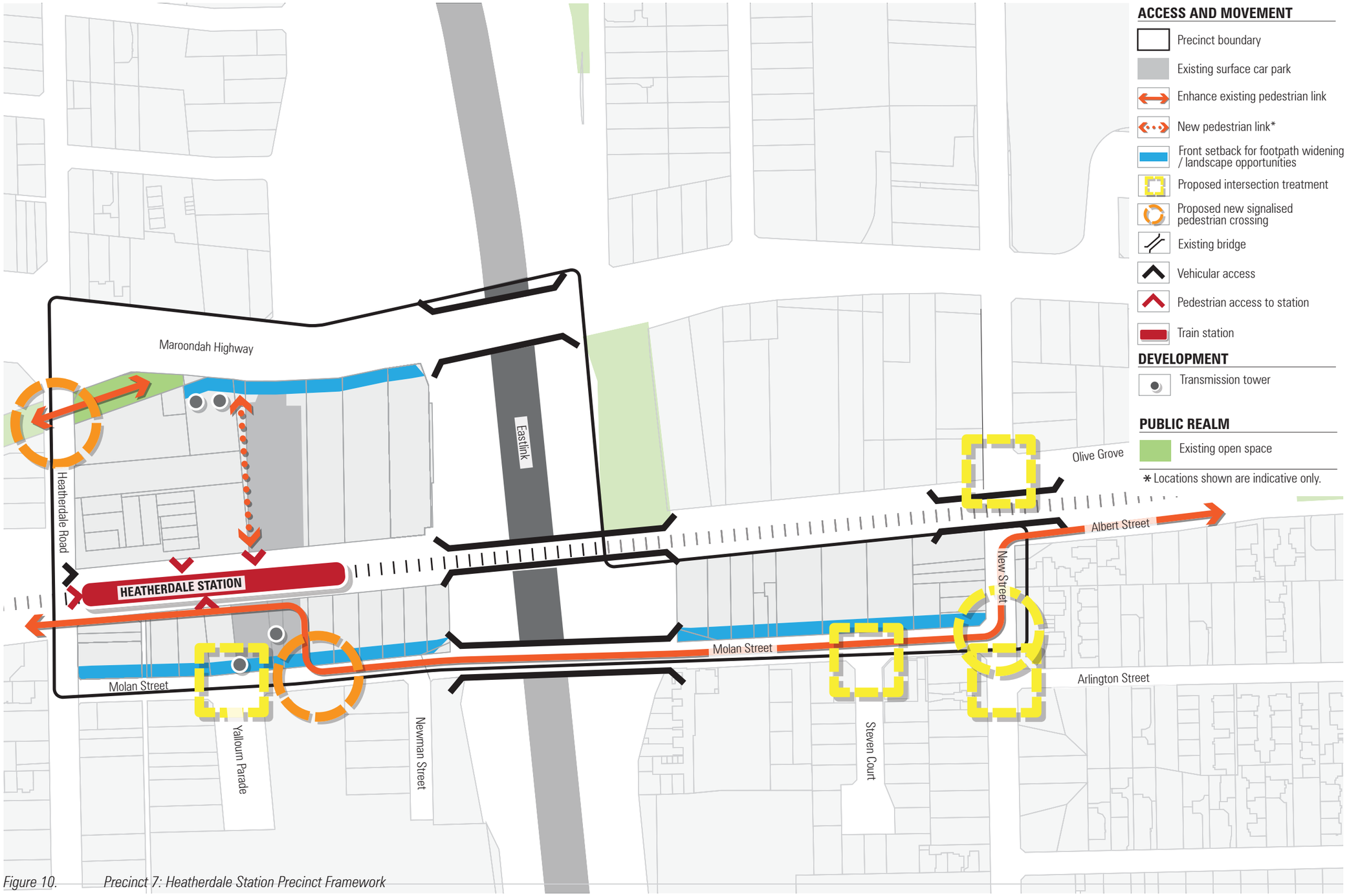


Figure 10. Precinct 7: Heatherdale Station Precinct Framework

4.0 Precinct Framework

7 Heatherdale Station Precinct

Primary Role

- Transport
- Light manufacturing

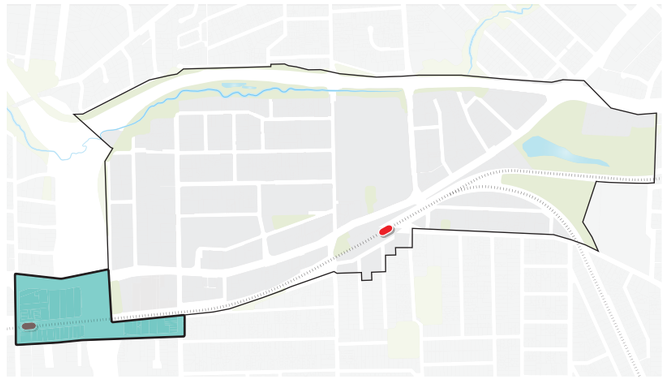
Secondary Role

- Commercial
- Residential

Influences:

- Gateway definition to the MAC from the west.
- Heatherdale Station.
- Separation from the MAC by Eastlink (east).
- Existing light industrial land use.
- Existing transmission towers fronting Maroondah Highway.
- Exposure to Maroondah Highway (north), rail corridor (south), Eastlink (east), and Heatherdale Road (west).

Precinct ID:



Precinct Ambition

Fringe transit oriented development opportunities addressing Heatherdale Station and Maroondah Highway with low rise industrial precinct defining the south western approach into the MAC.

Precinct Guidelines - Development

- Encourage future redvevelopment of industrial land to retain employment function.
- Encourage developments of a larger scale and building height towards the Maroondah Highway and Eastlink junction.
- Ensure future redevelopment considers the existing transmission towers at 2 Maroondah Highway.
- Encourage future development to contribute to the activation and surveillance of the public realm.

Precinct Guidelines - Landscape & Environment

- Encourage landscaping opportunities within the front setback at 8-12 Maroondah Highway, consistent with the existing character of Whitehorse Road/Maroondah Highway to the west.
- Encourage ground level setbacks along Maroondah Highway with high levels of pedestrian amenity to provide an inviting gateway entrance to the Activity Centre.
- Retain and encourage improvement of existing linear reserve at 1 Heatherdale Road as a gateway feature into Ringwood MAC.
- Encourage ground level setbacks along Molan Street with high levels of pedestrian amenity to provide an inviting connection from the Activity Centre and residential areas to Heatherdale Station.
- Encourage opportunities for street greening within the public realm to create a welcoming streetscape.

Precinct Guidelines - Access & Movement

- Provide for a new signalised pedestrian crossing across Heatherdale Road for improved pedestrian safety and strengthen existing pedestrian connection into the Activity Centre from the west.
- Encourage future redevelopment to address station interface to encourage activation and pedestrian movement through the precinct.
- Provide for a new high amenity north-south pedestrian link between Maroondah Highway and Heatherdale Station to improve connection to the Station precinct.
- Improve the existing pedestrian link from Molan Street to Heatherdale Station to create an inviting and safe connection to the station precinct.
- Encourage future redevelopment to consider front setbacks for potential footpath widening or landscape opportunities to facilitate improved pedestrian amenity.
- Encourage traffic calming measures at the intersection of Molan Street with Yallourne Parade, Steven Court and New Street, and New Street & Olive Grove to improve pedestrian safety and minimise movement conflict.
- Create a safe intersection at the intersection of New Street and Olive Grove to demarcate the southern approach into Ringwood MAC.

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APPENDIX A
RECENT APPLICATIONS & APPROVALS

Recent Applications & Approvals

Development Trajectory

The following table outlines key proposed and approved developments, and developments under construction in Ringwood MAC:

	Address	Type	Height	Status
1	**3-5 Heatherbrae Avenue E**	Residential	2 storeys	Permit Approved
2	**12 Burwood Avenue**	Residential	2 storeys	Permit Approved
3	**5-7 Sherbrook Avenue**	Residential	3 storeys	Permit Approved
4	**10 Sherbrook Avenue**	Residential	2 storeys	Permit Approved
5	**28-30 Maroondah Hwy**	Mixed Use	19 storeys	Permit Approved
6	**1-3 New Street**	Residential	4 storeys	Under Construction
7	**7 Montgomery Street**	Residential	3 storeys	Permit Approved
8	**42-44 Nelson Street**	Residential	8 storeys	Permit Approved
9	**37 Nelson Street**	Residential	2 storeys	Permit Approved
10	**19 Nelson Street**	Residential	2 storeys	Under Construction
11	**1-7 Nelson Street**	Residential	6 storeys	Under Construction
12	**48-52 Bond Street**	Residential	4 storeys	Permit Approved
13	**44-46 Bond Street**	Residential	4 storeys	Permit Approved
14	**2-4 Churchill Street**	Residential	4 storeys	Permit Approved
15	**21 Bourke Street**	Residential	4 storeys	Under Construction
16	**8-10 Bond Street**	Residential	4 storeys	Under Construction
17	**13-19 Ringwood Street**	Commercial	6 storeys	Permit Approved
18	**96-98 Maroondah Hwy**	Mixed Use	7 storeys	Permit Approved
19	**233 Maroondah Hwy**	Mixed Use	10 storeys	Permit Approved
20	**5-7 Bardia Street**	Residential	4 storeys	Permit Approved
21	**301 Maroondah Hwy**	Residential	14 storeys	Permit Approved

21



19



12



18



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Ringwood MAC Urban Design Guidelines

Building Heights and Interface Map

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LEGEND

- Updated activity centre boundary
- Existing Open space
- Creek

DEVELOPMENT

- Approved development
- Under construction
- (#) Development trajectory reference

Project Ref:	2017.822
Dwg No.:	UDD-009
Scale	1:6000 @A3
Date:	13.07.18
Revision:	A

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Chapter 4 - Implementation

What Planning Controls will be used to implement the Masterplan?

The Ringwood MAC Masterplan forms part of Council's response to delivering on *Plan Melbourne* and *Maroondah 2040: Our future together*. It will be implemented with key internal and external stakeholders at both State and local government level.

The implementation of this Masterplan will occur over a 10 year time frame and will involve a range of statutory and non-statutory tools and actions. On going community engagement will ensure the most appropriate implementation mechanisms to ensure Ringwood MAC continues to evolve consistently with the Key Principles of this Masterplan.

Victoria Planning Provisions Analysis

Victoria Planning Provisions

The Victoria Planning Provisions is a state wide reference document from which planning schemes are developed. Every planning scheme in Victoria must include a planning policy framework; zones and overlays.

A planning policy framework is the policy content of planning schemes and includes state, regional and local content. The Municipal Planning Strategy supports the planning policy framework and details the overarching strategic policy directions of a municipality.

All land in Victoria has a zone. Zones specify use and development for land, such as business, industrial or residential. They show what the land can be used for, and include controls relating to buildings and works and subdivision.

Overlay requirements are in addition to zone requirements and generally apply to a single issue or a related set of issues (such as heritage). Where more than one issue applies to land, multiple overlays may be used.

Analysis

The predominant zones in Ringwood MAC is Commercial 1 Zone, Commercial 2 Zone and the Residential Growth Zone (refer to Figure 5). The Industrial 1 Zone and the General Residential Zone also exist in small pockets within Ringwood MAC, in addition to a number of public use zones related to transport, open space and waterways.

The current planning controls for Ringwood MAC rely on the zones to determine land use and development. Built form requirements are set out in the Design and Development Overlay. However, the Design and Development Overlay is not applied consistently across the study area.

There is a local policy that applies to Ringwood MAC, Clause 22.06 Ringwood Activity Centre. This clause provides guidance to decision making and provides how particular discretion is to be exercised.

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Apartment development of four storeys or less (excluding a basement) in a Residential Growth Zone or General Residential Zone is assessed under Clause 55. All applications must meet a set of objectives set out in Clause 55 and each objective contains a standard to meet the objective. Some standards found in Clause 55 may be varied by Council using the schedule to the residential zone, through a Neighbourhood Character Overlay or other overlay. The variation to Clause 55 for Ringwood MAC is found in the Residential Growth Zone Schedule 1, General Residential Zone Schedule 1 and Design and Development Overlay Schedule 3.

Apartment development of five or more storeys (excluding a basement) in a General Residential Zone, Residential Growth Zone, Commercial 1 Zone is assessed against Clause 58. Similar to Clause 55, Clause 58 sets out objectives, standards and decision guidelines for apartment provisions. However apartment standards in Clause 58 cannot be varied in a schedule to the zone or an overlay, except for the building setback standard.

The application of planning controls across Ringwood MAC is inconsistent, there are some areas that have built form guidance, while other areas rely on just the zone that applies to the land and either clause 55 or clause 58.

The Activity Centre Zone guides and facilitates the use and development of land in activity centres. This zone is a centre wide tool developed specifically for Metropolitan Activity Centres. The Activity Centre Zone can be used to remove the need for additional overlays (such as the Design and Development Overlay) and can incorporate use and development requirements that may have previously been applied through overlays.

The Vegetation Protection Overlay, Environmental Audit Overlay and Heritage Overlay continue to be the most appropriate to manage vegetation, heritage places and potential land contamination, and are unlikely to require change.

The use of interim provisions for implementing a Masterplan can assist the management of change in an activity centre while finalising the strategic work to justify permanent planning controls. However this Masterplan does not seek to make changes to the current land use patterns within Ringwood MAC, rather to enhance and improve the existing planning controls to continue to encourage development within Ringwood MAC.

Zoning and Overlay Controls

The following Planning Scheme changes are recommended under the current Victoria Planning Provisions:

- Updates to the Local Planning Policy Framework.
- Rezoning of land to the Activity Centre Zone that encourages use and development as follows and refer to Figure 19:

Precinct	Land Use
Urban Centre Precinct	Retail/commercial and civic
Western Precinct	Commercial/office and showrooms
North western Precinct	Residential
Eastern Precinct	Institutional mixed use
Pitt Street Precinct	Residential
Ringwood Station Precinct	Transport and civic
Heatherdale Station Precinct	Transport and light manufacturing

- Update of the Development Contribution Plan Overlay in accordance with the Infrastructure Plan section of this Masterplan (refer below).
- Include the Ringwood MAC Masterplan as a Reference Document into the Maroondah Planning Scheme.
- Review of the Significant Landscape Overlay Schedule 4 to ensure consistency with the urban design guidelines of this Masterplan.
- Review of the Development Plan Overlay to determine whether it is still required.

There are regular improvements and changes to the Victoria Planning Provisions occurring. The recommendations for statutory implementation into the Maroondah Planning Scheme may need to be reassessed to ensure the most appropriate planning tools are being used to implement the objectives, strategies and built form requirements set out in this Masterplan.

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Figure 19: Urban Design Guideline Precincts (Hansen partnership)

Infrastructure Plan

Planning and infrastructure strategies have identified a need to deliver new infrastructure in Ringwood MAC to help support significant new residential apartment, commercial and retail development that is expected to occur in the Centre over the next two decades.

Council will continue to require developers to contribute to some of the cost of the required infrastructure. Sixteen key projects have been identified to be funded by a Development Contribution Plan, they are:

1. Ringwood Lake Bridge and boardwalk replacement
2. Lighting at Ringwood Lake
3. Upgrade or replace the Soundshell at Ringwood Lake
4. Path upgrades and realignments at Ringwood Lake
5. Roadway Improvements Maroondah Highway Boulevard Treatment – eastern extension – Warrandyte Road to Larissa Avenue
6. Roadway Improvements - Maroondah Hwy boulevard treatment - western extension - Wantirna Road to New Street
7. Roadway Improvements - New Street improvements - Bond Street to just south of Maroondah Highway
8. Roadway Improvements - New east-west roadway - southern - Warrandyte Road to Maroondah Highway
9. New Intersections and Road Crossings - Signalisation of New Street/Bond Street
10. Pedestrian and Bicycle Improvements - Initial Ringwood MAC bicycle projects
11. Pedestrian and Bicycle Improvements - Murray Place bicycle facilities
12. Drainage and Water Sensitive Urban Design
13. Streetscape – Ringwood MAC Street Furniture
14. Streetscape – Lighting
15. Urban Design – Staley Gardens Revitalisation
16. Urban Design – Maroondah Highway

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Action Plan

Action	Council responsibility	External stakeholders	Priority
Planning			
Draft and undertake an amendment to the Maroondah Planning Scheme the implement the precinct framework and guidelines identified in the Urban Design Guidelines.	Integrated Planning	DELWP	Immediate
Draft and undertaken an amendment to the Maroondah Planning Scheme to update the Development Contributions Plan identified in the Infrastructure Plan.	Integrated Planning	DELWP	Immediate
Update the Ringwood Urban Design Manual consistent with the objectives and strategies within the Masterplan, including Wayfinding Signage.	Business and Activity Centre Development and Engineering Services		Short – Medium term
Develop an Open Space Strategy for Ringwood MAC.	Integrated Planning	DELWP	Short-medium term
Transport			
Work in partnership with VicRoads to expand the CCTV coverage of Ringwood Bypass and the surrounding streets to manage issues and incidents in real time in the vicinity of the Ringwood MAC.	Engineering Services	VicRoads	Short – Medium term
Work in partnership with VicRoads to reduce speed limits on Ringwood MAC roadways where lower speeds are desirable.	Engineering Services	VicRoads	Short – Medium term

Review a car parking strategy for Ringwood MAC with a focus on on-street parking; commuter parking; existing uses with insufficient on-site car parking to inform a Parking Overlay.	Engineering Services and Integrated Planning		Immediate
Develop an Integrated Transport Strategy for the Ringwood MAC to encourage a modal shift away from the private car.	Integrated Planning and Engineering Services	Transport for Victoria Bicycle Network Victoria	Short – Medium term
Advocate for road network improvements, internally and externally to the Ringwood MAC.	Engineering Services	VicRoads	Short – Medium term
Develop a Wayfinding Signage Policy that will inform the transport and movement network and signage hierarchy.	Integrated Planning and Business and Activity Centre Development		Short – Medium term
Governance			
Develop indicators and targets to assist with the performance monitoring of Ringwood MAC Masterplan.	Integrated Planning and Business and Activity Centre Development	DELWP	Immediate

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