

NEIGHBOURHOOD AREA 19 RINGWOOD LAKE

Vision for the character of Maroondah

Maroondah provides a living environment enjoyed for its variety of housing types and its strong landscape setting of heavily vegetated hills, vales and ridgelines. The residential areas contribute to this setting through public reserves, private gardens and trees, which envelop the City in a 'green blanket'.

The Ringwood Lake Neighbourhood Area includes examples of most of the eras of residential development of Maroondah, with the bulk of housing styles from the Post War era. These are in both brick and weatherboard, and a number of estates from each of the following four decades. The area is centrally located with frontages to Maroondah Highway, Mount Dandenong Road and the Lilydale Rail Line and the established mixed exotic gardens and existing parks / green spaces present an enclosed garden character to these frontages.

Community values

The community of Ringwood Lake Neighbourhood Area values:

- tree-lined streets and canopies;
- mixture of native and exotic vegetation (including remnant native vegetation);
- well-maintained gardens and houses; and
- views to Dandenong Ranges and surrounding ridgelines.

The community of Ringwood Lake Neighbourhood Area aspires to:

- greater consistency of housing density; and
- discourage multi-storey developments and dual occupancies that are not consistent with the local character.

Existing character elements

- Topography is undulating landscape with some views to adjacent treed hillsides.
- Architectural styles are predominantly Post War era 1950s with interspersed 1960s, 1950s modern and recent reproduction dwellings.
- Dwellings are predominantly single storey.
- Materials include a mix of brick veneer and weatherboard with tiled roofing.
- Front setbacks are average, at around 6m -7m with small and average side setbacks to both boundaries.
- Lot size vary from 500m² - 900m² with some larger lots in the hilly areas.
- Garden styles are mixed and established throughout, with many large canopy trees of mostly exotic species.

- Front boundary treatments are mixed and include low front fences, vegetation screening and open frontages.
- Road patterns include a modified grid with an occasional cul-de-sac. All streets are sealed with upstanding kerbs.
- Street trees are generally mixed in species but often regularly space with some streets of predominantly native trees.

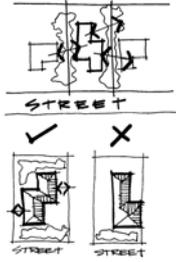
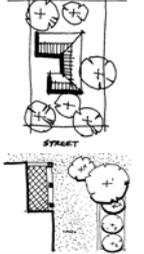
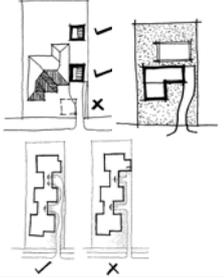
Preferred future character

The Ringwood Lake Neighbourhood Area will continue to be defined by well designed and site responsive building forms set beneath a canopy of vegetation, within established gardens of mixed species. Dwellings will not dominate streetscapes and the balance between dwellings and vegetation will be protected. The retention of canopy trees will contribute to a sense of intimacy and enclosure in the streets.

The preferred future character will be achieved by:

- ensuring site responsive building forms, tucked into the landscape;
- maintaining the current setback patterns, allowing space to sustain vegetation;
- ensuring the retention of existing vegetation, particularly canopy trees;
- ensuring car parking areas do not dominate the streetscape; and
- encouraging low front fencing or vegetation at the front boundary.

Design guidelines

Objective	Design Response	Avoid
<p>To ensure site responsive building forms, tucked into the landscape.</p>	<p>New buildings should be innovative and contemporary and designed to respond to the characteristics of the site and locality.</p> <p>Keep development below the established or future mature tree canopy height.</p> <p>Respect the predominant building height in the street and nearby properties.</p>	<p>Dwellings with no relationship to the site or surrounding landscape.</p> <p>Buildings that protrude above the tree canopy.</p> <p>Buildings that exceed by more than one storey the predominant building height in the street and nearby properties.</p> 
<p>To maintain the current setback patterns, allowing space to sustain vegetation.</p>	<p>Dwellings should be set back from both side boundaries.</p> <p>The front setback of dwellings should be no less than the average setback of the adjoining two dwellings.</p>	<p>Dwellings sited too close to the boundaries to allow for the planting of substantial vegetation.</p> <p>Dwellings set too far forward.</p> 
<p>To ensure the retention of existing vegetation, particularly canopy trees.</p>	<p>Site buildings to minimise the loss of existing vegetation, particularly canopy trees.</p> <p>Provide for the planting of new canopy trees wherever possible, both in private gardens and the public domain.</p>	<p>Site clearing.</p> <p>Loss and/or lack of canopy trees, including street trees.</p> 
<p>To ensure that car parking areas do not dominate the streetscape.</p>	<p>Locate garages, carports and car parking areas behind the front façade of the dwelling.</p> <p>With the exception of driveways, minimise impervious surfacing in front garden areas.</p> <p>Provide only one vehicular crossover per frontage.</p>	<p>Front setbacks dominated by car parking structures and hard surfacing.</p> <p>Gun barrel driveways.</p> <p>Loss of street trees due to cross over construction.</p> 
<p>To encourage low front fencing or vegetation at the front boundary.</p>	<p>Provide a low and open style front fence in accordance the Residential 1 Zone Schedule.</p> <p>Alternatively, provide vegetation at the front boundary, instead of fencing.</p>	<p>High, solid fencing.</p> 