Ringwood Town Centre South Project
Precinct Plans Planning report

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1 Purpose

The Victorian Government has committed to creating a new urban heart for Ringwood. The aim is to create an attractive, safe and pedestrian-friendly town centre with improved public amenity and connectivity between precincts, particularly between Ringwood Station and the rest of central Ringwood.

This document provides the policy and planning context for Precinct Plans prepared by Cox Architects Pty Ltd on behalf of the Department of Transport for Precinct Four (4) (Station superblock) of Ringwood Town Centre in accordance with the Maroondah Planning Scheme and the Ringwood Transit City Urban Design Masterplan 2004.

Works currently proposed to be undertaken by the Department of Transport (DoT) and Vicroads will result in a new town square south, improved safety around Maroondah Highway including a new pedestrian crossing, a new bus interchange and heritage restoration works to the northern façade of the station building on Platform 3.

2 Background

The Precinct Plans respond to Schedule Two of the Development Plan Overlay affecting the site and provides plans for land identified as Precinct Four (4) by the overlay. The precinct plans show how the proposed redevelopment and upgrade of the public transport interchange meets the requirements of the Maroondah Planning Scheme by:

- identifying a new area of public open space (Town Square South),
- identifying two sites for potential future commercial development,
- redesigning Maroondah Highway,
- integrating the proposed public transport infrastructure development with the proposed mixed use development to the north of Maroondah highway.

The plans include future stages of development including potential upgrades of Ringwood Station. The precinct plans balance the impacts of the development on sensitive land uses within the precinct, especially Clocktower Park recognising the park’s unique importance to the local community, and the heritage listed Ringwood Station building.

3 Site description

The Precinct Plans cover the area bounded to the north by Maroondah Highway, to the east by Warrandyte Road, to the south by Station Street and to the west by Wantirna Road.

Land use on the site includes:

- Ringwood Railway Station, bus interchange, station car park and associated infrastructure.
- Two blocks utilised for retail purposes, one in the north west of the site and one in the south eastern corner.
- Clocktower Park.
• Small pockets of planted vegetation between Maroondah Highway and the railway in the east, south of Clocktower Park and either side of the railway in the south eastern section of the site.

• Public car parking, taxi rank and roads including Maroondah Highway, Warrandyte Road, Station Street, Wantirna Road and Railway Place.

The site has access to the Eastland retail development to the north of Maroondah Highway by mid-block signalised at-grade pedestrian crossings, as well as via pedestrian crossings at Wantirna Road/Maroondah Highway and Warrandyte Road/Maroondah Highway intersections. The site has access to residential areas to the south via a mid-block pedestrian crossing on Station Street.

4 Plans attached to this report
The following plans have been prepared for Precinct Four of the Ringwood Town Centre and are attached at Appendix One.

Location Plan (DO1)
Aerial photograph shows the location of Precinct Four within the Ringwood Central Activities District.

Site Context and Existing Conditions Plan (DO2)
Plan showing the existing conditions on the site

Bus Interchange Project Plan (DO3)
Showing proposed DoT works.

Ground Level and Level One Precinct Plans (DO4, DO5)
Precinct Plans showing the key land use features of the Town Centre South precinct.

Pedestrian and Traffic Plan (DO6)
Plan showing pedestrian and vehicle movements in the precinct.

Future development (DO7)
Plans showing future stages of development at a conceptual level.

Cross sections (DO8, DO9)
Cross sections showing key aspects of the ground and level one plans.

5 DoT Works
The DoT component of the Ringwood Town Centre South Project (the Project) involves the redevelopment of the Ringwood public transport interchange including the following:

• A new bus interchange, incorporating:
  o A new canopy over the paved bus interchange area.
  o A new road for buses to access the site from Wantirna Road.
  o Bus bays within the interchange and indented bus bays on Maroondah Highway.
• New signalised exit to Maroondah Highway.
• Public toilets and a toilet and meals room for bus drivers.

• Establishing a new ‘Town Square South’.
• Redesign of Maroondah Highway between Ringwood Street and Warrandyte Road, including providing for new roadside kiss n ride parking, disabled parking and taxi bays.
• Improvements to the Maroondah Highway streetscape adjacent to the bus interchange and Town Square South, including median landscaping and paving, street furniture and landscaping to the south side of the Highway.
• Establishing new pedestrian and bicycle flow paths and amenities, including a new wide, double-cycled, at-grade signalised pedestrian crossing on Maroondah Highway connecting the new Town Square South and bus interchange with the north side of the Highway.
• Improvements to the existing heritage listed Station building facade.

The Project is stand alone but is intended to be one phase of a complete redevelopment of the station precinct and adjacent areas. The broad scope of the full redevelopment of the precinct could involve additional public transport infrastructure such as upgrades to the station and its facilities, and redevelopment of sites within the precinct for mixed use by the private sector.

The project also interfaces with improvement works to Clocktower Park on the north west corner of the site. Works to the park will be carried out by Maroondah City Council following completion of DoT’s works.

Ringwood Central Activities District is a key element of the Government’s 2030 Strategy and Melbourne @ 5 Million statement which identifies Ringwood as part of a policy to support a ‘multi-centre’ city structure that provides a better distribution of jobs and activity. The Project will support the delivery of this policy aim.

6 Policy review
The Precinct Plans are prepared within the context of recent State and local government policies.

6.1 Ringwood Transit City Urban Design Master Plan (2004)
The 2004 Urban Design Masterplan was commissioned by Maroondah City Council. It was adopted by Council in 2004 and given effect in the Maroondah Planning Scheme by amendment C57, although the amendment did not include the Masterplan as an incorporated document in the Maroondah Planning Scheme. The plan covers the Ringwood town centre area from the Ringwood bypass in the north, to the intersection of Mount Dandenong Road and Maroondah Highway in the east, the rail corridor to the south and Eastlink to the west.

The overall vision of the Masterplan 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’ (p4).

The urban design Masterplan identifies 21 features which require initiatives and actions to achieve the plan’s objectives. Of these, the following are relevant to the Precinct Plan for the Station Superblock:

**Ringwood Town Centre: Central Axis.**
- Formation of a direct physical and visual connector between nodes to either side of the Maroondah Highway to link disparate parts of the Transit City.
- Connect Ringwood Station with a new interactive Eastland entry.
- Town Centre links should be expressed through clear, legible and strong built edges, street corridors and urban spaces.

**Ringwood Town Parks Link.**
- Town Park and Station Square spaces serve as the primary public places in Ringwood with the capacity to be interconnected with the existing Clocktower Park and a new urban space fronting Ringwood Street close to Ringwood Market.

2.2.3 Station Superblock Redevelopment.
- Generate significant mixed use (residential and commercial) development in a podium and tower form to a height in excess of eight storeys on this land, over and above its transit function.
- Improved links across the railway may also be achieved within a new and integrated station design.

2.2.4 Ringwood Station/ Line Upgrade.
- A new visually prominent Station concourse and transit hall, platform shelters, escalators and decked commuter car parking.
- The complex should establish active public spaces to Maroondah Highway and the duplicated Station Street.
- Provision of a third rail line to improve the passage of express rail services to and from Ringwood.

2.2.5 Integrated Bus/ Rail Interchange.
- Upgrade of the facility should consider the use of real time scheduling and the prospect of off-site holding areas.
- The upgrading of the facility should be DDA compliant and consistent with CPTED principles.

The Precinct Plan responds to the initiatives and actions in the Urban Design Masterplan by providing for an upgraded bus interchange including a new Town Square South which provides a physical and visual link between the precinct and development north of Maroondah Highway. The Precinct Plan provides for good quality urban design through clear, legible and strong built edges, street corridors and urban spaces and identifies sites for significant mixed use redevelopment and a visually prominent bus canopy. Potential future development envisaged by the
Precinct Plan includes further upgrade of Ringwood Station in line with the Urban Design Masterplan.

### 6.2 Melbourne@5Million and Victorian Transport Plan

The Ringwood Central Activities District (CAD) is identified in the Victorian Government’s 2008 Melbourne@5Million policy review document. The policy is aimed at actively managing future growth and change to support Melbourne’s future liveability.

Ringwood is one of six new Central Activities Districts identified as part of a multi-centred city policy, aimed at reducing congestion and commuting times, and consequently enhancing community and family life. As part of this process, future initiatives will support linking Ringwood with universities, research and technology precincts, medical precincts, and areas with high employment.

The Victorian Transport Plan supports the directions of Melbourne@5Million by prioritising public transport infrastructure that helps support the role of the Central Activities District to provide access to retail and commercial services, specialised services and employment opportunities in the CAD. Quality transport infrastructure will also enhance the role of the Ringwood CAD as a vibrant centre of community activity with a wide range of public facilities.

### 7 Maroondah Planning Scheme

This section outlines how the Precinct Plan responds to the Maroondah Planning Scheme.

#### 7.1 State Planning Policy Framework

The Precinct Plans respond to the State Planning Policy Framework, particularly the following sections:

**Clause 12.01 - Activity centres**

Ensuring activity centres are developed in a way that improves access by walking, cycling and public transport to services and facilities for local and regional populations and supporting the development of the Principal Public Transport Network.

The Precinct Plan supports this aim by upgrading the existing Ringwood Bus Station and making changes to the functional layout of Maroondah Highway to improve pedestrian, cycling and public transport infrastructure. All changes to the highway are subject to VicRoads approval.

**Clause 12.05 – 2 - Urban Design**

**Clause 12.08 – Better Transport Links**

Ensuring transport corridors integrate land use planning, urban design and transport planning and are developed and managed with particular attention to urban design aspects such as open space potential. Give more priority to walking and cycling in planning urban development and in managing the road system.
The Precinct Plan supports this by integrating development of land use within the precinct with an upgraded transport interchange and enhancing links to the adjacent retail and mixed use development to the north of Maroondah Highway. The Precinct plan also provides new open space at Town Square South and envisages a high level of urban design.

**Clause 18.01 - Declared highways, railways and tramways –**
To integrate land use and transport planning around existing and planned declared highways, railways, principal bus routes and tram lines.

The Precinct Plan consolidates the integration of existing infrastructure, including Ringwood Station and the Maroondah Highway, with surrounding land uses.

**Clause 19.03 Design and built form**
To achieve high quality urban design and architecture.

The Precinct Plan provides for high quality urban design and architectural outcomes in key locations within the precinct including a new canopy as part of an upgraded bus interchange.

### 7.2 Municipal Strategic Statement

**Clause 21.04 Transport and accessibility**
Objectives:
- To promote design and development that encourages pedestrian activity and where possible, increases the permeability of our suburbs.

The Precinct Plan encourages pedestrian activity by establishing a strong link to development north of Maroondah Highway via a wide, signalised pedestrian crossing, and to the bus interchange. Existing pedestrian permeability in the precinct is enhanced and shown on the Pedestrian and Traffic Plan.

**Clause 21.06 Open Space**
Objectives:
- To provide equitable access to open space that caters for a diverse range of active and passive leisure uses for the entire community.
- To ensure the preservation and enhancement of open space resources in the municipality.
- To enhance the visual and physical amenity of the municipality through the provision of an extensive open space network.

The Precinct Plan recognises the importance of public open space by providing a new Town Square South north of Ringwood Station and the re-landscaping of Clocktower Park to enhance its function and appearance and interface with its frontages to the new bus access road and proposed NW station precinct site development.

**Clause 21.07 Image and Urban Design**
Objectives:
- To ensure the ongoing development of a quality and attractive built environment based on sound planning and consistent urban design principles.
• To protect and enhance the visual amenity of residential, commercial and industrial precincts and streetscape.
• To encourage development that provides and creates high quality urban places.

The Precinct Plan establishes a plan for ongoing development of a high quality and attractive built environment. This includes a new layout for the bus interchange including a new canopy that will provide a feature form within the precinct and the new Town Square South to provide a high quality urban place.

By providing a high quality urban design outcome, the bus interchange upgrade and new Town Square South will encourage development of similar quality, particularly for the nominated development sites within the Station Superblock Precinct.

Clause 21.09 Retail and Commercial Activity
Objectives:
• To ensure the successful operation of retail and commercial centres in Maroondah through sustainable planning and economic development.
• To promote the retail and business activities of commercial centres in Maroondah.

The Precinct Plan identifies two sites for future mixed use commercial development. The sites take advantage of the strategic location of the precinct around the public transport node and links to the rest of the CAD to the north, most notably the Eastland development.

Clause 22.07 Ringwood Activity Centre Policy
Clause 22.07 provides the main policy basis for development of the Precinct Plan within the planning scheme.

The precinct plans respond to the following sections of clause 22.07:

Policy basis
The Precinct Plan responds to the purposes of the Ringwood Activity Centre Policy to implement the vision of the Ringwood Transit City Urban Design Masterplan 2004, ensure all services and activities within the Activity Centre are accessible via an integrated transport network and facilitates public and private investment and activities within the Activity Centre.

It does this by implementing a number of the initiatives and actions set out in the Urban Design Masterplan including reinforcing the transport function through a redesign of the bus interchange and Maroondah Highway to achieve closer integration of public, private and pedestrian transport options. The Precinct Plan also identifies development sites to facilitate private and public investment.

Land use and activity
The objectives of this clause include the integration of public transport and land use planning and to encourage the consolidation of small fragmented allotments in order to create greater opportunities to intensify the level of all forms of development within Ringwood Activity Centre.
The Precinct Plan integrates the development of the public transport interchange with the development of public space in the new Town Square South and the identified commercial development site within the precinct. Land use in the precinct is also integrated with the mixed use and retail development proposed north of Maroondah Highway and residential areas to the south.

The Precinct Plan seeks to increase the intensity of development through the identification of parcels of land for mixed-use development along Maroondah Highway and to the south east of the station.

**Built form and scale**
Objectives of this clause include an urban form that is safe and attractive with clear physical linkages, excellence in architectural design and landmark buildings and active retail and commercial uses at street level with legible movement systems. The clause also seeks to encourage development that creates a sense of place and public ownership of common areas and a strong visual connection between the Ringwood Activity Centre’s transport and commercial hubs.

The Precinct Plan addresses this policy by providing active frontages abutting Clocktower Park, Town Square South and Maroondah Highway to increase activity and public surveillance of open areas. The redesigned transport interchange has been designed to provide a landmark feature in the form of a new bus canopy at the eastern gateway to the precinct.

The Precinct Plan identifies a development site to the south of Maroondah Highway with a minimum height of seven storeys which will exceed the surrounding general building scale forming a topographical highpoint and western gateway to the precinct that compliments adjacent developments and spaces and respects the value and use of Clocktower Park. This is inline with the planning scheme controls affecting the site.

A further development site is identified in the south west corner of the site. Development on this site is envisaged to a maximum of six storeys reflecting the planning scheme controls affecting this site.

**Landscape and environment**
This policy requires development to use the natural environmental features and integrate environmentally sustainable design principles and techniques into the design, construction and operation stages of new development.

The Precinct Plan responds to this by recognising Ringwood Station as a high point on the site and enhancing the visual links to the station from other parts of the Central Activities District. Planing and landscaping will also reflect the ecological values of the Ringwood area. The design provides for a multimodal transport interchange with increased access by more environmentally sustainable transport options including walking, cycling and public transport.

**Access and movement**
This policy seeks to reduce the emphasis on through traffic and regenerate the Maroondah Highway as the primary Activity Centre streetscape whilst strengthening
the role of Ringwood Station as the primary modal interchange for the region. The clause recognises the need to provide car parking and safe, convenient and attractive pedestrian and cyclist links.

The Precinct Plan responds to these objectives by incorporating bicycle lanes and bus stops on Maroondah Highway. The redesigned bus interchange and potential future redevelopment of Ringwood Station enhance Ringwood’s role as the primary modal interchange for the region. The Precinct Plan reinforces the location of railway parking to the south of Ringwood Station and identifies pedestrian circulation in the precinct.

The Precinct Plan provides for a larger signalised at grade crossing of Maroondah Highway, DDA compliant access to the bus interchange and Town Square South, bicycle facilities and improved legibility and wayfinding.

**Town centre**
The objectives of this clause include development of the built form that highlights key Town Centre landmarks, vistas and gateways and ensures a highly visible and unique Town Centre focus and community meeting place. The clause also emphasises convenient and safe access between the transport interchange and the Ringwood Town Centre and the integration of a safe and efficient bus interchange with direct connections to rail, taxi, and commuter parking facilities and neighbouring commercial destinations.

The precinct plans implements the objectives of this clause through the redevelopment of the bus interchange and the identification of landmark sites within the precinct including the development site adjacent to Clocktower Park and the bus interchange canopy. The Precinct Plan emphasises access between the public transport infrastructure and services and activity within the centre by providing an enhanced at grade crossing of Maroondah Highway and legible access from the station and bus interchange. Town Square South is designed to increase levels of activity in the precinct and provide a new community meeting place.

**7.3 Zones**
The Precinct Plan covers land affected by the following zones:

- Clause 36.01 Public Use Zone 4 (PUZ4)
- Clause 34.01 Business 1 Zone (B1Z)
- Clause 34.02 Business 2 Zone (B2Z)
- Clause 36.04 Road Zone 1 and 2 (RDZ1 and RDZ2)

The Precinct Plan responds to the objectives of the relevant zones.

**7.4 Overlays**

Clause 42.02 Design and Development Overlay:
The attached Precinct Plan responds to the Design Controls of Schedule 3 of the Design and Development Overlay.
Specifically future development sites are identified to support development at a height and intensity which is in accordance with Clause 42.02.

**Clause 43.04 Development Plan Overlay**
The attached Precinct Plan responds to Schedule 2 of the Development Plan Overlay in the following ways:

**Clause 2.1 requirements:**
*Railway Station, library and retail link:*
The Precinct Plan integrates the retail and mixed use development north of Maroondah Highway by providing a new, wide, double-cycled, at-grade signalised pedestrian crossing of the highway.

*Ringwood Station focus:*
The Precinct Plan provides for the development of Ringwood Railway Station into an integrated transport interchange including upgrade of the existing bus interchange, improvements to the existing station building and practical, safe and convenient access between the different levels and components of the transport interchange for people of all mobility levels. The Precinct Plan provides an architecturally designed commuter shelter which acts as a feature form and identifies potential future stages of development including upgrades to Ringwood Station. The Precinct Plan retains existing commuter parking on the south side of Ringwood Station, and commuter drop off zones. Existing disabled parking, taxi bays and informal drop-off zones on Railway Place South will be relocated to Maroondah Highway.

*Corner Gateway Building*
The Precinct Plan provides for the ‘definition and identification’ of the primary eastern and western corners of the Town Centre with landmark buildings including a new architecturally designed commuter shelter in the east and a mixed use development in the west.

*Expand Existing Bus Terminal*
The Precinct Plan includes the redevelopment of the bus interchange that is integrated with the public transport hub and the Ringwood Town Centre.

*Frontage to the Clocktower Park*
The Precinct Plan provides an ‘increased and meaningfully dynamic’ role for the Clocktower Park by requiring an active and attractive frontage from the mixed use development site to the east of the park. Additionally, the park will be re-landscaped to council specification and any loss of land from the park from construction associated with the upgraded bus interchange will be offset on other park boundaries to ensure no net loss of Clocktower Park land.

*Station Street Widening*
The Precinct Plan provides for the widening of Station Street, between Wantirna and Bedford Roads as a future stage of development.

*Specific Precinct Plan for Precinct Four – Station Superblock*
The Precinct Plan provides an overall scheme of development for the precinct and landmark feature buildings in locations as provided for in the Design & Development
Overlay Schedule 3. The plan also integrates the location of public areas such as Town Square South and the redeveloped bus interchange with access to key buildings such as Ringwood Station and other sites within the precinct. As outlined above the Precinct Plan meets the requirements of the Ringwood Activity Centre Policy at Clause 22.07.

**Clause 2.2 requirements**
The Precinct Plan meets the requirements of Clause 2.2 of the overlay in the following ways:

<table>
<thead>
<tr>
<th>Planning scheme requirement</th>
<th>Precinct Plan Response</th>
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<tbody>
<tr>
<td>Improvements to public transport through the provision of major integrated rail and bus interchange facilities, and strengthening the role of the precinct as the primary modal interchange for the region.</td>
<td>Sets out a major upgrade to the Ringwood bus interchange including a commuter shelter as a ‘feature form’. Upgrades to Ringwood Station are identified as potential future stages of development.</td>
</tr>
<tr>
<td>A broad mix of land uses that strengthens the mixed use role of the station superblock as a primary node within the Transit City with clear activity links and pedestrian connections to the Town Centre north of Maroondah Highway.</td>
<td>Provides two mixed use development sites, public open space at Clocktower Park and a new Town Square South and enhanced pedestrian links across Maroondah Highway and to Ringwood Station.</td>
</tr>
<tr>
<td>The traffic movement plan to address: - Bicycle facilities, taxi zones, commuter car parking and commuter drop off zones. - The minimisation of conflict between buses/vehicles and pedestrian movement within the precinct. A pedestrian movement plan, including access for people with mobility impairment to all public areas and strong pedestrian connections to the north across Maroondah Highway, to the residential areas south of the station and to all commuter car parking areas.</td>
<td>The Pedestrian and Traffic plan addresses the movement of vehicles and pedestrians and shows bicycle facilities, taxi and drop off zones and commuter parking. The plan also states all new development must comply with the Disability Discrimination Act 1992. The plan also shows how strong links are provided across Maroondah Highway, to residential areas and to commuter parking, and across the bus access road between the station and the bus interchange / Town Square South. The provision of a bus-only access road to the bus interchange segregates bus movements from other traffic.</td>
</tr>
<tr>
<td>An attractive and active interface with Clocktower Park that respects the significance of the memorial function of the Clocktower Park.</td>
<td>An active and attractive frontage will be provided from the mixed use development area to the east of Clocktower Park to reflect the significance and function of the park. The park will be re-landscaped to council specifications.</td>
</tr>
<tr>
<td>Development of the Station Square area as a focal point between the railway</td>
<td>Town Square South creates an area of public space between Ringwood Station</td>
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</table>
station and the public areas to the north of Maroondah Highway. and Maroondah Highway. The square is located at the end of the vista created by development proposed north of the highway and takes advantage of active frontages on the mixed use development site to the west. The square is integrated with the redeveloped bus interchange facility and will create a focal point of the restored façade of the heritage station building.

The development of a transit lounge facility that has a high level of public surveillance and activity. The redeveloped bus interchange provides a canopy for weather protection for public transport users to wait for services. The redeveloped bus interchange allows for the development of ‘retail pods’ to activate this space and enhance levels of public surveillance and activity.

The ability to accommodate projected bus operations. The plan provides for proposed bus operations.

Active frontages to street level areas of Maroondah Highway and the Station Square. The plan seeks to maximise active frontages at street level, providing for active and attractive development frontages to Maroondah Highway, Town Square South and Clocktower Park.

An appropriate response to the buildings and structures of heritage significance within the precinct. The plan recognises the heritage structures within the precinct and seeks to minimise impacts or improve heritage values, predominantly by restoring the façade of the heritage station building on Platform 3.

A site context plan explaining the context of the precinct, the key elements of the precinct and the way in which the proposed development responds to those key elements. The plan provides for development that responds to the key elements with the precinct. For example, the plan recognises the importance of existing public open space including Clocktower Park. The plan also improves access to the transport interchange which is a key existing land use element within the precinct.

**Clause 53.01 Heritage Overlay**
The Precinct Plan has regard to heritage with the precinct area. The station superblock precinct contains three heritage overlays. These are Clocktower Park (HO40), Ringwood Station Complex (HO39 and VHR listing H1587) and the Blood Brothers site (HO5). Any development that impacts on these sites must be approved by the relevant authority, either the City of Maroondah or Heritage Victoria.
8 Plans for Precincts One, Two and Three

Eastland Property Holdings Limited (EPHL) has submitted precinct plans for land identified as Precinct 1 – 3 on the Development Plan Overlay. These plans were adopted by council on 27 August 2008. The plans submitted for Precinct Four are fully integrated with the EPHL plans and responds to requirements of the Maroondah Planning Scheme and the Ringwood Transit City Urban Design Masterplan (2004).

9 Conclusion

The attached precinct plans were prepared following consultation with Maroondah City Council and are submitted for consideration and approval. This planning report demonstrates how the plans meet the requirements of the Maroondah Planning Scheme. The DoT understands that the precinct plans will be subject to a process of public consultation and is anticipating providing all appropriate support for this process.
Appendix One  Precinct Plans