



Ringwood Metropolitan Activity Centre Masterplan

Amendment C130 - Maroondah Planning Scheme

Urban Design Evidence prepared by Gerhana Waty, Hansen Partnership
July 2020

Contents

1	Introduction	1
2	The Study Area	3
3	Existing Planning & Design Framework	6
4	The Masterplan & Urban Design Guidelines.....	9
5	Proposed Amendment C130	12
6	Urban Design Assessment.....	14
7	Conclusions	39

Figure 1: Revised Activity Centre Boundary

Figure 2: Precinct Boundaries

Figure 3: Existing Zoning

Figure 4: Urban Design Guidelines Process Diagram

Figure 5: The Proposed ACZ1 Map

Figure 6: Framework Concept Plan and Key Directions

Figure 7: Building Heights and Interfaces Map

Appendix A- Gerhana Waty: Curriculum Vitae

Appendix B- Relevant State and Local Policies

Appendix C- Existing Overlay Maps

Appendix D- Existing CI 22.06 and DDO3 Maps

Appendix E- VPA Concept Plan (2017)

Appendix F- Development Trajectory

1 Introduction

1. My name is Gerhana Waty, and I am a Director of Urban Design at Hansen Partnership. I have over 13 years' experience in architecture and urban design in Australia and overseas. I hold a Bachelors degree in Planning & Design (Architecture) and a Masters degree in Architecture from the University of Melbourne and have primarily practised as an urban designer. Projects that I have managed and contributed to have received awards from the Australian Institute of Landscape Architects (AILA) and International Federation of Landscape Architecture (IFLA). Details of my experience are set out in Appendix A.
2. In 2017, Maroondah City Council, in partnership with the Victorian Planning Authority (VPA) had been working on a Review of the 2004 Ringwood MAC Masterplan. The output of this process is the Ringwood Metropolitan Activity Centre Key Issues Paper, including the Draft Concept Plan (June 2017). Following the completion of Key Issues Paper, the Maroondah City Council proceeded with the preparation of the Ringwood Metropolitan Activity Centre Masterplan Background Report and the Ringwood Metropolitan Activity Centre Masterplan (adopted in August 2018).
3. In January 2018, Hansen Partnership was engaged by the Maroondah City Council (Council) to prepare the Ringwood Metropolitan Activity Centre Urban Design Guidelines (Guidelines) based on the 2017 Draft Concept Plan. The Urban Design Guidelines represent one of the key inputs into Council's 2018 Masterplan and Amendment C130. Following public exhibition, the Guidelines were endorsed by Council in November 2018. I note that content of the endorsed Urban Design Guidelines can be found in Council's adopted Masterplan. My Statement of Evidence will refer to the Masterplan, specifically relevant urban design matters.
4. On this occasion, I have been engaged by Maddocks Lawyers on behalf of the City of Maroondah to provide urban design expert evidence relating to the key urban design recommendations outlined in the Council's adopted 2018 Masterplan. The proposed Amendment C130 to the Maroondah Planning Scheme seeks to translate findings of the Masterplan through the introduction of a new Activity Centre Zone (ACZ1). My evidence is confined to strategic urban design matters and does not address the statutory translation of the proposed Amendment.
5. I have inspected the Ringwood Metropolitan Activity Centre (Ringwood MAC) study area on several occasions, most recently on the 27th June 2020 and reviewed the exhibited version of proposed Amendment C130 documentation, associated submissions and relevant sections of the existing State and Local Planning Policy. In undertaking my review, I have also inspected the Masterplan background documents.

6. In summary, I believe the proposed urban design measures contained within the Council's Masterplan, which form the basis for Amendment C130 is worthy of support as it appropriately implements the Guidelines prepared for the Centre. The Guidelines represent careful management of the urban form, acknowledging development potential while recognising the Centre's landscape values and amenity, mixed urban conditions and recent public and private investment which has contributed to the Centre's ongoing renewal. Importantly, the urban design propositions found in the Masterplan and Amendment C130 are underpinned by a considerable body of strategic investigation and represent a 'nuanced' response to the existing and anticipated condition of the Centre and its different precincts.

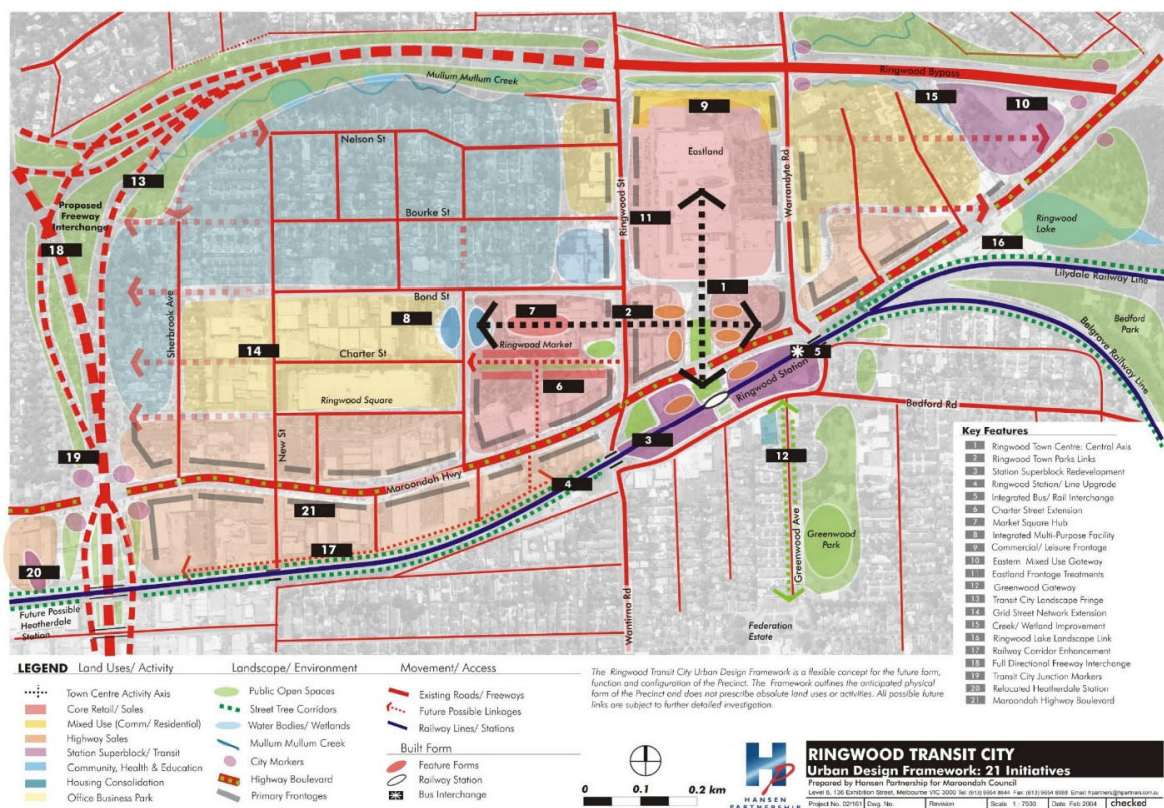


Figure 2: Ringwood Transit City: Urban Design Framework Plan

Ringwood Transit City: Urban Design Framework Plan, 2004

2 The Study Area

7. Plan Melbourne designates the Ringwood MAC as **one of 9 existing Metropolitan Activity Centres** (MACs). It is located 23km east of Melbourne CBD and is an important sub-regional hub.
8. The existing activity centre boundary is defined in CI 22.06- Ringwood Activity Centre and comprises land currently in Commercial (C1Z, C2Z), Residential (RGZ), Public Park and Recreation (PPRZ), Public Use (PUZ), Industrial (IN1Z) and Road (RD1Z, RD2Z) zones. This boundary was established through an earlier 2004 Masterplan. It is surrounded by established residential precincts to the north and south, an industrial precinct to the west and regional recreational assets to the east (Ringwood Lake Park). At its core is the Eastland Shopping Centre, a popular destination for both local and regional catchments. The Ringwood MAC is also strategically located on the Metropolitan Rail network (Belgrave/ Lilydale lines) and serviced by two railway stations (Ringwood Station and Heatherdale Station). Direct access to the Ringwood MAC is available from the arterial road networks including the Ringwood Bypass (north), Mt Dandenong Road (east) and Eastlink (west).
9. The Masterplan and associated Amendment **seeks to expand the current Activity Centre** to include existing public open space and land within 800m from the railway stations, including areas currently identified as Residential Development in CI 22.06. This is consistent with PPN58. In simplest terms, the updated activity centre boundary is described below (refer to Figure 1 on page 4):
 - **North:** Mullum Mullum Creek and Ringwood Bypass between Eastlink and Mt Dandenong Road.
 - **East:** Land at 2- 18 Mt Dandenong Road (GRZ), Ringwood Gardens and Bedford Park (PPRZ).
 - **South:** Residential subdivision (GRZ) and Commercial land south of Station Street (C2Z). This is referred to as 'Residential Development Area' in CI 22.06.
 - **South-west:** Urban blocks (IN1Z and C1Z) to the north side of Molan Street, between New Street and Heatherdale Road.
 - The expanded activity centre boundary identifies **seven precincts**, as shown in Figure 2 on page 5.

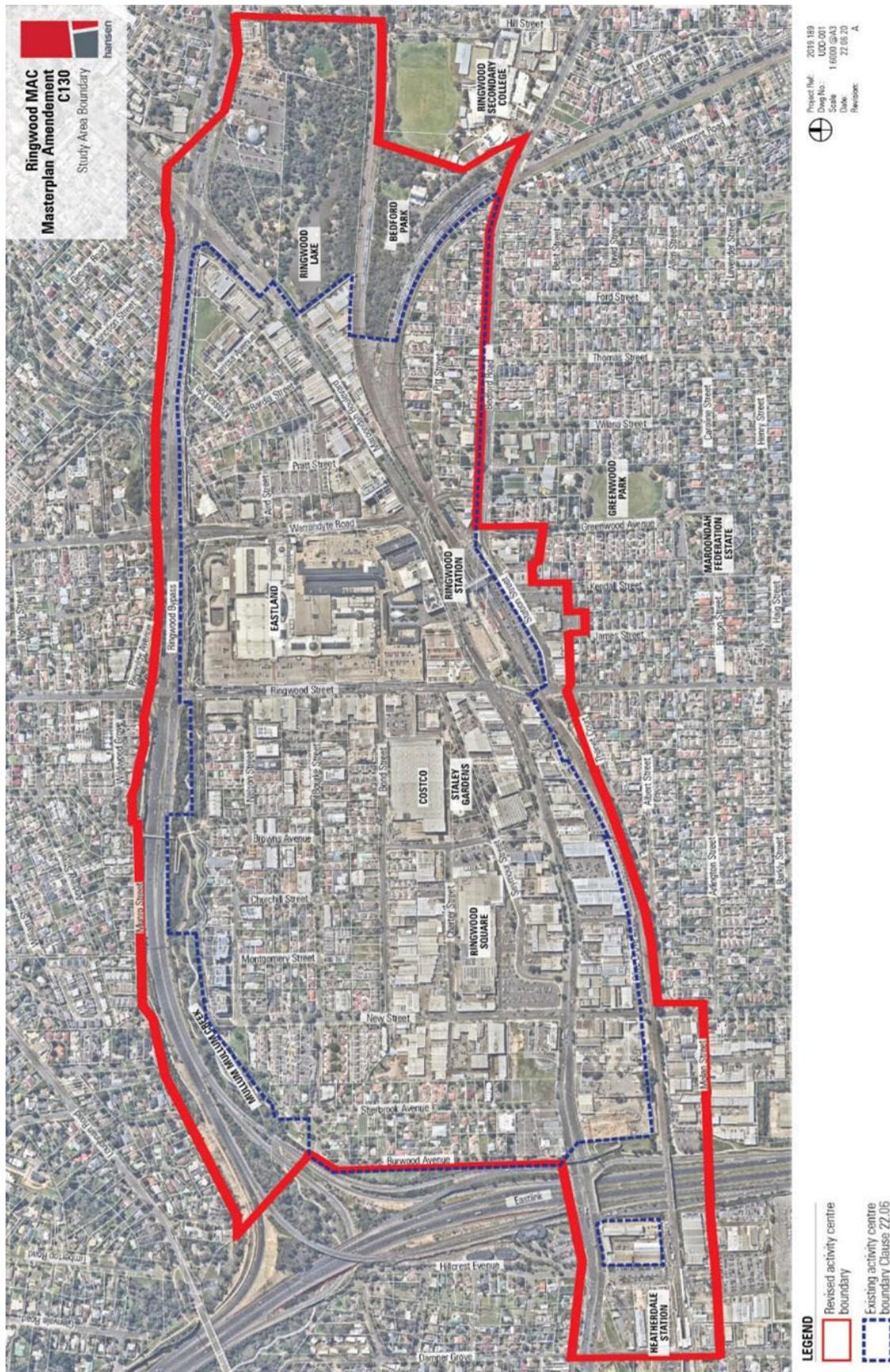


Figure 1: The revised Activity Centre Boundary (red) and the existing Activity Centre Boundary as per CI 22.06 (blue dashed).



Figure 2: Precinct Boundaries (Extracted from the Urban Design Guidelines for Ringwood MAC, Endorsed November 2018)

3 Existing Planning & Design Framework

10. The Amendment C130 area is presently influenced by several design-based Planning Policies, Zones and Overlay controls.
11. Various Overlay controls affect certain land within the Amendment boundary. These are built form overlays (DDO, DPO), environment and landscape overlays (VPO, SLO) land management overlays (SBO, EAO, DCPO) and heritage overlay (HO).
12. Relevant State and Local policies relating to urban design in the Amendment study area are set out in Appendix B, as follows:
 - CI 11.01-1S: Settlement;
 - CI 11.03-1R: Activity centres – Metropolitan Melbourne;
 - CI 15: Built Environment and Heritage;
 - CI 15.01-1S: Urban design;
 - CI 15.01-2S: Building design;
 - CI 15.01-4S: Healthy neighbourhoods;
 - CI 15.02-1S: Energy and resource efficiency;
 - CI 15.03-1S: Heritage conservation;
 - CI 16.01-1S: Integrated housing;
 - CI 16.01-2S: Location of residential development;
 - CI 16.01-3S: Housing diversity;
 - CI 16.01-4S: Housing affordability;
 - CI 17.01-1S: Diversified economy;
 - CI 18.02-1S: Sustainable personal transport;
 - CI 19.02-3S: Cultural facilities;
 - CI 19.02-6S: Open space;
 - CI 21.02 – Maroondah Vision and the Strategic Framework;
 - CI 21.03 – transport and accessibility;
 - CI 21.04 – Heritage;
 - CI 21.05 – Open Space;
 - CI 21.06 – Built Form and Urban Design;
 - CI 21.07 – Housing and Residential Land Use;

- CI 21.08 – Retail and Commercial Land Use;
- CI 21.09 – Industrial Land Use;
- CI 22.02 – Residential neighbourhood Character;
- CI 22.06 – Ringwood Activity Centre;
- CI 22.07 – Industrial Urban Design and Development;
- CI 22.13 – Non- Residential Uses in Residential Areas; and
- CI 22.14 – Eastlink- Buildings, Works and Signage.

13. There are additional relevant Policy Reference Documents and background documents including:

- Plan Melbourne (2017);
- Urban Design Guidelines for Victoria, DELWP (2017);
- Apartment Design Guidelines for Victoria, DELWP (2017);
- Better Apartment Design Standards for Victoria, DELWP (2016); and
- Urban Design Charter for Victoria (2010).

14. In addition, other relevant guides include:

- PPN 56- Activity Centre Zone (June 2015);
- PPN 58- Structure Planning for Activity Centres (September 2018); and
- PPN 60- Height and Setback Controls in Activity Centre (September 2018).

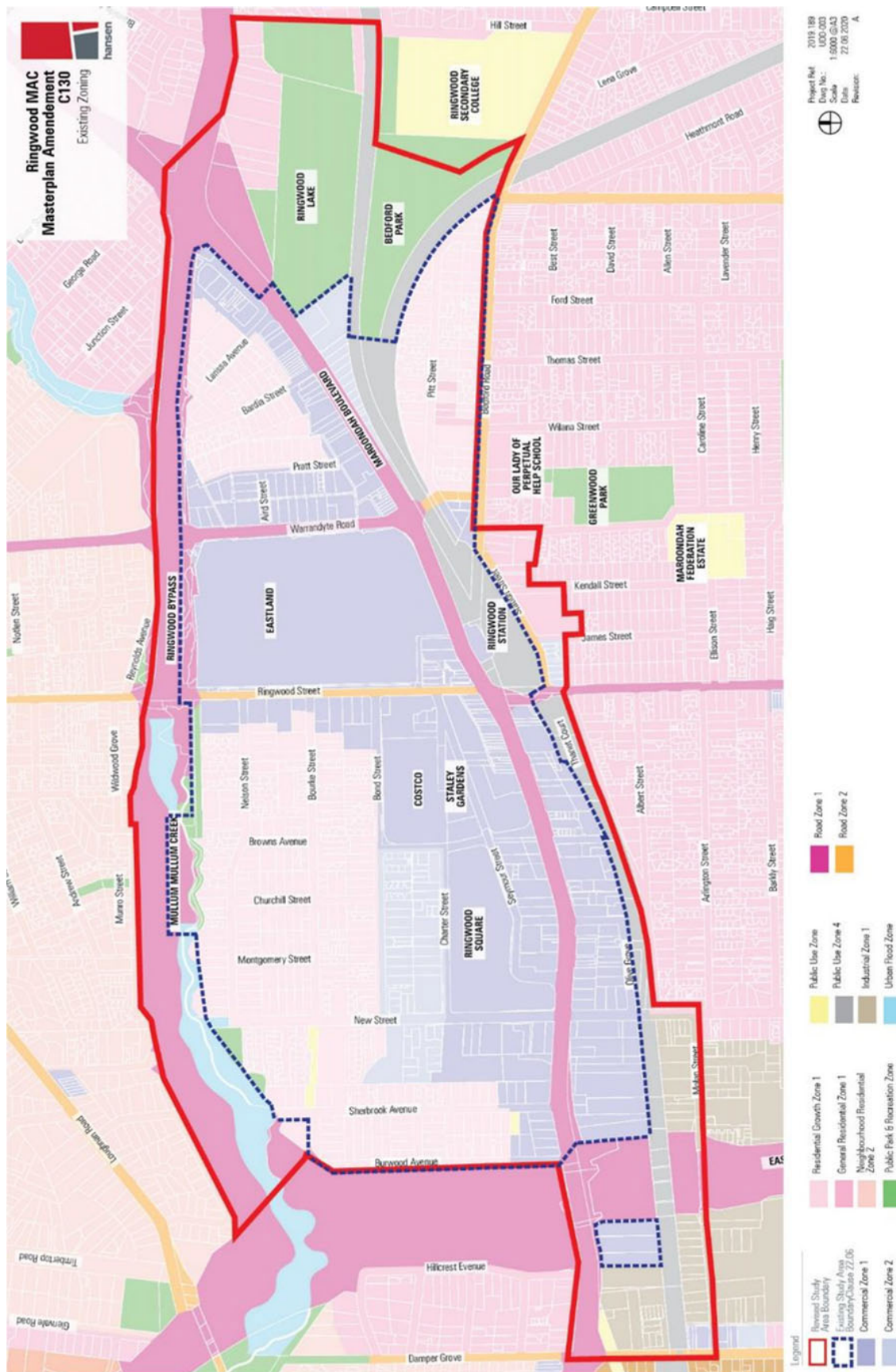


Figure 2: Precinct Boundaries (Extracted from the Urban Design Guidelines for Ringwood MAC, Endorsed November 2018)

4 The Masterplan & Urban Design Guidelines

The Masterplan

15. The 2018 Masterplan prepared by Council is a review and update to the 2004 Masterplan. The updated vision for 2018- 2033 for Ringwood MAC states:

“Ringwood is the major urban destination in Melbourne’s outer east. It will contain a vibrant city centre, with an active local economy offering contemporary lifestyle options set in a natural landscape and connected through an advanced road and rail network. ”

16. The 2018 Masterplan is a package comprising two separate reports, including:

- **The Masterplan Report** comprises the strategies and objectives that provide the overarching directions for the planning and development of Ringwood MAC.
- **The Background Report** comprises the necessary background and presented in the Masterplan. It also distils information from technical background reports and guidelines. The Background Report summarises key findings which have been informed by Transport and Movement analysis (WSP Parsons Brinckerhof & O’Brian Traffic), Commercial and Residential Capacity analysis (JLL, SGS, Hill PDA), Planning, Sociodemographic and Context analysis (VPA, Glossop Town Planning and Maroondah Council) and Urban Design analysis (Hansen Partnership).



Ringwood Town Square

The Urban Design Guidelines

17. The Urban Design Guidelines for Ringwood MAC by Hansen Partnership was prepared as a complementary piece to the VPA Draft Concept Plan (Appendix E). Its focus is to define the urban design standards and ensure future contributes to its sense of place and quality public and private realms through shaping its urban morphology, urban form, street profiles and interface conditions. These Guidelines were informed by technical reports, input from Council's officers and relevant design guidelines that are found in the Maroondah Planning Scheme and State Policies.
18. The Guidelines were prepared according to a sequential process as follows (refer to Figure 4 on page 11):
 - **Phase 1- Background Review.** This stage included a comprehensive review of the VPA's Key Issues Paper and Draft Concept Plan (June 2017), a review of relevant strategies, technical background reports and existing condition analysis.
 - **Phase 2- Discussion Paper.** Key challenges and opportunities were identified from the review process. Where considered appropriate, recommendations were made to develop the VPA Draft Concept Plan further. The Discussion Paper included a comprehensive summary review of relevant background material and their implications to inform the Urban Design Guidelines. An updated Framework Concept Plan was also prepared, which forms the basis for the Urban Design Guidelines. Key findings of the Urban Design Guidelines Discussion Paper were included in Council's Background Paper.
 - **Phase 3- Design Proposition.** The demand and yield analyses were undertaken by SGS based on the VPA Draft Concept Plan reveal there is at least 506,700sqm remaining capacity of commercial floorspace and at least 9,140 residential dwellings in 2036. On that basis, there is a degree of flexibility to refine the urban form proposition in response to the Framework Plan and contemporary urban design principles for Ringwood MAC. A draft Building Heights and Interface Map were prepared with input from Council's Officers to inform the Urban Design Guidelines preparation.
 - **Phase 4- Urban Design Testing.** The rationale for urban form proposition (heights and setbacks) have been devised based on applying suitable development typology and varied interface response. A set of 2-Dimensional and 3-Dimensional tests of selected sites were prepared to determine why, where and how the Building Heights and Interface recommendations respond to the Urban Design principles.
 - **Phase 5- Urban Design Guidelines.** Draft Urban Design Guidelines and precinct frameworks were prepared. The output of Phase 4 was included in Council's Draft Masterplan Report for community engagement. The Urban Design Guidelines document was updated to incorporate feedback received from public exhibition process.

19. The content of the Urban Design Guidelines is incorporated into the 2018 Masterplan in the following chapters:

- Precinct Definition and Precinct Ambitions (Page 26 to 31);
- Building Height, Typology and Interfaces (Page 32 to 40); and
- Precinct Framework (Page 41 to 59).

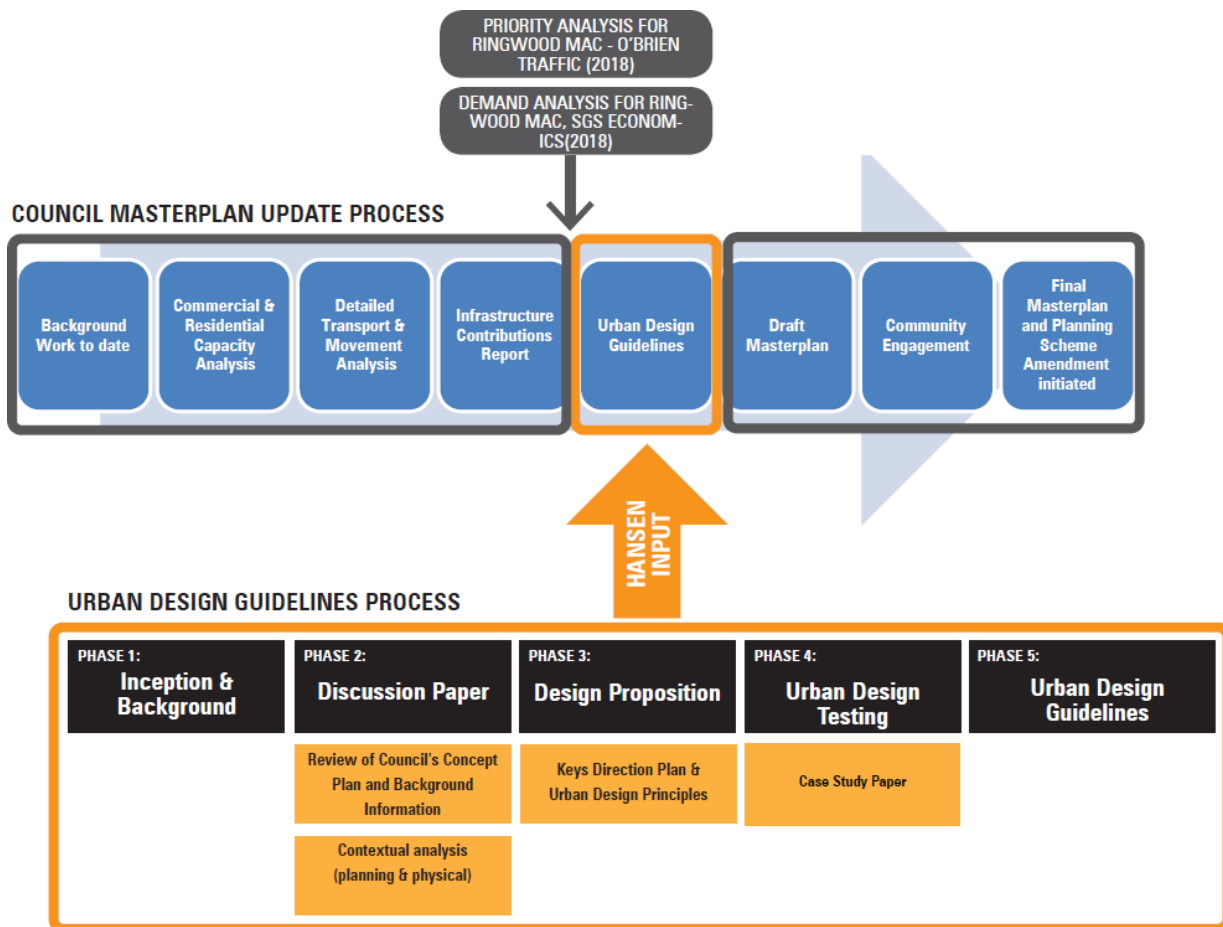


Figure 04: Urban Design Guidelines Process Diagram (Extracted from the Urban Design Guidelines for Ringwood MAC, Endorsed November 2018)

5 Proposed Amendment C130

20. The Amendment seeks to implement the objectives and strategies of the 2018 Masterplan through the application of Local Policy, Zones and Overlays to land within the updated Ringwood MAC boundary. The Masterplan was adopted by Council in August 2018.

21. Specifically, the Amendment seeks to make the following changes to the Maroondah Planning Scheme:

- Amend Cls 21.01, 21.02, 21.03, 21.06, 21.07, 21.08 and 21.10 of the Municipal Strategic Statement (MSS) to support the strategic basis of the Amendment in accordance with the Maroondah City Council Plan 2017-2021, Maroondah 2040: Our future together and Maroondah Housing Strategy.
- Amend Cl 22.02 (Residential Neighbourhood Character) to update the policy application.
- Amend Cl 22.05 (Retail and Commercial Development) to update reference to the Masterplan.
- Delete Cl 22.06 (Ringwood Activity Centre), Cl 32.07 (Residential Growth Zone), Schedule 1 to Cl 32.07 (Residential Growth Zone) and Schedule 3 to Cl 43.02 (Design and Development Overlay) as they are no longer required.
- Introduce Cl 37.08 (Activity Centre Zone) and a new Schedule 1 to Cl 37.08 (Activity Centre Zone) to implement the precinct Plans from the Masterplan and update reference to the Masterplan.
- Rezone land within the Ringwood MAC from the Commercial 1 Zone (C1Z), Commercial 2 Zone (C2Z), Industrial 1 Zone (IN1Z), General Residential Zone Schedule 1 (GRZ1), Road Zone Category 1 (RDZ1) and Residential Growth Zone Schedule 1 (RGZ1) to the Activity Centre Zone Schedule 1 (ACZ1).
- Rezone land at 1B Patterson Street, Ringwood East from the General Residential Zone Schedule 1 (GRZ1) to the Public Park and Recreation Zone (PPRZ).
- Rezone part of 174 Maroondah Highway, Ringwood from the Neighbourhood Residential Zone Schedule 4 (NRZ4) to the Public Park and Recreation Zone (PPRZ).
- Rezone part of 2-10 Mt Dandenong Road, Ringwood East from the Road Zone Category 1 (RDZ1) to the Activity Centre Zone Schedule 1 (ACZ1).
- Rezone land at 60 Nelson Street, Ringwood from the Urban Floodway Zone (UFZ) to the Public Park and Recreation Zone (PPRZ).
- Amend Schedule 1 to Cl 45.06 (Development Contributions Plan Overlay) to update reference to the Masterplan and to apply to the Ringwood MAC area.
- Amend the Schedule to Cl 72.04 to include the Ringwood Metropolitan Activity Centre Development Contributions Plan (March 2019) as Incorporated Document and delete the Ringwood District Centre Development Contributions Plan (July 1997).

- Amend the Schedule to CI 72.08 to include the Ringwood Metropolitan Activity Centre Masterplan, Maroondah City Council, 2018 as Background Document.

22. The Amendment also updates relevant objectives and strategies from the following documents:

- Maroondah 2040: Our future together (Maroondah City Council, 2014);
- Maroondah Housing Strategy (Maroondah City Council, 2016); and
- Maroondah Council Plan 2017-2021 (Maroondah City Council, 2019).

23. The primary tool guiding urban form in Ringwood MAC will be the proposed Schedule 1 to the Activity Centre Zone (ACZ1), illustrated in Figure 05 below. The purpose of the schedule is to *reinforce development and economic growth that responds to a changing market and ensures the future success of the Ringwood MAC*.

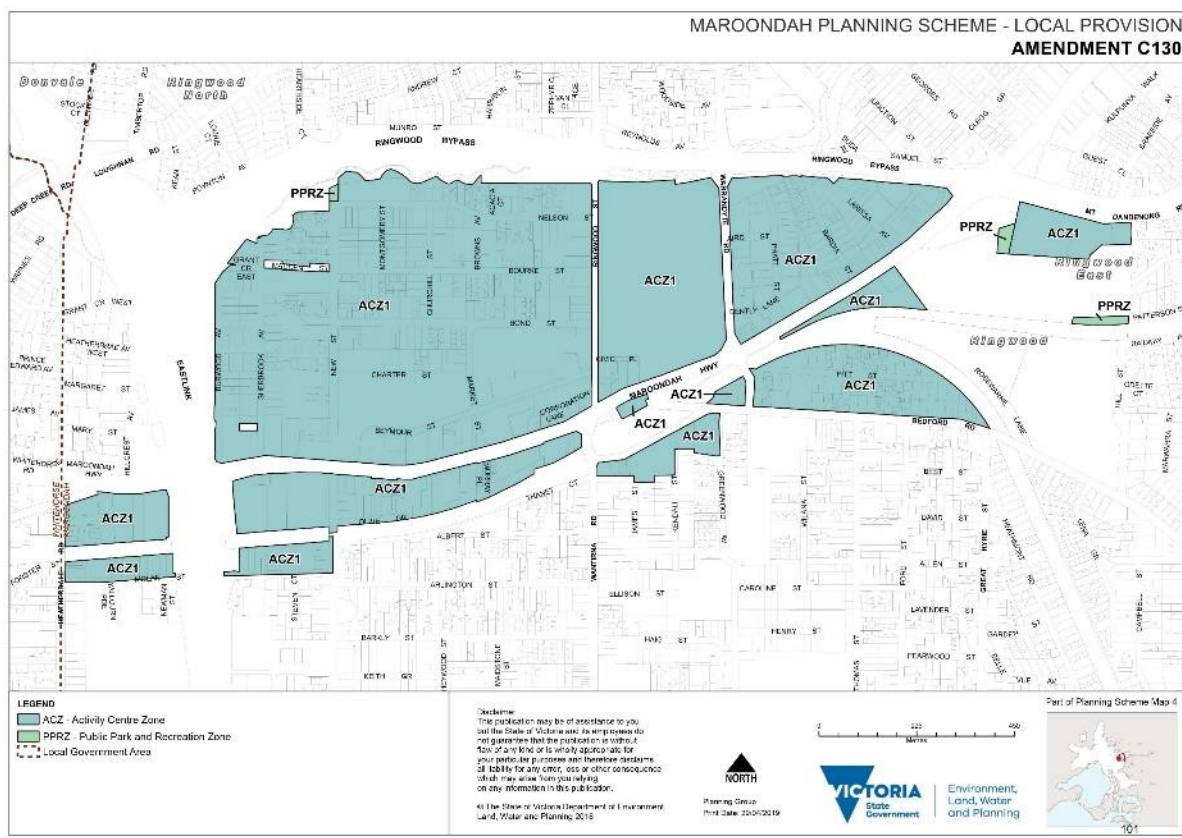


Figure 5: The proposed ACZ1 Map

6 Urban Design Assessment

24. In reviewing Amendment C130 to the Maroondah Planning Scheme, I have considered the urban form proposition and key urban design ambitions spelt out in the Masterplan and supporting background documents. I have also considered various urban design-based issues raised in submissions received by Council following the exhibition of the proposed Amendment.
25. I note that the Amendment received 43 submissions from residents, landowners and State Agencies: 22 submissions supporting the Amendment in its current form, 17 submissions supported the Amendment with changes suggested and four submissions do not support the Amendment. These included submissions which are concerned with the degree of anticipated change within the study area (two submissions) and submissions from landowners and prospective developers concerned about curtailing of development opportunity due to the nature of proposed controls (eight submissions). My review of this material has focused on the urban design proposition as found in the Masterplan (not its statutory translation). I summarise these urban design matters for consideration as follows:

Key urban design matters for consideration	Submitter reference
The legitimacy of the process	n/a
Updated Activity Centre boundary	Submitter No.11, 43
Overarching urban form rationale	Submitter No. 3, 5, 7, 9, 10, 11, 12, 13, 40, 41, 42, 43
Precinct parameters	Submitter No.1, 3, 6, 8, 9

6.1 Legitimacy of the process

26. The Masterplan for Ringwood MAC has had due regard to State Policies as set out in Plan Melbourne. It has considered the strategic context regarding the Ringwood MAC status in a Metropolitan, Regional and Local contexts. The Planning Scheme Amendments have been strategically justified (Ministerial Direction No. 11) and the recommended urban design propositions are grounded in an understanding of place, best practice and State and Local Planning Policy context.
27. Council's approach to the Masterplan and Amendment C130 is underpinned by **a sequential planning process** and informed by technical input from **a multidisciplinary team**, consistent with PPN58- Structure Planning for Activity Centre. The technical inputs comprise urban planning (VPA, Glossop Town Planning and Maroondah Council), economic assessment (JLL, SGS, Hill PDA), urban design (Hansen Partnership), related infrastructure appraisal (WSP Parsons Brickerhoff, O'Brien Traffic) and extensive input from the community. I note some of the critical findings relevant to urban design considerations below.
28. The Commercial and Residential Dwelling Demand Analyses by SGS were calculated for a 20-year period (up to 2036). These analyses reveal a total commercial floorspace demand is anticipated to be 586,300sqm in gross floor area (GFA) and a total dwelling demand is 2,417 dwellings. **SGS's demand and yield analyses based on the VPA Draft Concept Plan reveals remaining capacity of at least 558,000sqm of commercial floorspace and 9,000 residential (dwellings)**. Based on this information, there is some **flexibility to develop further the VPA's draft concept** for a legible urban structure, maintaining amenity standards in the public realm and recognising valued landscape quality of the Centre in the long term without dampening its growth opportunity.
29. A key objective of the 2018 Masterplan is to ensure **the Centre will continue to function as an amenable and inviting place to live, work and recreate while supporting growth and change**. This is consistent with the obligations of Practice Notes No. 58 and 60, as well as State Policy Framework for Metropolitan Activity Centres.
30. There is a **consistent legacy for clear planning controls** that have underpinned development in the Centre to date. Since the 2004 Masterplan implementation into the Maroondah Planning Scheme (CI 22.06 and DD03), the Centre has seen a considerable amount of investment on public and private lands. These include level crossing removals and public transport upgrades at Heatherdale and Ringwood Stations, Maroondah Highway streetscape improvement, expansion of the Eastland Shopping Centre, as well as renewal of residential and commercial sites for apartments, office and mixed-use developments. Noting the contemporary State Planning Framework and ongoing opportunities for Ringwood MAC, the updated Masterplan and Amendment C130 are timely.

6.2 The Activity Centre Boundary

31. The VPA and Council initially defined the updated Activity Centre boundary. As described in Chapter 2 of my Statement, the updated boundary includes urban blocks within 800m from a train station and the major regional recreation destination around the Ringwood Lake Park.
32. As identified in the Background Report, there is an expectation for the Centre to cater for a large proportion of residential growth in Maroondah. Opportunities for increased residential density in existing residential areas (currently in Residential Growth Zone), in keeping with the development trajectory, allows for other land uses including services, office, health, education, community and recreation to cater for the growing population and employment opportunities. The updated Activity Centre boundary has included land in residential and industrial areas close to public transport around Heatherdale Station and Ringwood Station. In my opinion, the **expansion to the south and west is appropriate to support a truly mixed-use Activity Centre which is focused around active transport.**
33. The eastern expansion around Ringwood Lake Park and Bedford Park encourages better utilisation of the existing open space assets. Their inclusion in the Activity Centre boundary goes beyond managing built form outcomes adjoining these open spaces, but also to enable the Council to establish coherent streetscape presentations along Maroondah Highway and Mt. Dandenong Road. I support the **expansion of Ringwood MAC boundary to the east for an improved presentation at the Centre's eastern approach and to enable management of amenity to valuable open space assets.**
34. The expanded Activity Centre boundary includes urban blocks in residential, commercial and industrial areas which have a capacity for change and to define the activity centre better. As set out in the Masterplan, **the updated Ringwood MAC boundary provides an adequate land area to accommodate estimated growth in terms of residential and commercial floor space.** I am satisfied that the revised Ringwood MAC boundary is consistent with PPN58.

6.3 Overarching Urban Form Rationale

Urban Design Principles Influencing the Urban Form Proposition

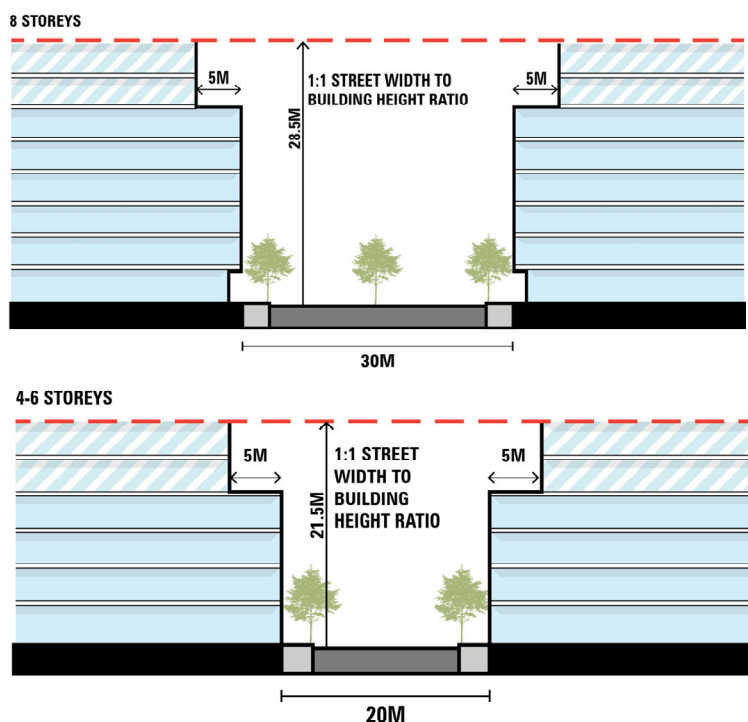
35. The urban form proposition of the Amendment C130, underpinned by the Masterplan is an important foundation. It is **commensurate with the Centre's designation as a Metropolitan Activity Centre** (CI 21.02, 21.06, 21.07 and 21.08), recognising the distinction between Ringwood MAC's role compared to Croydon (Major Activity Centre), Heathmont and Ringwood East (Neighbourhood Activity Centres).
36. The **basis for the urban form proposition** set out below is not completely new. It has been built on the urban morphological concept set out in the 2004 Masterplan (CI 22.06 and DDO3), consideration for existing policies in the Maroondah Planning Scheme and supporting supply/ demand analysis, contextual analysis, testing and recognition of recent approvals in the Centre. A suite of urban design principles has influenced the urban form proposition as found in the Masterplan. These are described below:

URBAN DESIGN GUIDELINES FOUNDATION									
PRECINCTS & ROLES		URBAN DESIGN PRINCIPLES							
PRECINCT	PRIMARY ROLE	P1 ACTIVITY CENTRE DEFINITION	P2 SUBDIVISION PATTERN	P3 GATEWAYS & LANDMARKS	P4 AMENITY	P5 LANDSCAPE & ENVIRONMENT	P6 STREET DEFINITION	P7 TOPOGRAPHY	P8 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								

Urban Design Principles and Foundation for the Urban Design Guidelines (Extract from the Urban Design Guidelines for Ringwood MAC, Endorsed November 2018)

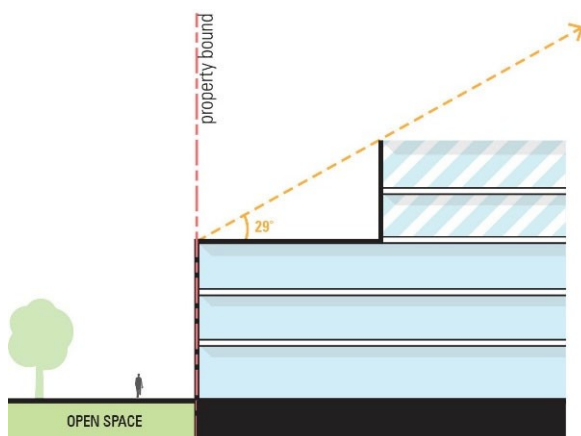
37. The urban morphology for Ringwood MAC has been devised to **establish clear activity centre definition**, legibility and sense of place. It is achieved through adopting mid and taller high-rise forms, which are distinctive from medium-density stock in the peripheral industrial and residential area. Within the Activity Centre's boundary, variation in urban forms also seeks to emphasise the Urban Centre as the 'go zone' that is complemented by a coherent boulevard along Maroondah Highway through a consistent presentation and balancing increased residential density with valued landscape attributes.
38. **Subdivision pattern** in the Centre varies between fine-grained retail, typical residential allotment, and large commercial and industrial sites. There is greater flexibility for urban forms on larger sites to accommodate growth while managing amenity impacts on site. On that basis, land consolidation is encouraged by the Masterplan.

39. To complement the mid-rise profile of the Centre are **high-rise Feature Form** opportunities (a term borrowed from the 2004 Masterplan) to improve wayfinding and to heighten the sense of arrival into Ringwood MAC. These vertical projections are primarily targeted around the Urban Centre to reinforce its role as the 'heart' of Ringwood MAC. Additionally, the urban structure of the Centre will also be complemented by additional Feature Forms at key locations at the junctions of main roads into the Urban Centre and Ringwood MAC. Sites selected for Feature Forms are considered to have the flexibility to accommodate growth while managing amenity impacts on the public realm.
40. The urban form for Ringwood MAC continues to focus on delivering development which **defines its streets while contributing to a quality public realm and the overall urban structure**. It is achieved through adopting street wall response (3-6 -storey) and setback upper levels. These measurements are informed by balanced street proportions, realising a general street wall/ podium height to street width relationship of approximately less than 1:1 (30m street width: 21.5m street wall/ height). While this is not a definitive test, this approach is intended to ensure future built form does not overwhelm pedestrian experience from within the public realm.
41. A **ground-level setback from the street frontage** for footpath widening along pedestrian priority routes (Maroondah Highway and Ringwood Street) to establish a consistent footpath width and to support street planting for boulevard effect at 4m is appropriate. A significant increase in pedestrian footfall can be expected in the Ringwood MAC in response to the promotion of active transport and investment in the quality public realm. Ensuring adequate infrastructure is provided for a safe and amenable pedestrian environment is critical.

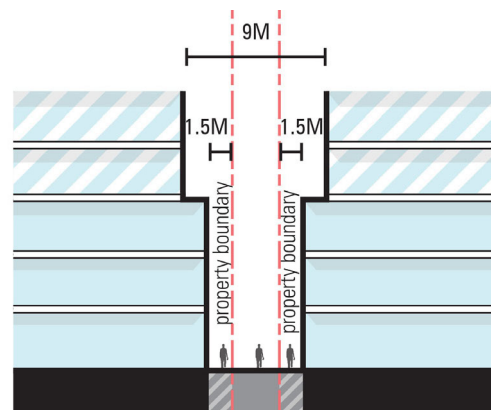


Recommended 1:1 street width to building height ratio

42. Shaping the **upper-level setback above and behind the street wall/ podium** from the street frontage, or open space edge has been shaped based on amenity test to the public realm. The Masterplan generally supports at least a 5m setback behind the street wall to emphasise a pedestrian-scaled outcome and to retain solar access to public realms (open space and footpaths). In my opinion, a 5m setback is sufficient in creating a visually distinctive 'base' and 'top' and commonly adopted in other built form review for Activity Centres. In certain locations and subject to future development configuration, an upper-level setback that is greater than 5m may be required to minimise overshadowing to the public realm, or to maintain a visually prominent podium in relation to the upper levels.
43. **Amenity to public realms (open space and footpaths)** is a critical consideration in shaping the built form recommendation for Ringwood MAC. Future development within Ringwood MAC should continue to maintain solar access to public spaces and support pedestrian-oriented outcomes. The proposed street wall heights and upper-level setbacks also generally support good solar access across the streetscape so that footpaths on the opposite side enjoy full sunlight at midday at the equinox – generally defined at 52° . A solar test at the equinox, between 11.00 am to 2.00 pm (lunchtime) is a commonly accepted measure in an Activity Centre context. The Masterplan also identifies the need to minimise overshadowing of public open space at midday in winter – generally defined at 29° . In my opinion, noting a limited public open space provision in Ringwood MAC and consideration for a regionally significant Ringwood Lake Park warrants a higher amenity standard. This is consistent with Objective 5.1.3 of the Urban Design Guidelines for Victoria.
44. Further, **narrow rear lanes** exist behind the Maroondah Highway spine (typically 3m wide) and can support rear and pedestrian access if widened. I support the recommendation for increased rear/ side ground level setbacks of 1.5m (where a 3m lane exists to widen it to 4.5- 6m). The laneway profile will be defined by a three-storey podium with an additional upper-level setback for outlook and amenity. This interface response is common in an Activity Centre context, and in my opinion, a similar response in Ringwood MAC is appropriate.

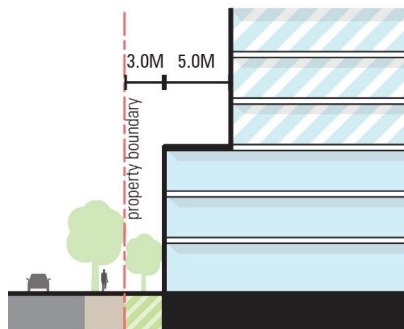


Recommended interface treatments to public open space at winter solstice

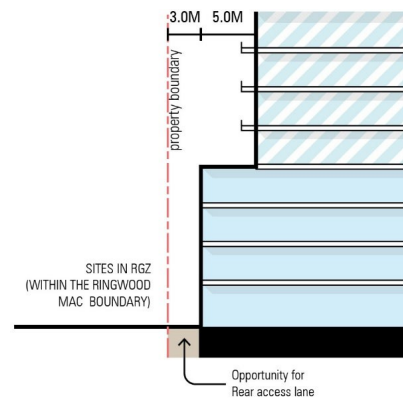


Recommended interface treatments to laneways/ mid-block pedestrian link

45. From my assessment of the existing residential and industrial contexts, the recommended 3m ground level setback in 'peripheral' areas is warranted. The **ground level setback presents an opportunity for landscaping** which can further improve the Centre's presentation, respond to pedestrian amenity and to integrate with the residential streetscapes.
46. It is also common to ensure a successful **transition** as future mid-rise development interfaces with the residential area (within the Activity Centre context). While I accept some degree of reduced amenity can be expected in a Metropolitan Activity Centre context, in my opinion, it is inappropriate to have a complete disregard of it. The recommended parameters found in the Masterplan seek a 3m ground level setback for a four-storey podium and additional upper-level setback behind to create adequate building separation, between areas currently in commercial and residential zones for rear/ side access and landscaping opportunity.

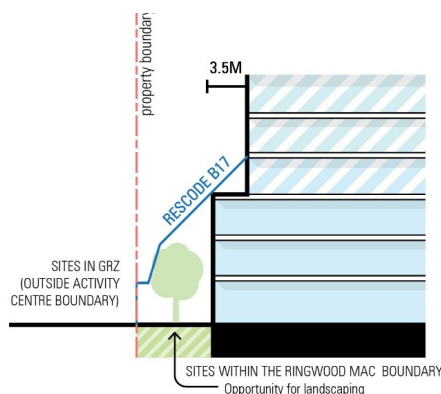


Recommended 3m ground level setback from the street frontage in 'peripheral' residential areas

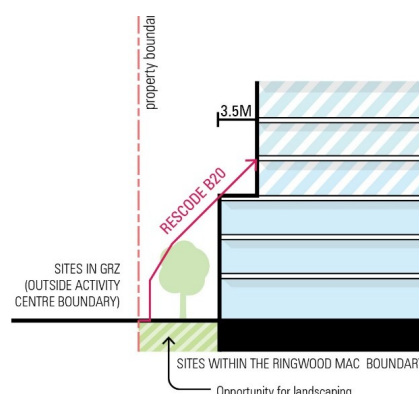


Recommended interface treatment between commercial and residential areas (within the activity centre boundary)

47. Where the Activity Centre boundary adjoins a fine-grained, low scale residential area to the south (GRZ), increased rear/ side ground level setbacks commensurate with ResCode Standard B17 and B20 for development up to 4-storey is appropriate. While I accept the residential hinterland is not static and subject to change, I find the recommended interface response had been appropriately setback to manage amenity impact to the south without diminishing development opportunity. Further, the proposed simplified setback profile (above 4-storey) seeks to avoid an overly stepped form is a suitable response to secure development equity on adjoining sites.



Recommended side and rear setback response to adjoining GRZ interface



The Urban Form Concept

48. In simplest terms, the urban form concept encourages a high-intensity Urban Centre around the Eastland Shopping Centre and Ringwood Station with increased height at key junctions into the Activity Centre and varied mid-rise forms along the Maroondah Highway spine. The urban form concept is unambiguous in its intent to promote growth at the Urban Centre through deploying a greater proportion of Feature Forms at key corners, solidifying the Urban Centre as the central heart for Ringwood MAC. Additionally, there is also a clear intent for peripheral areas of the activity centre to be moderated, transitioning to its surrounding hinterland in response to its current zoning provisions.
49. The urban form proposition found in the Masterplan and Amendment C130 reinforces the concept of an **urban form hierarchy** found in the VPA Draft Concept Plan by enhancing urban legibility, pedestrian comfort and amenity, as well as the appreciation of nuanced character for different precincts in Ringwood MAC.
50. The refined urban form proposition articulated in the Masterplan is based on **a suite of factors** identified through fieldwork, analysis and consultation with Council's officers. These include existing zoning, subdivision, landscape attributes, topography, solar access, road networks and recent development trajectory (approved and constructed). **Key features of the urban form proposition** are described below (refer to Figure 6 on page 23):
 - **A Coherent Boulevard:** Consistent with the broad ambition for a coherent, contemporary boulevard effect along Maroondah Highway is the opportunity to realise mid-rise development in the order of 8 -storey (28.5m). A mid-rise character for Ringwood MAC is commensurate with the maximum building height in DDO3-A and an average 'default' response that is consistent with SGS's capacity measurement. The 'default' 8-storey starting point is also focused on maintaining solar access to the public realm (including footpaths across Maroondah Highway) and a proportionate street definition that does not overwhelm the adjoining public realm.



Maroondah Highway

- **A Consolidated and High Development Intensity at the Ringwood Urban Centre:** There is continued strong opportunity to extend the primary axis between the Ringwood Station and Eastland to define the Urban Centre and central heart of the Activity Centre. This urban block is where the highest development intensity is encouraged, framed by major road networks including Maroondah Highway, Ringwood Street, Warrandyte Road and Ringwood Bypass, providing convenient access for all modes of travel.
- **High Rise Feature Forms:** At key junctions and entries into Ringwood MAC and the designated Urban Centre are high-rise Feature Forms. Feature Form locations have been carefully selected for wayfinding and to heighten the sense of arrival to Ringwood MAC and its Urban Centre. The proposed urban morphology continues to support the opportunity for differentiated urban form at the Urban Centre defined by Maroondah Highway, Warrandyte Road and Ringwood Street – recognising the critical function of Eastland as a mixed-use heart for Ringwood MAC.
- **Residential Area:** The 'default' 8- storey response is moderated at the Activity Centre residential area, where there is a strong landscape character, notable topographical profile, narrower street profile and greater consideration for amenity. While the existing residential areas within the activity centre boundary represent an opportunity for increased density, developments in these areas must also respond to their place values. Existing land currently in a residential zone can continue to support setback, separated- apartment forms of 4-6 -storey, setback behind a three-storey podium on consolidated land. The moderated development scale is also comparable with the residential zones expectation (RGZ) and consideration for residential character and streetscape of the area.
- **Peripheral Areas:** fringe commercial and industrial areas of interest can adopt a similar profile to the moderated urban form with a higher street wall along Maroondah Highway to support a new regime of mixed-use opportunity with a focus on employment for industrial areas around the Heatherdale Station and on the south side of Ringwood Station. Here, the mid-rise urban form steps down to 6 and 4 -storey, transitioning to its residential interfaces (outside the activity centre).
- Refer to Figure 6 on page 23 for the Framework Plan and Figure 7 on page 24 for the Building Heights and Interface Map.

Framework Plan

A 'Framework' Plan is a tool to guide future form and opportunity. It serves as a 'stepping stone' to the creation of an updated concept plan (reflecting building heights) as a precursor to the Urban Design Guidelines. The Framework indicates the following key moves:

Key Directions

- 1 Consolidate Ringwood Urban Core along its key corridors integrating complementary uses and prioritised pedestrian connections that frame the modal interchange and Town Square.
- 2 Acknowledge the strategic potential of the eastern precinct as a mixed use institutional setting, drawing on its proximity to existing retail, civic, environmental and recreational functions.
- 3 Establish a mixed use precinct to the west of Ringwood Street as a high intensity commercial node driving employment, office and innovation, belitting its large allotments, while appropriately responding to its residential interface.
- 4 Consolidate the image and capacity of Maroondah Boulevard as a dynamic urban spine comprising higher density forms with engaging street wall profiles, leading from the east and west toward the Retail Core.
- 5 Support Transit Oriented Development at Ringwood Station.
- 6 Unlock the potential of Heatherdale Station as a critical redevelopment node accommodating high density mixed use forms with frontages Maroondah Highway and Heatherdale Road, anchored to the west of Eastlink.
- 7 Support mid rise development respond within Ringwood MAC with opportunities for taller development (feature forms) to define its gateways.
- 8 Establish high density residential pockets set within high quality landscape surrounds, that respond to the environmental attributes of the Mullum Mullum Creek and public open space while transitioning to key destinations toward the retail core.
- 9 Support innovative, sustainable and affordable mixed use and residential development outcomes that meet best practice and set a benchmark throughout Maroondah and Metropolitan Melbourne for high quality built form.

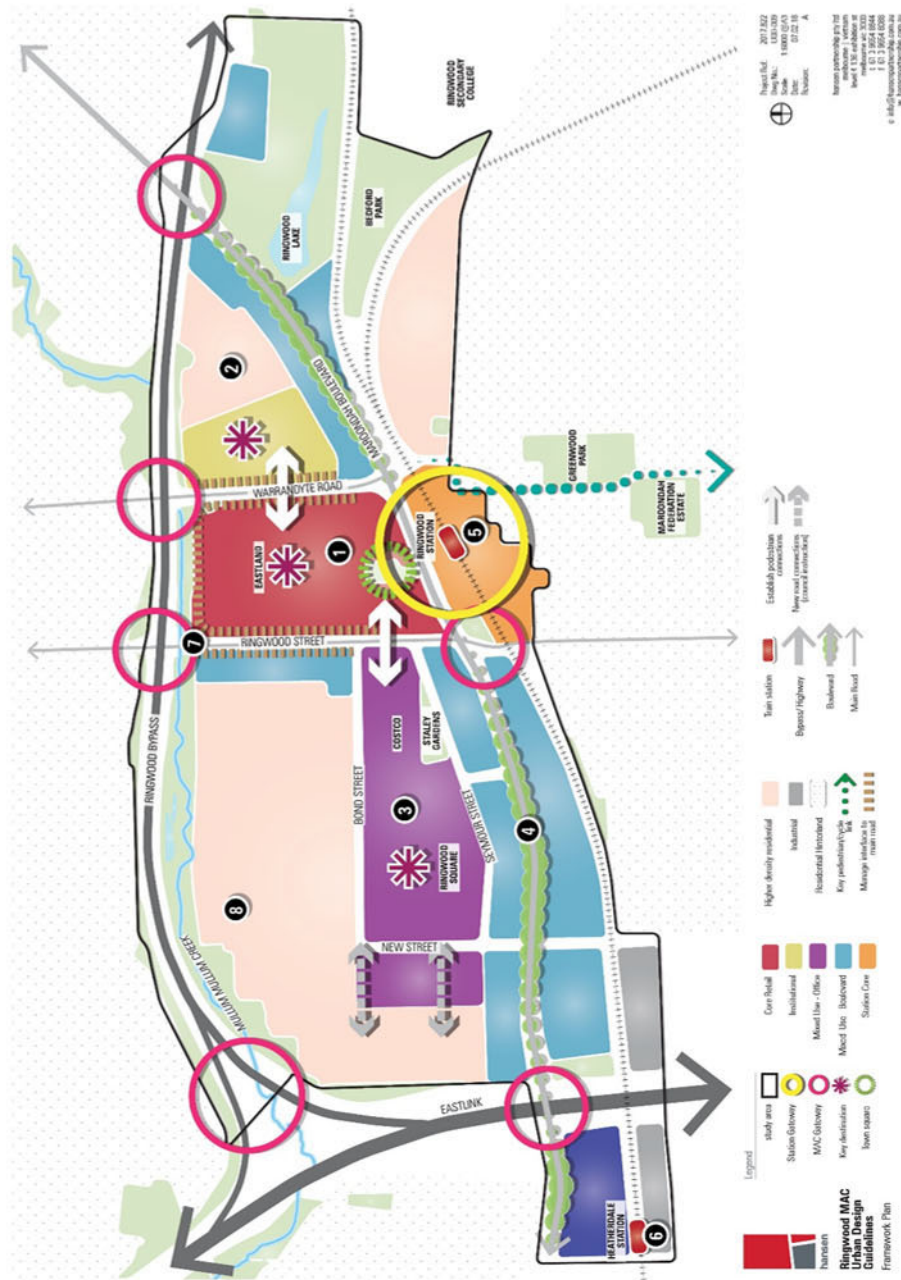


Figure 06: Framework Concept Plan and Key Directions (extract from Urban Design Guidelines Discussion Paper for Ringwood MAC)

6.3 Precinct Based Parameters

51. The defined urban design principles and overarching urban form proposition described above have shaped the built form concept for Ringwood MAC. Proposed Amendment C130 has sought to articulate these 'streetscape' and 'locational' factors into a logical 'precinct-based' approach, as seen in other ACZ Schedules across Melbourne. Ringwood MAC comprises many distinctive parts in terms of character, uses and capacity for change. The Amendment C130 as exhibited has retained the seven precincts identified in the Masterplan and seek to apply precinct-based urban design proposition as follows:

Precinct 1: Urban Centre

52. This precinct is broadly defined as the Town Centre precinct (CI 22.06) and land currently occupied by the Eastland Shopping Centre. Recent investment in this precinct includes public realm upgrade and 6-8 storey civic and commercial forms (REALM, Sage Hotel) that contribute to a coherent presentation along Maroondah Highway. The Masterplan designates this precinct as a major 'go-zone' with opportunities for tower forms of at least 15-storey (Feature Forms) close to the ridgeline and at the key Maroondah Highway junctions for wayfinding into the Urban Centre and heightens the sense of arrival to the Urban Centre and Ringwood MAC.
53. I support the concept of an expanded Urban Centre as reinforced in the Amendment as set out in the precinct objectives and precinct requirements which had not specified any preferred height for the precinct. The proposed ACZ1 has clearly emphasised the capacity and growth opportunity for this precinct as the Urban Centre for Ringwood MAC.



Existing retail, commercial and civic forms along Maroondah Highway, Ringwood (Precinct 1)



Precinct 1 Framework Map extract from Ringwood MAC Urban Design Guidelines (Endorsed November 2018)

Precinct 2: Western Precinct

54. This precinct represents the largest portion of the Activity Centre. It encompasses existing Commercial area (C1Z and C2Z) between Ringwood Street and Eastlink, including the commercial boulevard along Maroondah Highway (west side). Emerging contemporary forms include recently constructed mixed-use developments (6-storey at 92 Maroondah Highway, 7-storey at 96-98 Maroondah and 6-storey at 13-19 Ringwood Street) and approval for a mixed-use development of comprising multiple buildings (up to 19-storey at 28-30 Maroondah Highway - designated Feature Form site).
55. There are some substantial sites or urban blocks which warrant a site-specific response, including sites currently occupied by the Ringwood Square and Costco. In response to the 'island nature' of these sites, variation from the 'default' response is appropriate. It is my opinion that future redevelopment of these sites accommodates a suite of development forms (8-storey), separated by pedestrian links, or new open space opportunity at the ground level.

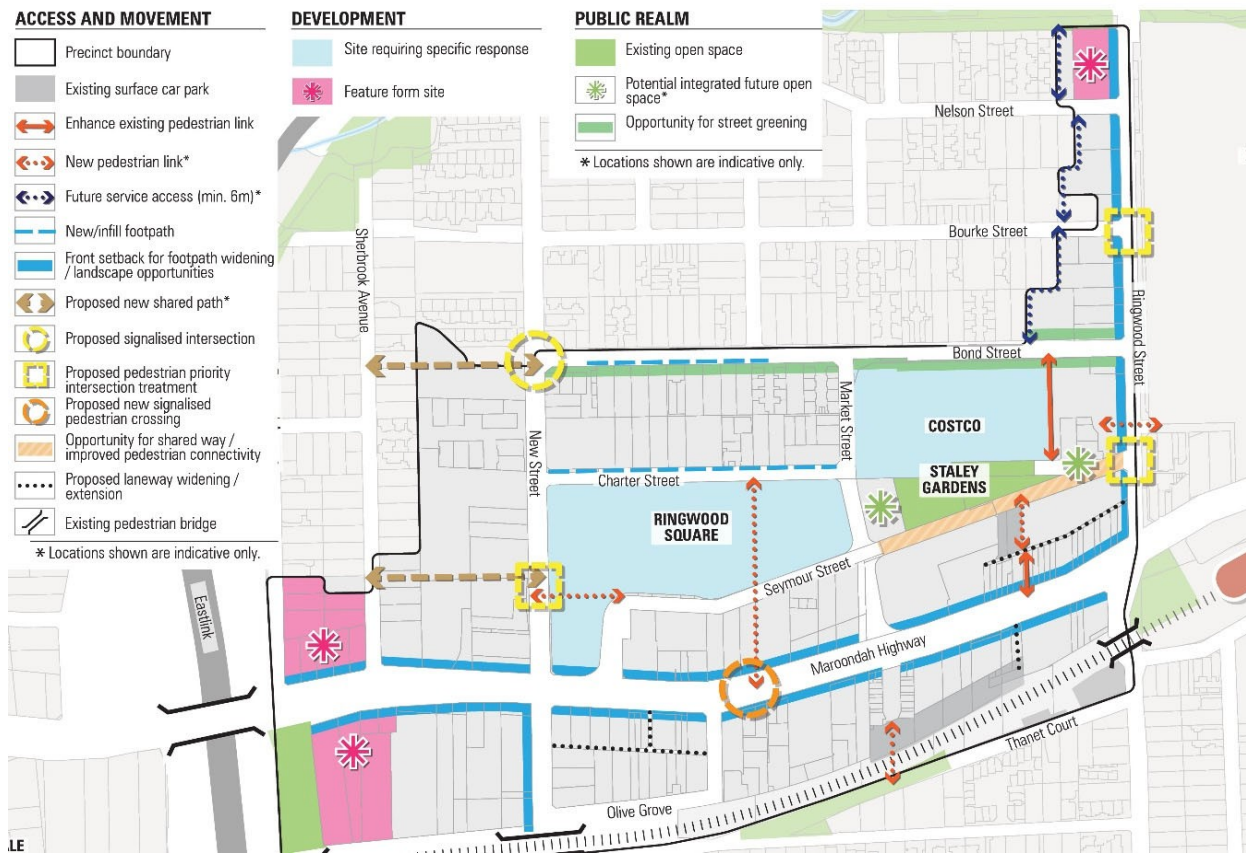
56. It is appropriate in my view for remaining sites in this precinct to take their cue from the new datum established by contemporary developments, averaging at 8-storey with 6-storey street walls fronting the wider Maroondah Highway profile and moderated 4-storey street walls in response to narrower streets behind. Setbacks behind the 4 to 6 -storey street wall are warranted to establish a pedestrian-scaled streetscape presentation and to provide appropriate solar access to the public realm.
57. A more ambitious built form proposition in a podium and tower format (Feature Form) in 3 locations demarcate entries into the Ringwood MAC and the Urban Centre. These sites can accommodate rising forms of 15 -storey (behind a 4 to 6 -storey podium subject to adjoining road width) with the flexibility greater upper-level setbacks (more than 5m) to protect the public realm if required. These locations are highly accessible and visible from major road networks into Ringwood MAC and the Urban Centre, contributing to the Centre's definition and the overall urban structure.
58. Rear or side profiles to residential land (within the activity centre) should be tailored to enable a degree of transition, but not to the extent of a conventional ResCode 45° angle. At this residential interface, the opportunity for a more robust urban form can be supported when balanced with landscaping opportunity along common boundaries and adequate building separation for access, or outlook and amenity.
59. The proposed ACZ1 has translated the Masterplan's ambition to create a coherent urban form response along the Maroondah Highway with opportunity for vertical punctuation at Feature Form sites. The preferred heights and street wall and upper-level setbacks as recommended by the Masterplan have been faithfully translated into proposed ACZ1.



Costco Site on Seymour Street



Mid-rise profile along Maroondah Highway



Precinct 2 Framework Map extract from Ringwood MAC Urban Design Guidelines ((Endorsed November 2018)

Precinct 3: North Western Precinct

60. The definition of Precinct 3 is consistent with the current Residential Development Area (CI 22.06) and DD03 (sub-precincts F, H, I and J). Allotments in this precinct are currently in Residential Growth Zone (RGZ) and affected by a Significant Landscape Overlay (SLO). Development capacity is moderated here, in response to its residential zoning and balance 'growth' opportunity through site consolidation. Recent developments (approved and constructed) on consolidated sites are generally in the order of 4-storey, consistent with the current zoning. A departure from this datum is the apartment complex at 1 Nelson Street, which comprises a series of 3, 7 to 8-storey footprints with associated affordable housing component on an 8,000sqm site (approved by the Minister for Planning).
61. Consistent with DD03, the Amendment seeks a nexus between building height and site size. It seeks a 4-storey outcome on lots generally greater than 1,500sqm and 6-storey development on lots greater than 2,500sqm. There is a greater level of flexibility to support 4-6 storey form to minimise off-site amenity impacts, as well as to allow for landscaping opportunity on the front, side, or rear setbacks on consolidated land. An additional upper-level setback (above 3-storey) is intended to establish a more proportionate relationship with the adjoining streets, which are typically more constrained in widths.



Precinct 3 Framework Map extract from Ringwood MAC Urban Design Guidelines ((Endorsed November 2018)

Precinct 4: Eastern Precinct

62. The eastern precinct represents the most complex part of the Activity Centre. It contains a diverse coexistence of heritage sites, low rise residential forms (some are currently used for non-residential use), commercial forms (including strata-titled properties), contemporary mixed-use form, large format retail, exposed at-grade parking, established vegetation on public and private land and substantial public assets around Ringwood Lake Park.



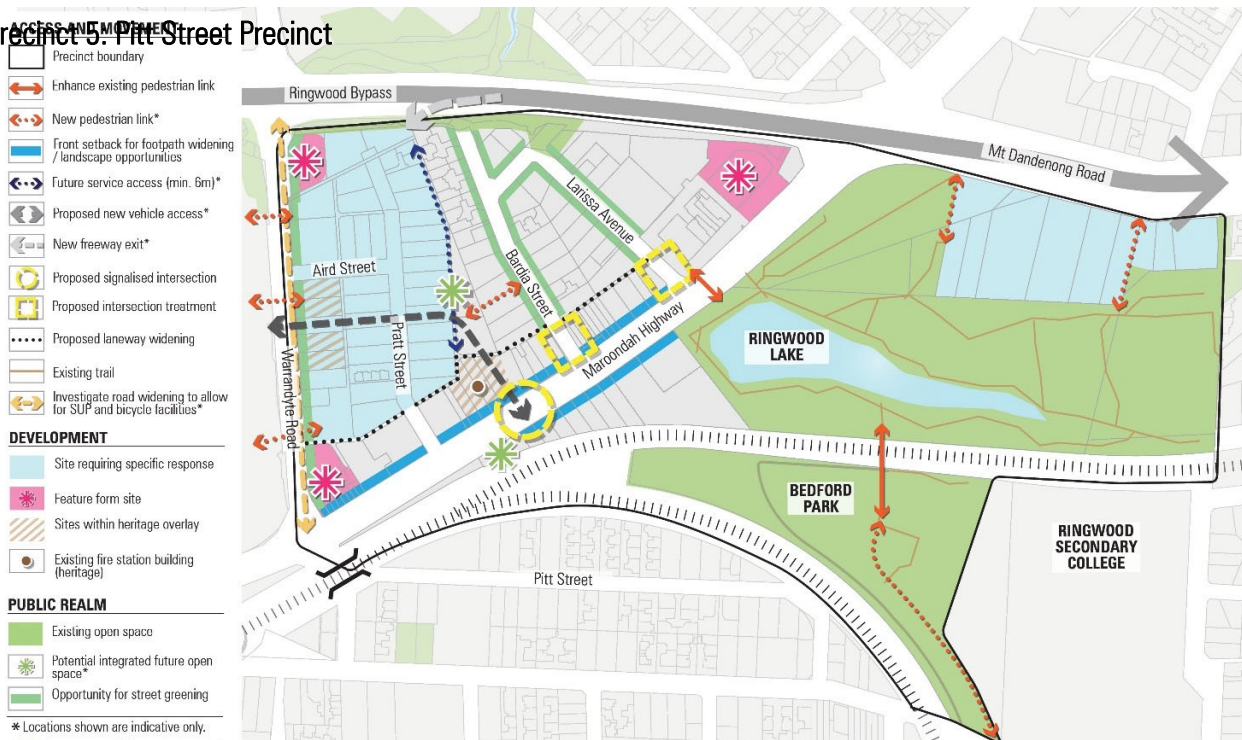
Existing 9 storey social housing in the background and recently completed Larissa Park on Larissa Avenue



Recently completed mixed use development at 233C Maroondah Highway

63. Allotments fronting Maroondah Highway form the eastern part of the Commercial Boulevard (east) identified in CI 22.06. Consistent with Precinct 2- Western Precinct, a more robust urban form (8-storey), set behind a 6-storey podium creates a continuous coherent image at key entries into the Centre along Maroondah Highway (from west to east) and Warrandyte Road. The street wall and upper-level setback have also been devised to provide an appropriate level of solar access to the public realms (footpaths) and open spaces, including in residential areas in response to a narrower street proportion. The mid-rise profile is also an appropriate response for areas between the Urban Centre to the west (highest intensity) and more moderated residential area to the east (4-6 storeys, similar to Precinct 3).
64. A more ambitious built form proposition in a podium and tower format (Feature Form) demarcate entries into the Ringwood MAC and the Urban Centre. Sites with frontages to Maroondah Highway and Ringwood Bypass, with access off Warrandyte Road, are highly accessible. Given their locations on higher topographical point, tower development at these junctions will also be highly visible from major road networks, contributing to the Centre's definition, legibility and sense of arrival.
65. Given the discretionary nature of the proposed ACZ1, there is the flexibility to vary from the 'default' scale of 8 - storey and upper-level setback, subject to retaining solar access to the public realm without diluting the visual prominence of future Feature Forms. Importantly, site-specific responses are warranted to manage individual heritage sensitivity, as well as the opportunities for new linkages and open space to support future mixed-use institutional functions. These urban design principles and parameters had been adequately translated into the proposed ACZ1.

Precinct 5: Pitt Street Precinct



Precinct 4 Framework Map extract from Ringwood MAC Urban Design Guidelines (Endorsed November 2018)

66. The definition of Precinct 5 is consistent with the Residential Development Area (CI 22.06). Allotments in this precinct are currently in RGZ and affected by SLO. Similar to Precinct 3, the opportunity for 'growth' in this precinct needs to be balanced by meaningful landscaping and consideration for residential amenity.
67. Similar to Precinct 3, there is a nexus between building heights and site size. Opportunities for a mid-rise apartment (4-6 storeys) with a distinguished 3-storey podium can still be accommodated on amalgamated land for adequate landscaping and setbacks as reflected in the proposed ACZ1.



Precinct 6: Ringwood Station Precinct

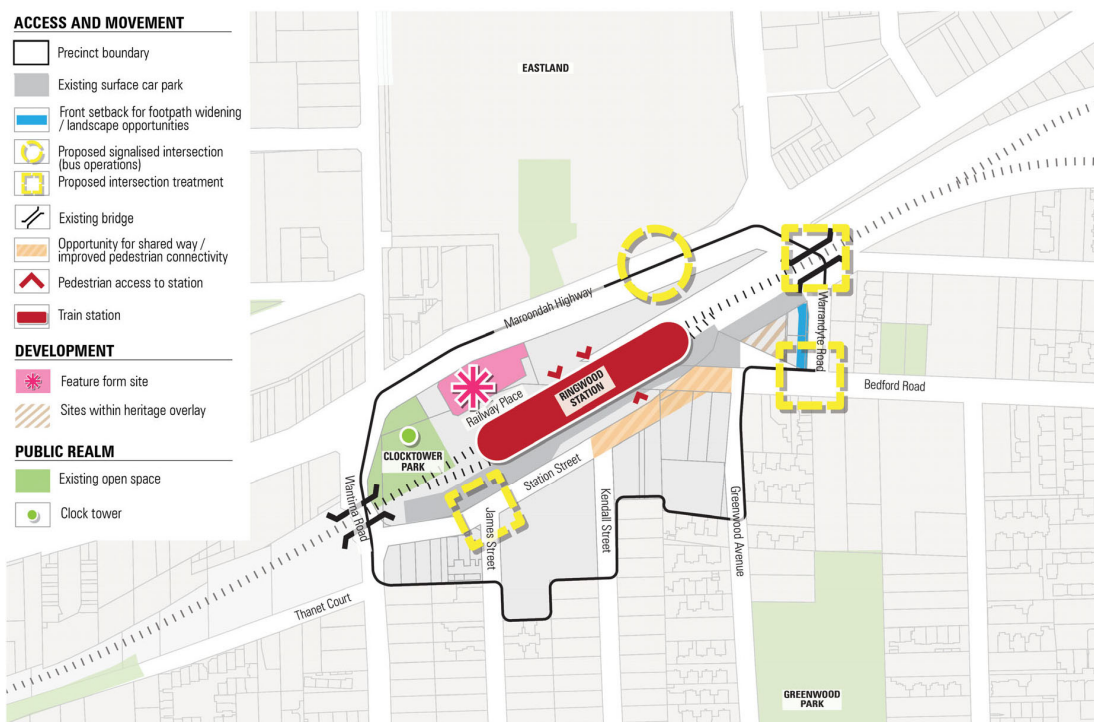
68. Precinct 6 includes the Ringwood Station, Clocktower Park and the bus interchange (between Maroondah Highway, the rail reserve and Bedford Road) and sites fronting Station Street (between Wantirna Road and Greenwood Avenue, currently in GRZ and C2Z). To the north of the rail reserve is identified as part of the Town Centre and to the south is a precinct currently referred to as a Residential Development Area in CI 22.06. Recent Ringwood Station upgrade has delivered a pedestrian link between Station Street and Maroondah Highway (via Ringwood Station). There is a notable contrast between land on either side of the railway line in terms of the existing zoning regime, subdivision and ownership pattern, topography and landscape attributes. I also note the varied allotments in this precinct and commercial and institutional uses that are currently occupying the residential sites, including the RSL and the Uniting Church.

69. On the south side of the rail line, the Masterplan recommendation for 4-6 storeys is a notable increase from a mandatory 3-storey limit (GRZ). The height parameter was informed by its proximity to Ringwood Station and the assumption of potential rezoning of GRZ land to Residential Growth Zone (RGZ), consistent with other residential areas in the Activity Centre (Precincts 3, 4 and 5) and objectives found in CI 22.13.



Precinct 6- Station Street (looking west)

70. A more moderated response on the south side of the rail line is, in my opinion, an appropriate transition from north to south, between taller forms (8-15 storey) and residential hinterland (1-3 storey). It is consistent with the Masterplan's ambition for a legible transition from north to south.
71. Station Street will be defined by 6-storey form set behind a 4-storey street wall for an appropriate level of street definition and level of enclosure. As it transitions to perpendicular residential streets (James Street, Kendall Street), the 4-storey street wall will gradually transition to a 3-storey podium, behind a landscaped setback in response to more modest residential streetscapes. This is consistent with the Masterplan, which had been appropriately translated into the proposed ACZ1.



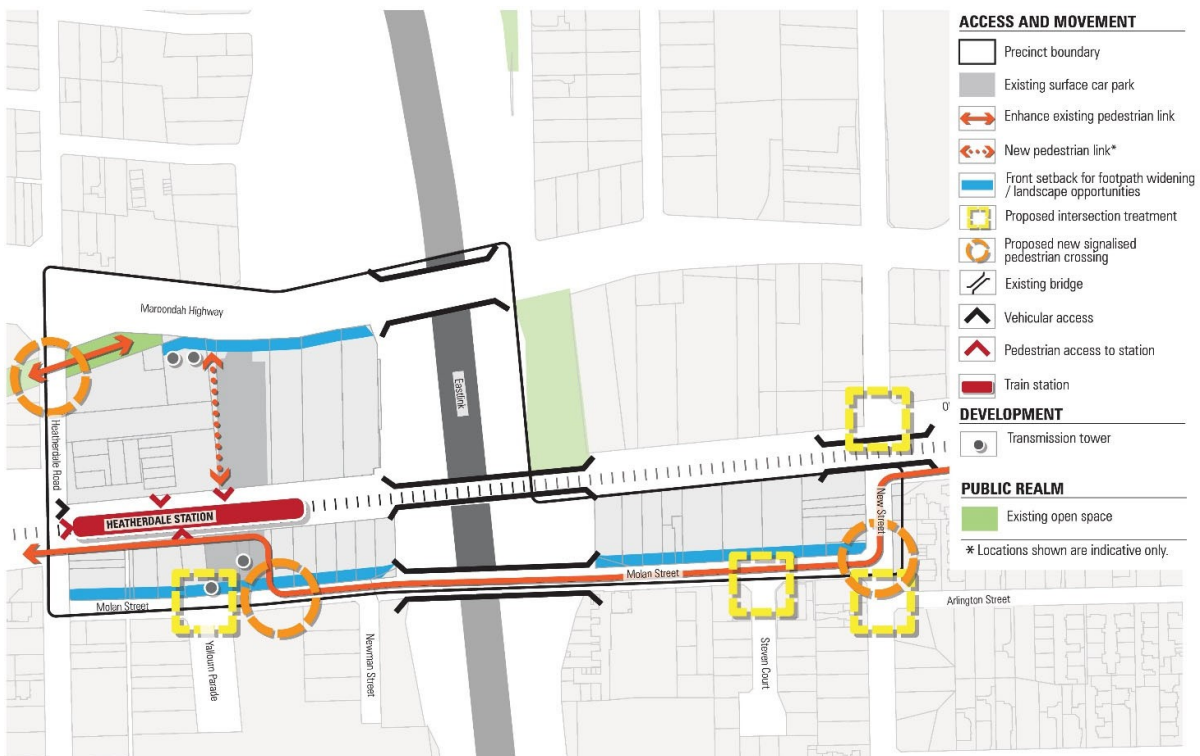
Precinct 6 Framework Map extract from Ringwood MAC Urban Design Guidelines (Endorsed November 2018)

Precinct 7: Heatherdale Station Precinct

72. Existing development in this precinct is diverse, reflecting its current zoning regime and irregular subdivision pattern. Eastlink and the railway line (both grade-separated) dissect this precinct, separating it from the majority of the Centre to the east. Direct access between this precinct and the remainder of Ringwood MAC is from Molan Street and Maroondah Highway. With the exception for commercial sites on the west side of the Eastlink (8-12 Maroondah Highway), this precinct encompasses land previously not in the Activity Centre boundary. The topography shifts from west to east and north to south. Low rise existing development (up to 3 -storey commercial) has not impacted views to the Mt Dandenong Ranges ridgeline from Maroondah Highway.
73. At the municipal threshold, the consolidation of activity and diversity of form and function is acknowledged. The proposed mid-rise forms (6-storey) along Maroondah Highway and Heatherdale Road, stepping down to 4-storey along Molan Street is, in my opinion, an appropriate definition to the Activity Centre at its western fringe, gradually transitioning to the hinterland.
74. A 3- storey podium with setback upper levels responds to a predominantly low-rise and open streetscape profile of Heatherdale Road and Molan Street. Ground-level setback along these street frontages and at 8-12 Maroondah Highway for landscaping opportunity, or footpath widening is consistent with the Masterplan's ambition in providing for quality pedestrian amenity and streetscape presentation in Ringwood MAC.
75. While the Masterplan has not explicitly designated sites suitable for 4, or 6-storey, the precinct objectives are unambiguous in supporting taller forms along Maroondah Highway and around Heatherdale Station, transitioning at its western and southern fringe by moderating the street wall heights from 6 to 3-storey and reducing the overall heights to 4-storey. I note that in this instance, the preferred height of 4-storey as found in the ACZ1 (exhibited version) is inconsistent with the Masterplan.



Existing low rise and industrial fabric along Maroondah Highway (looking east) and Mt.Dandenong ridgeline in the background.



Precinct 7 Framework Map extract from Ringwood MAC Urban Design Guidelines (Endorsed November 2018)

Summary

76. In summary, the proposed ACZ1 had translated key components of the Masterplan in terms of the updated activity centre and precinct boundaries, precinct objectives and the preferred heights (with the exception for Precinct 7), street walls and setback conditions. Precinct guidelines in the Masterplan had also been suitably translated into the proposed ACZ1 as 'Decision Guidelines'. Importantly, the proposed controls found in the proposed ACZ1 are not intended to be absolute. Building heights and setbacks are expressed as 'preferred' as a baseline for assessment. There may be instances where variance can occur, and future development is realised in response to particular site conditions.
77. Finally, I note that the Masterplan and proposed Amendment C130 do not seek to replicate the Urban Design Guidelines for Victoria (CI 15), or the Better Apartment Design Standards (BADS, CI 58). I am also satisfied that the proposed ACZ1 is consistent with the Masterplan in reinforcing a model of street-based urban forms outcome which had been varied in response to conditions.

6.5 Matters Raised in Submissions

78. I have inspected 43 submissions to the exhibited Amendment C130, which refer to both the Masterplan and the Amendment documentation. My commentary will focus on urban design matters.
79. A small proportion (10%) of the submissions expressed concern in relation to the **degree of change promoted by the Masterplan and Amendment C130**, in part relating to the transformative impacts of the recommended urban forms (4-6 -storey) and the Feature Forms (15 -storey). While this concern is acknowledged, it is my view that the urban design proposition has sought to ensure that the outcomes are commensurate with the Metropolitan role of the Ringwood MAC and that an appropriate sense of place and amenity to the public realm are protected.
80. A number of submitters have requested substantially **increased heights or designation as Feature Form sites**. I note that none of these submitters contested the designation of current Feature Form sites identified in the proposed ACZ1 (Submitters 3, 9, 10, 11, 12, 13, 40, 41 and 43). As previously explained, site size or proximity to other high rises (built or unbuilt) is not the only consideration for Feature Form designation. Consideration for a legible urban structure, access from major road network, frontage to Maroondah Highway, visual exposure from key entries into the Centre, recognition of landscape character of Ringwood MAC and the ability to contain amenity impact on-site suggest that the urban form as proposed in the Masterplan strikes the right balance of accommodating for growth and emphasising place values for the Centre. While I do not consider additional Feature Forms are warranted on the west side of East link, in residential areas, or at the fringe of the Centre, I accept that the 'default' urban form can be varied for some of these sites.
81. In responding to Submitter 41, **an additional Feature Form** (15-storey) on the north-eastern corner of Maroondah Highway and Ringwood Street can potentially be accommodated **on consolidated land** to create a considerable Maroondah Highway frontage. The consolidated site will also have the flexibility in managing solar access to the public realm (including the Clocktower Park) without altering the Centre's urban structure or removing the focus from the Urban Centre as envisaged by the Masterplan.



Uniting Church in Australia on Station Street (Precinct 6)



Existing low-rise commercial form on separate land ownership at the corner of Ringwood Street and Seymour Street

82. In response to land ownership information provided through Submitter 3, I accept that the site at 32-48 Maroondah Highway will be better managed through site-specific response. Due to its substantive size, exposure to Maroondah Highway and New Street, as well as its location on the east side of Eastlink, there is scope for a **precinct development format** that matches the street frontage treatment envisaged by the Masterplan, with taller (and spatially separated) rising forms behind. Due to its proximity to a designated Feature Form site to the west, the highest form on this site should provide the transition between the 19-storey approval and future 8-storey infill to the east. The discretionary nature of the proposed ACZ1 provides some flexibility to vary the preferred height without diluting the overall urban morphology for the Centre.
83. Submitters 11 and 43 have enquired the possibility of **extending the Activity Centre boundary** to the south and east and requested **taller development** between 8-10 storey at 28, 30-32 Station Street (the UCA Site) and 10-12 storey at 14-24 Station Street (the RSL site). I have reviewed the assumptions that underpinned the Masterplan recommendation, which did not take into consideration possible ACZ1 for these sites. I accept that the proposed ACZ1 has a greater level of flexibility to curate a more site-specific response that is not afforded by current residential zoning provisions. While development scale that is greater than 6-storey can potentially be achieved along its Station Street frontage, noting its proximity to the station and large land holding, their ultimate scale will need to be assessed against the urban design principles, their role in relation to the Centre's urban structure as well as its ability to consider residential character and amenity to the south. With regards to activity centre boundary expansion to the east and south, I do not consider further expansion away from the Urban Centre to be warranted. Further, I consider the existing zoning provision for 2 Bedford Street will achieve the appropriate built form outcome given its residential abuttal are less likely to change significantly.
84. Submitters 6, 9 and 40 sought further clarification for overshadowing tests and their application. The Masterplan and proposed ACZ1 very clearly identify a more restrictive **winter solstice test** to public open space in Ringwood MAC including the Ringwood Lake Park, Sherbrook Park, Mullum Mullum Creek Trail, Bedford Park, Ringwood Clock Tower and Staley Gardens. For properties located directly north of open space, I support the proposed interface response comprising 3 -storey podium and upper-level setback within a 29° angle above to minimise overshadowing of open space at noon (Type 6 interface in ACZ1). A less restrictive overshadowing test to footpaths at the equinox (lunch hours, between 11 am to 2 pm) is consistent with contemporary measures adopted across other activity centres in Melbourne. To realise the vision for Ringwood MAC, it is important for existing and future population in Ringwood MAC to have access to a comfortable and enjoyable public realm. The proposed urban form has been shaped and moderated to allow an appropriate level of solar access to public spaces.

85. Submitter 1 suggested **refinement to the minimum site area requirement** for future 4 -storey development be reduced from 1,500sqm to 1,300sqm. The Masterplan and proposed ACZ1 encourages consolidation of at least two allotments for 4 -storey and consolidation of three allotments for 6 -storey development outcomes. I have undertaken a review of an average residential lot size in Precincts 3, 4, 5 and 6, which is ranges between 700sqm to 800sqm (excluding properties with strata title) and believe it is appropriate to adjust the minimum lot area requirement based on 700sqm lot size, noting it does not have a major implication on the broader urban structure as envisaged by the Masterplan.
86. Submitter 1 indicated the possibility of removing any **reference to 'transition'** between Precincts 2 and 3. The proposed ACZ1 currently identified this as Interface Setback Type 4 – Residential (Type A). In my opinion, a transition between precincts within the Activity Centre boundary (despite their different purpose) should be encouraged to achieve an optimal response where amenity and landscape attributes are considerations. As spelt out in the Masterplan and proposed ACZ1, a transition can be achieved by providing ground level setbacks and clearly distinguishing the podium from upper levels.
87. Submitter 6 aptly points out the **ambiguity of applying Interface Setback Type 2** along the southern boundary of 154-166 Maroondah Highway and solar test requirement to Bedford Park further south (beyond the railway line). I noted the Masterplan and proposed ACZ1 had not sought to apply site-by-site controls to address particular site condition. In this instance, the minimum 5m upper-level setback (above podium) will not meet the winter solar test requirement to the south. In this instance, upper-level setback greater than 5m will be required above a 4-storey podium built to the southern boundary. I note the land in question has a site depth between 32m and 81m. An 8-storey form can comfortably be accommodated along the Maroondah Highway frontage, transitioning to 4 -storey to the rear to minimise shadow to Bedford Park.
88. A number of submitters also commented on limited directions in the Masterplan and proposed ACZ1 to guide **building separation** and amenity consideration for existing and future residents within the activity centre. The Apartment Design Guidelines (DELWP) and Better Apartment Design Standards (DELWP)- Standard D14 provide some objectives and guidance on these matters, albeit without definitive measures. Similarly, the Masterplan was drafted based on the existing zoning provisions in how future side and rear setbacks in residential areas are managed. While the Masterplan did not intend to duplicate the content of ResCode Standard B17- *side and rear setbacks* and Standard B20 - *north-facing windows* in residential areas, the proposed ACZ1 had omitted this requirement and currently provides no guidance for side and rear setbacks in residential areas. It is my opinion that the proposed ACZ1 should provide direction for spatial separation between buildings to achieve reasonable amenity and equitable development outcomes. It is consistent with how building separation from the side and rear boundaries are managed in other Activity Centres.

89. Submitters 1, 2, 9 and 40 have also queried the **imposition of new links** through their sites. From an urban design perspective, new linkages (shared paths, or roads) are warranted for improved permeability. While the Masterplan and proposed ACZ1 have located the alignment for future links, further work is required to ascertain the nature and mechanism for implementing these linkages. I note that the Masterplan and Proposed ACZ1 have identified locations for these links as 'indicative only' and its further investigation at the planning application stage is appropriate, in my opinion.
90. Finally, in response to submitters' comment on the proposed **ACZ1 legibility** (Submitters 6 and 8), I believe a series of refinements to the proposed ACZ1 and the Masterplan, as a reference document would be beneficial. These includes:
- Removal of reference to 'residential precincts' from Precinct Objectives and Precinct Requirements (Precinct 2, Precinct 3, Precinct 4, and Precinct 5). I note that the application of ACZ across the Activity Centre render this terminology confusing.
 - Refinement to the Interface Setbacks Table removing the 'Location and Type' column. I note the location, extent and type of interface treatment are graphically articulated by the Precinct maps.

7 Conclusion

91. As documented in this statement, I have reviewed the exhibited Maroondah Planning Scheme Amendment C130 and associated documents and submissions. While I will not comment on statutory translation matters, I am satisfied that the key directions of the endorsed Urban Design Guidelines (November 2018) as found in Council's Masterplan and subsequent Amendment C130 are appropriate and consistent with State Planning Policy. In my opinion, the recommended urban form proposition strongly reinforces the ongoing ambitions for Ringwood MAC to realise a higher intensity core that is distinguished from its expansive periphery. In my opinion, the Masterplan and Proposed ACZ1 are appropriate in reinforcing a 'place-based urban design' approach.
92. Furthermore, I consider the proposed built form parameters of the proposed ACZ1 to be suitably ambitious in terms of reinforcing the stated demand for commercial and residential growth for the Activity Centre. Importantly, the Amendment does not seek permit ad hoc applications of approval for growth. It provides a carefully managed urban form outcome that continues to build on the established urban morphology since 2004.
93. Most importantly, the parameters identified in the proposed ACZ1 are not absolute. It provides the basis for applicants and the Council to negotiate development outcomes that befit individual site issues and opportunities. It is not the role of the Masterplan to mandate site-by-site control. The objectives and requirements found in the proposed ACZ1 are unambiguous and performance-based. However, in my opinion, there is benefit in expanding the Decision Guidelines to provide more clarity on how variation in the preferred built form parameters can be assessed. Additionally, the proposed ACZ1 should also be refined to address unintended omission from translating various zoning regimes to ACZ.
94. I support the proposed ACZ1 structure, form and content. The urban form measures as outlined in Amendment C130 documentation is an appropriate means of translating the Masterplan, subject to a series of refinements for improved clarity as follows:
 - **For all precincts:** Remove the 'Location and Type' column from the Interface Setbacks Table.
 - **For all precincts:** Determine the need to tailor upper-level setbacks for sufficient separation above podium heights to ensure access to daylight and sunlight for internal spaces while maintaining visual privacy.
 - **For Section 4.4- Design and Development:** Consider consolidation of dot point 1 and dot point 3 for clarity.
 - **For Precincts 3, 4b and 5:** Consider referencing ResCode Standard B17 to manage the side and rear setbacks for buildings up to 4-storey.
 - **For Precincts 3, 4b and 5:** Consider updating the minimum site size requirement for 4 -storey to 1,400sqm and 6 -storey to 2,100sqm.

- **For Precincts 2, 3, 4 and 5:** Remove reference to 'residential precincts', or 'residential streets' from Precinct Objectives and Precinct Requirements.
- **For Precinct 2:** Consider the application of '*site requiring specific response*' at 32-48 Maroondah Highway.
- **For sub-precinct 6b:** Consider updating the minimum site size requirement for 4 -storey to 1,400sqm, 6 -storey to 2,100sqm.
- **For sub-precinct 6b:** Consider referencing ResCode Standard B17 and Standard B20 to manage the side and rear setbacks for sites abutting General Residential Zone (GRZ).
- **For Precinct 7:** Consider updating the minimum site size requirement for 4 -storey to 1,400sqm and 6 -storey to 2,100sqm.
- Consider refining the **Decision Guidelines** to include the following:
 - The extent to which buildings are not competing with Feature Forms.
 - The extent to which varied heights/ setbacks do not result in adverse amenity impact onto residential areas.
 - The extent to which varied heights/ setbacks provides clear stepping down in built form to established residential neighbourhoods outside the Activity Centre boundary without resulting in overtly stepped profile.
 - Consideration for on-site amenity for future occupants.
- Consider refining the **Masterplan**, so it is consistent with the proposed ACZ1.

95. I note that this statement has been prepared in accordance with Planning Panels Victoria Guideline No. 1 - Expert Evidence and I have made all the inquiries that I believe are desirable and appropriate and that no matters of significance which I regard as relevant have to my knowledge been withheld from the Panel.



Gerhana Waty

BPD (Architecture), M Architecture PIA

Director

Hansen Partnership Pty Ltd

10th July 2020

Appendix A

Curriculum Vitae: Gerhana Waty

Gerhana Waty BPD (Architecture), M Architecture	
Qualifications	Bachelor of Planning & Design (Architecture) The University of Melbourne 2005. Master of Architecture The University of Melbourne 2008.
Position	Director, Urban Designer Hansen Partnership Pty Ltd, Melbourne
Professional Affiliation	Planning Institute of Australia
Professional Experience	2012- Present: Hansen Partnership Pty Ltd (Melbourne, Byron Bay, Vietnam) Director, Urban Designer 2016: The University of Melbourne Melbourne School of Design, Seasonal Studio Leader (Master of Architecture Studio CDE) 2011: HASSELL (Australia, UK, Asia) Urban Designer 2009-2011: City of Casey Urban Designer 2007-2008: EAT Architects (Melbourne) Architecture Assistant 2006 Anthony Styant Browne Architects (Melbourne) Architecture Intern
Awards	2019 AILA Victoria Landscape Architecture Awards -Streets for People Feasibility Study 2018 AILA National Landscape Architecture Awards - Victoria Square, Kerang 2018 AILA Victoria Landscape Architecture Awards - Victoria Square, Kerang 2018 International Federation of Landscape Architects (IFLA) Africa, Asia Pacific and Middle East Awards-Surabaya Urban Development Strategy, Indonesia 2016 Australian Institute of Landscape Architects Awards - Surabaya Urban Corridor Development Strategy, Indonesia 2014 AILA Victoria Landscape Architecture Awards - Surabaya Urban Corridor Development Strategy, Indonesia 2011 AILA STREET WORKS Competition, Sydney - Walk the Line
Project Experience	Structure Plans/ Master Plans/ Building Codes City of Kingston High Change Residential Area Built Form Testing City of Hume High Change Residential Area Built Form Testing Royal Exhibition Building and Carlton Gardens World Heritage Environs Strategy Update for Heritage Victoria Clayton Business Park Urban Design Study Brunswick and Smith Street Built form Review, City of Yarra Alexandra Parade Built Form Vision, City of Yarra Osborne Precinct Masterplan, City of Greater Geelong Ringwood Town Centre Urban Design Guidelines, City of Maroondah Noble Park Activity Centre Structure Plan Review, City of Greater Dandenong Queens Parade Built Form Review, City of Yarra

Gerhana Waty
BPD (Architecture),
M Architecture

Project Experience

Cheltenham Activity Centre Structure Plan Review, City of Kingston
Mentone Urban Design Framework, City of Kingston
Coldstream Structure Plan, Yarra Ranges City Council
Glenferrie Road- High Street Structure Plan, Stonnington City Council
Mount Hotham Resort Master Plan, Mount Hotham Resort Management Board (2014)
Korumburra Town Centre Urban Design Framework, South Gippsland Shire Council
Ringwood East Neighbourhood Activity Centre Structure Plan, Maroondah City Council
Chapel Revision Structure Plan, City of Stonnington
Lockerbie Precinct Structure Plan, Stockland
Berwick Village Structure Plan, City of Casey
CTC R2R, City of Casey
Casey Complex Structure Plan, City of Casey (2009)

Public Space Design

Lilydale Road, Healesville Streetscape Upgrade, City of Yarra Ranges
Robinson Road and Mason Street Streetscape Upgrade, City of Greater Dandenong
Lupton Way Shared Street Concept Design, City of Knox
Werribee Streetscape Framework Input, City of Wyndham
Darebin Streets for People Project Development: Preston & Northern Reservoir, City of Darebin
Darebin Streets for People Feasibility Study, City of Darebin
Paisley Precinct Public Realm Masterplan, Marribyrnong City Council
Victoria Street Square in Kerang, Gannawarra Council
Bridge Road Streetscape Masterplan, Yarra City Council
Eel Hole Creek Pavilion Design, Gippsland Education Precinct

Site Redevelopment

The Como Precinct, City of Stonnington
South Yarra Station Precinct Investigation, City of Stonnington
The Richmond Malt Masterplan
Australia Post Site, 5 Oakover Roda, Preston
Box Hill Land Management Strategy, Whitehorse City Council
CSIRO Site, Highett, Bayside City Council Precinct Plan
Old Plenty Road, South Morang Development Plan

International

Nam Dinh City Masterplan, Nam Dinh Peoples Committee- Vietnam
Hoa Binh Lake Masterplan, Ministry of Construction - Vietnam
Surabaya Detailed Land Use & Zoning Plan, The World Bank
Surabaya Urban Corridor Development Project, The World Bank
Con Dao Precinct Master Plan, BR-VT Province Peoples Committee
Xining Transit Oriented Development and Pedestrian Oriented Development, World Bank
Hai Phong Transit Corridor , Eco2City World Bank

Architectural Design/Public Space Design

Melbourne Urban School, Department of Education
Linear Park Design, Casey Complex
Casey Indoor Leisure Centre Façade Re-Design
Linear House, Portsea
Pulse Apartment on Inkerman, St Kilda
Boronia House, Boronia,
Greenhills Primary School, Greensborough, Greenhill Primary School
North Melbourne Primary School, North Melbourne, North Melbourne Primary School

Appendix B

Relevant State and Local Policies

Relevant Controls

State Planning Policy Framework

CI 11.01-1S: Settlement

- To promote the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements.

CI 11.03-1R: Activity centres – Metropolitan Melbourne

- Support the development and growth of Metropolitan Activity Centres by ensuring they:
 - Are able to accommodate significant growth for a broad range of land uses.
 - Are supported with appropriate infrastructure.
 - Are hubs for public transport services.
 - Offer good connectivity for a regional catchment.
 - Provide high levels of amenity.
- Locate significant new education, justice, community, administrative and health facilities that attract users from large geographic areas in or on the edge of Metropolitan Activity Centres or Major Activity Centres with good public transport.
- Locate new small scale education, health and community facilities that meet local needs in or around Neighbourhood Activity Centres.
- Ensure Neighbourhood Activity Centres are located within convenient walking distance in the design of new subdivisions.

CI 15: Built Environment and Heritage

- Planning is to recognise the role of urban design, building design, heritage and energy and resource efficiency in delivering liveable and sustainable cities, towns and neighbourhoods.
- Planning should ensure all land use and development appropriately responds to its surrounding landscape and character, valued built form and cultural context.
- Planning should protect places and sites with significant heritage, architectural, aesthetic, scientific and cultural value.
- Planning must support the establishment and maintenance of communities by delivering functional, accessible, safe and diverse physical and social environments, through the appropriate location of use and development and through high quality buildings and urban design.
- Planning should promote development that is environmentally sustainable and should minimise detrimental impacts on the built and natural environment.
- Planning should promote excellence in the built environment and create places that:
 - Are enjoyable, engaging and comfortable to be in.
 - Accommodate people of all abilities, ages and cultures.
 - Contribute positively to local character and sense of place.
 - Reflect the particular characteristics and cultural identity of the community.
 - Enhance the function, amenity and safety of the public realm.

CI 15.01-1S: Urban design

- To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.

CI 15.01-2S: Building design

- To achieve building design outcomes that contribute positively to the local context and enhance the public realm.

CI 15.01-4S: Healthy neighbourhoods

- To achieve neighbourhoods that foster healthy and active living and community wellbeing.

CI 15.01-4R: Healthy neighbourhoods – Metropolitan Melbourne

- Create a city of 20 minute neighbourhoods, that give people the ability to meet most of their everyday needs within a 20 minute walk, cycle or local public transport trip from their home.

CI 15.02-1S: Energy and resource efficiency

- To encourage land use and development that is energy and resource efficient, supports a cooler environment and minimises greenhouse gas emissions.

CI 15.03-1S: Heritage conservation

- To ensure the conservation of places of heritage significance.

CI 16.01-1S: Integrated housing

- To promote a housing market that meets community needs.

CI 16.01-1R: Integrated housing – Metropolitan Melbourne

- Provide certainty about the scale of growth by prescribing appropriate height and site coverage provisions for different areas.

- Allow for a range of minimal, incremental and high change residential areas that balance the need to protect valued areas with the need to ensure choice and growth in housing.

CI 16.01-2S: Location of residential development

- To locate new housing in designated locations that offer good access to jobs, services and transport.

CI 16.01-2R: Housing opportunity areas – Metropolitan Melbourne

- Identify areas that offer opportunities for more medium and high density housing near employment and transport in Metropolitan Melbourne.
- Manage the supply of new housing to meet population growth and create a sustainable city by developing housing and mixed use development opportunities in locations that are:
 - In and around the Central City.
 - Urban-renewal precincts and sites.
 - Areas for residential growth.
 - Areas for greyfield renewal, particularly through opportunities for land consolidation.
 - Areas designated as National Employment and Innovation Clusters.
 - Metropolitan activity centres and major activity centres.
 - Neighbourhood activity centres - especially those with good public transport connections.
 - Areas near existing and proposed railway stations that can support transit-oriented development.
- Facilitate increased housing in established areas to create a city of 20 minute neighbourhoods close to existing services, jobs and public transport.
- Direct new housing to areas with appropriate infrastructure.

CI 16.01-3S: Housing diversity

- To provide for a range of housing types to meet diverse needs.

CI 16.01-3R: Housing diversity – Metropolitan Melbourne

- Create mixed-use neighbourhoods at varying densities that offer more choice in housing.

CI 16.01-4S: Housing affordability

- To deliver more affordable housing closer to jobs, transport and services.

CI 17.01-1S: Diversified economy

- To strengthen and diversify the economy.

CI 17.01-1R: Diversified economy – Metropolitan Melbourne

- Support the Central City to become Australia's largest commercial and residential centre by 2050, by planning for office, retail, residential, education, health, entertainment and cultural activity spaces.
- Plan for the redevelopment of Major Urban-Renewal Precincts in and around the Central City to deliver high-quality, distinct and diverse neighbourhoods offering a mix of uses.

CI 18.02-1S: Sustainable personal transport

- To promote the use of sustainable personal transport.

CI 18.02-1R: Sustainable personal transport – Metropolitan Melbourne

- Improve local travel options for walking and cycling to support 20 minute neighbourhoods.
- Develop local cycling networks and new cycling facilities that support the development of 20-minute neighbourhoods and that link to and complement the metropolitan-wide network of bicycle routes - the Principal Bicycle Network.

CI 19.02-3S: Cultural facilities

- To develop a strong cultural environment and increase access to arts, recreation and other cultural facilities.

CI 19.02-3R: Cultural facilities – Metropolitan Melbourne

- Maintain and strengthen Melbourne's distinctiveness as a leading cultural and sporting city with world-class facilities.

CI 19.02-6S: Open space

- To establish, manage and improve a diverse and integrated network of public open space that meets the needs of the community.

CI 19.02-6R: Open space – Metropolitan Melbourne

- To strengthen the integrated metropolitan open space network.

CI 15.01-1R: Urban design – Metropolitan Melbourne

- To create a distinctive and liveable city with quality design and amenity.

Relevant Controls

Local Planning Policy Framework

CI 21.02: Maroondah vision and the strategic framework

Vision: The vision in the Council Plan is: Maroondah will be a vibrant city. It will have an active community, a strong local economy and a diverse cultural life in a prosperous and sustainable environment.

CI 21.04: Heritage

- *To identify and plan for the future protection, enhancement and appropriate use of heritage places in Maroondah.*
- *To appropriately manage heritage resources, in order to preserve their historic integrity.*
- *To promote heritage values throughout the municipality.*

CI 21.05: Open Space

- *To provide equitable access and distribution of open space that caters for a diverse range of formal and informal leisure uses for the entire community*
- *To ensure the preservation and enhancement of open space resources in the municipality that caters for changing demands.*
- *To enhance the visual, environmental and recreational amenity of the municipality through the provision of an extensive, high quality open space network that is sustainable and accessible.*
- *To create linked shared trails, walking paths and bicycle lanes that encourage cycling and walking.*

CI 15: Built Environment and Heritage

- *To ensure the ongoing development of a quality and attractive built environment based on sound planning and consistent urban design principles.*
- *To protect and enhance the visual amenity of residential, commercial and industrial precincts and streetscape.*
- *To encourage development that provides and creates high quality urban places.*
- *To encourage environmentally sustainable forms of development.*

CI 21.07: Housing and residential land use

- *To maintain and enhance the mix of housing types and residential densities to cater for the changing profile of the population*
- *To provide housing opportunities which complement the environmental character of Maroondah.*
- *To ensure the provision of responsible and sustainable housing stock in terms of design, construction, building materials and siting criteria.*
- *To limit the intrusion of non residential uses into residential precincts*
- *To ensure that residential development contributes to and enhances the preferred neighbourhood character of Maroondah.*
- *To encourage the development of additional dwellings within the Ringwood Metropolitan Activity Centre and the Croydon Major Activity Centre*
- *To encourage more environmentally sustainable forms of residential development.*

CI 21.08 Retail and commercial land use

- *To ensure the successful operation of retail and commercial centres in Maroondah through sustainable planning and economic development.*
- *To consolidate the role of existing individual centres in the retail hierarchy.*
- *To promote the retail and business activities of commercial centres in Maroondah.*
- *To strengthen the retail, business and employment role of the Ringwood Metropolitan Activity Centre and the Croydon Major Activity Centre.*
- *To encourage environmentally sustainable forms of retail and commercial development.*
- *To establish a designated medical centre precinct.*

CI 21.09 Industrial land use

- *To promote Maroondah as a prime location for industrial development, land use and investment in the north east region.*
- *To create visually attractive, functional and well planned industrial developments, estates and precincts*
- *To maximise industrial employment opportunities for both Maroondah residents and the wider community*
- *To strengthen the industrial role of the Croydon Major Activities Area.*
- *To encourage environmentally sustainable forms of industrial development.*

CI 22.02: Residential neighbourhood character

- To ensure that Maroondah is provided with diverse and sustainable high quality residential environments.
- To identify neighbourhood character and design elements that are special to maintaining and enhancing the character of the residential areas of Maroondah.
- To identify and enhance areas of special neighbourhood character in Maroondah.
- To ensure that all new residential development contributes to the maintenance and enhancement of the canopy vegetation of Maroondah.
- To provide policy guidance to ensure that new development occurs in a manner that contributes to the preferred neighbourhood character of Maroondah.
- To ensure that new dwellings are sited and constructed in a manner that contributes to and enhances the preferred neighbourhood character of Maroondah.

CI 22.06: Ringwood activity centre

Land use and activity

- 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 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.

Built form and scale

- To define an urban form that provides a safe and attractive environment through clear physical linkages, increased lighting, active retail and commercial uses at street level and legible movement systems.
- To encourage innovative building and public domain design that contributes to the diversity of the Ringwood Activity Centre that respects and includes its existing built assets and image defining buildings and responds to its topographical and site specific conditions.
- To encourage excellence in architectural and building design throughout the Activity Centre.
- To encourage the development of landmark and feature buildings that by exceeding the general building scale strongly define the Ringwood Town Centre, key junctions, topographical high points and gateways to and within the Activity Centre.
- To encourage development that creates a sense of place, safety and public ownership of common areas.
- To create a strong visual connection between the Ringwood Activity Centre's transport and commercial hubs and visually define the Activity Centre's edges and gateways to improve the image and legibility of the centre.
- To encourage innovative, high quality architecture and streetscape design that incorporates principles of Environmentally Sustainable Design, Crime Prevention through Environmental Design and Water Sensitive Urban Design that sets a benchmark for future design standards across the whole municipality

Landscape and environment

- To use the natural environmental features of the Ringwood Activity Centre, such as the landscape and topography, to distinguish the Activity Centre from other suburban activity centres.
- To integrate Environmentally Sustainable Design principles and techniques into the design, construction and operation stages of new development to recognise and contribute towards a long-term, responsible and sustainable future for the Ringwood Activity Centre and the wider community.

Access and movement

- To establish Ringwood Activity Centre as a convenient, safe, and accessible place to live, work and shop for pedestrians, cyclists, public transport users and car based travellers.
- To reduce the emphasis on through traffic to provide for regeneration of the Maroondah Highway as the primary Activity Centre streetscape with high levels of pedestrian amenity and forming an inviting corridor leading towards a more intense Town Centre focus.
- To create a strong visual connection between the Ringwood Activity Centre's transport and commercial hubs and visually define the Activity Centre's edges and gateways to improve the image and legibility of the centre.
- To strengthen the role of Ringwood Station as the primary modal interchange for the region.
- To provide legible access and car parking that does not dominate or compromise pedestrian and public transport movement in the Ringwood Activity Centre.
- To provide for safe, convenient and attractive pedestrian and cyclist links within the Activity Centre and to surrounding residential areas. To strengthen and improve pedestrian linkages, access, and amenity throughout the Activity Centre.

Town centre

- To establish a consolidated urban Town Centre within the Ringwood Activity Centre with strong functional and visual links to the surrounding Activity Centre precincts.
- To promote a balanced land use configuration that will complement adjacent activities and reinforce and highlight the role of the Ringwood Town Centre as a key component of a metropolitan transit oriented centre.
- To encourage a range of 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 Town Centre across a range of hours.
- To provide for the development of the built form that highlights key Town Centre landmarks, vistas and gateways.
- To ensure the height of landmark 'feature' buildings complement the public and private realm and contribute in defining the Ringwood Town Centre as a destination.
- To ensure urban development contributes to a highly visible and unique Town Centre focus and community meeting place that respects and enhances its existing built assets and image defining buildings.
- To emphasise convenient and safe access between the transport interchange and the Ringwood Town Centre. To provide for the development of commuter car parking to the level appropriate to a regional transport and commercial hub.
- To integrate a safe and efficient bus interchange with direct connections to rail, taxi, and commuter parking facilities and neighbouring commercial destinations.

Commercial boulevard

- To ensure that core and traditional retailing activities are consolidated within the Business 1 Zone.
- To promote the development of high quality large format showroom, office and restricted commercial activities within the Business 2 Zone along Maroondah Highway in the Ringwood Activity Centre Commercial Boulevard.
- To ensure the development of buildings assists in the creation of a boulevard effect. To establish apartment style residential housing within appropriate Commercial Boulevard sites.

Western gateway

- To protect the significant panoramic views towards the Mount Dandenong Ranges and Wicklow Hills from the entry to the municipality.
- To provide for the development of built form that highlights the western gateway of the Ringwood Activity Centre.
- To ensure the height of gateway 'feature' buildings complement the public and private realm.
- To emphasise convenient and safe access between public transport services and the various destinations within this precinct.
- To improve pedestrian accessibility of the precinct.
- To continue the strong landscape theme and character of Whitehorse Road (Maroondah Highway) to the west.

Residential development

- To encourage and provide for the development of multi level, multi occupancy apartment style residential buildings as the preferred built form in the Ringwood Activity Centre Residential Development Policy area.
- To promote the sympathetic and managed development of the preferred residential precincts with multi level residential buildings.
- To ensure that multi level, multi occupancy residential buildings are designed and developed to complement and enhance the form and regional role of the Ringwood Activity Centre.
- To ensure that residential development contributes to the establishment of the preferred neighbourhood character.
- To ensure that residential development is designed and constructed to a high standard of visual appearance and resident amenity and makes a positive contribution to the preferred neighbourhood character.
- To encourage innovative medium and high density housing design based on integrated, multi level and multi occupancy forms of development on consolidated lots.
- To enable increased housing density and building heights in locations with convenient access to public transport and commercial areas that are well designed and articulated buildings with innovative and contemporary architectural responses.
- To create larger lot sizes through the consolidation of existing smaller lots and ensure development potential is fulfilled on larger sites while respecting the valued character of the Precinct.
- To ensure an appropriate amount of parking is provided on-site with new developments and improve access to on-street parking.
- To achieve a consistent and minimal front boundary setback, and to establish the desired spatial proportions of the street and define the street edge to ensure cohesive and consistent streetscapes.
- To provide a high standard of residential amenity to the occupants of the building and to neighbouring properties, and to facilitate the retention of canopy trees.
- To maximise solar access and improve the thermal efficiency of buildings, while providing an address to the street.
- To reduce the visual dominance of the upper levels of buildings when viewed from street level.

- *To accentuate street corners throughout the area, and reinforce the street hierarchy.*
- *To enhance the security of properties, and to achieve a consistent and attractive pedestrian environment that:*
- *optimises the safety of building entrances,*
- *maximises opportunities for casual surveillance from and within new developments, and*
- *minimise opportunities for concealment near and within new developments.*
- *To ensure that any communal open space is designed to be usable and attractive and to contribute to the quality and amenity of communal open space, and to encourage the establishment and healthy growth of vegetation in urban areas.*
- *To contribute to the streetscape character and amenity of the public domain, and to provide a pleasant outlook for residents.*
- *To retain the treed character of the area and discourage the loss of existing canopy trees.*
- *To encourage consideration of the microclimate and solar performance of the development.*
- *To minimise the impacts of new development on natural waterways, and to encourage the integration of water saving measures in their design.*
- *To integrate the location and design of car parking with the design of the site and building(s).*
- *To ensure that underground parking facilities and access do not dominate the building or streetscape.*
- *To encourage new developments to provide an outlook towards the Mullum Mullum Creek, and provide casual surveillance of the adjacent parkland.*
- *To encourage well designed buildings that relate to the character of the Mullum Mullum Creek environment.*
- *To reinforce the landscape character of the Mullum Mullum Creek environs.*
- *To enhance the interface between new development and the public parkland adjacent to the Mullum Mullum Creek.*

CI 22.07 Industrial urban design and development

- *To improve the appearance, quality and urban design of industrial development in all industrial areas.*
- *To ensure that industrial development contributes to the development and maintenance of a sustainable economy and high quality urban form.*
- *To ensure industrial development creates a high quality urban environment and maintains high environment standards.*
- *To ensure siting and development of industrial uses minimises impact on the environment and the generation of off site effects.*
- *To ensure industrial development in the Bayswater North area provides larger lots to serve as key attractors to major industrial users and facilities.*
- *To ensure industrial development provides a diversity of lot sizes to allow industry to develop and expand.*
- *To ensure industrial development provides landscape setback areas to road frontages.*
- *To ensure signage in industrial areas presents a consistent and uniform image and relates to the activities carried out in the area. All utility services are provided underground.*
- *To provide landscaping treatments that have an attractive setting which assists with the integration of a site with adjoining properties and the location in general.*

CI 22.13 Non-residential uses in residential areas

- *To facilitate non-residential uses in residential areas only where they are compatible with the residential character and amenity and serve the needs of the local community.*
- *To ensure that the design, scale and appearance of non-residential premises reflects the residential character and streetscape of the area.*
- *To retain existing housing stock in residential zones.*
- *To ensure that development is designed and constructed taking into account environmentally sustainable design practices.*
- *To ensure that the intensity and operation of the use does not adversely affect residential amenity.*
- *To ensure that the location of the use is appropriate to the role and function of the road network and that adequate provision is made for on-site car parking.*

CI 22.14 Eastlink – Buildings, works and signage

- *To enhance the driver experience of EastLink and promote and enhance a pleasant and safe driver experience of the motorway.*
- *To encourage a visually attractive interface between the EastLink motorway and adjoining land.*
- *To encourage all new development and buildings or works adjacent to the EastLink motorway to be designed in a manner that complements the motorway.*
- *To ensure that promotional signage on the periphery of the motorway corridor does not detract from the established EastLink urban form.*
- *To provide for the appropriate identification of the occupiers or users of industrial or business premises.*
- *To encourage business signage to be integrated with building form and good siting practices.*
- *To encourage buildings and works including signage to be of a high standard of design and layout with integrated landscape treatments.*

Other Relevant Documents

Urban Design Guidelines for Victoria (2017)

The Urban Design Guidelines for Victoria are policy guidelines within the State Planning Policy Framework of the Victoria Planning Provisions. The guidelines must be considered when assessing the design and built form of new development where relevant.

Activity Centre Design Guidelines

Depending on the location within the activity centre, a building may be an intense development, it may provide a transition to more sensitive uses, or it may blend in with the surrounding area.

- *To ensure the building scale and form supports the context and preferred future character of the activity centre.*
- *To ensure the activity centre provides a graduated transition between different building scales and uses.*
- *To ensure buildings in activity centres provide equitable access to daylight and sunlight.*
- *To minimize adverse wind effects caused by buildings in activity centres.*
- *To maximise safety through informal surveillance of streets and public spaces from within buildings in activity centres.*
- *To ensure buildings in activity centres connect to the movement network.*
- *To ensure the building façade detail supports the context or preferred future character of the activity centre.*
- *To achieve sustainable buildings in activity centres.*

Victorian Government, Urban Design Charter (2010)

The Urban Design Charter is a commitment by the Victorian government to make cities and towns in Victoria more liveable through good urban design. The Charter identifies the following principles as essential qualities for the functioning of good public environments, in making places that are valued and significant for those who use them.

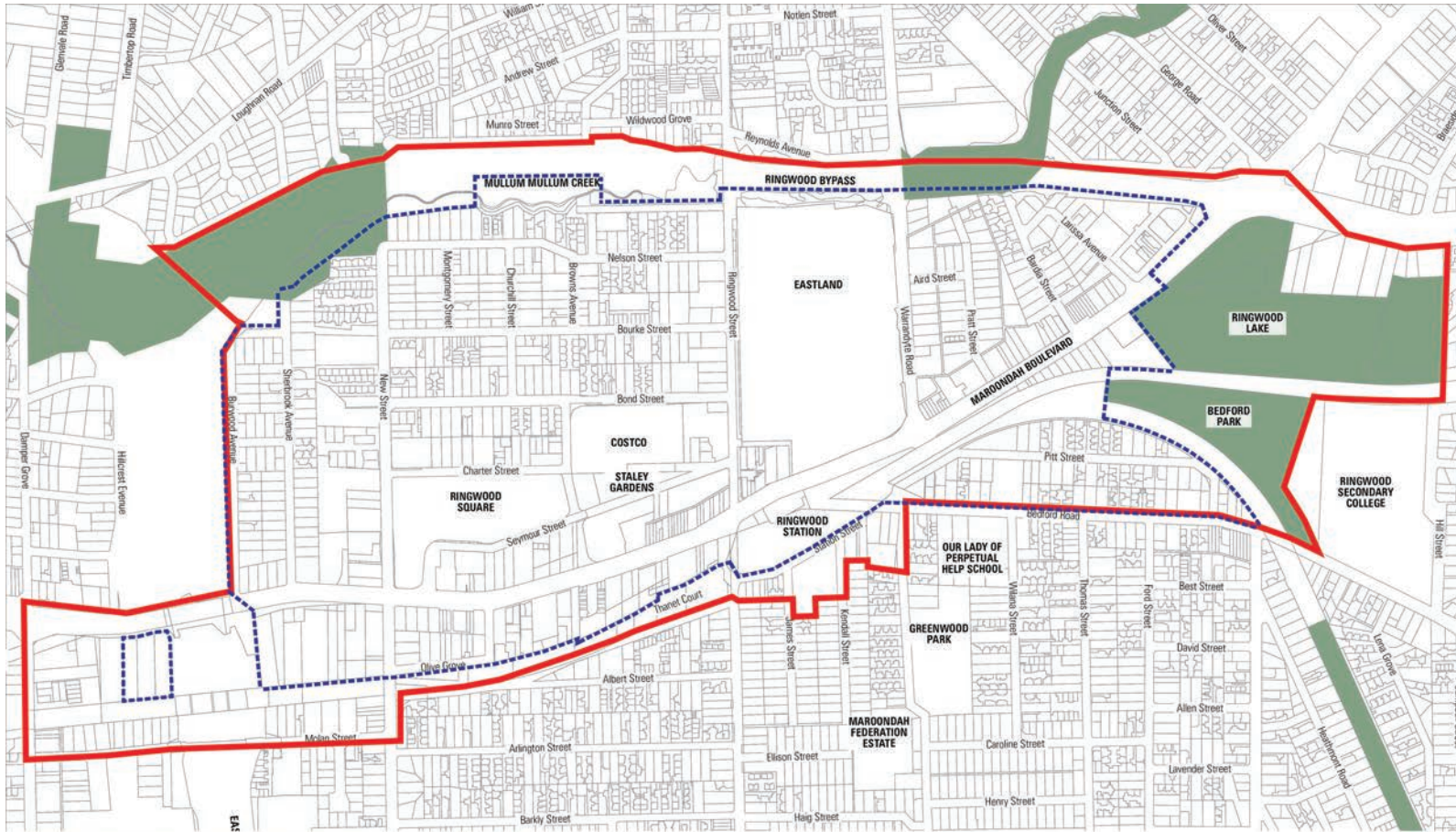
- *Structure: organise places so their parts relate well to each other*
- *Accessibility: provide ease, safety and choice of access for all people*
- *Legibility: help people to understand how places work and to find their way around*
- *Animation: stimulate activity and a sense of vitality in public places*
- *Fit and function: support the intended uses of spaces while also allowing for their adaptability*
- *Complementary mixed uses: integrate complementary activities to promote synergies between them*
- *Sense of place: recognise and enhance the qualities that give places a valued identity*
- *Consistency and variety: balance order and diversity in the interests of appreciating both*
- *Continuity and change: maintain a sense of place and time by embracing change yet respecting heritage values*
- *Safety: design spaces that minimise risks of personal harm and support safe behaviour*
- *Sensory pleasure: create spaces that engage the senses and delight the mind*
- *Inclusiveness and interaction: create places where all people are free to encounter each other as equal*

Appendix C

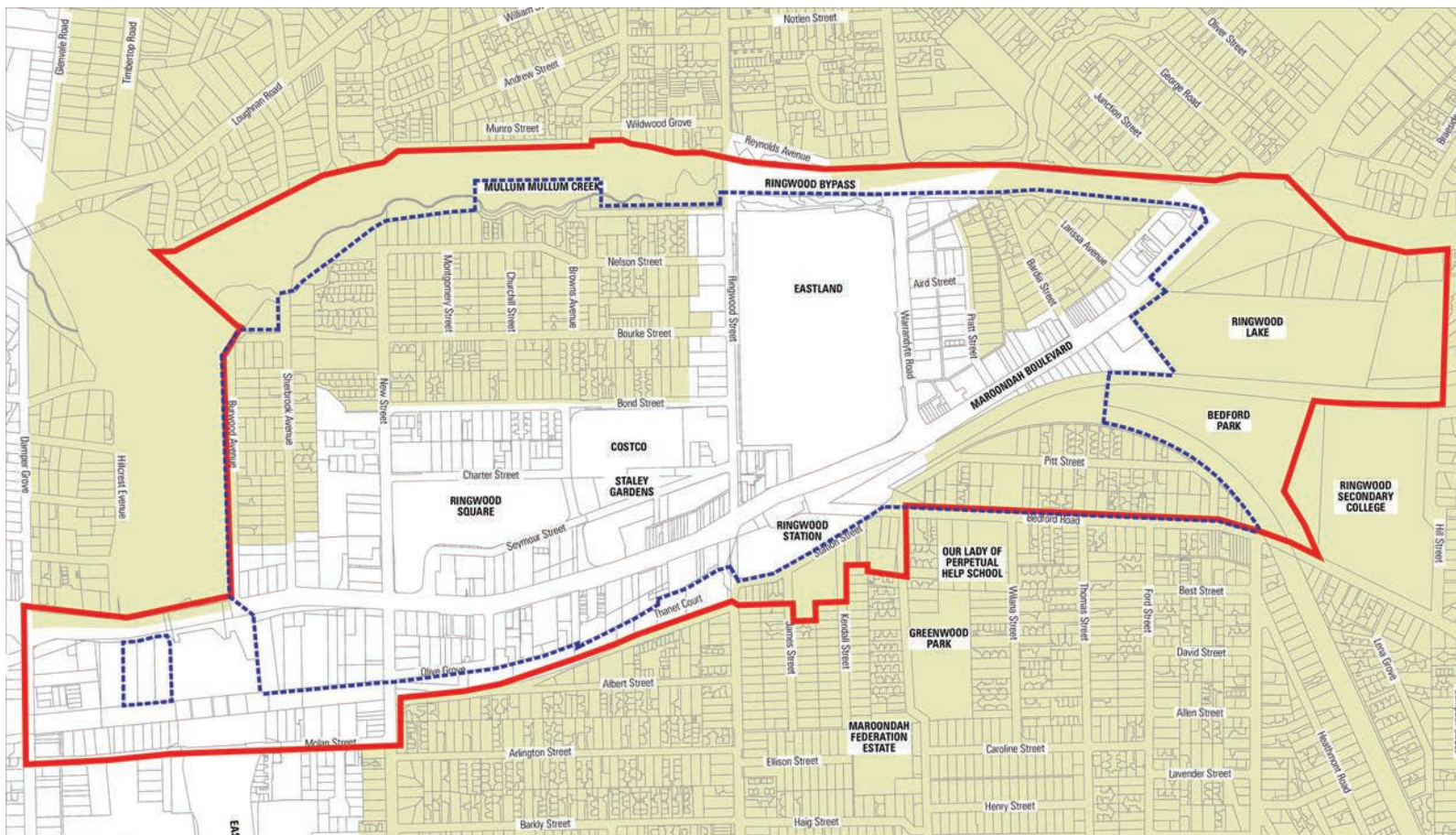
Existing Overlay Maps

Maroondah Planning Scheme Amendment C130 | Ringwood Metropolitan Activity Centre Masterplan

APPENDIX C



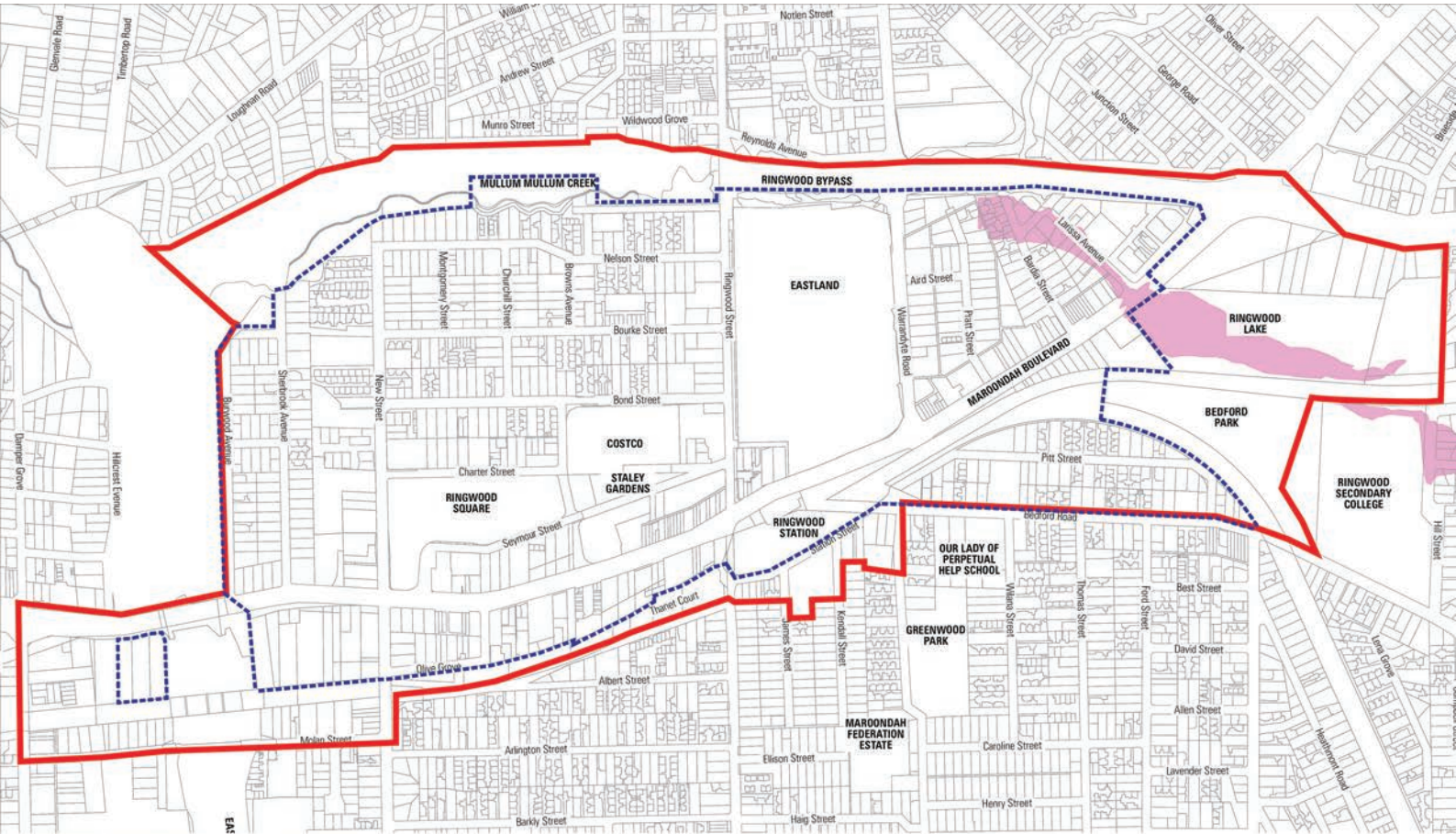
VEGETATION PROTECTION OVERLAY (VPO)



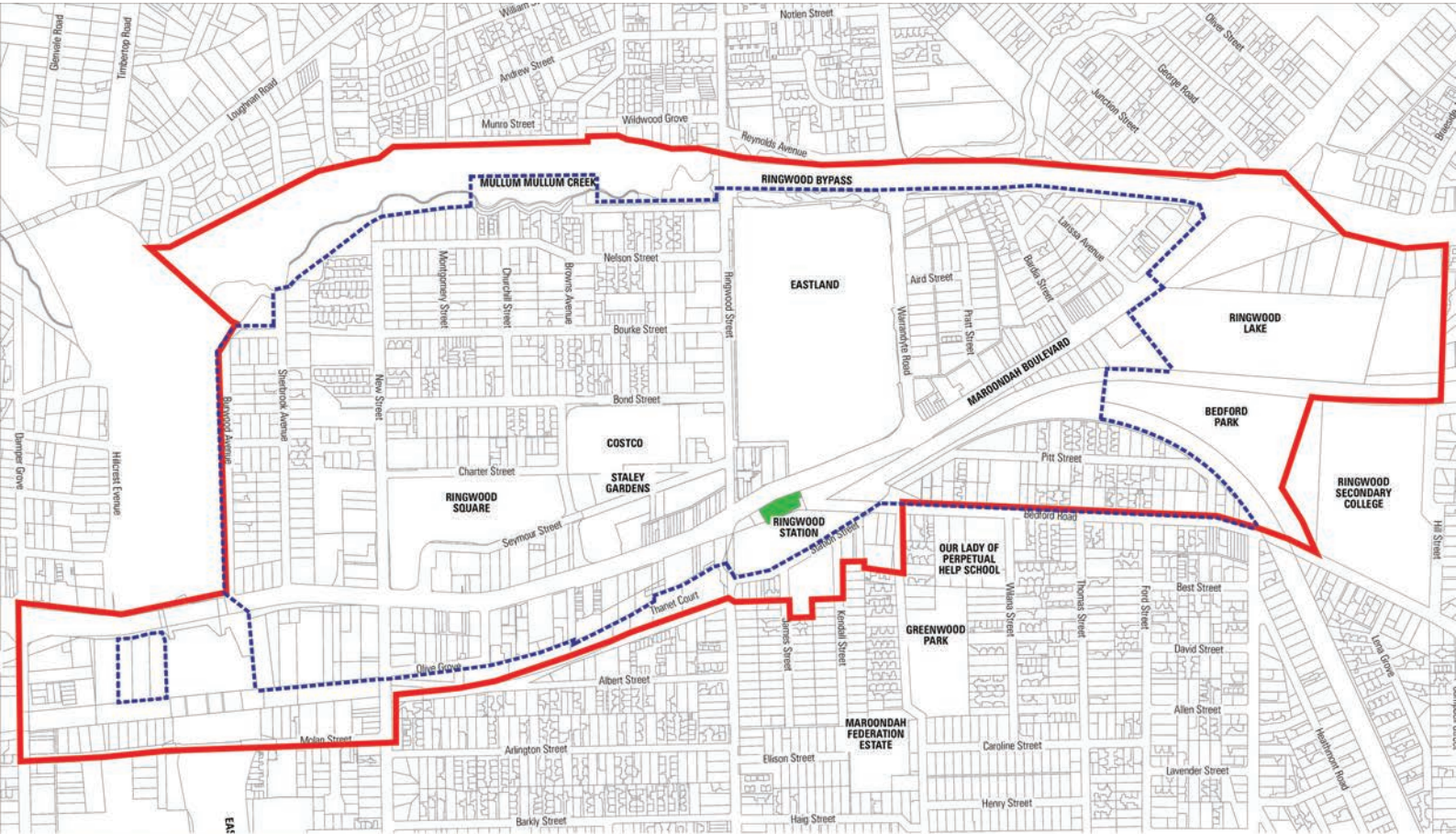
SIGNIFICANT LANDSCAPE OVERLAY (SLO)

Maroondah Planning Scheme Amendment C130 | Ringwood Metropolitan Activity Centre Masterplan

APPENDIX C



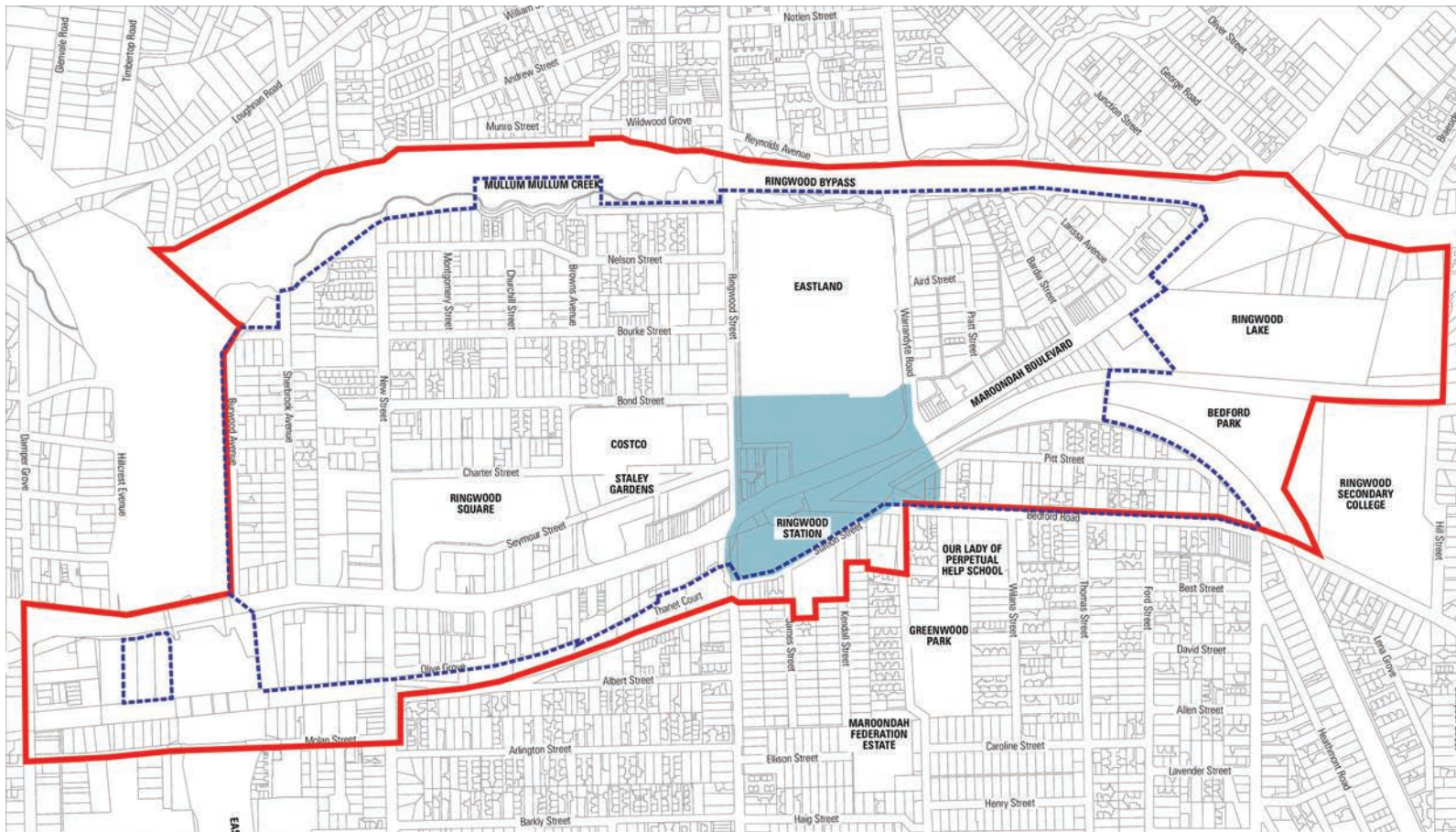
SPECIAL BUILDING OVERLAY (SBO)



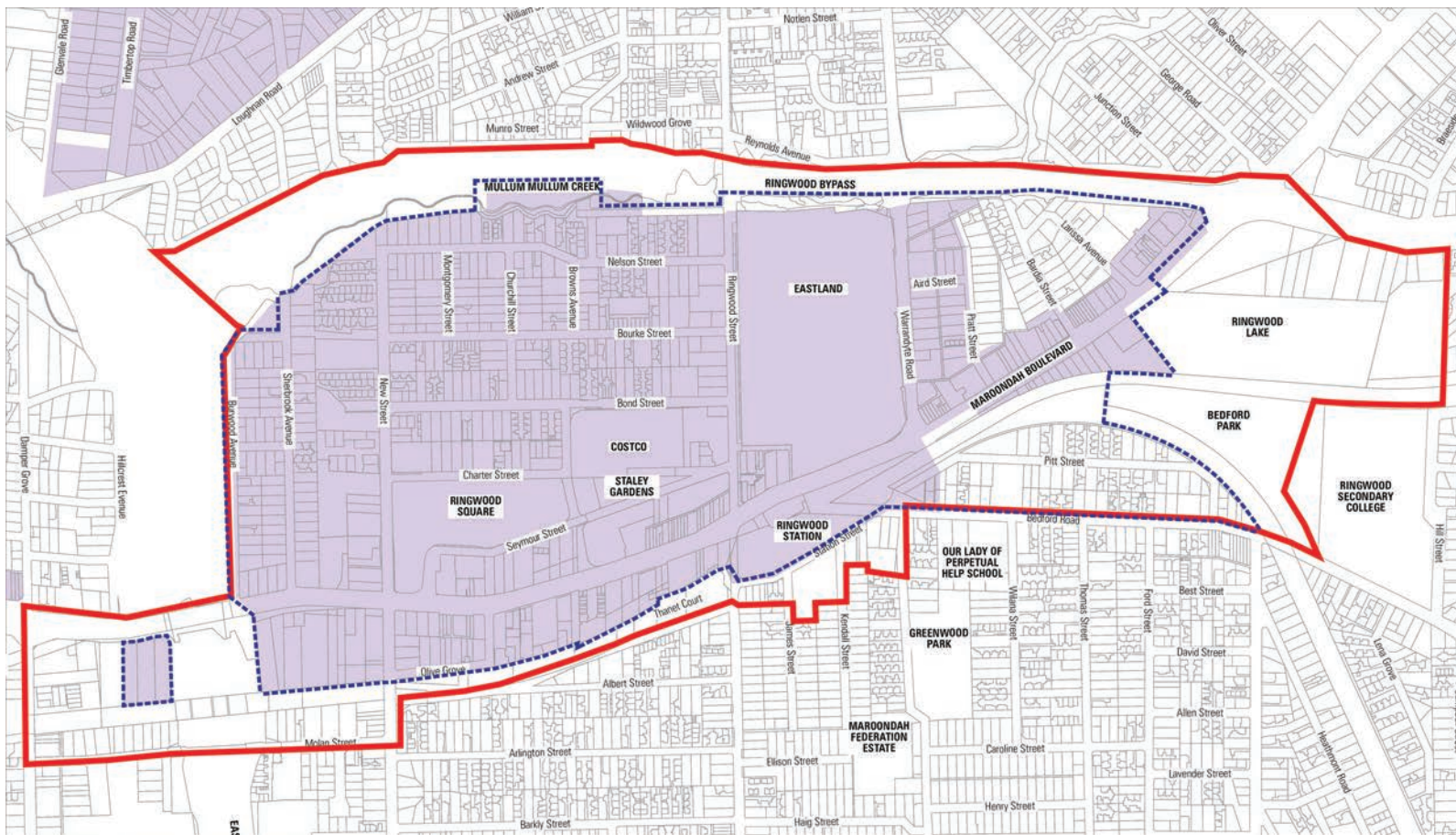
ENVIRONMENTAL AUDIT OVERLAY (EAO)

Maroondah Planning Scheme Amendment C130 | Ringwood Metropolitan Activity Centre Masterplan

APPENDIX C



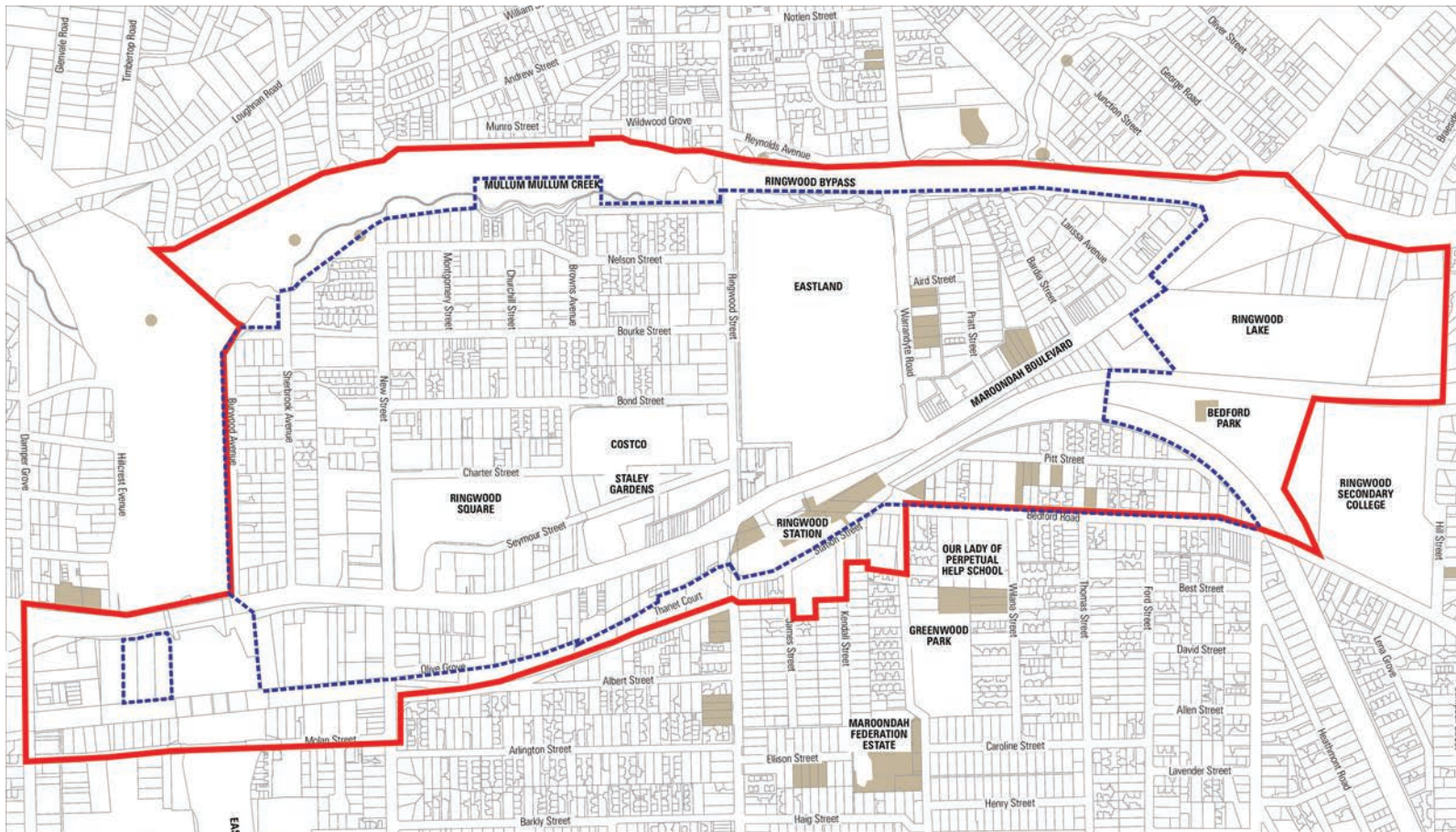
DEVELOPMENT PLAN OVERLAY (DPO)



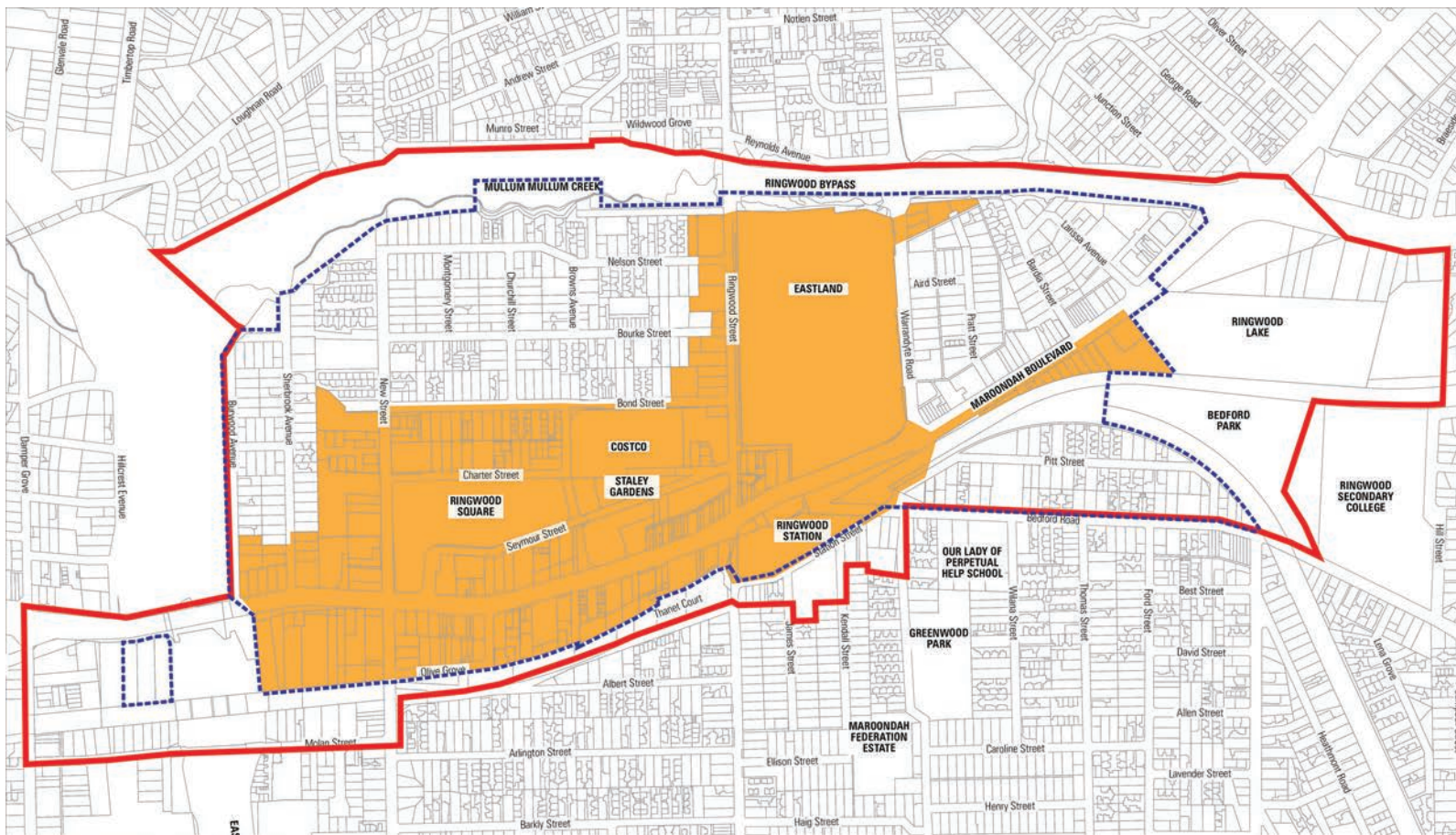
DESIGN DEVELOPMENT OVERLAY (DDO)

Maroondah Planning Scheme Amendment C130 | Ringwood Metropolitan Activity Centre Masterplan

APPENDIX C



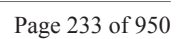
Heritage Overlay (HO)



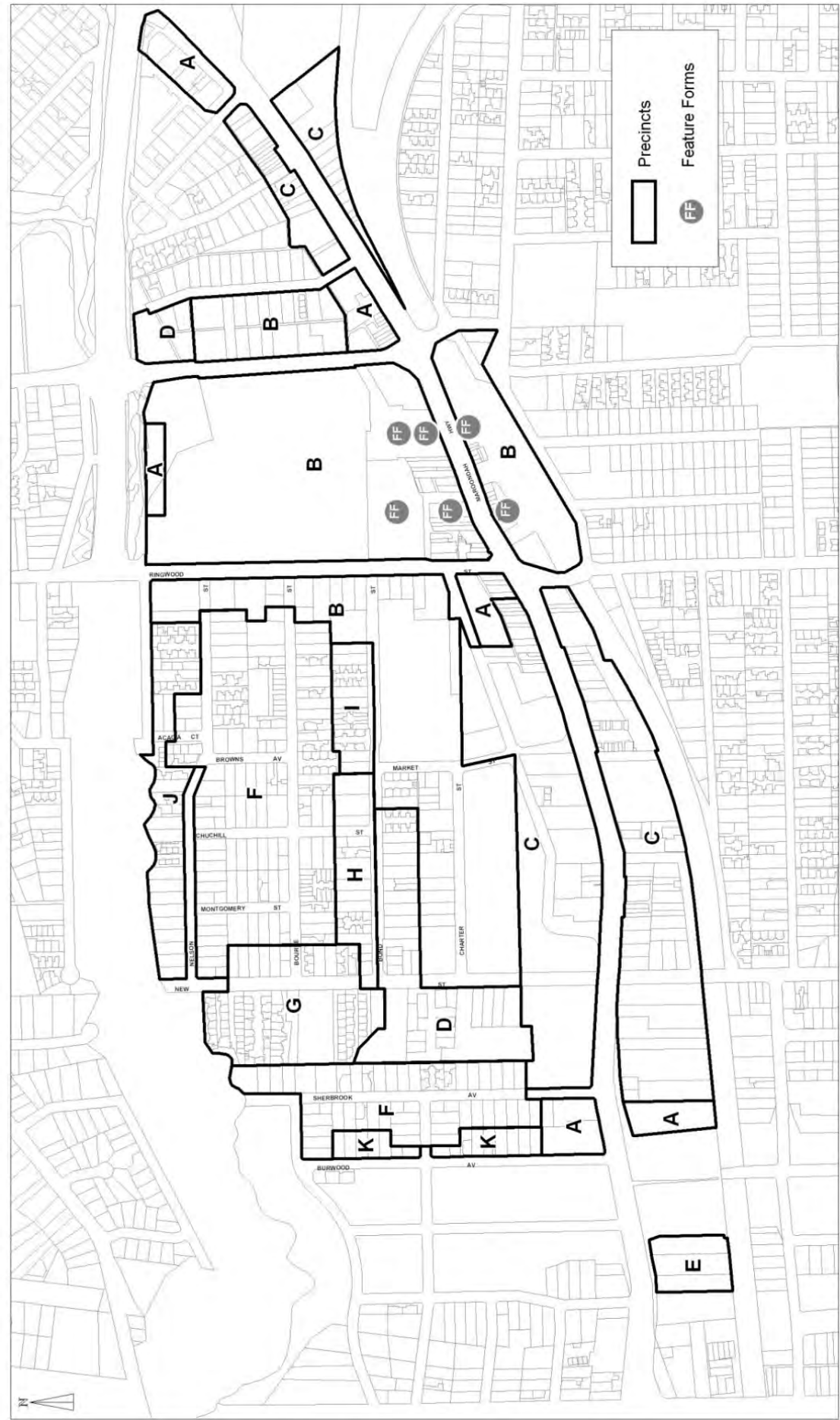
DEVELOPMENT CONTRIBUTION PLAN OVERLAY (DCPO)

Appendix D

Existing Clause 22.06
and DDO3 Maps



Ringwood Activity Centre – Building Height Precinct Plan



Appendix E

VPA Concept Plan (2017)

Plan 13 – Draft Concept Urban Structure Plan



12.4 Sub – Precincts Areas

Like the original Masterplan the Structure Plan seeks to define the numerous areas within the MAC by sub-precinct. This assists in creating both a sense of place with the broader context of the MAC and highlights where specific land use and built form outcomes are expected (refer Plan 13).

City Gateway: Entrance to the MAC from the west focused on mixed use development around the new Heatherdale Station. Significant building height (10-14 storeys) to define this entry to the MAC.

Transitional Gateway: Provides a bookend to Maroondah Highway at its eastern and western ends and mirrors the City Gateway, as an entry from Eastlink. Focused on mixed use development, including short term accommodation, conference facilities, entertainment, food and beverage and takes opportunity of local and distant views (10-14 storeys).

Enterprise: Includes the manufacturing/industrial developments alongside potential warehousing/logistics to the south of the railway line, alongside Eastlink (2-3 storeys).

Residential Village: Defines the growing community within the RGZ central to the MAC and directly supports the Lifestyle Retail sub-precinct around Ringwood Square (4-6 storeys).

Lifestyle Retail: Builds on Ringwood Square's local retail activity, connections to Market Street and Seymour Street as a hub of pedestrian activity supported by food and beverage, café and restaurant, leisure activities, personal services, residential and child care. Take advantage of northern aspect to Stanley Gardens and east-west connections into the Corporate Centre (8 storeys).

Corporate Centre: Encompasses existing office development along Ringwood Street and part of Maroondah Highway adjacent the Station. Focuses on office development around the Station as another entry to the MAC, including reinforcing the Town Centre Axis (10-14 storeys).

Core Retail: Reinforce the regional retail focus of Eastland Shopping Centre and the civic operation of Realm and the Town Centre.

Residential Parkside: Incorporates land zoned RGZ that interfaces with Bedford Park and Ringwood Lake and are located in clearly defined enclaves (4-6 storeys).

Station Street: Incorporates Ringwood Station and land along Station Street as a transit hub, including community and ecumenical services that are located on the hilltop and interface with residential areas outside of the MAC (4-6 Storeys).

Health and Education: Defines the land east of Warrandyte Road with direct connections to the Core Retail and the Station Street precinct. Has potential to provide for future medical and allied health providers and educational facilities building on existing Trade Skills Centre (8 Storeys).

Appendix F

Recent Developments

Development Trajectory

Recent Development Activity

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	Recently Completed
2	12 Burwood Avenue	Residential	2 storeys	Permit Approved
3	5-7 Sherbrook Avenue	Residential	3 storeys	Recently Completed
4	10 Sherbrook Avenue	Residential	2 storeys	Permit Approved
5	28-30 Maroondah Hwy	Mixed Use	19 storeys	Under Construction
6	1-3 New Street	Residential	4 storeys	Recently Completed
7	7 Montgomery Street	Residential	3 storeys	Permit Approved
8	42-44 Nelson Street	Residential	8 storeys	Recently Completed
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	Recently Completed
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	Recently Completed
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	Under Construction
19	233 Maroondah Hwy	Mixed Use	10 storeys	Recently Completed
20	5-7 Bardia Street	Residential	4 storeys	Under Construction
21	301 Maroondah Hwy	Residential	16 storeys	Permit Approved
22	5-7 Browns Avenue	Residential	3 storeys	Recently Completed
23	60-62 Maroondah Highway	Commercial	5 storeys	Under Construction
24	33-35 Ringwood Street	Residential	7 storeys	Permit Approved
25	3-5 Bourke Street	Residential	4 storeys	Permit Approved
26	8 Bourke Street	Residential	5 storeys	Under Construction
27	8-10 Churchill Street	Residential	4 storeys	Permit Approved
28	175 Maroondah Highway (Eastland)	Civic (Council Offices)	5 storeys	Under Construction



Ringwood MAC Masterplan
Amendement C130

Development Trajectory



LEGEND

- Updated activity centre boundary
- Existing Open space
- Creek

DEVELOPMENT

- Approved development
- Under construction
- Recently Completed
- Development trajectory reference

Project Ref: 2019.189
Dwg No.: UDD-006
Scale: 1:6000 @A3
Date: 22.06.2020
Revision: A

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