



APPENDIX 2:

# Policy Context Analysis

## Planning Scheme

Sections of the Planning Scheme relevant to the Ringwood North West Residential Precinct are summarised below.

## State Planning Policy Framework

### Clause 12 Metropolitan Development

Clause 12, Metropolitan Development is based on the implementation of the Melbourne 2030 metropolitan strategy. The objectives and strategies in the policy are based on the achievement of the key directions set out in Melbourne 2030. Those relevant to the Ringwood North West Residential Precinct are outlined below.

Clause 12.01 'A more compact city' encourages development that takes advantage of existing settlement patterns through the concentration of development in activity centres. Higher density housing that supports a wide range of income groups is encouraged within or close to activity centres.

Clause 12.05, 'A great place to be' aims to create better quality urban environments that are safe and functional, with open space and an easily recognisable sense of place and cultural identity. Clause 12.05 includes strategies for good urban design, cultural identity and character, safety, heritage, neighbourhood design and open space.

Clause 12.06, 'A fairer city', seeks to provide fairer access to social and cultural infrastructure, including through the provision of well-located affordable housing, planning for social and physical infrastructure and developing a strong cultural environment.

Clause 12.07 'A greener city', intends to minimise impacts on the environment and create a sustainable path for future growth and development.

Clause 12.08, 'Better transport links' seeks to create a more sustainable transport system by integrating land use and transport. Under 'Road networks', 12.08 includes strategies to manage the road system to achieve integration, choice and balance. This includes

making better use of roads for all road uses through such techniques as wider footpaths and bicycle lanes. Road spaces should also complement land uses and should be managed to meet community and business needs. Under 'Walking and cycling', 12.08 aims to give more priority to walking and cycling through the provision of safe, attractive, high quality environments, that are accessible to all.

### Clause 14 Settlement

Clause 14 aims to: ensure a sufficient supply of land is available for residential, commercial, industrial, recreational, institutional and other public uses; and facilitate the orderly development of urban areas. Planning authorities are expected to plan to accommodate projected population growth over a 10 year period. In planning for urban growth, consolidation of existing urban areas should occur with respect to neighbourhood character. Higher densities and mixed use developments should be encouraged near public transport routes. Decision making is expected to be consistent with the relevant requirements of State environment protection policies.

### Clause 15 Environment

Clause 15 seeks to assist the protection and, where possible, restoration of catchments, waterways, water bodies, groundwater, and the marine environment. General implementation of this objective is set out under several headings, including the following which may be of relevance to the Commercial Precinct Plan: Catchment planning and management, Water quality protection, Floodplain management, Salinity, Air quality, Noise abatement, Conservation of native flora and fauna, Open space, Heritage and Energy efficiency.

### Clause 16 Housing

Clause 16 aims to encourage subdivisions in locations with access to physical and community infrastructure; residential development that is cost-effective in infrastructure provision and use, energy efficient, incorporates water-sensitive design principles and encourages public transport use; and opportunities for increased residential densities to help consolidate urban areas. Clause 16 encourages medium density housing that

respects neighbourhood character, improves housing choice, makes better use of existing infrastructure and improves the energy efficiency of housing.

### **Clause 17 Economic Development**

Clause 17 encourages activity centres to provide a variety of land uses and incorporate residential uses where appropriate. It also states that activity centres should be planned to provide good accessibility by all available modes of transport.

### **Clause 18 Infrastructure**

Clause 18 seeks to integrate land use and transport planning around existing and planned declared highways, railways, principal bus routes and tram lines. Higher land use densities and mixed use developments are encouraged near railway stations, major bus terminals, transport interchanges and principal bus routes. Pedestrian access should be facilitated and safeguarded.

### **Clause 19 Particular Uses and Development**

Clause 19.03, Design and Built Form, seeks 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**

### **Clause 21 Municipal Strategic Statement**

The Maroondah Municipal Strategic Statement (MSS) provides a vision for the future development of the municipality and expresses overall strategic directions.

### **Clause 21.02 Municipal Profile**

Clause 21.02 provides a municipal profile of Maroondah. It describes Maroondah as a substantially developed residential municipality with a blend of established neighbourhoods clustered around the main transport routes. Concern over the environmental impact of the increasing number of medium density residential developments means that long term strategies to link housing with activity centres is necessary to reduce the impact on the natural environment.

The vegetation canopy is described by the MSS as an important element which makes the residential areas of Maroondah unique in the metropolitan context. The decline of this canopy should be avoided in new development.

The Municipal Profile also describes the decline in household size throughout the municipality which is expected to continue. While population growth is expected to remain relatively neutral, housing stock is forecast to increase. As the population ages and children leave home, the average household size will decrease and older residents are expected to follow the national trend and move into smaller residences on compact, low maintenance lots.

### **Clause 21.03 Maroondah Vision – The Strategic Framework**

The Strategic Framework sets out the vision of Maroondah 2020 – A Shared Future. The vision relates to four elements including the community, the environment, leisure and the economy. The Framework also outlines the directions of several other plans and strategies. Under the Land Use Framework Plan, the North West Residential Precinct is described as a 'Medium Density Housing Preferred Area'.

### **Clause 21.04 Transport and Accessibility**

The Maroondah Highway is described as the main existing arterial route through the municipality. The objectives of 21.04 are to ensure maximum efficiency of traffic flow, to promote design and development that encourages pedestrian activity and to develop effective road traffic and public transport management programs to, among other things, improve residential amenity. Higher densities are encouraged in the Ringwood District Centre in the area bounded by the Ringwood By-pass, Warrandyte Road and the

Maroondah Highway. Commercial development should be avoided in preferred areas for medium density housing.

#### **Clause 21.06 Open Space**

Clause 21.06 describes the extensive network of open space in the municipality including linear trails and links which are of significant value to the community. The MSS aims to provide equitable access to open space and enhance the visual and physical amenity of the municipality through the provision of an extensive open space network.

#### **Clause 21.07 Image and Urban Design**

Clause 21.07 aims to ensure the ongoing development of a quality and attractive built environment and encouragement of development that provides high quality urban places. Strategies to achieve these objectives include requirements for all new development to incorporate the highest standards of urban image, landscape design and building innovation, and implementation of capital works projects in public domain areas in order to provide high quality urban design treatments.

#### **Clause 21.08 Residential Land Use**

Clause 21.08 highlights the steady increase in the construction of medium density housing, with a majority of activity occurring in established areas and along major roads such as the Maroondah Highway. 21.08 seeks to maintain and enhance the mix of housing types and residential densities, provide housing opportunities with complement the character of Maroondah and ensure the provision of well designed housing stock. Medium and higher density housing is encouraged in identified areas close to the Ringwood District Centre.

#### **Clause 21.11 Environment**

Clause 21.11 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. Relevant to the Ringwood North West Residential Precinct, these objectives are to be achieved through the adoption of a consistent approach to the concept of sustainable land use and development and the requirement of underground utility services.

## **Clause 22 Local Planning Policies**

### **Clause 22.07 Ringwood Activity Centre Policy**

The purposes of the Ringwood Activity Centre Policy are to:

- implement the vision expressed in the Ringwood Transit City Urban Design Masterplan 2004
- establish Ringwood as the primary mixed use centre in Melbourne's outer east by encouraging sustainable retail, commercial, residential, leisure, entertainment and community activities.
- ensure all services and activities within the Activity Centre are accessible via an integrated transport network.
- facilitate public and private investment and activities within the Activity Centre.
- foster increased residential densities and to establish multi-level, multi occupancy apartment style buildings as the preferred form of dwelling design and neighbourhood character.

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.

Objectives applying specifically to residential development within the Centre include:

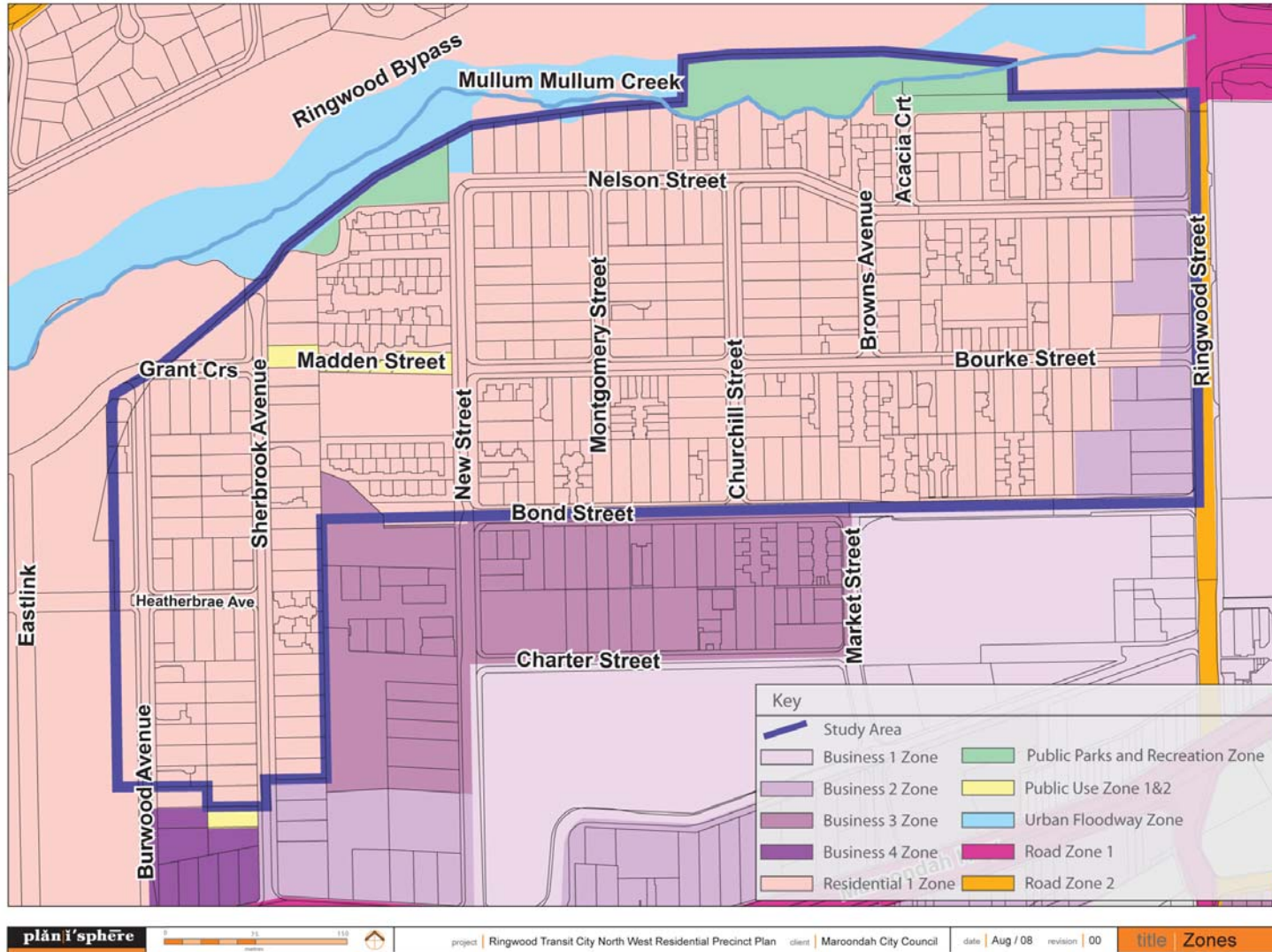
- To encourage and provide for the development of multi level, multi occupancy apartment style residential buildings as the preferred built form in the Ringwood Activity Centre Residential Development Policy area.
- To promote the sympathetic and managed development of the preferred residential precincts 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.

The following guidance is provided for building heights by the policy:

- 2 to 3 storey development on lots generally greater than 1500m<sup>2</sup>.
- 3 to 4 storey development on lots generally greater than 2500m<sup>2</sup>.
- 4 storeys and higher on lots generally greater than 3000m<sup>2</sup>.

# Zones



## Residential 1 Zone

The Residential 1 Zone (R1Z) applies to most of the Precinct. The purposes of the R1Z are to provide for residential development at a range of densities with a variety of dwellings to meet the housing needs of all households, encourage respect for neighbourhood character and allow certain non-residential uses in appropriate locations. A permit is required to subdivide land and construct or extend a dwelling on a lot less than 300 square metres.

The schedule to the R1Z includes requirements for side and rear setbacks that state that:

- side setbacks must be 1.2m plus 0.3m for every metre of height over 3.6m up to 6.9m plus 1m for every metre of height over 6.9m.
- rear setbacks must be 5m plus 0.3m for every metre of height over 3.6m up to 6.9m plus 1m for every metre of height over 6.9m.

All residential development must have regard to, where relevant, clauses 54, 55 and 56 (for subdivisions).

## Business 2 Zone

The Business 2 Zone (B2Z) applies to land on the western side of Ringwood Street plus a small number of sites in adjacent streets. The B2Z encourages the development of offices and associated commercial uses.

## Business 3 Zone

The Business 3 Zone (B3Z) encourages the integrated development of offices and manufacturing industries and associated commercial and industrial uses. The Schedule to the B3Z specifies a maximum combined leasable floor area of 500 m<sup>2</sup> per lot for the use of land for office.

## Public Parks and Recreation Zone

The Public Parks and Recreation Zone (PPRZ) applies to small areas north of the residential zone adjoining the Mullum Mullum Creek. The PPRZ aims to recognise areas for public recreation and open space, while preserving areas of significance and allowing commercial uses where appropriate.

## Urban Floodway Zone

The Urban Floodway Zone (UFZ) applies to the Mullum Mullum Creek area. The UFZ seeks to ensure that development maintains the free passage and temporary storage of floodwater and minimises flood damage.

## Overlays

### Schedule 4 to the Significant Landscape Overlay: Maroondah Canopy Tree Protection Area – Inside Urban Growth Boundary

The Significant Landscape Overlay (SLO) identifies significant landscapes and seeks to conserve and enhance the character of those landscapes. Schedule 4 to the SLO outlines the effect that canopy trees have on the distinct leafy character of Maroondah. The landscape character to be achieved within all land affected by the overlay is defined by:

- Conservation of the existing pattern of vegetation, landscape quality and ecosystems within the area;
- Encouragement of the regeneration of vegetation;
- Maintenance of a dense vegetation canopy that contributes to the special environmental character; and
- Maintenance of the overall scenic beauty of the municipality.

The SLO4 requires a permit to remove, destroy or lop vegetation unless exempt under the permit requirements of the overlay (i.e. less than 5m in height with a trunk circumference of 0.5m, within 3m of an existing dwelling, certain species on land less than 2,000sqm).

## Schedule 1 to the Vegetation Protection Overlay: Sites of Biological Significance

The purposes of the Vegetation Protection Overlay (VPO) are to protect areas of significant vegetation, ensure that development minimises loss of vegetation, preserve existing trees and other vegetation, recognise vegetation protection areas as locations of special significance, natural beauty, interest and importance, maintain and enhance habitat and habitat corridors for indigenous fauna, and encourage the regeneration of native vegetation.

Schedule 1 to the VPO applies to sites of biological significance. Specifically within the Ringwood Commercial Precinct, this includes land within the Ringwood Lake parkland, and Bedford Park along sections of the Maroondah Highway. On these sites, remnant vegetation is of significance.

The vegetation protection objective on land affected by the overlay is to protect and enhance areas of biological significance in Maroondah so as to ensure the maintenance and enhancement of the biological diversity of the flora and fauna of Maroondah and achieve an increase in the presence of indigenous species in the natural environment.

## Additional Background Documents

### Melbourne @ 5 Million, Department of Planning and Community Development, 2008

Melbourne @ 5 million provides policy initiatives that are complementary to the directions of Melbourne 2030. It outlines the implications of the Victoria in Future 2008 growth projections for Melbourne, which indicate that the city's population is likely to reach 5 million before 2030. One of the report's initiatives is the creation of a multi-centre city through six new Central Activities Districts (CADs), one of which is Ringwood.

This new initiative provides the opportunity to re-frame the NW Precinct as a residential area in a centre that will be the focus of a substantial proportion of future employment growth and public investment.

## Maroondah 2025 Vision

The Maroondah 2025 Vision indicates that development over the next 25 years will be built upon existing social, environmental and economic assets to create a place of opportunity, diversity and inclusion. 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.

The Vision for Maroondah in 2025 Maroondah includes:

- A diverse range of prosperous commercial and industrial enterprises providing a variety of local employment opportunities for both young and mature workers, and which is adaptable to changing economic conditions and requirements.
- A wide range of quality educational services and facilities for all ages and levels.
- A diverse range of responsive professional and human services serving the needs of the municipality with particular attention to the needs of vulnerable members of the community.
- A wide variety of leisure, recreational, arts, cultural, sporting and entertainment activities and facilities accessible throughout the municipality by people all ages, abilities and interests.
- An integrated and coordinated transport system providing accessibility to all services, activities and facilities, and one which is safe, efficient, accessible and environmentally sensitive.
- A strong community spirit, where people get to know one another, and who have a sense of belonging reinforced by involvement of community members in community-planning and decision making processes.
- A sense of community encouraged by the creation of open spaces and meeting places throughout the municipality. Urban design will also visually promote a neighbourhood character which complements and enhances Maroondah's heritage of physical, natural and cultural diversity.

- A natural environment which is preserved and managed as a community priority, including sensitive management of water and air, conservation of bio-diversity. Open space will continue to be a key aspect of Maroondah's identity and lifestyle.

### **Maroondah Residential 2 Zone Urban Design Framework and Guidelines, March 2000**

The preparation of the Residential 2 Zone Urban Design Framework (R2Z UDF) followed the rezoning of parts of the Ringwood District Centre to R2Z. The use of the R2Z raised issues of overall urban form and the need for an implementation framework. It was intended that the R2Z UDF be used to facilitate a sustainable structure for medium and high density housing in and around the Ringwood District Centre.

The R2Z UDF divided residential areas of the Ringwood District Centre up into four precincts. It provides existing features of each precinct at the time and urban design guidelines based on the following elements:

- Context
- The Public Realm
- Landmark Views and Vistas
- Pedestrian Space
- Heritage
- Consolidation of Sites and Empty Sites
- Light and Shade
- Energy and Resource Efficiency
- Architectural Quality
- Landscape Architecture

Following the completion of the R2Z UDF, Council consequently reviewed the role of the R2Z across the municipality and taking on the findings of the study that Residential 2 zone was not considered by the development industry as a critical component in the multi

dwelling development process. R2Z areas within the Ringwood District Centre were rezoned to R1Z, while maintaining the status of these areas as preferred medium/high density housing precincts under the Maroondah Municipal Housing Strategy.

### **Maroondah Pedestrian Strategy, June 2007**

The Maroondah Pedestrian Strategy emphasises that walking is a legitimate and fundamental mode of transport that is often underrated. The Strategy focuses on the need to coordinate and connect the existing footpath network so that it provides access to public transport and community facilities as well as links to open space. The objectives of the Strategy are to:

- Promote and encourage walking as a sustainable and preferred mode of transport for short trips to work, shops, school and for recreation.
- Improve the amenity, accessibility and safety of the footpath network so they are DDA complaint and accessible to all.
- Reduce community reliance on the private motor car.
- Promote the health, environmental and economic benefits of walking.
- Ensure that any development makes adequate provision for walking as a viable alternative to car based travel.

The Strategy provides an overview of the demographics of the municipality and the demand for walking, highlighting that "the largest areas with a high percentage of households without cars are situated around Ringwood and Croydon railway stations." There are also similar statistics for residents aged 65 years and over.

Future actions are provided under a number of themes. Under the themes of the Existing Footpath Network and Activity Centres, key actions include:

- Any road upgrades are to undertake footpath construction at the same time in accordance with a Footpath Construction Policy.
- Require development throughout Maroondah to provide footpaths to all street frontages.

- Explore different funding models for footpath construction in different circumstances (ie: varying contribution scheme).
- Investigate and apply pedestrian priority principals at signal crossings on major roads, to ensure configuration and signal times allows for all pedestrians to cross a road safely.
- Well placed directional information and maps displayed along footpaths at key intersections.
- Develop Activity Centres in accordance with the State Governments 'Safer by Design' guidelines to ensure pedestrian safety.
- Expand regular checks on all footpaths within activity centres to include not only path surface condition but to also report on issues that affect amenity and safety of pedestrians.
- Conduct an audit of waiting times at traffic signals within activity centres and take action where waiting times are too long in key pedestrian priority areas and advocate for improved change to VicRoads.
- Investigate options for reduced speed limits on roads within activity centres.
- Provide seating at regular intervals along footpaths in appropriate locations.
- Ensure all pedestrian crossings within the activity centre are safe.
- Require development in the Ringwood Transit City and Croydon Town Centre to provide footpaths to all street frontages.

### **Maroondah Bicycle Strategy, 2004**

The Maroondah Bicycle Strategy has a number of objectives, all of which support the overall goal of building cycling into an alternative form of transport. These objectives include:

- To use the preparation of the Maroondah Bicycle Strategy as an opportunity to assess bicycle usage in the municipality and to consult with the community and other interested groups as to how to best increase the level of bicycle usage.

- To create a bicycle friendly culture within Maroondah City Council and the community.
- To develop a program to improve bicycle facilities, including a well integrated bicycle network, which provides safe and convenient access to key destinations in and around Maroondah.
- To encourage cycling in Maroondah – to get more people riding bicycles more often.

These objectives relate specifically to cycling, however the strategy is part of a broader push to encourage non-motor vehicle based travel in Maroondah and therefore is aimed at not only promoting cycling, but also to encourage other forms of transport such as walking.

### **Maroondah Urban Design Framework, November 2006**

The Maroondah Urban Design Framework has been prepared to 'establish a clear and concise urban design vision, statements and objectives for the municipality. The Ringwood and Croydon Activity Centres are currently being analysed as separate projects through the Ringwood Transit City Study and the Croydon Town Centre Structure Plan respectively. The primary scope of the Maroondah Urban Design Framework is to analyse and review how both of these centres interface with surrounding land uses.'

In summary, the overall urban design vision for Maroondah is to:

- Retain the low density feel of neighbourhoods.
- Maintain and develop spaces that encourage social interaction for all people, which will add richness and meaning and contribute to people's sense of place.
- Protect and promote the attractive "green and leafy" character associated with established trees, gardens and extensive views along the ridgelines and valleys throughout the municipality.
- Maintain the sense of spaciousness created by the low density built form and open space within individual properties as well as through the extensive network of parks, reserves and other public open space areas.
- Protect significant views to the Dandenong Ranges and key ridgelines in the municipality.

- Retain and protect public areas with indigenous vegetation and areas of other biological significance.
- Encourage subdivision and road layout patterns which reflect the existing character and design of the older established areas with proper regard for road safety practices and principles.
- Provide high quality retail, commercial and industrial areas as well as appropriate interfaces to surrounding residential and open space areas.
- Enhance the meandering quality of the Maroondah Highway.

### **Maroondah Integrated Transport Strategy, 2005**

The Integrated Transport Strategy prioritises alternative modes of transport to the car. The Strategy provides future actions for Roads and Traffic, Rail, Buses, Bicycles, Walking and Community Transport. Recommendations for roads include raising the profile of other road users and strongly developing supporting projects that reallocate road space to alternative transport modes. In Ringwood, actions for rail include attention to access to the station superblock and traffic flow in surrounding streets and development of mobility and wayfinding signage projects that focus on pedestrians, people with disabilities and cyclists. Actions for walking and cycling are based on an improved network in terms of access and safety and promotion of these modes of transport.

### **Maroondah Neighbourhood Character Study, 2004**

The principal objective of the Neighbourhood Character Study was to identify and evaluate the significant or dominant urban and environmental elements that contribute to Maroondah's character, and develop preferred future character for the residential areas of the City. The Study is implemented in the planning scheme through the Residential Neighbourhood Character Policy at Clause 22.03.

The Study divides the residential area of municipality into 23 neighbourhood areas. Each area is provided with a brochure that sets out an overall vision for the character of Maroondah, a description of the existing character, a preferred future character statement and dot points outlining how the preferred future character will be achieved. Each area also has a set of design guidelines incorporating objectives and design responses.

The Ringwood North West Residential Precinct is located in Neighbourhood Area 23: Ringwood Activity Centre. Community values are centred around the topography and the presence of trees. The community aspires to encourage new unit developments that are tasteful and have regard to the preferred neighbourhood character while protecting the treed canopy of the area. The brochure envisages a substantial level of change within the area, with multi-level, multi-occupancy apartment style buildings that retain elements of the existing garden setting. It states that 'buildings will be larger apartment style single buildings constructed on consolidated sites'. The street pattern is to be maintained and new buildings will form visual landmarks.

The brochure provides detailed guidelines in relation to the design of new development. Of particular importance is a guideline relating to building heights. The design response in order to meet the objective of "providing a mix of building forms and heights..." states that building heights should relate to the following principles:

- 2 to 3 storey development on lots generally greater than 1500m<sup>2</sup>
- 3 to 4 storey development on lots generally greater than 2500m<sup>2</sup>
- 4 storey development and higher on lots generally greater than 3000m<sup>2</sup>

The Precinct Plan will need to take into account the existing guidelines and build on this work where necessary.

### **Maroondah Open Space Strategy, 2005**

The Open Space Strategy guides the planning, development and management of open space for the next decade, with a focus on the next five years. The Strategy highlights that as residential density increases and household configuration changes, open spaces become more valuable. The Strategy identifies an area which includes the Precinct as being underserved by facilities. The Strategy recommends that Council seek opportunities for new and expanded spaces in this area. Some of the most relevant strategies in the document include:

- Reserve land for future indoor sports and civic buildings;
- Look at semi-commercial and commercial paved open spaces as possible leisure spaces;

- Review the open space contributions policy;
- Provide improved lighting, particularly along trails;
- Link existing off-road paths and corridors.

### **Maroondah Habitat Corridors Strategy, 2004**

The purpose of the Habitat Corridors Strategy is to plan for a network of habitat links connecting larger areas of vegetation. The need for ecological linkages is recognised as a fundamental principle in land use planning and land management for biodiversity conservation in developed landscapes. The Mullum Mullum Creek corridor is one of 17 key corridors identified by the Strategy and is rated as having a very high relative conservation priority.

### **Maroondah Disability Policy and Action Plan, 2008-2012**

The Disability Policy and Action Plan outlines Council's commitment to making services and amenities accessible to the whole community. Relevant to the North West Residential Precinct Plan, the policy aims to eliminate barriers to persons with a disability accessing goods, services and facilities as well as achieve tangible changes in attitudes and practices which discriminate against persons with a disability. The Plan also emphasises that 'access' embraces many dimensions, including physical access, information and knowledge, financial resources and costs, attitudes and treatment by others, and mechanisms and forums.

A number of strategies, directions and actions were developed to respond to Council's commitment to improving accessibility. Many of these are relevant to the Plan, and include measures to improve physical access to facilities, public transport and the built environment.

### **Maroondah Municipal Housing Strategy, 1997**

The Housing Strategy provides a framework for the development and maintenance of diverse and sustainable housing opportunities in Maroondah. The Strategy aims to ensure

that existing urban and environmental qualities are protected and enhanced whilst encouraging increased opportunities in appropriate locations.

The Strategy identifies the Precinct as an area to accommodate medium density housing.

### **Ringwood Transit City Urban Design Master Plan, Hansen, August 2004**

The Ringwood Transit City Urban Design Masterplan seeks to establish a planning and design vision for Ringwood that provides Council with 'strategic direction and appropriate future development recommendations'. The overall vision for the Ringwood Transit City is to establish Ringwood as the primary mixed use hub in Melbourne's outer east, boasting a vibrant and contemporary hilltop Town Centre with wholly integrated and sustainable retail, commercial, employment, leisure, civic and residential activities in a natural landscape setting connected through an advanced road and rail network.

Relevant to the North West Precinct, the key principles that underpin the vision are:

- Defining Ringwood as the most convenient, safe, accessible place in the region by public transport and road, equally serving pedestrians and cyclists, including the mobility impaired.
- Using the natural environmental features of Ringwood (including its landscape and topography) to distinguish the Ringwood Transit City from other suburban activity centres.
- Achieving an intensity of activity in Ringwood that creates the critical mass needed to support the widest possible range of higher order retail, commercial and community uses.
- Establishing Ringwood as a beautiful and highly regarded Transit City, in terms of its landscape setting, built form, streets and public spaces; demonstrating leadership in sustainable development practice.

The Master Plan identifies the North West Residential Precinct as a housing consolidation area to include a mix of dwelling types and sizes. The Plan specifies a height of 3-4 storeys in areas of the Precinct closer to shops, public transport and services, and a height of 2-3 storeys further away from these. Along the Mullum Mullum Creek, higher

building forms between 3 and 4 storeys are specified, however the Plan indicates that buildings along the Creek should be respectful of the natural and environmental qualities of the Creek.

Integral to the Plan's transport and movement objectives is the formation of a clear and legible hierarchy of freeways, highways, grids, streets and lanes that allow for convenient and safe vehicular, pedestrian and cycle access that is easily 'read' by local users and visitors. The Plan outlines locations for potential additional streets and access ways that need to be considered by the North West Precinct Plan, including east-west links west of New Street.

In terms of open space, the Master Plan identifies the Creek as the key open space within the Precinct with additional land, including some that is currently owned by VicRoads, for complementary open space along the Creek corridor. The Plan needs to consider open space alongside the Creek in greater detail.

### **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**

The aim of the Ringwood Transit City Public Domain and Landscape Guidelines is to set the framework for the supply, installation and management of street furniture, fittings and detail in order to make Ringwood's public domain:

- More appealing to locals and visitors alike; and
- More functional and accessible for pedestrians and people with mobility impairments; thus enabling streets and public spaces to be lively places where people can engage with others in the community.

The Ringwood Transit City Public Domain and Landscape Guidelines provide a means of establishing consistency and improving the overall quality, appearance and amenity of the Ringwood Transit City public domain.

The Existing Conditions Survey serves as a baseline study, identifying the existing condition of every street within the Ringwood Transit City, including details of the road

width, footpath width, street trees, nature strip, street furniture, street lights, building setbacks fencing and land use. The Existing Conditions Survey also includes a photographic inventory of existing street furniture and other associated fixtures.

The guidelines include specifications for the Transit City in terms of flagstones, kerbs and channels, tree pits, tactile ground surface indicators and bicycle path material. Guidance is also provided for street furniture, litter bins, bicycle rails and lockers, bollards, planters, drinking fountains, tree guards, retaining walls, street lighting, street tree planting and signage.

### **Ringwood Transit City Lighting Strategy, Martin Butcher Lighting Design, November 2007**

The Lighting Strategy responds to key needs identified by Council:

- Improve safety and amenity of Ringwood Transit City.
- Create a vibrant, active and attractive city centre through creative, sustainable and cost effective lighting treatments.
- Describe functional and feature lighting improvements to encourage night time and street level activity and trade.

The Lighting Strategy makes recommendations for lighting based on the objectives and directions of the Master Plan under the topics of Streets Pathways and Car Parks, Gateways Public Art and Landscape, Buildings and Landmarks and Destinations (including Retail, Public Gathering and Entertainment). It also provides guidance for designing sustainably.

The Strategy includes a Lighting Style Guide for the Transit City with specifications provided for poles and luminaries.

The Implementation Plan within the Strategy defines the location, measure, purpose, context, cost and priority for each individual strategy. A number of these are relevant to the North West Precinct, including that which applies to the Mullum Mullum Creek and fringe path network, and lighting upgrade recommendations applying to Nelson Street, Bourke Street, Bond Street, Charter Street, Market Street, New Street and Sherbrook

Avenue. The Plan also identifies lighting needs for public art along the Mullum Mullum Creek trail and the landscape fringe path network but details of these were not yet defined at the time of the preparation of the Plan.

### **Ringwood Traffic Study – Phase 2 Andrew O’Brien & Associates, December 2004**

The previous phase of the Ringwood Traffic Study, commissioned by VicRoads, investigated the impact of major regional road proposals on access to the Ringwood Business Centre (RBC), Eastern Freeway extension to Ringwood, the Ringwood Bypass and the then Scoresby Freeway. The focus of that work, completed in August 2002, was on the form of access to the RBC and the functioning of the regional road network. It was based on the preliminary land use development proposals that were likely to be in service by 2007. Since the completion of that first phase study, three significant Government commitments have been made:

- The Eastern Freeway extension to Ringwood, plus the Scoresby Freeway, now termed the Mitcham-Frankston Freeway (MFF), is to be constructed as a single private sector design, construct and operated entity and is to be operated as a tollway; and
- The extension of the Ringwood Bypass is to be incorporated in the MFF project with fully directional connections to the MFF and the Maroondah Highway and is to be operated toll-free.

The Phase 1 Ringwood Traffic Study's preferred regional road layout was reflected in the Ministerial Statement covering the form of the Ringwood Bypass to be incorporated in the MFF project. This meant that the regional road system that could affect this Phase 2 study had been resolved and the study could proceed without needing to consider options for grade-separated connections at Ringwood Street and Warrandyte Road.

This Phase 2 of the Ringwood Traffic Study therefore focuses on assessing the performance of the RBC's local access road network in providing for the traffic movement and access demands for updated land use development proposals for the Centre. The Transit City commitment has given an impetus to considering other development proposals. In the period since the completion of the first traffic study phase, the

Maroondah City Council completed the Urban Design Masterplan incorporating the Ringwood Transit City development proposal over the railway station site, and Residential Development Study.

### **Ringwood – A Place for People – The Ringwood Transit City Mobility and Way-finding Signage Strategy, Kinect Australia, March 2006**

The Ringwood Transit City Mobility Way Finding Strategy identifies what needs to be done to enable and encourage more people to use 'active transport' in and around Ringwood. Extensive consultation in the Strategy showed that most people who currently visit Ringwood live locally and are dissatisfied with the quality of the walking and cycling environment.

The Strategy provides a Signage Plan for the Transit City based on the need for positive guidance and direction to inform and warn road users of the environment ahead. According to the Strategy guidance and direction should be provided through directional information, channelling of pedestrian flows and informing other road users of the presence of pedestrians.

Some of the key recommendations of the Plan include:

- Provide footpaths on both sides of all roads to support a comprehensive pedestrian network. Where vehicle networks cross, priority should be given to pedestrians and reinforced with treatments such as speed tables.
- Extend the cycle network in and through the Transit City, connecting all major origins with destinations.
- Redevelop all access points into the Transit City from surrounding residential and community areas to ensure they're made safer, more attractive, comfortable and convivial.
- Adopt a comprehensive approach to travel behaviour change through new approaches such as cycle/walking maps, public transport information, personal travel advice, etc.
- Review and improve the number, accessibility and responsiveness of pedestrian crossings.

The Signage Plan includes a number of recommendations including the need for street name signs at every intersection and installation of Bristol-type panel maps and directional signs at specified locations (three of which are recommended for the North West Precinct alongside the Creek).

### **Ringwood Eastern Gateway Precinct – Precinct Plans and Design Guidelines, Roberts Day & SKM, February 2007**

The Eastern Gateway Precinct Plan seeks to stimulate and guide development and the provision of necessary infrastructure within the Eastern Gateway precinct of the Ringwood Transit City over the next 25 years.

The objectives of the Precinct Plan are:

- To further the objectives of Melbourne 2030, the Transit Cities Program and the Ringwood Transit City Urban Design Masterplan;
- To provide a vision for the preferred future use and development of private and public land in the Ringwood Eastern Gateway Precinct;
- To ensure development is undertaken in a manner complementary to other current and future development in the precinct;
- To provide greater certainty of future outcomes to both the local community and to investors;
- To provide flexibility for innovative development proposals; and
- To coordinate the staged redevelopment of the Precinct recognising existing infrastructure and land owner aspirations.

The Precinct Plan provides guidelines for Access and Parking, and Land Use and Development (including zoning recommendations). It divides the Study Area into four project areas and provides an analysis of existing conditions and preferred future character for each area. The plans for each project area also show an indicative building footprint and public open space locations. Implementation of the Plan is based on several measures including an amendment to the Planning Scheme and public acquisition of some land.

### **Ringwood Western Gateway Urban Design Review, Hansen, September 2007**

The Western Gateway Urban Design Review further defines the vision and urban form for the Transit City's western gateway precinct. Guidance is provided for Building Scale, Built Form and Massing, Streetscape Presentation, Building Design and Roof and Building Tops.

### **Draft Ringwood Parking Strategy, 2008**

The Draft Parking Strategy for Ringwood formulates a range of policies and actions that address the future parking needs of residents and visitors to the Ringwood Transit City. The Strategy aims to: improve the management of on and off-street parking to achieve optimum use and turnover; maximise the availability and awareness of existing parking; and manage the provision of off-street parking for new and existing uses.

### **Ringwood Bicycle Plan – Ringwood Transit City, Andrew O'Brien & Associates, February 2008**

The Ringwood Bicycle Plan seeks to provide a comprehensive, interconnecting network plan of bicycle routes within and travelling to Ringwood Transit City. It presents a hierarchy of routes comprising the Principal Bicycle network, the Metropolitan Trail network and local bicycle routes. It recommends the necessary works and planning measures required and how improvements should be staged.

### **Ringwood Transit City – Identification of Future Opportunities, prepared by Charter Keck Cramer and Essential Economics for Vic Urban, February 2006 (Land Use Forecasts – use in conjunction with land use scenario summary documents)**

The Identification of Future Opportunities report for the Ringwood Transit City addresses the current situation and future opportunities for redevelopment in the area. It assesses the state of retail, commerce and housing. The prospects for redevelopment in each of these areas are identified after consideration of the market context, analysis of both

supply and demand, and property market indicators. The report states that in the next 25 years, the Ringwood Transit City has the potential to accommodate a significant amount of new development.

### **Future Conditions Paramic Modelling Report, Andrew O'Brien & Associates, September 2007**

The Future Conditions Paramic Modelling report for the Ringwood Transit City is concerned with future transport needs. It models the effects of a reduction in lanes on Maroondah Highway, the proposed public transport network improvements, and proposed bicycle and pedestrian improvements in the Ringwood Transit City area. It identifies needs for new road infrastructure and for alterations to existing conditions, particularly to existing site access arrangements to assist the intensification of land uses in key locations. Over forty projects were identified and assessed with the timing of proposals considered.

### **Amendment C16**

Amendment C16, which has been implemented, applies to all multi dwelling development proposals throughout the Maroondah City Council area. It proposes six new Local Policies to guide and direct the development of medium and high density residential housing. It also introduces a Design & Development Overlay for the Ringwood District Centre Residential Areas in order to restrict subdivision and encourage site consolidation.

### **Amendment C58**

Amendment C58, which has been implemented, applies to the entire Ringwood Transit City study area. C58 consolidates all previous local planning policies relating to the Ringwood Activity Centre into one Ringwood Activity Centre Policy, which also reflects the objectives and policies of the Urban Design Masterplan. It also includes the following documents as Reference Documents in the Planning Scheme:

- Ringwood Transit City Urban Design Masterplan, 2004
- Ringwood Transit City Public Domain and Landscape Guidelines, 2006

- Activity Centre Design Guidelines, DSE 2005
- Guidelines for Higher Density Residential Development, DSE 2004

C58 includes rezoning of land however none of this is included in the Northwest Residential precinct. A new DDO replaced the previous DDO3, applying to all non-residential land in the Ringwood Transit City and to residential land on the north-west corner of Bedford Road and Station Street.