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ASPECT Studios



Ringwood Transit City North West Residential Precinct

## VOLUME 2: IMPLEMENTATION MANUAL

Maroondah City Council

August 2009



# Implementing the Precinct Plan

This Implementation Manual is intended as a detailed guide for Council to initiate the actions of the Precinct Plan. The Manual contains four Action Plans:

**‘Managing Change’** comprises all of those actions within the Plan that will help to achieve an effective but smooth transition of the Precinct as densities increase, demographics change and the spaces within the Precinct are used in new and different ways. This Action Plan is relevant to Council officers across many departments.

**‘Making the Place’** includes actions that will contribute towards the enhancement of the physical appearance and amenity of the Precinct. This Action Plan is relevant to the Major Projects, Engineering and Infrastructure and Community and Leisure Services departments of Council. It sets out the recommendations for open space, guidelines for streetscapes and public art recommendations.

**‘Improving Access’** is relevant to the Engineering and Infrastructure departments of Council and includes all traffic management, street layout and extension, pedestrian and cyclist infrastructure and way finding recommendations.

**‘Changing the Rules’** is relevant to Strategic and Statutory Planners and sets out how the Plan proposes to implement changes to the Planning Scheme and Council policies. This chapter is set out differently to others in this Implementation Manual. As opposed to addressing each action individually, actions have been packaged under the relevant section of the Planning Scheme.

## Recommended steps in progressing each action

Under each action a series of steps are provided, outlining how the action could be progressed.

## Timelines

For each action, a recommended timeline is provided to give an appropriate guide as to when the action should be initiated. The four options include:

- Immediate, following the adoption of the plan
- Short term (1-2 years)
- Medium term (up to 5 years)
- Long term (up to 10 years, and in some cases, beyond)





ACTION PLAN 1:

# Managing Change



## Precinct Brochure

[Development Potential Action DP1.1]

### **Prepare a North West Precinct Brochure as a tool to communicate to landowners, developers and builders.**

- Use the Precinct Brochure as a promotional tool to stimulate development that responds to the potential of sites within the Precinct.
- Use the brochure during the application process with builders and developers to communicate the economic benefits of land consolidation and the incentives of fulfilling maximum dwelling yields.
- Consider the inclusion of the following content in the brochure:
  - The vision for the Precinct, an outline of its context and a map of the Study Area.
  - A summary of the design guidelines and controls applying to the Precinct.
  - The attributes of higher density development in Melbourne's outer east including what has been or is being built, the demand for owner-occupier and rental accommodation in Ringwood, etc.
  - Case studies of residential development in other Transit Cities and CADs, demonstrating how development in other areas has responded to demand for higher density housing.
  - An outline of potential obstacles or challenges, such as the price of an apartment compared with the price of a detached dwelling.
  - An outline of what potential consumers may be looking for.
  - An appropriate dwelling yield guide.

### **Timeline**

The brochure should be prepared immediately following the adoption of the Plan.

### **Responsibility**

- Maroondah City Council

### **Seminar**

[Development Potential Action DP2.1]

### **Hold a seminar for landowners, developers and builders to explain how to achieve site consolidation and maximum yield within the design parameters of this Plan.**

- Present the findings of the Study on how to consolidate land and achieve maximum yield to any interested landowners, developers and builders.
- Use the example of a typical site showing the yield that can be achieved on double and triple allotments.
- Consider engaging an architectural consultant to further investigate ways to increase yield without compromising design and amenity standards, who could also present at the seminar.

### **Timeline**

Ideally the seminar would be held in the short-term, following the public consultation and adoption of the Plan, to ensure that momentum of the project is maintained.

### **Responsibility**

- Maroondah City Council
- Potentially an architectural consultant

## Appropriate Dwelling Yield Guide

[Development Potential Action DP2.2]

### Implement an appropriate approximate dwelling yield dependent on lot size to act as a guide for developers.

- Engage an architectural consultant to prepare plans for typical site sizes in the precinct (including consolidated sites) that are consistent with the guidelines of this Plan and the planning scheme.
- Use the dwelling yields from these plans to provide a guide for builders and developers during pre-application discussions.

#### Timeline

An architectural consultant should be engaged immediately following the adoption of the Plan.

#### Responsibility

- Maroondah City Council
- Architectural Consultant

## Formal Register of Landowners

[Development Potential Action DP3.1]

### Set up a formal register of landowners in the Precinct and update it twice yearly to monitor changes in land ownership and compatible owners.

- Create an electronic register of addresses and landowners using Council's land ownership database.
- Inform all landowners of the register and reasons for setting it up and ask landowners to indicate their interest in:
  - Remaining in the area (if an owner/occupier) in their current dwelling;
  - Developing their site at some point in the future themselves;

- Selling their site to a developer;
- Consolidating their site with other nearby sites and selling it to a developer.

- If landowners register their interest in consolidating their site, contact them to confirm their interest in being put in touch with landowners of adjacent sites.
- Maintain the register by noting changes in land ownership and updating the landowner's interest in the above options.

#### Timeline

The register could be set up immediately following the adoption of the Plan.

#### Responsibility

- Maroondah City Council

## In-house Specialist Team

[Development Potential Action DP4.1]

### Consider allocating an in-house specialist team to each application received consisting of officers from relevant departments and consultants where necessary

- Provide each applicant with a point of contact to discuss the progress of the application.
- Where other departments and external consultants are involved in the determination of the application, seek to involve one key contact to improve the efficiency of the process.

#### Timeline

Immediate to short-term.

#### Responsibility

- Maroondah City Council

## Changing Community Needs

[Landscape and Public Realm Action LP6.1]

### Continue to monitor the needs of the changing community in terms of formal and informal recreational resources.

- Map recreational facilities in the Precinct and nearby.
- Monitor the changing demographics in the Precinct and, in consultation with the community, identify opportunities and funding sources for new facilities suited to the population.
- Consult with the local community to determine additional spaces and facilities that are needed and wanted in and within close proximity of the Precinct.

#### Timeline

This action would be best undertaken in the medium-term, once a higher level of change is evident to ensure that any new facilities are suited to the future population.

#### Responsibility

- Maroondah City Council

## Garbage Collection

[Safety and Amenity Action LP3.1]

### Through the preparation of a Waste Management Plan for the Precinct and other higher density areas throughout the municipality, consider options to alleviate garbage collection issues.

- Prepare a Waste Management Plan for the Precinct, and potentially other higher density areas of the municipality, detailing the criteria for waste collection for different levels of density. For example:
  - Buildings containing over 12 dwellings to provide private waste collection;
  - Manual collections to occur in parts of the municipality with over a certain number of dwellings per hectare;

- Sharing of bins to occur between dwellings under a certain density, such as townhouses.

#### Timeline

Preparation of a garbage collection strategy should be undertaken immediately to resolve existing issues related to garbage collection and ensure the Precinct is well-placed to accommodate higher densities.

#### Responsibility

- Maroondah City Council

## Promotion of Recreational Facilities

[Community Development Action CD1.1]

### Promote the community and recreational facilities in the Precinct in cooperation with local real estate agents.

- Prepare a data base of recreational facilities within and in close proximity of the Precinct, with details of the facilities and what they offer.
- Make this data base and promotional material available to real estate agents working in the local area, either in hard copy, CD or on the internet.

#### Timeline

This action would best be undertaken following the design of any new public spaces and facilities in the area, in the medium term.

#### Responsibility

- Maroondah City Council

## Encouraging Diversity

[Community Development Action CD1.2]

**Cooperate with developers and housing associations to encourage mixed levels of pricing to enable affordable housing and a diversity of households.**

- Investigate an incentives program and / or policy for new housing developments to create various dwelling sizes.

### Timeline

Immediate to short-term.

### Responsibility

- Maroondah City Council

## Enhancing the Sense of Community

[Community Development Action CD2.1]

**Undertake a community development strategy for the Precinct as part of a wider strategy for the Ringwood CAD to identify community needs and investigate community development initiatives.**

- Consider the following options for inclusion in the Strategy:
  - Involve the local community in the development of a public art theme, as outlined in 'Making the Place'.
  - Establish a residents' group to discuss local issues and act as a reference group to Council.
  - Establish a 'Sustainability Streets' program.
  - Develop a new name for the Precinct.
  - Construct a community facility.
  - Establish an elderly persons' assistance network.

### Timeline

Any of the above options could be considered and implemented at any time within the short to long term.

### Responsibility

- Maroondah City Council

## Encouraging Community Involvement

[Community Development Action CD2.2]

**Encourage the community to get involved in existing community groups such as Friends of Mullum Mullum Creek, Ringwood Pipe Band, Neighbourhood Watch and local volunteering opportunities.**

- Encourage involvement in existing community groups through the publication of pamphlets or information on Council's website promoting and encouraging residents to join.

### Timeline

Short to medium term.

### Responsibility

- Maroondah City Council



ACTION PLAN 2:

# Making the Place



## Visual Quality and Amenity of Streets

[Landscape and Public Realm Action LP4.1]

### **Progressively undertake Council works to improve the visual quality and amenity of streets.**

- Provide footpaths on both sides of all roads at a width of 1.5 metres, consistent with the recommendations of the Maroondah Principal Pedestrian Network (PPN) which identifies all streets in the Precinct as part of the PPN.
- Apply WSUD principles to streets through the location of garden beds with intermediate rain gardens along one side of all streets.
- Provide infill street trees consistent with those found in the Precinct until all streets have regularly spaced trees.
- Commence a program to underground powerlines throughout the Precinct by applying to the Department of Primary Industries' Powerline Relocation Assistance Scheme which can provide up to 50 per cent of funding to undertake the works.
- Consider the installation of 'pocket parks'

#### **Timeline**

Commence a program to undertake the actions above immediately following the adoption of the Plan. Timing of individual actions should be considered in the medium-term and will be dependent on Council budgeting.

#### **Responsibility**

- Maroondah City Council

## Land Managed by SEITA

[Landscape and Public Realm Action LP5.1]

### **Request to SEITA that Council becomes the land manager of the triangle site at the northern end of New Street and the land on the western side of Burwood Avenue.**

- Submit a request to SEITA that Council become the land manager of these sites for the purposes of developing and managing new open spaces at these locations to serve the recreational needs of the Precinct.

#### **Timeline**

Could occur at any time following the adoption of the Plan, with management funding dependent on Council budgeting.

#### **Responsibility**

- Maroondah City Council

## Open Space on Vacant Land at the northern end of New Street

[Landscape and Public Realm Action LP5.2]

### **Develop a new open space on the triangle site at the northern end of New Street and provide improved landscaping, a play area and, potentially, barbeque facilities.**

#### **Timeline**

Timing will be dependent on Action 3.5.1. Following the handover of management of this land, planning for an open space in this location can commence.

#### **Responsibility**

- Maroondah City Council

## **Landscaping for the sites at the northern end of Sherbrook Avenue and the western side of Burwood Avenue**

[Landscape and Public Realm Action LP5.3]

**Provide landscaping on the triangle site at the northern end of New Street and on the western side of Burwood Avenue, and in the medium to long-term, investigate opportunities on these sites for active recreational facilities.**

- Provide landscaping to improve the aesthetic qualities of these sites while allowing flexibility to accommodate future needs.

### **Timeline**

Landscaping could be provided on the triangle site immediately, subject to budgeting limitations, while landscaping on the tract of land on Burwood Avenue would need to occur following Council's request to become the land manager.

The needs of the local community should be monitored continuously, and in the medium to long-term, additional uses or facilities for these sites should be investigated.

### **Responsibility**

- Maroondah City Council

## **Public Art Program**

[Landscape and Public Realm Action LP7.1]

**In consultation with the community, develop, implement and commission a public art program for the Precinct.**

- Consider the following options to involve the community in a public art program for the Precinct:
  - Establish a group of community members to oversee the design and assembly of art works.
  - Run a public art competition to select public art works based on the proposals of various contenders.

Consider one option for public art to act as a practical guide for residents and visitors, indicating the distance between any given location and landmarks in the Transit City such as the Railway Station, the Town Centre, the Creek, etc.

### **Timeline**

A public art program could be seen as a medium-term action however decisions could be made about Council's approach immediately following the adoption of the Plan.

### **Responsibility**

- Maroondah City Council



ACTION PLAN 3:

# Improving Access



## Pedestrian Amenity

[Access and Car Parking Action AC1.1]

### Create pedestrian refuges on Bond Street shown as indicative locations on the Access Map.

- Provide pedestrian refuges in three locations along Bond Street to improve pedestrian connectivity.

#### Timeline

This action could be undertaken in the short to medium term, dependent on Council budgeting.

#### Responsibility

- Maroondah City Council

## Cycle Lanes

[Access and Car Parking Action AC1.2]

### Implement the recommendations of the Transit City Bicycle Plan through the inclusion of cycle lanes on New and Market Streets and a shared path along Ringwood and Charter Streets.

- Investigate opportunities to provide cycle lanes on New and Market Streets.
- Investigate the provision of a shared path along the western side of Ringwood Street and along Charter Street. Nb. Charter Street is not inside the core study area but is considered important in the context of the Precinct.

#### Timeline

Cycle lanes and shared footpaths should be further investigated and introduced in the short to medium term, dependent on Council's budgeting.

## Responsibility

- Maroondah City Council

## Way finding

[Access and Car Parking Action AC2.1]

### Implement the recommendations of the Transit City Mobility and Wayfinding Strategy including, among other actions that need to be considered in the wider Transit City context, the installation of directional signage panels, consistent with the specifications of the Transit City Public Domain and Landscaping Guidelines.

- Redevelop access points into the Transit City, for improved safety, attractiveness, comfort and conviviality through sign-posting and seamless design for pedestrians and cyclists.
- Adopt comprehensive approach to travel behavior change through the provision of residential travel plans that include: induction sessions for new households; travel welcome packs; maps; public transport information; personal travel advice; information to other services and facilities; cycle training; community websites, notice boards, events and forums; and a bicycle user group/buddy scheme.
- Review the location, installation and maintenance of public toilets, seating, lighting, and footpath conditions.
- Ensure the installation of street signs at every intersection, with the highest priorities being those along walking routes.
- Produce a pedestrian, cyclist and public transport map of the Transit City based on the Bristol or Newcastle models and distribute the map widely.
- Install three 'Bristol-type' independent Direction Signs in the Precinct, all located on the Mullum Mullum Creek corridor.

#### Timeline

The above actions should be considered as part of the overall Transit City and timing should be coordinated with the recommendations of the Mobility and Wayfinding Strategy.

### Responsibility

- Maroondah City Council

### Bond Street Extension

[Access and Car Parking Action AC3.1]

**Extend Bond Street to Sherbrook Avenue following the introduction of a Public Acquisition Overlay (PAO). See 'Changing the Rules' for more detail.**

- Following the introduction of a PAO, extend Bond Street west of New Street to Sherbrook Avenue.
- Consider the installation of a roundabout at the intersection of New and Bond Streets to assist traffic circulation.

### Timeline

Undertake this action in the medium to long term, following the introduction of the PAO.

### Responsibility

- Maroondah City Council

### New Pedestrian Links

[Access and Car Parking Action AC3.2]

**Provide new pedestrian links including a north-south path to connect Browns Avenue and Market Street and an east-west path connecting the western end of Charter Street to Sherbrook Avenue.**

- Through negotiations with landowners in the redevelopment of sites in these locations, purchase the land or provide a combination of financial or other incentives for developers to transfer land ownership to Council.
- Construct walk-ways or laneways for pedestrian use only, with appropriate lighting and landscaping. Encourage new development to address these pedestrian links for improved safety.

### Timeline

This action could occur in the medium to long term, dependent on the redevelopment of sites in the area. If attempts to negotiate with landowners and developers are unsuccessful, Council could consider the introduction of a Public Acquisition Overlay.

### Responsibility

- Maroondah City Council

### Local Area Traffic Management Scheme

[Access and Car Parking Action AC4.2]

**Through the preparation of a Local Area Traffic Management Scheme for the Precinct, consider the installation of traffic calming devices, such as those found in Greenwood Avenue and Madden Street where appropriate.**

- Prepare a Local Area Traffic Management Scheme that considers, among other things, the need for traffic calming devices at appropriate locations throughout the Precinct. The layout of streets such as Greenwood Avenue and Madden Street could be considered as models for the Precinct.

### Timeline

This action could occur in the immediate to short term, subject to budgeting constraints.

### Responsibility

- Maroondah City Council



ACTION PLAN 4:

# Changing the Rules



## Changing the Rules

*'Changing the Rules' is relevant to Strategic and Statutory Planners and sets out how the Plan proposes to implement changes to the Planning Scheme and Council policies.*

*This chapter is set out differently to others in this Implementation Manual. As opposed to addressing each action individually, actions have been packaged under the relevant section of the Planning Scheme.*

The following actions related to a potential planning scheme amendment or changes to Council policies have been drawn from Volume 1 of the Plan:

- Apply height and built form requirements outlined in the Character and Built Form chapter to all new development and include the requirements in the existing DDO, expanded to cover the Precinct. [ Character and Built Form Action CB1.1]
- Continue to apply the principles that relate building heights to lot sizes as set out in Clause 22.07 of the planning scheme. [ Character and Built Form Action CB2.1]
- Apply the Design Guidelines contained in the Implementation Manual and include relevant sections in the planning scheme. [ Character and Built Form Action CB3.1]
- Apply the Design Guidelines in the Implementation Manual and make these available to all landowners and developers. [ Character and Built Form Action CB4.1]
- Continue to apply the SLO. [ Landscape and Public Realm Action CB1.1]
- Through the SLO, require the retention of all trees that contribute to the overall canopy and ensure that new development avoids the critical root zone of canopy trees in consultation with an arborist. [Landscape and Public Realm Action LP1.2]
- Where removal of a contributory tree cannot be avoided or where a contributory tree is in poor health, require that they be replaced by a similar species that will grow to the same size. [Landscape and Public Realm Action LP1.3]
- Implement the same built form guidelines to the creek frontage as those applying to street frontages in the area. [Landscape and Public Realm Action LP2.1]
- Apply the Design Guidelines for buildings along the Mullum Mullum Creek, included in the Implementation Manual. [Landscape and Public Realm Action LP2.2]
- Require a landscaping plan to be submitted with all new development, detailing how new landscaping will contribute to the character of the Precinct. [ Landscape and Public Realm Action LP3.1]
- Rezone the triangle site at the northern end of Sherbrook Avenue and the western side of Burwood Avenue to the Public Park and Recreation Zone (PPRZ) [Landscape and Public Realm Action LP 5.4].
- Extend Bond Street to Sherbrook Avenue through the introduction of a Public Acquisition Overlay. [ Access and Car Parking Action AC3.1]
- Provide new pedestrian links including a north-south path to connect Browns Avenue and Market Street and an east-west path connecting the western end of Charter Street to Sherbrook Avenue as shown on the Access Map. Land for these works could either be acquired through negotiations with landowners in redevelopments or formally through a Public Acquisition Overlay [ Access and Car Parking Action AC3.2]
- In new works, prioritise pedestrian and cyclist access over that of cars through the application of the guidelines included in the Access and Car Parking Chapter: [ Access and Car Parking Action AC4.1]
  - Minimise the area occupied by driveways and crossovers.
  - Provide clear access points and pedestrian pathways to buildings.
  - Ensure that new development provides access for all through DDA-compliance.
  - Encourage new developments to provide adequate bicycle storage.
- Apply the proposed car parking rates outlined in the Parking Strategy, once complete [ Access and Car Parking Action AC5.1]
- Consider the introduction of a parking permit system as outlined in the Parking Strategy, once complete. [ Access and Car Parking Action AC6.1]
- Apply CPTED principles to the design of open spaces and new developments. [Safety and Amenity Action SA1.1]
- Encourage builders and developers to take into account considerations related to visual privacy, solar access and acoustic amenity. [Safety and Amenity Action SA2.1]

- Require that new development incorporates specified waste storage areas that are adequately screened. [Safety and Amenity Action SA4.1]
- Provide builders and developers with a copy of the ESD guidelines and promote the long term environmental and economic benefits of ESD. [Ecologically Sustainable Development Action ESD1.1]
- Consider the introduction of a STEPS program in the absence of a state-wide program that could either apply to the municipality, or as a pilot program to the Precinct. [Ecologically Sustainable Development Action ESD2.1]

## Proposed changes to the Planning Scheme

Under the current controls of the Maroondah Planning Scheme, new development must respond to (among other things) the requirements of:

- The State Planning Policy Framework;
- The Municipal Strategic Statement and any relevant local planning policies, including the Ringwood Activity Centre Policy at Clause 22.07;
- The Residential 1 Zone and, along Ringwood Street, the Business 2 Zone;
- Schedule 4 to the Significant Landscape Overlay and other overlays where applicable; and
- Any relevant components of the Particular Provisions including clauses 54 and 55 (ResCode).

In terms of built form, the State Planning Policy Framework also requires planning and responsible authorities to have regard to the Design Guidelines for Higher Density Development (DSE, 2004) in assessing the design and built form of residential development of four or more storeys, and the Safer Design Guidelines for Victoria in assessing the design and built form of new development.

The Department of Planning and Community Development (DPCD) is currently in the process of introducing new zones which will influence how the Plan is implemented. The recommendations made in this Manual consider the existing framework but identify where additional work will need to be undertaken to ensure appropriate controls are applied to the Precinct.

## Local Planning Policy Framework

### Local Planning Policy

#### Clause 22.07: Ringwood Activity Centre Policy

It is recommended that Council includes the following planning related objectives of the Plan in Clause 22.07-5, to apply specifically to the Precinct:

- Enable increased housing density and building heights in locations with convenient access to public transport and commercial areas.
- Create larger lot sizes through the consolidation of existing smaller lots.
- Fulfil the development potential of larger sites within the Precinct while respecting the valued character of the Precinct.
- Create a coherent and attractive built form across the Precinct.
- Ensure buildings are well articulated and innovatively designed.
- Ensure that the valued landscape character of the Precinct is maintained.
- Create pleasant streetscapes with a high level of amenity.
- Enhance the sense of place in the Precinct through public realm works.
- Improve pedestrian, cyclist and vehicular access to and within the Precinct.
- Ensure an appropriate amount of parking is provided on-site in new developments and improve access to on-street parking.
- Create safe spaces, both in the public and private domain.
- Retain and improve residential amenity in the Precinct.
- Encourage new development to adopt ecologically sustainable development (ESD) principles.
- Redesign streetscapes to incorporate Water Sensitive Urban Design (WSUD) principles.

It is also recommended that Council includes a policy statement in Clause 22.07 stating that in the Precinct, reduced side or rear setbacks may be allowed, provided all other requirements are met.

## Zones

### Residential 1 Zone (R1Z)

- It is recommended that Council retains the R1Z until the new residential and activity centre zones are finalised by DPCD. Following the finalisation of these new tools, Council and DPCD should discuss the future zoning of the area. The residential nature of the area should be retained.
- In considering the provisions of the new zone applying to the Precinct, Council should review the existing varied side and rear setbacks with a view to standardising the Precinct with other higher density areas.

### Business 2 Zone (B2Z)

- Retain the B2Z along Ringwood Street for the purposes of attracting offices and associated commercial uses and allow residential uses at upper levels as appropriate.

### Public Parks and Recreation Zone (PPRZ)

- Rezone the site on the corner of Sherbrook Avenue and Grant Street to PPRZ.
- Rezone the land on the western side of Burwood Avenue to PPRZ.

## Overlays

### Significant Landscape Overlay (SLO 4)

- Retain the SLO, but amend to require retention of all trees that contribute to the overall canopy and require new development within a certain measurement of existing larger canopy trees to be undertaken in consultation with an arborist.

### Design and Development Overlay (DDO)

- Include the North West Residential Precinct in a DDO, either through the extension of the existing DDO3, or through the introduction of a new DDO.
- Include the building height, street setback and upper level setback recommendations for each type as outlined in the Plan.

- Include relevant design guidelines in the DDO or in the local policy for all buildings and creek-side buildings.
- Require, through the LPP or DDO, waste storage areas for developments over a certain size that are adequately screened (following the preparation of a Waste Management Plan).
- A new zone applying to the Precinct may provide for the inclusion of some the above provisions and reduce the need for a DDO.

### Public Acquisition Overlay

- Introduce a PAO to undertake the extension of Bond Street through to Sherbrook Avenue.
- In the long term consider applying a PAO to provide pedestrian links between Browns Avenue and Market Street and between Charter Street and Sherbrook Avenue.

## Particular Provisions

### Car Parking

- Once the Transit City Car Parking Strategy Report is complete, apply the recommendations of the Report to the Precinct.

### Incorporated / Reference Documents

- Consider including the Plan as an Incorporated document or a Reference document to the Planning Scheme.

## Proposed changes outside the Planning Scheme

- Introduce the time limit / parking permit system recommended in the Transit City Car Parking Strategy Report.
- Require a landscaping plan to be submitted with all new development.
- Introduce a STEPS pilot program.
- Provide builders and developers with a copy of the ESD guidelines and promote the long-term benefits of ESD.





# Design Guidelines

## Design Guidelines - General Guidelines

DESIGN ELEMENT	OBJECTIVE	DESIGN RESPONSE	AVOID
<b>Siting</b>	To achieve a consistent and minimal front boundary setback, and to establish the desired spatial proportions of the street and define the street edge.	<ul style="list-style-type: none"> <li>Set buildings back 3 metres from the front boundary, except along Ringwood Street.</li> <li>Along Ringwood Street, continue to reflect the current pattern of front boundary setbacks.</li> </ul>	<p><i>Inconsistent front boundary setbacks.</i></p> <p><i>Large front boundary setbacks.</i></p> <p><i>No front boundary setback.</i></p>
<b>Siting</b>	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.	<ul style="list-style-type: none"> <li>Side boundary setbacks should comply with ResCode standards, except along Ringwood Street.</li> <li>Rear boundary setbacks should comply with ResCode standards, however a reduced rear setback may be allowed provided all other requirements are met.</li> </ul>	<p><i>Side and rear boundary setbacks that do not meet the ResCode objectives.</i></p>
<b>Orientation</b>	To maximise solar access and improve the thermal efficiency of buildings, while providing an address to the street.	<ul style="list-style-type: none"> <li>Maximise solar access by: <ul style="list-style-type: none"> <li>Selecting building types or layouts that address the street while providing good solar access;</li> <li>orientating buildings to maximise north facing walls;</li> <li>orientating living spaces and private open space to the north; and,</li> <li>providing adequate building separation within the development and to adjacent buildings.</li> </ul> </li> </ul>	<p><i>Poorly orientated buildings with minimal solar access.</i></p> <p><i>Buildings that do not address the street.</i></p>
<b>Building Frontage Height: All streets except Bond and Ringwood Streets</b>	To achieve a consistency of built form at the street frontage, and to ensure cohesive and consistent streetscapes.	<ul style="list-style-type: none"> <li>Buildings must have a maximum height of 7.5 metres above natural ground level at the street frontage.</li> </ul>	<p><i>Buildings that exceed the preferred maximum height at the street frontage.</i></p>
<b>Building Height: Ringwood Street</b>	To achieve a consistency of built form along the western side of Ringwood Street that responds to the built form on the opposite side of the street.	<ul style="list-style-type: none"> <li>Buildings should reach a maximum height of 6 storeys or 21.5 metres and a minimum height of 7.5 metres should be encouraged.</li> </ul>	<p><i>Buildings that are either lower than the preferred minimum height or taller than the preferred maximum height.</i></p>

DESIGN ELEMENT	OBJECTIVE	DESIGN RESPONSE	AVOID
<b>Building Height: Bond Street</b>	To achieve a consistency of built form at the street frontage, and to ensure cohesive and consistent streetscapes.	<ul style="list-style-type: none"> <li>• Opposite the Light Industry / Manufacturing / Service Retail area, buildings should reach a maximum height of 4 storeys or 14.5 metres to reflect heights allowed on the opposite side of the street. A minimum height of 7.5 metres should be encouraged.</li> <li>• Opposite the former Ringwood Market, buildings should reach a maximum height of 6 storeys or 21.5 metres, with any levels above four storeys set back to achieve greater consistency with the western half of Bond Street. A minimum height of 7.5 metres should be encouraged.</li> </ul>	<i>Buildings that are either lower than the preferred minimum height or taller than the preferred maximum height.</i>
<b>Building Form: All streets except Bond and Ringwood Streets</b>	To reduce the visual dominance of the upper levels of buildings when viewed from street level.	<ul style="list-style-type: none"> <li>• Above 7.5 metres, the upper levels of buildings should be set back from the front facade a distance of 3 metres.</li> <li>• Above 9 metres (or the third storey of a building), the upper levels should be further recessed so that they have minimal visual impact when viewed from the street.</li> </ul>	<i>Sheer, visually dominant elevations. A large building mass that dominates the streetscape.</i>
<b>Building Form and Density</b>	To accentuate street corners throughout the area, and reinforce the street hierarchy.	<ul style="list-style-type: none"> <li>• On prominent corner sites, consideration may be given to a higher density and larger building form, provided all other design guideline objectives are met.</li> <li>• On standard corner sites, visual features to emphasise these locations are encouraged.</li> </ul>	<i>Buildings that exceed the maximum building form requirements without meeting all other design guideline objectives.</i>
<b>Materials and Design Detail</b>	To encourage well designed and articulated buildings.	<ul style="list-style-type: none"> <li>• Articulate the form and elevations of buildings through the composition of openings and setbacks, through variations in wall surfaces, and with the use of different colours and materials.</li> </ul>	<i>Unarticulated or non-textured sheer facades and building forms.</i>
<b>Materials and Design Detail</b>	To encourage contemporary and innovative architectural responses.	<ul style="list-style-type: none"> <li>• Use simple and contemporary building details.</li> </ul>	<i>Excessive decoration and historical reproduction styles.</i>
<b>Materials and Design Detail</b>	To enhance the security of properties, and to achieve a consistent and attractive pedestrian environment.	<ul style="list-style-type: none"> <li>• Provide a front boundary fence or wall, consistent with the style of the building, to a maximum height of 0.9 metres above natural ground level.</li> </ul>	<i>High, solid front boundary fences. Continuous lengths of blank walls at street level.</i>

DESIGN ELEMENT	OBJECTIVE	DESIGN RESPONSE	AVOID
<b>Communal Open Space</b>	To ensure that any communal open space is designed to be usable and attractive.	<ul style="list-style-type: none"> <li>Where communal open space is provided: <ul style="list-style-type: none"> <li>Locate it in relation to the building(s) to maximise solar access to dwellings;</li> <li>minimise overshadowing to the open space;</li> <li>carefully locate ventilation duct outlets from basement car parking;</li> <li>screen car parking areas, rubbish receptacles, communal drying areas etc; and,</li> <li>consider locating art works where they can be viewed by users of the open space and/or from within the dwellings.</li> </ul> </li> </ul>	<i>Unusable communal open space with poor solar access and visual amenity.</i>
<b>Site Amenity and Safety</b>	To optimise the safety of building entrances.	<ul style="list-style-type: none"> <li>Orientate building entrances towards the street, and provide clear lines of sight between them.</li> <li>Provide direct and well lit access between car parking areas and dwelling entrances.</li> </ul>	<p><i>Building entrances that are not oriented towards the street.</i></p> <p><i>Dark and indirect pathways between car parking areas and dwelling entrances.</i></p>
<b>Site Amenity and Safety</b>	To maximise opportunities for casual surveillance from and within new developments.	<ul style="list-style-type: none"> <li>Orientate living areas with views over public or communal open space where possible.</li> <li>Use bay windows, corner windows and/or protruding balconies that enable a wider angle of vision to the street.</li> <li>Provide casual views of car parking areas and communal open space where possible.</li> </ul>	<i>Little or no casual surveillance of the street, open space or other public areas.</i>
<b>Site Amenity and Safety</b>	To minimise opportunities for concealment near and within new developments.	<ul style="list-style-type: none"> <li>Avoid blind or dark alcoves near entrances, car parking areas, walkways and lifts and stairwells.</li> <li>Provide well lit routes through the development.</li> <li>Avoid low, bushy and dense vegetation.</li> </ul>	<p><i>Dark and unsafe pathways throughout the development.</i></p> <p><i>Dense, shrubby vegetation.</i></p>
<b>Vegetation</b>	To contribute to the streetscape character and amenity of the public domain, and to provide a pleasant outlook for residents.	<ul style="list-style-type: none"> <li>Ensure that the area between the front boundary and the building is mostly permeable and able to support vegetation, including canopy trees.</li> </ul>	<i>Hard surfaced front garden areas that are unable to support vegetation.</i>

DESIGN ELEMENT	OBJECTIVE	DESIGN RESPONSE	AVOID
<b>Vegetation</b>	To retain the treed character of the area.	<ul style="list-style-type: none"> <li>Retain existing canopy trees and provide for the planting of new vegetation, including canopy trees, wherever possible.</li> </ul>	<p><i>Loss of vegetated character of the area.</i></p> <p><i>Loss of well established canopy trees.</i></p>
<b>Vegetation</b>	To discourage the loss of existing canopy trees.	<ul style="list-style-type: none"> <li>If existing canopy trees are removed as part of a redevelopment, provide the same number of replacement trees that will grow to a similar size in accordance with the advice of a consulting arborist.</li> <li>Provide ample space around new trees to accommodate their maximum size in accordance with the advice of a consulting arborist.</li> </ul>	<i>A reduction in the number of canopy trees throughout the area.</i>
<b>Landscaping</b>	To encourage consideration of the microclimate and solar performance of the development.	<ul style="list-style-type: none"> <li>Improve the solar efficiency of the building(s) and the microclimate of private and communal open spaces by providing: <ul style="list-style-type: none"> <li>Trees for shading low-angle sun on the eastern and western sides of the building;</li> <li>deciduous trees for shading windows and open space areas in summer;</li> <li>pergolas or similar shade structures on balconies and courtyards to create shaded areas in summer; and,</li> <li>appropriately located trees in relation to their size at maturity.</li> </ul> </li> </ul>	<i>Little or no consideration of microclimate and solar access in the choice and placement of vegetation.</i>
<b>Landscaping</b>	To contribute to the quality and amenity of communal open space, and to encourage the establishment and healthy growth of vegetation in urban areas.	<ul style="list-style-type: none"> <li>Consider the utilisation of roof space as private and/or communal open space in the form of well landscaped roof terraces.</li> <li>Integrate vegetation into new developments through the use of design elements such as vertical gardens.</li> </ul>	<p><i>Little consideration of vegetation as part of new developments.</i></p> <p><i>Wasted or redundant roof spaces.</i></p>
<b>Stormwater Management</b>	To minimise the impacts of new development on natural waterways, and to encourage the integration of water saving measures in their design.	<ul style="list-style-type: none"> <li>Reduce the impact of stormwater on infrastructure by retaining it on site by: <ul style="list-style-type: none"> <li>Provide permeable surfaces wherever possible; and,</li> <li>retaining runoff as part of landscape design or for reuse;</li> <li>integrate the placement of water tanks with the overall landscape design of the site.</li> </ul> </li> </ul>	<i>Little or no consideration of possible water saving and retention measures in the design of new development.</i>

DESIGN ELEMENT	OBJECTIVE	DESIGN RESPONSE	AVOID
<b>Access and Car Parking</b>	To integrate the location and design of car parking with the design of the site and building(s).	<ul style="list-style-type: none"> <li>• Locate above ground car parking areas and structures behind the line of the building and/or away from the primary street frontage.</li> <li>• Screen car parking areas from the street and from within the building(s) with the use of vegetation, fencing and other landscaping measures.</li> <li>• Provide easily accessible and secure bicycle parking within the development.</li> </ul>	<i>Car parks or car parking structures that dominate the front setback or view of the building.</i>
<b>Access and Car Parking</b>	To ensure that underground parking facilities and access do not dominate the building or streetscape.	<ul style="list-style-type: none"> <li>• If underground or semi-basement parking is provided and is accessed from the front of the site : <ul style="list-style-type: none"> <li>– the garage doors should not visually dominate the facade of the building;</li> <li>– the garage should be located below ground level; and,</li> <li>– the front setback area should be retained as predominantly garden space.</li> </ul> </li> </ul>	<i>Underground car parking facilities and access that visually dominates the site and building(s).</i>

## Design Guidelines - Mullum Mullum Creek Environs

The following Design Guidelines apply to all new development on properties abutting the open space associated with the Mullum Mullum Creek.

DESIGN ELEMENT	OBJECTIVE	DESIGN RESPONSE	AVOID
<b>Siting</b>	To encourage new developments to provide an outlook towards the creek, and provide casual surveillance of the adjacent parkland.	<ul style="list-style-type: none"> <li>Consideration should be given to orientating new buildings, living areas and private open space such as decks and balconies towards the creek parkland, as well as the street.</li> </ul>	<i>New development with no regard or outlook to the creek parkland.</i>
<b>Materials and Design Detail</b>	To encourage well designed buildings that relate to the character of the creek environment.	<ul style="list-style-type: none"> <li>New buildings should be designed to respond to the characteristics of the site and creek environs, demonstrating a high standard of contemporary design and finish.</li> <li>Utilise a combination of external materials and colours that complement those occurring naturally in the local area.</li> </ul>	<i>Brightly coloured or highly reflective building materials.</i>
<b>Landscaping</b>	To reinforce the landscape character of the creek environs.	<ul style="list-style-type: none"> <li>New development adjacent to creek parkland should utilise complementary native and indigenous tree and shrub species.</li> <li>Incorporate water sensitive design and informal garden styles to reflect the creek parkland setting.</li> </ul>	<p><i>Use of inappropriate or invasive species adjacent to the creek parkland.</i></p> <p><i>No regard to the landscape character of the creek parkland setting.</i></p>
<b>Landscaping</b>	To enhance the interface between new development and the public parkland adjacent to the creek.	<ul style="list-style-type: none"> <li>Fences abutting the creek parkland should be visually transparent with additional native and indigenous trees used for privacy where necessary.</li> </ul>	<p><i>New development that completely 'turns its back' on the creek parkland.</i></p> <p><i>High, solid fencing providing no casual surveillance of the creek parkland.</i></p>

# Design Guidelines for Environmentally Sustainable Development

## Planning and design

- Construct smaller dwellings that consume fewer resources.
- Design new buildings so that they can be easily adapted for expansion or re-use in the future and can more easily respond to the different needs of a range of future occupants, including accessibility requirements.

## Orientation and shading

- Orient windows to maximise sunlight access in winter and cross-ventilation in summer.
- Maximise north facing daytime living or activity areas and outdoor spaces.
- Use external shading devices such as eaves, awnings or blinds to avoid heat gain in summer.
- Consider how new buildings can be sited to retain existing vegetation or incorporate new planting that assists in passive solar heating/cooling.
- Plant deciduous trees outside north or west facing windows and other appropriate species within open space areas to provide shade.

## Choice of building materials

- Employ building techniques that slow transmission of heat between the building exterior and interior thereby reducing heat loss in winter and heat gain in summer. This could include:
  - Insulation materials in the walls, ceilings and floors.
  - External building materials with a high thermal mass which are cased in lightweight, well insulated external materials.
- Use appropriate glazing products, or double glazing, and window framing materials to contain heat in winter and release heat in summer.

- Encourage the use of building materials with minimal environmental impact such as materials that are recycled, have a low embodied energy, are locally and sustainably produced and are able to be re-used at the end of their useful life.
- Encourage the reduction and recycling of construction waste.

## Energy efficiency

- Promote the use of:
  - Alternative renewable energy sources such as solar power and hot water.
  - Energy efficient gas or electricity systems.
  - Energy efficient appliances, lighting, heating and cooling.
  - Outdoor clothes drying.
- Avoid overshadowing of any active solar collecting device or passive solar elements of adjoining buildings, excluding areas where a substantial change in built form character is envisaged.
- Utilise building articulation to maintain a reasonable level of solar access to windows of existing buildings.
- Utilise low energy and where possible solar powered public lighting in the provision or replacement of public lighting.

## Water conservation

- Promote water conservation measures:
  - Rainwater tanks or grey-water recycling systems, particularly for domestic or garden use.
  - Water efficient showers, taps, toilets and appliances.
- Promote Water Sensitive Urban Design (WSUD). There is a range of different initiatives that will suit the size and context of the site, including:
  - Where possible, minimise areas of impervious surfaces or grade impervious surfaces to drain to planted areas.
  - Use permeable paving materials such as porous pavers, granitic sand or grasscrete.

Use hardy plants such as natives with low water requirements.  
Reduce lawn areas and mulch garden beds.  
Minimise stormwater run-off by reusing rainwater.  
Swale drains (grassed or gravel) and bioretention trenches.  
Underground storage facilities such as tanks.

#### **Retrofitting existing buildings**

- Encourage the retrofitting of existing buildings with installation of sustainable features, such as rainwater tanks, additional insulation and energy / water efficient appliances.

#### **Waste management and off site impacts**

- Encourage provision of purpose built storage areas for recyclable waste, wherever practical.
- Consider how building materials can be recycled if demolishing a building.





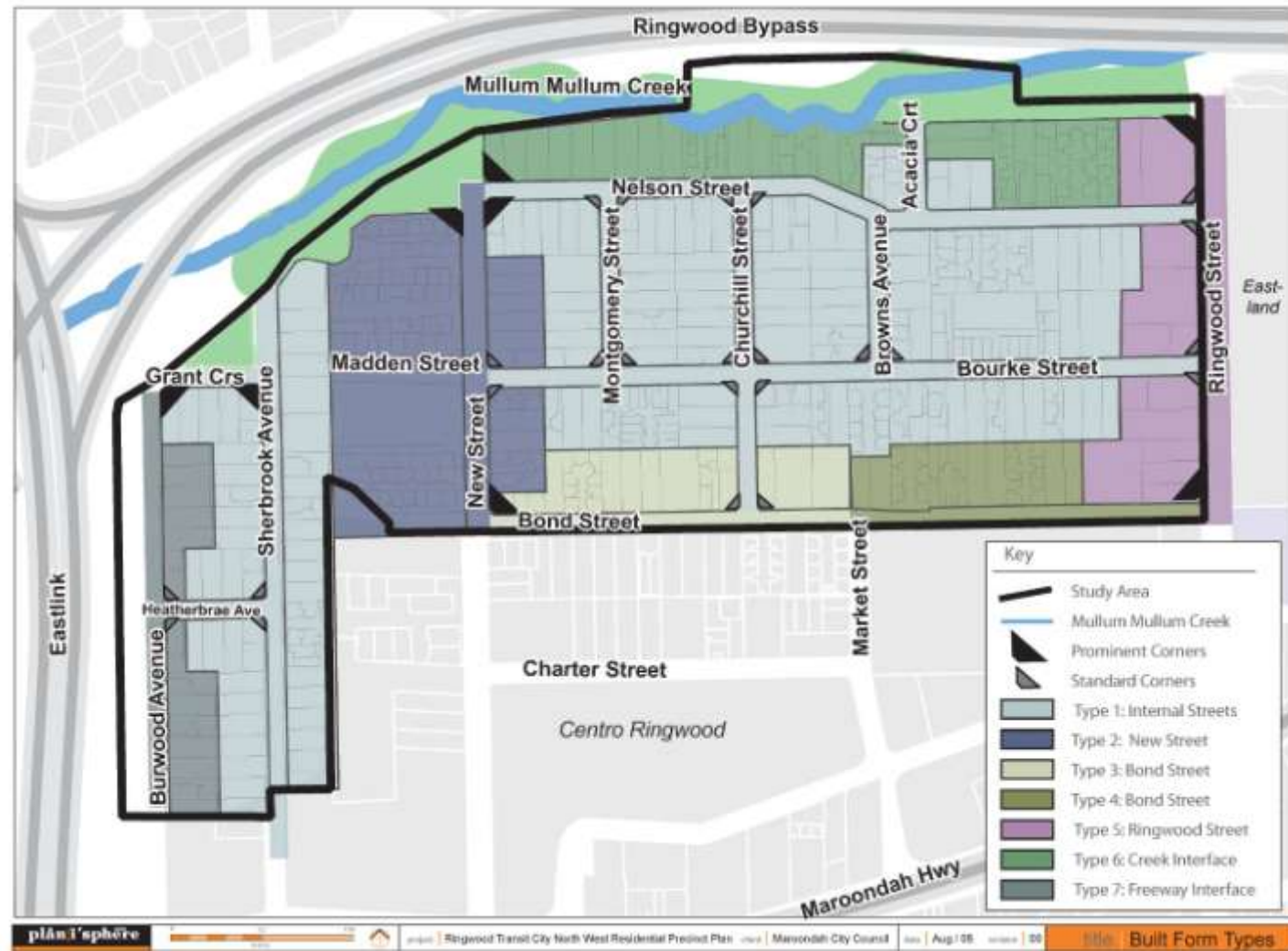
# Streetscape and Building Interface Typologies



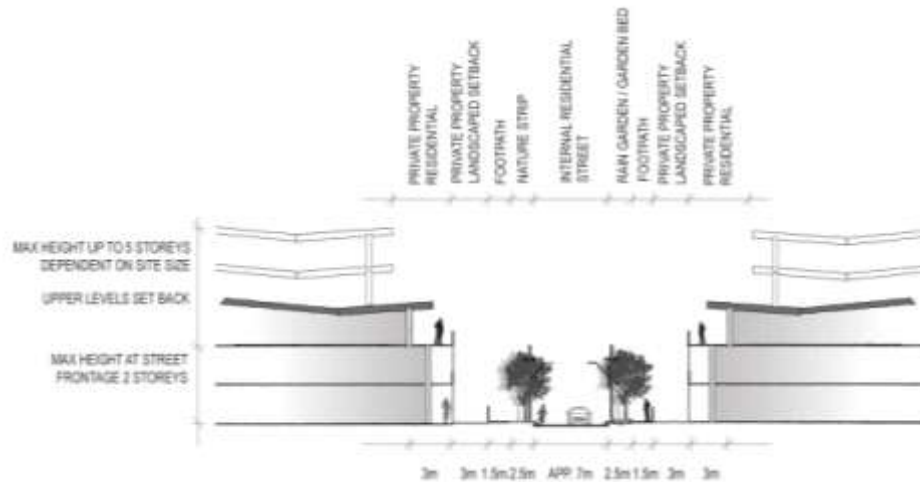
# Streetscape and Building Interface Typologies

The Streetscape and Building Interface Typologies bring together all of the built form, siting and public works recommendations to show how they apply to each street or street type within the Precinct. The rationale behind the typology boundaries is explained in the Character and Built Form and Landscape and Public Realm chapters of Volume 1 of the Plan.

The map to the right shows where each type applies.



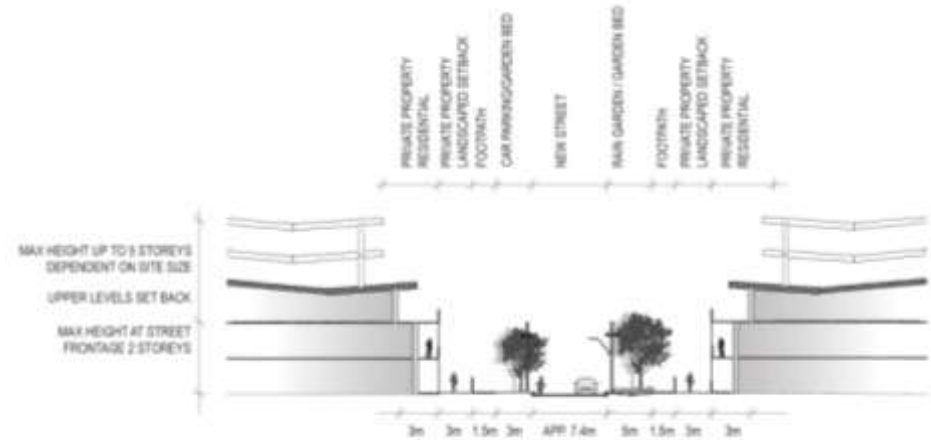
## Type 1: Internal Residential Streets



Nb. Road widths are indicative and should be determined after a detailed Traffic Engineering Review.

- Two storey building height at the street frontage, with additional levels set back a distance of 3 metres.
- 3 metre street setback.
- 1.5 metre wide continuous pedestrian footpaths on both sides of the street.
- Underground powerlines.
- Replacement street lighting in accordance with the Public Domain and Landscape Guidelines and the Lighting Strategy.
- Established, regular tree planting on both sides.
- Retain grassed nature strips on one side.
- Install garden beds with intermediate rain gardens along the other side.

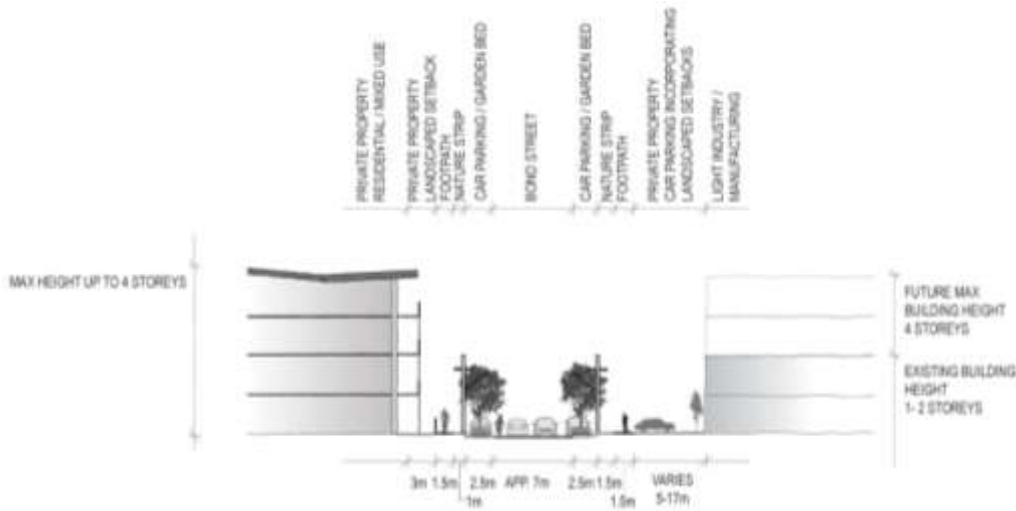
## Type 2: New Street



Nb. Road widths are indicative and should be determined after a detailed Traffic Engineering Review.

- Two storey building height at the street frontage, with additional levels set back a distance of 3 metres.
- 3 metre street setback.
- 1.5 metre wide continuous pedestrian footpaths on both sides of the street.
- Underground powerlines.
- Replacement street lighting in accordance with the Public Domain and Landscape Guidelines and the Lighting Strategy.
- Established, regular tree planting on both sides.
- Retain grassed nature strips on one side.
- Install garden beds with intermediate rain gardens along the other side. Due to New Street being slightly wider than other internal residential streets, the garden bed / rain garden feature could be wider than in other streets.

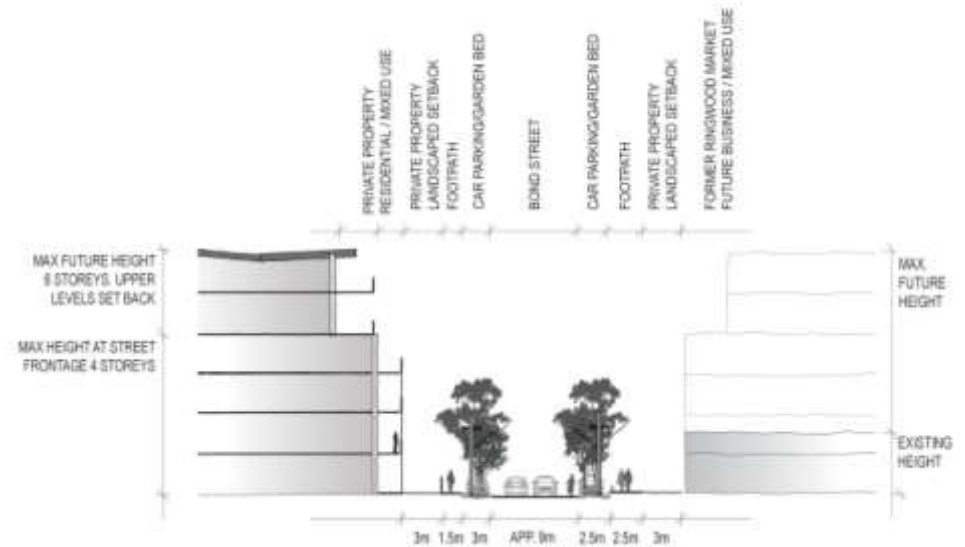
## Type Three: Bond Street opposite Light Industry / Service Retail



Nb. Road widths are indicative and should be determined after a detailed Traffic Engineering Review.

- Three storey building height at the street frontage, with additional levels set back at a distance of 3 metres.
- 3 metre street setback.
- 1.5 metre wide continuous pedestrian footpaths on both sides of the street.
- Underground powerlines.
- Replacement street lighting in accordance with the Public Domain and Landscape Guidelines and the Lighting Strategy.
- Retain grassed nature strips on both sides.
- Formalise parking bays with intermediate garden beds and rain gardens.
- Established, regular tree planting within intermediate garden beds.

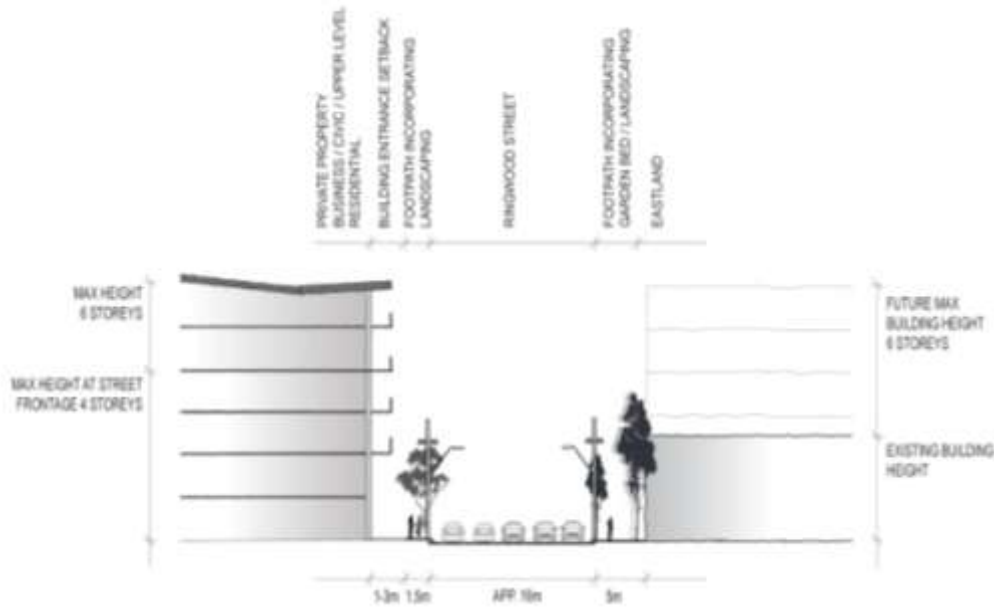
## Type Four: Bond Street opposite former Ringwood Market



Nb. Road widths are indicative and should be determined after a detailed Traffic Engineering Review.

- Four storey building height at the street frontage, with additional levels set back at a distance of 3 metres.
- 3 metre street setback.
- 1.5 metre wide continuous pedestrian footpaths on both sides of the street.
- Underground powerlines.
- Replacement street lighting in accordance with the Public Domain and Landscape Guidelines and the Lighting Strategy.
- Retain grassed nature strips on both sides.
- Formalise parking bays with intermediate garden beds and rain gardens.
- Established, regular tree planting within intermediate garden beds.

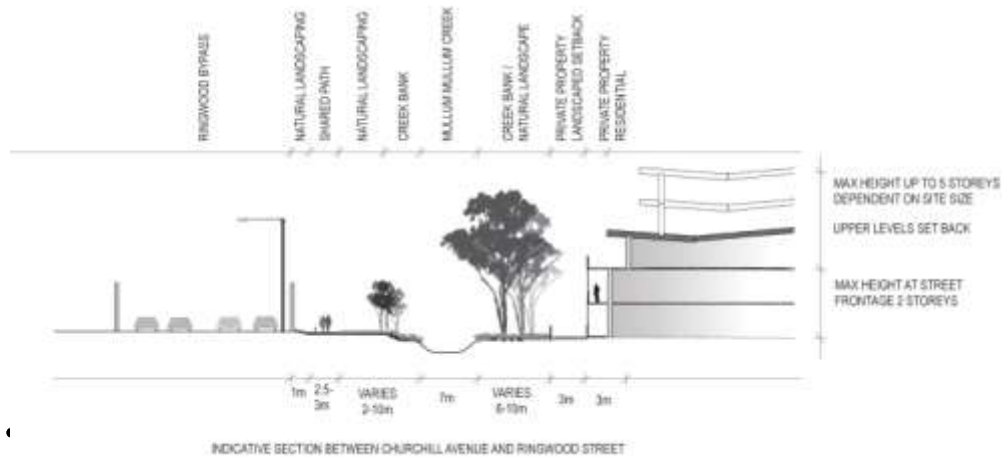
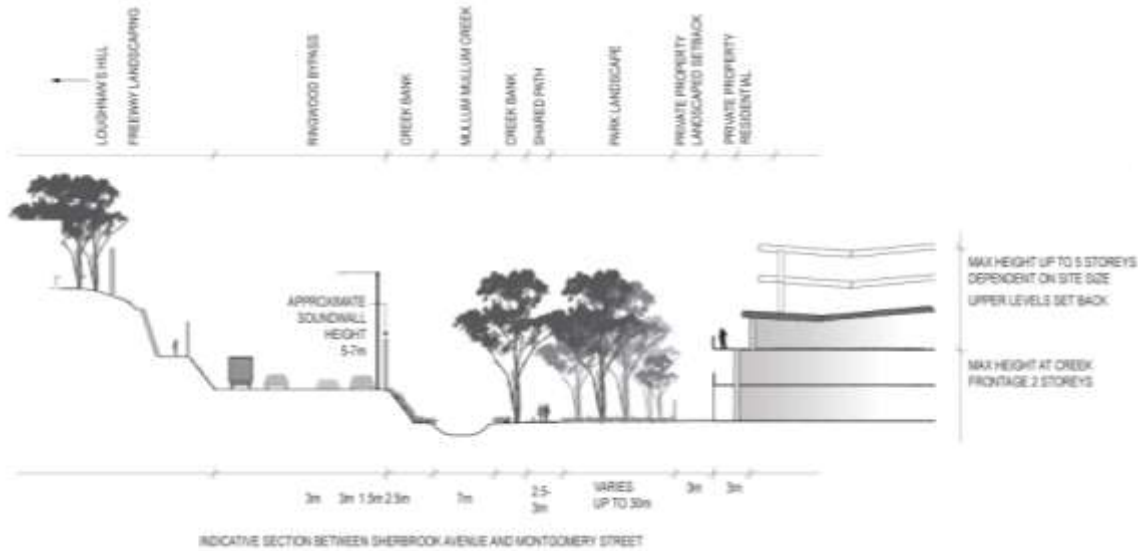
## Type Five: Ringwood Street opposite Eastland



Nb. Road widths are indicative and should be determined after a detailed Traffic Engineering Review.

- Building heights of up to 6 storeys to match the future building heights proposed for Eastland.
- 1-3 metre street setback.
- Shared cyclist and pedestrian path along one side of the street.
- 1.5+ metre wide footpath on the other side of the street.
- Retention of existing landscaping.
- Replacement street lighting in accordance with the Public Domain and Landscape Guidelines and the Lighting Strategy.

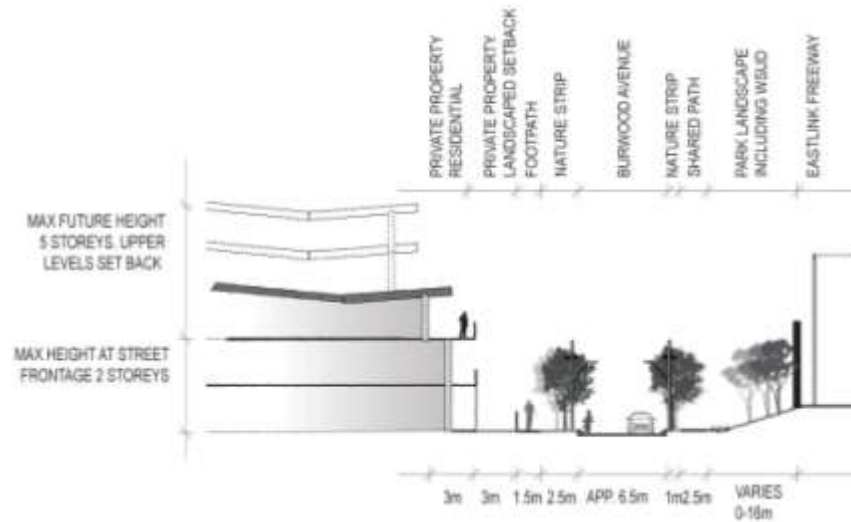
## Type Six: Residential Land abutting the Mullum Mullum Creek Corridor



Nb. Road widths are indicative and should be determined after a detailed Traffic Engineering Review.

- Two storey building height at the creek frontage, with additional levels set back a distance of 3 metres.
- 3 metre setback from the rear property boundary.

## Type Seven: Burwood Avenue opposite Eastlink



- Two storey building height at the street frontage, with additional levels set back a distance of 3 metres.
- 3 metre street setback.
- 1.5 metre wide continuous pedestrian footpaths on the eastern side of the street.
- Shared path on the western side of the street.
- Underground powerlines.
- Replacement street lighting in accordance with the Public Domain and Landscape Guidelines and the Lighting Strategy.
- Established, regular tree planting on both sides.
- Install garden beds with intermediate rain gardens along the eastern side of the street.
- Park landscaping on the western side of the street between the shared path and the freeway sound wall.