

4 the structure plan

The Ringwood East Neighbourhood Activity Centre Structure Plan is a unique planning document. It has not been created in isolation and is a collaborative effort with a range of key stakeholders. This document seeks to tie together and incorporate many of the diverse and innovative ideas provided by the community. Most of the concepts outlined on the following pages have come from the local community and so should carry with them an important sense of ownership.

One of the clearest directions and something the Plan as a whole has sought to build upon and enhance is the important role the commercial area plays as a central focal point for the community, where daily social interactions and a sense of place are supported. The key local role of the strip as a retail and convenient shopping node will hopefully see an improved range of opportunities for socialising, through support for new cafes, restaurants and bars. The Plan also outlines exciting opportunities for improving public spaces through both expansion and improvements of the existing park spaces within the centre, looking at ways these green spaces can be better connected to the commercial strip. The Plan also seeks the creation of some new urban plaza spaces within the centre and the establishment of community gardens.

Acknowledging the important nodes of community activity to the north and south of the rail line as well as the central nodes in the form of the train station, and connecting these in a more considered manner to the commercial activity along the Railway Avenue spine, is important. Highlighting the importance of the centre as a community space and not just a place for commerce will assist in making the centre a more attractive place for people to be which then has associated benefits for local retailers.

To build upon this, it is important that the character of the centre is not only protected but enhanced through the coordination of public realm treatments to provide a coherent character that is discernible and legible. Taking the time to develop a 'brand' and a coordinated palette of preferred materials, colours or tree species can have positive impacts. This means that various public works, whether they are undertaken by the Council, or by developers as part of any associated works, can be 'read' by the community as being all part of the same centre.

The Plan has sought to think critically about where there might be legitimate development opportunities within the centre. These sites provide opportunities to also improve the structure and function of the centre, in conjunction with a progressive roll out of works in the public realm.

Increasing activity within the centre will address the issues raised by many through the consultation process of there being 'no life on the weekends' or 'dead after 5pm'. More people living and working close to the centre offers a greater customer base for both existing and new businesses. There are exciting opportunities to build synergies between different land uses within the centre but this Plan proposes only modest change, considering the timeframe, on the basis of the existing character and circumstances.

One of the clearest messages that came through this process was the importance of Knaith Road Reserve to the community and the excitement that exists about the possibilities any redevelopment of this space offers to nurture and support the local community. While many ideas were put forward of the development of Knaith Road Reserve as part of this process, a Structure Plan deals only with the higher level matters. As such, this plan makes a series of recommendations, in the form of 'parameters' which reflect broader issues associated with the park, but leave the more detailed design, and resolution of issues (such as soil conditions) to a masterplanning process. This masterplanning process will need to deal sensitively with how the existing users of the park may continue to be accommodated, as this Plan supports their continued use of the reserve, despite strong recommendations for the reordering of built form.

This project also has another purpose in ensuring that clear guidelines are provided about what type of built form is appropriate in this type of neighbourhood activity centre. Striking the balance between the need to intensify and increase activity and protecting the character of the centre is a difficult exercise, but the strategies and objectives outlined on the following pages have sought to find this right balance.

The Plan has also sought to provide a transition point for the Ringwood East activity centre to a more sustainable type of development where people have opportunities to live, shop and work locally and feel a strong sense of connection to their community, where spaces and places are welcoming to people of all ages and backgrounds.

Given the existing natural advantages, such as a north facing commercial strip, strong existing landscape character and plenty of green spaces, as well as the passionately engaged local community, the opportunity exists for the centre to set a new benchmark for sustainable practices.



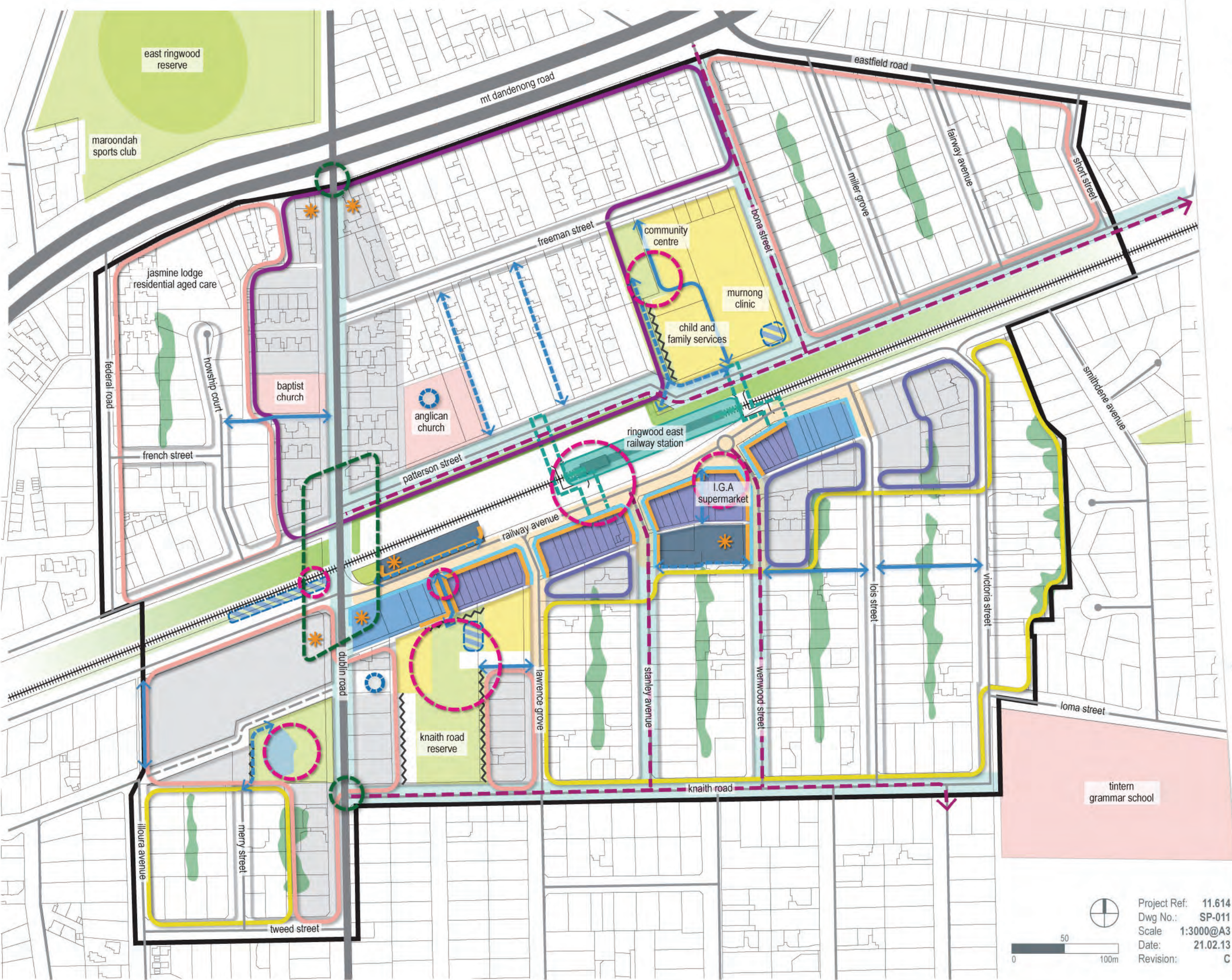
ringwood east structure plan



figure 3:
structure plan

legend

- study area
- mixed use
- retail
- mixed commercial
- residential growth areas
- community / health
- open space
- insititutional
- neighbourhood protection precinct
- neighbourhood consolidation precinct
- residential regeneration precinct
- residential growth precicnt
- formalised car parking
- key movement corridors
- public realm priority area
- improved pedestrian connection
- proposed pedestrian connection
- ringwood east railway station
- proposed bike path
- key activity node
- rear canopy protection
- protect landscape edge
- open space interfaces
- community gardens
- gateways
- significant building sites
- site of design excellence
- primary active frontages
- canopy weather protection









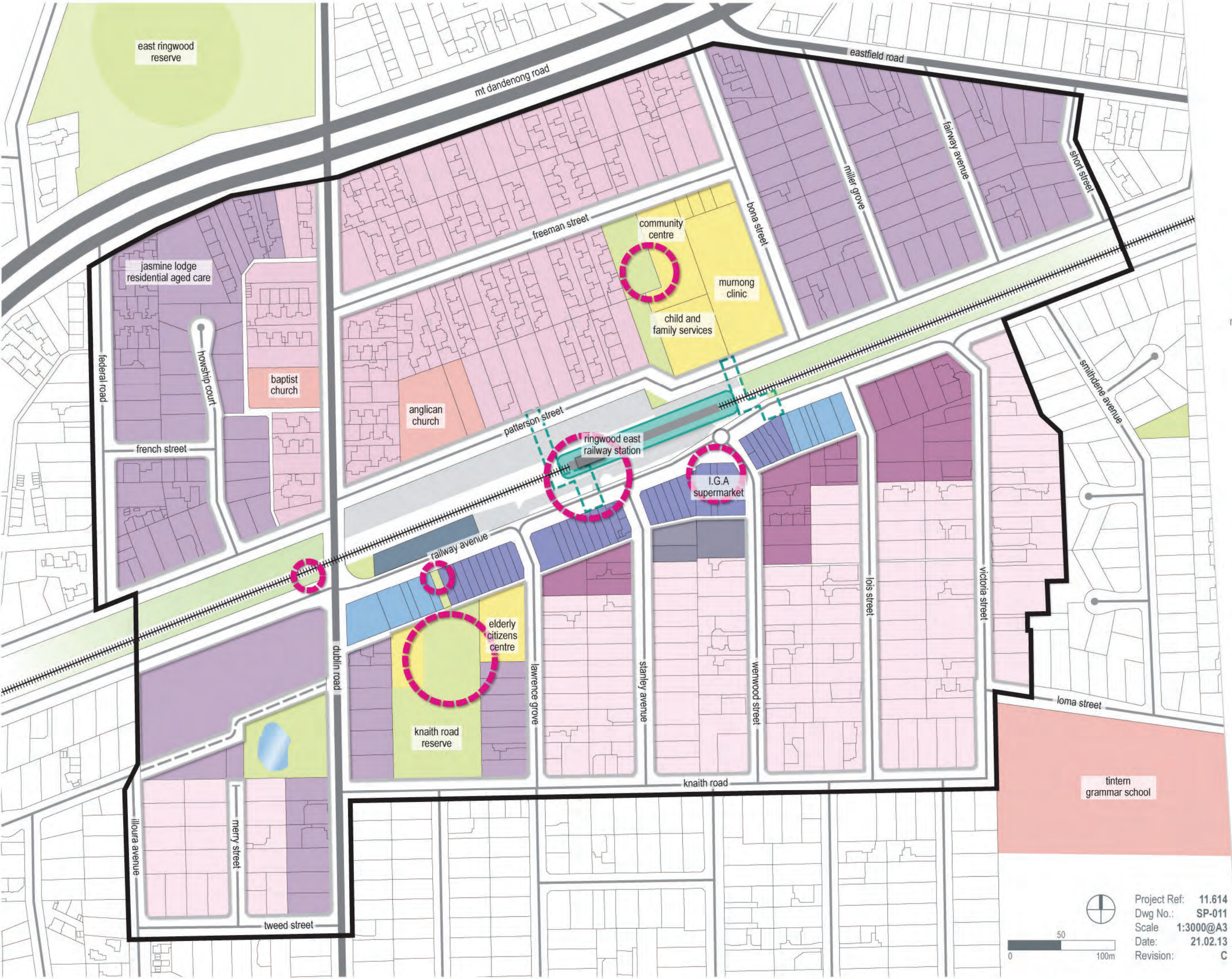
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ringwood east structure plan

figure 4:
land use & activity

legend

- study area 
- neighbourhood protection areas 
- residential regeneration areas 
- neighbourhood consolidation areas 
- residential growth areas 
- community / health 
- open space 
- insitutional 
- mixed use 
- retail 
- mixed commercial 
- car parking 
- railway station 
- key crossing locations 
- activity nodes 



4.1 land use and activity

This Structure Plan does not seek to implement significant changes to the current land use patterns within the centre but to enhance the existing distribution of land uses. As identified in the background economic analysis, Ringwood East NAC is a “*substantial and successful neighbourhood centre*”, with a good range of retail provision in keeping with expectations. While there are particular uses which would be welcomed with open arms by the local community (such as quality cafes or a tapas/wine bar) the planning system has limited ability to guide the establishment of specific businesses. What it can

do is continue to support the existing situation while making minor changes to the planning controls to ensure that, as development pressures increase, land uses reflect the best outcome for the centre.

Given the existing length of the commercial strip, the plan seeks to consolidate retail uses (i.e. shops) within the central area, where there will be continued high levels of foot traffic as a result of the station position. Within this area, where ‘non-active’ uses which do not rely on passing trade to support their business are occurring, these are encouraged to utilise upper levels within this core retail area, freeing up additional ground level floor space for retail uses. The eastern and western extents are identified for ‘mixed commercial’ uses. This could encompass a range of uses, such as the existing gym and offices but also offer opportunities for businesses such as cafes and wine bars to establish.

The identification of two key sites for genuine ‘mixed use’ development (retail frontages, car parking and office or residential above), along with the natural transition from office to retail spaces

should meet most of the identified demand for retail floorspace over the life of this plan (around 1,600sqm of floorspace if the centre is to increase its market share of local retail spend from 25% to 30%). The specific identification for residential uses on ‘mixed use’ sites does not in any way diminish the aspiration to accommodate additional residential development at the upper levels throughout the commercial strip. Increasing the amount of people living in the immediate vicinity of the strip will increase the hours of activity and offer further custom for local businesses.

In the short term, increases in residential population are likely to be accommodated by redevelopment within the residential hinterland through modest infill development. However, it is considered that the best opportunity for accommodating the identified increases in residential population in the longer term within this centre will be through the redevelopment of the Australian Defence Force (ADF) site into a medium density residential village should the land be surplus to requirements. While it was the subject of discussion through the background stage of work, due to the location of this land away

from the central core of the centre, retail development on this land is strongly discouraged. Conversely, given the identified need for more open space within this area, the use of the main dam on the site as a new area of public open space is strongly supported.

objectives

- To provide for projected floorspace requirements without dispersing retail land uses.
- To provide opportunities for the establishment of new commercial ventures and local businesses within the centre.
- To support greater intensification of community uses within the centre to ensure the needs of the community can be met in the longer term.
- To recognise the strategic location of the centre and proximity to important assets such as the Maroondah Hospital.
- To support increased residential populations in the centre in order to extend the hours of activity and support local businesses.
- To provide opportunities for regeneration of older medium density residential areas.
- To recognise and build on existing nodes of activity.

strategies

- Build on the existing activity node of the station and enhance the focus by improving spaces for people to meet and socialise.
- Retain areas for commuter car parking around the station to service local needs, but in the longer term, critically review the need to provide additional spaces and consider increased provision of bicycle parking instead.
- Consolidate retail use to the central area of the Railway Avenue commercial strip, encourage offices and other, non-active, uses at upper levels in this central area, but provide more flexibility at either end of the centre.
- Encourage new retail development on the Council car park and the south-west area of the commuter car park as part of genuine mixed use developments, provided existing car parking is replaced as part of any development.
- Encourage additional commercial activity to be provided on private at-grade car parks at the rear of the Railway Avenue strip.
- Encourage upper level residential development (‘shop top’ housing) in all commercial areas.
- Recognise the main crossing points over the rail line as key activity areas and acknowledge their influence on appropriate land uses by ensuring active ground floor uses extend to these points.
- Establish a new community gathering point by removing the existing service lane in front of the IGA and establishing a new plaza space.
- Do not allow retail uses to establish as part of any redevelopment of the ADF site.
- Identify areas where medium density housing is supported but should be subject to upgrading and redevelopment over time as Residential Regeneration Precincts.
- Support redevelopment and consolidation of sites within these Residential Redevelopment Precincts where this improves the housing stock and permeability.






















- Identify areas where a modest form of medium density infill could be accommodated as Neighbourhood Consolidation Precincts. Support medium density development in these areas in the form of townhouses of up to three storeys (where sites are consolidated) but retain a residential feel rather than a hard urban character.
- Allow some redevelopment in identified Neighbourhood Protection Precincts but only in keeping with existing identified elements of the area in recognition of their more notable character and where development is subservient to the landscape setting.
- Direct more intensive residential populations (though more intensive built form allowances) to specific areas (i.e. along Dublin Road, on key sites to the rear of commercial strip recognising approved developments, the ADF site and opposite the rail line.)
- Sensitively build upon and enhance community uses within Knaith Road Reserve, including retaining use of the space by the elderly citizens and scouts as well as other community groups.
- Establish community gardens on open vacant land along the south side of railway line west of Dublin Road as a priority, ensuring that they are carefully fenced where they abut the rail line.
- Encourage the retention of the main dam and associated vegetation on ADF site to accommodate additional public open space, with the dam acting as a focal point for passive recreation.
- Investigate options to acquire (or utilise) the parcel of land to the immediate south of Freeman Park to open up a new park connection from the key green space of Freeman Park to the main green spine along the rail corridor.
- Encourage an intensification of community uses near the intersection of Patterson and Bona Streets.
- Recognise the role of Bona Street as a key connection to the nearby Maroondah Hospital and direct medical suites or other non-residential uses to locate on this street.
- Support the establishment of horticultural therapy gardens (refer to the existing Sprout Community Garden in Thornbury), cafes or other uses which increase the interaction between the community uses and the passive open space.

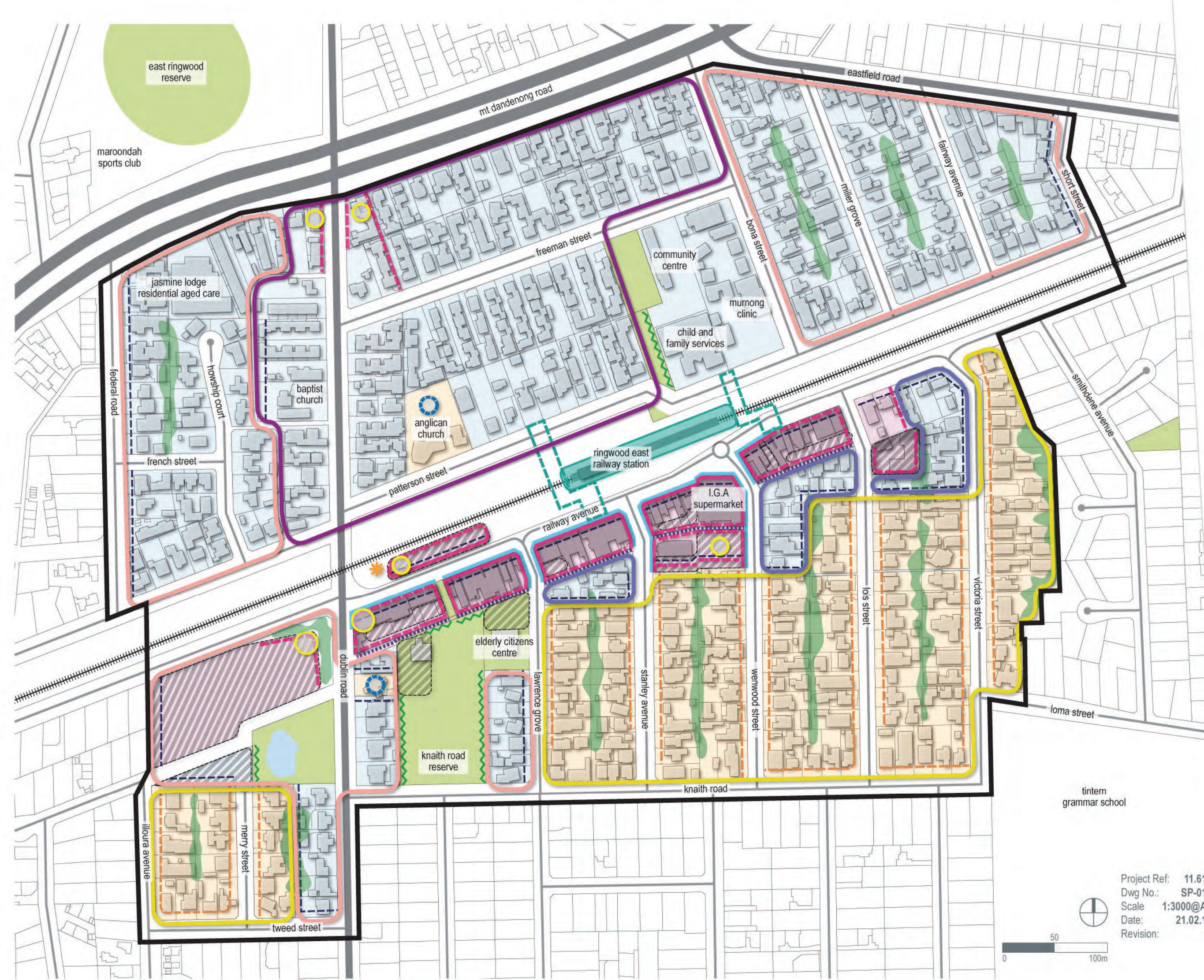


ringwood east structure plan

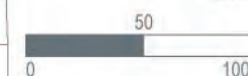
figure 5:
built form

legend

- study area 
- 1-2 storey 
- 2-3 storey 
- 3-4 storey 
- open space 
- retain and enhance private canopy vegetation 
- key infill development sites 
- primary active frontage 
- articulated elevation 
- consistent front setback 
- seek rear setback from laneway 
- recessive 3rd and/or 4th levels 
- improve open space interface 
- establish uniform canopy treatment 
- priority design excellence site 
- significant built form 
- key signage location 
- neighbourhood protection precinct 
- neighbourhood consolidation precinct 
- residential regeneration precinct 
- residential growth precinct 



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4.2 built form

One of the key overarching ambitions of this project has been to acknowledge and celebrate the unique local character of the Ringwood East centre. Much of this character is expressed through the existing built form and the most pressing threats to this character arise from the prospect of 'inappropriate' development. As such, this project has sought to develop a strong built form rationale to guide Council's decision making in the centre over the next 15 – 20 years. The timeframe of this project is important to acknowledge, in that the built form outcomes identified on Figure 5 are not going to

happen tomorrow, or even next year, but represent a longer term vision. How those sites develop will depend on the wishes of the owners of the land and the particular design response of individual developments. What this plan does is provide clear guidance about the types of development that are appropriate within different areas, and establishes parameters. By doing this, and in particular by carefully considering where modest increases in density may be accommodated, the Plan gives the Council additional strategic support to underpin their decision making. The Plan has sought to provide the right balance between the consolidation required to support the centre and the character of the Ringwood East neighbourhood. Many community members support increases in densities to ensure the on-going vitality and increased activity within the Railway Avenue strip as well as more sustainable communities. However, these increases need to be carefully managed to ensure they do not compromise the valued character of the centre.

The Plan has also sought to provide a stronger sense of arrival in the centre through built form outcomes, including allowing a more intensive form of development along Dublin Road to distinguish the centre from the surrounding residential areas. This sense of arrival also underpins many of the improvements sought around the key station precinct and the identification of higher expectations regarding design excellence at key sites.

RELEVANT PRINCIPLES

Identify and improve places for people to gather within the centre.

Preserve important character elements of the residential neighbourhood.

Protect and enhance the important landscape character of the centre

Maintain a low-to-medium rise scale and a mix of uses within the commercial strip.

Provide clear guidance for any future development of the defence force site.

Improve the presentation and function of rear access lanes.

Support sustainability measures throughout the activity centre.

A modest 2-3 storey scale is identified for many of the areas within the centre. This additional height above a traditional dwelling form of 1-2 storeys is intended to ensure that new development offsets the height by providing generous landscaping given the need for a reduced building footprint. Carefully considered townhouse forms with associated landscaping opportunities are the preferred outcome, rather than single storey units which are generally associated with extensive driveways and little opportunity for the provision of vegetation.

A summary of the built form outcomes sought in different areas can be found in the table on page 17, which outlines the different outcomes sought in precincts within the centre and the rationale behind these outcomes.

objectives

- To direct more intensive residential growth and taller built form to locations where this will not compromise the identity of the centre.
- To encourage future developments which strike the right balance between building and landscape elements.
- To strengthen the role and image of the commercial core.
- To encourage high quality built forms and emphasise design excellence.
- To preserve the low scale, landscape dominated setting in Neighbourhood Protection precincts.
- To ensure buildings within and adjoining key community spaces provides optimal built form outcomes.

strategies

- Recognise and categorise residential areas within the activity centre in response to their particular characteristics.
- Establish a rigorous performance based control on building heights and presentation to assist in distinguishing the various residential precincts.
- Within the Residential Regeneration Precinct (see Figure 5), deliver a carefully managed model of residential regeneration through:
 - Requiring new development to provide better integration with the surrounding areas;
 - Supporting smaller building footprints with more landscaping;
 - Investigating Council incentives to address existing 'gun barrel' driveway configurations; and
 - Using new development to set benchmarks for built form outcomes in preference to reference to existing development.
- Encourage taller forms on larger blocks on Dublin Road and Patterson Streets, without sensitive interfaces, on the ADF site and areas adjoining the rear of the commercial core, ensuring there is recognition of the identified residential precinct typology.











- Support the development of an integrated medium density village on the ADF site, incorporating a range of building forms and providing a diversity of housing opportunities within a landscape setting.
- Protect and enhance the existing strong landscape character setting by recognising particular areas as Neighbourhood Protection Precincts where low rise built forms (1-2 storey) set within a generous landscape setting and consistent front setbacks are required (see Figure 5).
- Identify key areas where the retention of rear yard canopy vegetation is most important and discourage development that would impact on this vegetation by requiring generous rear setbacks.
- Identify the area between Bona Street and Eastfield Road as a Neighbourhood Consolidation Precinct, acknowledging the suitability of this area for medium density development but retaining an emphasis on the 'neighbourhood' elements, in particular the provision of canopy vegetation within the private realm.
- Promote a consistent 2 storey street wall along Railway Avenue with activated frontages and continuous weather protection, which wraps around the corner where identified on Figure 5.
- Support development of 4 storeys only on sites identified in Figure 5.
- Ensure sufficient transition for changes in building heights by incorporating upper level setbacks for any 3rd and / or 4th storey.
- Require any higher built form to consider, and reasonably respond to existing solar panels on adjoining properties.
- Identify key infill areas where additional built form would reinforce the urban structure, particularly along rear access lanes in the commercial strip.
- Require the provision of additional ground floor setback of 0.5m on north side of laneways as part of any development to improve access way and encourage a preferred additional 3m setback within the retail core.
- Encourage more intensive mixed use built form on the south-west commuter car parking area, ensuring retail development is provided along the Railway Avenue frontage and that replacement commuter car parking is accommodated within the building.









- Discourage the establishment of any multi-deck car parking for commuters with the exception of parking provided within the identified 'key infill development site'.
- Investigate development of a mixed use built form on Council's car parking site (to the rear of IGA) incorporating 'shop top' housing with ground floor retail and maintaining car parking within the building form.
- Ensure any new development fronting identified pedestrian connections has regard to this interface and improves perceptions of safety and amenity.
- Ensure any new development along identified park interfaces provides an attractive presentation which is responsive to the parkland setting and increases opportunities for passive surveillance.
- Where taller developments abut existing low rise built forms or the railway line, upper levels must incorporate attractive frontages and should be designed in the round.
- Encourage sensitive integration between future development and existing significant buildings such as the Anglican Church and Dublin Road building, as identified on Figure 5.
- Encourage future development where higher built forms or regeneration is sought to adopt architectural style which is representative of its time and place (i.e. contemporary).
- Require high levels of design excellence for developments located at the gateway nodes (identified as priority design excellence sites) in keeping with the identified built form outcomes shown on Figure 5.
- Encourage long term intensification of the community precinct north of the rail line. In particular, consider how built form or other uses may improve the public realm interface at the intersection of Bona and Patterson Street having regard to their identification as key movement corridors
- Seek to relocate the existing child care centre and Scout Hall within the Knaith Road Reserve to reduce the dominance of built form within the park and to open up viewlines to and through the area, noting that scouting operations should be retained in the park.
- Ensure that any alterations and additions to remaining built form within the reserve are considered strategically and holistically.
- Investigate opportunities to establish a second toilet block at the western end of the centre or in association with park improvements and upgrade the existing toilet block, having consideration for any development on the site.
- Ensure any new or upgrades of toilet blocks include greater visibility, no entrapment areas and improved visibility to toilets as you approach.
- Ensure that built form to the south of the railway station retains the open vista and views from the station platform to the commercial strip (see Figure 9).
- Seek on-going upgrades to the station precinct to improve accessibility and amenity and to identify opportunities for public art and other markers of local identity.
- Confirm the preferred location for key signage for the activity centre, having regard to viewlines and establish a new gateway marker at the identified location which is reflective of the character of the centre.
- Develop a co-ordinated 'brand' for the centre to create a singular identity reflective of the 'urban village' character and utilise a consistent colour and material palette for works within the centre, including encouraging use of this palette in private developments.
- Utilise the built form outcomes summarised in Table 1, in addition to the above strategies as the basis for the preparation of future built form controls for the NAC.



table 1: built form outcomes

area	preferred outcomes	rationale	anticipated controls	built forms
<p><i>Neighbourhood Protection Precinct</i></p> 	<p><i>Protection and enhancement of the existing strong landscape character</i></p> <p><i>Low rise built forms set within a generous landscape setting</i></p> <p><i>Consistent front setbacks</i></p> <p><i>Generous rear setbacks and retention of rear yard canopy vegetation</i></p> <p><i>Redevelopment only in keeping with existing identified character elements of the area</i></p>	<p><i>A more consistent and notable residential character</i></p> <p><i>Existing strong and highly valued landscape character</i></p> <p><i>Need for stronger controls to maintain the character in these areas given likely redevelopment pressure due to lot size and proximity to station and commercial strip</i></p> <p><i>Existing examples of development that have failed to respond to the character of the area</i></p>	<p><i>Buildings should be traditional detached forms</i></p> <p><i>Maximum building height allowance under ResCode not exceeded, with heights of 1-2 storeys preferred</i></p> <p><i>Minimum setbacks from street frontage to avoid overly dominant forms and allow for front landscaping</i></p> <p><i>Maintenance of existing side and rear setback control modifications to Clause 54 & 55 within Maroondah's Planning Scheme</i></p> <p><i>Maintenance of existing private open space control modifications to Clause 54 & 55 within Maroondah's Planning Scheme</i></p> <p><i>Introduction of increased requirements for site permeability to reduce areas of hard surface</i></p> <p><i>New requirements for the planting of canopy trees, provision of additional landscaping and recognition of the tree protection zones of trees on adjoining lots</i></p> <p><i>Preference for materials and finishes which are harmonious with the landscape</i></p>	  
<p><i>Neighbourhood consolidation precinct</i></p> 	<p><i>Areas suitable for a greater intensity of development than 'protection' areas</i></p> <p><i>Emphasis on the 'neighbourhood' elements, in particular the provision of canopy vegetation within the private realm</i></p> <p><i>Modest building heights with additional height above 2 storeys balanced by a reduction in building footprint</i></p> <p><i>Building form to be townhouse style, not apartment forms, with significant breaks in the forms to reduce bulk</i></p>	<p><i>Proximity to station and commercial strip make the areas suitable for medium density housing, which will support the local shops and ensure greater access to public transport</i></p> <p><i>These areas have a less intact character than 'protection areas'</i></p> <p><i>Primarily located between two key movement corridors (railway line and Mt Dandenong Road) preventing 'creep' of these medium density forms into the residential hinterland</i></p> <p><i>Existing landscape character, lot sizes and domestic scale mean they are not suitable for more significant increases in intensity</i></p> <p><i>Additional height above a traditional dwelling form of 1-2 storeys is intended to ensure that new development offsets the height by providing generous landscaping given the need for a reduced building footprint</i></p>	<p><i>No policy support for apartment forms</i></p> <p><i>Support for 2 storey building height with third storeys only supported if they are highly recessive or accommodated in roof forms</i></p> <p><i>Reduced front setback requirements allowable if offset by meaningful landscaping within front setback</i></p> <p><i>Reduction in side setback requirements to allow taller forms and support townhouse style development</i></p> <p><i>Requirements for significant breaks in building form along side elevations to offset reduced setback requirements</i></p> <p><i>New requirements for the planting of canopy trees, provision of additional landscaping and recognition of the tree protection zones of trees on adjoining lots</i></p>	  





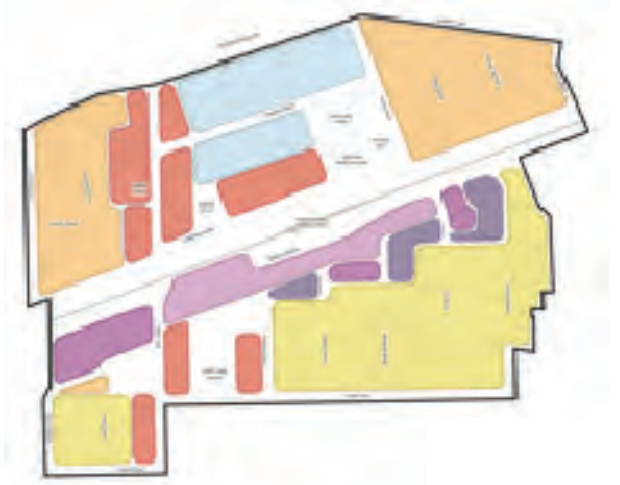
area	preferred outcomes	rationale	anticipated controls	built forms
<p>Corridors and interfaces</p> 	<p>Areas suitable for a greater intensity of development than 'protection' areas</p> <p>Needs to reflect the 'neighbourhood' designation of the centre (as opposed to the major centres of Ringwood and Croydon or 'growth' areas identified within this plan)</p> <p>Modest forms in townhouse style, not apartment forms, with significant breaks in the building form</p> <p>Buildings which provide a high level of design quality in recognition of their prominent locations</p> <p>Treatments to interface areas which improve the public realm</p>	<p>Improved interfaces needed to provide an attractive presentation which is responsive to the parkland</p> <p>Proximity to station and commercial strip make the areas suitable for medium density housing, which will support the local shops and ensure greater access to public transport</p> <p>These areas act in many ways as the public 'face' of the centre and are intended to signal the presence of the activity centre in a way that reflects the character.</p> <p>Existing landscape character, lot sizes and domestic scale mean they are not suitable for more significant increases in intensity</p> <p>These areas link the centre's key gateways to the commercial areas and inform perception of the centre</p>	<p>Support for 2-3 storey townhouse forms but no policy support for apartment forms</p> <p>Reduced front setback requirements allowable if offset by meaningful landscaping within front setback.</p> <p>Reduction of side and rear setback control modifications to Clause 54 & 55 of the Maroondah Planning Scheme</p> <p>Reduction of private open space control modifications to Clause 54 & 55 of the Maroondah Planning Scheme</p> <p>Increased requirements regarding the design quality of these interfaces</p> <p>Preference for activation of both front and rear interfaces along the park frontage, increasing passive surveillance of Knaith Road Reserve</p> <p>Support for innovative use of landscaping to ensure complimentary designs along park interfaces and main roads</p>	 
<p>Residential regeneration precinct</p> 	<p>Delivery of a carefully managed model of residential regeneration which maintains the medium density character of this area while not promoting overdevelopment</p> <p>Support redevelopment and consolidation of sites within these areas where this improves the housing stock and permeability and provides better integration with its surroundings</p> <p>Using new development to set benchmarks for built form outcomes in preference to reference to existing development</p> <p>New development forms which address existing issues in relation to 'gun barrel' driveways and presentation to the street frontage</p>	<p>Proximity to public transport and shops and services</p> <p>Existing character of higher density (though low scale) development</p> <p>Need to manage the transition of an area of older housing stock with less impetus for redevelopment (due to presence of strata titles)</p> <p>Less buildings of valued character than other areas</p> <p>Clearly defined precinct to prevent 'creep' of higher densities into surrounding areas</p> <p>Opportunities for regeneration, and improved presentation, as well as improved connectivity through the area</p>	<p>Support for 2-3 storey townhouse forms</p> <p>A relaxation of the side and rear setbacks, in recognition of the existing footprints of dwellings in the precinct</p> <p>Smaller requirements for public open space allowable if other approaches in design provide improvements to the public realm</p> <p>Requirements for significant breaks in building form along side elevations</p> <p>Support for development which consolidate lots and/or opens up new north/south public pedestrian connections</p>	 



area	preferred outcomes	rationale	anticipated controls	built forms
<p>Residential growth precinct</p> 	<p>A transition to a more 'urban' form of infill development in recognition of the proximity to the commercial strip</p> <p>No further apartment style buildings but medium density development in the form of townhouses</p> <p>Less of an emphasis on canopy vegetation but will still maintain a 'green' 'village' feel</p> <p>An improved pedestrian realm</p>	<p>To clearly define an area as being suitable for this style of development to direct pressure away from other areas</p> <p>These areas are very close to the commercial strip and the railway and will provide a transition between the commercial area and strategic sites (as specified in the section below) and the neighbourhood protection precincts</p> <p>They also recognise existing approved development such as the three storey apartment approved at Wenwood Street</p> <p>Existing examples of development have failed to provide for high quality streetscapes in close proximity to the commercial spine</p>	<p>Support building heights of up to 3 storeys with a preference for 3rd storeys to be recessed</p> <p>Reduced front setbacks allowed provided low-medium level indigenous vegetation is provided within the setback</p> <p>Reduction of side and rear setback control modifications to Clause 54 & 55 of the Maroondah Planning Scheme</p> <p>Reduction of private open space control modifications to Clause 54 & 55 of the Maroondah Planning Scheme</p> <p>Requirements to integrate basement, undercroft or other forms of integrated parking where possible to reduce the visual dominance</p> <p>Encourage street activation at the ground floor level through integration of home offices and no (or low level) fencing</p> <p>Ensure sufficient setbacks are provided where adjoining 'neighbourhood protection' areas to introduce screening vegetation</p>	
<p>Residential growth precinct: strategic</p> 	<p>A transition to a more 'urban' form of infill development in recognition of the proximity to the commercial strip</p> <p>A clearly defined area suitable for this style of development to direct pressure away from other areas</p> <p>Sites which can achieve additional height without significant adverse impacts are recognised to maximise their benefit.</p> <p>Sites identified as capable of carrying additional height still respond to the landscape character of their surrounds</p>	<p>These sites are larger sites which are capable of accommodating a more significant built form when (and if) their current uses finish</p> <p>Identified strategic sites are as follows:</p> <ol style="list-style-type: none"> 1. the northern portion of the Australian Defence Force site 2. the Council car park to the rear of the IGA 3. the large lot at 1 Lois Street and the two lots fronting Railway Avenue (numbers 128 and 130) to the immediate north of this site 	<p>These sites can support buildings heights of up to 4 storeys</p> <p>Buildings must be modulated and include significant articulation to avoid overly bulky forms</p> <p>Buildings must achieve a high level of design quality in accordance with their strategic designation</p> <p>Materials and landscaping elements should be fully integrated with the design and strongly encourage finishes to respond to any colour palette developed for the centre</p> <p>On the ADF site, development must comprise a number of separate building forms within a campus style landscape setting</p>	



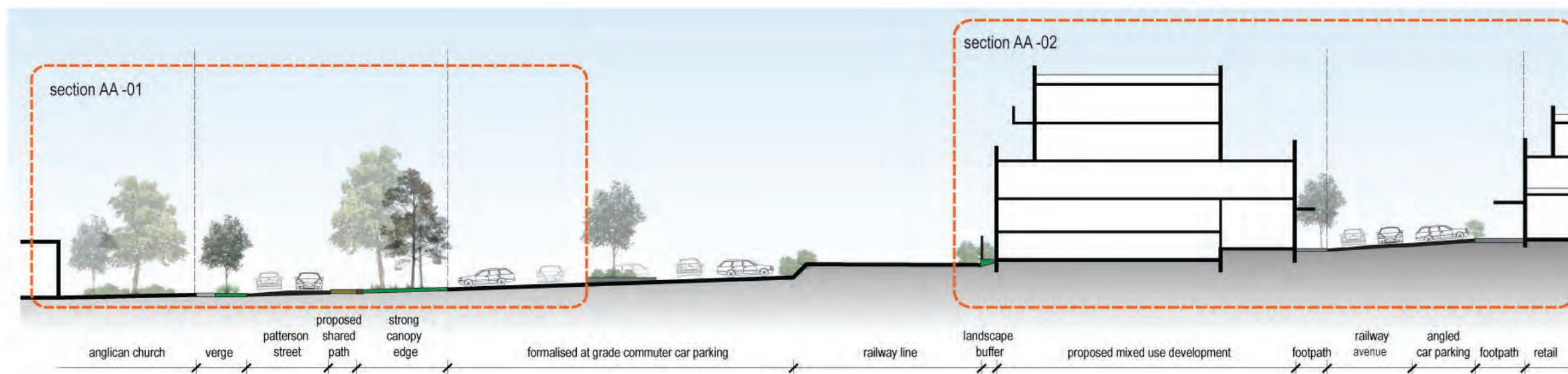
area	preferred outcomes	rationale	anticipated controls	built forms
<p>Commercial spine</p> 	<p>More intensive mixed use development</p> <p>Maintenance of the 'village' feel, while increasing the amount of residents to support local traders</p> <p>A consistent, active and pleasant pedestrian environment at ground level</p> <p>Infill of key sites where additional built form would reinforce the urban structure, particularly along the rear access lane in the commercial strip</p> <p>Improvements to the rear access lane to increase safety and amenity of this area</p>	<p>To support the local shops and maintain the viability of the centre - as other nearby centres expand, additional residents are needed to support local businesses</p> <p>The need to reduce pressure on the surrounding residential areas to accommodate the projected population growth</p> <p>Opportunity to accommodate growth in areas with less sensitive interfaces</p> <p>Increasing the number of residents within the commercial strip will increase activity in the area after business hours and promote vibrancy</p> <p>Allowing additional height can accommodate offices at upper levels, freeing up ground level for retail, cafes etc</p> <p>Well designed forms can accommodate these increases in density without compromising the village character, provided appropriate controls are in place</p>	<p>Promote a consistent 2 storey street wall along Railway Avenue with activated frontages and continuous weather protection</p> <p>Allow a third storey above the street wall where there is an adjoining two storey form, the 3rd storey is carefully integrated with the overall form and it will not be overly prominent</p> <p>Ensure sufficient transition for changes in building heights by incorporating upper level setbacks for any 3rd storey to the rear and require any 4th storey to be highly recessive and set back from front and rear</p> <p>Maintain an active frontage along Railway Avenue</p> <p>Require any exposed elevations to be treated in a way which contributes positively to the centre's image</p> <p>Require the provision of additional ground floor setbacks of 0.5m on north side of the existing rear access lane</p> <p>Encourage an additional 3m setback from the existing rear access lane (within the retail core) where achievable, to assist vehicle movements</p> <p>Requirements to integrate basement or undercroft parking where possible to reduce the visual dominance</p> <p>Strongly encourage finishes to respond to any colour palette developed for the centre</p> <p>Require high levels of design excellence, architectural quality and landscape integration</p>	



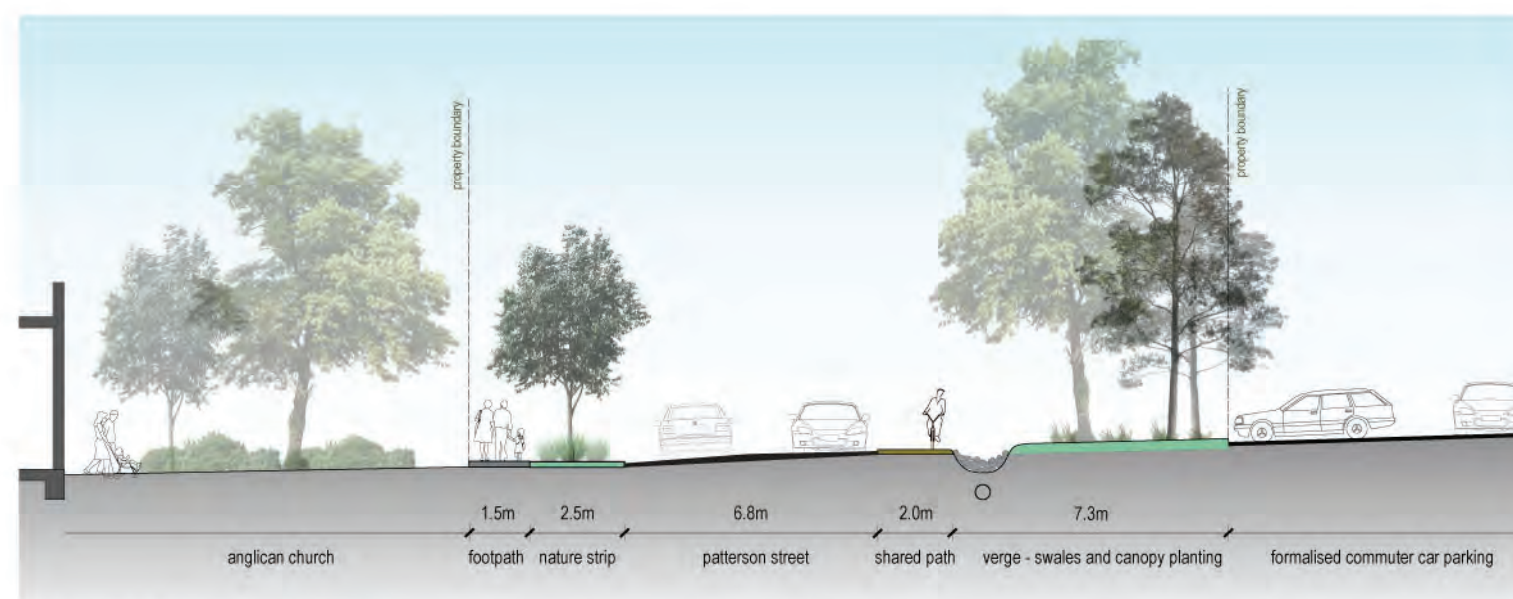
housing type	typical definition
detached dwelling	A free standing building or structure in which people live that is separated from all property boundaries, making it distinctive from other dwellings.
townhouse	A dwelling with a small footprint on multiple floors and usually two or three attached forms but can be more (known as terrace or row house). Each townhouse has a separate entry.
'shop-top' housing	A building type with dwellings located above ground level commercial premises. Generally occurs on land zoned for business purposes. Access to the dwellings is usually from a ground floor entry directly off the street.
apartment building	A group of self-contained dwellings (apartments) contained within a larger building.

ringwood east structure plan

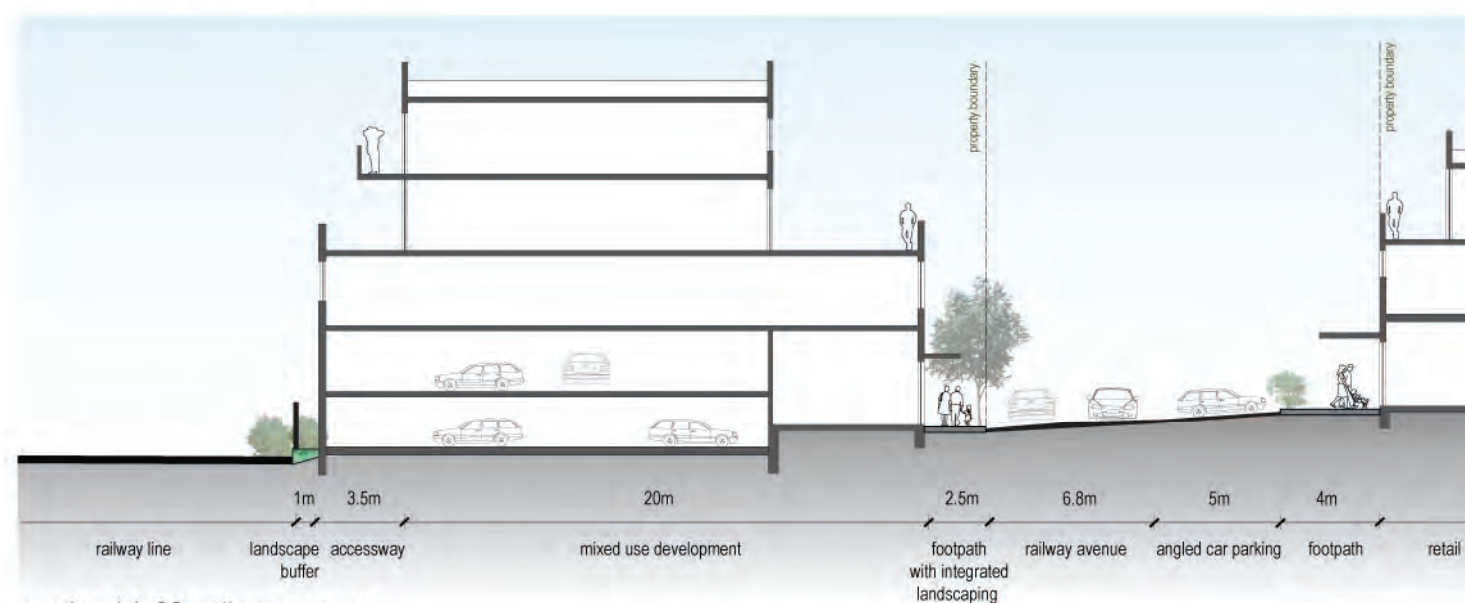
figure 6:
street sections



section AA



section AA-01: patterson street



section AA-02: railway avenue



Project Ref: 2011 614
Dwg No.: UDD-006
Scale: NTS
Date: 21.02.13
Revision: B

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4.3 landscape and environment

As with much of Maroondah, one of the most attractive characteristics of the Ringwood East NAC is the strong feeling of 'green' that results from not only the key vegetation corridor of the railway line which runs alongside the commercial strip, but also from the

current condition of the residential hinterland. This Structure Plan recognises not only the environmental importance of the 'green' character but also the social and economic importance of this strong landscape character. The Plan seeks to build on this character within the commercial strip; to 'fill the gaps' so to speak in the strong band of canopy vegetation which exists and to investigate ways to bring this green character into the more 'urban' commercial strip.

Importantly, the Plan also seeks to protect and enhance vegetation in residential areas. While there are existing protections under current neighbourhood character policy, a Structure Plan which considers this in a more holistic way balancing the demands of activity centre policy, adds additional weight to the protection of this valued element of the existing condition within Ringwood East. This document provides some very achievable parameters and recognises the important role the public realm and elements like street tree planting also play in the character of neighbourhoods.

More broadly, the Plan provides clear direction and parameters for the enhancement, improved connections and awareness of important green assets in the centre. Knaith Road Reserve and the opportunities associated with this public space was the subject of the greatest focus of the local community. While it is not the role of a Structure Plan to identify the details of how this park may be

developed (a masterplanning exercise will need to be undertaken) the plan highlights the vital importance of the resolution of this reserve space, which is highlighted as one of the highest priority actions. It also sets some important parameters which are outlined in the following section, along with a sketch concept as to how the area may develop, noting that this will need to be subject to more detailed analysis.

One of the other key aspirations of this Plan is to position the centre as a leader in sustainable practices. The opportunity exists due to the passionately engaged community and natural advantages of the centre due to its northern orientation to set a new benchmark for the development of NACs. This Plan outlines only some of the many opportunities that exist within the centre which could be pursued by the community.

RELEVANT PRINCIPLES

Strengthen the 'urban village' identity of the centre.

Enhance Knaith Road Reserve to better meet the needs of the local community.

Identify and improve places for people to gather within the centre.

Preserve important character elements of the residential neighbourhood.

Protect and enhance the important landscape character of the centre

Provide clear guidance for any future development of the defence force site.

Encourage more efficient use and improved presentation of commuter car parking areas.

Support sustainability measures throughout the activity centre.

objectives

- To protect and enhance the strong landscape character of the centre.
- To recognise the different functions of streets within the centre and ensure public realm treatments responds to these functions.
- To enhance and improve connections to the existing areas of green space and highlight opportunities for new areas of open space.
- To develop a clear and legible identity for the centre that is reflective of the 'urban village' character.
- To develop a series of spaces and places for the community to interact both formally and informally.
- To position Ringwood East as a benchmark centre for sustainable practices.

strategies

- Continue to protect the existing canopy vegetation along the rail corridor and advocate strongly for the retention of this vegetation as part of any works within the rail corridor.
- Work with VicTrack and other relevant parties to integrate railway fencing through painting of the fences and softening through low level planting, such as grasses at the base.
- Retain as a priority the canopy tree vegetation along the northern edge as part of any formalisation of the northern commuter car parking areas.
- Identify different public realm regimes to reflect the existing and / or future character of particular streets and provide appropriate infrastructure enhancements as required:
 - Primary Edge Corridor: emphasis on vehicular movement with canopy plantings infilled along the western side of Dublin Road, with a stronger urban form emphasis and a 'punctuation' at the intersection with the rail line (see Figure 9)

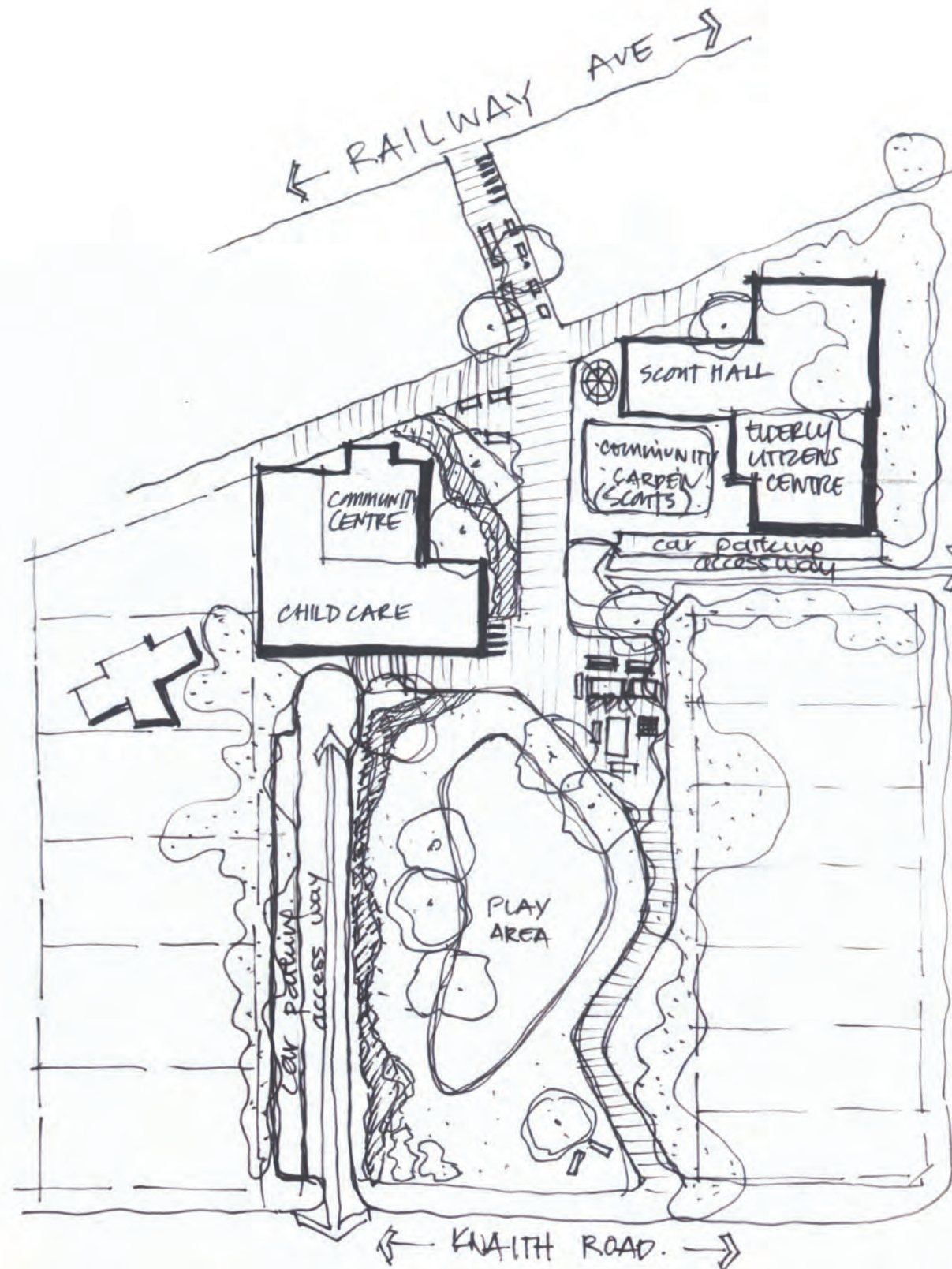
sides of the streets, on-street bicycle lanes, canopy vegetation for shade, places to 'pause' en-route and understorey planting for interest.

- Pedestrian Priority public realm treatment: applied within the main commercial areas in recognition of the intensity of pedestrian and cyclist activity and an aim of creating pleasant places to spend time, with wide pavements accommodating clear pedestrian pathways as well as opportunities for seating, bicycle parking, drinking fountains and displays and nodes for socialising. This treatment should be consistent across the whole commercial area and will play a role in defining the identity of the centre.
- Strong Landscape Corridors: represent the residential focused streets and should be supported by an increase in canopy street tree plantings and a maximum of one crossover per lot
- Explore opportunities to acquire or use the identified lot currently utilised by EACH to facilitate the extension of Freeman Street Reserve though to Patterson Street.
- Investigate opportunities for the provision of additional seating and associated infrastructure within the Freeman Street Reserve in recognition of its relationship to the adjoining child care centre.
- Investigate, as part of any redevelopment of the ADF site, the provision of a new area of public open space at the dam in response to identified needs. This space could allow for a more naturalist 'bushland' area for passive recreation and provide a local link to the Ringwood Lake area. Any redevelopment of this site should seek to retain existing canopy vegetation.
- Investigate options for formalising the triangular space at the Patterson Street curve as a modest 'pocket park' (grassed area with seating).
- Clearly identify areas where the retention and provision of additional rear canopy vegetation is a priority (see Figure 9) and require generous rear setbacks in these areas to support this.
- Identify and acknowledge key views as identified on Figure 9.



- Undertake a masterplanning exercise for Knaith Road Reserve, including:
 - Removing the centrally positioned built form (the scouts and child care centre).
 - As a priority, opening up the vista from the commercial strip across the park.
 - Retaining a generous range of community uses and hire spaces within replacement buildings, which could be positioned where the unused respite building is sited or to the south of the existing community hall.
 - Replacing existing play equipment with more integrated and natural play spaces.
 - Careful consideration of removing opportunities for through access but providing car parking and access roads from both Lawrence Grove and Knaith Road
 - Retaining canopy vegetation where possible
 - Providing an 'activity node' (see following page for more detail), including BBQ facilities.
 - Providing a clear pedestrian pathway through the park from Knaith Road separated from any access roads.
 - Ensuring all works within the reserve follow a unified design theme which is derived from a natural palette of materials and colours.
 - Investigating the need and opportunities for the provision of a half court, exercise circuit or similar and / or the availability of wi-fi connectivity to encourage younger people to use the park.
 - Opportunities for increased passive surveillance through the introduction of new typologies of built form around the park edge.
 - Considering the use of naturalistic swale drainage solution (as seen in Larissa Avenue to the west) to address existing drainage issues.
 - Highlighting opportunities for the establishment of a small garden space for use by the scouts and/ or the elderly citizens to supplement the larger community garden space on Railway Avenue.
 - Retaining large areas of the park as informal, multi-purpose open space.
 - Considering introduction of interpretative signage highlighting the history of the reserve (i.e. its previous roles as a quarry and swimming pool).
- Regenerate the existing green corridor which connects the commercial strip to Knaith Road Reserve by removing existing vegetation, introducing a street furniture node, improved pedestrian paths and more appropriate vegetation which allows for views through to Knaith Road Reserve.
- Seek to increase the provision of canopy tree planting in at-grade car parks to break up the extent of hard surfacing and increase shade and amenity.
- As a priority introduce new canopy street tree plantings along the north side of Railway Avenue (particularly to the western extent) to emphasise the centre's identity.
- Consider introducing additional street tree planting along the southern side of the Railway Avenue at key punctuation points along the strip and seek to introduce new lower scale vegetation such as native grasses.
- Co-ordinate species selection for both canopy and understory planting along the commercial strip to assist in the definition of the centre identity (noting the existing design palette used by recent landscape improvements within the station precinct).

Figure 7: knaith road reserve indicative sketch plan

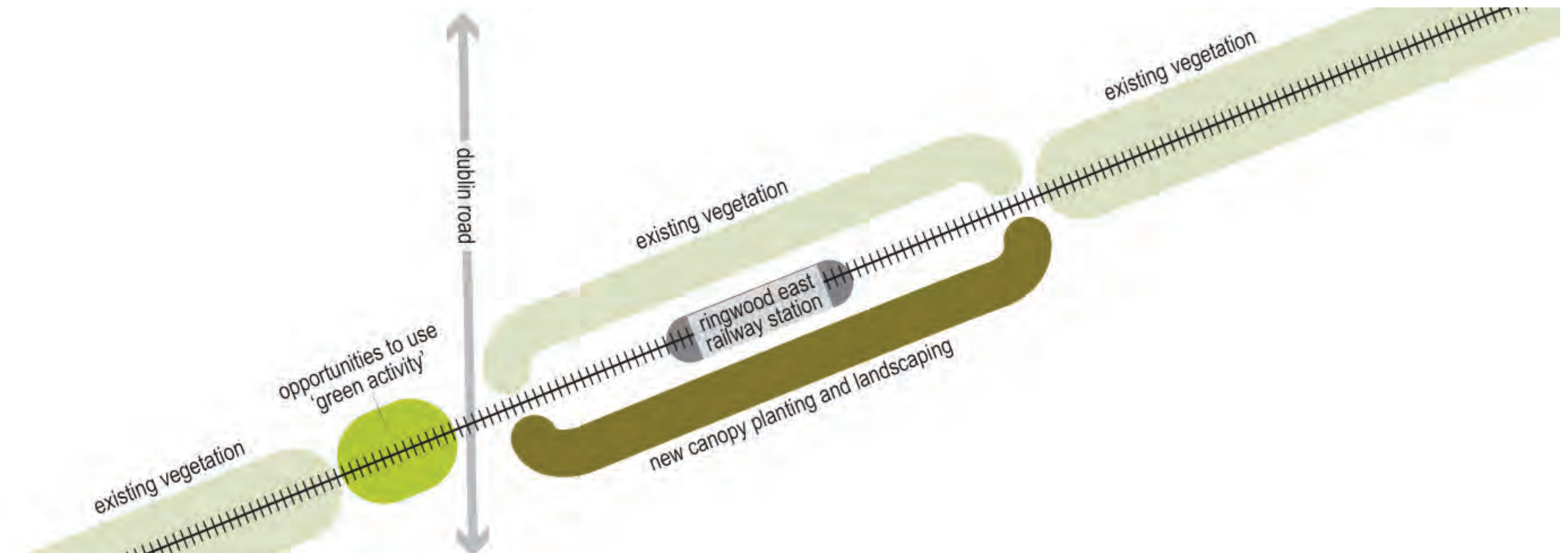


- Undertake additional planting of street trees to support the identified public realm regime treatments to fill gaps in existing plantings in residential areas, recognising the role that species selections plays in determining the character of streets.
- Underground powerlines within the centre as a matter of priority. If undergrounding is not possible seek to bundle the wiring to remove poles (including leaning pole) which dominate views from the centre gateway.
- Identify key 'activity nodes' (see Figure 9) and seek to consolidate street furniture in these locations to reduce visual clutter and obstruction. Street furniture at these nodes should include:
 - Flexible seating (i.e. avoid standard fixed bench seating to allow a variety of social interactions).
 - Bins.
 - Bike racks.
 - Dog tethering points.
 - Drinking fountains.
 - Signage or information points (if required).

- Develop a new 'plaza' space outside the IGA in recognition of the anchor role this business plays within the centre through the removal of the existing service lane.
- Use landscape treatments as well as built form to mark the important gateways to the centre, recognising Mt Dandenong Road and Knaith Road as gateways to the centre, along with the rail line crossing.
- Develop a Community Garden in the preferred location within the railway corridor north-west of the Dublin Road and Railway Avenue intersection. While careful fencing would be required, a number of successful community gardens have been established in similar locations and this site offers the opportunity to publicly celebrate the 'sustainability' and 'community' elements of Ringwood East's identity in a highly exposed location.
- Establish a management structure and appoint a committee to manage the community garden.
- Introduce a family of signage within the identified palette, providing a well-considered introduction of way finding signage, with emphasis on identifying the time it would take to walk or cycle to key destinations.
- Seek to also introduce community notice boards, within a centrally located activity node to communicate local events, celebrate the centre history and connect the community.
- Investigate opportunities for the introduction of public art at identified locations in keeping with the character of the centre and with particular emphasis on environmental or landscape subject matter.

- Undertake a more targeted investigation of sustainability measures, other than those identified within this plan, to be introduced into the centre, which should include (but not be limited to):
 - Use of solar energy for street lighting.
 - Introduction of water sensitive urban design elements as part of any public realm upgrades.
 - Use of indigenous vegetation to encourage local wildlife.
 - Use of recycled and sustainably sourced materials where suitable in public works.
 - Consider setting up a framework to benchmark the centre achievements against key criteria and develop a framework for future actions.






















Figure 8: the railway 'greenlink'

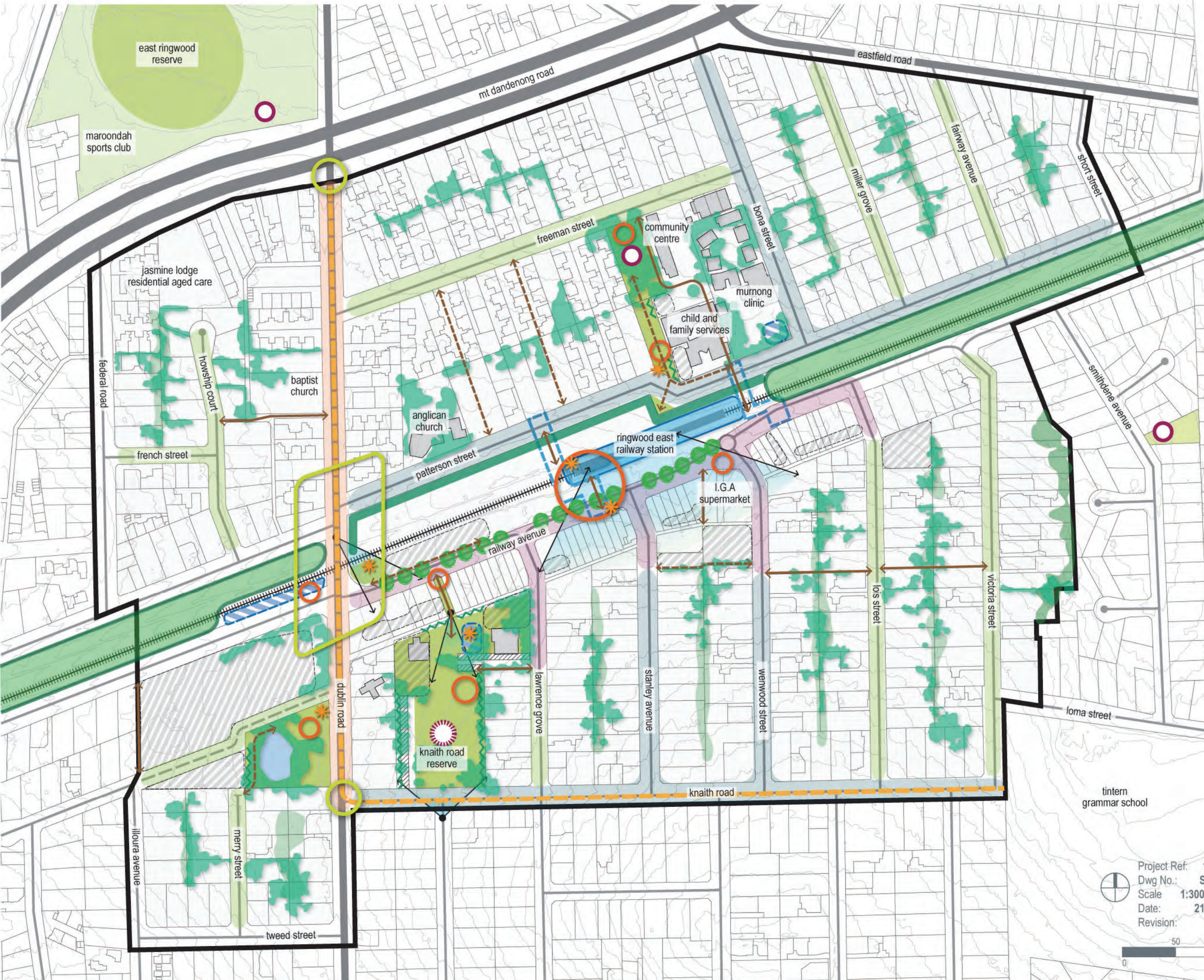


ringwood east structure plan

figure 9:
landscape & environment

legend

- study area 
- public open space 
- key infill site 
- maintain area of biological significance 
- maintain strong canopy edges 
- establish new canopy planting 
- pedestrian priority public realm 
- key movement corridor 
- primary north - south access corridor 
- strong landscape character 
- canopy vegetation to be retained 
- improved pedestrian connection 
- new pedestrian connection 
- potential community garden locations 
- existing playground 
- upgrade play equipment 
- proposed street furniture node 
- potential public art locations 
- key view line to protect 
- gateway 
- key centre edges 



Project Ref: 11.614
 Dwg No.: SP-014
 Scale: 1:3000@A3
 Date: 21.02.13
 Revision: C

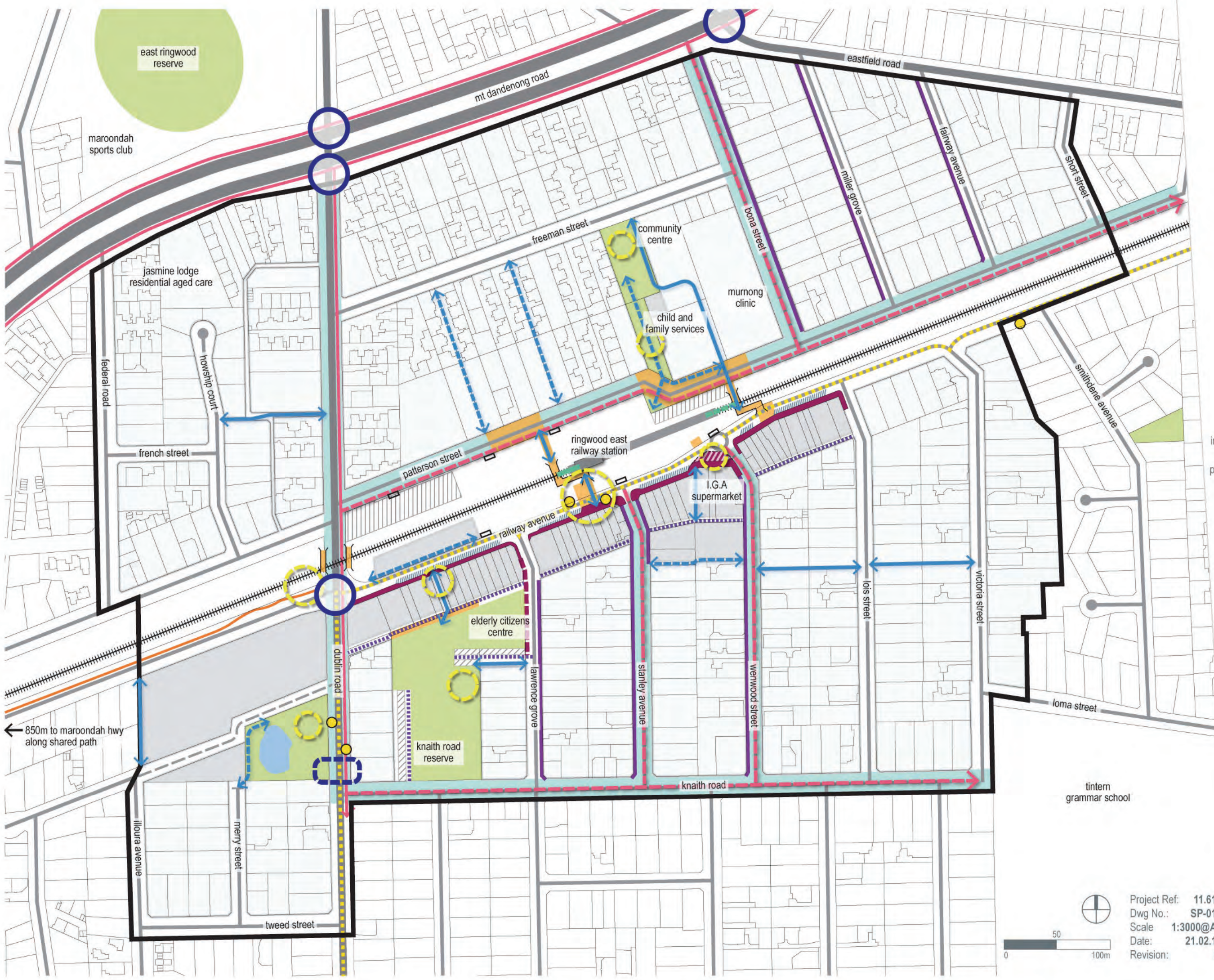
50
 0 100m

ringwood east structure plan

figure 10:
access & movement

legend

- study area
- major road
- secondary road
- local road
- proposed road alignment
- laneway
- key traffic junction
- proposed pedestrian operated signals
- improved pedestrian connection
- proposed pedestrian connection
- high volume pedestrian pavements
- proposed high volume pedestrian pavements
- remove service lane & extend pedestrian pavement
- new footpath
- proposed pedestrian safety road treatment
- formalised car parking
- angled on-street parking
- vehicle entry / exit to station precinct
- upgrade rail crossing
- ramp access to station
- prop. ramp access to station
- 367 bus route
- bus stop
- existing shared path
- on road cycle lane
- proposed on road bike path
- proposed street furniture node
- key movement corridor



Project Ref: 11.614
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← 850m to maroondah hwy along shared path

4.4 access and movement

As with many of the other areas this Structure Plan addresses, the changes envisaged in relation to access and movement are not large scale projects, but rather minor adjustments and interventions primarily designed to facilitate and support increased pedestrian movements to and around this centre. The emphasis on pedestrian and cycle movement is considered to be particularly important in neighbourhood centres such as

Ringwood East. The Plan has also recognised that some streets within the centre are likely to carry high volumes of traffic, whether this is vehicular, cycle or foot traffic and that the treatments in these streets will need to reflect this. It has also sought to build on the existing networks of paths and spaces used by residents, rather than imposing new pathways which may not meet the needs of the community.

Among the outcomes pursued is a reassessment of the access to the Ringwood East railway station. Improving access to the railway station was a key concern for many residents, with issues such as people jumping fences to access the eastern end of the platform and crowds spilling onto Patterson Street at peak times due to the lack of areas to pause at the road frontage, raised in consultation. While many options were put forward and explored as part of this process, there was a need to balance these with State level directions regarding no provision of new at-grade crossings and the clear message from the community that the visibility of the station within their centre was important to maintain. The improvements outlined within this section of the Plan should assist in substantially improving the

access and experience within this important node, in line with the identified 'key ambition'.

In addition, the Plan seeks to respond with strong direction regarding two of the other key issues raised by the community in relation to the presentation and functionality of the commuter car parking areas and the lack of cycle infrastructure through the centre. The Plan seeks to continue the Eastern Rail Trail shared path through from Dublin Road to Croydon Town Centre in the east along the north side of the railway line. While many options were explored in relation to this alignment (for instance, should the path be along Railway Avenue?), this alignment was preferred due to the congested nature of Railway Avenue and the ability to create a highly amenable shared path along an existing landscape corridor. This was not a decision made lightly as it is likely to involve the removal of on-street carparking from Patterson Street. However, it is considered that this will provide a key piece of infrastructure in not only the cycle, but also the pedestrian, movement network when additional connections from Bona Street and

through from Freeman Park are considered. This will assist in the aim of creating stronger links from north to south. The Plan sees a range of specific directions provided for the preferred future of each of the areas of existing at-grade car parking, but it must be acknowledged that these outcomes will require additional buy-in from VicTrack as the owners of the land in question.

objectives

- To improve pedestrian access to the commercial strip along Railway Avenue and to key activity nodes within the centre.
- To integrate opportunities for cycle connections.
- To improve safety, amenity and access to and from the Ringwood East railway station.
- To outline clear directions for improved outcomes on commuter car parking sites to ensure integrated development.
- To resolve access and parking issues through Knaith Road Reserve
- To address areas of pedestrian / vehicular conflict identified in the background discussion paper.

strategies

- Investigate the provision of footpaths along one side of Miller Grove and Fairway Avenue where there is none currently provided and where the street provides through access.
- Provide footpaths on both sides of streets identified as 'key movement corridors' in Figure 10 in recognition of their anticipated higher levels of pedestrian movement.
- Seek to upgrade the pedestrian experience along identified existing pedestrian laneways through the provision of low level lighting or through measures imposed on development adjoining these connections.
- Improve pedestrian connections into Knaith Road Reserve as follows:
 - Revise the existing pedestrian access from Railway Avenue as part of any masterplan for Knaith Road Reserve to improve visual co-ordination, provide a new path suitable for all ability access and clear existing vegetation to open up views to the reserve.

- Provide a defined pedestrian access point from Lawrence Grove, either through the Elderly Citizens car park or as part of any redevelopment to the north of this building.
- Seek to establish new north-south pedestrian connections from Freeman Street to Patterson Street at mid-block locations through any development (or redevelopment) of lots in this area.
- Introduce a pedestrian operated set of traffic lights at the intersection of Knaith Road and Dublin Road to provide safe access to the nearby bus stops, Knaith Road Reserve (and associated community facilities) and to Tintern Grammar.
- Ensure any development of the Council car parking site includes a clear and amenable east-west pedestrian connection, ideally in conjunction with existing vegetation.
- Develop a clear and amenable pedestrian pathway along the north side of Railway Avenue to connect Dublin Road with the existing footpath west of Lawrence Grove.
- Seek to establish a new pedestrian connection through parkland adjoining the EACH childcare centre to the station precinct.
- Seek to establish a more direct pedestrian connection from Merry Street to the commercial strip as part of any development of the ADF site.
- Treat road surfaces with clearly identifiable textural treatments and raised thresholds in identified 'pedestrian priority locations', both on roads and across station carparks.
- Create and define plaza areas with street furniture nodes (see section 4.5) for meeting / waiting on both sides of the central station crossing.
- Encourage relocation of existing bike lockers to provide easier access from disabled parking spaces.
- Create a new urban plaza space in front of the IGA through removal of the existing service lane.
- Seek upgrades to existing at-grade rail line crossings, including surface treatments, railings, lighting and landscape treatments.
- Support the upgrade of station facilities to support greater public transport usage.



- Over time, seek to resurface the pavement within the commercial strip, widening where possible and ensuring there is consistent treatment which reduces any trip hazards.
- As part of any redevelopment of the ADF site ensure a new road is provided through the site, connecting Nicholson Street with Dublin Road at the location of the existing crossover.
- Consider access to Knaith Road Reserve as part of any masterplanning process, but seek to avoid the provision of through access while retaining car parking provision within the reserve accessible from both Lawrence Grove and Knaith Road. Consider introduction of disabled and / or pram spaces.
- Upgrade the existing on-road cycle lane along Dublin Road. Investigate options to separate the existing bike lane from parked cars, and consider use of specific surface treatments.
- Introduce on-road cycle paths along identified routes (Figure 10) to connect key destinations in the wider area.
- Consider removing on-street car parking along Patterson Street to support the introduction of a path for pedestrians and cyclists along the southern side of the street between Dublin Road and Bona Street (noting all houses have off-street parking).
- Investigate further connections beyond Bona Street, having regard to existing vegetation within the rail corridor.
- Introduce generous bicycle parking at key locations identified as 'street furniture nodes' on Figure 10.
- Retain existing on street angled car parking within commercial strip.
- Formalise and upgrade existing commuter car parking areas, as follows:
 - Support the development of a mixed use building with a skin of retail, integrated commuter car parking and upper level residential on the identified site in the south-west.
 - Formalise the remainder of the south-west car park and provide rationalised entry point for vehicles.
- Remove one car parking space and seek to introduce a more formalised crossing point at the existing cut out as identified on Figure 10. Ensure this connection is recognised in any redevelopment of a plaza space in front of the IGA supermarket.
- Formalise the north-west and north-east areas which are currently unformed.
- Create a pedestrian plaza area in the northern commuter car park adjoining the station building.
- Create additional space at the Patterson Street edge to allow pedestrians to wait to cross the street safely.
- Seek increases in canopy planting and vegetation in all at-grade car parking areas where appropriate.
- Ensure any infill development on commuter or council car parks seeks to retain existing numbers of car spaces.
- Improve and upgrade disabled car parking spaces, including as part of any development of a plaza near the IGA.
- Consider sightlines from all approaches at the Wenwood Street roundabout as part of any plaza development.
- Actively seek the introduction of a car share scheme into the centre and provide a conveniently located car parking space for this purpose.

