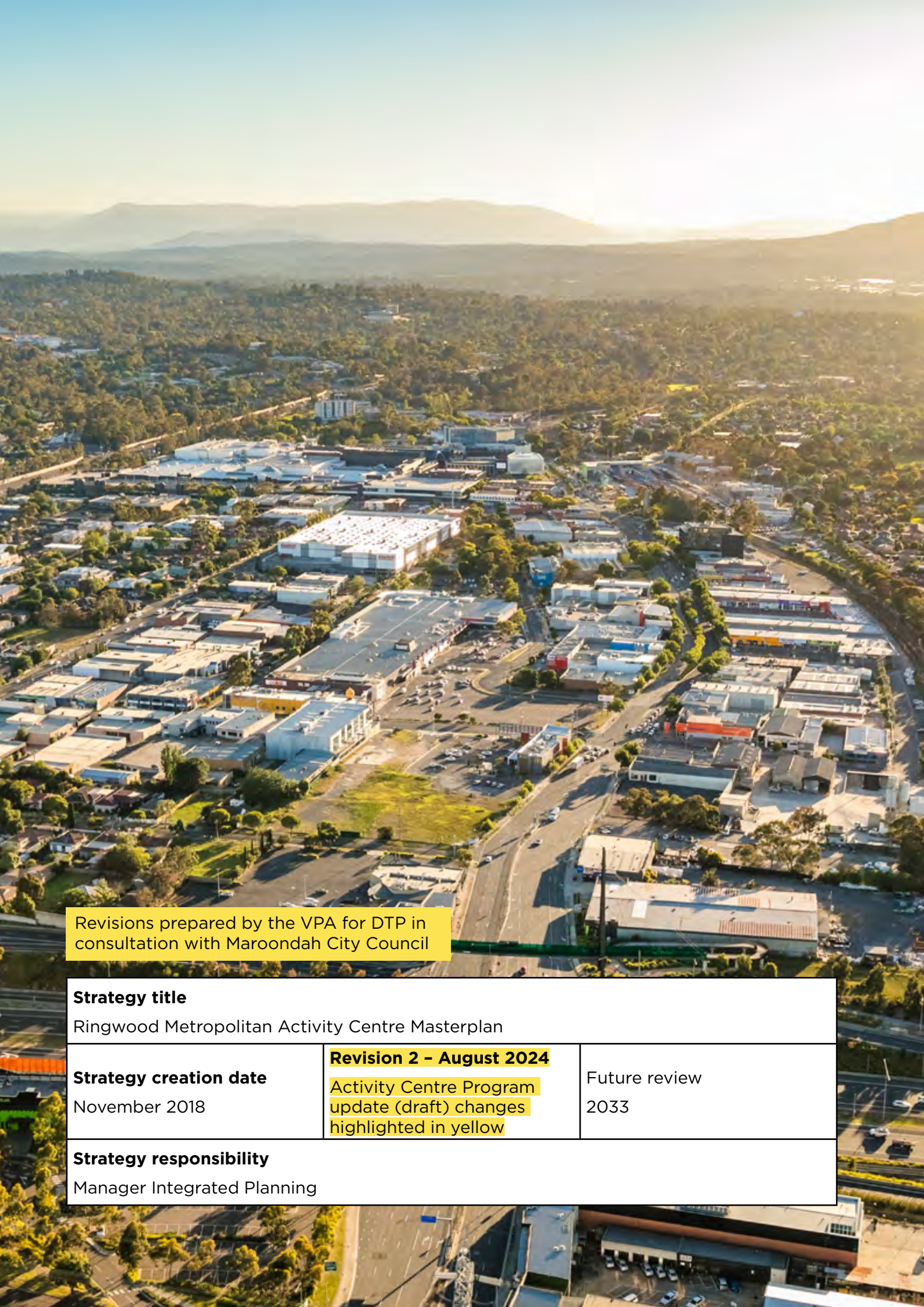


DRAFT REVISED

Ringwood Metropolitan Activity Centre Masterplan

Working towards an attractive, thriving and well built community





Revisions prepared by the VPA for DTP in consultation with Maroondah City Council

Strategy title

Ringwood Metropolitan Activity Centre Masterplan

Strategy creation date

November 2018

Revision 2 - August 2024

Activity Centre Program
update (draft) changes
highlighted in yellow

Future review
2033

Strategy responsibility

Manager Integrated Planning



**Attractive, thriving
and well built**

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Abbreviations

AC	Activity Centre
CBD	Central Business District
CCTV	Closed Circuit Television
CHMP	Cultural Heritage Management Plan
DTP	Department of Transport and Planning
ESD	Environmentally Sustainable Design
GRZ1	General Residential Zone Schedule 1
MAC	Metropolitan Activity Centre
SDS	Strategic Development Site
TAFE	Technical and Further Education
VOCs	Volatile Organic Chemicals

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Executive Summary

The Ringwood Metropolitan Activity Centre (referred to as ‘Ringwood MAC’) is identified in Plan Melbourne and supports key directions within *Maroondah 2040: Our future together*.

Maroondah City Council conducted a review of the 2004 *Ringwood Transit City Masterplan*, publishing the Ringwood Metropolitan Activity Centre Masterplan (Ringwood MAC Masterplan) in 2018. The Ringwood MAC Masterplan comprises of two main reports:

1. Background work – technical support and evidence to inform the Masterplan
2. Masterplan – details the desired outcomes for the future and how it will be delivered

Following the introduction of the Victorian Government’s Housing Statement in 2023, the 2018 Masterplan was reviewed to update and align it with the broader objectives emanating from the Housing Statement, specifically the Activity Centres program.

The 2024 Masterplan aims to reinforce development and economic growth that responds to a changing market and ensures the future success of Ringwood MAC as a vibrant and livable centre. The Masterplan does not seek to make changes to the current land use patterns within Ringwood MAC, it enhances and improves the existing planning controls to encourage appropriate development within Ringwood MAC.

The process to undertake the review of the Ringwood MAC Masterplan included the support and technical input of the following organisations:

- Victorian Planning Authority
- Jones Lang Lasalle IP, INC.
- WSP Parsons Brinckerhoff
- O’Brien Traffic
- SGS Economics & Planning
- Hill PDA Pty Ltd
- Hansen Partnership (2018)
- Glossop Town Planning

Subsequent work as part of the Activity Centre Program drew on further work by Hansen Partnership together with Plus Architecture & McGregor Coxall (2024).

Extensive community engagement was undertaken to inform the development of both the 2018 and 2024 Masterplans.



1 Introduction

1.1 What is a Masterplan?

A masterplan establishes a framework for the efficient use of land to enable the delivery of a centre that has a diverse and well-connected community, rich in local jobs, transport options, services, culture and affordable housing, while protecting valuable natural and historical features.

Masterplans set out a blueprint for balanced development and investment that will occur over many years.

This masterplan is the sixth iteration of the original 1987 Masterplan for the Ringwood Activity Centre. This revised Masterplan brings the Ringwood MAC in alignment with the State Government Activity Centres Program (as discussed in section 1.2) and is expected to drive and direct growth to 2051.

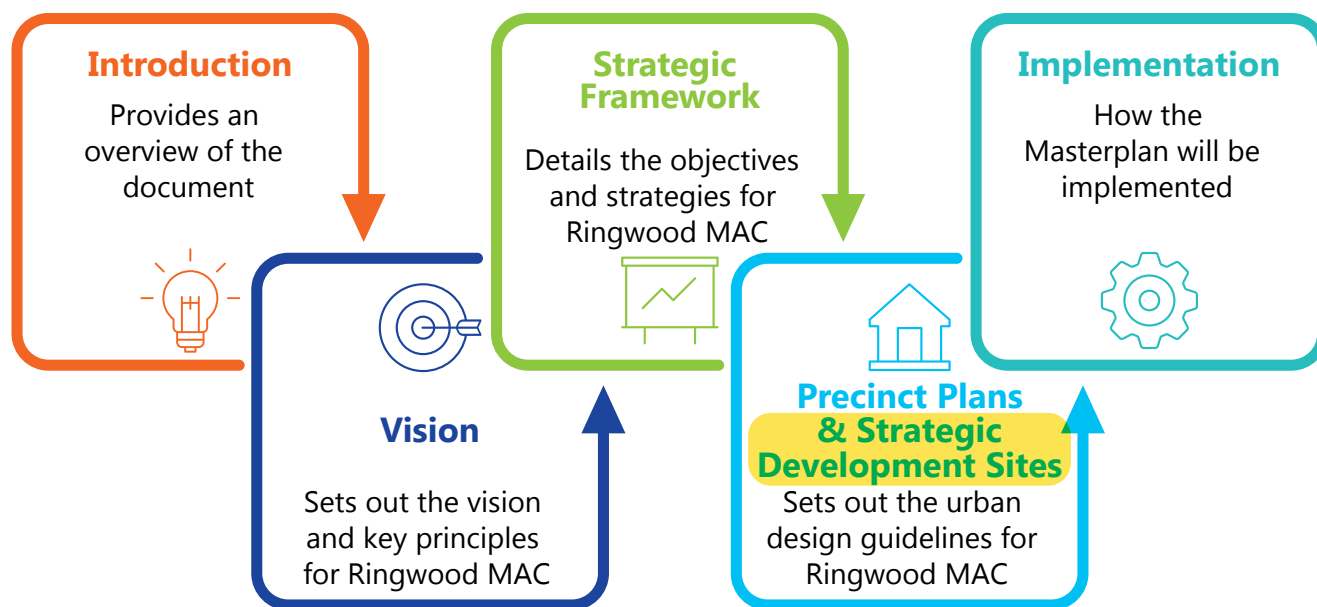
1.2 Victoria's Housing Statement

In September 2023, the Victorian Government released Victoria's Housing Statement – The Decade Ahead 2024–2034 which identified 10 activity centres for a pilot program. This program builds on broader state policy that seeks to encourage increased housing diversity and density in and around activity centres in Plan Melbourne 2017–2050 (2015).



1.3 How to use this document

The Ringwood MAC Masterplan consists of the following sections:





1.4 Ringwood Metropolitan Activity Centre

Ringwood MAC is located 23km east of Melbourne's CBD within the municipality of Maroondah. It is a key metropolitan destination with a diverse range of land uses and activities serving a wide regional catchment.

Geographically Ringwood MAC is situated along the Maroondah Highway at the foot of the Dandenong's, operating as a gateway to the Yarra Valley, a popular tourist destination, as well as an important sub-regional goods and services hub. Bounded to the West by the EastLink Freeway, the North by the Ringwood Bypass, the East by Ringwood Lake and to the South by the Lilydale/Belgrave rail lines. Logistically Ringwood's location, integrated within the expansive arterial road and railway network of the outer east of Melbourne has enabled it to be established as a strategic transport node.

Ringwood MAC has been recognised in successive metropolitan planning and growth strategies as having potential to accommodate projected future population and economic growth through supporting increased concentrations of jobs, activities, services and housing in locations well serviced by the public transport network. Within Plan Melbourne, Metropolitan Activity Centres form part of a network of centres and employment hubs that make up the 'polycentric city'. With excellent regional road and public transport connections, Ringwood is highly accessible providing jobs close to where people live, and new housing opportunities close to jobs.

Government investment in public transport strengthened the status of Ringwood MAC through the provision of service and

infrastructure upgrades to Ringwood Station and Bus Interchange, completed in January 2016. The State's 2017 Level Crossing Removal Program provided Ringwood with a secondary service point through the relocation of Heatherdale Station, into Ringwood MAC in May 2017. Ringwood MAC is a location recognised by State Government for the important role it plays to both its local community, as well as to the outer eastern sub-regional community of Melbourne. It is a destination that caters for both, with the key activity and service hub of the Eastland Shopping Centre at its core and other large retailers such as Costco adding to local amenity and sub regional attraction.

As supported in the 2004 and 2018 Masterplan versions, Ringwood MAC's potential has been recognised in both private and public markets, with the major redevelopment and expansion of the Eastland Shopping Centre, Ringwood Train Station and Bus Interchange upgrade, new town centre development, cultural hub inclusion of Realm in 2015 and the Sage Hotel catalysing new mixed-use and high-density residential development, revitalising Maroondah Highway. This development is strengthening Ringwood MAC as a key employment destination for the eastern region, fulfilling its role as identified in Plan Melbourne, by providing new employment opportunities in the suburbs.

Council will continue to ensure Ringwood MAC maintains its importance as a primary destination in the municipality, with a focus for growth and investment, characterised by a diverse mix of housing, employment, activity and services.



1.5 Ringwood Transit City Urban Design Masterplan (2004)

In 2004, Maroondah City Council adopted the Ringwood Transit City Urban Design Masterplan (the 2004 Masterplan) which facilitated development for more than 10 years. The 2004 Masterplan identified Council's vision for Ringwood and set in place a planning framework to encourage the realisation of its vision.

The 2004 Masterplan promoted Ringwood as a key commercial, retail, industrial and residential location, strategically located within the expansive transport network of eastern Melbourne, the gateway to the Yarra Valley.

The Masterplan has served Ringwood well over the past decade, with most actions being implemented. It has helped to cement Ringwood's role as a key outer eastern destination, providing for broad community needs, while retaining its natural assets and landscape character and identity. This success can be attributed to the consistent application of its vision and quality of its supporting guidelines.

1.6 Ringwood MAC Masterplan (2018)

The 2018 Ringwood MAC Masterplan sought to respond to a changing market to reinforce commercial and residential development and economic growth that ensures the future success of Ringwood MAC. It was implemented through a new Activity Centre Zone and updated Development Contributions Overlay which were gazetted in 2021.

1.7 Ringwood MAC Masterplan (2024)

The 2024 update to the Masterplan seeks to align both the objectives of the Ringwood MAC Masterplan and the State Government's Activity Centres Program. By setting specific intended built form outcomes for strategic development sites this targeted update will support increased housing supply while achieving preferred urban design outcomes for the area.



1.8 Activity Centre Boundary

The Ringwood MAC Masterplan study boundary applies to all land shown in Figure 1. It includes:

- To the north, the Bypass from EastLink to Mt Dandenong Road
- To the east, Ringwood Lake and Bedford Park to Pitt Street
- To the south, Bedford Road, to Station Street then following the properties to the rear of Station Street through to Wantirna Road. The boundary then follows the train line to New Street, then along Molan Street to Heatherdale Road (Municipal boundary)
- To the west, the boundary follows Heatherdale Road to Maroondah Highway then the eastern side of EastLink through to the Bypass.

The Ringwood Activity Centre boundary was first defined in the 1987 Ringwood District Centre Structure Plan (to 2001 and beyond). In revising the boundary for the 2018 Ringwood MAC Masterplan, the following was considered:

- The core retail precinct of Eastland; Ringwood Town Square and Realm is the heart of the Activity Centre.
- The commercial zoned land on both the north and south side of Maroondah Highway complement and build on the retail core.
- The walkable distance of 800m east-west across the Centre and access to Ringwood Station and Heatherdale Station.
- The Bypass and Mullum Mullum Creek to the north of the Centre acts as a physical boundary. Including the Bypass within the Masterplan assists with traffic movement.
- EastLink to the west is a physical boundary.
- The relocation of the Heatherdale Station can act as a future redevelopment opportunity.
- Sites south of the Ringwood Station, along Station Street, have been included due to their proximity to the station along with their non-residential uses in residential zones and commercial land are seen to be opportunities for clarification on development outcomes.
- The Jubilee Park precinct to the south of the Centre is significant as it is representative of early Ringwood. This area is to be protected for its heritage and neighbourhood character significance and is therefore not appropriate for the future growth envisaged by the Masterplan.
- Land zoned Residential Growth Zone as areas targeting higher density development north of Bedford Road and south of the rail line.
- Bedford Park and Ringwood Lake Park, to ensure sufficient open space within the centre have been included, and interface sites containing non-residential uses in residential areas north of Ringwood Lake Park along Mt Dandenong Road as areas to be enhanced.

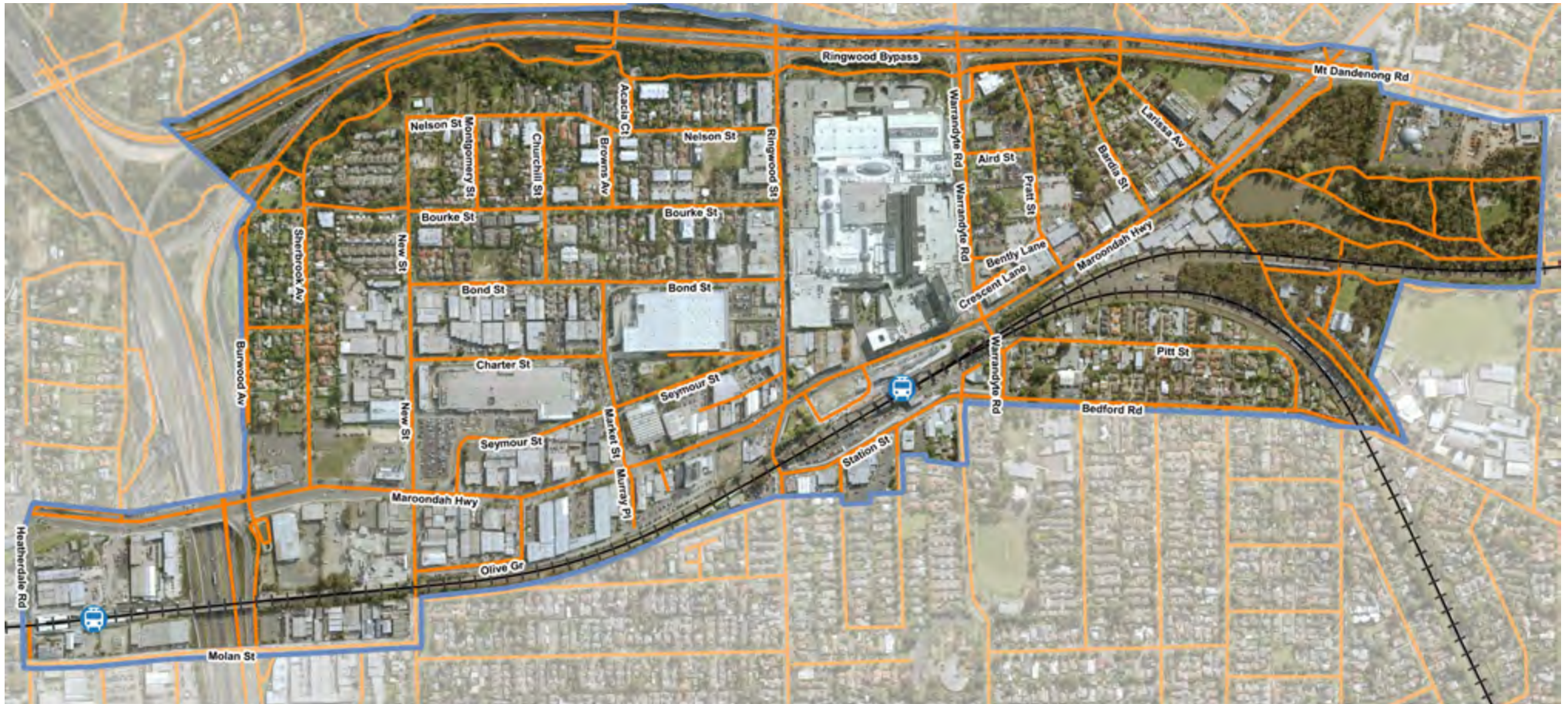


Figure 1: Ringwood MAC Masterplan study boundary



1.9 What are the opportunities?

Ringwood MAC is supported by strong fundamental policy and development factors such as:

- **Planning policy support for increased residential development**
- Planning policy support for higher order commercial and employment uses
- Significant activity generators in Eastland Shopping Centre, Realm and Costco
- A large and established residential base within proximity of the centre
- Continued momentum in residential and retail development, supporting both long and short-term employment
- Town centre fundamentals including an established boulevard, diverse range of land uses, walkable catchments and public transport provisions.

The planning controls for Ringwood MAC have been effective in enabling an increase in housing development, for example in 2013/2014, 98% of development was apartments (Housing Supply Analysis, Charter Keck Cramer, May 2015). Charter identified the drivers for apartment development including transport links, infrastructure, established housing prices and improved amenity, consistent with Plan Melbourne. There is a growing demand for apartments in Ringwood MAC.

The significant investment in the public realm (e.g. Realm and the Town Square, Train Station Interchange) provides Council with the opportunity to emphasise the value of good urban design. Strong urban design codes are possible and desirable and can leverage from the existing high-quality public realm core that has been developed within Ringwood MAC since 2004.

As confidence in the centre grows so will expectations of higher standards in urban design. The strong public realm, and presence of a retail core, means that Ringwood MAC is increasingly attractive for both commercial and residential development.



Ringwood Lake Park playspace

2 Our Vision and Key Principles

One of the purposes for engagement for the 2018 Masterplan was to determine the future needs and aspirations of the community for Ringwood MAC. This was done through the vision exercise where a visual display was placed at Realm and as part of an online survey. The community was asked to:

Use three words to describe your vision for the Ringwood Metropolitan Activity Centre in 2030

There were 309 responses received and the following word cloud (refer to Figure 2) shows the words used to describe the community's vision for the Ringwood MAC in 2030.



Figure 2: Community Vision word cloud

'Green' was the most common word used to describe the community's vision, indicating the strong connection with vegetation, creeks, Ringwood Lake Park, open spaces and parks.

'Walkable' was the second-most common word used, indicating the importance of being able to walk within Ringwood MAC, feeling safe and comfortable in doing so. Walkable is also important for those living outside of Ringwood MAC and being able to easily access the facilities and services provided within Ringwood MAC.

'Bike-friendly' was the third-most common word used, the importance of access and inclusion to Ringwood MAC and ease of movement within is also strengthened with the fourth most common word being transit oriented.

Other common words were in relation to access for all (including children, family and age friendly environments); the desire for passive and active open spaces and parks; a link for a strong community focus; as well as a variety of entertainment.

In listening to the community the key for the future of Ringwood MAC is to maintain the link to the natural environment and create a sustainable transport environment.



2.1 Activity Centre Program Phase 1 Community Engagement Summary (2024)

Through an online survey, the community shared a deep appreciation for Ringwood's natural spaces and highlighted the need for thoughtful urban planning to maintain the activity centre's charm and functionality. Ringwood Lake Park, the Mullum Mullum Creek Reserve and associated walking track, and Eastland Shopping Centre were referenced several times.

The Ringwood Community Reference Group meeting heard discussions on local housing and development, environmental focus, connectivity, community and economic development, and history and culture. The discussion centred on how a balance is sought between new homes and key community infrastructure, while maintaining Ringwood's unique identity.



2.2 Our Vision

Based on the policy, opportunities and community views a vision for Ringwood MAC has been developed.

A vision for the Ringwood Metropolitan Activity Centre Masterplan:

Ringwood is the major urban destination in Melbourne's outer east. It will contain a vibrant city centre, with an active local economy offering contemporary lifestyle options set in a natural landscape and connected through an advanced road and rail network.

2.3 Our Key Principles

To deliver this vision a set of key principles have been developed. The key principles have been developed to inform the Strategic Framework and are to:

- Reinforce Ringwood MAC as the principal retail, commercial, community, entertainment and employment focal point of the region
- Define Ringwood MAC as the most convenient, safe, accessible place in the region.
- Enhance the natural environmental features of Ringwood MAC to distinguish it from other suburban activity centres
- Establish a true mixed-use centre that promotes high quality urban design
- Create high quality public spaces that provide for a safe and convenient pedestrian and cyclist environment
- Provide the infrastructure needed to support the increased number of residents, workers and visitors, and mechanisms to fund future infrastructure
- Support an increased number of residents in the Ringwood MAC by growing housing supply.



An example of apartment development along Maroondah Highway set in a natural landscape



3 Strategic Framework

To deliver the Vision, and in accordance with the Key Principles guiding the Masterplan, five directions have been developed collectively called the Strategic Framework.

The five directions are derived from *Maroondah 2040: Our Future Together*.





1. A thriving community

What the evidence says

Residential land use within Ringwood MAC represents higher density forms of housing that are entering the market at affordable prices. Typically, people moving into Ringwood MAC are young professionals, who are leaving the family home within Maroondah, or an ageing cohort who are downsizing from the family home. This is beneficial to the Maroondah community by enabling people to stay local to their family connections and close to familiar services and freeing up family homes.

The residential land use of the Centre, 98% of development is apartments (Charter, May 2015).

On a Metropolitan scale, there is choice and diversity of housing stock across a range of sub-regional and local areas. It is this diversity that helps provide accessible housing choices to the general populace. As we look at progressively smaller areas

(sub-regional and local government), the risk of reduced effective housing choices grows and a conscious policy response to increase the diversity of housing options is crucial in catering for ongoing demand.

Council acknowledges the importance of affordable housing within Maroondah, and the two-bedroom apartment housing typology found within Ringwood MAC does exactly that. Locating high density housing within a Metropolitan Centre is supported in State Government's blueprint, Plan Melbourne, and more recently through the Activity Centres Program. It is further supported by council's existing Planning Policies within the Maroondah Planning Scheme.

The challenge for Ringwood MAC, however, is to provide more diversified housing stock within the centre itself, with the aim to attract a broader demographic into Ringwood MAC.





What the community told us

People are generally very positive about their interactions with land uses, in particular transport, community facilities and services, and shops.

There is a desire to see more education facilities, cafes and restaurants that are family friendly, green spaces, community gardens, public art and to protect heritage.

People who work in Ringwood MAC like working there, as they consider it to be a vibrant and dynamic place to conduct business. Through the 2024 Activity Centre Program Phase 1 public consultation, it was evident that there is the desire to continue the wide variety of uses.

People living in Ringwood MAC are positive about their lifestyle choice. They value the mix of facilities and services that are accessible to get to. Continuing the intensification of growth to allow for a greater mix of uses in Ringwood MAC is important, however it needs to be balanced ensuring there is open space and green to maintain the valued livability of Ringwood MAC.

People living in apartments identified the option for larger sized apartments and for greater than two bedrooms.

Objective

- 1.1 To encourage a mix of housing typologies for residential development
- 1.2 To provide housing that is diverse and affordable
- 1.3 To ensure a balanced land use mix in Ringwood MAC to promote future livability and sustainability
- 1.4 To ensure well designed quality buildings are constructed that respond to the preferred character of Ringwood's precincts
- 1.5 To ensure that sufficient land is set aside for land uses that are integral to the functioning of a metropolitan activity centre.

Strategy

- Implement the Maroondah Housing Strategy
- Continue to have planning policy that encourages apartment development
- Investigate ways to ensure diversity of housing stock within Ringwood MAC that provides housing diversity to cater for a broader demographic, including social and affordable housing
- Develop and apply appropriate built form requirements for identified strategic development sites to deliver increased housing uplift with preferred urban design outcomes
- Build on the existing land use patterns to ensure an appropriate mix of uses that are meeting the expectations of a Metropolitan Centre
- Increase employment opportunities that seek a stronger economic performance in Ringwood MAC.



2. An attractive and well built community

What the evidence says

The built form of Ringwood MAC in 2018 is shown in Figure 3. It included:

- low to mid rise (up to 5 storey) in the north western residential precinct
- taller to mid-rise (up to 8 storey) along Maroondah Highway and north eastern residential precinct
- lower scale industrial forms in the south west
- low rise commercial forms along Ringwood Street
- taller mid-rise development of retail core at and around Eastland.

Maroondah Highway had a general built form character of traditional single and double storey 'boxed' forms comprising a mix of retail and commercial uses. These forms present an opportunity for renewal and change.

Large format 'big box' forms typically contain multiple and long expanses of blank interfaces at the ground level. These large shed-type structures occupy large sites which in the future could feasibly be occupied by other forms with greater permeability and ground level activation.

In relation to the historical development of Ringwood MAC, the original Ringwood village emerged in the mid-19th Century and flourished as a result of the extension of the railway line from Melbourne to Lilydale through both Ringwood and Croydon in 1882. Township development increased following the post-war period and the City of Ringwood was declared in 1960. A major new retail centre was established with the erection of Eastland in 1967. The heritage Clocktower and Firehouse Café provide significant landmarks for Ringwood MAC.



Figure 3: Built form of Ringwood MAC (Hansen Partnership, April 2018)



Heritage sites within Ringwood MAC are reminders of the township's early development and have the potential to direct development and guide built form outcomes. The redevelopment of the former Ringwood Fire Station and the Ringwood Railway Station are examples of how these buildings have been successfully repurposed.

The Mullum Mullum Creek is an area of Aboriginal Cultural Heritage Sensitivity. The Aboriginal Heritage Act 2006 requires that a Cultural Heritage Management Plan (CHMP) is produced if culturally sensitive land is to be subject to a high impact activity. Redevelopment of land adjoining the Creek may result in the need for a CHMP to be undertaken.

What the community told us

There is a clear preference for high quality urban design in a public setting, such as Clocktower Park, Firehouse Café, Realm and the Ringwood Town Square. This public realm urban design is a mix of old and new built form, highlighting the value of Ringwood's Heritage as well as the appreciation of contemporary built form.

Preferred apartments are those which have higher standards in quality urban design.

The heritage buildings and places identified in the Maroondah Planning Scheme require specific consideration in the design and development of land adjoining these places. The connection of these heritage items and their ongoing relationship in the context of new development in the MAC requires consideration through specific design provisions and built form outcomes.

Opportunities to review individual heritage significance or to integrate/adapt these historic places into the future public realm, which may include the use of curtilage areas for public open space or as future development sites, needs to be explored in practical terms.

People living in Ringwood MAC place a high value on the vegetation within the Centre, making it a desirable place to live. They are attracted to the lifestyle of apartment living located in a natural setting, with great connections to Mullum Mullum Creek. The increasing height and built form are appreciated as it generates an increased amenity in the streets. Yet this development needs to be balanced to continue the unique green landscape and larger canopy trees in the Centre.

Objective

- 2.1 To encourage built form that is active and provides pedestrian interfaces along main roads
- 2.2 To ensure high quality urban design that embraces the natural setting of Ringwood MAC
- 2.3 To continue to protect and promote the historical features of Ringwood MAC
- 2.4 To emphasise the value of urban design and to leverage off the existing high-quality public realm core.

Strategy

- Develop urban design guidelines that ensure future development of Ringwood MAC, in both the public and private realm, has a focus on the human scale
- Develop urban design guidelines to ensure development contributes to environmental gains for Ringwood MAC
- Continue Council's Heritage Review to complement the heritage significance of sites within Ringwood MAC.
- [Strategy updated/removed]



3. An accessible and connected community

What the evidence says

With the population continuing to increase, it is critical to ensure Ringwood MAC has transport and movement options to enable it to continue to function.

The Centre is currently being accessed predominantly by private vehicle, which is causing some capacity constraints. Access to and within Ringwood MAC for private vehicles is generally well defined, however there are some areas which have limited vehicle movement.

Patronage at both Ringwood Station and Heatherdale Station is stable, with Heatherdale Station mainly being used for commuting to the city. Ringwood Station provides transport for a diverse range of needs. Most trips to the train stations are made by car, even though they are accessible by foot.

There is a dense coverage of buses north of Ringwood MAC, while cover to the east and west is low. Similarly, the area within and immediately adjacent to Ringwood MAC is well covered by bus.

Commuter cycling to Ringwood MAC is very low, with limited on-street cycle priority.

However, evidence indicates that cycling for recreational or social purposes on off-street paths is high. Yet the community vision word cloud indicates there is desire for a bike friendly environment.

Pedestrian movements are highest around Ringwood Station and Eastland, however in some other locations there are limited crossing points and inadequate footpaths.

Future changes to transport and movement within Ringwood MAC should recognise that almost all movements into and out of the Centre need to pass through one of seven 'all-mode' gateways (refer to Figure 4).

These are key intersections and/or rail crossings. Maximising the utilisation of these gateways is critical for Ringwood MAC to support the intensification that is desired.

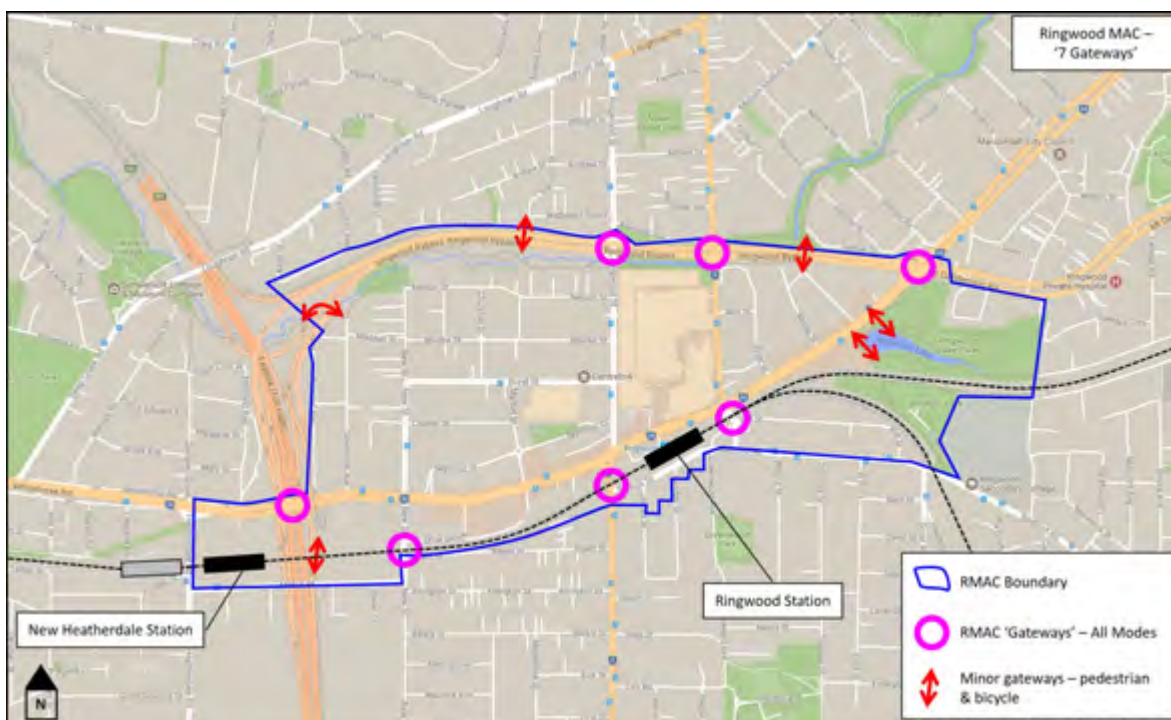


Figure 4: Ringwood MAC '7 Gateways' (O'Brien Traffic)



What the community told us

The vision exercise asked the community to use three words to describe their vision for Ringwood MAC. Walkable was the second most common word used, indicating the importance of being able to walk within the Centre, feeling safe and comfortable in doing so. Walkable is also important for those living outside of Ringwood MAC and being able to easily access the facilities and services provided within the Centre.

Bike friendly was the third most common word used, the importance of access and inclusion to Ringwood MAC and ease of movement within is also strengthened with the fourth most common word being transit oriented.

People living in Ringwood MAC who have downsized have also reduced the number of cars they own, highlighting the importance of walking and cycling in Ringwood MAC.

Objective

- 3.1 To provide a more fine grained pedestrian path network with wider footpaths and additional pedestrian crossings that provide pedestrian priority
- 3.2 To continue to improve transport links, infrastructure and amenities
- 3.3 To encourage a greater modal shift to sustainable transport, improvements for trips to, from and within Ringwood MAC that focus on off-road bike paths; dedicated bike or pathways; and addressing the issues associated with car parking
- 3.4 To reduce unnecessary 'through' traffic through Ringwood MAC
- 3.5 To enhance bicycle paths and end-of-trip facilities
- 3.6 To follow the principles of the Safer Design Guidelines for Victoria that encourage eyes on the street, such as improved street lighting and improved street frontages
- 3.7 To extend the Maroondah Highway 'boulevard treatment' to the east and west of Ringwood MAC
- 3.8 To ensure Ringwood MAC continues to function after external major network changes are implemented
- 3.9 To understand the implications of transport and movement improvement recommendations using the '7 Gateway' analysis methodology.

Strategy

- Prepare a car parking strategy that addresses issues such as on-street parking; commuter parking; existing uses with insufficient on-site car parking and to inform a Parking Overlay
- Investigate reducing vehicle speeds adjacent to land uses that provide active frontages
- Review the location of bike parking facilities to ensure they are in the most appropriate location
- Release road capacity for additional Ringwood MAC generated trips to encourage as many new and existing trips to occur via walking, cycling or public transport
- Release road capacity for improvement for urban realm, pedestrians, cyclists, buses, car parking and local traffic access
- Diversion of through traffic to release capacity along Maroondah Highway and the 7 Gateways
- Update and develop the future bicycle, pedestrian and bus network for Ringwood MAC
- Advocate for internal and external transport projects to have a neutral or positive impact on Ringwood MAC transport network.



4. A clean, green and sustainable community

What the evidence says

The Maroondah Carbon Neutral Strategy was adopted by Council in 2015. It provides principles and actions for carbon management that maps a path to carbon neutrality. It supports energy reductions and offsetting growth in greenhouse gas emissions to create a future where Council operations and services are delivered with a reduced carbon impact.

Adopted by Council in 2016, the Maroondah Sustainability Strategy encompasses important key directions and implementation strategies, which are built around five key focus areas:

1. Climate Change, Energy Efficiency and Transport
2. Green Assets and Water
3. Engagement, Partnerships and Communication
4. Governance, Evaluation and Improvement
5. Funding, Resourcing and Opportunities.

The main focus is to mainstream sustainability principles, and embed sustainability into everything that Council does.

The Water Sensitive City Strategy outlines Council's vision for a Water Sensitive Maroondah, with healthy waterways, resilient neighbourhoods, greener public spaces and water conscious communities. Council is responsible for local stormwater drains that collect rainwater from our roads, roofs and paved areas.

Council is introducing new techniques to manage stormwater by filtering it before it reaches local waterways and providing storage areas that will help to reduce the risk of flooding.

The treed and landscaped environment that Maroondah is known for plays a significant role in the character of the MAC. Established vegetation in the form of both street trees and landscaped yards, define the desired public realm. Maintaining landscape connections including canopy trees that provide links to Mullum Mullum Creek and the broader Loughnan Warranwood Ridge, is also a key consideration to the form of future development and its setting.

Sustainable Design Assessment in the Planning Process (SDAPP) was developed by the Council Alliance for a Sustainable Built Environment (CASBE). It provides a framework for considering and addressing sustainability issues early in the planning application process and to encourage a consistent approach across municipalities.

Council has been implementing SDAPP since 2011 to achieve the ESD requirement for Ringwood MAC to fulfil the need to provide a built form of high quality, to address sustainability issues but also Council's leadership role in building the capacity, commitment and resilience of the community to make the area and their practices more sustainable.



Ringwood Lake Park

What the community told us

'Green' is the most common word used to describe the community's vision, indicating the strong connection with vegetation, creeks, Ringwood Lake Park, open spaces and parks.

There is overwhelming importance on parks and paths, and waterways and environment corridors. This is supported by the feedback on the community vision as well as the community workshops held with residents living in Ringwood MAC.

Objective

- 4.1 To reduce the environmental impact of the built form and provide other benefits such as increased occupant comfort and reduced operating costs
- 4.2 To support the consideration of sustainable design as early as possible in-built form design development to ensure Environmentally Sustainable Design (ESD) is optimised at the pre-planning phase
- 4.3 To enhance existing open space and connections to these spaces.

Strategy

- Reduce energy use by using passive solar design
- Improve indoor environment quality by minimising Volatile Organic Chemicals (VOCs)
- Minimise ozone impact by specifying no ozone depleting refrigerants or insulation
- Ensure the ESD features of the building are working correctly through building commissioning and tuning
- Raise awareness about the ESD features and how they are best used by developing a Maintenance User Guide
- Develop best practice guidelines that provide detail about how sustainability issues are to be addressed and sediment control for development for Ringwood MAC
- Develop an Open Space Strategy for Ringwood MAC to develop ways to enhance existing open space and connections.



5. A prosperous community

What the evidence says

The property investment business case for Ringwood is supported by the strong fundamentals that were introduced as part of the 2004 Ringwood Masterplan. This Masterplan **continues** to build on those fundamentals to ensure the centre thrives economically.

Retail floor space represents the largest commercial land use type in Ringwood MAC. There is still a significant amount of industrial uses, which is a valued and essential use. However, these uses may relocate out of Ringwood MAC as land values increase and more commercial and mixed-uses are attracted to the Centre.

While there are significant commercial and office uses in Ringwood MAC, there is a

need for more commercial employment opportunities as well as a desire for education and health facilities to be within the Centre.

The total commercial floorspace demand in 2036 is anticipated to be 586,300m² in gross floor area across Ringwood MAC.

This represents an additional 51,600m² from 2016 commercial floorspace demand levels.

Demand and yield analysis reveal Ringwood MAC has ample capacity to accommodate growth to 2036. The high level of capacity and the significant investment in public realm provides the opportunity to emphasise the value of urban design.



Ringwood Town Square



What the community told us

Developers want to redevelop in Ringwood, yet the market isn't quite ready to invest in commercial land use.

Residential apartment development is

booming, and the apartment market is maturing making it a desirable place to be.

It is important to ensure there is a clear planning policy and the parameters in which development can occur.

Objective

- 5.1 Continue to have planning policy that supports higher order commercial and employment uses
- 5.2 To encourage commercial and office uses in Ringwood MAC
- 5.3 To ensure a balanced land use mix in Ringwood MAC to promote future livability and sustainability
- 5.4 To ensure sufficient land is set aside for uses that are integral to the sustainable function of a Metropolitan Centre
- 5.5 To attract a TAFE, university or multiple small education providers
- 5.6 To ensure the high levels of residential activity does not limit the opportunity to develop office stock
- 5.7 To encourage mixed-use development in commercial areas along Maroondah Highway that includes commercial and residential land use.

Strategy

- Ensure planning supports employment and office space being centralised in Ringwood, maximising the amenity and also providing a catalyst for sending a positive message to the investor and business market
- Increase heights for built form to ensure commercial, office and residential development is economically viable
- Investigate opportunities to attract specific industries such as hospitals and universities
- Build on the alignment with the established retail core of Eastland
- Office development to be located on larger lots towards the western end of Ringwood MAC
- Build on the existing commercial, retail, health, recreation, education and leisure uses, as well as community services and facilities to ensure a livable and sustainable community
- Maximise the opportunities afforded by the connections to Eastlink.



4 Precinct Definition and Precinct Ambitions

Seven precincts have been identified in the Ringwood MAC Urban Design Guidelines (refer to Figure 5).

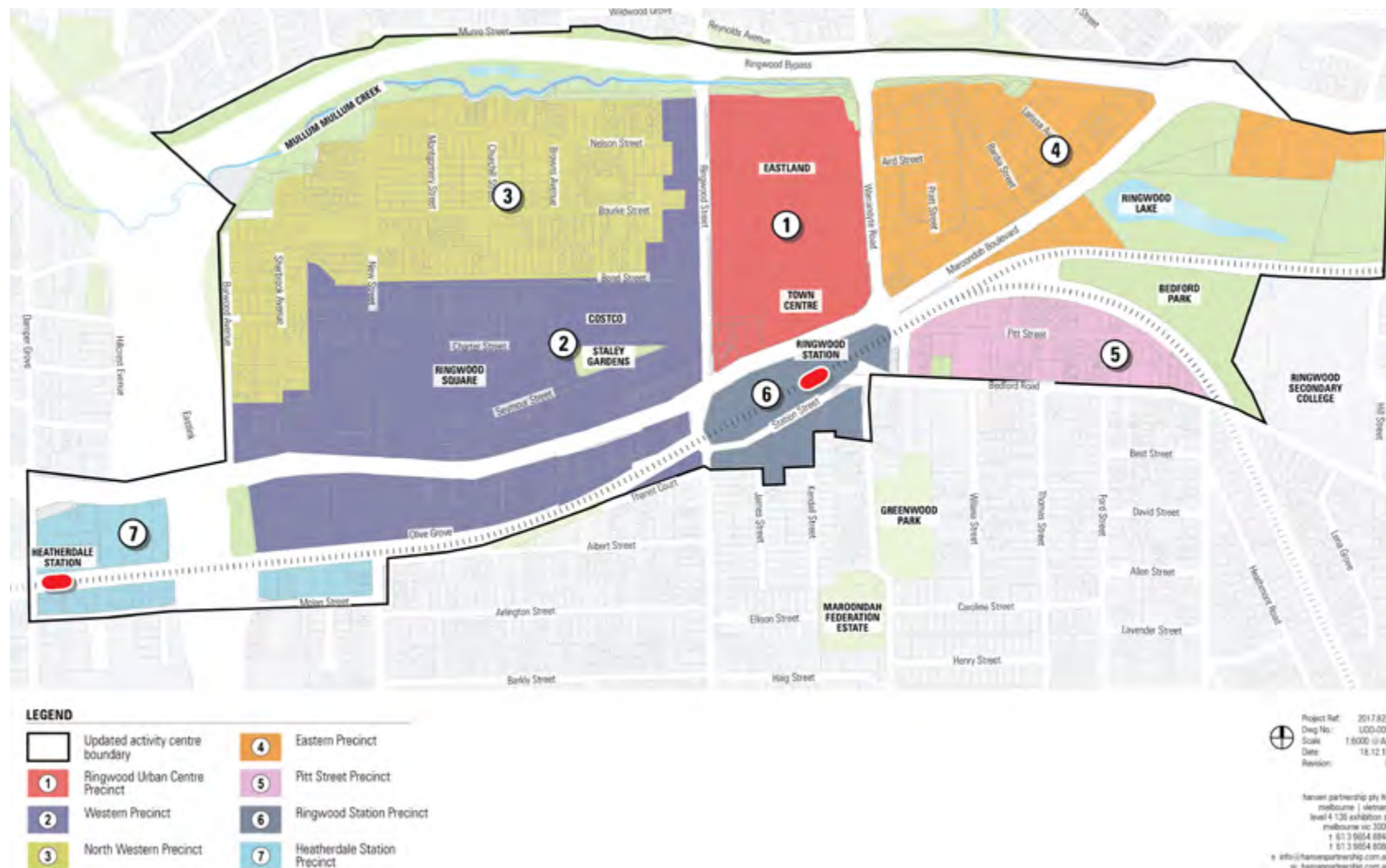


Figure 5: Ringwood MAC Precincts (Hansen Partnership, November 2018)



Precinct 1: Ringwood Urban Centre Precinct

Precinct 1 comprises a single urban block predominantly occupied by Eastland Shopping Centre consisting of predominantly retail uses. Other notable functions in this precinct include Ringwood Town Square composed of public open space lined with retail, and Realm (library, Council customer service centre, business resource hub and other community uses). It is an island site surrounded by major roads and the Ringwood Bypass.

Precinct ambition:

A regional destination with a community focus offering significant public realm improvement.

Future redevelopment in Precinct 1 will support a new regime of consolidated form that represents the intense urban centre of Ringwood MAC, supported by a network of high-quality pedestrian linkages, public spaces and community orientated facilities. The profile of future development will complement the important streetscape and landscape character of Ringwood MAC, and support the definition of clear 'points of demarcation' as feature forms at key junctions to assist with way-finding and a sense of arrival.

Precinct 2: Western Precinct

Precinct 2 defines the western approach into the Ringwood MAC, defined by Maroondah Highway and anchored around key junctions with Eastlink and Ringwood Street. Importantly, it also demarcates one of the critical gateways into the municipality. The precinct encompasses the Ringwood Square Shopping Centre and Costco sites as well as light industrial/warehouse and large format retail buildings along either side of Maroondah Highway and its side streets.

Precinct ambition:

A consolidated mid-rise precinct contributing to the boulevard character of Maroondah Highway, with revitalisation opportunities on selected key sites, transitioning to the adjacent residential precinct.

The varied pattern of subdivision and built fabric to either side of Maroondah Highway will accommodate new taller contemporary form, contributing to its ambition as an attractive pedestrian-orientated boulevard. Opportunities also exist for revitalisation of selected key sites, positioned behind the boulevard spine, influenced by their relationship to Precinct 1 and transitioning to the residential precincts to north and west.



Precinct 3: North Western Precinct

Precinct 3 is a predominantly residential area north of Bond Street and west of Ringwood Street. It comprises a mix of residential stock including single dwellings, villa units and more recent apartment development. The precinct is effectively 'land locked' and accessible by cars only within Ringwood MAC.

Precinct ambition:

Moderate residential infill in an established landscape setting.

Urban blocks behind the commercial spine of Maroondah Highway and environmental corridor of Mullum Mullum Creek will continue to evolve as a medium density housing setting, with opportunities for more notable consolidation on larger sites. The spaciousness and landscape qualities of this sloping area is important, and redevelopment will be influenced by proximity to the Mullum Mullum Creek, housing setting and the established garden setting.

Precinct 4: Eastern Precinct

Precinct 4 defines the eastern entrance into Ringwood MAC at the Maroondah Highway and the Mt Dandenong Road/Ringwood Bypass junction, on approach to Warrandyte Road. It encompasses Ringwood Lake Park and the eastern extent of the Maroondah Highway commercial spine. It comprises commercial and residential functions, notable approved tower development and discrete heritage assets. It also supports several at-grade commercial car parks.

Precinct ambition:

A consolidated mid-rise precinct contributing to the boulevard character of Maroondah Highway with integrated community and institutional opportunities between Warrandyte Road and Bardia Street.

This precinct holds considerable opportunity for change as a complementary extension of Ringwood's urban core. This can be supported by notable civic, retail, institutional or community functions to the north-west abutting Eastland, stronger urban form defining each side of the Maroondah Highway spine and more subtle residential growth in transition to the north. The profile of redevelopment will enhance the presentation of Warrandyte Road and Maroondah Highway with particular regard to ground floor activation. Taller development to the edge of the precinct will transition down to its residential and open space abutments.



Precinct 5: Pitt Street Precinct

Precinct 5 comprises the predominantly residential area wedged between the rail corridor east of Ringwood Station and the southern extent of Ringwood MAC boundary. Other uses include a church and a family services facility. The precinct includes six dwellings subject to the Heritage Overlay. Many properties within the precinct are subject to strata title subdivision.

Precinct ambition:

Moderate residential infill in an established suburban landscape setting.

Urban blocks between the railway line and Bedford Road will retain a consistent medium density residential format, with opportunities for moderate consolidation on larger amalgamated sites. Redevelopment of this precinct will maintain an established garden setting as part of a transition to hinterland beyond Ringwood MAC core.

Precinct 6: Ringwood Station Precinct

Precinct 6 defines the southern gateway into Ringwood MAC via Station Street as it extends between Warrandyte and Wantirna Roads. It also occupies the major public transport node of Ringwood Station and bus interchange.

The north-western boundary of the precinct is formed by Clocktower Park. The precinct abuts the retail core precinct to the north and a residential area to the south.

Precinct ambition:

Future transit-oriented development opportunities around Ringwood Station and a key entry into Ringwood MAC.

This precinct embodies the public transport core of the city and place, and therefore can support substantial change to its north abutting precinct. At the southern edge development opportunities can be realised on larger allotments close to Ringwood Station. Higher form may be strategically positioned along Maroondah Highway adjacent to the key junction with Ringwood Street, to demarcate the Clocktower Park and Ringwood MAC core. Transition can be provided on properties south of Station Street to the lower scale residential area (GRZ1) to the south of Ringwood MAC.



Precinct 7: Heatherdale Station Precinct

Precinct 7 defines the western entrance to Ringwood MAC from the Heatherdale Road and Maroondah Highway junction. It also encompasses one of two major public transport connections to Ringwood MAC at Heatherdale Station. Along its southern boundary are urban blocks fronting Molan Street abutting the rail corridor. These urban blocks are separated by Eastlink and currently comprise industrial uses and power line towers. This area comprises largely industrial buildings and is separated from the remainder of Ringwood MAC by Eastlink.

Precinct ambition:

Fringe transit-oriented development opportunities addressing Heatherdale Station and Maroondah Highway with low rise industrial precinct defining the south western approach into Ringwood MAC.

At the western approach into Ringwood MAC, future redevelopment of redundant or ageing industrial land should demonstrate a new regime of mixed-uses with a strong employment function. Forms should also reinforce an improved public space contribution – severely lacking in the former industrial context. Higher form should be located towards the Maroondah Highway and Eastlink junction, in transition down along its residential abutments to the west.

Acknowledge the precinct's location between the future mixed-use spine Maroondah Highway and the established residential precinct east of New Street. The industrial precinct will support employment functions and a new and improved 'public' presentation to the south.



Molan Street, Ringwood



5 Building Height, Typology and Interfaces

5.1 Urban design principles

5.1.1 Factors influencing urban design outcomes

Following review of the 2004 Masterplan, the following urban design principles are considered relevant and a foundation for the Ringwood MAC Urban Design Guidelines (Hansen Partnership).

Urban Design Principle 1 (P1): Activity Centre Definition

Objectives

- To define the Activity Centre as an urban form that is distinct from its low-density residential surrounds, through built form typologies that correspond to Ringwood MAC status
- To define the Activity Centre's edges and improve its image and legibility.

Urban Design Principle 2 (P2): Subdivision Pattern

Objectives

- To encourage land consolidation that realise integrated development outcomes within the Activity Centre
- To support increased development intensity on larger sites, without diminishing the importance of designated feature forms
- To encourage site specific development responses on particularly large sites.

Urban Design Principle 3 (P3): Gateway and Landmarks

Objectives

- To encourage development of high-quality form that heightens the sense of arrival at Ringwood MAC at key junctions and entries into the centre
- To support wayfinding into and through Ringwood MAC at both a macro (urban form) and micro (streetscape) level.

Urban Design Principle 4 (P4): Amenity

Objectives

- To ensure building heights do not result in the impact of unreasonable overshadowing impact on private land and public (footpaths and open space)
- To ensure future development maintains solar access to footpaths between 11.00 to 14.00 at the equinox (22 September).
- To ensure future development minimises overshadowing impact to existing and future open space between 11.00 to 14.00 at the winter solstice (22 June)
- To provide separation between buildings (above street wall/podium) to facilitate outlook and amenity for existing and future building occupants.



Urban Design Principle 5 (P5): Landscape and Environment

Objectives

- To advance and improve the boulevard character of Maroondah Highway
- To retain the established garden setting of residential streets
- To encourage development that reinforce the landscape character of the Mullum Mullum Creek environment
- To provide opportunities for new landscaping including additional canopy tree planting and understorey vegetation
- To support landscaping opportunities in between buildings and along street frontages, consistent with the valued streetscape character of residential precincts
- To enhance existing open spaces and provide opportunity for new open space on redevelopment sites
- To minimise the impacts of new development on natural waterways, and to encourage the integration of water saving measures.

Urban Design Principle 6 (P6): Street Definition

Objectives

- To commonly adopt new development with a clear street wall that is proportionate to its abutting street width
- To adopt upper-level setbacks above the street wall to emphasise the prevailing street wall effect at street level
- To encourage continuous street edges which invite active ground floor frontages
- To locate servicing and car parking located away from primary frontages
- To encourage utilisation and extension of the existing laneway network for pedestrian connections and services, through ground level setback to achieve widened lanes.

Urban Design Principle 7 (P7): Topography

Objectives

- To encourage development that reinforces Ringwood's topography and landscape character
- To ensure that feature forms occupy land at higher points that are noticeable in the skyline across Ringwood MAC
- To encourage future development that does not result in excessive and exposed cut and fill visible from public space.

Urban Design Principle 8 (P8): Transition

Objectives

- To ensure a legible transition in building scale within Ringwood MAC from its higher core to its lower fringe
- To provide sufficient gradual transition between adjoining redevelopment sites and any existing buildings
- To ensure urban form transitions are provided between residential and commercial precincts that are sensitive to the land use function.

The urban design guidelines foundation (refer to Table 1) informs the building heights and interface map.




Urban Design Guidelines Foundation										
Precincts and roles			Urban Design Principles							
			P1	P2	P3	P4	P5	P6	P7	P8
Precinct		Primary role	Activity Centre definition	Subdivision pattern	Gateways & landmarks	Amenity	Landscape & environment	Street definition	Topography	Transition
1	Urban Centre	Retail, commercial, transit	●	●	●	●	●	●	●	
2	Western	Commercial/office, lifestyle, retail	●		●	●	●	●	●	●
3	North-Western	Residential		●		●	●		●	
4	Eastern	Institution, residential, commercial/office	●	●	●	●	●	●	●	●
5	Pitt Street	Residential		●			●			
6	Ringwood Station	Civic/community transit	●		●	●		●		●
7	Heatherdale Station	Transit	●					●	●	●

Table 1: Urban Design Guidelines Foundation (Hansen Partnership, November 2018)



Table 2: Development typologies (Hansen Partnership, November 2018)

	Small scale	Medium scale	Large scale
Preferred building height*	14.5m (4 storeys) to 21m (6 storeys) Setback and separated form.	28.5m (8 storeys) Street wall based.	53m (15 storeys) Podium-tower form.
Designation	Located at the outer edge of Ringwood MAC.	Located on non-residential land with minimal direct interface to existing residential land.	Located at key entries into Ringwood MAC, at key designated junctions within the MAC.
	Located at topographical low points.	Located at topographical high points.	Located on sites which can contribute to the overall wayfinding, legibility and sense of place for Ringwood MAC, including key destinations.
	Located along residential interface (outside Activity Centre boundary), or within residential precinct (within Active Centre boundary).	Located on identified sites requiring specific design response (i.e., Costco site, Ringwood Town Square, potential sites suitable for future institutional education facilities).	Located on large lots (minimum 2,000m ²), where off-site amenity impact can be minimised.
	Building heights designation relate to the following principles: 4-storey development on lots generally greater than 1,500m ² 6-storey development on lots generally greater than 2,500m ²		
Precedent			



5.2 Development Typologies

5.2.1 Building heights

The building heights within Ringwood MAC have been generally devised by council and VPA, however Hansen Partnership has sought to 'tailor' proposed urban form (within the designated heights) on the premise of two key factors being:

- Development typology - noting the arrangement of forms within sites; and
- Interfaces - noting a forms relationship with streets or other boundaries.

Refer to Table 2.

Three sites have been identified as Strategic Development Sites through the 2024 Activity Centre Program update. These were previously identified as "Sites Requiring Specific Response" in the Activity Centre Zone. They fall outside the typologies outlined in Table 1 and are discussed in Section 7 (Strategic Development Sites).

Building Heights and Interface

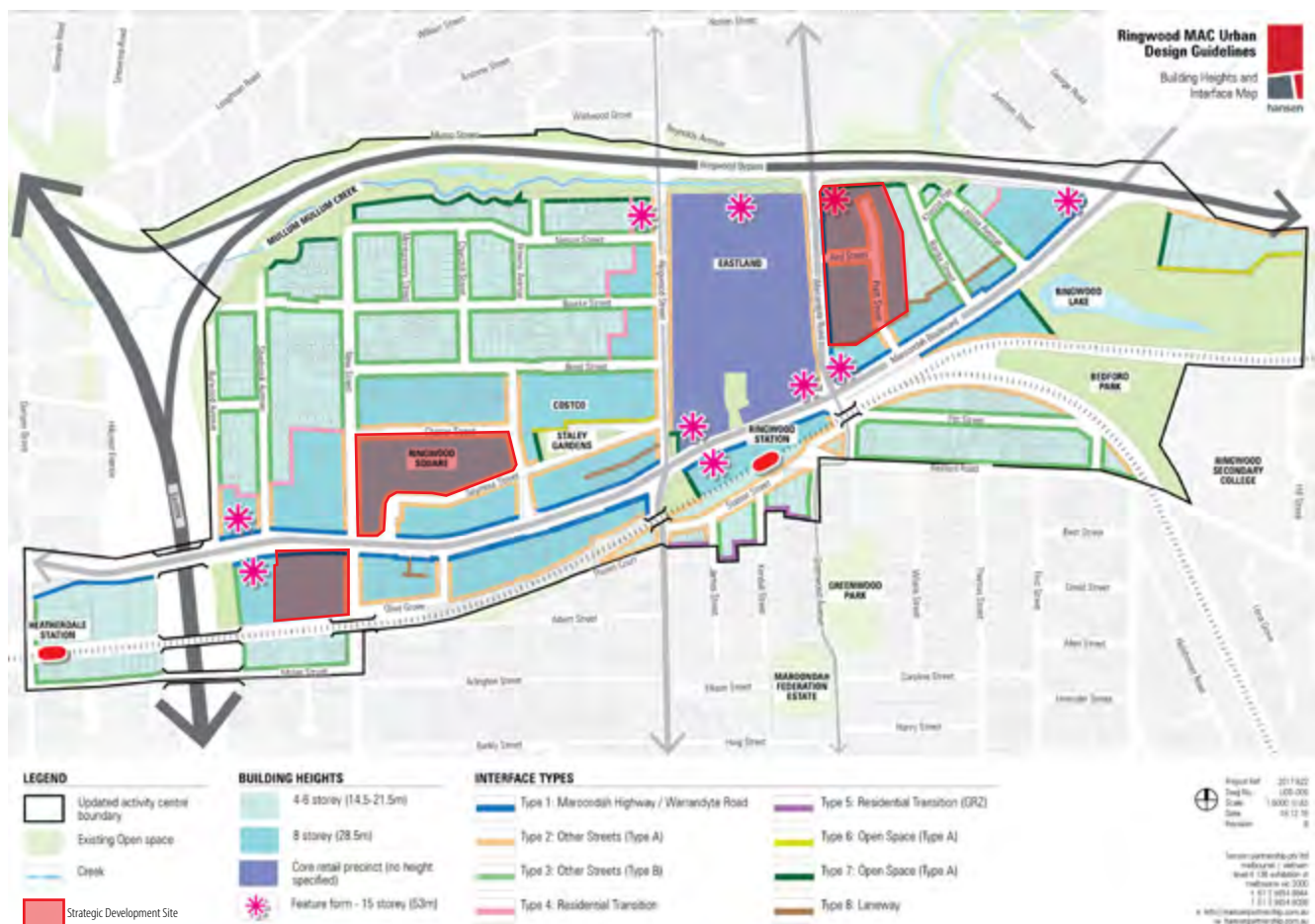


Figure 6: Ringwood MAC Building Heights and Interface (Hansen Partnership, November 2018 & Hansen Partnership in consortium with Plus Architecture & McGregor Coxall, 2024)

NOTE: Strategic Development Sites are discussed in Section 7.



5.2.2 Typical Interface Response

Type 1: Maroondah Highway/Warrandyte Road

Application

- Higher order roads (typically 25–30m) within the core of Ringwood MAC.
- Pedestrian priority routes.
- Non-residential streetscapes.

Interface Response

- 6-storey (21.5m) street wall.
- Ground floor setback along pedestrian priority routes where footpath/verge is less than 4m.
- Setback behind street walls/podiums:
 - 5m.
 - Greater than 5m on Feature Form sites subject to overshadowing of footpaths (at equinox between 11.00–14.00).

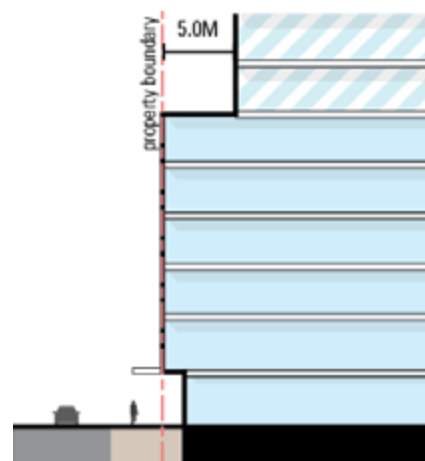


Figure 7: Type 1 Interface
Maroondah Highway/
Warrandyte Road (Hansen
Partnership, November
2018)

Objectives

- To adopt a street wall response that is proportionate to its street width.
- To adopt upper-level setback above the street wall to emphasise the prevailing street wall/podium effect at street level.
- To encourage continuous street edges which invite active ground floor frontages conducive to main streets and commercial areas.
- To avoid overshadowing of footpaths on Maroondah Highway (south side) and Warrandyte Road (both sides) between 11.00–14.00 at equinox.
- To establish a consistent footpath width along Maroondah Highway.

Type 2: Other Streets (Type A)

Application

- Lower order streets (typically 15–20m).
- Pedestrian priority route.
- Non-residential streetscape.
- Mt Dandenong Road, at the north eastern boundary of Ringwood MAC.

Interface Response

- 4 storey (14.5m) street wall.
- Ground floor setback along pedestrian priority route where footpath/verge is less than 4m along Ringwood Street.
- Setback behind street wall/podium:
 - 5m.
 - Greater than 5m on Feature Form sites subject to overshadowing of footpaths (at equinox between 11.00–14.00).

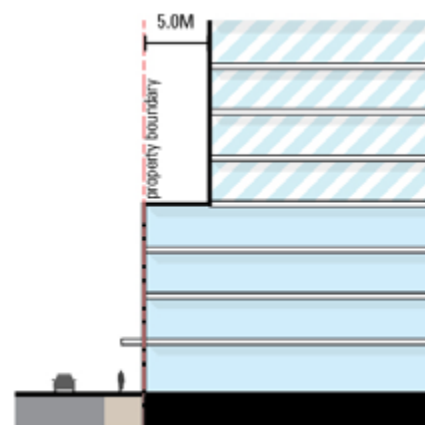


Figure 8: Type 2 Interface
Other Streets (Type A)
(Hansen Partnership,
November 2018)



Objectives

- To adopt a street wall response that is proportionate to its street width.
- To adopt upper-level setback above the street wall to emphasise the prevailing street wall/podium effect at street level.
- To encourage continuous street edges which invite active ground floor frontages conducive to main streets and commercial areas.
- To avoid overshadowing of footpaths (opposite side) between 11.00–14.00 at equinox.
- To establish a consistent footpath width along Ringwood Street.
- To achieve a legible transition to residential precinct.

Type 3: Other Streets (Type B)

Application

- Lower order streets (typically 15m).
- Residential streetscape.

Interface Response

- 3 storey (11.5m) podium.
- 3m ground level setback from street frontage.
- 5m setback above podium.

Objectives

- To adopt upper-level setback above the street wall to emphasise the prevailing podium effect at street level.
- To retain the established garden setting of residential streets.
- To provide opportunities for new landscaping including additional street trees and understorey vegetation.
- To avoid repetitive stepped forms.

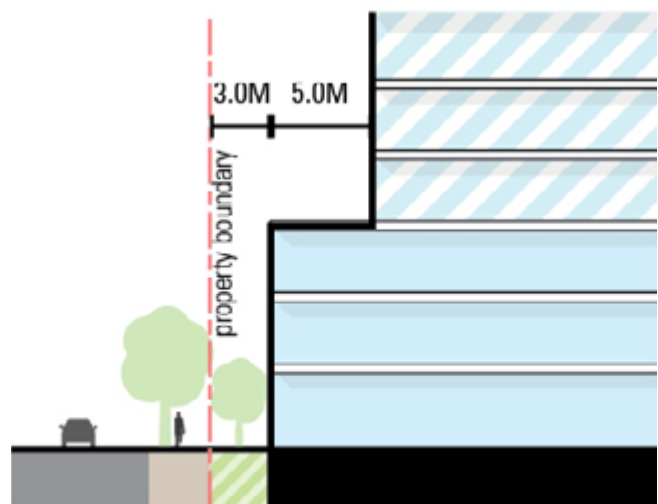


Figure 9: Type 3 Interface Other Streets (Type B) (Hansen Partnership, November 2018)

Type 4: Residential Transition

Application

- Where the sides and rears of commercial development abut residential areas in absence of existing rear laneway.

Interface Response

- 4 storey (14.5m) building base/podium.
- 3m setback at ground level.
- Setback behind street wall/podium:
 - 5m setback above 4 storeys (14.5m).
 - Greater than 5m above 4 storeys (14.5m) on Feature Form sites to minimise visual bulk impact.

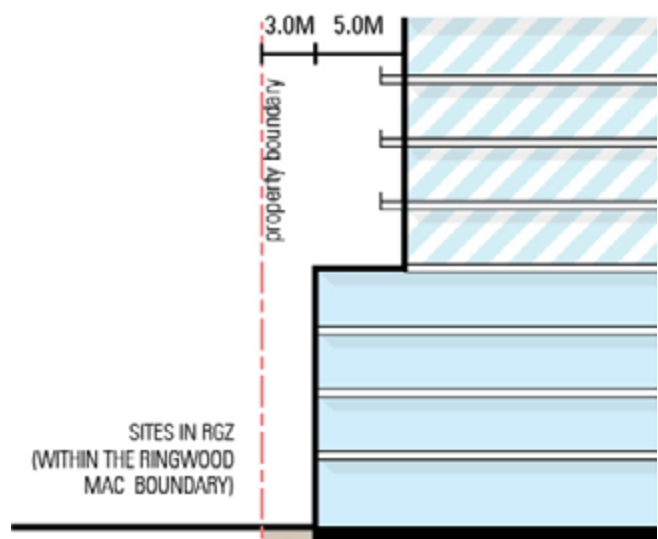


Figure 10: Type 4 Interface Residential Transition (Hansen Partnership, November 2018)



Objectives

- To support increased development opportunity within a Ringwood MAC context with regards to amenity requirement for existing and future occupants (residents/workers).
- To ensure a legible transition is provided between residential and commercial precincts.
- To provide transition from feature form sites to surrounds, particularly residential areas.
- To encourage street level activation along commercial streets with servicing and car parking located away from the primary frontage.
- To avoid repetitive stepped forms.
- To minimise amenity impact on adjoining dwelling.

Type 5: Residential Transition (GRZ)

Application

- Common boundaries (side/rear) of residential sites in Precincts 3, 4 and 5.
- This interface type has not been shown on individual allotments in Figure 11: (Building Heights and Interface).

Interface Response

- ResCode B17 for the first 4 storeys (up to 14.5m).
- 3 storey (11m) building base/podium.
- 3.5m setback above 3 storeys (11m).

Objectives

- To support increased residential development opportunity on consolidated land with regards to amenity requirement for existing and future occupants.
- To retain established garden setting of residential precinct.
- To support landscaping opportunities in between buildings and along street frontages, consistent with the valued streetscape character of residential precincts.
- To avoid repetitive stepped forms.
- To minimise amenity impact on adjoining dwelling.

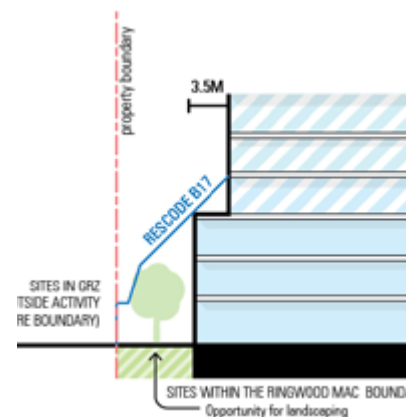


Figure 11: Type 5 Interface Residential Transition (GRZ) (Hansen Partnership, November 2018)



Type 5: Residential Transition (GRZ) Precinct 6

Application

- Southern common boundaries (rear/side) with residential sites (GRZ) outside the activity centre boundary in Precinct 6.

Interface Response

- ResCode B20 for the first 4 storeys (up to 14.5m) from southern boundaries with a direct abuttal to GRZ (outside activity centre boundary).
- 3 storeys (11m) building base/podium.
- 3.5m setback above 3 storeys (11m).

Greater setbacks may be required to limit additional overshadowing on existing private open space, however due to the depth of Precinct 6 allotments abutting the GRZ.

Objectives

- To support increased residential development opportunity on consolidated land with regards to amenity requirement for existing and future occupants.
- To retain established garden setting of residential precinct.
- To support landscaping opportunities in between buildings and along street frontages, consistent with the valued streetscape character of residential precincts.
- To avoid repetitive stepped forms.
- To minimise amenity impact on adjoining dwelling.

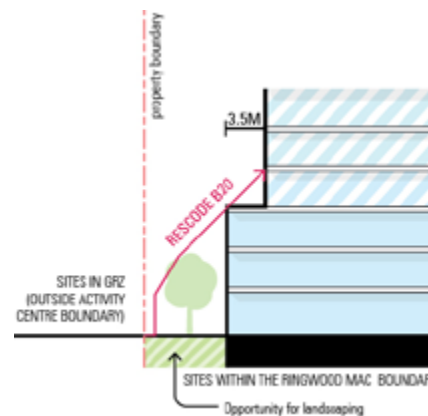


Figure 12: Type 5 Interface Residential Transition (GRZ) Precinct 6 (Hansen Partnership, November 2018)

Type 6: Open Space (Type A)

Application

- Abuttal with public open space to the south.

Interface Response

- 3 storeys (11m) building base/podium built to boundary.
- 29 degree angle setback above 3 storeys (11m).

Objectives

- To encourage active uses at ground and upper-levels adjacent to public open space to improve surveillance.
- To encourage direct pedestrian access to ground floor from existing/future open space.
- To minimise overshadowing impact on Staley Gardens and Ringwood Lake Park between 11.00-14.00 at winter solstice.
- To avoid repetitive stepped form within the 29 degree angle.

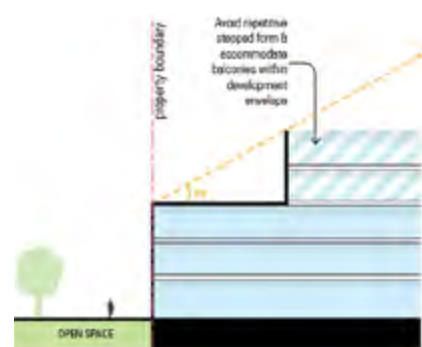


Figure 13: Type 6 Interface Open Space (Type A) (Hansen Partnership, November 2018)



Type 7: Open Space (Type B)

Application

- Abuttal with existing and future open space to the north, east or west.

Interface Response

- 4 storeys (14.5m) building base/podium built to boundary.
- 5m setback above street wall/podium.

Objectives

- To encourage active uses at ground and upper levels adjacent to public open space to improve surveillance.
- To encourage direct pedestrian access to ground floor from existing/future open space.
- To minimise overshadowing impact on Staley Gardens and Ringwood Lake Park between 11.00–14.00 at winter solstice.

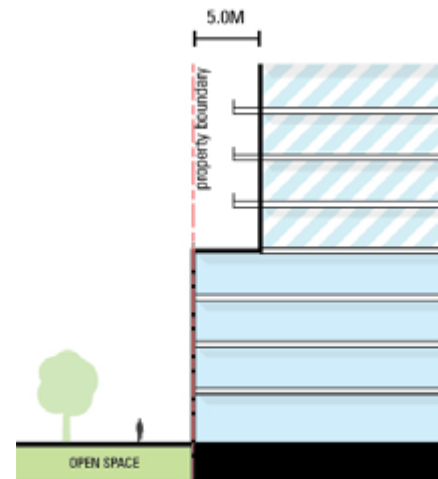


Figure 14: Type 7 Interface Open Space (Type B) (Hansen Partnership, November 2018)

Type 8: Laneway

Application

- Existing laneway/mid-block pedestrian links, typically 3-4m wide (ie. Bentley Lane).

Interface Response

- 3 storey (11m) building base/podium.
- 3m ground level setback from centreline of laneway.
- 1.5m upper-level setback above building base/podium.

Objectives

- To encourage utilisation and extension of existing laneway network for pedestrian connection and services through ground level setback.
- To provide separation between buildings (above street wall/podium) to facilitate outlook and amenity to existing and future building occupants (residents/workers).

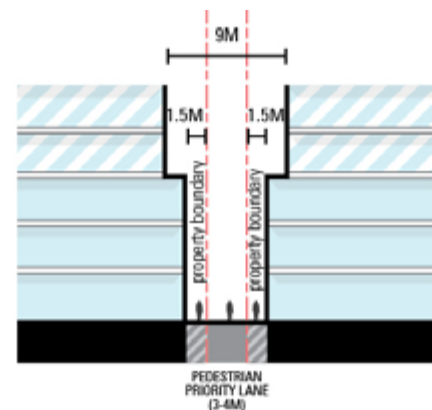


Figure 15: Type 8 Interface Laneway (Hansen Partnership, November 2018)



Type 9: Maroondah Highway/Warrandyte Road Strategic Development Site Interface

Application

- Higher order roads (typically 25–30m) within the core of the Ringwood MAC.
- Pedestrian priority routes.
- Non-residential/institutional streetscapes.

Interface Response

- 6-storey (21m) street wall/podium.
- Ground floor setback to be measured from the site boundary.
- Setback behind street wall/podiums:
 - To comply to the building separation controls specified in section 7.1.3
 - To comply to the overshadowing requirements specified in section 7.1.6
 - A minimum of 5m, where greater setbacks are not required to meet the setbacks listed above.

Objectives

- To adopt a street wall/podium response that is appropriate to its street width, and its strategic development site status.
- To establish a legible transition into the strategic development site from higher order road.
- To establish a considerate transition between existing areas and the strategic development site's preferred building heights.
- To adopt an upper-level setback above the street wall/podium to emphasise the prevailing street wall/podium effect at the street level.
- To encourage continuous street edges which invite active ground floor frontages conducive to main streets and commercial areas.
- To avoid overshadowing of footpaths on Maroondah Highway (south side) and Warrandyte Road (both sides) between 11.00–14.00 at equinox.

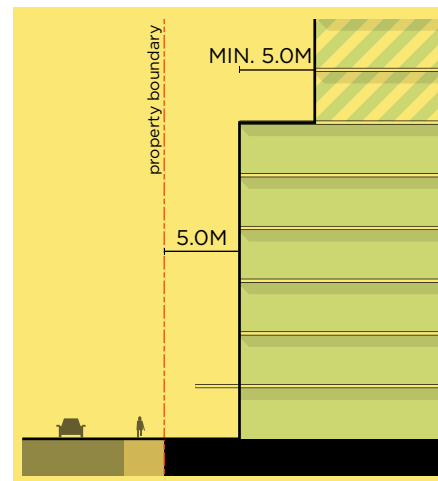


Figure 16: Type 9 Interface Maroondah Highway/Warrandyte Road (Activity Centre Program, 2024)



6 Precinct Framework

1. Urban Centre Precinct



Figure 17: Urban Centre Precinct Framework Plan (Hansen Partnership, November 2018)



Primary role

- Retail
- Commercial

Secondary role

- Civic

Influences

- An island precinct, separated from residential hinterland and other precincts within the Activity Centre boundary by existing road network, including Maroondah Highway (south) and Eastlink (north).
- Some low rise, commercial form at the south western corner.
- Recently constructed civic facility (Realm and Town Square) at the southern edge with frontage to Maroondah Highway.
- Existing canopy tree planting within existing street verges along Warrandyte Road and Ringwood Street.
- A direct interface to Mulum Mulum Creek to the north.
- Vehicle orientated streetscapes along Maroondah Highway and side streets.
- Ringwood Station and bus interchange to the south.
- Exposure to Ringwood Bypass (north), railway corridor (south), Ringwood Street (west) and Warrandyte Road (east).

Precinct Guidelines – Development

- Encourage commercial, or retail uses within the podium with complementary uses above that contribute to the activation and surveillance of the public realm.
- Encourage the creation of taller feature form at the following locations to contribute to the sense of arrival into Ringwood MAC:
 - Above existing Eastland Shopping Centre towards Ringwood Bypass.
 - North-eastern corner of Maroondah Highway and Ringwood Street junction.
 - North-western corner of Maroondah Highway and Warrandyte Road junction.
- Encourage greater activation of buildings at street level.





Precinct Guidelines – Landscape and Environment

- Encourage ground level setbacks along Maroondah Highway for footpath widening and landscaping opportunity as the primary Activity Centre streetscape with high levels of pedestrian amenity and forming an inviting corridor for Ringwood MAC
- Encourage a consistent 4m (minimum) footpath width along Ringwood Street which may require public realm upgrade and ground level setback on private properties
- Ensure future development that maintains long term viability of existing canopy trees within the public realm
- Encourage public realm upgrades along Civic Place as one of the key pedestrian entry into the precinct
- Retain and encourage improvement to existing pocket park at 139A Maroondah Highway as a key gateway feature into Ringwood MAC
- Encourage greater activation at street level.

Precinct Guidelines – Access and Movement

- Provide for a new centrally located signalised intersection across Maroondah Highway to facilitate improved bus access to the bus interchange and Ringwood Station
- Encourage future redevelopment along Ringwood Street provide new, high amenity east-west pedestrian connection
- between Core Retail precinct (Eastland) and future mixed-use precinct to the west
- Implement traffic calming measures at the intersection of Ringwood Street with Bourke Street and Seymour Street to enable safer pedestrian movement and improvement to the pedestrian network.





2. Western Precinct



ACCESS AND MOVEMENT

- Precinct boundary
- Existing surface car park
- Enhance existing pedestrian link
- New pedestrian link*
- Future service access (min. 6m)*
- New/infill footpath
- Front setback for footpath widening / landscape opportunities
- Proposed new shared path*
- Proposed signalised intersection
- Proposed pedestrian priority intersection treatment
- Proposed new signalised pedestrian crossing
- Opportunity for shared way / improved pedestrian connectivity
- Proposed laneway widening / extension
- Existing pedestrian bridge

DEVELOPMENT

- Site requiring specific response
- Feature form site
- Strategic Development Site

PUBLIC REALM

- Existing open space
 - Potential integrated future open space*
 - Opportunity for street greening
- * Locations shown are indicative only.

Figure 18: Western Precinct Framework Plan (Hansen Partnership, November 2018) & Hansen Partnership in consortium with Plus Architecture & McGregor Coxall, 2024)

NOTE: Strategic Development Sites are discussed in Section 7



Primary Role

- Commercial/office
- Lifestyle retail (showrooms)

Secondary Role

- Retail
- Institution/civic
- Residential

Influences

- Established large format retail, such as Ringwood Square Shopping Centre and Costco and light industrial warehouses
- Some low rise, medium density villa-unit development along Bond Street
- Vehicle orientated streetscapes along Maroondah Highway and side streets
- Inconsistent pedestrian environment, i.e. narrow or non-existing footpaths
- Commercial/residential interface
- MAC gateway sites at northern and western boundaries
- Existing and approved developments of 7 to 19 storeys in height
- Existing strata titled residential land
- Interface with Eastland along Ringwood Street
- Staley Gardens
- Exposure to Eastlink (west), rail corridor (south) and Maroondah Highway (central).

Precinct Guidelines – Development

- Encourage consistent, taller built form along either side of Maroondah Highway to achieve a coherent boulevard effect
- Encourage the creation of taller feature form at the following locations to contribute to the sense of arrival into Ringwood MAC:
 - South-western corner of Eastlink and Ringwood Street.
 - North-eastern corner of Maroondah Highway and Eastlink.
 - South-eastern corners of Maroondah Highway and Eastlink.
- The Western Gateway SDS on the south western corner of Maroondah Highway and New Street should contribute to the sense of arrival into the Ringwood MAC, and is encouraged to be consolidated/developed as a single development.
- Ensure built form along Maroondah Highway responds to sloping topography and provides recessed upper-levels.
- Encourage office development, or retail uses within the podium with residential uses above that contribute to the activation and surveillance of the public realm from within the upper-levels.
- Ringwood Square Shopping Centre Site: Encourage revitalisation of the site, including development of the existing at-grade commercial car park. This site is identified as the Ringwood Square SDS.
- Costco Site: Explore opportunities for upper-level development that contributes to the activation and surveillance of the public realm within the upper-levels and potentially in line with the Activity Centre Program. Future redevelopment of this amalgamated urban block will require a site-specific response.
- Development of sites requiring specific response, including identified Strategic Development Sites, should be arranged as a 'suite of forms', rather than a single development envelope.



Bond Street, Ringwood

Precinct Guidelines – Landscape and Environment

- Encourage ground level setbacks for footpath widening along Maroondah Highway and Ringwood Street as the primary Activity Centre streetscape with high levels of pedestrian amenity and forming an inviting corridor for Ringwood MAC
- Encourage extension of Staley Gardens to Market Street and Ringwood Street
- Retain and enhance street landscaping along Bond Street.

Precinct Guidelines – Access and Movement

- Implement additional footpaths along Bond Street (south side) and Charter Street (north side)
- Implement a consistent 4m (minimum) footpath width along Ringwood Street which may require public realm upgrade and ground level setback on private properties
- Provide for a new signalised pedestrian crossing across Maroondah Highway for improved pedestrian safety between Charter Street and Olive Grove
- Provide for a new pedestrian connection between Maroondah Highway and Thanet Court (across rail line) to facilitate north-south pedestrian movement into the Activity Centre from the south
- Create a shared zone treatment along Seymour Street (between Market and Ringwood Streets) that prioritises pedestrian and cyclist movement

- Provide for a new high amenity pedestrian connection between the Western Precinct and Core Retail Precinct (Eastland) across Ringwood Street
- Encourage future redevelopment of 'sites requiring specific response' to retain existing pedestrian link, with opportunities for additional pedestrian connections to improve site permeability
- Encourage future east-west shared user paths between New Street and Sherbrook Avenue
- Implement pedestrian intersections along New Street
- Investigate opportunity for a new pedestrian link across Ringwood Square continuing the Seymour Street alignment
- Investigate improvements to the intersection of Ringwood Street with Bourke Street and Seymour Street to enable safer pedestrian movement
- Ensure servicing and car parking access to be accommodated from existing rear/side laneways to minimise vehicular crossovers along primary street frontage
- Encourage widening and potential extension of existing laneway to facilitate safe vehicular and pedestrian access
- Encourage the creation of new laneway along rear boundary of commercial properties fronting Ringwood Street.



3. North Western Precinct

Primary Role

- Residential
- Secondary Role
- N/A

Influences

- Mullum Mullum Creek
- Some low rise, medium density villa-unit developments
- Emerging mid-rise apartment developments on consolidated sites (two or more) **between 4 to 8 storeys** with basement car parking
- Consistent setback from street frontage for front gardens
- Clear building separation provided by side setbacks
- Notable slope and topography variation
- Existing at grade car park provides separation from commercial spine along Ringwood Street.

ACCESS AND MOVEMENT

- Precinct boundary
- Proposed new shared path
- Signalised pedestrian crossing
- Existing pedestrian bridge
- Existing trail
- New pedestrian link*

PUBLIC REALM

- Existing open space
- Opportunity for street greening

* Locations shown are indicative only.



Figure 19: North Western Precinct Framework Plan (Hansen Partnership, November 2018)



Precinct Guidelines – Development

- Ensure high quality infill apartment development to complement and enhance the role of Ringwood MAC
- Ensure the consolidation and development of sites occurs in a progressive manner and does not result in creation of small, isolated holdings of land of limited development potential
- Encourage consistent built form response and ensure visual dominance of upper-levels are minimised when viewed from the street
- Ensure a high standard of residential amenity for future residents and neighbouring properties.

Precinct Guidelines – Landscape and Environment

- Ensure retention of front setback for landscaping opportunity, contributing to the streetscape character and amenity within the public realm
- Encourage retention of existing ground level setback along Bardia Street, Khassa Parade and Larissa Avenue with opportunities for additional landscaping and public realm improvement
- Ensure new developments provide an outlook towards Mullum Mullum Creek, and provide passive surveillance to the adjacent parkland
- Ensure the front setback of a residential building provides for visual and physical transition between the streetscape and the development
- Ensure all setbacks be planted with substantial tree cover to ‘soften’ the impact of new buildings on the streetscape.

Precinct Guidelines – Access and Movement

- Enable the creation of a mid-block pedestrian link between Bond and Nelson Street
- Explore opportunities for a new east-west road connection and signalisation of the intersections of New Street and Sherbrook Avenue to reduce the emphasis of through traffic along Maroondah Highway
- Provide vehicle access driveways with a form and material that assists in softening the visual and physical dominance of this element in the design of the residential development
- Reduce the presence of car parking and ramps in residential areas through encouraging basement design
- Encourage future east-west shared user paths between New Street and Sherbrook Avenue
- Implement pedestrian intersections along New Street
- Limit the number of vehicle crossovers to maintain the integrity and continuity of residential streetscapes.



4. Eastern Precinct

Primary Role

- Institutional mixed-use

Secondary Function

- Retail
- Residential
- Public Open Space

Influences

- Some existing and approved high-density, mixed-use development along Maroondah Highway and Larissa Avenue
- Heritage Overlay on several properties along Maroondah Highway and Warrandyte Road
- Eastland interface and proximity along Warrandyte Road
- Existing strata titled residential land
- Existing lot consolidation along Warrandyte Road and Pratt Street
- Existing laneways at rear interfaces of Maroondah Highway properties
- Ringwood Lake Park
- Exposure to Maroondah Highway (central), Ringwood bypass/Mt Dandenong Road (north), rail corridor (south), Warrandyte Road (west).

Precinct Guidelines – Development

- Encourage office development, or retail uses within the podium with residential uses above that contribute to the activation and surveillance of the public realm from within the upper levels on non-residential land
- Encourage amalgamation of allotments fronting Warrandyte Road, Aird Street and Pratt Street to support future institution/mixed-use opportunity. These sites, in a consolidated form, are identified as the Eastern Strategic Development Site. Further inclusion of any other adjacent land other than what has been shown under 'Site requiring specific response' within Figure 20, will be subject to a Strategic Development Plan
- Encourage consistent, taller built form along either side of Maroondah Highway to achieve a coherent boulevard effect
- Encourage the creation of taller feature form at the following locations to contribute to the sense of arrival into Ringwood MAC:
 - South eastern corner of Eastlink and Warrandyte Road junction (within the Eastern SDS).
 - South western corner of Maroondah Highway and Mt Dandenong Road.
- Development of sites requiring a specific response, including the identified SDS, should be arranged as a 'suite of forms', rather than a single development envelope
- Ensure high quality infill apartment development on residential land to complement and enhance the role of Ringwood MAC
- Ensure a high standard of residential amenity for future residents and neighbouring properties
- Encourage consistent built form response and ensure visual dominance of upper-levels are minimised when viewed from the street.



ACCESS AND MOVEMENT

- Precinct boundary
- Enhance existing pedestrian link
- New pedestrian link*
- Front setback for footpath widening / landscape opportunities
- Future service access (min. 6m)*
- Proposed new vehicle access*
- New freeway exit*
- Proposed signalised intersection
- Proposed intersection treatment
- Proposed laneway widening
- Existing trail
- Investigate road widening to allow for SUP and bicycle facilities*

DEVELOPMENT

- Site requiring specific response
- Feature form site
- Sites within heritage overlay
- Existing fire station building (heritage)
- Strategic Development Site (indicative boundary)

PUBLIC REALM

- Existing open space
- Potential integrated future open space*
- Opportunity for street greening

* Locations shown are indicative only.

Figure 20: Eastern Precinct Framework Plan (Hansen Partnership, November 2018 & Hansen Partnership in consortium with Plus Architecture & McGregor Coxall, 2024)

NOTE: Strategic Development Sites are discussed in Section 7



Precinct Guidelines – Landscape and Environment

- Encourage ground level setbacks for footpath widening along Maroondah Highway and Ringwood Street as the primary Activity Centre streetscape with high levels of pedestrian amenity and forming an inviting corridor for Ringwood MAC
- Encourage future redevelopment of 'sites requiring specific response' to accommodate new open space
- Encourage the creation of a new open space opportunity at the junction of Maroondah Highway and the railway line
- Ensure retention of front setback for landscaping opportunity, contributing to the streetscape character and amenity along residential streets
- Encourage retention and enhancement of street landscaping along Warrandyte Road, Bardia Street, Larissa Avenue and Khassa Parade

Precinct Guidelines – Access and Movement

- Encourage opportunities for new road connections and a new signalised intersection along Maroondah Highway for improved permeability
- Encourage future redevelopment of 'sites requiring specific response' along Warrandyte Road to provide new, high amenity east-west pedestrian connections between the Core Retail precinct (Eastland) and residential precinct to east
- Investigate opportunity for widening of Warrandyte Road between Eastlink and Maroondah Highway to accommodate bicycle facilities and Shared User Path (SUP)
- Encourage a new street connection between Warrandyte Road and Maroondah Highway with a new signalised intersection to reduce the emphasis of through traffic along Warrandyte Road
- Explore opportunities for a new freeway exit (left turn) off the Ringwood Bypass
- Implement traffic calming measures at the intersection of Maroondah Highway with Bardia Street and Larissa Avenue to enable safer pedestrian movement
- Limit the number of vehicle crossovers to maintain the integrity and continuity of residential streetscapes
- Ensure servicing and car parking access to be accommodated from existing rear/side laneways to minimise vehicular crossovers along Maroondah Highway frontage
- Encourage widening and potential extension of existing laneways to facilitate safe vehicular and pedestrian access
- Encourage future redevelopment of 'sites requiring specific response' along Mount Dandenong Road to provide additional northern entries and pedestrian connections to Ringwood Lake Park
- Encourage widening and potential extension of existing laneways to facilitate safe vehicular and pedestrian access.



Larissa Avenue, Ringwood





5. Pitt Street Precinct

Primary Role

- Residential

Secondary Role

- N/A



ACCESS AND MOVEMENT

- Precinct boundary
- Enhance existing pedestrian link
- New pedestrian link*
- Proposed new shared path*
- Proposed intersection treatment
- Signalised pedestrian crossing
- Existing bridge
- Train station
- Existing trail

DEVELOPMENT

- Sites within heritage overlay

PUBLIC REALM

- Existing open space
- Opportunity for street greening

* Locations shown are indicative only.

Figure 21: Pitt Street Precinct Framework Plan (Hansen Partnership, November 2018)



Influences

- Some low-rise, medium-density villa-unit developments
- Heritage Overlay
- Close proximity to Ringwood Station
- Consistent setback from street frontage
- for front gardens
- Clear building separation provided by side setbacks
- Bedford Park
- Railway corridor and residential interface.

Precinct Guidelines – Development

- Ensure high quality infill medium density housing development to complement and enhance the role of Ringwood MAC
- Encourage consistent built form response and ensure visual dominance of upper-levels are minimised when viewed from the street
- Ensure a high standard of residential amenity for future residents and neighbouring properties
- Encourage the repurposing of existing heritage buildings and integration with new development.

Precinct Guidelines – Landscape and Environment

- Ensure retention of front setbacks for landscaping opportunities, contributing to the streetscape character and amenity within the public realm
- Ensure the treed character of the area is retained and discourage the loss of existing canopy trees
- Ensure the front setback of a residential building provides for visual and physical transition between the streetscape and the development
- Ensure front setbacks be planted with substantial tree cover to ‘soften’ the impact of new buildings on the streetscape
- Ensure new developments provide an outlook and provide passive surveillance to adjacent open space
- Ensure all setbacks be planted with substantial tree cover to ‘soften’ the impact of new buildings on the streetscape.

Precinct Guidelines – Access and Movement

- Implement traffic calming measures at the intersection of Warrandyte Road with Pitt Street and Bedford Road to enable safer pedestrian movement
- Limit the number of vehicle crossovers to maintain the integrity and continuity of the streetscape.
- Reduce the presence of car parking and ramps in residential areas through encouraging basement design.



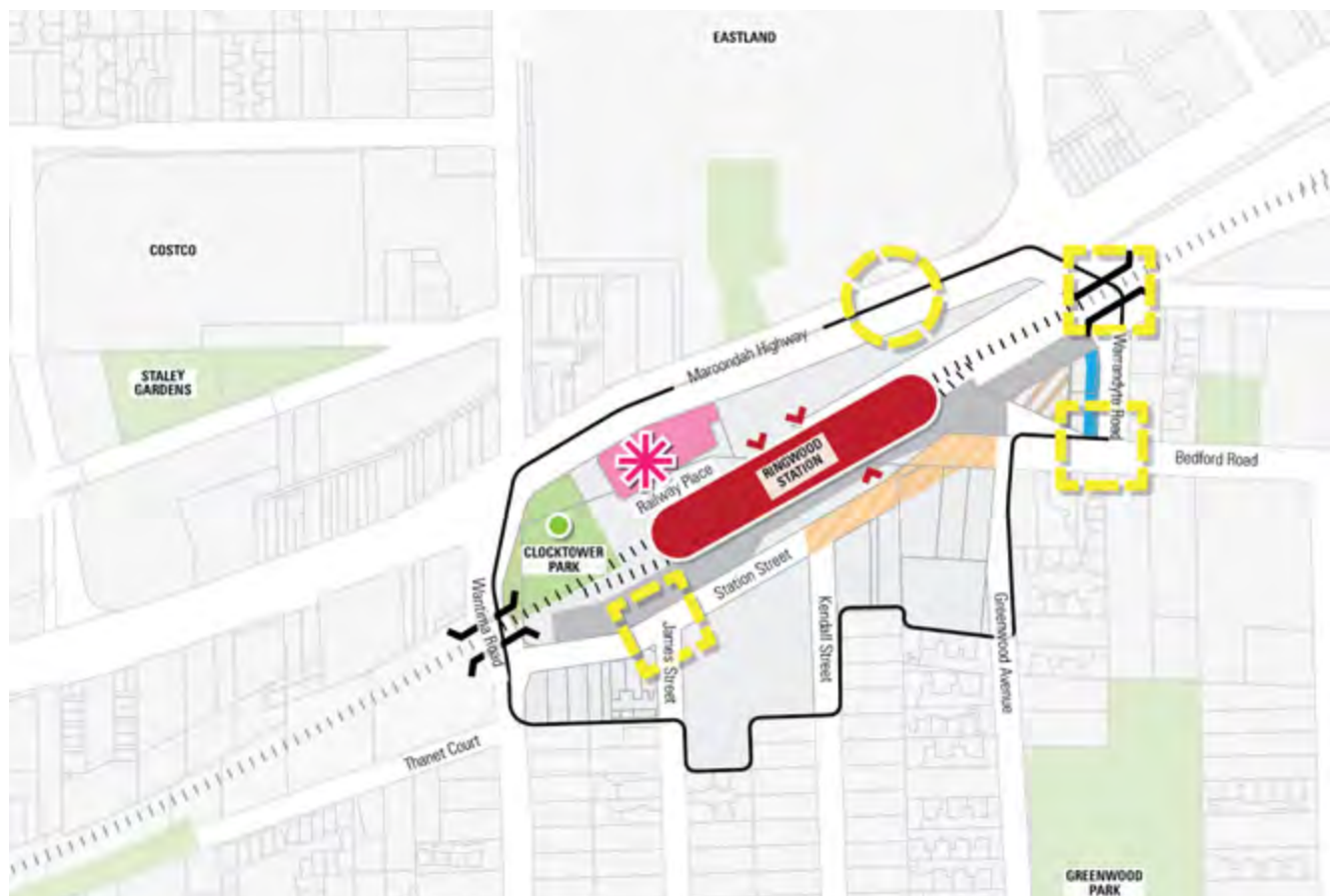
6. Ringwood Station Precinct

Primary Role

- Transport
- Civic

Secondary Role

- Commercial
- Retail
- Residential



ACCESS AND MOVEMENT

- Precinct boundary
- Existing surface car park
- Front setback for footpath widening / landscape opportunities
- Proposed signalised intersection (bus operations)
- Proposed intersection treatment
- Existing bridge
- Opportunity for shared way / improved pedestrian connectivity
- Pedestrian access to station
- Train station

DEVELOPMENT

- Feature form site
- Sites within heritage overlay

PUBLIC REALM

- Existing open space
- Clock tower

Figure 22: Ringwood Station Precinct Framework Plan (Hansen Partnership, November 2018)



Influences

- Ringwood Station.
- Clocktower Park.
- Vehicle orientated streetscapes along Maroondah Highway and side streets.
- Commercial/residential interface.
- Heritage overlay.
- Interface with Eastland along Maroondah Highway.
- Railway corridor runs centrally through the precinct.

Precinct Guidelines – Development

- Encourage a range of transit, retail, commercial, civic and residential land uses, including higher density housing, that maximises the existing public transport infrastructure and provides for activity in the Ringwood Station Precinct across a range of hours
- Encourage the creation of taller feature form adjacent to Ringwood Station with frontage to Maroondah Highway and Clocktower Park, contributing to the sense of arrival into Ringwood MAC
- Encourage consistent, taller built form along either side of Maroondah Highway to achieve a coherent boulevard effect
- Encourage future commercial development along Maroondah Highway to provide activation and sense of address along its interface to Clocktower and Memorial Parks
- Encourage better utilisation and redevelopment of at-grade car parking to create a more favourable ‘people friendly’ quality to the precinct
- Ensure future development fronting Station Street contributes to improving pedestrian amenity and activation at street level

Precinct Guidelines – Landscape and Environment

- Encourage ground level setbacks along Warrandyte Road for footpath widening and landscaping opportunity as one of primary Activity Centre streetscape, forming an inviting corridor for Ringwood MAC
- Retain and encourage improvement to existing Clocktower and Memorial Park as a key gateway to Ringwood MAC
- Explore opportunities for public realm upgrade along the west side of Railway Place as an extension of the Clocktower and Memorial Parks.

Precinct Guidelines – Access and Movement

- Create a shared zone treatment along Station Street (between Kendall Street and Greenwood Avenue) that prioritised pedestrian access to Ringwood Station and demarcate one of key entries into Ringwood MAC
- Implement traffic calming measures at Station Street with James Street intersection and Bedford Road and Warrandyte Road intersection to enable safer pedestrian movement
- Create an inviting and safe pedestrian link between Ringwood Station and Clocktower Park across Railway Place
- Provide for a new centrally located signalised intersection across Maroondah Highway to facilitate improved bus access to the bus interchange and Ringwood Station.



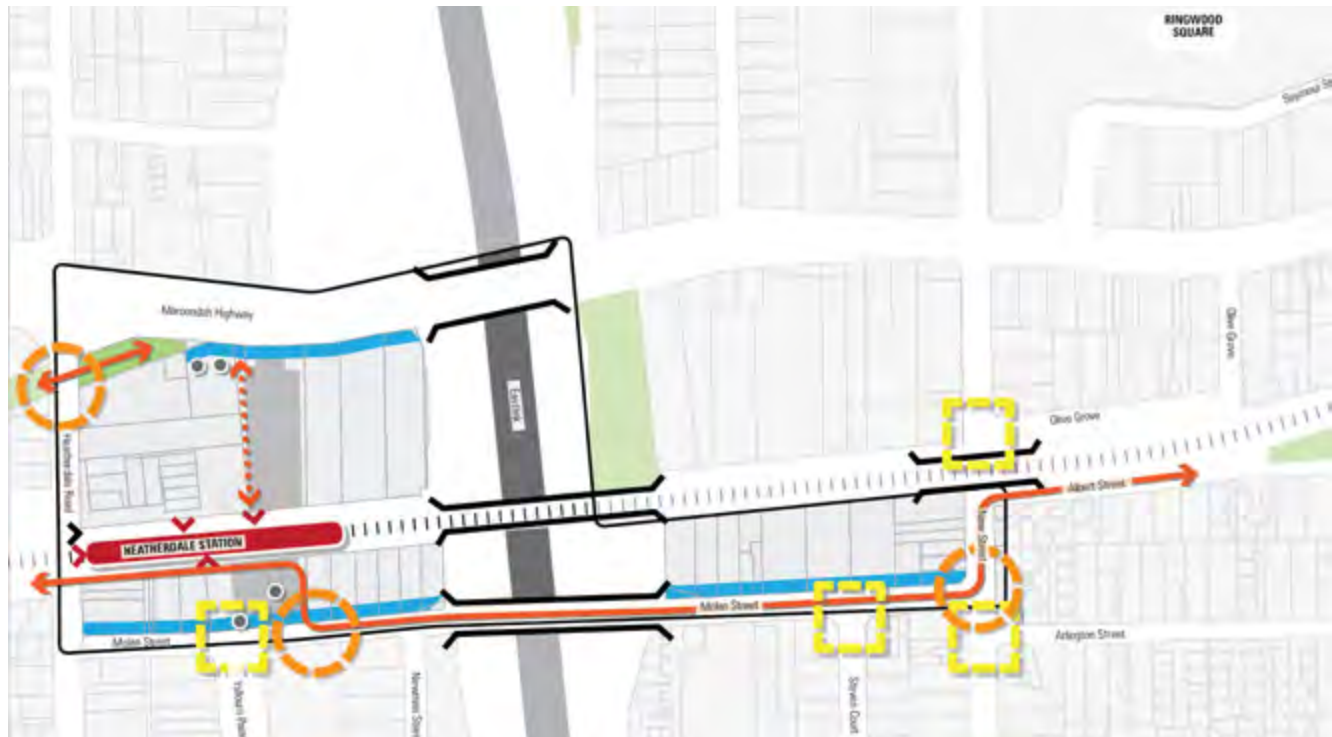
7. Heatherdale Station Precinct

Primary Role

- Transport
- Light manufacturing

Secondary Role

- Commercial
- Residential



ACCESS AND MOVEMENT

-  Precinct boundary
-  Existing surface car park
-  Enhance existing pedestrian link
-  New pedestrian link*
-  Front setback for footpath widening / landscape opportunities
-  Proposed intersection treatment
-  Proposed new signalised pedestrian crossing
-  Existing bridge
-  Vehicular access
-  Pedestrian access to station
-  Train station

DEVELOPMENT

-  Transmission tower

PUBLIC REALM

-  Existing open space

* Locations shown are indicative only.

Figure 23: Heatherdale Station Precinct Framework Plan (Hansen Partnership, November 2018)



Influences

- Gateway definition to Ringwood MAC from the west
- Heatherdale Station
- Separation from Ringwood MAC by Eastlink (east)
- Existing light industrial land use
- Existing transmission towers fronting Maroondah Highway
- Exposure to Maroondah Highway (north), rail corridor (south), Eastlink (east) and Heatherdale Road (west).

Precinct Guidelines – Development

- Encourage future redevelopment of industrial land to retain employment function
- Encourage developments of a larger scale and building height towards the Maroondah Highway and Eastlink junction
- Ensure future redevelopment considers the existing transmission towers at 2 Maroondah Highway
- Encourage future development to contribute to the activation and surveillance of the public realm.

Precinct Guidelines – Landscape and Environment

- Encourage landscaping opportunities within the front setback at 8-12 Maroondah Highway, consistent with the existing character of Whitehorse Road/ Maroondah Highway to the west
- Encourage ground level setbacks along Maroondah Highway with high levels of pedestrian amenity to provide an inviting gateway entrance to the Activity Centre
- Retain and encourage improvement of existing linear reserve at 1 Heatherdale Road as a gateway feature into Ringwood MAC
- Encourage ground level setbacks along Molan Street with high levels of pedestrian amenity to provide an inviting connection from the Activity Centre and residential areas to Heatherdale Station
- Encourage opportunities for street greening within the public realm to create a welcoming streetscape.

Precinct Guidelines – Access and Movement

- Provide for a new signalised pedestrian crossing across Heatherdale Road for improved pedestrian safety and strengthen existing pedestrian connection into the Activity Centre from the west
- Encourage future redevelopment to address station interface to encourage activation and pedestrian movement through the precinct
- Provide for a new high amenity north-south pedestrian link between Maroondah Highway and Heatherdale Station to improve connection to the Station precinct
- Improve the existing pedestrian link from Molan Street to Heatherdale Station to create an inviting and safe connection to the station precinct
- Encourage future redevelopment to consider front setbacks for potential footpath widening or landscape opportunities to facilitate improved pedestrian amenity
- Create a safe intersection at the intersection of New Street and Olive Grove to demarcate the southern approach into Ringwood MAC.



7 Strategic Development Sites

Larger sites with higher development potential have been identified as Strategic Development Sites. This designation reflects their potential contribution to development of further housing in the Ringwood MAC. Specific guidance is needed to ensure that the future built form of these sites is aligned with the objectives of the Activity Centre program and achieves good urban design outcomes.

7.1 Provisions for all Strategic Development Sites

The following controls are to be applied to all the identified Strategic Development Sites in addition to the precinct controls outlined in Section 5.



Figure 24: Location of Strategic Development Sites



7.1.1 Strategic Development Plan

A Strategic Development Plan must be prepared for each Strategic Development Site to demonstrate how the proposed development will contribute to the delivery of objectives for the Ringwood MAC. Each Strategic Development Plan will need to address matters such as (but not limited to):

- Land uses proposed
- Scale of development
- Siting and orientation of buildings
- Road network and active transport
- Any open space or pedestrian links required
- Key interfaces

7.1.2 Tower floor plate size

Residential built form above the preferred maximum street wall/podium height should apply a preferred maximum floorplate size of no more than 1,000 square metres per tower.

7.1.3 Building separation requirements within a site

Buildings above proposed street wall height should provide a minimum separation distance according to Table 3.

Table 3: Building separation requirements within a site

Building Height	Outlook between habitable rooms/balconies	Outlook between non-habitable rooms	Outlook between habitable room/balcony and non-habitable room	Other interface
Up to 11 metres	12 metres	6 metres	9 metres	6 metres
Above 11 metres up to 21 metres	18 metres	9 metres	9 metres	9 metres
Above 21 metres to 27 metres	18 metres	9 metres	13 metres	9 metres
Above 27 metres	24 metres	12 metres	18 metres	12 metres

7.1.4 Deep soil requirements

Strategic Development Sites must be provided at the ground floor, at a minimum 10 per cent of their site for deep soil, to ensure planting of large canopy trees to maximise the benefit to the public realm.

Deep soil areas provided to Strategic Development Sites must meet the overshadowing requirements in Section 7.1.6.

7.1.5 Pedestrian and active transport links

Development should include pedestrian and active transport links to facilitate access to and from the activity centre, transport interchanges, train stations and public open space.

Where the urban block length is greater than 100 metres, development with an abuttal to two or more streets or laneways should provide a new through-block pedestrian connection. Indicative link locations are shown on the Precinct Plans in Section 6.



7.1.6 Overshadowing Requirements

- a) Deep soil areas on Strategic Development Sites must not to be overshadowed between 11am and 2pm on 22 September.
- b) Buildings and works must not cast shadow between 11am and 2pm on 22 September to existing and future open space beyond shadows cast by new street walls/podiums.
- c) Buildings and works must maintain sun access over the opposite footpath, measured at least 5 metres from the property boundary, between 11am and 2pm on 22 September.



7.2 Ringwood Square Strategic Development Site

Ringwood Square SDS currently consists of a shopping centre with expansive at-grade parking. While significant commercial floorspace should be retained in any redevelopment, the site has the potential to also accommodate a significant number of dwellings given its size and strategic location. Figure 30 shows preferred building heights for the precinct. Other requirements are detailed in Sections 5, 6 and 7.1.



Figure 25: Ringwood Square Strategic Development Site

Table 4: Ringwood Square Strategic Development Site – Proposed Controls

Site boundary	
Preferred building heights	21m–66m (6–20 storeys) overall height
Preferred street wall/podium height	<div> 21m (6 storeys) maximum street wall/podium </div> <div> 14.5m (4 storeys) minimum street wall/podium </div>
Preferred ground level setback	<div> 5m ground level setback from the site boundary </div>
Minimum upper-level setback above the street wall/podium height	<div> A minimum setback of 5m must apply where greater setbacks above the street wall/podium height are not required to meet: <ul style="list-style-type: none"> the building separation controls specified in section 7.1.3 or the overshadowing requirements specified in section 7.1.6. </div>
Indicative pedestrian link	<div> Indicative location of pedestrian link to be provided through site. Final location to be determined during preparation of a Strategic Development Plan for the site. </div>



7.3 Western Gateway Strategic Development Site

The Western Gateway Strategic Development Site is currently used as a concrete batching plant, where the manufacturing, sale and distribution of concrete occurs. The site is located strategically along the Maroondah Highway. Access is complex and could be substantially improved with a rear access road parallel to the railway line, opening up the potential of the site. The site is also located immediately east of a site which has been identified as a Feature Form site. The site's location within Precinct 2 suits a mixed-use development, including both dwellings and significant commercial floorspace.

As the site transitions from an industrial use to one which accommodates both commercial and sensitive uses, such as residential accommodation, consideration will need to be given to the potential for contamination, and any required remediation to allow sensitive use/s to occur.

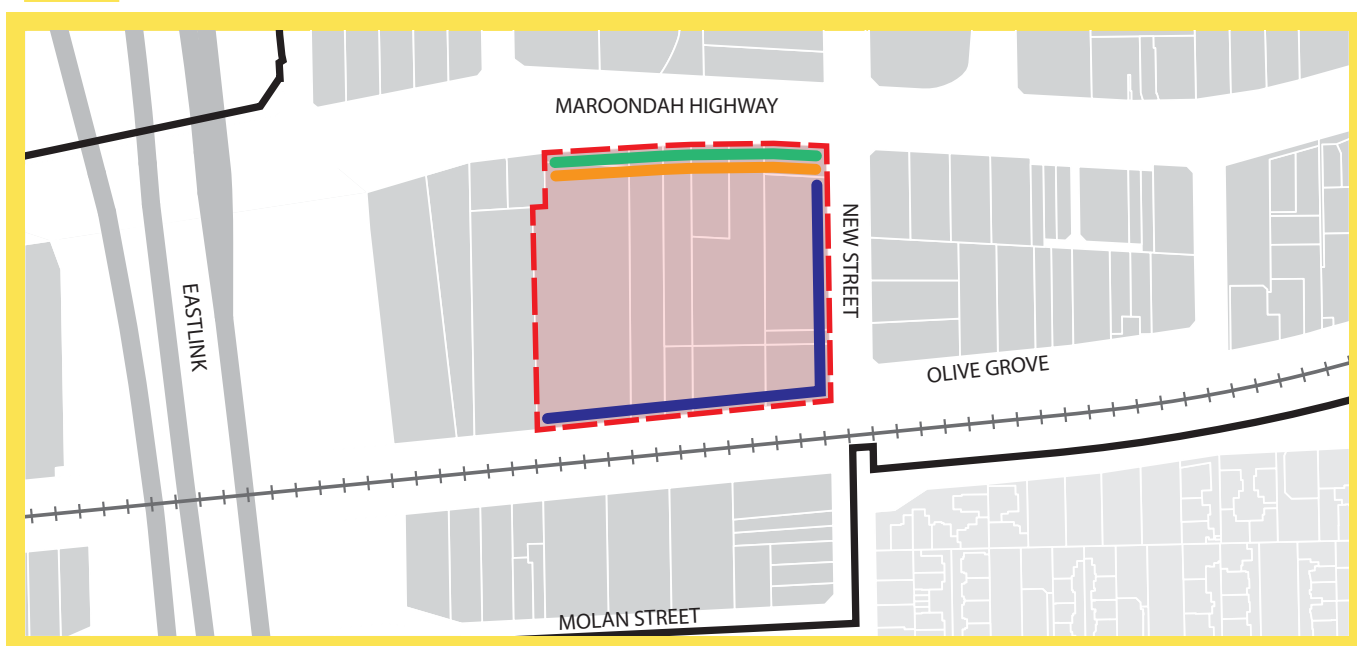


Figure 26: Western Gateway Strategic Development Site

Table 5: Western Gateway Strategic Development Site – Proposed Controls

Site boundary	
Preferred building heights	21m–66m (6–20 storeys) overall height
Preferred street wall/podium height	21m (6 storeys) maximum street wall/podium 11–14.5m (3–4 storeys) minimum street wall/podium
Preferred ground level setback	5m ground level setback from the site boundary
Minimum upper-level setback above the street wall/podium height	A minimum setback of 5m must apply where greater setbacks above the street wall/podium height are not required to meet: <ul style="list-style-type: none"> the building separation controls specified in section 7.1.3 or the overshadowing requirements specified in section 7.1.6.



7.4 Eastern Strategic Development Site

The amalgamation of these sites to form a larger strategic development site, to be planned as a whole, is strongly encouraged. Once amalgamated it is envisioned that this site would be suitable for a mixed-use development accommodating a range of commercial, institutional and residential uses. The proposed amalgamated site also hosts a feature form site to the north (see Figure 20: Eastern Precinct Framework Plan), on the corner of Warrandyte Road and Ringwood Bypass.



Figure 27: Eastern Strategic Development Site

Table 6: Eastern Strategic Development Site - Proposed Controls

Indicative site boundary	
Preferred building heights	21m–66m (6–20 storeys)
Preferred street wall/podium height	11m–14.5m (3–4 storeys) maximum street wall/podium height to future internal roadways. 21m (6 storeys) maximum street wall/podium 14.5m (4 storeys) maximum street wall/podium
Preferred ground level setback	3m ground level setback from the site boundary 5m ground level setback from the site boundary
Minimum upper-level setback above the street wall/podium height	To the eastern interface, subject to the final lot amalgamation outcome, a setback greater than 5m should apply where required to minimize visual bulk impact to abutting sites to the east of the SDS. A minimum setback of 5m must apply where greater setbacks above the street wall/podium height are not required to meet: <ul style="list-style-type: none"> the building separation controls specified in section 7.1.3 or the overshadowing requirements specified in section 7.1.6
Indicative pedestrian link	Indicative location of pedestrian link to be provided. Final location to be determined during preparation of a Strategic Development Plan for the site.



8 Implementation

8.1 How will the Masterplan be implemented?

The Ringwood MAC Masterplan forms part of Council's response to delivering on Plan Melbourne and Maroondah 2040: Our future together. It will be implemented with key internal and external stakeholders at both State and local government level.

The implementation of this Masterplan will occur over a 10-year time frame and will involve a range of statutory and non-statutory tools and actions. Ongoing community engagement will ensure the most appropriate implementation mechanisms to ensure Ringwood MAC continues to evolve consistently with the Key Principles of this Masterplan, and any new and emerging Victorian State Government Planning Policies.

8.2 Victoria Planning Provisions Analysis

8.2.1 Victoria Planning Provisions

The Victoria Planning Provisions is a state-wide reference document from which planning schemes are developed. Every planning scheme in Victoria must include a planning policy framework; zones and overlays.

A planning policy framework is the policy content of planning schemes and includes state, regional and local content. The Municipal Planning Strategy supports the planning policy framework and details the overarching strategic policy directions of a municipality.

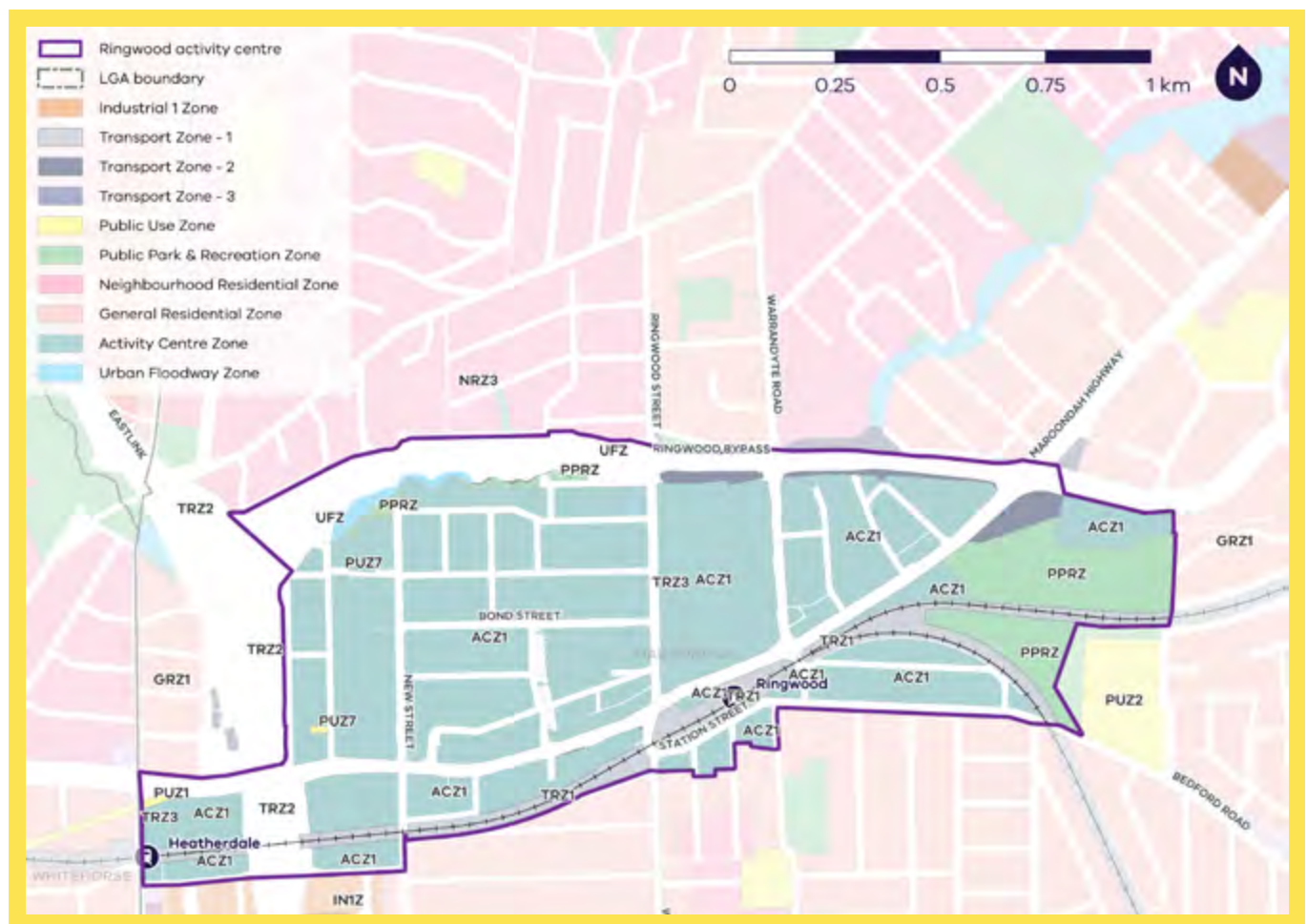


Figure 28: Existing zones in Ringwood MAC



All land in Victoria has a zone. Zones specify use and development for land, such as business, industrial or residential. They show what the land can be used for and include controls relating to buildings and works and subdivision.

Overlay requirements are in addition to zone requirements and generally apply to a single issue or a related set of issues (such as heritage). Where more than one issue applies to land, multiple overlays may be used.

8.2.2 Analysis

The zoning within the Ringwood MAC is predominantly the Activity Centre Zone. The MAC also has Public Use Zone (PUZ7), Public Park and Recreation Zone (PPRZ), Urban Flood Zone (UFZ), State Transport Infrastructure (TRZ1) and Principal Road Network (TRZ2).

The Activity Centre Zone applies land use and development planning controls for the majority of Ringwood MAC. Additional built form controls are applied via Overlays where relevant for specific issues such as significant landscapes and heritage.

Built form requirements of this Masterplan will be applied to land in the TRZ1 in Precinct 6 through a suitable Overlay. The

Vegetation Protection Overlay (VPO), Significant Landscape (SLO) and Heritage Overlay (HO) continue to be the most appropriate to manage vegetation, significant landscapes and heritage places. A change may be required for the Heritage Overlay (1 Bedford Road, due to recent developments on the site. No further changes are deemed necessary to these overlays. The Environmental Audit Overlay (EAO) manages land that is subject to contamination. Additional sites may be included within this control.

Dwellings and residential development of up to 5 storeys must meet the requirements of Clause 54 (one dwelling on a lot or a small second dwelling on a lot), Clause 55 (two or more dwellings on a lot and residential buildings). All applications for multi dwelling development must meet a set of objectives set out in Clause 55 and each objective contains a standard to meet the objective.

Apartment developments over 5 storeys in height are assessed against Clause 58 (Apartment Developments). Similar to Clause 55, Clause 58 sets out objectives, standards and decision guidelines for apartment provisions.



8.2.3 Zoning and overlay controls

Determining the most appropriate planning control involves the use of a range of planning tools available in the Victoria Planning Provisions. It is critical to ensure effective integration of this Masterplan into the Maroondah Planning Scheme.

In 2018, the following Planning Scheme changes were considered necessary:

- Updates to the Municipal Strategic Statement
- Updates to the Local Planning Policy
- Rezoning of land to the Activity Centre Zone that encourages use and development as follows:

Precinct	Land Use
Urban Centre Precinct	Retail/commercial and civic
Western Precinct	Commercial/office and showrooms
North western Precinct	Residential
Eastern Precinct	Institutional mixed-use
Pitt Street Precinct	Residential
Ringwood Station Precinct	Transport and civic
Heatherdale Station Precinct	Transport and light manufacturing

- [Removed]
- Include the Ringwood MAC Masterplan as a Reference Document into the Maroondah Planning Scheme.

For this revision of the MAC Masterplan, the following changes may be necessary:

- An update to the existing planning controls may be required to align Councils strategic work with the broader Activity Centre program. This may include the introduction of:
 - a bespoke overlay across the three strategic development sites

- a Design and Development Overlay or other similar Overlay to land in Precinct 6 that is within the Transport Zone (TRZ1)

to provide for the suite of built form controls and standards included in this Masterplan

- Additional sites that have been identified as having a high potential for contamination may have an Environmental Audit Overlay (EAO) applied (or other appropriate measure), to ensure the obligations for further assessment are understood.
- Deletion of the 2018 version and inclusion of the revised 2024 Ringwood MAC Masterplan as a Reference Document into the Maroondah Planning Scheme.

There are regular improvements and changes to the Victoria Planning Provisions occurring. The recommendations for statutory implementation into the Maroondah Planning Scheme may need to be reassessed to ensure the most appropriate planning tool is being used to implement the objectives, strategies and built form requirements set out in this revised Masterplan.

8.2.4 Infrastructure Plan

Planning and infrastructure strategies have identified a need to deliver new infrastructure in Ringwood MAC to help support significant new residential apartment, commercial and retail development that is expected to occur in the Centre over the next two decades.

Council will continue to require developers to contribute to the cost of the required infrastructure. Sixteen key projects have been identified to be funded by the Ringwood MAC Development Contribution Plan (refer to Figure 29), they are:

1. Ringwood Lake Bridge and boardwalk replacement
2. Lighting at Ringwood Lake
3. Upgrade or replace the Soundshell at Ringwood Lake
4. Path upgrades and realignments at Ringwood Lake



5. Roadway Improvements Maroondah Highway Boulevard Treatment – eastern extension – Warrandyte Road to Larissa Avenue
 6. Roadway Improvements – Maroondah Hwy boulevard treatment – western extension – Wantirna Road to New Street
 7. Roadway Improvements – New Street improvements – Bond Street to just south of Maroondah Highway
 8. Roadway Improvements – New east-west roadway – southern – Warrandyte Road to Maroondah Highway
 9. New Intersections and Road Crossings – Signalisation of New Street/Bond Street
 10. Pedestrian and Bicycle Improvements – Initial Ringwood MAC bicycle projects
 11. Pedestrian and Bicycle Improvements – Murray Place bicycle facilities
 12. Drainage and Water Sensitive Urban Design
 13. Streetscape – Ringwood MAC Street Furniture
 14. Streetscape – Lighting
 15. Urban Design – Staley Gardens Revitalisation
 16. Urban Design – Maroondah Highway
- This Plan is implemented through the Development Contribution Overlay Schedule 1.

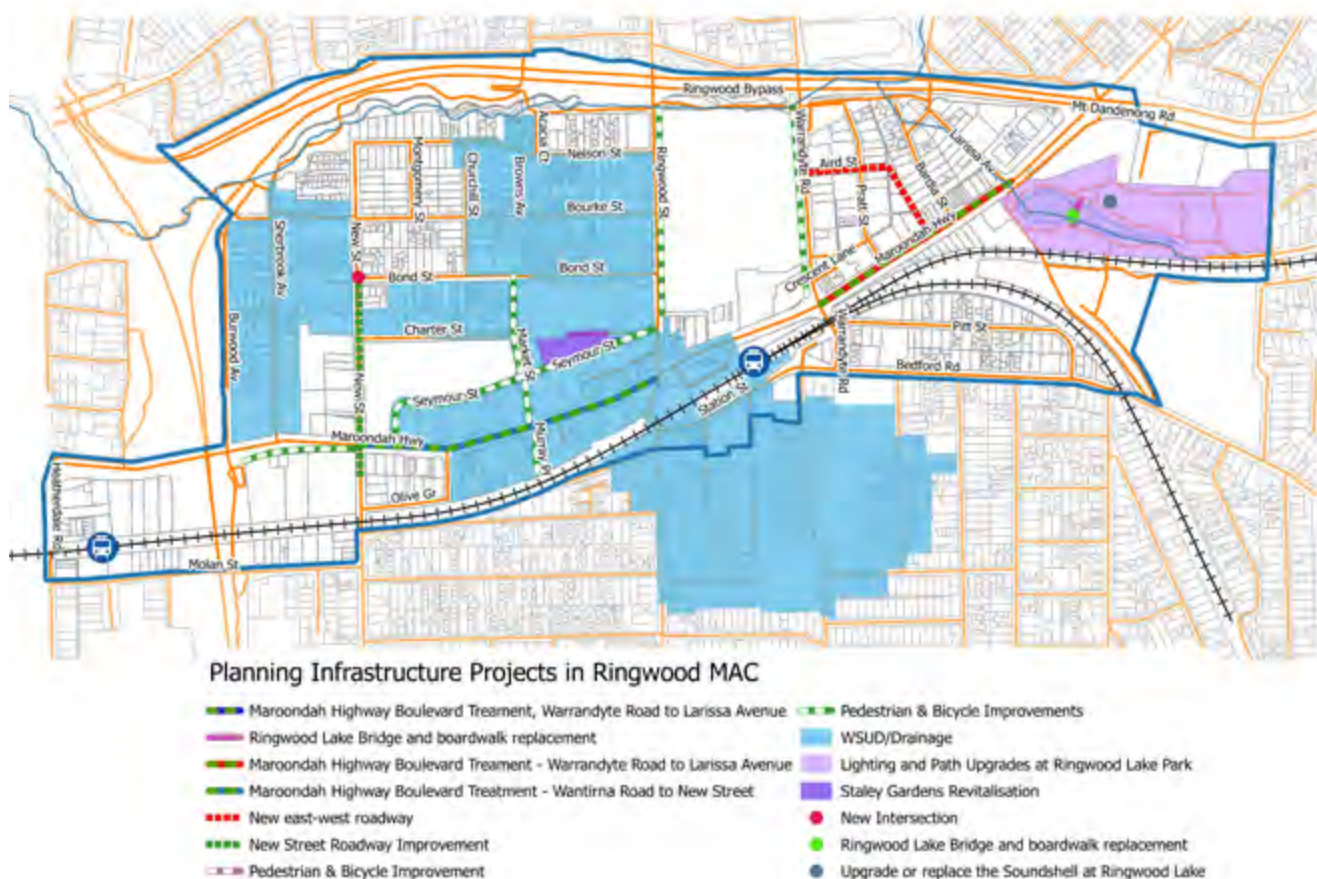


Figure 29: Development Contribution Projects



9 Action Plan

Table 7: Action Plan

Action	Council responsibility	External stakeholders	Priority	2024 Update
Planning				
Draft and undertake an amendment to the Maroondah Planning Scheme to implement the precinct framework and guidelines identified in the Precinct Plans.	Integrated Planning	DTP	Immediate	2018 Masterplan implemented via Amendment C130maro.
Draft and undertaken an amendment to the Maroondah Planning Scheme to update the Development Contributions Plan identified in the Infrastructure Plan.	Integrated Planning	DTP	Immediate	Action completed through Amendment C130maro.
Update the Ringwood Urban Design Manual consistent with the objectives and strategies within the Masterplan, including Wayfinding Signage.	Business and Activity Centre Development and Engineering Services		Short-medium term	Action completed. The Ringwood Urban Design Manual 2022 is available on Council's website. The 2022 document does not include details of standard wayfinding signage, however appropriate signage has been installed in and around Eastland Shopping Centre. This aspect is now to be addressed through the policy action outlined below.



Develop an Open Space Strategy for Ringwood MAC	Integrated Planning	DTP	Short-medium term	Not yet commenced. An overarching Open Space Strategy for the Ringwood MAC has not yet been commenced, although work has commenced on planning for upgrades to Staley Gardens.
Transport				
Work in partnership with VicRoads to expand the CCTV coverage of Ringwood Bypass and the surrounding streets to manage issues and incidents in real time in the vicinity of the Ringwood MAC.	Engineering Services	VicRoads	Short-medium term	Not yet commenced.
Work in partnership with VicRoads to reduce speed limits on Ringwood MAC roadways where lower speeds are desirable.	Engineering Services	VicRoads	Short-medium term	Not yet commenced.
Review a car parking strategy for Ringwood MAC with a focus on on-street parking; commuter parking; existing uses with insufficient on-site car parking to inform a Parking Overlay.	Engineering Services and Integrated Planning		Immediate	Commenced. Council has endorsed a new Parking Policy for all of Maroondah. A Ringwood MAC strategy will be commenced following completion of the multi-deck car park which is currently under construction.
Develop an Integrated Transport Strategy for the Ringwood MAC to encourage a modal shift away from the private car.	Integrated Planning and Engineering Services	Transport for Victoria		



Bicycle Network Victoria	Short-medium term	Not yet commenced. Expected to commence in the 2026/27 financial year.		
Advocate for road network improvements, internally and externally to the Ringwood MAC.	Engineering Services	VicRoads	Short-medium term	Ongoing.
Develop a Wayfinding Signage Policy that will inform the transport and movement network and signage hierarchy.	Integrated Planning and Business and Activity Centre Development			Not yet commenced.
Governance				
Develop indicators and targets to assist with the performance monitoring of Ringwood MAC Masterplan.	Integrated Planning and Business and Activity Centre Development	DTP	Immediate	Not yet commenced.

[illegible]



To contact Council

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- email maroondah@maroondah.vic.gov.au
- call in to one of our service centres:

City Offices Service Centre
Braeside Avenue
Ringwood

Realm Service Centre
Maroondah Highway
Ringwood

Croydon Service Centre
Civic Square
Croydon


Translating and Interpreter Service
13 14 50

National Relay Service (NRS)
13 36 77

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