

# 1.0 Introduction

## 1.2 Planning Context

### Planning Scheme

The Maroondah Planning Scheme is directly relevant to the preparation of this Plan. Whilst some Clauses of the planning scheme have provided a basis for additional direction, others have provided direct input to the Plan.

The following section provides an outline of the relevant objectives of the Maroondah Planning Scheme.

### State Planning Policy Framework

The State Planning Policy Framework (SPPF) provides direction in different contexts for the development of activity centres.

**Clause 12 - Metropolitan Development**, implements the Melbourne 2030 metropolitan strategy, which has as its key directions 'a more compact city', 'a great place to be', 'a fairer city', 'a greener city', and 'better transport links'. All of these directions are of key relevance to future development within the Precinct. Ringwood is defined as a 'Central Activities District' by Melbourne 2030 and is to be developed to accommodate investment and change in retail, office, services and residential markets.

The SPPF also seeks to:

- Ensure a sufficient supply of land is available for residential, commercial, industrial, recreational, institutional and other public uses;
- Assist the protection and, where possible, restoration of catchments, waterways, water bodies, groundwater, and the marine environment;
- Encourage residential development that is cost-effective in infrastructure provision and use, energy efficient, incorporates water-sensitive design principles and encourages public transport use;
- Encourage opportunities for increased residential densities to help consolidate urban areas.
- Encourage the concentration of major retail, commercial, administrative, entertainment and cultural developments into activity centres which provide a variety of land uses and are highly accessible to the community;
- Integrate land use and transport planning around existing and planned declared highways, railways and principle bus routes;
- Encourage higher land use densities and mixed use developments near railway stations, major bus terminals, transport interchanges, tramways and principle bus routes;
- Ensure development in accordance with forecast demand, taking advantage of all available modes of transport. Consideration should be given to all modes of travel; and
- Integrate planning for bicycle travel with land use and development planning and encourage cycling as an alternative mode of travel.

In 2008 the State Government released a new policy called **Melbourne @ 5 million**. Melbourne @ 5 million builds on the foundations of Melbourne 2030 to create a refined settlement structure for the city. A major initiative of this policy was the six new designated Central Activities Districts, of which Ringwood is one, that will be the focus of a substantial proportion of future employment growth and public investment.

Central Activities Districts will provide:

- Significant CBD-type jobs and commercial services
- A strong and diverse retail sector
- Specialised goods and services drawing on a large regional catchment
- Significant opportunities for housing redevelopment in and around these centres
- High levels of accessibility for walking, cycling, public transport or car by being located at junctions in the Principal Public Transport Network
- Vibrant centres of community activity with a range of public facilities.

**Clause 19.03, Design and Built Form**, aims to achieve high quality urban design and architecture that reflects the particular characteristics, aspirations and cultural identity of the community; enhances livability, diversity, amenity and safety of the public realm; and promotes attractiveness of towns and cities within broader strategic contexts.

### Local Planning Policy Framework

#### Municipal Strategic Statement (MSS)

The MSS provides a vision for the future development of the municipality and expresses overall strategic directions.

The Land Use Framework Plan of the Strategic Framework within the MSS states that Maroondah's main commercial and strip shopping centres should promote a diversity of vibrant retail and business environs and provide convenient access to services, fostering economic growth, connecting with the City's transport systems and encouraging cultural activities. Land within the Precinct is highlighted on the Plan as an area supporting medium and higher density housing.

The MSS also:

- Emphasises the important role of the Maroondah Highway, as well as the extensive public transport network including bus transport and heavy rail infrastructure that enters Ringwood;
- Seeks to provide an open space network that enhances the visual and physical amenity of the municipality and has equitable access;
- Aims to ensure the ongoing development of a quality and attractive built environment, and encourages development that provides high quality urban places;
- Seeks to maintain and enhance the mix of housing types and residential densities, provide housing opportunities that complement the character of Maroondah and ensure the provision of well designed housing stock;
- Identifies Ringwood as having the largest commercial and retail centre in the municipality, providing a regional focus for a trade catchment which extends beyond Maroondah;
- Seeks to ensure the successful operation of retail and commercial centres, the consolidation of the role of existing centres, and promotion of the retail and business activities of the municipality;
- Seeks to promote the municipality as a prime location for industrial development, land use and investment in the north east region, and provide visually attractive, functional and well planned industrial developments; and
- Aims to ensure the quality and attractiveness of urban areas, and minimise the physical impact and stress of development and land use on the natural environment.

### Local Planning Policies

#### Clause 22.07 Ringwood Activity Centre Policy

The Ringwood Activity Centre Policy implements the Urban Design Master plan, aiming to establish Ringwood as the primary mixed use centre in Melbourne's outer east. It also seeks to: ensure all services and activities within the Activity Centre are accessible via an integrated transport network; facilitate public and private investment; and foster increased residential densities and apartment style buildings as the preferred form of dwelling design.

The policy sets out objectives and policy statements under a number of themes including Land Use and Activity, Built Form and Scale, Landscape and Environment, Access and Movement, Town Centre, Commercial Boulevard and Residential Development.

Key directions of the Policy applying to the Precinct have been extracted and include:

#### Land use and activity

- Establishment of a range of uses that build on existing infrastructure and are integrated with public transport.
- Consolidation of small fragmented allotments to create opportunities for more intense forms of development.
- Intensification and additional provision of residential, civic and commercial activities.
- Development of the Business 2 Zone along the Maroondah Highway with high quality large format showrooms serviced from the rear, office and other restricted activities.
- Strengthening and expansion of the retail core within the existing Business 1 Zone, embracing Eastland, the town centre and linked areas of Ringwood Street and the Ringwood Market.
- Provision of view lines through the creation of physical and visual links to adjoining precincts.
- Recognition of Ringwood Lake as a major recreation destination through improved links.
- Activation of street frontages, walkways and public spaces.
- Establishment of residential apartments along the Boulevard on sites that contain office and/or restricted commercial activity.

#### Built Form and Scale

- Contribution by buildings to the creation of a boulevard effect through a consistent scale and a hard edge to the street frontage.
- Creation of a well defined urban form that provides clear physical linkages and increased lighting.
- Encouragement of excellence in architectural design and innovative buildings that contribute to diversity, retains existing built form assets and image defining buildings, and responds to site specific conditions.
- Encouragement of landmark and feature buildings and general contribution of development to a sense of place, safety and public ownership of common spaces.
- Development of buildings that address sustainability issues including energy efficiency, water sensitive urban design, consideration of recycled materials or materials that minimise environmental impacts, indoor environmental quality, waste management, transport and amenity issues related to demolition and construction.

# 1.0 Introduction

## 1.2 Planning Context

### Landscape and Environment

- Use of natural topographical features to distinguish the centre from other suburban activity centres.
- Establishment of high quality landscape settings that complement existing environmental features.

### Access and Movement

- Improved convenience and safety for pedestrians, cyclists, public transport users and car based travellers through, among other things, the establishment of a series of pedestrian and bicycle links and reduced emphasis on through traffic.
- Creation of a strong visual connection between the transport and commercial hubs.
- Provision of car parking that avoids dominating or compromising pedestrian and public transport movement.
- Extension of Charter Street east past the Ringwood Market to establish it as the preferred east-west link through the centre.

### Zones

The land use zones within the commercial precinct and surrounds are shown in Figure 3 – Maroondah Planning Scheme – Land Use Zones.

The following zones apply to land within the Precinct:

- Business 1 Zone: encourages the intensive development of business centres for retailing and other complementary commercial, entertainment and community uses.
- Business 2 Zone: encourages the development of offices and associated commercial uses.
- Business 3 Zone: encourages the integrated development of offices and manufacturing industries and associated commercial and industrial uses.
- Business 4 Zone: encourages the development of a mix of bulky goods retailing and manufacturing industry and their associated business services.
- Industrial 1 Zone: provides for manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities.
- Public Use Zone: recognises public land use for public utility and community services and facilities and provides for associated uses that are consistent with the intent of the public land reservation or purpose.

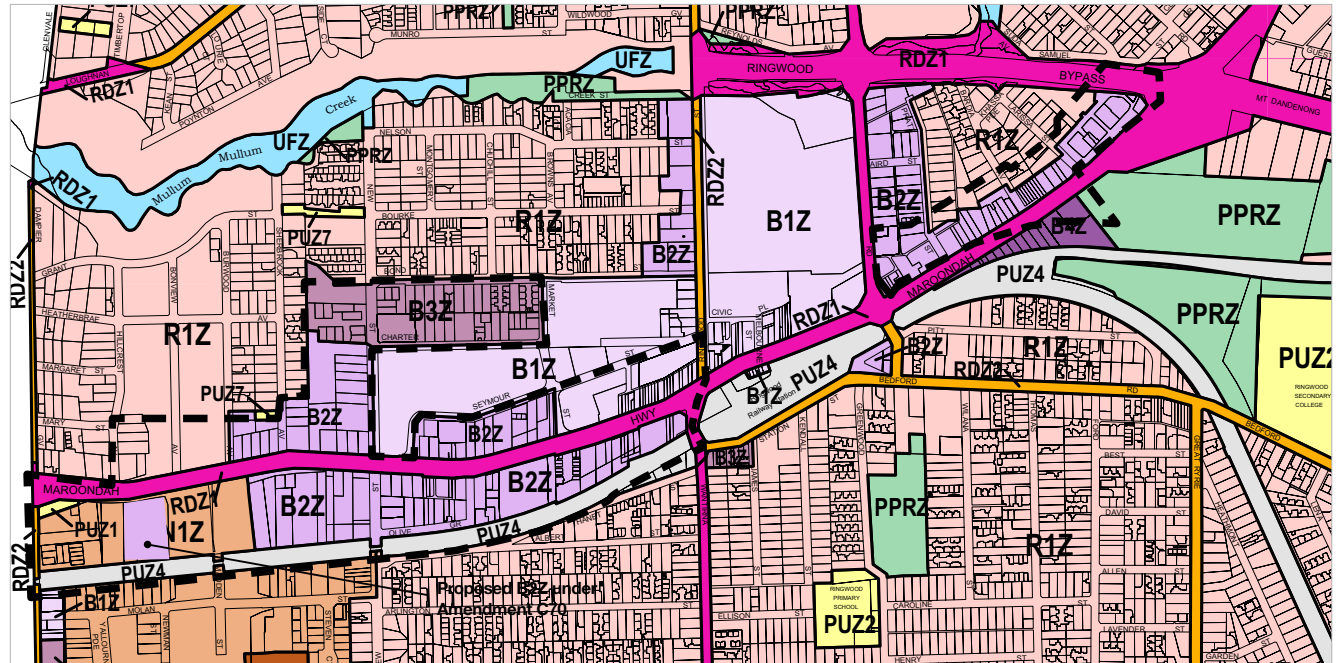


Figure 3. Maroondah Planning Scheme - Land Use Zones

### Legend

#### Existing Land Use Zones

- |                            |  |
|----------------------------|--|
| ■ Study Area               | ■ PPRZ - Public Park + Recreation Zone |
| ■ B1Z - Business 1 Zone    | ■ PUZ1 - Public Use Zone Education     |
| ■ B2Z - Business 2 Zone    | ■ PUZ4 - Public Use Zone Transport     |
| ■ B3Z - Business 3 Zone    | ■ RDZ1 - Road Zone Category 1          |
| ■ B4Z - Business 4 Zone    | ■ RDZ2 - Road Zone Category 2          |
| ■ IN1Z - Industrial 1 Zone |  |
| ■ R1Z - Residential 1 Zone |  |

# 1.0 Introduction

## 1.2 Planning Context

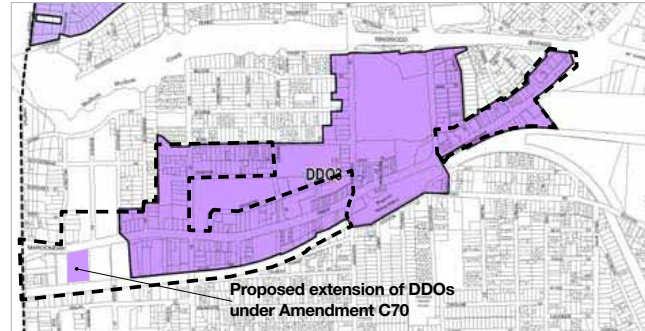
### Overlays

The Planning Scheme overlays are relevant to the commercial precinct, including; Development Contributions Plan Overlay, Heritage Overlay, Design and Development Overlay, and the Special Building Overlay. Overlays that do not directly effect the Commercial Precinct Site but inform the character of the area are the Vegetation Protection Overlay and Significant Landscape Overlay.

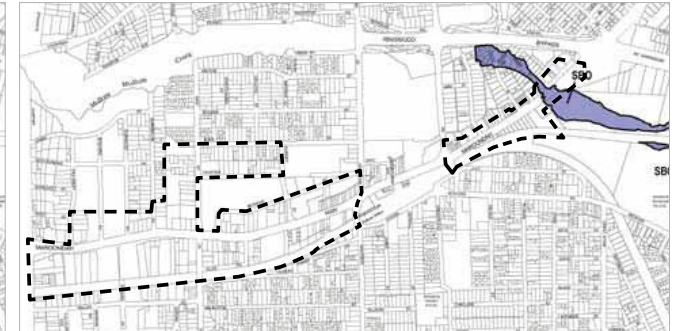
The requirements of each overlay are outlined below and on the following page, and the overlay extents are shown in the six maps at Figure 4.

#### Design and Development Overlay Schedule 3 (DDO3): Ringwood Activity Centre

The DDO, shown in Figure 4 on page 7, identifies areas affected by specific requirements relating to the design and built form of new developments. The DDO3 seeks to ensure that all development contributes to the creation of functional and high amenity urban areas and that development creates a coordinated and attractive streetscape. The requirements of the DDO3 should be read in conjunction with the 'Ringwood Activity Centre - Building Height Precinct Plan', shown in Figure 5.



Design and Development Overlay



Special Building Overlay

#### Special Building Overlay (SBO)

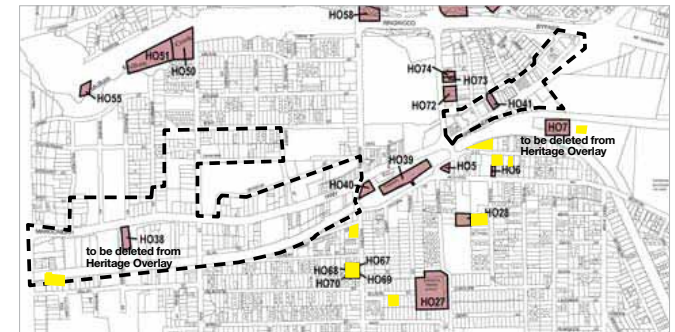
The SBO identifies land in urban areas liable to inundation by overland flows from the urban drainage system. The SBO ensures that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.

#### Development Contributions Plan Overlay Schedule 1 (DCPO1): Ringwood District Centre Development Contributions Plan, July 1997

The DCPO identifies areas requiring preparation of a Development Contributions Plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence. DCPO1 sets out the costs and contributions required by new development within the area affected by the overlay.



Development Contributions Plan Overlay



Heritage Overlay

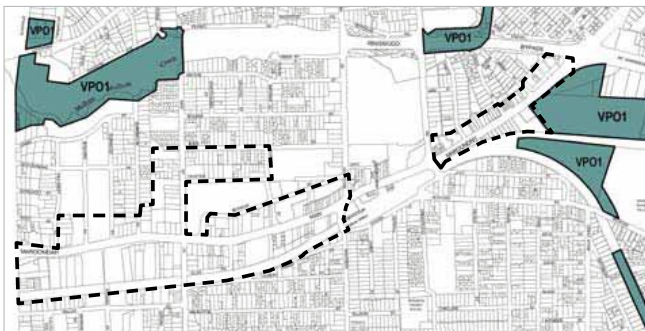
#### Heritage Overlay (HO) Schedules 38, 39, 40, 41, 72, 73 and 74

The HO conserves and enhances heritage places and elements that contribute to the significance of those places. Within or in close proximity of the Ringwood Commercial Precinct, the HO applies to the Coach and Horses Hotel, the Ringwood Railway Station, the Ringwood Memorial Clock Tower, the Ringwood Fire Station and two adjoining flats as well as three houses on Warrandyte Road.

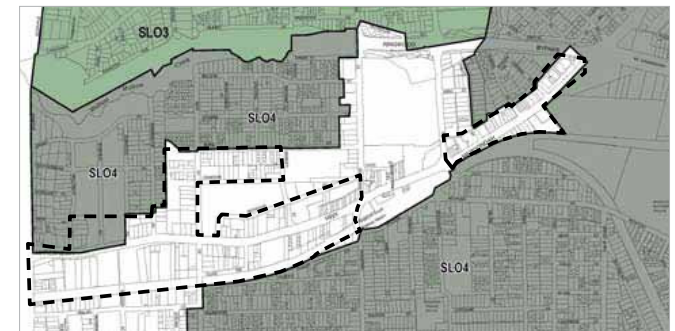
Planning Scheme Amendment C42 proposes to implement the Maroondah Heritage Study Stage Two into the Maroondah Planning Scheme. There are heritage properties affected within the CAD, which are highlighted in yellow.

#### Vegetation Protection Overlay Schedule 1 (VPO1): Sites of Biological Significance

The VPO aims to protect areas of significant vegetation and, among other things, ensure that development minimises loss of vegetation and preserves existing trees and other vegetation. The VPO1 applies to sites of biological significance including land within the Ringwood Lake parkland, and Bedford Park along sections of the Maroondah Highway. On these sites, remnant vegetation is of significance.



Vegetation Protection Overlay



Significant Landscape Overlay

#### Significant Landscape Overlay Schedule 4 (SLO4): Maroondah Canopy Tree Protection Area – Inside Urban Growth Boundary

The SLO identifies significant landscapes and aims to conserve and enhance the character of those landscapes. SLO4 outlines the effect that canopy trees have on the distinct leafy character of Maroondah.

# 1.0 Introduction

## 1.2 Planning Context

### Proposed Planning Scheme Amendment C70

This amendment is proposed to implement the Ringwood Western Gateway Urban Design Review through the Maroondah Planning Scheme. The amendment proposes to:

- Rezone the land at 8-12 Maroondah Highway, Ringwood from the Industrial 1 Zone to the Business 2 Zone.
- Amend Clause 22.07 to include the purposes of the Western Gateway Urban Design Review.
- Include the Ringwood Western Gateway Urban Design Review as a reference document in the Maroondah Planning Scheme.
- Extend the Design and Development Overlay Schedule 3 to apply to the land at 8-12 Maroondah Highway, Ringwood to include nominated building heights.

- Legend**  
**Design + Development Overlay Schedule 3**
- Study Area
  - FF Feature Forms Min 28.5m - Max None
  - A Min 11.0m - Max 28.5m, 3-8 Storeys
  - B Min 07.5m - Max 21.5m, 2-6 Storeys
  - C Min 07.5m - Max 18.0m, 2-5 Storeys
  - D Min 07.5m - Max 14.5m, 2-4 Storeys



Figure 5. Maroondah Planning Scheme - Design and Development Overlay Schedule 3

### Background Documents

There are numerous municipal-wide background documents that have been of relevance to this Plan or have provided direct input to it.

These include:

- Maroondah 2025 Vision.
- Maroondah Pedestrian Strategy, June 2007.
- Maroondah Bicycle Strategy, 2004.
- Maroondah Urban Design Framework, November 2006.
- Maroondah Integrated Transport Strategy, 2005.
- Maroondah Road Safety Strategy, 2004.
- Maroondah Footpath Trading Policy (2007) DRAFT
- Proposed Planning Scheme Amendments

In addition, Council has undertaken several studies relating to the Central Activities District that have provided direct input to this Plan.

These include:

- Ringwood Transit City Urban Design Master Plan, Hansen, August 2004
- Ringwood Eastern Gateway Precinct – Precinct Plans and Design Guidelines, Roberts Day & SKM, Draft February 2007.
- Ringwood Western Gateway Urban Design Review, Hansen, September 2007.
- The Strategic Significance of Ringwood Transit City 2007
- Ringwood Transit City – Town Centre North, QIC Properties Presentation, Denton Corker Marshall, July 2006.
- Ringwood Transit City Public Domain and Landscape Guidelines, Hansen, March 2006 and Ringwood Transit City Public Domain and Landscape Guidelines, Existing Conditions Survey, Hansen, May 2005.
- Ringwood Transit City Lighting Strategy, Martin Butcher Lighting Design, November 2007.
- Ringwood Traffic Study – Phase 2, Andrew O'Brien & Associates, December 2004.
- Ringwood Transit City - Future Conditions Paramics Modelling, O'Brien Traffic, September 2007 & December 2007.

- Ringwood Bicycle Plan - Ringwood Transit City, Summary Report, O'Brien Traffic, February 2008
- Ringwood – A Place for People – The Ringwood Transit City Mobility and Way-finding Signage Strategy, Kinect Australia, March 2006.
- Ringwood Transit City Mobility and Way - Finding Signage Strategy (2003)
- Ringwood Bicycle Plan – Ringwood Transit City, O'Brien Traffic, September 2008
- Ringwood Commercial Market Assessment, SGS (2003)
- Ringwood Transit City, Stage 1 Parking Study, Maunsell Australia Pty Ltd, January 2008
- Ringwood Transit City, Identification of Future Opportunities, Charter Keck Cramer & Essential Economics, February 2006.

State Government Policy and Guidelines

These include:

- Activity Centre Design Guidelines, DSE (2005)
- Safer by Design Guidelines, DSE (2005)
- Melbourne 2030, DOI (2002)