



Ordinary Meeting of Council Attachments

Monday 16 September 2024

Council Chamber, Realm

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CHIEF FINANCIAL OFFICER

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COUNCILLOR BRIEFING – PUBLIC RECORD

Briefing Details:

Date: Monday 19 August 2024

Time: 6:00 PM

Location: Meeting Rooms 1
& 2, Realm*All items discussed at a Councillor Briefing are considered confidential in nature.*

Attendees:

Councillors

Cr Kylie Spears (Mayor)

Cr Paul Macdonald (Deputy Mayor)

Cr Chris Jones

Cr Tony Dib OAM, JP

Cr Mike Symon (virtual)

Cr Suzy Stojanovic

Cr Tasa Damante

Council Officers:

Steve Kozlowski

Tony Rocca

Adam Todorov

Marianne Di Giallonardo

Andrew Fuaux

Emma Hills

Kirsten Jenkins

Deanne Keogh

Sherryn Dunshea

Phil Medley

Nina Pirruccio

Chief Executive Officer

Director/Chief Financial Officer

Director Assets & Leisure

Director People & Places

Director Strategy & Development

Governance Officer

Manager Community Safety

Emergency Management Officer

Manager Executive Office

Manager Governance & Performance

Coordinator Governance and Procurement

Item

2

2

3

3

3

Apologies:

Councillors:

Cr Linda Hancock, Cr Rob Steane OAM

Council Officers:

Nil

Conflict of Interest Disclosure:

Councillors:

Nil

Council Officers:

Nil

Items Discussed:

1	Council Meeting Agenda
2	Community resilience and Emergency Management update
3	Draft schedule for Council Election, Induction and Policy Review Activities 24/25
4	Items of a General Nature Raised by Councillors

Record completed by:

Council Officer
Title

Emma Hills
Governance Officer



COUNCILLOR BRIEFING – PUBLIC RECORD

Briefing Details:

Date: Monday 2 September 2024 Time: 6:00 PM

Location: Meeting Rooms 1
& 2, Realm*All items discussed at a Councillor Briefing are considered confidential in nature.*

Attendees:

Councillors		
Cr Kylie Spears (Mayor)	Cr Mike Symon (virtual)	Cr Linda Hancock
Cr Paul Macdonald (Deputy Mayor)	Cr Suzy Stojanovic (virtual)	
Cr Chris Jones	Cr Tasa Damante	
Council Officers:		
Steve Kozlowski	Chief Executive Officer	
Tony Rocca	Director/Chief Financial Officer	
Adam Todorov	Director Assets & Leisure	
Marianne Di Giallonardo	Director People & Places	
Andrew Fuaux	Director Strategy & Development	
Emma Hills	Governance Officer	
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Tim Cocks	Manager Leisure & Major Facilities	1-2, 4
Mikki Lacey	Acting Manager Aquahub	1-2
Tara Choudari	Leisure & Aquatics Facilities Manager	1-2
Alex Beltramin	Aquamation Programs Manager	1-2
Chris Zidak	Manager Business & Precincts	3
Elissa Bates	Creative Places Manager	3
Nikki Steegstra	Business Support & Programs Officer	3
Isabelle Cancino	Manager Finance & Commercial	4
Shaye Wilson	Coordinator Property, Revenue & Valuations	4
Daniel Van Leuverden	Team Leader Property & Valuations	4
Sherryn Dunshea	Manager Executive Office	6

Apologies:

Councillors:

Cr Tony Dib OAM, JP, Cr Rob Steane OAM

Council Officers:

Nil

Conflict of Interest Disclosure:

Councillors:

Nil

Council Officers:

Nil

Items Discussed:

1	CMP 2023-2024 Season Review
2	Aquahub Gymnastics Program Update
3	Karralyka Centre and BizHub Coworking Update
4	Property Management and Compliance Update
5	Draft Ringwood Metropolitan Activity Centre Plan & Draft Residential Catchment Area
6	2024 Bill Wilkins Volunteer Award
7	Community Assistance Fund
8	Councillor Delegates' Meeting Report
9	Items of a General Nature Raised by Councillors

Record completed by:

Council Officer	Emma Hills
Title	Governance Officer



Maroondah Liveability Safety and Amenity Committee – Minutes

Meeting Details:

Date: Wednesday 24 July 2024 Time: 9:30am - 12pm Location: Meeting Rooms 1 & 2, Realm

Attendees:

Councillors

Cr Rob Steane OAM (Chair)
Cr Tasa Damante

Council Officers:

Kirsten Jenkins, Manager Community Safety
Chris Zidak, Manager Business and Precincts
Rosie Sheehan, Community Development Officer
Chloe Messerle, Senior Governance Officer (Minute Taker)
Chris Riseley, Team Leader Community Development
Grant Meyer, Manager City Futures
Angela Kechich, Manager Statutory Planning

Community Representatives:

Judith Lenthall
Wendy Thomas
Ellen Mitchell
Malory Healey
Linda Tubnor

Agency Representatives:

Sam Bartlett, Croydon Main Street Traders Association
Anthony Glover, Metro Trains
Sarah Treweek, Yarra Valley Water
Onur Tunali - QIC (left the meeting at 11:16am)

Guest Speakers:

Karen Milward, First Nations Consultant

Apologies:

Councillors:

Cr Linda Hancock

Council Officers:

Sharyn Davey-Sharman, Coordinator Local Laws

Community Representatives:

Nil

Agency Representatives:

Kathryn Collier, METEC
Matt Mercieca, QIC Eastland
Nathan Mattinson, Melbourne Water
Shaun Ruigrok, Metropolitan East Bicycle Users Group
Inspector Dean Grande, Victoria Police

Conflict of Interest Disclosure:

Councillors:

Nil

Council Officers:

Nil

Community Representatives:

Nil

Agency Representatives:

Nil

Items Discussed

1. OPENING OF MEETING (Acknowledgement of Country)

Maroondah City Council, in the spirit of Reconciliation, acknowledges the Wurundjeri People of the Kulin Nation as traditional custodians of the land on which we are gathered today, where Indigenous Australians have performed age-old ceremonies. We pay our respects to their Elders, past, present and emerging.

2. WELCOME

Cr Steane opened the meeting and welcomed all present.

2.1 Housekeeping

Cr Steane advised of exits, toilets and tea and coffee facilities.

CONFIRMATION OF MINUTES - WEDNESDAY, 8 MAY 2024

ITEM 3

The minutes were confirmed by consensus.

4. ITEMS

RECONCILIATION PLAN - KEY THEMES EMERGING FROM KEY
STAKEHOLDER ENGAGEMENT

ITEM 4.1

Chris Riseley introduced the item, providing background to the Reconciliation Plan and introduced Karen Milward.

Karen spoke about the themes for Understanding First Peoples culture and history including storytelling, opportunities for First Peoples History, supporting festivals and event opportunities, continue to support and promote creativity and promoting positive outcomes.

Karen also discussed the capacity building, leadership and governance which can be promoted through the employment and inclusion of Indigenous people.

Question - how can Council support your organisation, business or community, support First People's to achieve these aspirations?

The committee broke up into three groups focusing on the following -

How to promote and celebrate First Peoples achievements? (past and present)

- Statues eg. William Barrack
- Audio visual screen rotating images instead of honour board
- Business Awards
- Sporting Awards
- Grants - financial/equipment

How can we create culturally safe spaces?

- Indigenous naming of places
- Connection to Country - natural spaces, trees, environmental areas
- Meeting places for yarning
- Logos for acknowledging if shops are using indigenous items

How do we embed First Peoples imagery into Council Places?

- Screens of images
- Sponsorship banners around sporting grounds
- Adding to the bottom of email replies for sporting clubs
- Indigenous socks for sporting events - something to acknowledge

Education piece for others to ensure understanding of culturally safe spaces which can mean employing indigenous people, including references to the indigenous culture around the work place which ensures cultural inclusion.

Chris advised of Community Engagement until the end of 2024 and endorsement at Council in 2025.

BREAK

ITEM 4.2

Cr Steane called for a 10 minute break.

HOUSING AND HOMELESSNESS

ITEM 4.3

Angela Kechich and Grant Meyer introduced the item with Angela speaking about housing and the Planning Scheme referring to -

- Social and affordable housing developments
- Provisions in the Planning Scheme to seek to facilitate various forms of housing options through multiple avenues

Grant spoke about homelessness and advised what Council is actively doing to support the community. Grant referred to the Regional Homelessness and Social Housing Group Charter which comprises of 13 Councils, working on a values based Messaging Guide due to be released soon.

Grant mentioned the upcoming Homelessness Week Webinar to be held on Thursday 8 August between 2-3pm which has been circulated to the committee members.

COMMUNITY SAFETY CROYDON TOWN SQUARE DISCUSSIONS

ITEM 4.4

Anthony Glover provided some background on himself as well as highlighting safety concerns at both Ringwood and Croydon train stations.

Anthony highlighted times of the day that have had the most safety concerns and describe some of the incidents that his staff had to deal with including -

- Damage of property (including shops) and cars
- Substance (both drug and alcohol) affected individuals
- Physical violence
- Screaming, yelling and arguing

Sam Bartlett advised that there was a monthly safety meeting which included all groups that can help assist with safety concerns in the area. Sam to provide information to Anthony through Kirsten Jenkins post meeting.

INFORMATION SHARE AND DISCUSSION

ITEM 4.5

Community rep advised of a local facebook group which has increase in posts relating to crime and break ins in the area.

Chris Zidak spoke about how his team worked on the community engagement for the Croydon Town Square as a follow on from the previous item relating to the community safety.

Sam advise of a Christmas in July with markets and stalls to be held in the old Croydon Cinemas from 5-7pm on Saturday 27 July 2024.

Cr Damante thanked all committee members for attending and contributing to the committee over the past year.

Yarra Valley Water spoke about funding for water options for open space and community use.

Community rep spoke about the inquiry she worked on regarding the 2022 floods and advised of an upcoming Climate Resilience Inquiry at the end of 2024 which covers bush fire, flooding and extreme weather events.

Judith advised that she was at the end of her 4 years term on the Advisory committee. She thanked everyone as she had really enjoyed her last meeting.

Ellen spoke about the Ringwood East station that had recently opened.

Cr Steane spoke about the upcoming caretaker period leading into the Council Elections noting future Councillor representation would occur at the end of the year. He thanked everyone for their input over the years.

Kirsten provided the update regarding notification of advisory committees for next year and thanked everyone for attending the meetings.

The Meeting concluded at 11:28am.



Maroondah Access Inclusion and Equity Advisory Committee – Minutes

Meeting Details:

Date: Tuesday 13 August 2024 Time: 10:00am

Location: Maroondah
Federation Estate

Attendees:

Councillors

Cr Suzy Stojanovic (Chair)
Cr Chris Jones

Council Officers:

Heather Burns, Manager Community Services
Chris Riseley, Team Leader Community Development
Emma Hills, Governance Officer (Minute Taker)

Agency Representatives:

Gerardine Daniels (Department of Families, Fairness and Housing)
Janene Evans (FVREE)
Capella Henderson (Eastern Community Legal Centre)
Vicki Bryce (Uniting)
Judith Cheuk (Uniting)

Community Representatives:

Philip Hughes
Jenny Tang

Guests:

Karen Milward, First Peoples Senior Cultural Advisor to Council

Apologies:

Councillors:

Cr Kylie Spears

Council Officers:

Andrew Fuaux and Grant Meyer

Agency Representatives:

Angie Dimech, Sally Brooks, Hilary Bird, Roshika
Kumar, Shona Bass, Kerry Williams and Angelo Talidis

Community Representatives:

Jerry Jahau

Conflict of Interest Disclosure:

Councillors:	Nil
Council Officers:	Nil
Agency Representatives:	Nil
Community Representatives:	Nil

Items Discussed

1. OPENING OF MEETING AND ACKNOWLEDGMENT OF COUNTRY

Maroondah City Council, in the spirit of Reconciliation, acknowledges the Wurundjeri People of the Kulin Nation as traditional custodians of the land on which we are gathered today, where Indigenous Australians have performed age-old ceremonies. We pay our respects to their Elders, past, present and emerging.

2. WELCOME

Cr Stojanovic welcomed everyone to the meeting.

CONFIRMATION OF MINUTES - TUESDAY, 7 MAY 2024

ITEM 3

The minutes of the previous meeting were confirmed by consensus.

4. ITEMS

RECONCILIATION PLAN - THEMES EMERGING FROM STAKEHOLDER
ENGAGEMENT

ITEM 4.1

Chris provided an update regarding the Reconciliation Plan, noting the stakeholder engagement that has occurred and the community engagement that will be occurring over the next few months.

Karen spoke about the support for the Plan from the stakeholders and provided an overview of the three emerging themes as well as the aspirations that sit within them.

- Understanding First Peoples' culture and history.
- Supporting First Peoples organisations and community.
- Capacity building, leadership and governance.

The committee broke into groups to discuss the question: How can Council, your organisation, business or community support First Peoples to achieve these aspirations?

The question was discussed in relation to three different aspirations.

Advocate for more targeted health services to be based in Maroondah

- Convene a roundtable of organisations and community members to generate collective action.
- Leverage community grants to run an annual health day in Maroondah.

- Develop advocacy pack about needs, demand and aspirations.
- Enable First Peoples health services to operate in Maroondah by offering flexible short-term access to bookable office spaces.
- Loan vehicles/equipment to support First Peoples health services to deliver mobile clinics.

Greater support for mainstream services that provide services to First Peoples

- Ensure that the work is done to make mainstream services culturally safe before they are promoted to First Peoples.
- Mainstream service staff could attend First Peoples community events, to become better known.
- Mainstream staff following trauma-informed practice.
- Build trust between services, organisations and community.

Mutual secondment opportunities between ACCOs, Council, businesses, others e.g. service providers

- Find alignment of programs between mainstream and First Peoples' service providers.
- Ensure there are secondment opportunities at leadership level as this is the best way to encourage change in an organisation.
- Start the conversation among organisations and ensure workplaces are culturally safe.
- Allow and assist employees to substitute public holidays to align with their values and community obligations.

Karen Milward left the meeting at 11:17am.

OUTCOMES FROM CONSULTATIONS IN 2024

ITEM 4.2

Chris provided an update on two of the matters that the committee consulted on during the year and how the feedback has been implemented by Council.

- Recreational opportunities for LGBTIQ+ community.
- Community campaigns for gender equity.

TOPICS FOR COMMITTEE MEETINGS IN 2025

ITEM 4.3

Chris noted that there are already a number of consultation items in the pipeline for next year; however, it would be good to get an understanding of the topics that are of the greatest importance to the committee members.

Chris provided a reminder of the population groups that the committee focusses on as well as a list of the policy issues from the committee's Terms of Reference.

The committee members advised of a number of topics that they would like to cover:

- Advancing gender equality and greater inclusion, particularly for LQBTIQ+ communities, faith based and multicultural communities.

- Impacts of racism on faith-based groups, young people, multicultural communities, and First Peoples.
- Inclusion of the Chinese community with a focus on seniors.
- Social and affordable housing, particularly for older women and emergency accommodation.
- Increasing social connection in younger age groups of multicultural communities.

COUNCIL ADVISORY COMMITTEES IN 2025

ITEM 4.4

Cr Stojanovic advised that the committee will operate in its current form for the 2025 calendar year. A review of all advisory committees will be conducted in 2025 and further information will be provided to members when this review occurs.

MEMBER UPDATES

ITEM 4.5

FVREE are moving to Bond Street in Ringwood in November. They are also holding forums in September and December regarding the intersectionality between family violence and disability.

Maroondah Interfaith Network have been organising visits to various faith groups in the area.

Uniting advised that their tenancy support program, Tenancy Plus has received some funding.

Eastern Community Legal Centre provided an update regarding their climate justice program, noting that there will be a free workshop on 12 September 2024 focussing on how organisations can work with the community regarding the impact of climate change.

Deshan Care advised that they are planning for their seniors festival in October.

MEETING CLOSE

ITEM 4.6

Cr Stojanovic thanked everyone for attending the meeting and for the committee's contributions this year.

The meeting concluded at: 12:10pm.



Maroondah Community Health and Wellbeing Committee – Minutes

Meeting Details:

Date: Wednesday 28 August 2024 Time: 9:30am - 11:30am Location: Meeting Rooms 1 & 2, Realm

Attendees:

Councillors

Cr Tasa Damante (Chair)
Cr Chris Jones

Council Officers:

Belinda Rose, Coordinator Community Health
Adam Cooper, Coordinator Community Wellbeing
Joanne Kyrkilis, Social Planning and Development Officer
Chloe Messerle, Senior Governance Officer (Minute Taker)
Chris Riseley, Team Leader Community Development
Amy Liddy, Community and Online Engagement - Youth and Children's Services

Agency Representatives:

Laura Hurren - Eastern Access Community Health (EACH)
Edwina Ricci - Communities of Wellbeing (entered at 9:47am)
Rod Donald - Youth Support + Advocacy Service (YSAS)
Mel Chisholm - North Eastern Public Health Unit (NEPHU)

Community

Representatives:

Gagan Agrawal
Cathy White
Janni Haskin

Others:

Karen Milward, First Peoples' Consultant

Apologies:

Councillors:

Council Officers:

Agency Representatives:

Cr Tony Dib OAM, JP

Andrew Fuaux, Director Strategy and Development
Grant Meyer, Manager City Futures

Jodie Murphy - Eastland
Vacant - Department of Health
Brooke Young - Outer Eastern Local Learning &
Employment Network (OELLEN)
Representative - NEAMI National

Community Representatives:	Jo Ong - Eastern Melbourne Primary Health Network (EMPHN)
	Prateeti Sabhlok
	Karly Horton

Conflict of Interest Disclosure:

Councillors:	Nil
Council Officers:	Nil
Agency Representatives:	Nil
Community Representatives:	Nil

Items Discussed

1. OPENING OF MEETING AND ACKNOWLEDGEMENT OF COUNTRY

Maroondah City Council, in the spirit of Reconciliation, acknowledges the Wurundjeri People of the Kulin Nation as traditional custodians of the land on which we are gathered today, where Indigenous Australians have performed age-old ceremonies. We pay our respects to their Elders, past, present and emerging.

2. WELCOME

2.1 Housekeeping

Cr Damante welcomed all to the meeting and invited the new attendees to introduce themselves.

CONFIRMATION OF MINUTES - WEDNESDAY, 29 MAY 2024

ITEM 3

The minutes of the previous meeting were confirmed by consensus.

4. ITEMS

RECONCILIATION PLAN - THEMES EMERGING FROM STAKEHOLDER
ENGAGEMENT

ITEM 4.1

Chris Riseley introduced the item, providing background to the Reconciliation Plan and introduced Karen Milward.

Karen spoke about the themes for Understanding First Peoples culture and history including storytelling, opportunities for First Peoples History, supporting festivals and event opportunities, continue to support and promote creativity and promoting positive outcomes. Karen advised that everyone consulted to date supports Maroondah Council to develop a Reconciliation Plan. Noting the work that Maroondah Council have already done in partnership with First Peoples. Also discussed was the importance of youth and children's services through ongoing reconciliation work and greater participation throughout the community.

Karen focused on collaborating on a network of organisations providing services to First Peoples, advocating for healthcare services, greater support for mainstream services, improving access to Council facilities and further sponsorship to key First Peoples community events.

Karen also discussed the capacity building, leadership and governance which can be promoted through the employment and inclusion of First Peoples.

Question - how can Council support your organisation, business or community, support First Peoples to achieve these aspirations?

The committee broke up into three groups focusing on the following -

Inviting and improving access to Council facilities, services, activities and grants?

- Enabling access to other grants (eg. Bendigo Bank)
- Supported access to Council community grants (auspicing, partnerships etc)
- Removing barriers
- Provide a clear purpose including cultural safety
- Strong ongoing relationships across community - ACCO's, business and Council
- Clear, supported and facilitated pathways to access consultation with Elders

Establish a network of organisations that provide services to First Peoples?

- Vision - establish need and services
What organisations can support this?
- Engagement - how to
- Network exist - how to connect with these people
- Leadership function required - led by First People's, invite organisations into network to support vision
- Examples of where this is working well
- Need to have people/organisations wanting to contribute to the network
- Listening and exchanging

Advocate for more targeted health services for First People's to be based in Maroondah?

- Build case for advocacy and education
- Audit of available ACCO's in MCC
- Understanding barriers to access
- Transport access
- Culturally safe services - not tokenistic (welcome signage)
- Health needs, assessment - what are the gaps
- How to embed First Peoples knowledge and experience into health services
- Joint partnerships for both advocacy and delivery of services
- Ensuring the community feels safe to connect and advocate in partnerships
- Utilising existing platforms for communication of health services

VOLUNTEERING WORKSHOP

ITEM 4.2

Adam Cooper spoke about the recommendations to engage/re-engage volunteers along with recommendations for volunteer organisations from the summary of EV Research.

They include -

- Engaging and re-engaging volunteers through values-based messaging around making a difference and appealing to their social conscience
- Messaging design: clarity around who the target audience is and adjusting words/visuals accordingly
- Assist potential volunteers by making it easy to navigate to volunteering opportunities
- Help potential volunteers see themselves in the workforce/workplace

- VIOs to identify as such and be seen to value volunteering
- Organisations need to have the leadership, capacity and capability to support volunteer workforces
- VIOs to consider signing up to strategic regional strategies eg VMA5 Eastern Metro Collective. Collective messaging rather than each individual VIO doing its own
- Consider and promote flexible and time-limited opportunities for volunteers

Question - What actions can we take to address the Volunteering priorities in the Liveability, Wellbeing and Resilience Strategy?

Promote diverse and attractive opportunities and empower local volunteers and work in partnership to support, empower and connect organisations and groups that involve volunteers

- Centralised place/hub
- Support through young people who have previously volunteered
- Shared positive stories of volunteering and it's benefits
- Community ambassadors sharing stories - across diverse communities
- Be aware of volunteer burn out and the need to build the volunteering base
- Volunteer mentoring
- Educating leaders in organisations about effective ways to support volunteers
- Collaboration

INSIGHTS FROM COMMUNITY: HEARING FROM CHILDREN AND YOUNG PEOPLE IN MAROONDAH

ITEM 4.3

Amy Liddy spoke about insights from children and young people in Maroondah and shared how they are incorporated into Council plans, strategies and initiatives. Amy spoke about engagement approaches such as activities, surveys, storytime events , consultation, workshops and action plans.

Amy provided a brief overview of results from the Children, Youth and Families Consultation 2022/23. The consultation included 855 responses from children, young people, parents and carers, service providers and other family/community members.

It was noted that the current issues and challenges faced by children, young people and families in Maroondah relates to financial constraints, cost of living and affordability when in the past it was related to friendships.

Amy shared responses from children and young people in the community based on questions such as:

- What is going well?
- Issues or challenges
- What could be improved?

Amy shared a video from the project titled - 'Being Your Best You' series where they asked young people between 8-16 years from the eastern suburbs of Melbourne 'What do young people (8-11 years) want adults to know?'

<https://www.youtube.com/watch?v=-ZHDVKUob7w>

This project has been supported by Eastern Health, Knox City Council, Yarra Ranges Council and Maroondah City Council.

**STRATEGIC INFORMATION SHARE - DISCUSSION OF MEMBERSHIP
ROLLOVER**

ITEM 4.4

Edwina advised of the 'Leading with wellbeing' breakfast at Eastland on Thursday 10 October at 7am with guest speaker, former AFL player Trent Cotchin.

Gagan spoke about a website he created from suggestions and ideas shared by Rod Donald - www.askmaroondah.com.au - live local, work local, shop local.

Rod spoke about International Overdose Awareness Day. An event is being held at CIRE Community Hub in Chirnside Park on Friday 30 August from 12-3pm. A day to remember the people who have passed and to share time with lived experience attendees.

Mel spoke about the work of NEPHU and shared a link regarding community food relief grants - <https://providers.dffh.vic.gov.au/2024-25-community-food-relief-program>
Noting that there are two streams of applications depending on the organisation.

Janni spoke about talking to people. She suggested that everyone get out and speak to people, no matter who. Engage with others in your community and reap the benefits of those conversations.

Cr Damante spoke about this meeting being the last meeting of the year in preparation for Council Elections. She thanked all who had attended today and over the past year and advised that there would be further communication in the lead up to 2025.

Cr Jones thanked everyone for attending this year's meetings.

MEETING CLOSE - NEXT MEETING: TBC

ITEM 4.5

Cr Damante closed the meeting.

The Meeting concluded at 11:35am.



Maroondah Arts Advisory Committee – Minutes

Meeting Details:

Date: Wednesday 28 August 2024

Optional pre-meet: Maroondah Federation Estate Foyer	Time: 6:30pm - 7:00pm	Location: Maroondah Federation Estate
Committee Meeting	Time: 7:00pm - 8:30pm	Location: Maroondah Federation Estate, Room 4

Attendees:

Councillors

Cr Paul Macdonald (Deputy Mayor)
Cr Suzy Stojanovic

Council Officers:

Marianne Di Giallonardo, Director People & Places
Chris Zidak, Manager Business & Precincts
Elissa Bates, Manager Creative Places
Elise Murphy, Coordinator Arts and Culture
Chloe Messerle, Senior Governance Officer (Minute Taker)
Chris Riseley, Team Leader Community Development
Surith Nanayakkara, Venue Operations Coordinator

Community and Creative Industries Representatives:

David Billimoria - Musical Director, Croydon Wind Symphony, and Manager Wellbeing Workforces and Child Safety, Department of Education (entered at 7:18pm)
Grace Kop - Independent Curator, and Customer Service and Administration Officer, National Gallery of Victoria
James Andrews - Founder and Managing Director, YourDNA Creative Arts
Kali Michailidis - Manager External Relations, TarraWarra Museum of Art
Katie Stackhouse - Independent Artist and Art Educator
Maryanne Leavey - Theatre and Events Manager, Aquinas College
Zya Kane - Independent Performer, Director and Producer

Guests:

Karen Milward, First Nations Consultant

Apologies:

Councillors:	Cr Mike Symon (Chair)
Council Officers:	Nil
Community and Creative Industries Representatives:	Wendy Catling - Independent Artist Sharyn Mullens Taylor OAM - Executive Director, Fresh Theatre for Social Change and Head of Arts, Luther College

Conflict of Interest Disclosure:

Councillors:	Nil
Council Officers:	Nil
Community and Creative Industries Representatives:	Nil

Items Discussed

1. OPENING OF MEETING (Acknowledgement of Country)

Maroondah City Council, in the spirit of Reconciliation, acknowledges the Wurundjeri People of the Kulin Nation as traditional custodians of the land on which we are gathered today, where Indigenous Australians have performed age-old ceremonies. We pay our respects to their Elders, past, present and emerging.

2. WELCOME

Cr Stojanovic took the Chair (as Cr Symon was an apology) and welcomed all to the last Maroondah Arts Advisory Committee meeting for 2024.

CONFIRMATION OF MINUTES - WEDNESDAY, 5 JUNE 2024

ITEM 3

The minutes were moved by the committee by consensus.

2.1 Housekeeping

Cr Stojanovic advised of the exits and the bathroom facilities.

4. ITEMS

RECONCILIATION PLAN - THEMES EMERGING FROM STAKEHOLDER ENGAGEMENT

ITEM 4.1

Chris Riseley introduced the item, providing background to the Reconciliation Plan and introduced Karen Milward.

Karen spoke about the themes for Understanding First Peoples culture and history including storytelling, opportunities for First Peoples History, supporting festivals and event opportunities, continue to support and promote creativity and promoting positive outcomes. Karen advised that everyone consulted to date supports Maroondah Council to develop a Reconciliation Plan. Noting the work that Maroondah Council have already been involved

with First Peoples. Also discussed was the importance of youth and children's services through ongoing reconciliation work and greater participation throughout the community.

Karen focused on collaborating on a network of organisations providing services to First Peoples, advocating for healthcare services, greater support for mainstream services, improving access to Council facilities and further sponsorship to key First People's community events.

Question - How can Council, your organisation, business or community, support First Peoples to achieve these aspirations?

- Cultural awareness training for staff and leaders
- Understand First People's interests and priorities, let them lead the direction
- Access to and liaison with First Nations suppliers and contractors
- Creative workshops within Council and Community centres
- Collaboration and connections through project partnerships, networks, committees
- Information sessions for locals to better understand First Peoples in Maroondah
- First Nations art tours and presentations - contemporary and traditional
- Environment tours lead by First Nation Elders - sharing the story of the landscape and unique connection to Country
- Storytime with the Aunties within Your Library and ArtSpace
- Collaboration/partnerships with water utilities i.e. Taralla Creek project
- Cultural significance/education with Council, Schools etc to protect cultural heritage
- Maroondah 2050 - service delivery plans moving forward to reflect authentically
- First Nations artists and suppliers invited to connect with BizHub

Chris Riseley spoke about coming back to a future arts meeting in 2025. If anyone has any further ideas or suggestions they can email chris.riseley@maroondah.vic.gov.au

MAROONDAH FEDERATION ESTATE REINVIGORATION

ITEM 4.2

Elissa Bates provided some background to MFE whilst Surith Nanayakkara spoke about the spaces and activity areas which include a cultural and lifestyle wing and open spaces at Federation.

Elissa spoke about the thriving hire group activities at the centre, as well as being the home to Maroondah Art Galleries and key tenancies such as Ringwood Art Society. Partnership developing with MMIGP for café activation. The venue has some challenges including naming issues as 'Federation' is ambiguous and First Peoples Elders have noted not culturally welcoming; the location - most people don't know where it is; treated as a space for hire, not a place to enjoy; hire groups and tenants keep to themselves and people do not visit much apart from a walk through the art gallery or attending a hire group activity, no public programming or areas for general engagement beyond the gallery.

The committee discussed how to deliver on the venue goals, with the following themes emerging:

- **Rename & Rebrand the Venue** to make it clear that it is a community arts, culture, and access venue. Branding and identity needs a total rethink to ensure the community understands the purpose of the venue, it is culturally safe for First Nations People, it is clear that it is a civic space for all to enjoy. Currently very ambiguous naming.

- **Expand the hours to weekends** - Gallery and Café need to be open on weekends, consistent with Wyreena. Some issues with Church dominating the spaces on weekends. No general public access is an issue.
- **Expand the café**, partnering with MMIGP ideally, and improve the site layout, consider a gift shop, First Nations, local arts, youth arts wares for sale, bush tucker items for sale. Improve the café space layout to be more interesting and functional, make it visible from the road, offer indoor and outdoor spaces, integrate with the playground.
- **Offer public programming and events**, move away from a space to hire and towards a place to visit. Events such as open days, family days, youth arts days, artisan markets, food fairs, open air arts programs, creative programs and classes, cultural events etc. Include in arts tours as a destination, make use of the café and gallery as a stopover for all social tours and host more community and council programs. Make it a pet welcome zone.
- **Upgrade the playground** to an engaging, creative and accessible play space and get it on the eastern regional accessible playgrounds lists. Ensure café is integrated, and promote the gallery and public art as a package with the playground.
- **Connect and Collaborate with the tenants and hire groups** seeking their increased involvement in venue network activities, joint programming at the venue, open days, public programs, come and try sessions etc.
- **Elevate the gallery in the arts industry** and expand its visibility within the arts industry and eastern regional galleries, mapping as enroute to Heide, make more visible to artists as an important exhibition space.
- **Improved physical visibility** through street signage, directional signage, wayfinding from station, overall location needs to be better known and more visible.
- **Improve the website and social media** on this space - needs a stronger brand as a community arts and cultural venue, an engaging accessible space. Improved information, location maps, innovative marketing and engagement strategies.
- **Arts Incubator Models or artist in residence program** - needs to differ from previous model, needs more active engagement and programming to support artists practicing in the space, a sense of community and engagement plan. Look to Ballarat Community Hub, Castlemaine Arts Space, Footscray Community Arts Centre for inspiration on creative incubator models.
- **Promote the natural garden and public art** - First Nations planting, native garden, bush tucker garden, bush play spaces, community gardens, update the public art and expand the space as an arts garden - progressive discovery - installations in garden, seek and find arts installations, tactile, safe and curious play
- **Review tenancy fit** for example the Community church running on weekends, the whole venue takeover is of concern, does it fit with the arts and culture focus now? Is it Council's role to have their civic venues operate as churches? Needs to focus more on the arts, more specific tenancies that support the creative vision for the space
- **Engage with Community, new tenancies and hire groups** - Reach out to the community and find their needs, do an EOI for site activation, tenancies - focus on arts, cultural groups, accessibility community groups

ARTS & CULTURE STRATEGY REVIEW

ITEM 4.3

The item was not discussed due to timing and will be held over to an appropriate time next year.

OTHER BUSINESS / KEY UPDATES

ITEM 4.4

1. Marianne Di Giallonardo advised that due to Council Elections in October 2024, members of the Advisory Committee have the option to continue as a Committee Member to the end of 2025 if they so choose. If any members who do not wish to continue, would need to advise Elissa and Elise accordingly at their earliest convenience. The role of the Committee beyond that time will align to the directions of the new Council and Maroondah 2050 vision.
2. Cr Stojanovic and Cr Macdonald thanked all Advisory Committee Members for their contribution during the current Council term. The Committees insights and leadership in the Arts Community has been really useful, insightful, fruitful and very much appreciated by Council.

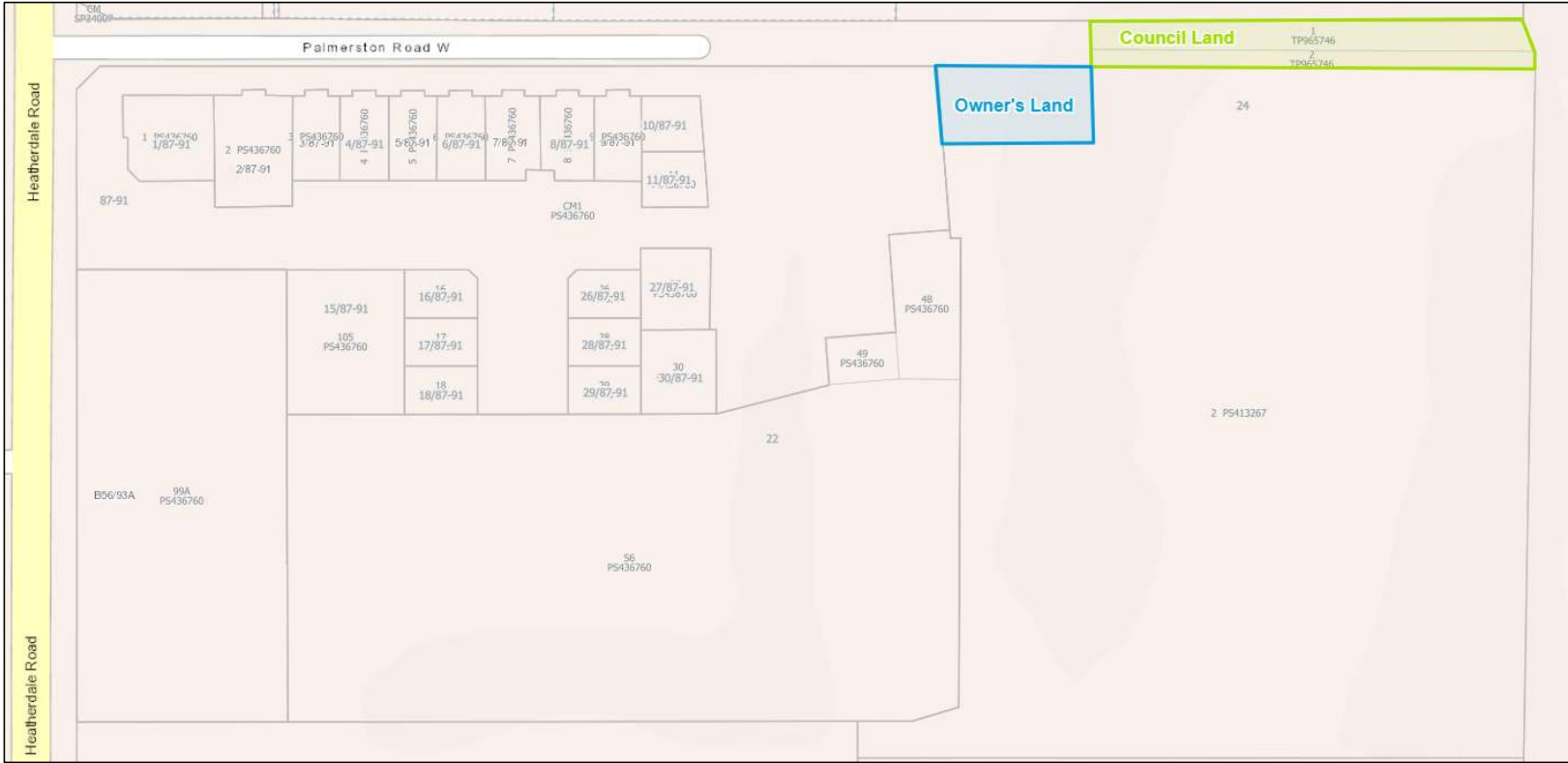
MEETING CLOSE

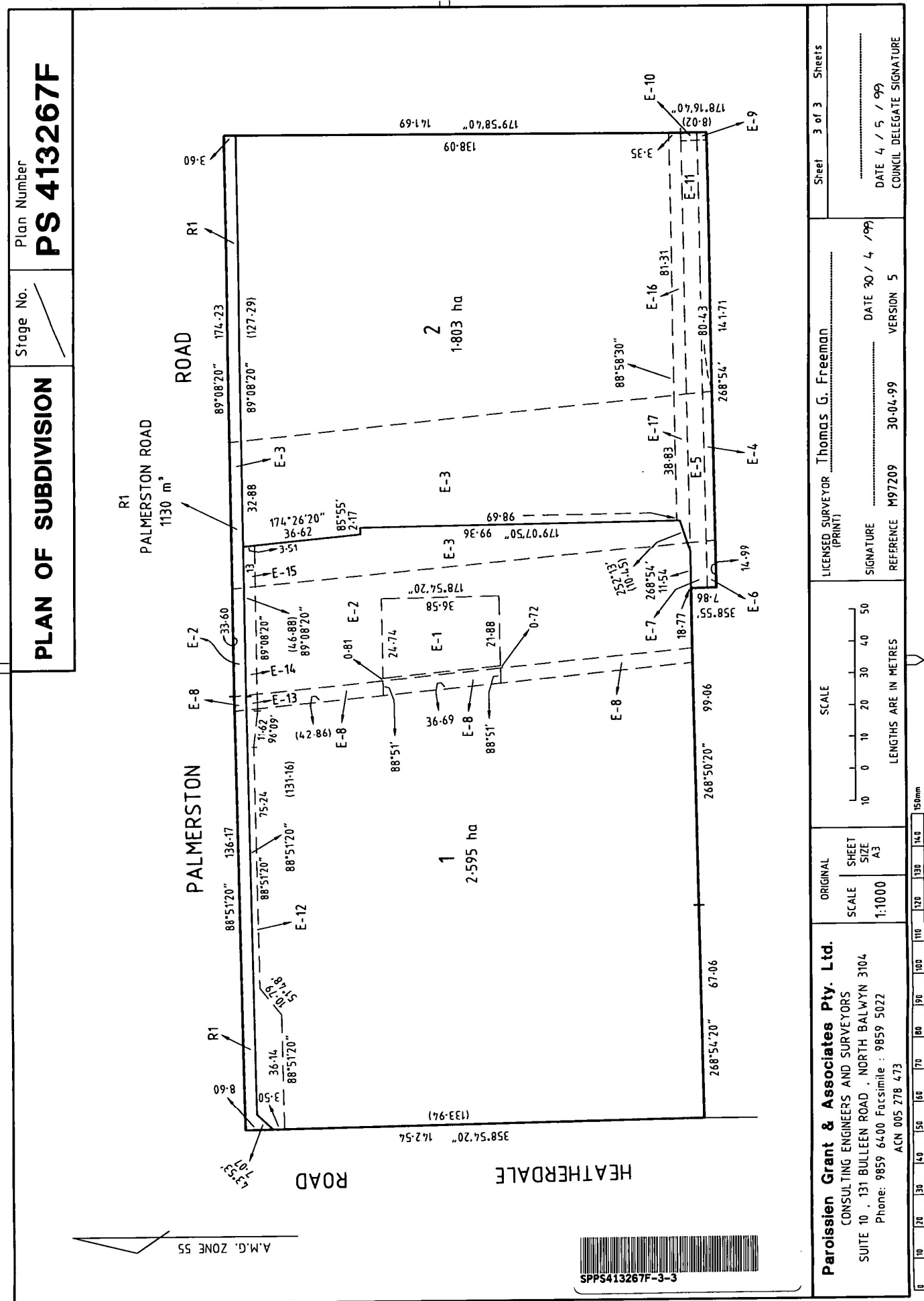
ITEM 4.5

Cr Stojanovic closed the meeting.

The Meeting concluded at 8:38pm.

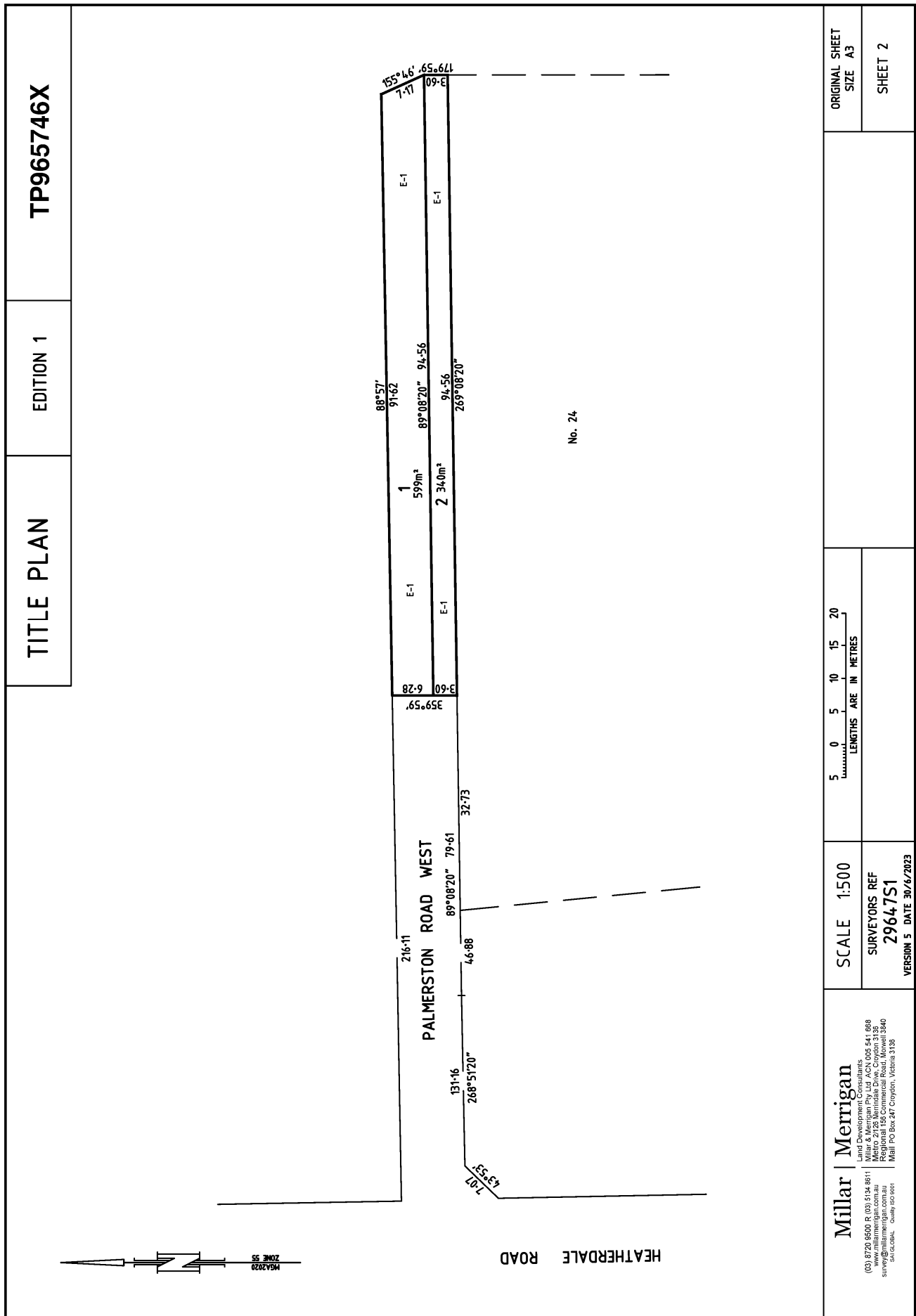
Schedule 1 - Locality Plan





TITLE PLAN			EDITION 1		TP965746X			
<div>LOCATION OF LAND</div> <div>PARISH: RINGWOOD</div> <div>TOWNSHIP: _____</div> <div>SECTION: _____</div> <div>CROWN ALLOTMENT: _____</div> <div>CROWN PORTION: 2 & 3 (PARTS)</div> <div>TITLE REFERENCE: C/G 49849/1858 VOL. 10474 FOL. 742</div> <div>LAST PLAN REFERENCE: PS413267F, ROAD R1</div> <div>DEPTH LIMITATION: DOES NOT APPLY.</div>			<div>WARNING: THIS PLAN REPRESENTS AN EXPECTED DIVISION OF LAND. ANY ONE LOT MAY NOT HAVE BEEN CREATED. CHECK THE LOT/PLAN INDEX FOR CURRENT INFORMATION.</div> <div>NOTATIONS</div>					
EASEMENT INFORMATION					THIS PLAN HAS BEEN PREPARED FOR LAND VICTORIA TITLE DIAGRAM PURPOSES. Date: 30/08/2023 CG26 Assistant Registrar of Titles			
Easement Reference	Purpose/ Authority	Width (Metres)	Origin	Land Benefited/ In Favour Of				
E-1	AS PROVIDED FOR IN SEC. 207C L.G.A. 1989.	SEE DIAG.	SEC 207C L.G.A. 1989.	AUSNET ELECTRICITY SERVICES PTY. LTD., ACN 064 651 118 AUSNET TRANSMISSION GROUP PTY. LTD., ACN 079 798 173 & MULTINET GAS NETWORKS.				
FOR DIAGRAM, SEE SHEET 2								
<div>Millar Merrigan</div> <div>(03) 8720 9500 R (03) 5134 8611 www.millarmerrigan.com.au survey@millarmerrigan.com.au SAT GLOBAL Quality ISO 9001</div> <div>Land Development Consultants Millar & Merrigan Pty Ltd ACN 005 541 868 Metro 2/126 Merindale Drive, Croydon 3136 Regional 156 Commercial Road, Morwell 3840 Mail PO Box 247 Croydon, Victoria 3136</div>					ORIGINAL SHEET SIZE A3		GOVERNMENT GAZETTE No: G 28 13 July 2023 Page 1209	
			SURVEYORS REF 29647S1 VERSION 5 DATE 30/6/2023		DEALING / FILE No: AX082421R		SHEET 1 OF 2	
					DEALING CODE: 207D			

TITLEPL.DWG



MAV State Council Meeting - 23 August 2024
Motions - Maroondah City Council - Outcomes

MOTIONS	CONSOLIDATED MOTIONS
----------------	-----------------------------

CM	CONSOLIDATED MOTIONS	NOTES	FOR / AGAINST %
C1	Road Safety		100/0

MOTION	MOTIONS WHICH HAVE BEEN CONSOLIDATED	SUBMITTING COUNCIL	NOTES	FOR / AGAINST %
1	Road safety	Nillumbik Shire Council	C1	Consolidated Motions
2	Enhancing Road Safety, Renewal and Disaster Recovery for Victoria's Regional and Rural Roads	Murrindindi Shire Council	C1	

MOTION	STRATEGIC PRIORITY MOTIONS	SUBMITTING COUNCIL	FOR / AGAINST %
3	Planning for effective flood control and water management	Glen Eira City Council	Amended Motion 92/8
4	Connecting communities with better bus infrastructure	Nillumbik Shire Council	100/0
5	Statutory Planning cost shifting from State to Local Governments	Maribyrnong City Council	100/0
6	Revision of Affordable Housing Definition and Inclusion of Mandatory Affordable Housing Requirements	Maribyrnong City Council	97/3
7	Development delays	Melbourne City Council	100/0
8	Regional and metropolitan planning	Melbourne City Council	94/6
9	Improved standards and finding for infrastructure at risk from climate change	Surf Coast Shire Council	97/3
10	E-waste	Macedon Ranges Shire Council	98.3/1.7
11	Circular Economy	Greater Bendigo City Council	100/0
MOTION	STANDARD PRIORITY MOTIONS	SUBMITTING COUNCIL	FOR / AGAINST %
12	Call for audit and assessment of the Future Fit Program for Meals on Wheels	Frankston City Council	94/6
13	Protection of Green Wedge	Nillumbik Shire Council	92/8
14	Inclusion of Local Government in the Worker Protection Consultation Group	Maribyrnong City Council	98.1/1.9
15	State Government Funding for Maternal and Child Health Services	Maribyrnong City Council	100/0
16	Balancing location of renewable energy facilities with protection of High Value Agriculture Land	Campaspe Shire Council	96/4
17	MAV Budget 2025-26 Submission to the Victorian Government	Yarra City Council	93.2/6.8
18	Assessing the impact of State Government decisions on local government and communities	Yarra City Council	95/5
19	Waste Management: Statewide Waste Procurement & Contact Management	Banyule City Council	93.2/6.8
20	Review of Victorian Grants Commission Funds Allocation Methodology	Murrindindi Shire Council	91/9
21	Retaining the Country Character of Rural and Regional Townships	Murrindindi Shire Council	96/4
22	Increase funding for legal support for women to escape family violence	Manningham City Council	Amended Motion 96/4
23	Loss of Community Appeal Rights - VCAT	Wangaratta Rural City Council	94.1/5.9
24	Investing in local economies and community renewal	Wyndham City Council	94/6

MOTION	STANDARD PRIORITY MOTIONS	SUBMITTING COUNCIL	FOR / AGAINST %
25	Outcomes from previous MAV Motions from State Council meetings within the 2023-2024 Council term	Greater Bendigo City Council	98/2
26	Alignment of Victorian Government grant funding extension with Federal Government Fair Work Legislation Amendment (Secure Jobs, Better Pay) Act 2022 and the intent of the Victorian Gender Equality Act 2020	Maroondah City Council	96/4
27	Keeping our children safe	Maroondah City Council	97/3
28	Royal Commission recommendations into the Violence, Abuse, Neglect and Exploitation of People with a Disability	Melton City Council	Amended Motion 100/0
MOTION	NON -STANDARD PRIORITY MOTIONS	SUBMITTING COUNCIL	FOR / AGAINST %
29	Opposition to the Demolition of Public Housing Towers	Yarra City Council	80.7/19.3 Amended Motion 83/17
30	Environmental Education on Crown Land Motion	Hobsons Bay City Council	81.4/18.6

Late Motions

A resolution against accepting late motions was endorsed as it was noted that motions were received without notice.

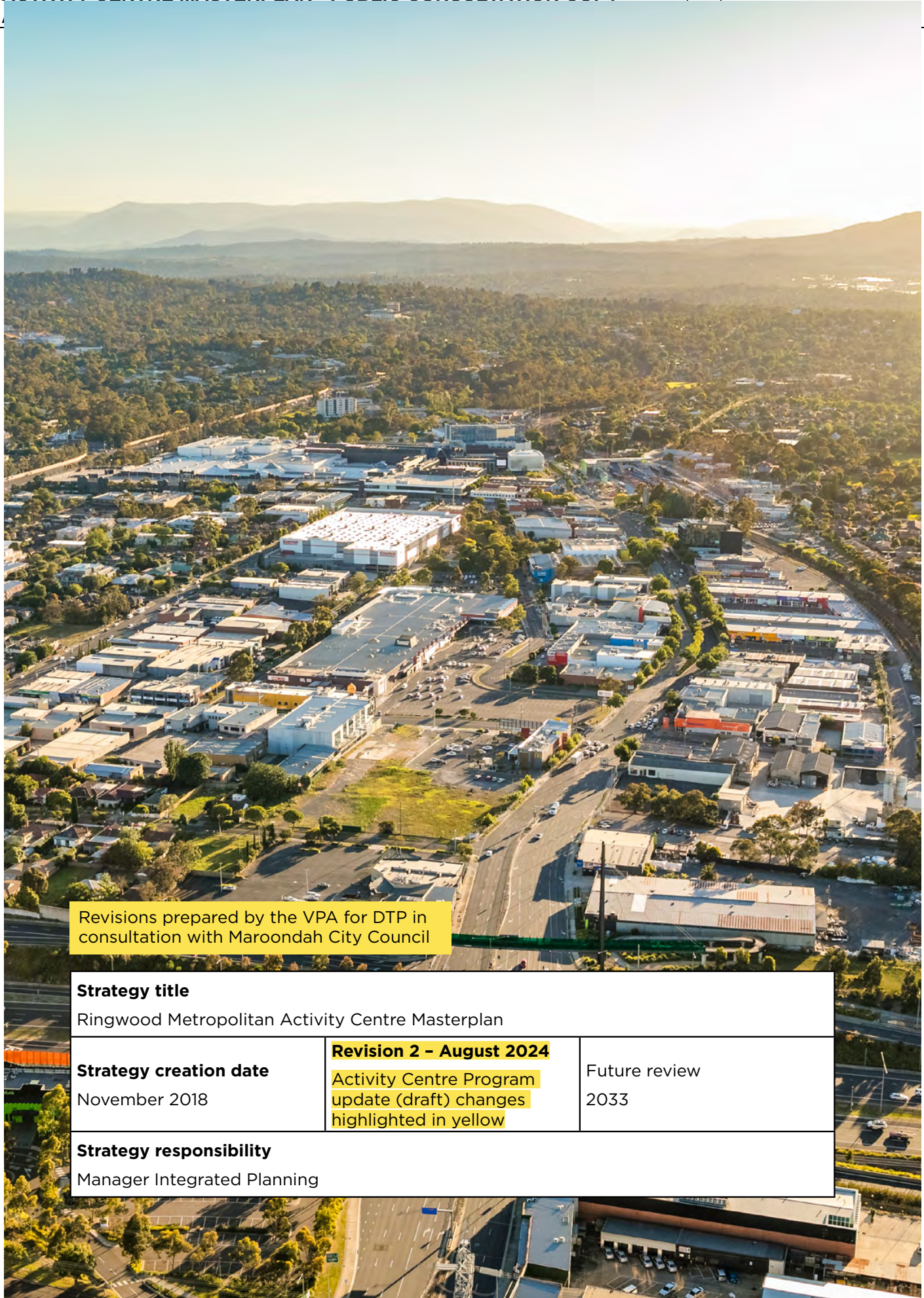
For/Against - 76/24

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

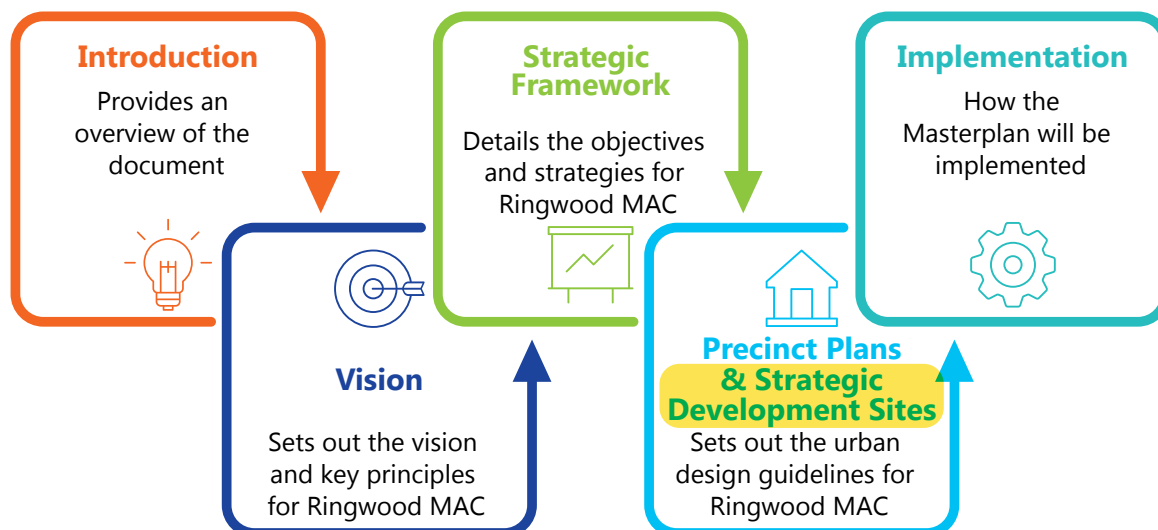
In September 2023, the Victorian Government released Victoria's Housing Statement - The Decade Ahead 2024-2034 which identified 10 activity centres for a pilot program. This program builds on broader state policy that seeks to encourage increased housing diversity and density in and around activity centres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



Working towards an attractive, thriving and well built community

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.



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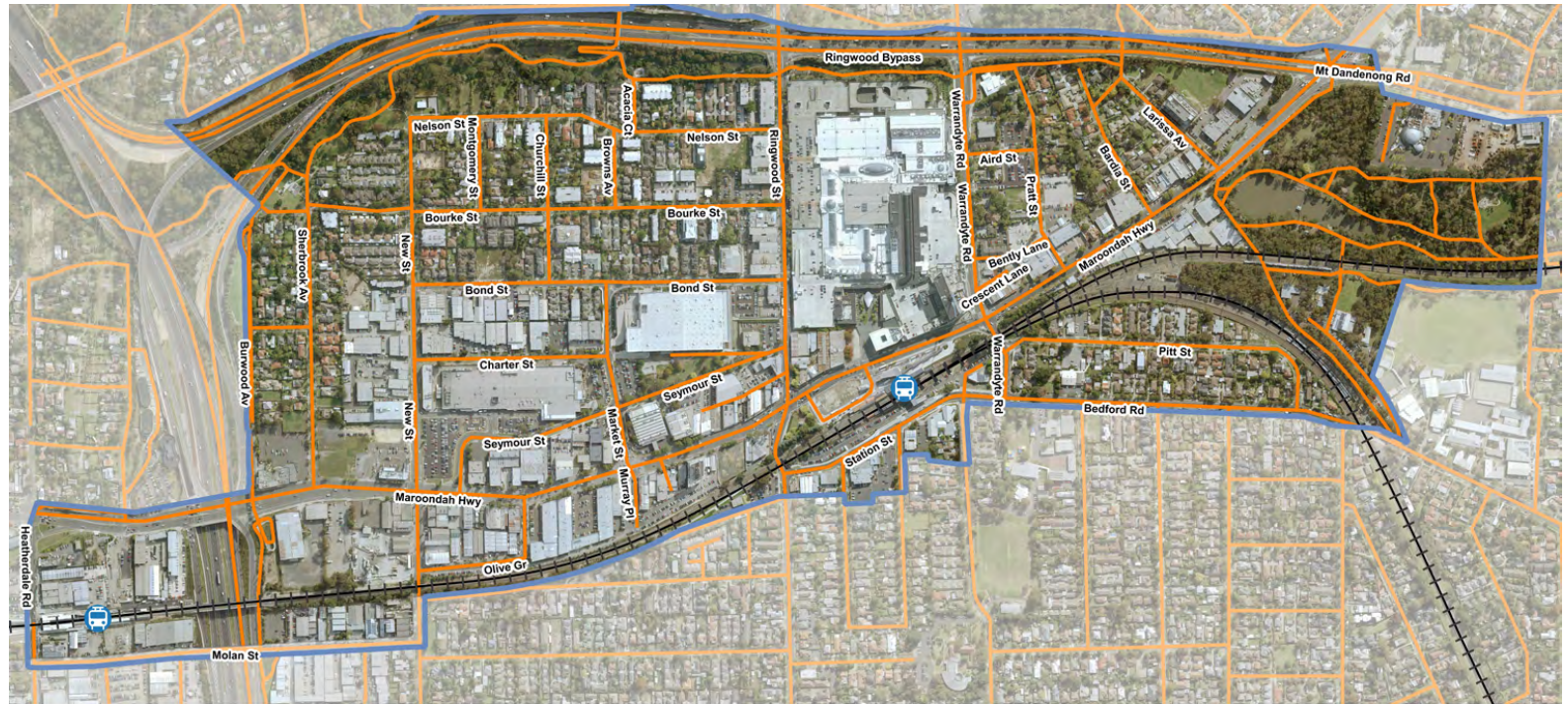


Figure 1: Ringwood MAC Masterplan study boundary



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.



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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.





Working towards an attractive, thriving and well built community

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.

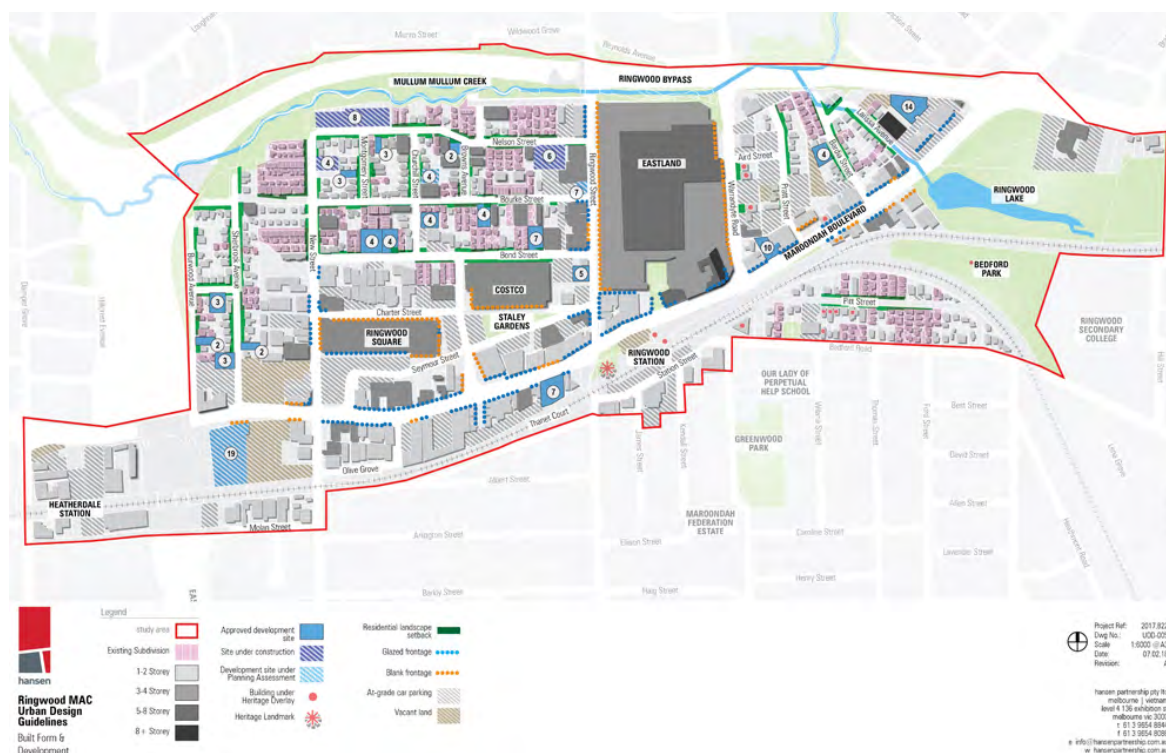


Figure 3: Built form of Ringwood MAC (Hansen Partnership, April 2018)



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.

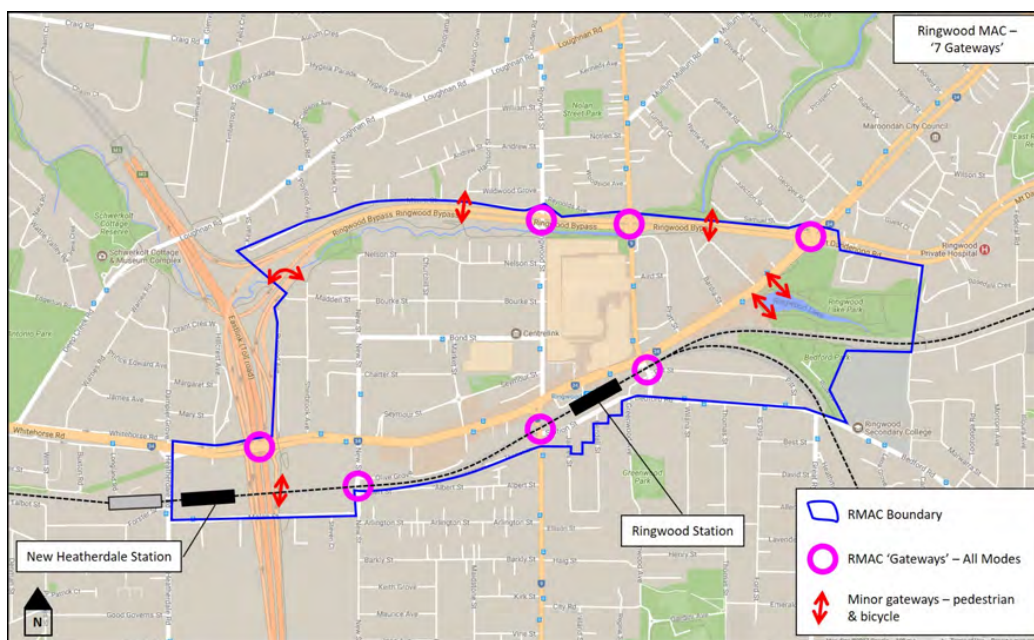


Figure 4: Ringwood MAC '7 Gateways' (O'Brien Traffic)



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



Working towards an attractive, thriving and well built community

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.



Working towards an attractive, thriving and well built community

4 Precinct Definition and Precinct Ambitions

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

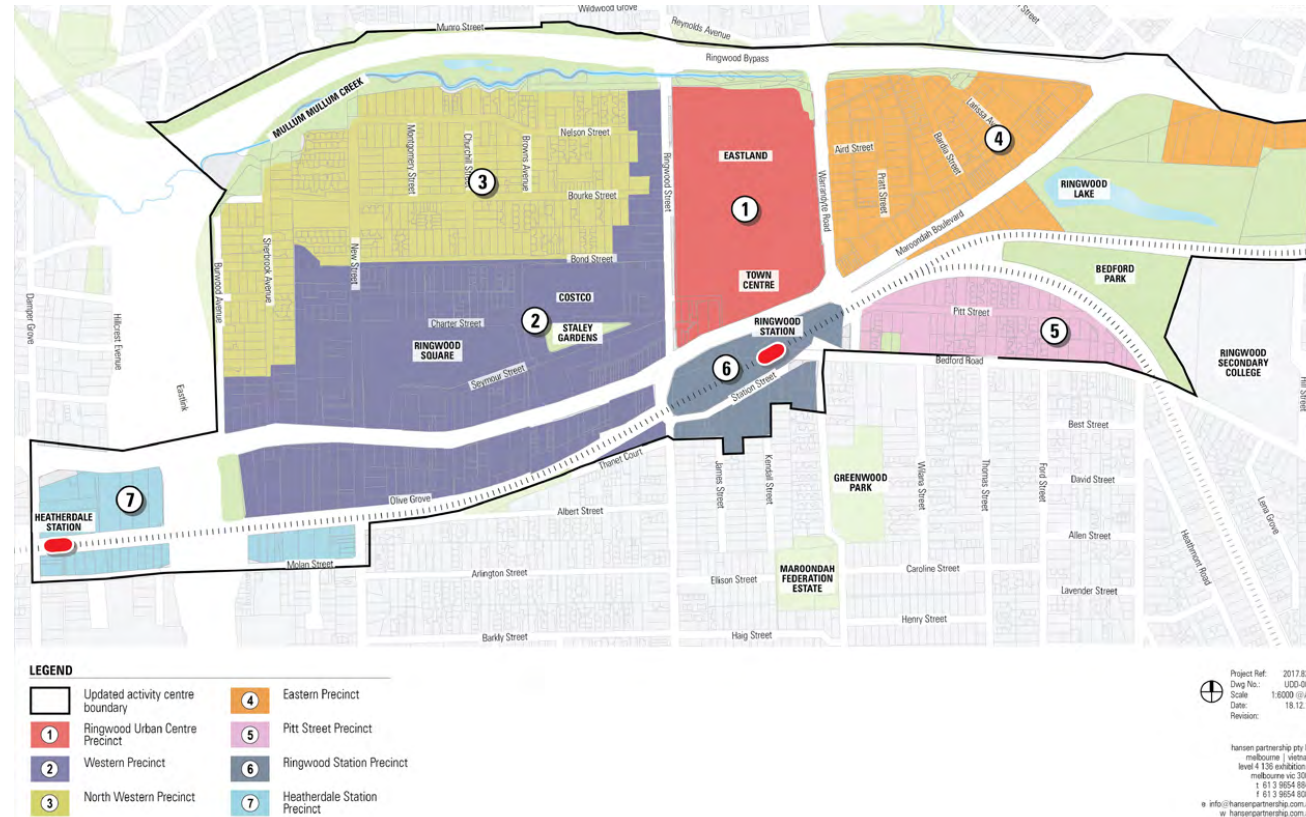


Figure 5: Ringwood MAC Precincts (Hansen Partnership, November 2018)



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.



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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.



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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

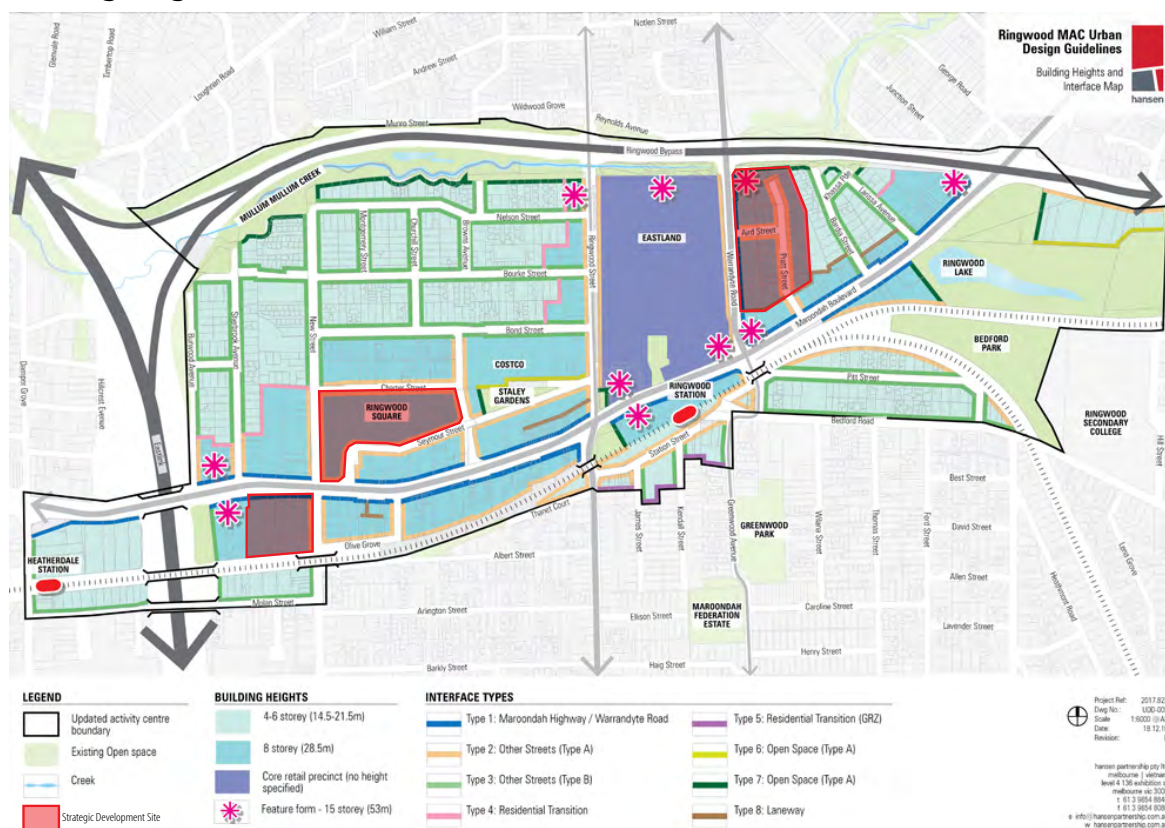


Figure 6: Ringwood MAC Building Heights and Interface (Hansen Partnership, November 2018 & Hansen Partnership in consortium with Plus Architecture & McGregor Coxall, 2024)

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).

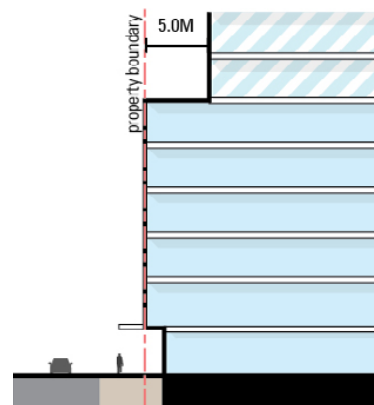


Figure 7: Type 1 Interface Maroondah Highway/Warrandyte Road (Hansen Partnership, November 2018)

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).

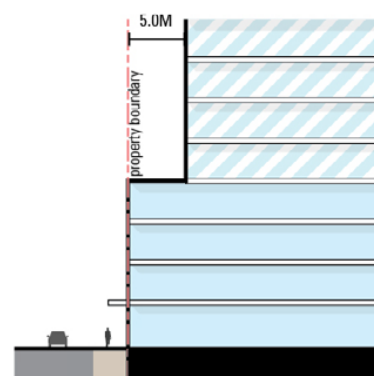


Figure 8: Type 2 Interface Other Streets (Type A) (Hansen Partnership, November 2018)



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.

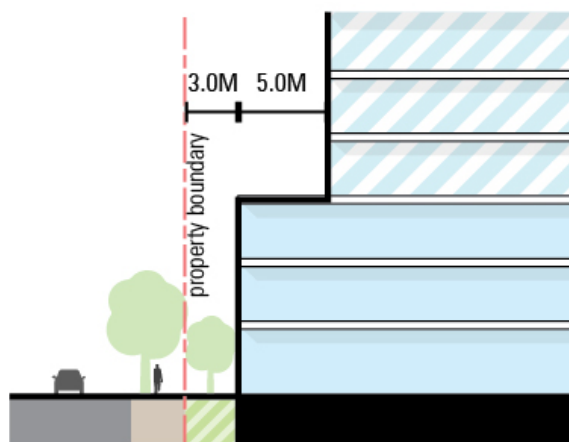


Figure 9: Type 3 Interface Other Streets (Type B) (Hansen Partnership, November 2018)

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.

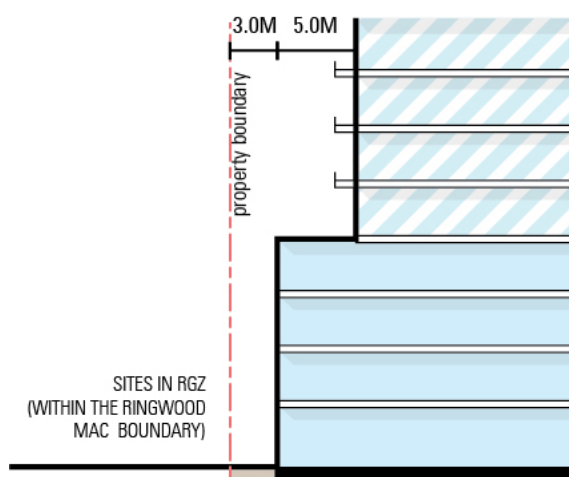


Figure 10: Type 4 Interface Residential Transition (Hansen Partnership, November 2018)



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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.

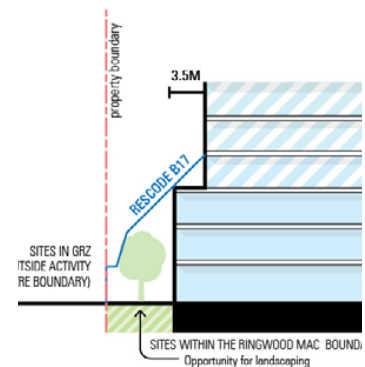


Figure 11: Type 5 Interface Residential Transition (GRZ)
(Hansen Partnership, November 2018)



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.

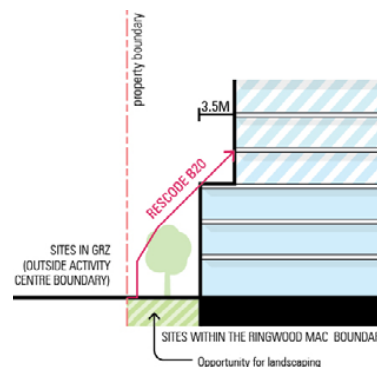


Figure 12: Type 5 Interface Residential Transition (GRZ) Precinct 6 (Hansen Partnership, November 2018)

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.

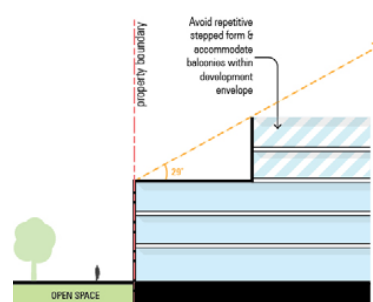


Figure 13: Type 6 Interface Open Space (Type A) (Hansen Partnership, November 2018)



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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.

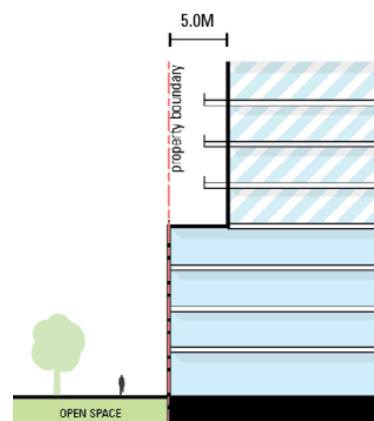


Figure 14: Type 7 Interface Open Space (Type B)
(Hansen Partnership, November 2018)

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).

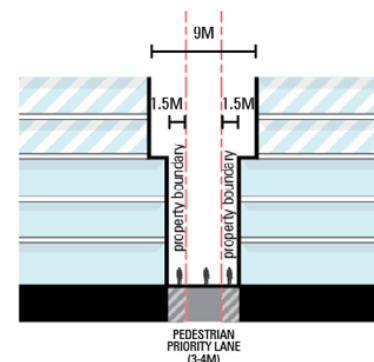


Figure 15: Type 8 Interface Laneway
(Hansen Partnership, November 2018)



6 Precinct Framework

1. Urban Centre Precinct



Figure 16: 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 Mullum Mullum 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.





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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

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

- 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.

between Core Retail precinct (Eastland) and future mixed-use precinct to the west

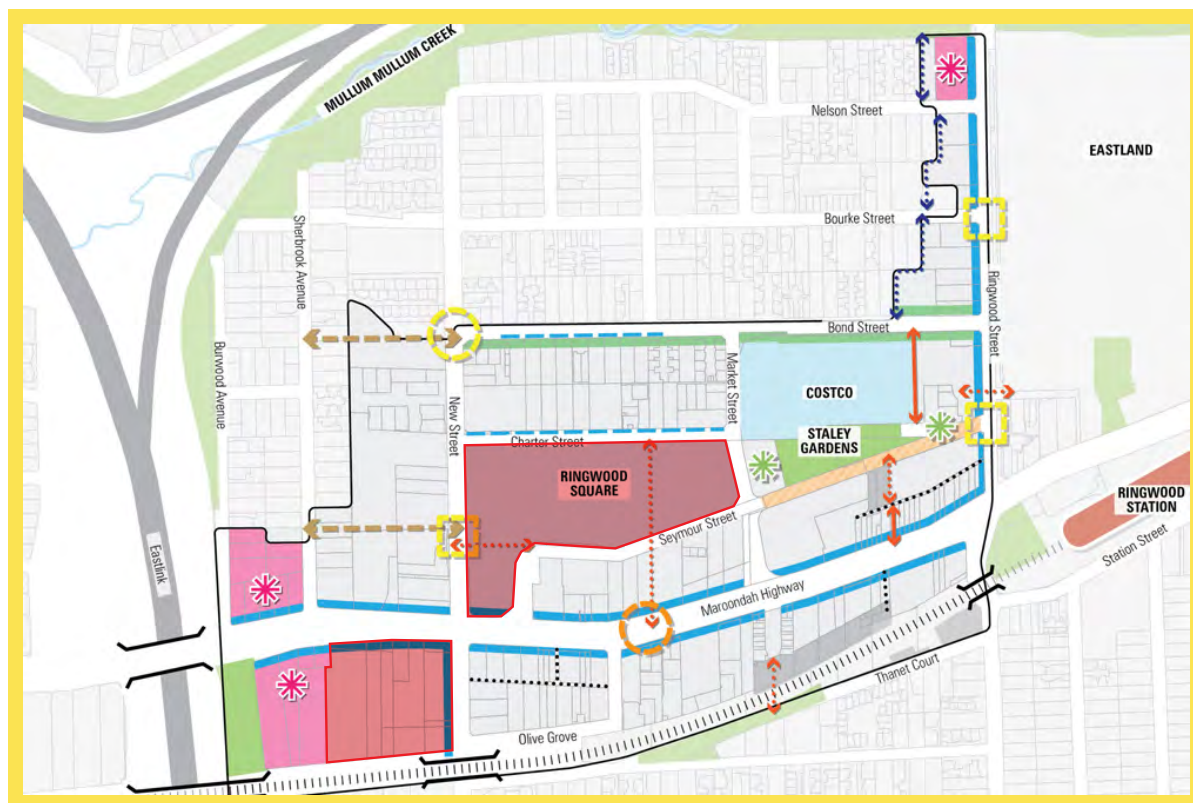
- Implement traffic calming measures at the intersection of Ringwood Street with Bourke Street and Seymour Street to enable safer pedestrian movement and improvement to the pedestrian network.





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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 17: 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.



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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.

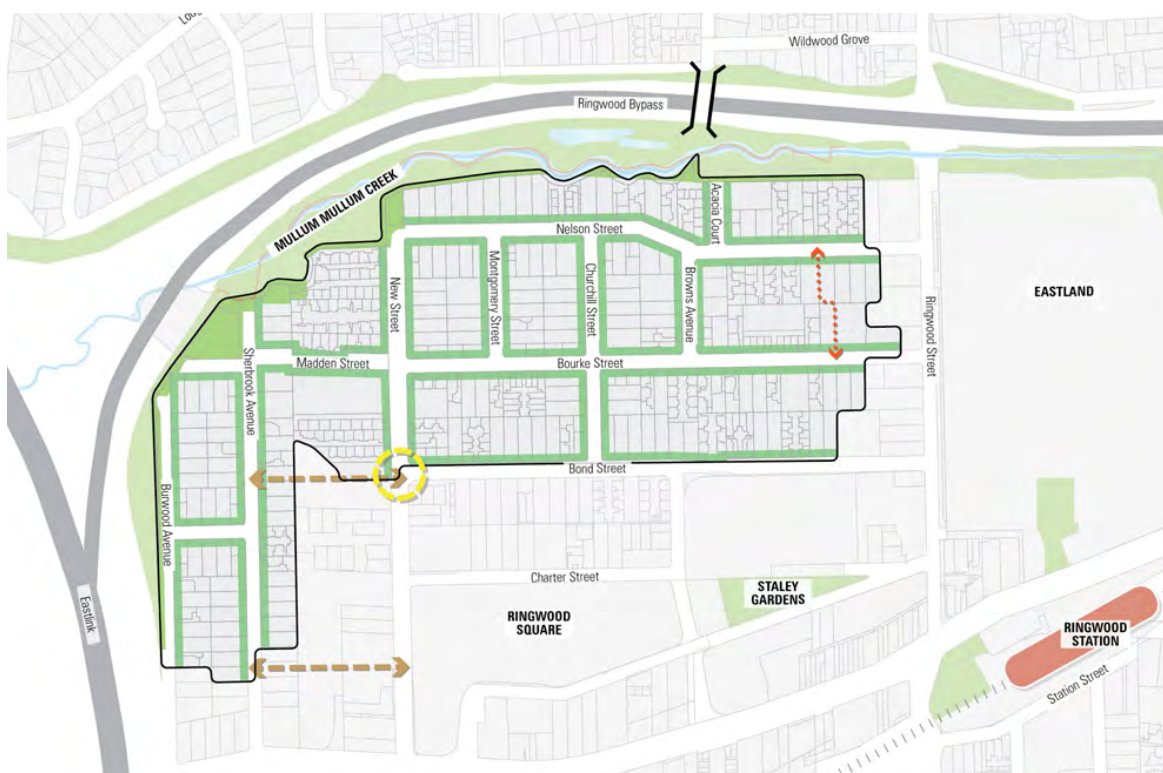


Figure 18: North Western Precinct Framework Plan (Hansen Partnership, November 2018)



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 19, 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.



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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

PUBLIC REALM

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

Figure 19: 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





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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
- Signalled 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 20: 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.



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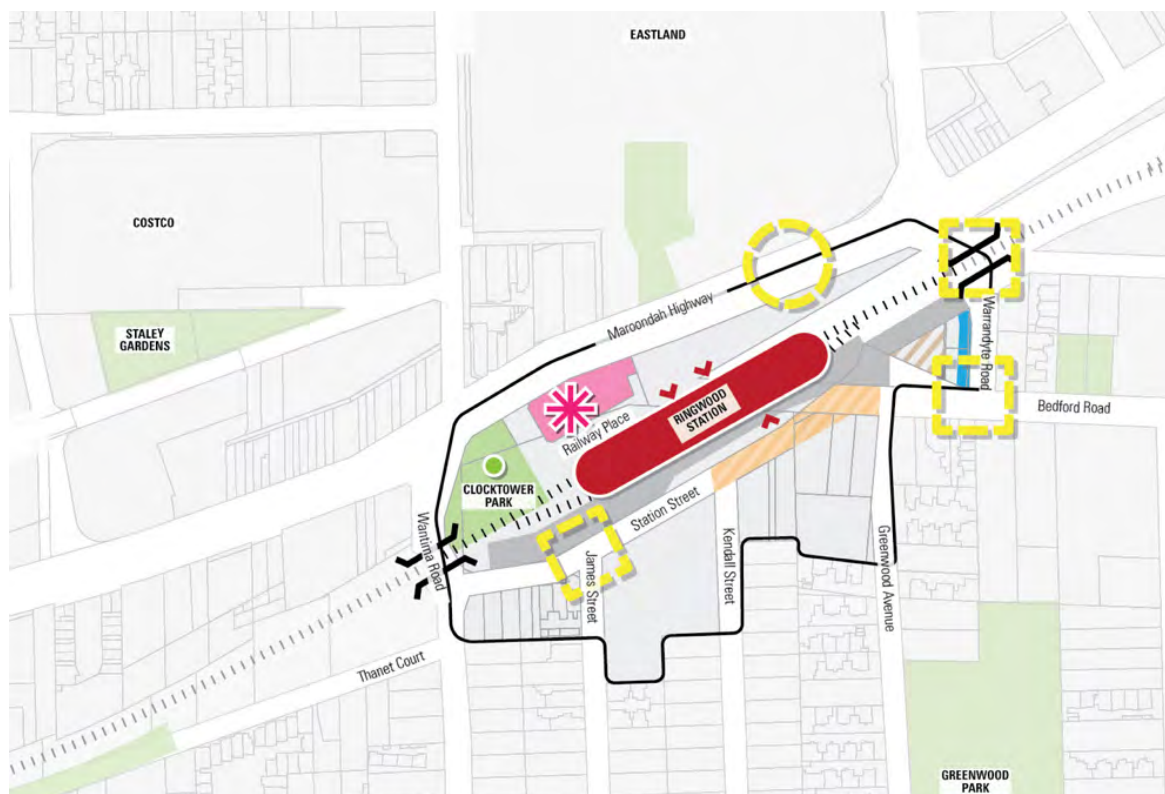
6. Ringwood Station Precinct

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 21: 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.



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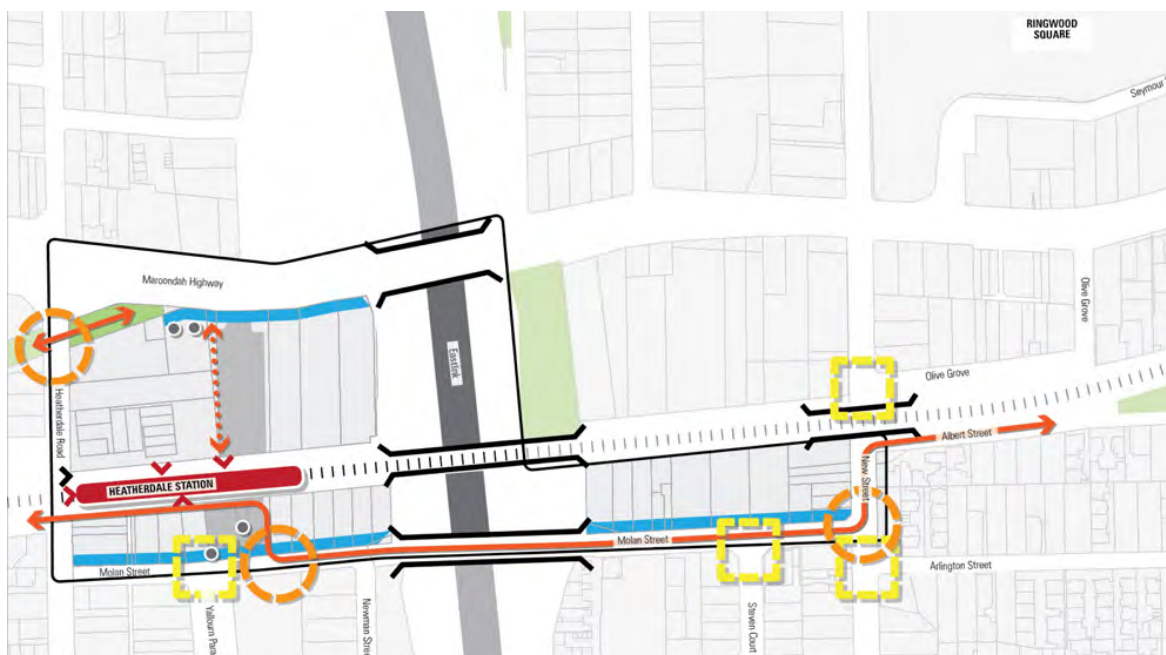
7. Heatherdale Station Precinct

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



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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 23: Location of Strategic Development Sites



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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 provide a minimum 10 per cent of their site for deep soil, to ensure planting of large canopy trees, at the ground floor level 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 24: Ringwood Square Strategic Development Site

Table 4: Ringwood Square Strategic Development Site - Proposed Controls

Site boundary	
Preferred maximum building heights	21m–66m (6–20 storeys) overall height
Preferred maximum street wall/podium height	21m (6 storeys) maximum street wall/podium 14.5m (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 orthe overshadowing requirements specified in section 7.1.6.
Indicative pedestrian link	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.



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.

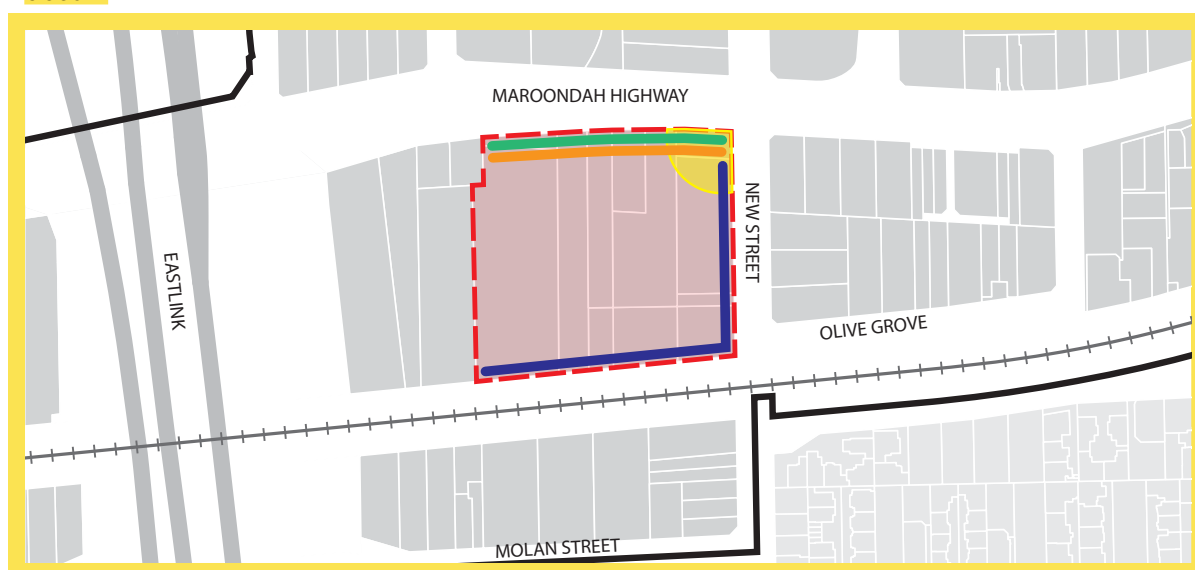


Figure 25: Western Gateway Strategic Development Site

Table 5: Western Gateway Strategic Development Site – Proposed Controls

Site boundary	
Preferred maximum building heights	21m–66m (6–20 storeys) overall height
Preferred maximum street wall/podium height	21m (6 storeys) maximum street wall/podium 11–14.5m (3–4 storeys) minimum street wall/podium 17.5m (5 storeys) extending from the north-western corner for a maximum of 30 metres on both adjoining street frontages
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 19: Eastern Precinct Framework Plan), on the corner of Warrandyte Road and Ringwood Bypass.



Figure 26: Eastern Strategic Development Site

Table 6: Eastern Strategic Development Site - Proposed Controls

Indicative site boundary	
Preferred maximum building heights	21m–66m (6–20 storeys)
Preferred maximum 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 17.5m (5 storeys) extending from the north-western corner for a maximum of 30 metres on both adjoining street frontages
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.

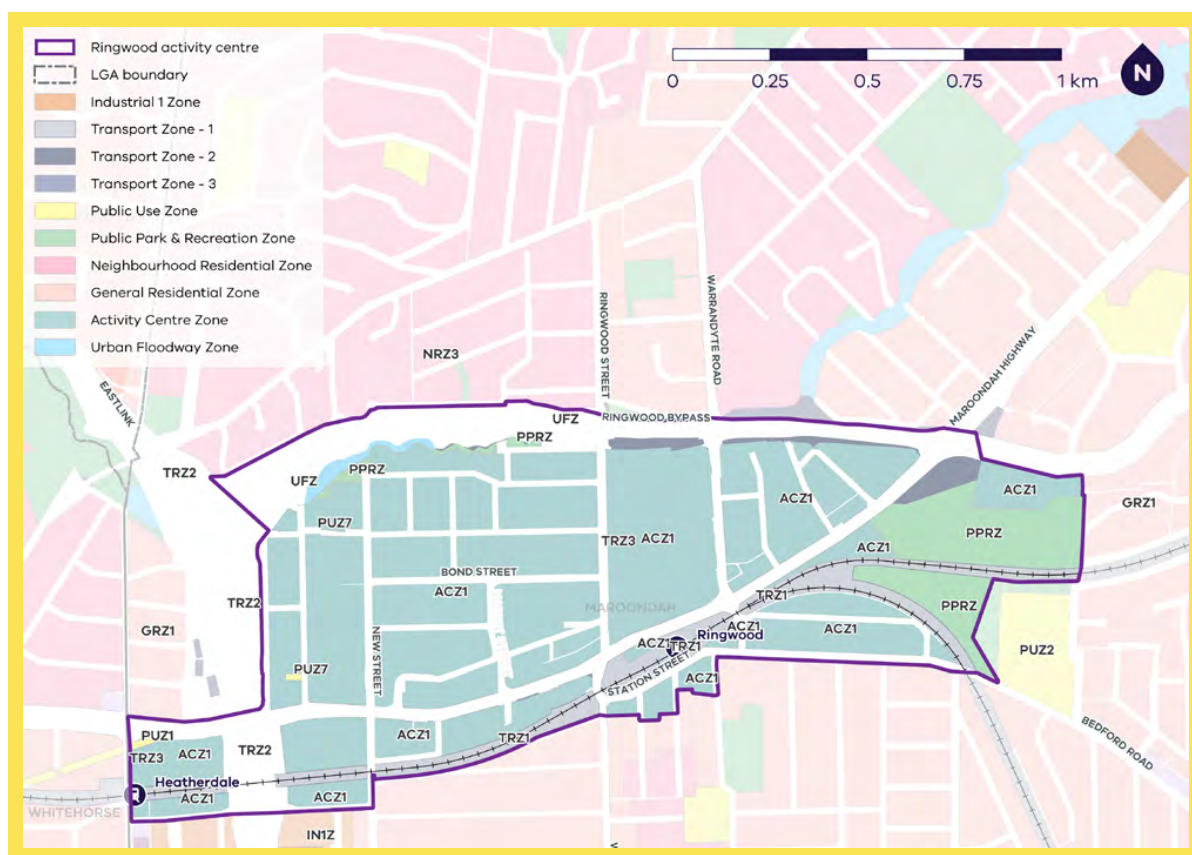


Figure 27: Existing zones in Ringwood MAC



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 28), 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



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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.**

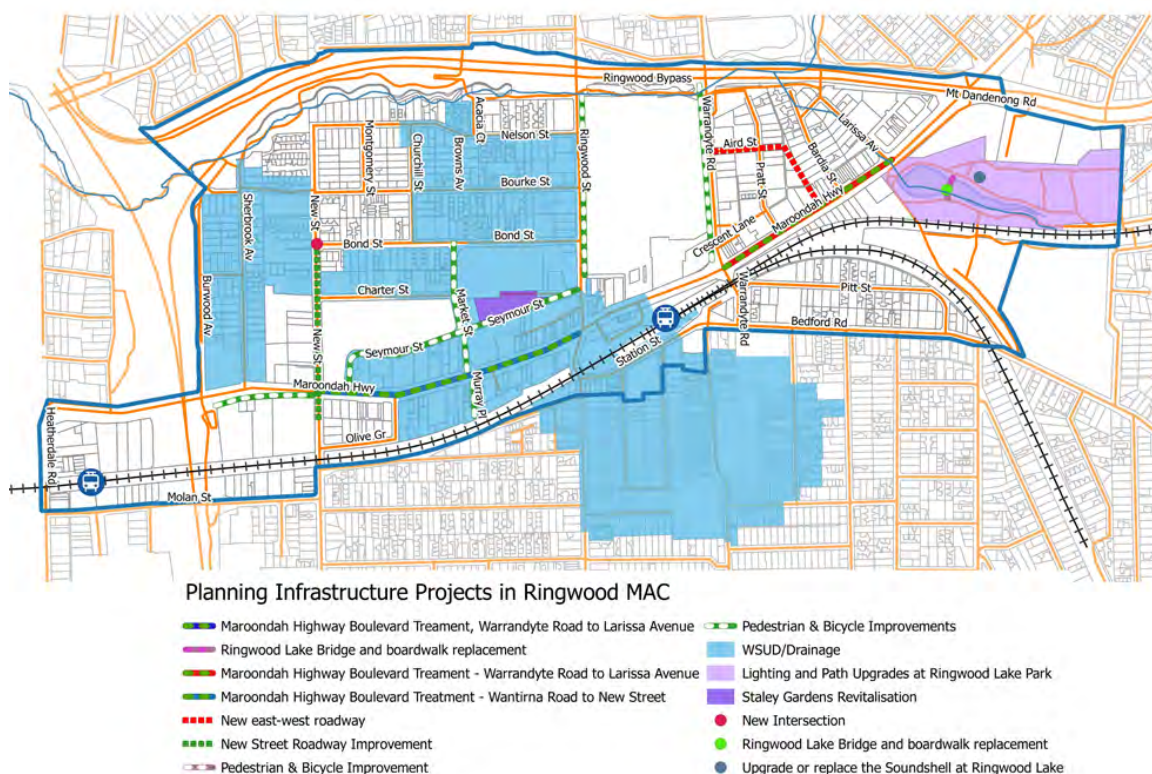


Figure 28: Development Contribution Projects



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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.



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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		



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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.

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Realm Service Centre
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Croydon Service Centre
Civic Square
Croydon


Translating and Interpreter Service
13 14 50

National Relay Service (NRS)
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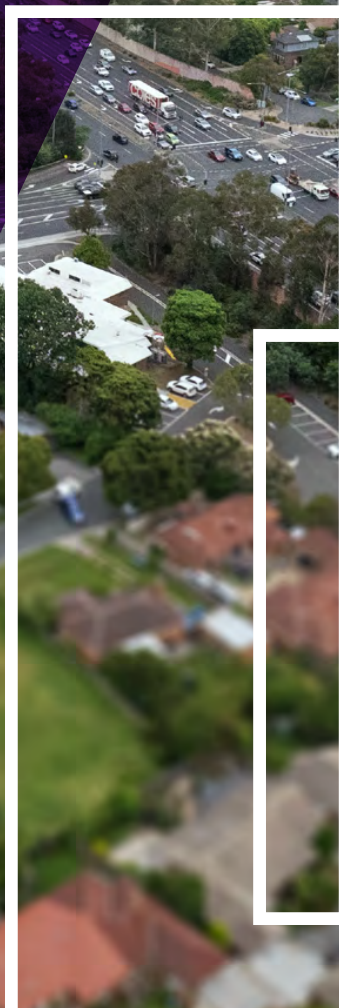




DRAFT Ringwood Activity Centre Plan

WURUNDJERI COUNTRY

August 2024





Acknowledgement of Traditional Custodians

We proudly acknowledge Victoria's Traditional Owners and the Wurundjeri Woi-Wurrung People of the East Kulin Nation, for their ongoing strength in practising the world's oldest living culture.

We recognise the diversity of Victoria's Traditional Owners as distinctive communities with their own sets of laws, customs and processes built upon tens of thousands of years of knowledge.

We acknowledge the Traditional Owners' lands and waters on which we live and work and pay our respects to their Elders, past and present.

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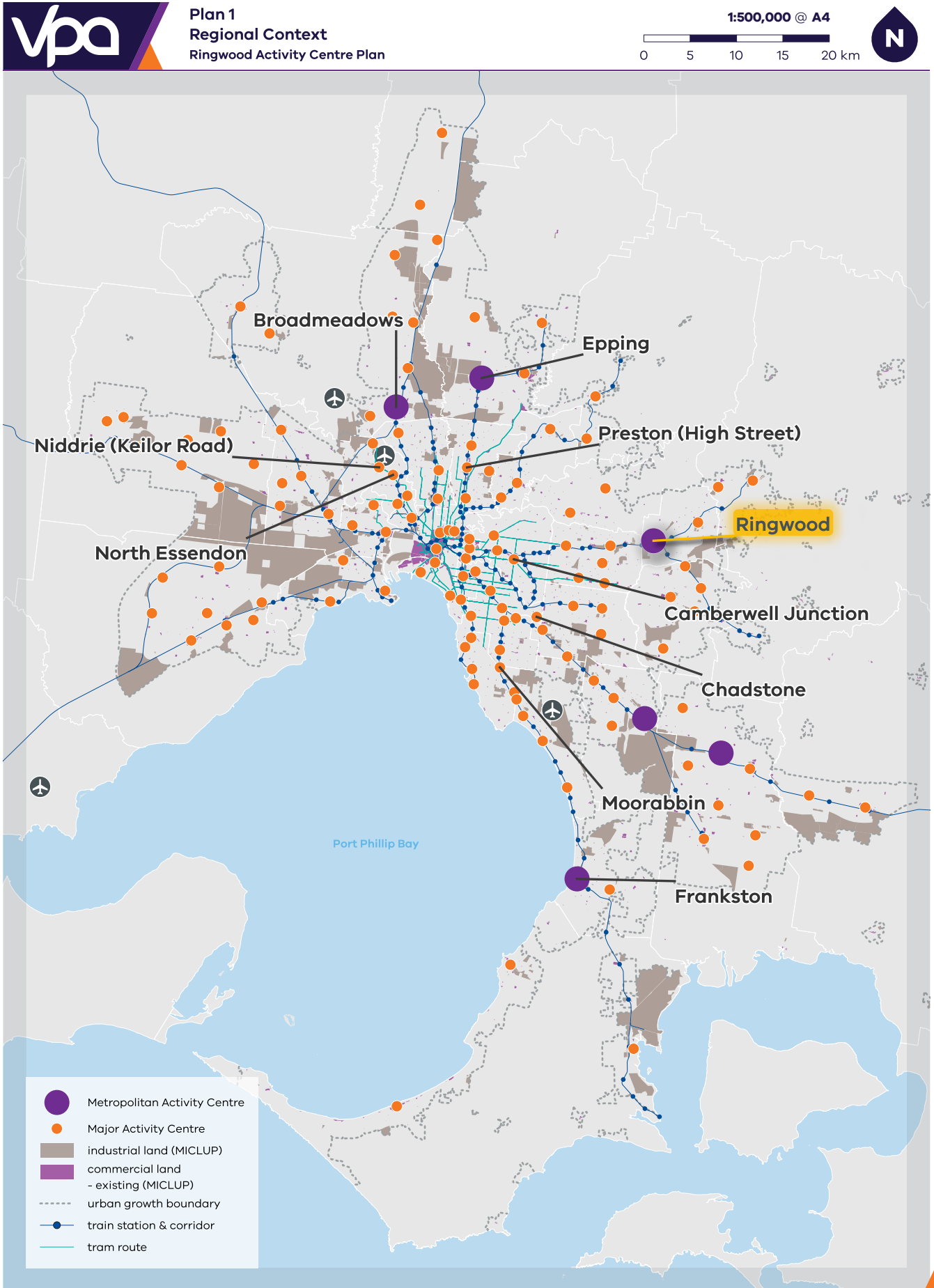
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1 A network of activity centres

1.1 Strategic context

In September 2023, the Victorian Government released *Victoria's Housing Statement – The Decade Ahead 2024–2034*^{*} which identified 10 activity centres and their surrounds as key locations for a pilot program. The distribution of the centres is shown at [Plan 1 Regional context](#). This builds on existing policy encouraging increased housing diversity and density in activity centres in *Plan Melbourne 2017–2050*^{**} and in the new *Plan for Victoria*^{***} (under development in 2024).

Activity centres are identified as key locations for increased housing supported by additional jobs, services and amenities. This strategic work for activity centres will complement the new *Plan for Victoria* which is currently being developed to reimagine the future of our cities, suburbs, towns, and regions. This will support delivery of new homes in locations with great public transport access and closer to jobs and opportunities.

The pilot program's seven objectives aim to facilitate increased housing supply through:



Built form controls tailored to place with guidance for ensuring place identity (public realm, amenity and heritage)

The Activity Centre Program will deliver a coherent, clear and consistent planning approach. This will include implementing a tailored suite of tools and planning controls to ensure local areas of significance are recognised and enhanced.



A new and simplified approach to infrastructure contributions

The program will deliver a simple approach to infrastructure contributions to contribute to the funding of community infrastructure, open space, walking, cycling and transport infrastructure. The infrastructure will support these growing centres and will include mechanisms to contribute to funding their delivery.



Focus on walkable catchments, encouraging new housing types and diversity

As well as providing clearer controls to facilitate density in the activity centre core areas, the program will provide guidance for the catchment of the centre, supporting greater housing diversity in areas that are within walking distance.



Transparent plans (as an alternative to traditional structure plans) that set out place objectives, local values, built form requirements, growth expectations and future vision

An activity centre plan will be prepared for each activity centre and will have clear planning controls that provide certainty of the built form outcomes. This will drive investment into the centres and provides the community with certainty of the long-term development expected.

Introducing deemed to comply standards will provide greater certainty on the supported built form outcomes in each centre. These built form outcomes have been tailored to the local context and ensure development expectations are known.

* State of Victoria (Department of Premier and Cabinet), *Victoria's Housing Statement – The Decade Ahead 2024–2034*, 2023

** State of Victoria (Department of Environment, Land, Water and Planning), *Metropolitan Planning Strategy: Plan Melbourne 2017–2050*, 2017

*** State of Victoria (Department of Transport and Planning), *Plan for Victoria*, 2024



Shorter amendment pathway and streamlined approvals

Streamlined planning scheme amendment processes ensure development-ready land is available as soon as possible. Coupled with efficient planning permit processes, this means more homes for Victorians sooner.



Affordable housing

Activity centre planning will encourage the delivery of affordable housing by being clear on affordable housing needs and giving greater planning certainty when affordable housing is provided.



Using State Government landholdings to showcase new approaches and deliver housing and services

Utilising existing State Government landholdings within the centres provides an opportunity for the government to lead the sector in innovative ways to provide greater housing choice and services.

2.2 Ringwood activity centre

The Ringwood activity centre is the commercial core of the precinct. Activity centres are the heart of local businesses, community, transport, leisure, and more intensive styles of housing. They are the places where people come to shop, work, meet, relax and live. State planning policy recognises that activity centres are ideal places to support residential growth.

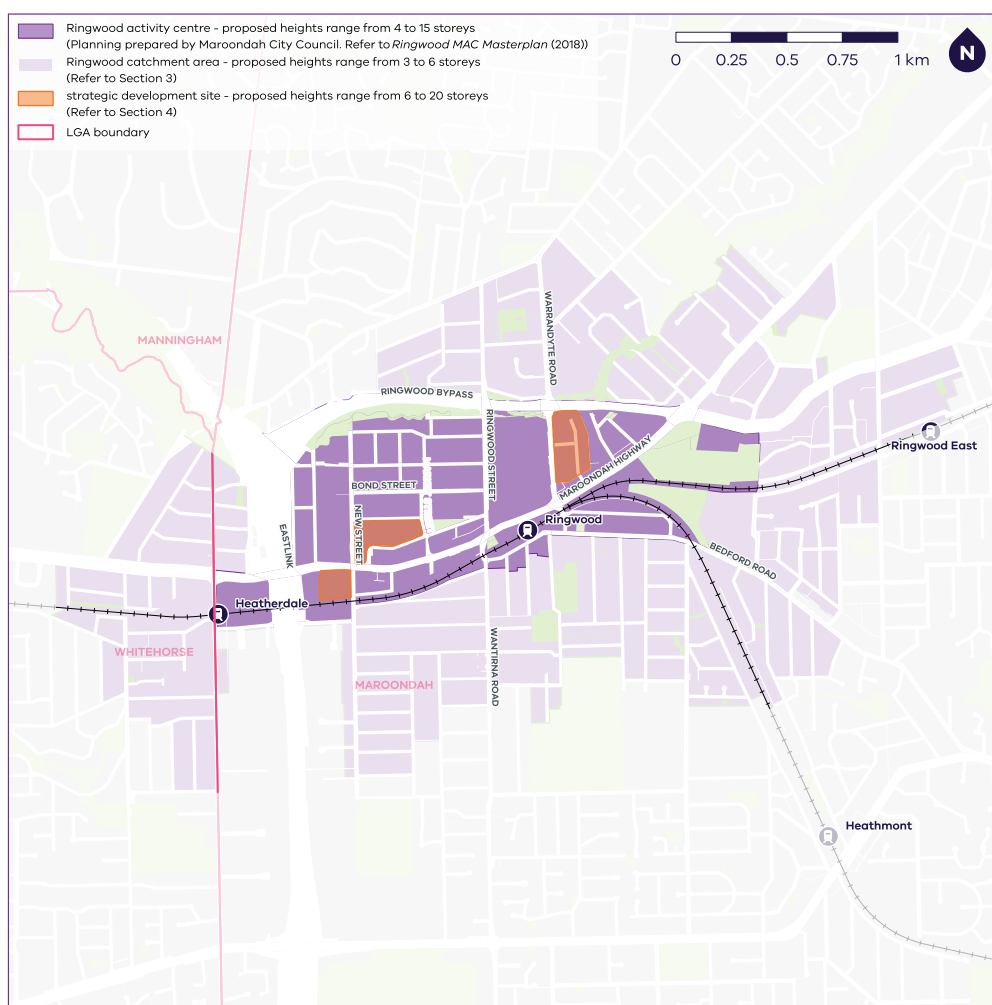
Maroondah City Council has already consulted with the Ringwood community to develop the *Ringwood MAC Masterplan* (2018). The masterplan seeks to enhance the role and function of Ringwood through built form planning controls that will facilitate an increase in population, supported by increased density and better design.

The draft revised *Ringwood MAC Masterplan* is proposed to align with the objectives of the Activity Centre Program. The draft revision of the masterplan focuses on three strategic development sites to support increased housing and employment opportunities and enhanced built form outcomes in these locations (refer Figure 2).

The *Draft Ringwood Activity Centre Plan* builds on the draft revised masterplan by providing additional guidance for the catchment area. Key findings relating to Ringwood activity centre and broader area from phase 1 consultation are detailed in [3.6 Phase 1 community engagement](#).

The revised draft masterplan and this *Ringwood Activity Centre Plan* are proposed to be new background documents at Clause 72.08 in the *Maroondah Planning Scheme*. The revised draft *Ringwood MAC Masterplan* (2024) is available as part of this Phase 2 consultation.

Figure 2 Building heights in the Ringwood activity centre and catchment areas





2.3 Catchment area attributes

Housing growth in catchment areas around activity centres is a longstanding state policy. State Government is seeking to give clearer direction on the level of growth needed in these locations in alignment with our housing needs as identified in *Victoria's Housing Statement*.

The *Draft Ringwood Activity Centre Plan* builds on the strategic work undertaken by Maroondah City Council for the activity centre core by focusing on additional guidance for the catchment area. The catchment area is made up of the residential, retail, commercial and industrial neighbourhoods surrounding the Ringwood activity centre. The catchment provides an opportunity to increase accessibility for more people to meet most of their daily needs within a walkable distance to and from their home.

Built form implementation in the catchment is under investigation. The extent of the catchment and the proposed types of housing are described at [3 Catchment area](#).

3 Catchment area

The **catchment area** is the area within walking distance of the local jobs, services and public transport of the Ringwood activity centre. Building more homes here is a good way to create a more lively, inclusive and sustainable local community.

The plans will make sure Victoria builds the right types of homes in the catchment, in the places they fit best.

The plans will encourage greater housing diversity to meet the community's changing needs. This will encourage more efficient use of land through site consolidation, creating space for trees and greenery, as well as liveable and sustainable homes and neighbourhoods.

The catchment area is generally up to 800 metres from the edge of the non-residential areas of the activity centre. The extent of the catchment area is shown at [Figure 1 Ringwood activity centre and catchment area](#).

3.1 Defining the catchment area

The catchment area was defined by undertaking a number of steps.

Firstly, the activity centre's residential and non-residential areas were identified.

From the edge of the activity centre's non-residential areas, an 800 metre walkable catchment was identified using streets, rather than "as the crow flies".

This catchment area was then refined to generally apply to whole blocks, and was further reduced where there are:

- Natural and physical barriers
- Limiting planning controls or environmental constraints that make these areas inappropriate for the proposed residential change
- Areas subject to future planning investigations.

Non-residential uses will be removed from future planning approaches within the catchment area.

3.2 Proposed residential change

The catchment area will provide an opportunity for more housing diversity including quality social and affordable housing, focusing on higher-density apartments, medium-density apartments, townhouses and semi-detached homes close to the activity centre.

Over time and on appropriate sites, small apartment buildings may be possible up to three to six storeys, mixed with townhouses and detached, semi-detached houses. Examples of different residential apartment building sizes are shown below.

Only the largest blocks of land in the catchment will be able to build up to five to six storeys. Smaller blocks will only be able to build up to three to four storeys, and some homes and buildings may not change at all.

The size and height of buildings will need to respond to standards to:

- Ensure good internal amenity within the new homes
- Opportunities for planting of canopy trees
- Appropriate provision of car parking and storage facilities
- Minimise impact on neighbours.

Planning controls will be reviewed to create these opportunities.

3.2.1 Examples of four to six storey development precedents:

4 storeys



Aboriginal Housing Victoria

Developer: Aboriginal Housing Victoria

Architect: Breathe Architecture



Merri Green

Developer: MAB

Architect: Six Degrees Architects

5 storeys



122 Roseneath Street

Developer: Wulff Projects, Icon Developments and Assemble

Architect: Fieldwork Projects



Averi Apartments

Architect: Jackson Clements Burrows Architects

6 storeys



Ferrars & York

Ferrars & York, enabled by HIP V. HYPE, designed in collaboration with Six Degrees Architects and built by Ironside.

Photography: Tess Kelly



Balfe Park Lane

Developer: Aspekt

Architect: Kerstin Thompson

3.3 Non-residential areas

Land in the catchment area that is not currently zoned or used for residential purposes has not been identified for more housing.

Existing planning provisions are proposed to be retained in these areas.

3.4 Key attributes of the activity centre 'catchment' area

Figure 1 Ringwood activity centre and catchment area shows some of the community and transport infrastructure in the activity centre and the catchment. The Ringwood activity centre catchment is divided by EastLink and the Ringwood Bypass. It is serviced by two train stations, Heatherdale and Ringwood. Ringwood East adjoins the catchment and there are bus routes throughout the catchment.

Ringwood has the Mullum Mullum Creek, Mullum Mullum Park, Jubilee Park and the Ringwood Lake Reserve. Jubilee Park has Aquanation and local sport facilities for football, cricket, tennis, croquet and soccer.

The area has varied street network with both a rectilinear and a more organic pattern in parts. There is variation of lot shape and sizes.

3.5 Existing planning provisions

This section outlines existing planning provisions within the catchment area and describes where there is a planning control with a significant relevance to development opportunities.

The General Residential Zone and the Neighbourhood Residential Zone are the predominant zones in the catchment.

In the catchment, there is:

- Transport Zone
- Public Use Zone
- Public Park and Recreation Zone, and
- Commercial 1 Zone.

Maroondah Planning Scheme's General Residential Zone:

- Schedule 1 General Residential Areas has variations to the requirements of Clause 54 and 55.
- Schedule 3 Greyfield Renewal Precincts has no variations to the requirements of Clause 54 and 55 and provides up to 13.5 metres and four storeys.
- Maroondah's planning scheme Neighbourhood Residential Zone:
- Schedule 2 Ridgeline Protection Area B has variations to the requirements of Clause 54 and 55 and to the minimum subdivision area.
- Schedule 3 Canopy Cover Ridgeline Protection has variations to the requirements of Clause 54 and 55.

Whitehorse Planning Scheme's General Residential Zone:

- Schedule 2 Bush Suburban Precinct 2 has variations to the requirements of Clause 54 and 55.
- Whitehorse's planning scheme Neighbourhood Residential Zone:
- Schedule 1 Bush Environment Areas has variations to the requirements of Clause 54 and 55.
- Schedule 3 Traditional Bus Suburban Areas has variations to the requirements of Clause 54 and 55.



Within the catchment area, there are a number of overlays:

- Bushfire Management Overlay
- Development Contributions Plan Overlay
- Environmental Audit Overlay
- Environmental Significance Overlay
- Land Subject to Inundation Overlay
- Significant Landscape Overlay
- Vegetation Protection Overlay
- Special Building Overlay
- Heritage Overlay.

The Design and Development Overlay applies design objectives and specific requirements relating to the design and built form of new developments in the following areas:

- Schedule 2 Ridgeline Protection Area – B
- Schedule 6 Ringwood East Neighbourhood Activity Centre Commercial Precinct

A Neighbourhood Character Overlay applies specific requirements to ensure that new residential development respects the existing character in the following area:

- Schedule 3 Jubilee Park.

Within the catchment, there is Development Plan Overlay Schedule 7 Ringwood Greyfield Renewal Precinct.

3.6 Phase 1 community engagement

Consultation was undertaken from March to May 2024. The purpose of Phase 1 community engagement* was to:

- Build community understanding about what will change in local neighbourhoods, the new planning controls, and what the community can influence.
- Learn from the community to inform the plans.

Maroondah City Council undertook engagement on its current *Ringwood MAC Masterplan* (2018). The Activity Centre Program intends to use the council's plan for the activity centre, with minor revisions to specific sites to align with the Activity Centre Program.

Community consultation was undertaken, including the establishment of a community reference group for the Ringwood Activity Centre and surrounds. The intent of the community reference group was to allow representatives from the community to provide focused input on the issues and opportunities for the activity centre and surrounding area and build upon existing engagement by council.

We heard:

- The need to balance new homes and key community infrastructure.
- The importance of enhancing the environmental focus in and around the centre.
- The need for improved connectivity in and around Ringwood.
- Balancing development whilst maintaining Ringwood's unique identity, history and culture

* Ringwood Activity Centre Program, *Community Consultation Phase 1: Engagement Summary Report*, August 2024

4 Implementation

The proposed changes to the land use and development controls on affected land will be implemented via a planning scheme amendment. The activity centre plan will also be implemented through other statutory and non-statutory measures including, but not limited to, identified future strategic work, establishing infrastructure contributions, and infrastructure projects as well as affordable housing requirements. It is intended that the planning scheme amendment/s to implement this activity centre plan be completed by the end of 2024.

The preferred planning tool for the catchments is to be confirmed. It is not proposed to remove heritage overlays through new provisions.

4.1 Built form control – Ringwood activity centre

Built form in the Ringwood activity centre, will be guided by the revised *Draft Ringwood MAC Masterplan* which will be a background document at Clause 72.08 in the *Maroondah Planning Scheme*. This includes focused updates to align the masterplan with the Activity Centre Program and introduce built form controls for strategic development sites.

An update to existing planning controls may be required to align councils strategic work with the broader Activity Centre Program and implement the new built form controls to strategic development sites within the Ringwood activity centre.

4.2 Future strategic planning work

The preparation of this plan has identified additional work to be undertaken by the Victorian Government, Maroondah City Council or other agencies. This includes:

- A new simplified and standardised infrastructure funding approach
- Possible preparation of a Parking Precinct Plan and the introduction of a Parking Overlay
- Possible introduction of updated flood management controls (subject to further work with Melbourne Water).

Other non-statutory work has also been identified. This includes engagement with the Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation on how to celebrate Aboriginal cultural and values in the design and development process, especially for large opportunity sites and delivery of transport, and community infrastructure including open space.

4.3 Aligning existing controls

4.3.1 Activity centre

No further proposed changes, other than those described in Section 4.1 above, apply to the Activity Centre.

The planning controls proposed to be retained in the activity centre are:

- All heritage protection (HO)
- Special Building Overlay (SBO)
- Vegetation Protection Overlays (VPO1)
- Development Contributions Plan Overlay (DCPO1)
- Development Plan Overlay (DPO2)



4.4 Infrastructure delivery

The population of the Ringwood activity centre and surrounding catchment is expected to increase with additional housing required to accommodate the growing population. The additional dwellings required is anticipated to be between 8,200 to 12,200 dwellings by 2051.

As more people call Ringwood home, it is important that the local schools, services and infrastructure have the funding they need to grow. During consultation the community has been clear that vibrant places with green parks and local community facilities are important to support housing growth.

4.4.1 An innovative approach to infrastructure contributions

The State Government is exploring options for a simplified infrastructure funding mechanism to fund the things the future suburb needs.

This mechanism could provide direct contributions for councils and State Government to deliver essential infrastructure like roads, community centres and local sporting facilities to support growing and changing communities.

The activity centre plan will guide investment in the things a growing suburb needs like community facilities, bike paths and upgrading parks and open spaces.

We are consulting with the community on their priorities for investment in infrastructure.

4.5 Affordable housing

Affordable housing is defined in the *Planning and Environment Act, 1987* (The Act) as “housing, including social housing, that is appropriate for the needs of very low-, low- and moderate-income households.” The Act specifies annually updated income range classifications for very low- to moderate-income households.

Applications for residential subdivision and development should consider how they contribute to meeting the need for affordable housing.

Where affordable housing is provided, it should contribute to meeting the needs of very low- to moderate-income ranges.

This contribution can be delivered via the following options:

- Discounted sale or gifting of homes to a Registered Housing Agency or Homes Victoria which provides affordable housing
- A cash contribution equivalent to the above to the Social Housing Growth Fund or nominated trust account to the satisfaction of the responsible authority.
- Any other delivery method that provides for affordable housing, subject to the approval of the responsible authority.

This is in conjunction with the other local, state and federal government initiatives aimed at delivering more affordable housing such as:

- Unlocking surplus government land (State)
- The *Development Facilitation Program* (State)
- The *Short Stay Levy* (State)
- The *Regional Housing Fund* (State)
- The *Big Housing Build* (State)
- The *Public Housing Renewal Program* (State)
- The *Affordable Housing Investment Partnership* (State)
- The *Social Housing Accelerator* (Federal); and
- The *National Housing Accord* (Federal)

In addition, government is seeking feedback on the “Big ideas for Victoria’s future” through the *Plan For Victoria* consultation process. Ideas include setting a minimum amount of social and affordable housing in new developments.



4.6 Identification of environmental constraints

To ensure that future residents are afforded a high-quality environment where potential risks of harm to amenity and human health are avoided or mitigated, the activity centre plan highlights the need to consider potential contamination, noise and vibration, as well as amenity and buffers at the permit application stage.

4.6.1 Potentially contaminated land – catchment

Identifying contamination is important because it can cause harm to human health and the natural environment. Where a site is contaminated, the local environment, including the soil, indoor or outdoor air, and/or surface water or groundwater may be unsafe for site occupants. Immediate and longterm health effects may occur where people are exposed to harmful levels of contamination.

It is anticipated that council's own strategic work will address matters related to potentially contaminated land within the Ringwood activity centre. However, the approach to planning for housing supply in the catchment area does not require any changes to the underlying residential zoning and will not change existing land use arrangements. As such, across the catchment, council's assessment of an application for a planning permit is the appropriate time for the proponent to address the potential for contamination and mitigate risks posed to human health or the environment, having regard to Section 60 of the *Planning and Environment Act 1987* (the Act).

Section 60 of the Act requires a responsible authority, before deciding on a permit application, to consider 'any significant effects which the responsible authority considers the use or development may have on the environment or which the responsible authority considers the environment may have on the use or development'. Section 60 is applicable to potentially contaminated land, which may affect, or be affected by, use or development*.

4.6.2 Noise

Consideration of noise (and vibration) is important to ensure that future residents are able to undertake normal activities in and around their home and have access to an adequate sleeping environment.

To accommodate future growth, development should where possible seek to incorporate:

- Appropriate building siting
- Appropriate design, including orientation and internal layout
- Urban design, and
- Land use separation techniques appropriate to the functions and character of the area.

4.6.3 Amenity and buffers

It is important to ensure that intensification of existing residential use and the associated development of land is compatible with adjoining and nearby land uses, particularly where there is potential for off-site impacts from commercial, industrial and other uses, such as dust or odour.

Where appropriate, development proposals will be required to demonstrate that the amenity and human health of future residents will not be adversely affected by these uses.

* State of Victoria (Department of Transport and Planning), *Planning Practice Note 30: Potentially Contaminated Land*, updated May 2024.



Activity Centre Program

COMMUNITY
CONSULTATION PHASE 1

Engagement Summary Report

AUGUST 2024





Department
of Transport
and Planning



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Introduction

This engagement report summarises the community engagement process undertaken for the Activity Centre Program Phase 1.

An outline of the consultation process is contained in this report, in addition to a thematic overview of public contributions received during this time.

The purpose of Phase 1 community engagement was to:

- Build community understanding about what will change in local neighbourhoods, the new planning controls, and what they can influence.
- Learn from the community to inform our plans.
- Build community excitement about the new homes and community benefits coming to their neighbourhoods.

Background

Housing Statement

In September 2023 the Victorian Government released *Victoria's Housing Statement: The decade ahead 2024-2034*, setting a target to build 800,000 homes in Victoria over 10 years.

Community stakeholders could not influence the number of new homes to be delivered through the Activity Centre Program as this has already been determined by the Housing Statement.

Activity Centre Program

One of the initiatives in the Housing Statement is to 'Increase housing choice in activity centres'. This initiative states:

"We'll introduce clear planning controls to deliver an additional 60,000 homes around an initial 10 activity centres across Melbourne: Broadmeadows, Camberwell Junction, Chadstone, Epping, Frankston, Moorabbin, Niddrie (Keilor Road), North Essendon, Preston (High Street) and Ringwood. Activity centre plans will guide investment in the things a growing suburb needs like community facilities, public spaces and parks. The program will also consider the best way to incentivise more affordable housing."

The Department of Transport and Planning (DTP) leads the Activity Centre Program and the Victorian Planning Authority (VPA) is preparing planning controls for these initial 10 activity centres.



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A new plan for Victoria

In addition to the Activity Centre Program, DTP is also leading the development of a new plan for Victoria (PfV), a new state-wide planning strategy to replace Plan Melbourne 2017-2050. DTP is running a state-wide engagement program for PfV, which will take place at the same time as the Activity Centre Program.

The communications and engagement for the Activity Centre Program was considerate of any concurrent engagement happening for PfV. Where possible, lessons from PfV engagement may inform the development of the updated planning controls for the 10 activity centres, and lessons from activity centre engagement may inform PfV.

Two engagement approaches

Inviting input

We invited Broadmeadows, Chadstone, Moorabbin, Niddrie (Keilor Road) & North Essendon and Ringwood Activity Centre communities to provide feedback through three online surveys on the Engage Victoria platform. To complement this, Community Reference Groups were set up in each of these activity centres to provide an opportunity for the community to provide focused input on the program.

The consultation for these communities in this period requested feedback on local places of significance, localised information about each activity centre, and inspiration for the future of each centre.

We will engage with communities in these activity centres again later in 2024.

Information only

We engaged the Camberwell Junction, Epping, Frankston, and Preston (High Street) Activity Centre communities by providing information on the VPA website.

While we are also planning for more good quality homes to be built in these four activity centres, these local communities have been consulted extensively over the years. These councils have existing structure plans that are very well progressed and have been informed by community consultation already.

We did not want to contribute to engagement fatigue in these communities by requesting feedback on matters the community has already shared their views on in the public domain. To complement existing council engagement, Community Reference Groups were established in these activity centres to allow representatives from the community to provide focused input on the issues and opportunities for the activity centres.

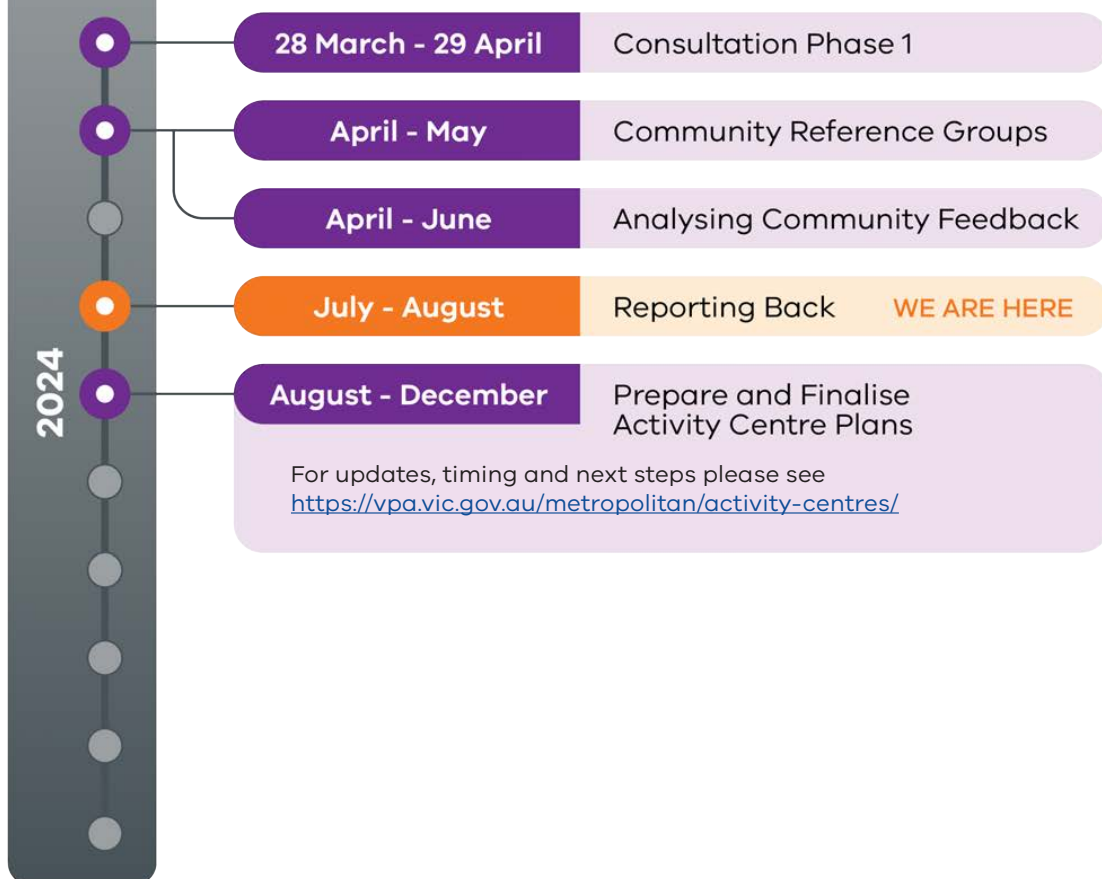
The engagement program, and associated planning, will build on existing work that has already been done. Insights from local councils' recent community consultations, plus input from these councils, will inform the development of clear new planning rules for these activity centres.



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Timeline



Public Contributions Overview

Engage Victoria feedback



The key issues raised by the community have been grouped into the categories in the following pages and reinforce the feedback heard via other channels throughout the consultation period.

To encourage greater participation, the VPA did not request any identifying data in the three online activities.

Activity centre	Participants	Total contributions	LOTE contributions
Broadmeadows	69	169	1
Chadstone	240	402	16
Moorabbin	209	359	1
Niddrie (Keilor Rd) & North Essendon	213	379	29
Ringwood	160	269	4
Total	862	1,636	51 (3% of total contributions)



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Overview: what we heard

There were different levels of engagement from communities across the ten activity centres and their feedback reflected local priorities and areas of focus, summarised throughout this report.

The following key themes emerged across activity centres during engagement:

1. Shared recognition that more homes are needed and that addressing the housing crisis will also require greater diversity of housing types and more affordable homes.
2. Investment will be needed to ensure liveability and connectivity and in community infrastructure to support housing growth.
3. Improving access to public transport and creating better pedestrian and active transport connections balanced against improving car movement and provision of car parking.
4. Concerns about the impacts of increased housing density and the importance of managing the level of development with the need for more housing.

Other insights focused on the importance of:

- access to open green spaces and the desire to preserve them
- access to community facilities
- access to free public gathering places
- the importance of maintaining a strong sense of place
- concerns around existing and potentially increased traffic congestion and parking
- the importance of pedestrian safety, wayfinding and amenity

There were also reflections on how and with whom we engaged, including the importance of hearing from vulnerable communities to shape the design of future engagement activities.

The outcomes of engagement will inform the planning approach and development of planning controls.



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What We Heard: Broadmeadows



Community Engagement Activities 1 & 2



In our online activities, we asked the community to tell us what defines the local area and where are other places that can inspire it in the future. Feedback has been sorted by percentage, which represents the proportion of responses in each category.

Feedback emphasises the importance of clean, green and connected spaces in Broadmeadows. Respondents believe evolving community needs should be respected while adapting to urban development pressures.



31% Traffic Congestion and Transport

"Traffic is always an issue during AM and PM peak travel times." – Nab

"Jacana Station definitely needs an upgrade with a corresponding bus connection." – Nick

"Cars, congestion is really stressful here in Broadmeadows." – Fatima

10% Walkability and Lifestyle

"It would be nice to see some high street/strip shopping to draw people away from the shopping centre." – Ruby

"Introduction of quintessential Melbourne style laneway strip retail and cultural eateries near the station precinct." – Rav

"Why are there no cafes outside the shopping centre? Why is it impossible to have a glass of wine anywhere? West St Hadfield has the right idea." – Sara

5% Community Infrastructure

"It would be great to have a square with a wonderful park and waterplay for kids." – Linmatey

"I hope the old Campmeadows Primary and BMX sites will be utilised" – LKS

"Community programs for example chess club and the learning social events held at Hume Library." – Maxine

20% High Density/ Appropriate Development

"Please make sure that apartments are family friendly – more 3 bedroom apartments" – Linmatey

"Broadmeadows should build more houses to accommodate more people because so many people want to live in Broadmeadows." – Susannah

"We also have plenty of warehouses on the east side of the station that could be turned into high rise developments." – Peter

10% Parks and Open Space

"...tree-lined streets would make a world of difference." – Chloe

"Access to the park should be more visible." – Daniel

"Consider adding a requirement for garden space in developments and encourage green roofs" – Joe

4% Safety and Noise

"We would like to request more police patrol in the area" – Anonymous

"We need more safe large enclosed off leash dog parks like Kingsford Smith Ulm Reserve or Altona's." – Daniela

"...lots of litter" – Julie

11% Other

"Illegal dumping is a widespread issue in the suburb." – Anonymous

"Instead of flight zone planning restrictions, apply modern and new technical requirements for new constructions." – Pascal

"Can Hume be split into two smaller council areas?" – Ludo

9% Street Use and Streetscape

"Broadmeadows needs a main street" – Jake

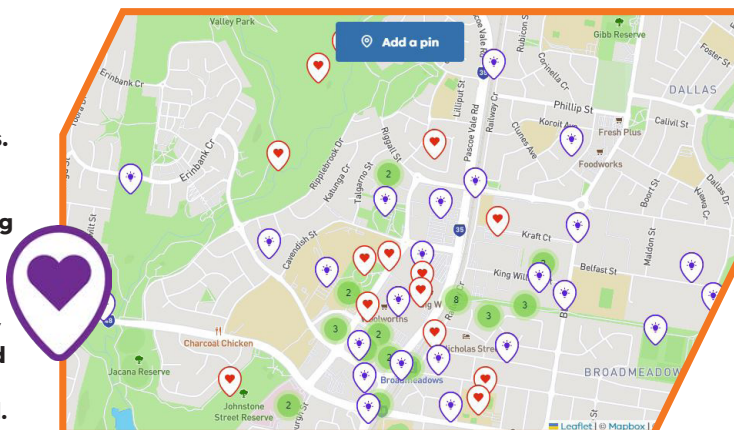
"Some streets have mature trees, clear bike paths, and maintained nature strips with plants while others have rubbish, broken footpaths, lack trees in their nature strips, and no bike paths" – Ihsan

"Roads need maintenance" – Anonymous

Activity 3

In our third online activity, we asked the community which places are significant to them in Broadmeadows. Those places are marked with a heart icon pin on the map below. Respondents also left ideas by placing lightbulb pins on the map.

The comments included alongside the pins are summarised by category below. Feedback has also been sorted by percentage, which represents the categories most and least mentioned.



30% Parks and Open Space

"Broadmeadows Valley Park is a wonderful area of wild bushland a short walk from where I live." – Steve

"Make Meadowlink wider and it would allow Broadmeadows to connect with the Merlynston Creek." – Anonymous

"The area needs a central green lung." – Anonymous

20% Community Infrastructure

"MyCentre Mosque is very popular... there should be considerations to ensure sufficient parking and transport links." – B

"St Dominic's Primary School, a second place to call home for many people" – Violeta Caceres

"Swimming pool. My kids and I are always at the pool." – CS

15% Traffic Congestion and Transport

"The train station needs a significant refresh" – Elee

"Station parking should be multi-level and be accessible to and from Camp Road." – Andrew

"Turn this linear park into a super cycleway. From Aitken Blvd to Erinbank Crescent." – Anonymous

13% High density/ appropriate development

"Commercial zoning must be maintained as it's important for businesses and employment in the area." – SK

"There could be housing on the parking lot. Especially as it is extremely close to the station and Broadmeadows Precinct." – Anonymous

"Remove the light industrial buildings and place greenery and high density housing." – Anonymous

9% Street Use and Streetscape

"The recent development of the Kingslea Business District would also help drive more foot traffic into the region as the area is right in its vicinity." – Aaron

"Broadmeadows needs a main street, or a place with cafes, bars and locally owned shops in its core." – Anonymous

6% Safety and Noise

"The station is dark and dingy at night and not well connected to the main part of the activity centre." – NG

"There should be a nicer connection and further beautification of and around Broadmeadows Station." – B

"Is there any way to put up some barriers to stop the dirt bikes that go speeding down the Meadowlink" – Madelen

4% Walkability and Lifestyle

"Make it more friendly to walk around please." – Jake

"Our Broady Shopping Centre were many friends gather daily for meets and coffee cups!" – Violeta Caceres



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Broadmeadows Community Reference Group Summary

The Broadmeadows CRG meeting had 11 attendees. Representatives included local residents, local community groups, local organisations as well as key stakeholders. The summary below outlines key discussion points.

Housing

Broadmeadows activity centre has the potential for new housing in and around the core:

- Opportunities for increased housing density including facing the proposed Town Park, on the eastern side of the train station, along the train line and using car parks such as the proposed 'Broadmeadows Town Centre carpark' (move the car park underground).
- Plan for good quality design, equality of access, housing diversity and mixed-use developments.
- Current medium/high density housing is low quality and not fit for purpose as it is too small with not enough shared space.

Movement and transport

Improvements to getting around Broadmeadows safely and efficiently were key interests of the CRG:

- The CRG strongly supported redevelopment and upgrades to the Broadmeadows train station. The station is uninviting and unsafe and would benefit from better pedestrian and vehicle connections between the eastern and western sides of the railway line.
- Consider the flow of movement including pedestrians, cyclists, people with disabilities and the aging, public transport and vehicles. Physical barriers need to be removed.
- The town centre should be walkable and safe at night with improved connections to higher density areas.
- Improve pedestrian and bike infrastructure including along the creek, from the centre to parkland/housing and Craigieburn bike path and around schools.
- Consider the connections between Hume Central to Eastmeadows, Northmeadows and the TAFE.
- The need for cars cannot be ignored, including the need for car parking and nearby car parks.

Community facilities and civic buildings

- The Broadmeadows CBD and surrounds host many important community and civic functions. These facilities and events are important to Broadmeadows.
- There are gaps in service provision and community services are already at capacity.
- Needs to be more amenities around the library. A second library would be great.
- More community infrastructure is needed including building connections for new families and increasing the provision of childcare.
- Need for spaces to gather at night.

Community spaces and natural elements

The community spaces, open space and natural features surrounding Broadmeadows are well liked:

- Current open space is appreciated and should be protected. The town park is well lit.
- Opportunities and need for free community gathering spaces, activation spaces and open areas that bolster community and draw people in. This includes a festival/event space, markets and welcoming spaces for all, including older people.
- Increase shade, trees/greenery, dog parks, usable creek space, and green space on the eastern side (Eastmeadows).

Other matters raised

- Need for more fine grain shopfronts and ground floor activation.
- Need an improved local nighttime economy, with more inviting spaces at night.
- People come to shop and go to civic buildings but no one is attached to particular buildings.
- Less brutalist buildings and concrete boxes, more open and green spaces.
- Broadmeadows is a multicultural suburb, it needs to be inclusive and accessible.
- More engagement with young people, local community groups, harder to reach people and the Muslim community on the Activity Centres Program is important.
- Banksia Gardens residents and the vulnerable community need to be involved.

What We Heard: Chadstone

 **402**
contributions

 **16** LOTE contribution
TRADITIONAL CHINESE

Community Engagement Activities 1 & 2



In our online activities, we asked the community to tell us what defines the local area and where are other places that can inspire it in the future. Feedback has been sorted by percentage, which represents the proportion of responses in each category.

Feedback shows a community actively engaged in shaping the future of their neighbourhood. Key concerns are balancing growth and development while preserving the existing community character and environment.



45% Traffic Congestion and Transport

"In lieu of a permanent rail station, fast and frequent connections to the Dandenong Rail corridor need to be maintained and improved" – Ben

"Traffic is heavily congested hundreds of buses in and out" – Renate

"Building a new train station within the Chadstone Centre will encourage more people to visit the center and less stress to find a parking spot." – June

5% Parks and Open Space

"We've got lots of pretty parks, perfect for fur babies :)" – Nature lover

"Creating more access to Chadstone shopping centre and surrounding areas should include bike and walking paths so that we can reduce and limit car usage for residents nearby." – N

"Commit to a tree canopy strategy to reduce the heat effects of further development, concrete etc." – Anonymous

2% Street Use and Streetscape

"Timeless, high quality architecture of medium density that is built to last 100 years." – Carol B

"Between Neerim Grove and Chadstone Road (along Dandenong Road) there's a real opportunity for a green boulevard with street trees that can provide extensive canopy coverage." – Michael

23% High density/ appropriate development

"Keep higher density housing out of the quiet period streets or Hughesdale." – Anonymous

"I love living here and I support building more medium-to-high density housing along our busiest arterial roads like Warrigal Road and Princes Highway, as well as Chadstone Road and Waverley Road." – Barry

"Incorporate green architecture to reduce urban blight of high-rise developments and provide natural landscaping." – Anonymous

5% Community Infrastructure

"Invest more money into Malvern Valley Primary School and the facilities at Phoenix Park." – Better Schools

"The area will require more secondary schools to be built given the influx of new residents." – Peter

"Building apartment complexes without the supporting community infrastructure will not achieve a good outcome." – C

15% Other

"The reality is our Chadstone area is a very desirable place to live, and we most certainly have the capacity to build more housing here, especially along our major thoroughfares." – Anonymous

"I suggest you stop adding more compact housing" – Anonymous

"This absolutely needs to happen! Around Chadstone through to Oakleigh!" – CBT

3% Walkability and Lifestyle

"With potentially more people living here, it's important to have a walkable suburb. Take advantage of what already exists." – David

"I support the idea of Chadstone maturing beyond just being a shopping centre, and becoming a central hub of work, food and recreation, like Box Hill and Glen Waverley." – Lucy

2% Safety and Noise

"Our focus should be on the increase in crime, graffiti and ensuring that we service those within the City of Monash correctly." – Anonymous

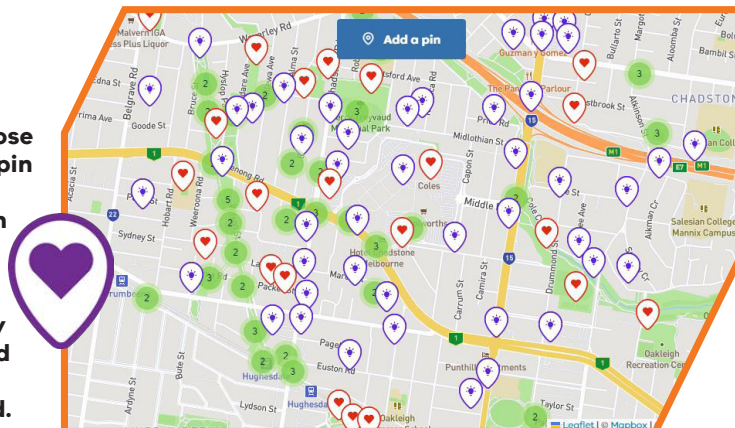
"The crime rates is above the roof!" – Save East Malvern

"Please first take care of cleaning all the rubbish and graffiti in the area" – Chris

Activity 3

In our third online activity, we asked the community which places are significant to them in Chadstone. Those places are marked with a heart icon pin on the map below. Respondents also left ideas by placing lightbulb pins on the map.

The comments included alongside the pins are summarised by category below. Feedback has also been sorted by percentage, which represents the categories most and least mentioned.



32% Traffic Congestion and Transport

"The 624 bus route needs reviewing."

"Extend the Alamein Line via East Malvern/Holmesglen to Chadstone & onward to Oakleigh" - **Jbock**

"I worry about sufficient car parking and the already congested Chadstone Road" - **Jennie**

10% Community Infrastructure

"Improve the children's playground (along Atkinson street before the M1 bridge)" - **EM**

"Opportunity to develop Poath Rd with bike paths, more shops, murals, etc." - **David**

"Council play group building in Cabena Crescent could be utilised more" - **Hannah**

3% Other

"Historical gates – a nod to history."

"Need significantly more recharge stations for vehicles."

2% Safety and Noise

"More lights needed around Scotchman Creek trail for safety at night." - **Linda**

"Please do not add an underpass" - **Naomi**

"People are not safe at night to walk the streets" - **Anonymous**

22% Parks and Open Space

"Including more natural elements and sculpture in the area (including in Neerim Rd and the arterials leading to Chadstone SC) would be welcomed." - **Anonymous**

"The Percy T oval is a wonderful green space that should be protected and not reduced any further in size." - **Jo**

"The Urban Forest is a significant green space" - **Signa**

10% Walkability and Lifestyle

"Easier walking connections from surrounding streets into the shopping centre & bus interchange" - **Kevin**

"Support and encourage build up of local cafe and shops along Waverley road (opposite GYG) to give a better sense of community and activities." - **M**

"Chadstone Village is a really convenient place for locals to shop now that it has a Coles anchoring the centre" - **Diana**

1% Suggested building materials

"The white, reshaped pitched roof weatherboard is beautiful." - **Anonymous**

"No real consistent neighbourhood character along Alma St. Mixture of tacky fake French facades and volume builder designs. Suitable for better design." - **Michael**

15% High density/ appropriate development

"Even though some people worry about overdevelopment, what is also really damaging i empty blocks." - **Naomi**

"We love the quiet heritage protected streetscapes and no high density townhouse developments or new apartment buildings." - **PeriodHughesdale**

"We need more development and improved transport (public transport and cycling) along Warrigal Rd between Holmesglen and Oakleigh stations" - **Ricky**

5% Street Use and Streetscape

"Beautiful period homes with character overlays need to be preserved." - **Beena resident**

"The streets in and around Boyd park are full of 1920s / 1930s builds that look fantastic and make walks to/ from the park really lovely." - **Naomi**

"Victorian Government could fund a Main Street renewal program (with Glen Eira Council) to revivify Poath Rd and Neerim Rd (Murrumbeena Station) Main Street shopping precincts." - **Anonymous**



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Chadstone Community Reference Group Summary

The Chadstone CRG meeting had 14 attendees. Representatives included local residents, representatives from community groups and organisations as well as key stakeholders. The summary below outlines key discussion points.

Movement and transport

Infrastructure was a dominant topic of conversation, particularly the issue of traffic on roads. Items discussed included:

- Main areas of traffic congestion within the activity centre include the roads and streets surrounding the Chadstone Shopping Centre, Neerim and Poath Roads and the Stonnington Sports Centre. The addition of traffic signals to the area was suggested as a mitigation for traffic congestion.
- Inaccessibility of Chadstone Shopping Centre during its peak hours (i.e. Christmas) due to traffic congestion and a lack of walking connections within the activity centre.
- Better connectivity in and around the activity centre. Examples included Dandenong Road towards Hughesdale Station and Chadstone Shopping Centre towards the Holmesglen Institute of TAFE.
- Reliance on on-street parking - consideration of several car parks in unit blocks would help this.
- Narrow residential streets, lack of signage and wayfinding.

Housing and development

Housing and development issues were also discussed by members, topics included:

- Discussion around the Chadstone Shopping Centre being the core of the activity centre and desire for residential surroundings to be considered and not just the shopping centre.
- Ensure future development limits overshadowing, particularly over public spaces.
- Lack of clear and distinct delineation between shopping centres and neighbourhoods.
- Greater development opportunities to smaller shopping centres in the area.
- Better utilisation of assets near Holmesglen Institute of TAFE.
- Placement of a façade on the car park west of Chadstone to reduce and protect views from neighbouring homes.
- Potential housing opportunities near the Malvern Valley Golf course.

What We Heard: Moorabbin

 **359**
contributions

 **1** LOTE
contribution
SIMPLIFIED CHINESE

Community Engagement Activities 1 & 2



In our online activities, we asked the community to tell us what defines the local area and where are other places that can inspire it in the future. Feedback has been sorted by percentage, which represents the proportion of responses in each category.

Feedback reflects a community that values its local amenities and character and seeks any growth to result in careful, considerate development that enhances rather than disrupts the current environment.



33% **Traffic Congestion and Transport**

"Ensure roads are widened and increase parking facilities to align with population growth." - **May**

"Would like to see improved links to other Bayside areas, as far as St Kilda and even Port Melbourne. There should be a frequent bus down the Nepean highway. Also, peak period express trains should stop at Moorabbin." - **Aaron**

"Need more free all day parking at train station to service commuters." - **Irena**

5% **Walkability and Lifestyle**

"With family friendly Basterfield Park, and lots of new families and people moving to Hampton East, we need a cafe to complete the neighbourhood vibes." - **Courtney**

"There is an absence of welcoming civic spaces, which could be created through opening out the northern entrance of the failed Link shopping centre, or building over the railway tracks (could make a nice short park, like NY's High Line)" - **Liz L**

4% **Safety and Noise**

"Improve lighting & presentation of public areas around Moorabbin station to improve look of the precinct. Currently feels unsafe at night." - **May**

"Road safety will be improved if there will be speed cameras installed on South Road as cars after crossing Rowan Road lead to crashes." - **Anonymous**

30% **High density/ appropriate development**

"If the buildings are to be on the highway make sure the new housing is not an eyesore. Bright colours with green trees surrounding the area would be a nice touch." - **SS**

"We need to improve building standards particularly in apartments and make 1bdrs at least 60m2." - **Elly**

"High density should be centralised on main roads like South Rd, Nepean Highway, and along the rail corridor." - **James**

5% **Community Infrastructure**

"With the increase in population in Moorabbin, more people will be accessing the train station, increasing demand to get in to and out of the suburb." - **E C**

"Market gardens are part of Moorabbin's history. There are many community gardens elsewhere in Melbourne. Community gardens provide social and emotional opportunities as well as fresh produce." - **Anonymous**

"A new high school for Moorabbin will be good for suburb" - **Anonymous**

1% **Suggested Building Materials**

"All new builds should incorporate energy efficiency designs, good design to support community engagement for these new communities." - **Kate**

16% **Other**

"The suburb should be renamed 'Wishart' as the name postcode already exists and is still 3189... Wishart makes reference to the post office on South Rd Moorabbin." - **Evripides**

"Use the vacant land, invest in public transport and making more communities to sustain these areas so people don't have to drive so far for their necessities." - **Michelle**

4% **Parks and Open Space**

"Loads more trees and greenery to be planted to make the area more attractive and protect humans and animals and buildings from searing heat for a lot of the year." - **Anonymous**

"More open green spaces - no more high rise buildings." - **Anonymous**

2% **Street Use and Streetscape**

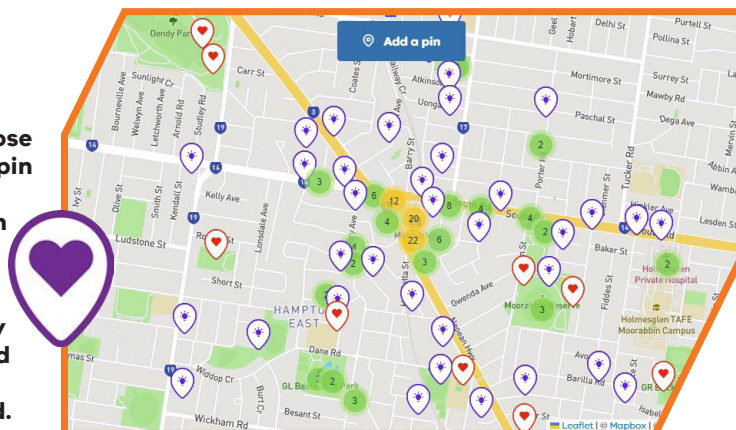
"One quick fix - get rid of the rusty old fences along South Avenue and Barry Street. Remove the ugly paper bark trees, especially under powerlines. Get some greenery into the Patterson Station carpark." - **Michael**

"The lovely leafy streets and environment of houses between Jasper Rd, Tucker Road, Patterson Road and Small Rd/Marquis Rd. This area has a lovely tree lined streets which has a strong family neighbourhood feel." - **James**

Activity 3

In our third online activity, we asked the community which places are significant to them in Moorabbin. Those places are marked with a heart icon pin on the map below. Respondents also left ideas by placing lightbulb pins on the map.

The comments included alongside the pins are summarised by category below. Feedback has also been sorted by percentage, which represents the categories most and least mentioned.



35% Traffic Congestion and Transport

"Roads are now at peak times dangerous to drive on" – Mike

"Need bus to link (for Moorabbin) station and Brighton beach station." – Mariel

"Bluff Rd is a nightmare traffic wise and already seriously dangerously difficult to cross for cars and pedestrians anywhere near peak times." – Mike

13% Community Infrastructure

"Wilbury is a lovely meeting place for the community" – H W

"Kingston City Hall is a significant place for me." – Anonymous

Great Arts Centre. Just needs more collaboration with local businesses so locals are aware that events are on and taking place there." – Natalie

2% Street Use and Streetscape

"Make the area an arts and food precinct. Art inspired street signs, murals, sculptures, etc. Add an 'eat street', full off a wide selection of high quality food offerings, with a fresh food/ fish market." – Sarah

"Protect the street frontage of these homes." – Fiona

13% High density/appropriate development

"Highbury Ave has beautiful period homes. No more high rises here." – Ian

"There has been significant investment in two story houses for families. There should not be allowed to be significant apartments in this family friendly back streets." – Lionel

"Density SHOULD be built on quiet residential streets where people want to live, not on loud polluting highways." – Anonymous

9% Safety and Noise

"A pedestrian over or underpass for safer crossing between Hampton East and Moorabbin." – CJ

"Really dangerous crossing with a very small traffic island outside the bus terminal onto the Nepean. Only four or five people can fit with no (bollard) to protect pedestrians." – Margory

13% Parks and Open Space

"We need all the open space we can get" – AD

"A green space or upgrading the parking and kiss and go area for the station would be beneficial here." – CJ

"Dendy Park is amazing! Great area for children's sport, recreational walking, tennis, trees, and breathable local space." – Erik D

7% Walkability and Lifestyle

"The pedestrian space from the station to Keillor St is dangerous" – James

Chapel Rd shopping area could do with some "TLC" to encourage some local facilities/cafes/food outlets for those living away from the main hub of Moorabbin centre" – Hannah



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Moorabbin Community Reference Group Summary

The Moorabbin CRG meeting had 12 attendees. Representatives included local residents, representatives from community groups and organisations as well as key stakeholders. The summary below outlines key discussion points.

Local housing and development

Members discussed issues relating to local housing and development. Items discussed included:

- Opportunity for new builds to have green roofs, walls and balconies.
- Medium density would be suitable for the activity centre.
- Opportunity for new residential developments to contribute to the character of the area.
- Challenges for ground floor residential buildings along busy roads.
- Opportunity for new affordable housing development on South Road.

Lack of cohesion and character

There was a general sense that the Moorabbin Activity Centre lacks cohesion and its own character.

- There is little cohesion between the identities of suburbs in the area, for example Hampton East and Moorabbin feel very disconnected.
- Architecture is haphazard and traffic flow is not well planned and is confusing.
- Two major roads cut the community into isolated segments and create connectivity issues. The area behind Zone Bowling was suggested as potential space for a connecting overpass.
- Examples were provided of other suburbs where the cohesion and character are clear.

Movement and transport

Issues around movement, transport and safety were discussed, including the following examples:

- The activity centre is very loud and car centric, not at all inviting. There are current parking and traffic issues, a multilevel car park is needed.
- There are insufficient paths for cycling in and around the activity centre.
- It is important to consider people living with a disability in terms of changing parking and the car-centric nature of the area.
- Moorabbin Station is uninviting with poor lighting and raises concerns for personal safety, particularly from a gender perspective.
- Safety issues when crossing the two main roads (Nepean Highway and South Road).

Greenery

A clear theme raised by many members related to the greening of the activity centre, both for mitigating climate impacts and to create opportunities for social connection.

- There is a severe lack of open space. The area needs tree lined streets and pocket parks to mitigate a heat island effect.

Art, Dining and Shopping

Many CRG members specified art and dining as a key opportunity to build character and a more distinct identity.

- Allow for more on street and curbside dining.
- There are opportunities to build in public art and wayfinding, create an arts precinct.
- Further information is needed about the history of the area through Indigenous art.
- Potential for additional shops that could bring a market feel to the centre.



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What We Heard: Niddrie (Keilor Road) & North Essendon

379
contributions

29 LOTE contribution
ITALIAN, VIETNAMESE,
SIMPLIFIED CHINESE

Community Engagement Activities 1 & 2



In our online activities, we asked the community to tell us what defines the local area and where are other places that can inspire it in the future. Feedback has been sorted by percentage, which represents the proportion of responses in each category.

Feedback focuses on green spaces, traffic congestion, community infrastructure, high-density development, and street use. This community values its unique local charm and quality of life and is cautious about the implications of increased density and infrastructure strain.



43% **Traffic Congestion and Transport**

"Keilor Road is already heavily congested and current apartment have made this worse" – **Loretta**

"The roundabout at the corner of Keilor Road and Mt Alexander Road would need to be upgraded to accommodate the extra traffic" – **Joy**

"There's too much traffic around Essendon, and we need a massive increase in public transport to reduce car dependency" – **Robbie**

11% **Community Infrastructure**

"Multi story carparking is needed in the area if you are going to build more houses" – **Cazza**

"All the infrastructure needs to be improved to support redevelopment and population growth" – **Robbie**

"More spaces for the community to relax in- whether it be gardens with seating areas or simply planting trees that aren't gums along the street" – **Anonymous**

4% **Walkability and Lifestyle**

"Pedestrianise Keilor Road like Acland Street in St Kilda" – **Anonymous**

"We would love for the development to include a closed street section with restaurants, bars, cafes and retail...similar to the Oakleigh area" – **Jason**

19% **Street Use and Streetscape**

"The utility and character of the area should be maintained" – **Anonymous**

"I think there shouldn't be any parking along Keilor Road unless it's in those spaces perpendicular to the road." – **Anthony**

"These apartment buildings are destroying the character of the area" – **Anonymous**

6% **Safety and Noise**

"Tram stops are not accessible." – **Anonymous**

"The intersection of Keilor Road/ Hoffmans Road/Treadwell Avenue needs to have the traffic light sequence changed. It is currently mayhem with the congestion of cars, trams, buses and pedestrians all trying to cross." – **Elana**

"Keilor/Bulla Road roundabout needs to be addressed as priority." – **Yia Yia**

1% **Suggested Building Materials**

"All new developments could be all electric and powered by clean renewable energy" – **Logan S**

13% **High density/ appropriate development**

"Please don't build high rise buildings here. It devalues the area, traffic is already congested" – **Anonymous**

"The area is already well and truly overpopulated with high density housing which has led to heritage loss and massive pressure on already stretched infrastructure" – **Peter**

"Apartments must be limited in height and number along Keilor Road" – **Anonymous**

5% **Parks and Open Space**

"Make green spaces more kid friendly, lots of bike/scooter paths, climbing equipment, BBQs and rotundas for family gatherings" – **Anonymous**

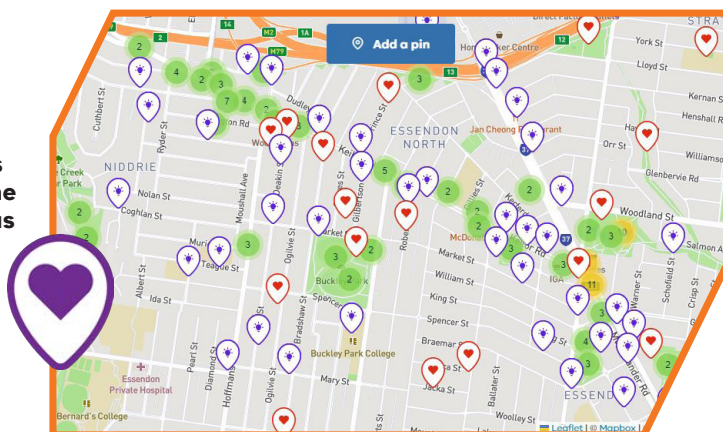
"Ensure green spaces such as Steele's Creek and Niddrie Lake are preserved and extended if possible" – **Liz**

"We need more public spaces/ city squares that aren't parks for people to use as a "third space" – **Anonymous**

Activity 3

In our third online activity, we asked the community which places are significant to them in Niddrie (Keilor Road) & North Essendon. Those places are marked with a heart icon pin on the map below. Respondents also left ideas by placing lightbulb pins on the map.

The comments included alongside the pins are summarised by category below. Feedback has also been sorted by percentage, which represents the categories most and least mentioned.



29% Street Use and Streetscape

"Beautiful old homes renovated and maintained, this is what Essendon is known for. Don't change this" – HW

"Love the homes around Mar Lodge. Should be limited parking on streets, to avoid congestion" – Mas

"More must be done to protect the suburb's significant heritage houses from inappropriate development" – JS

9% High density/ appropriate development

"The area should not be developed further, streets are already congested" – AB

"Ross St is already over developed and residents can't even park in their own streets some nights" – Anonymous

"Would like to keep developments to a max 4 stories and would hate for the village to feel hemmed in" – LR

5% Walkability and Lifestyle

"I look forward to this project taking shape. Also great for surrounding businesses." – Tom

"Small businesses in the local arcades are one of the best parts about niddrie. Keep commercial rents low to allow small businesses to thrive" – Brydie

"Woollies is great, I don't think a smaller metro is a good idea." – BudgetShopper

21% Parks and Open Space

"Woodlands Park is very significant, not only to the original custodians of the area, but also now as a wonderful place to engage with nature" – Anonymous

"Rose Creek Reserve is a fantastic linear park that needs ongoing protection and enhancement as a native flora and fauna refuge" – Max H

"Cliff Allison is a good safe park that is well utilised and should remain" – RK

7% Community Infrastructure

"We need better bike and tram infrastructure along Keilor Road and Mount Alexander Road. Reduce speed limits and ultimately car dependency in the area" – Brydie

"All the schools in the area especially Strathmore Secondary College are really overpopulated...if housing development is done there is a big need for a new school" – Anonymous

"Construct a multi deck carpark here and remove parking on the Keilor Road shopping strip" – Helen

3% Other

"My family has lived in this street for 100 years" – Simone

"The litter in this area needs to be better managed." – AR

20% Traffic Congestion and Transport

"Traffic can be really intense on Keilor Road and I am concerned that extra housing will further strain traffic along Keilor Road" – RF

"The significant traffic with this poorly built roundabout and other intersecting roads will become even worse for residents with this plan" – Tom

"The roads are already congested the last thing we need is more homes and traffic!" – MF

5% Safety and Noise

"The Coles car park here is dangerous. There are no paths for pedestrians and people come flying in from the main road." – Jaw

"Put traffic lights here to allow cars to enter Keilor Rd safely" – PG

"Buildings in this area should be no larger than 3-4 stories. It is too close to Essendon Airport where a plane recently crashed into the DFO building and people died." – Resident

1% Suggested Building Materials

"I implore the council/gov to put pressure on builders to design building facades using elements of traditional styles such as Tuscan, baroque, gothic revival, neoclassical, art Nouveau, Edwardian, Spanish/ Mediterranean or Victorian. Most new buildings in the area lack character and traditional design features that create uniqueness and beauty." – John



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Niddrie (Keilor Road) & North Essendon Community Reference Group Summary

The Niddrie (Keilor Road) & North Essendon CRG meeting had 10 attendees. Representatives included local residents, representatives from community groups and organisations. The summary below outlines key discussion points.

Environment

Members would prefer to see the addition of greenery and open space in the activity centres to reactivate them and provide a welcoming experience.

- Protect North Essendon from overshadowing and wind tunnels. Introduce built-form controls to address this issue.
- Emphasis on the need for more open space, including around Keilor Road and Moonee Valley.
- The end of Keilor Road is considered unwelcoming due to its lack of development.

Infrastructure

Given the competing transport needs, concerns were raised about how congestion resulting from anticipated population growth.

- Upgrade current roads due to Keilor Road being at capacity and the Bulla Road roundabout considered too dangerous.
- Strong support for upgrades to the roundabouts in the activity centres.
- Improve cycling infrastructure including addressing missing lanes and gaps and improving safety of existing dedicated bike lanes.
- Moonee Valley was described as a family-centred area, so more consideration is needed for car use.
- Better integration of North Essendon with Keilor Road.

Parking

Parking was a significant concern, with limited parking hindering the use of the precincts.

- Demand for car parks doesn't meet supply.
- Driving is considered the most convenient form of travelling.
- Paid parking in Niddrie results in low usage.
- Reducing the number of cars along the corridor may facilitate the smoother movement of trams and other forms of transport.

Public Transport

Participants expressed challenges that the current public transport services of buses (being underutilised) and trams (not being accessible) deter their use.

- Trams are at capacity, and due to road congestion, commuting is delayed. Trains are the preferred public transport option.
- Crossing the road along the tram corridor was challenging due to the high traffic, specifically on tram stops #44 and #45.

Other concerns:

Other raised concerns included:

- Improve parts of Keilor Road, include diversifying the street-level frontages to compare to North Essendon.
- Potential adverse effects of introducing high density in North Essendon on the proximate area of Keilor Road.
- Reactivate Eastbrook to relieve the stress on Moonee Ponds as the centralised location for health services.
- More through links needed within shared open foyers in new developments.
- New schools to accommodate the anticipated population growth.
- Upgrade the facade design quality of current apartment blocks on Keilor Road.



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What We Heard: Ringwood



Community Engagement Activities 1 & 2



In our online activities, we asked the community to tell us what defines the local area and where are other places that can inspire it in the future. Feedback has been sorted by percentage, which represents the proportion of responses in each category.

Feedback highlights a deep appreciation for the area's natural spaces and a desire for thoughtful urban planning to maintain the area's charm and functionality.



21% Traffic Congestion and Transport

"On weekends, 901 Smartbuses through the Ringwood activity centre run only once every half-hour. This is very unsatisfactory" – Ron

"Traffic is already an issue down Ringwood street all through the day. Please consider how more housing will impact an already congested area" – Jess

"Public transport is already under strain in our corridor and traffic on Maroondah highway is terrible as is the Eastern Freeway" – Judy

20% High density/ appropriate development

"Don't ruin the lives of the people already living in Ringwood, we don't want to be blocked in by other apartment buildings!" – Katherine

"I would hate to lose the charm (of Ringwood) because we are just boxing people in and creating a space filled with high rise apartment buildings" – Nicole D

"Encourage three-bedroom apartments, not just studios and one-bedroom apartments so families can choose to live in the area" – Rodney

20% Community Infrastructure

"I am in support of housing but am concerned whether the infrastructure can cope with a larger population" – Sarah G

"Will local schools be able to accommodate students who may live in the new housing areas?"

– Margaret

"Ensure pedestrian safety from Ringwood Square, Eastland, Ringwood Lake. This includes pedestrian crossings, pathways and sufficient lighting." – Ana

15% Street Use and Streetscape

"Planting nature strips with indigenous flora provides people with visually pleasing walking networks, softens the appearance of new buildings, connects decent habitat at broader intervals..."

– Lisa

"Please protect the tree canopies and green spaces as they are what gives Ringwood its character."

– Hezza

"More off street parking needs to be provided and streets need to be widened as part of the development process"

– Mark W

11% Walkability and Lifestyle

"The activity centre should focus on promoting walkability through the main areas, connecting Eastland to the western side of the area encompassing Costco and Ringwood plaza" – Dale

"Would be wonderful to see more community gardens and more green spaces people can use for various activities" – Kerrie

"Encourage high quality cafes, breweries or other types of shops within walking distance of residential areas" – Laura

7% Parks and Open Space

"Greenery and sporting ovals serve as integral components of the community fabric in Ringwood, contributing to its livability and quality of life" – Adz

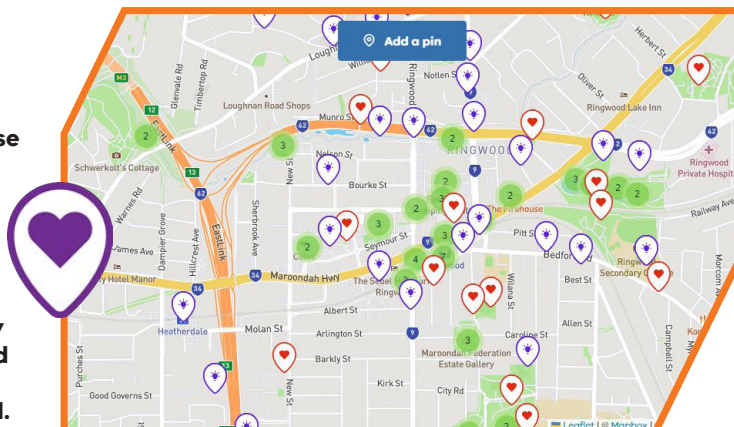
"I like the idea of densifying the living space around Eastland but we must protect and preserve the native trees, bushes and shrubs around this area" – Lisa T

"In the northern part of the route in the Laurimar/Doreen area one passes a number of small to medium-sized parks include huge trees (Eucalypts) they are very impressive" – Ron

Activity 3

In our third online activity, we asked the community which places are significant to them in Ringwood. Those places are marked with a heart icon pin on the map below. Respondents also left ideas by placing lightbulb pins on the map.

The comments included alongside the pins are summarised by category below. Feedback has also been sorted by percentage, which represents the categories most and least mentioned.



31% Parks and Open Space

"Ringwood Lake Park and its extended bush walking trails to the east are highly valued by the community, immersing users within native bush land whilst located close to the city centre" – **Nichole W**

"Mullum Mullum Creek Reserve- critical to protect our green spaces, walking trails and gorgeous creeks. We enjoy Ringwood for the trees and natural environment" – **Sam S**

"Maroondah Federation Estate and its gallery and surrounds is a significant place which offers tranquility in a beautiful garden setting" – **Wendy**

9% Traffic Congestion and Transport

"Ringwood St needs traffic flow to be dramatically improved, as does Maroondah Hwy" – **Philip**

"I love how (Ringwood) is served by two train lines so that in morning peak hours it's fast to travel to the city" – **Nathanael**

"Bus route 901 is great as it links to other train stations on different lines...however if we can have some 'express' services that only stop on the major stations and can access the airport" – **AC**

27% Community Infrastructure

"Mullum Mullum walking track needs connectedness to Eastland and Ringwood square with signage, street trees and connecting pathways including seats" – **Anonymous**

"Connected bike trails in green corridors are an important source of health and wellbeing" – **Ron**

"Karralyka Centre- we could really upgrade the old council offices to make it a more modern multi-use space for greater community engagement and amenities" – **Sam S**

8% Street Use and Streetscape

"Make the Ringwood Bypass sound wall more visually appealing using real vegetation/greenery" – **SW**

"More car spots needed" – **Tony**

"Streets are narrow and car parking in the street is very limited" – **Glen**

11% Walkability and Lifestyle

"More walkability with increased connection from activity centre to catchment area. Meaning traffic light free pedestrian/cycling travel across Ringwood bypass at Ringwood street and Warrandyte road." – **JM**

"It would be great to see some more cafes and shops around Heatherdale like they have in Blackburn station or Laburnum station areas" – **Bonnie**

"Eastland is a great shopping centre and the parking and diversity of outlets is excellent" – **Barney T**

4% High density/ appropriate development

"Too much high rise buildings going up, not looking after the aesthetics of what makes Ringwood great" – **Steph**

"High rise development, either commercial or residential is not welcome in the area...the character of these streets is an important issue for local residents" – **Richard**

"Tremendously important that only low rise multilevel apartment development is allowed." – **VT**



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Ringwood Community Reference Group Summary

The Ringwood CRG meeting had 12 attendees. Representatives included local residents and representatives from community groups and organisations. The summary below outlines key discussion points.

Local housing and development

- Opportunity for medium density residential developments in Ringwood.
- Diversify housing options to accommodate differing needs of residents.
- Balance the development of new homes with the provision of open space.
- Opportunity for interesting and environmentally friendly building materials, not big concrete blocks.
- Less development along the bypass in the northern edge of the activity centre.
- Opportunity for developers to contribute to infrastructure development.
- Preserve the character of heritage buildings.

Environmental focus

- Many members raised a clear theme related to the value placed on the environment and greenery in the activity centre.
- Ringwood is unique because it is clean, green and sustainable.
- Emphasise the environment including encouraging bird life.
- More vegetation along paths. Maintain an Indigenous environment and vegetation. Softening of 'hardscapes'.
- Maintain views and vistas.
- Tree canopy should be part of the identity and not an afterthought.
- Development of buildings with green roofs and walls would contribute to the sustainable character of Ringwood.

Connectivity

- Desire for better connectivity in and around the activity centre. The concept of a '15 minute village' was discussed.
- Consider the entirety of the Ringwood activity centre, not just focusing on 'Eastland'.
- Improve connectivity to areas such as Ringwood Lake, including better active transport links and more car parking.
- Better pedestrian access across the Maroondah Highway. Members also noted the parking and traffic issues along the Maroondah Highway
- Include accessibility rather than for it to be stand-alone outside of the core precinct.

Community and economic development

- More public spaces where the community can gather.
- Expanded night time economy that is inclusive for all, offering services, shopping and dining options. The Ringwood activity centre should provide more education and health services.

History and Culture

- More of a focus on history and what the area used to be/look like would be welcomed.
- Opportunity to link to identity and Indigenous culture.
- Connect historic buildings by trails and for more art trails. Sculptures could show what was there before and give a sense of place (e.g. Canberra).



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Camberwell Junction Community Reference Group Summary

The Camberwell Junction CRG meeting had 20 attendees. Representatives included local residents, representatives from community groups and organisations as well as key stakeholders. The summary below outlines key discussion points.

Issues

- Building heights in the activity centre and their implications for the delivery of affordable housing.
- Determining the appropriate size and type of housing stock for the activity centre's future growth.
- Insufficient car parking within the activity centre, especially around the shopping centres and community facilities.
- Limited underutilised land in the area for residential development.
- Manage the interface between the commercial core and surrounding areas to maintain place character and heritage.
- Heavy traffic and congestion on roads such as Burke Road, Camberwell Road and Riversdale Road, including blockages at key intersections and tram stops.
- Limited space for schools in the area to accommodate an increase in students.
- Limited open space in the activity centre.

Opportunities

- Opportunities for density around the train station.
- Development of shop-top housing. Building and planning regulations should be changed to protect heritage assets at ground level and maintain human scale.
- Integrating live, work and play elements to enhance placemaking and avoid dormitory suburbs and donut cities.
- Improve walking and cycling connections and making Burke Road a more pedestrian friendly area.
- More vibrancy and safety on the main and side streets through activations and small-scale interventions.
- Increase green and open spaces within the activity centre for public use, including more trees, green facades and green roofs.



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Epping Community Reference Group Summary

The Epping CRG meeting had a total of 8 attendees. There was a good balance of input from local residents as well as representatives from local community groups, local organisations as well as key stakeholders.

Development, market demand and investment in the activity centre

- There is a good urban structure and availability of land to promote density across the activity centre.
- Need for more housing options within the activity centre.
- There is a lack of market demand for apartments and office spaces in the activity centre. Interim land uses should be encouraged on vacant land until there is market demand for higher density living.
- Areas near Epping train station, along Dalton Road and the south-eastern parts of the activity centre have potential for higher density housing and a mix of uses.
- Need for government investment to drive private investment into the activity centre.
- The Activity Centre Zone as a planning mechanism is overly complex and a disincentive for development. It should be simplified and replaced with mixed use zones or residential zones.

Infrastructure and amenities

- There is a lack of community facilities including recreation centres and community hubs. Existing facilities are strained and require upgrades. Parks, playgrounds and gardens are poorly maintained and require upgrades.
- There is a breadth of infrastructure in the centre to support greater densification, including two hospitals, schools and other amenities
- Planning for the Northern Hospital needs to be better integrated with surrounding developments.

Transport and connectivity

- Need for clarity on Wollert Rail to enable investment and improvements to the pedestrian interface.
- Improve public transport, cycling, and walking connectivity in and around the activity centre. This will help new housing be provided without parking requirements, lowering development costs.
- There is insufficient parking around Epping Station and a lack of timed street parking in the activity centre. The provision of extra parking spaces would support new development.
- Greater transportation options and more frequent bus services needed to areas including Heidelberg, Doncaster, Moonee Ponds and to nearby education centres such as Latrobe and RMIT.
- Opportunity to connect the different hubs of the activity centre via a low cost, direct bus route.
- More zebra crossings in areas near shops, schools, and parks would make walking safer.

Open spaces, waterways and greenery

- Value green spaces and Darebin Creek with safe walking and cycling tracks, and new trees to provide shade.
- Provide an ESO for waterways such as Darebin Creek: Protect them from building heights.
- Upgrade WA Smith Reserve with lakes along Darebin Creek, running tracks and a new urban forest.
- Provide simple improvements to parks such as canopy trees, planting, benches and upgrading equipment for kids.
- Plant tree canopy in all local streets to make the streets green.

Other issues and opportunities

- Development of a local employment precinct would create more employment opportunities.
- Dead zones or empty pockets in the activity centre, such as the former Bunnings site, remain underutilised and pose safety issues. These areas need activation to be functional and safe throughout the day and night.



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Frankston Community Reference Group Summary

The Frankston CRG meeting had 13 attendees. Representatives included local residents, representatives from community groups and organisations as well as key stakeholders. The summary below outlines key discussion points.

Issues

- Identification of suitable locations for social and affordable housing in the activity centre.
- Reducing vehicle traffic and encouraging a shift to active transport such as walking and cycling.
- Attracting people to work and live in Frankston, given the increasing cost of living and lack of housing diversity.
- A lack of connectivity in and around the activity centre. Especially between the foreshore and the activity centre. A lack of pedestrian connectivity through laneways was also noted.
- Poor wayfinding, parking, traffic congestion, safety of roundabouts (Playne Street and Yong Street intersection) and the width of roads.
- More community infrastructure services are needed, including schools and childcare, and sufficient green open spaces.
- A need to balance environmental protection with urban development, as well as a consideration for the urban heat island effect.
- Address homelessness in Frankston.

Opportunities

- Provision of community infrastructure through developer contributions and the attraction of investors.
- More diverse housing options through state initiatives, conversion of existing bungalows to smaller housing options and utilisation of vacant properties for different uses.
- Increase demographic diversity to Frankston by providing more housing options for students and older people.
- Maximise proximity to the health precinct.
- Provide more education opportunities, including adult learning and community learning pathways.
- Enhance the green and coastal characteristics of Frankston.



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Preston (High Street) Community Reference Group Summary

The Preston CRG meeting had 18 attendees. Representatives included local residents and representatives from community groups and organisations. The summary below outlines key discussion points.

Issues

Movement and transport

Road infrastructure was a recurring concern. Competition between different modes of transport, such as trams, buses, and cars, exacerbates traffic congestion.

- Traffic flows heavily through the activity centre, especially through High Street.
- Congested traffic results from the area's two tram routes and train lines. Few public parks and outdoor open spaces exist.
- A lack of parking within housing developments has turned streets into 'one way'.
- More train services, increase the express services on the Mernda Line.
- Some of the recommendations for the mitigation of traffic congestion included:
- A bus interchange or bus slip lane and conducting of traffic studies to understand the full context.
- Improve connectivity across the train lines for bikes and pedestrians, with east-west connectivity leading to better use of existing green space.
- The bike lane between Murray and Regent Roads should be considered for development to generate an easier flow of travel.

Other matters raised

- Level of investment in community infrastructure and open space.
- Currently schools and open spaces are overcapacity, there is a lack of public housing and job growth, a lack of well-designed and affordable housing.
- Desire for further consultation on future of activity centre.
- The community would like to ensure that any infrastructure contributions raised through development in the Preston location are used for local projects.

Opportunities

Several opportunities were highlighted to initiate communities to engage with their surroundings and provide more connection; these included:

- Government collaboration with developers to ensure buildings are complementary (i.e. Oakover Rd - developers have worked well together).
- State and local governments purchase of land or better utilisation of vacant land for community amenities, which could lead to public spaces for gathering.
- Increase tree coverage, create playgrounds and open spaces for children.
- Utilisation of space on High Street for seating and greenery as well as the development of open space to form a connection to place.
- Develop more civic multi-use spaces.



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Phase 1 Engagement

Online engagement overview

Phase 1 community engagement was live on the Victorian Government's centralised online consultation platform, Engage Victoria, for the consultation period from 28 March 2024 through to 29 April 2024.

Engage Victoria is guided by the recommendations of the Public Engagement Framework, which aims to build stronger relationships and engaged communities. In addition, it supports the public sector to design and deliver best practice public engagement to ensure all Victorians can participate in the decisions that matter to them.

The VPA received 1636 contributions on Engage Victoria by 862 participants during this first phase of engagement. There were 40,705 online visitors and 65,945 page views.

In addition, the VPA received approximately 8 phone calls, 29 email enquiries and 1 letter.

There were 51 contributions in languages other than English. There was one phone call in a language other than English (Indonesian).

Engagement program

Engagement activities were delivered online, via telephone, mail and in-person from 28 March – 29 April 2024.

Activity centre	Level of engagement	Activities	Audiences
Broadmeadows Chadstone Moorabbin Niddrie (Keilor Rd) & North Essendon Ringwood	Consult	<ul style="list-style-type: none"> • Letterbox drop with postcard • Social media ads • Online surveys • Dedicated VPA webpage • In-person Community Reference Groups 	<ul style="list-style-type: none"> • People who live within walking distance of the activity centre. • Young people, renters and multicultural communities. • People who live in, work in, visit, aspire to live in, or have a connection with each activity centre. • CRGs included membership from key stakeholders in the activity centres such as service providers, industry, traders associations, land owners, etc.
Camberwell Junction Epping Frankston Preston (High Street)	Inform	<ul style="list-style-type: none"> • Letterbox drop with postcard • Social media ads • Dedicated VPA webpage • In-person Community Reference Groups • eNewsletter 	<ul style="list-style-type: none"> • People who live within walking distance of the activity centre. • Young people, renters and multicultural communities. • People who live in, work in, visit, aspire to live in, or have a connection with each activity centre. • CRGs included membership from key stakeholders in the activity centres such as service providers, industry, traders associations, land owners, etc.



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Languages other than English (LOTE)

Our approach to languages other than English was shaped by the *Better Practice Guide for Multicultural Communications* by the Department of Families, Fairness and Housing and advice from consultants. We targeted the top multicultural groups in each activity centre with translated language content that was published online on Engage Victoria and dedicated VPA website pages. In addition, we used translated videos on the Engage Victoria website and the VPA website; we also used these videos alongside geo-targeted social media advertising.

Translated website content

The top languages for each activity centre were translated on Engage Victoria for Broadmeadows, Chadstone, Moorabbin, Niddrie (Keilor Road) & North Essendon and Ringwood Activity Centres. Translated content was available on the VPA website for Camberwell Junction, Epping, Frankston, and Preston (High Street) Activity Centres.

Ten languages other than English were published on Engage Victoria, which has set the record for the most translated content published for one project on Engage Victoria to date. An additional language was published on the VPA website.

Translated content was most successful in Niddrie (Keilor Road) & North Essendon, which was the only activity centre to receive public feedback in response to all the language pages offered. Translated content was least effective in Broadmeadows and Moorabbin.

Interpreter service

On-call interpreter support was offered for linguistically diverse communities through a partnership with consultant, Connecting Now. Throughout the consultation, we received one call from an Indonesian language speaker – on 8 April.

Promotion and reach

We delivered a communications campaign to raise awareness of the community consultation and the opportunity for the community to engage. A printed postcard mailout and social media advertising were the primary methods driving public participation.

Print mailout

A double-sided colour postcard which was distributed to all residents in each activity centre precinct. This was sent to 270,023 recipients in total. The postcards are included in the Appendix of this report.

Social media advertising

Geo-targeted advertising on Facebook and Instagram was used to tell local communities about the opportunity to engage. We delivered advertising content directly to local communities based on specific geographic locations. This meant communities only received content about the activity centre relevant to them.

Activity centre	Views	Unique views	Clicks
Broadmeadows	768,639	78,511	10,063
Epping	606,225	98,312	7,996
Moorabbin	628,951	94,128	9,237
Frankston	704,649	81,904	11,335
Camberwell Junction	586,711	76,460	8,906
Chadstone	607,100	80,682	8,283
Niddrie (Keilor Rd) & North Essendon	680,577	103,148	10,692
Preston (Hight Street)	652,544	90,606	9,392
Ringwood	611,443	75,518	7,972
Total	5,846,839	779,269	83,876

Over the period, social media posts reached 779,269 people in total. Our ads were seen more than 5.8 million times. 11% of people who saw our ads clicked through to the Engage Victoria website or the VPA website. This click-through rate was the highest in Epping and the lowest in Camberwell.

In-language ads were most successful at having people click through from the ad to the Engage Victoria website, or the VPA website, in the Broadmeadows and Niddrie & North Essendon Activity Centres. In-language ads had the least success at doing this in Frankston.



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In-person engagement

Community Reference Groups (CRGs)

We wanted to ensure a broad range of views from the community were included in this process. In-person Community Reference Groups complemented the online community engagement activities. From April – May 2024, the project team attended nine CRGs across all activity centres.

Activity centre	Broadmeadows	Epping	Moorabbin	Frankston	Camberwell Junction	Chadstone	Niddrie (Keilor Rd) & North Essendon	Preston (High Street)	Ringwood
Date	Thur 9 May	Thur 23 May	Wed 24 April	Thur 9 May	Tue 7 May	Tue 30 April	Wed 24 April	Wed 8 May	Mon 22 April
Participants	13	9	15	8	18	14	12	18	14

The VPA and DTP requested participants for the community reference groups via an online Expressions of Interest request on Engage Victoria and the VPA website during the first half of the community consultation period. In addition, DTP reached out to key community members directly to invite them to participate. Participants were chosen based on the following criteria:

- Community interest, demographic or area they proposed to represent
- Relevant skills, experience and personal qualities they could contribute, and
- Relevant community groups or organisations they belonged to.

The findings from each CRG session will assist the project teams to better understand local issues and opportunities in each area. The feedback from the CRGs will inform planning and development of the activity centres over time.

Plan for Victoria Pop-Up Sessions

The VPA also interacted with the community informally at Plan for Victoria pop-up sessions for Preston (High Street), Broadmeadows, Ringwood and Epping Activity Centres. At these sessions, we distributed postcards and answered questions from community members.

Preston (High Street)	Tuesday 23 April	Northland
Broadmeadows	Wednesday 24 April	Broadmeadows Central
Ringwood	Thursday 2 May	Eastland
Epping	Wednesday 15 May	Pacific Epping

Traditional Owner engagement

The VPA recognises that in updating planning schemes in activity centre locations, there may be implications and opportunities for the protection, management or conservation of places or objects of significance to First Peoples. We value the input of Registered Aboriginal Parties (RAPs) and Traditional Owners in our planning processes, so we can better understand if there are Aboriginal cultural heritage and values that we should work to protect or celebrate. In March 2024, the VPA wrote to the Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation and the Bunurong Land Council Aboriginal Corporation inviting participation in the Activity Centre Program. We acknowledge that the timeframes of the Activity Centre Program are tight, and we look forward to working with these RAPs in future phases of the work program if they determine they would like to be involved.



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Next Steps

How public feedback is shaping the activity centres

Thank you to everyone who has participated and made contributions to date. Local community and stakeholder feedback is important to us.

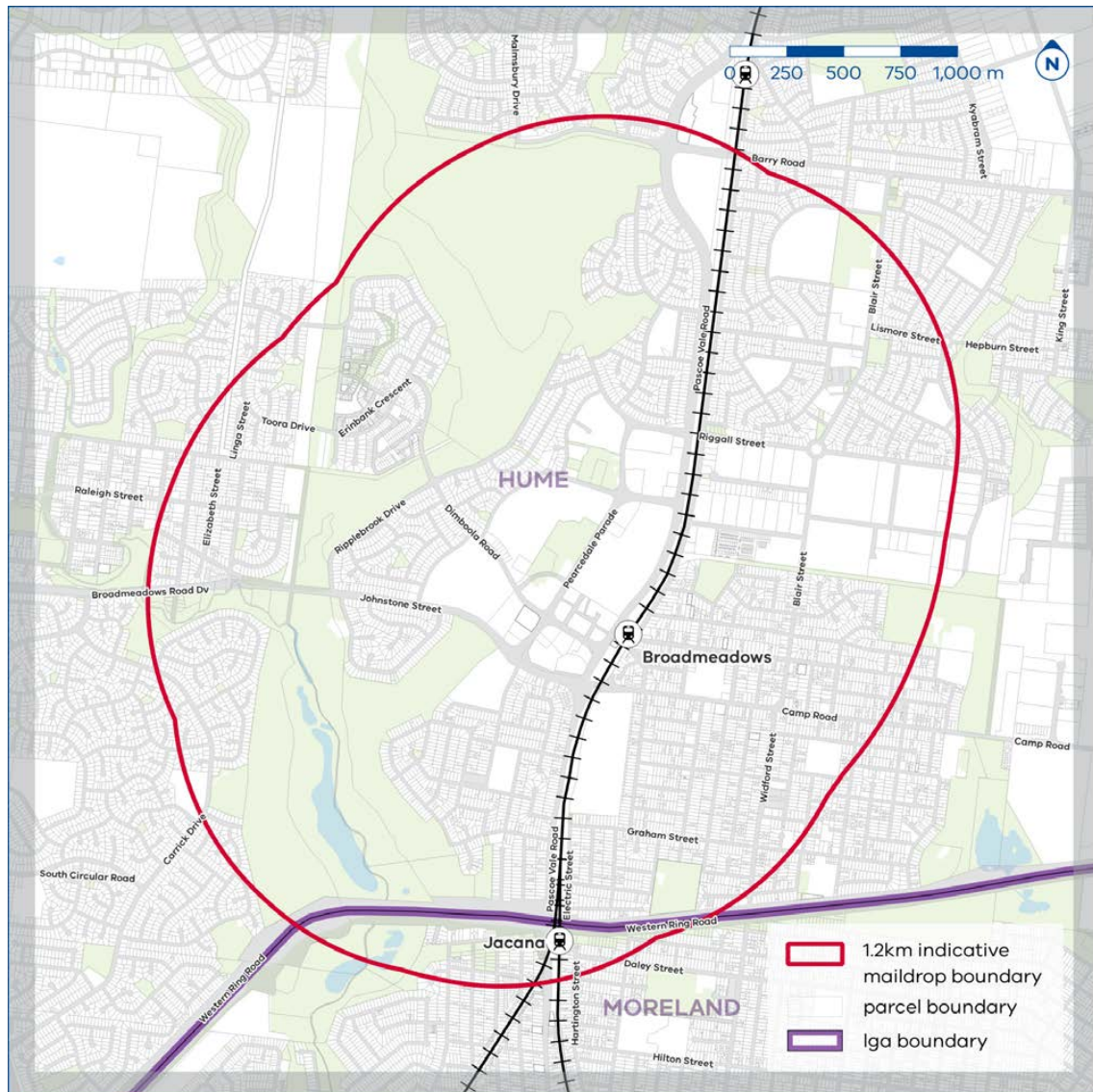
Your feedback will inform our planning tools and guide our planning and decision making for the next phase of the Activity Centre Program. This ensures input from community and stakeholders as well as technical studies can achieve appropriate outcomes for each activity centre.

For updates, timing and next steps please see
<https://vpa.vic.gov.au/metropolitan/activity-centres/>

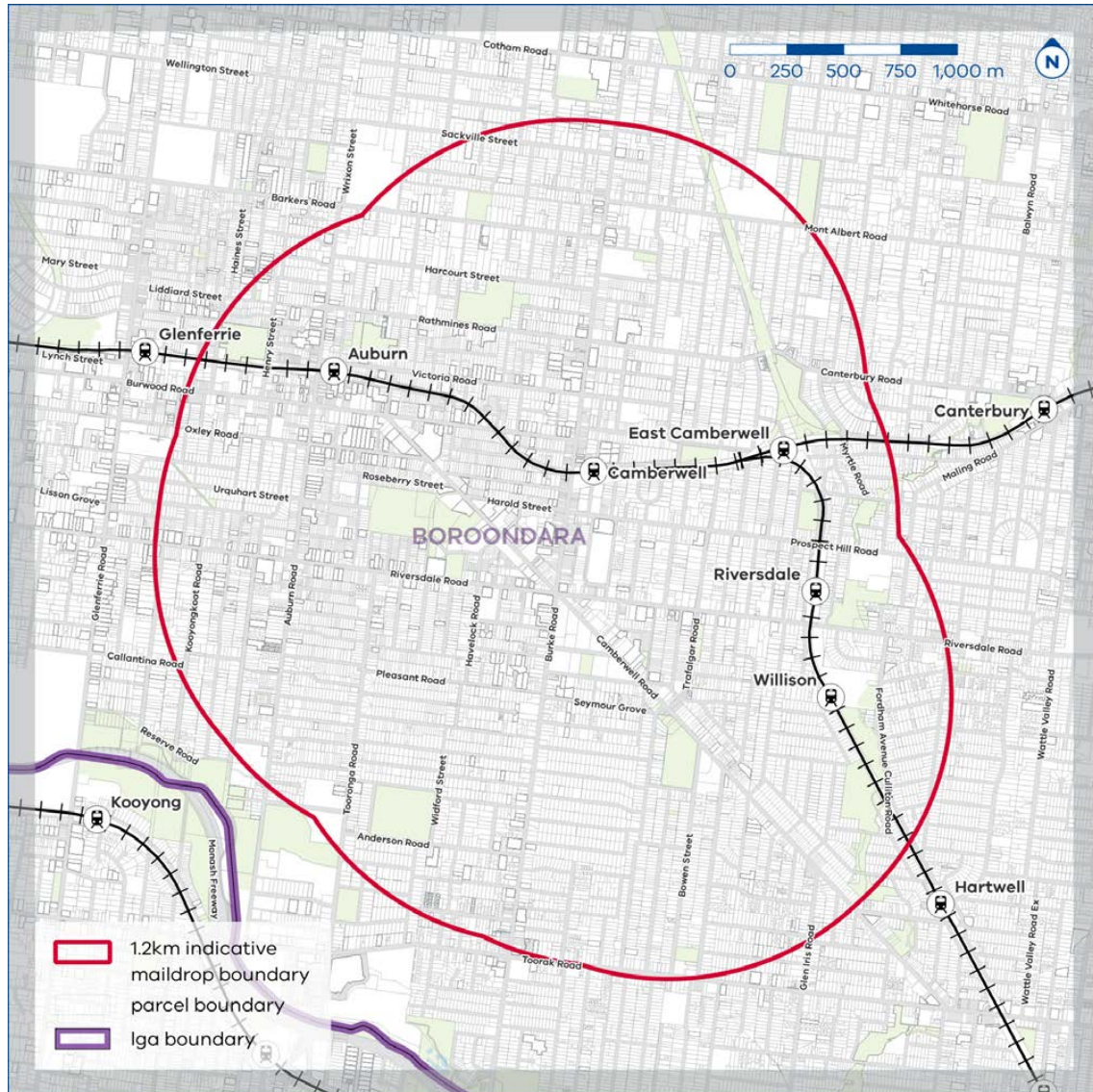
Appendices

Indicative mailout boundary maps

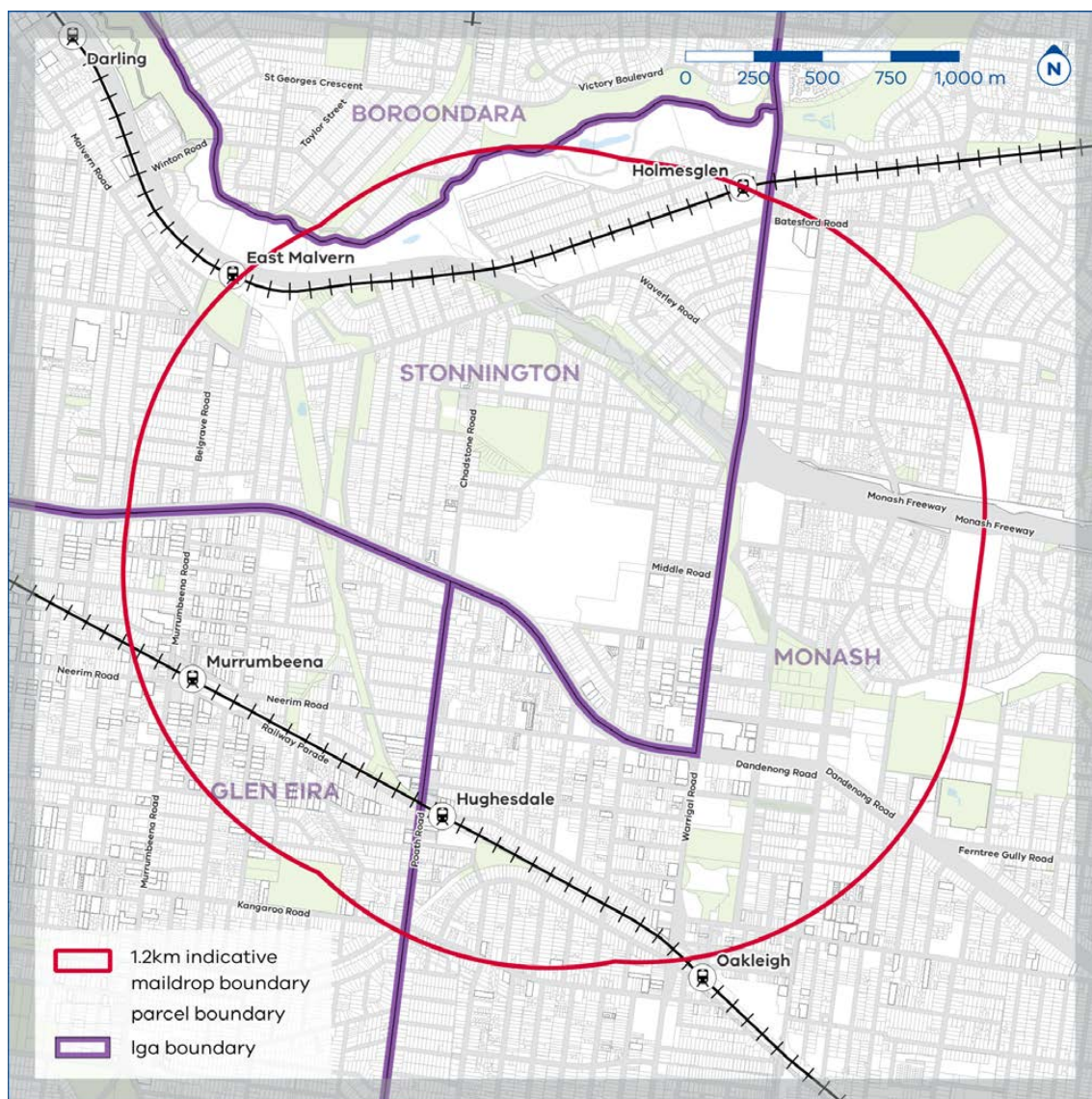
Broadmeadows Activity Centre



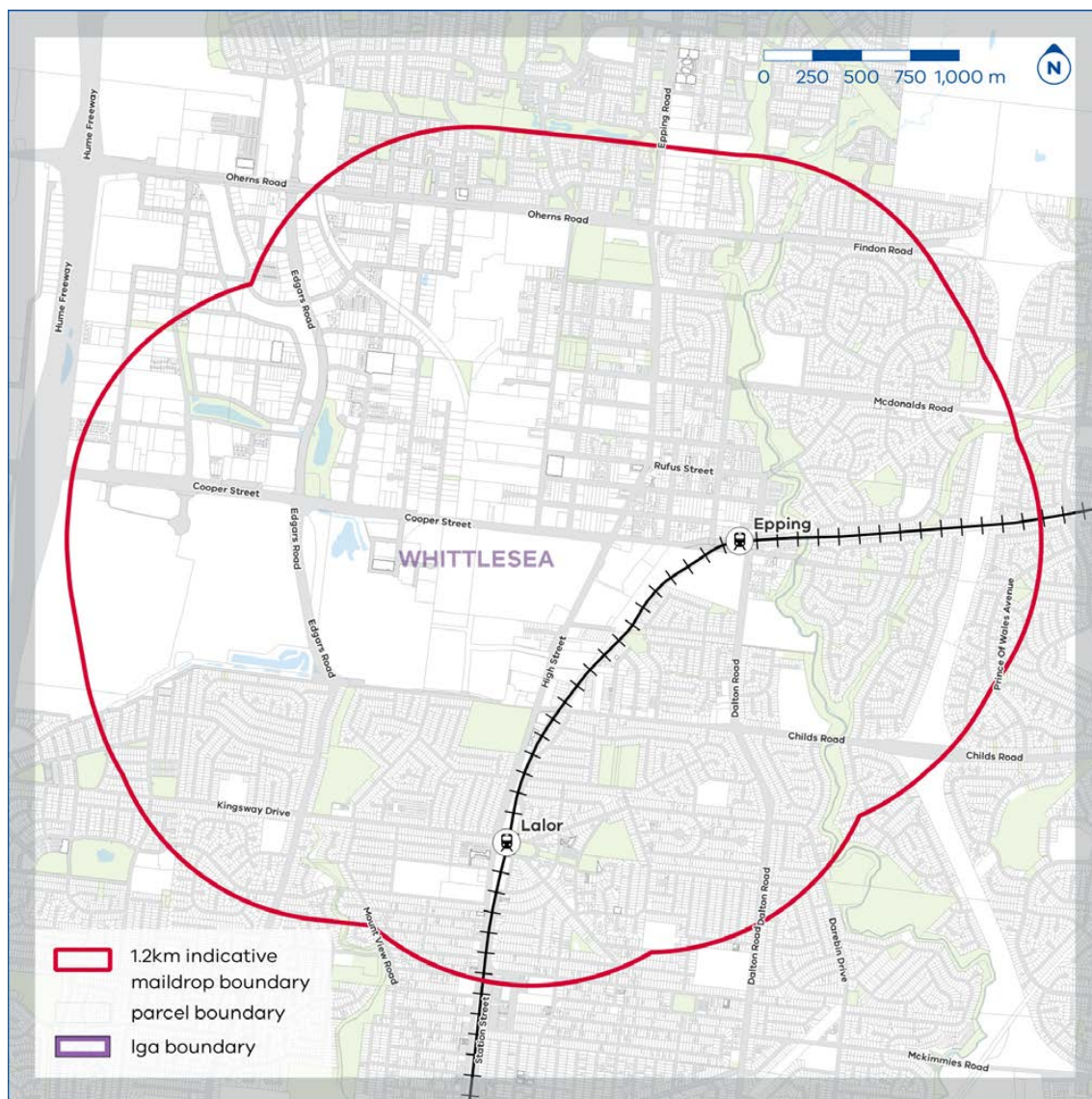
Camberwell Junction Activity Centre



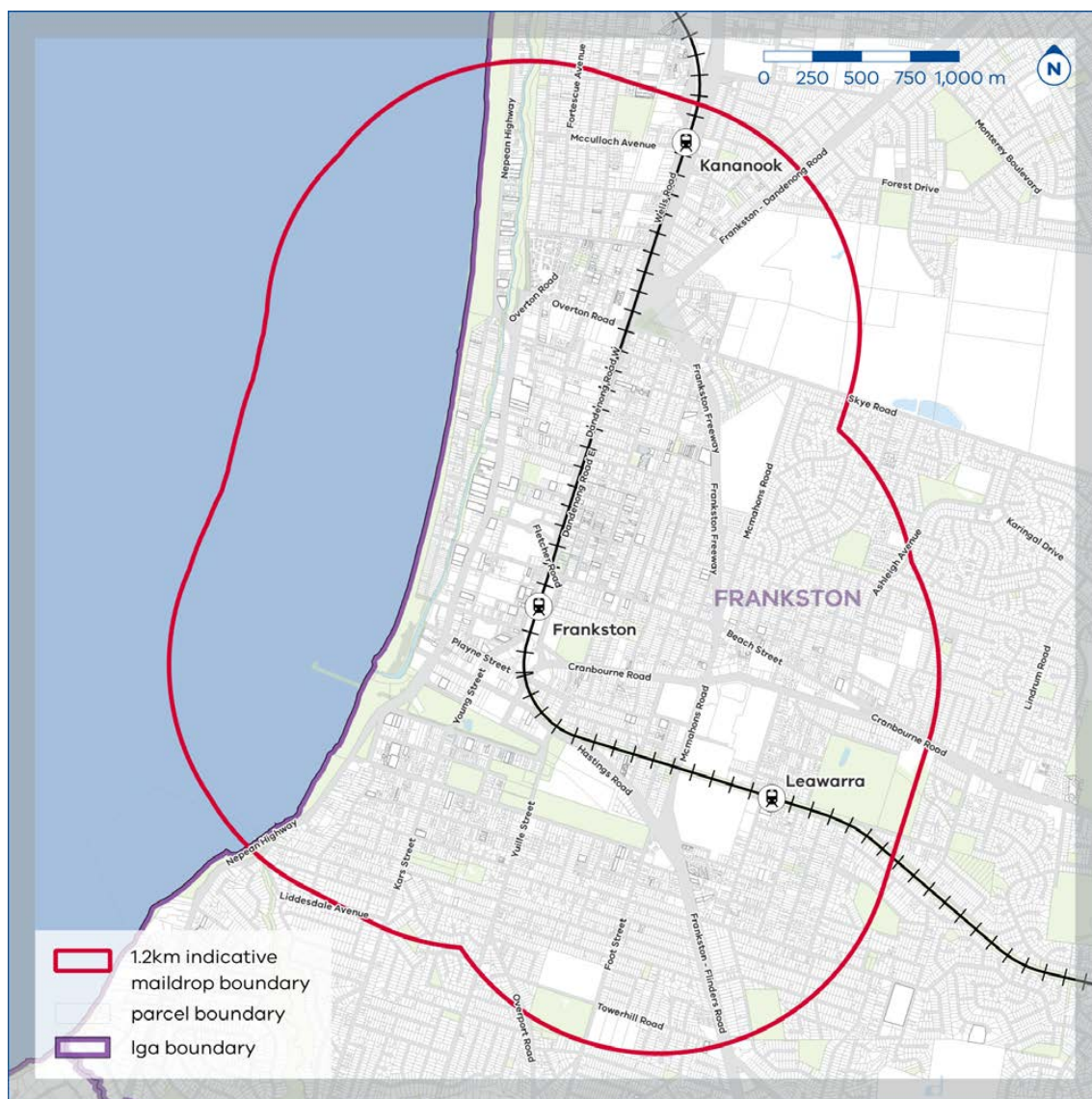
Chadstone Activity Centre



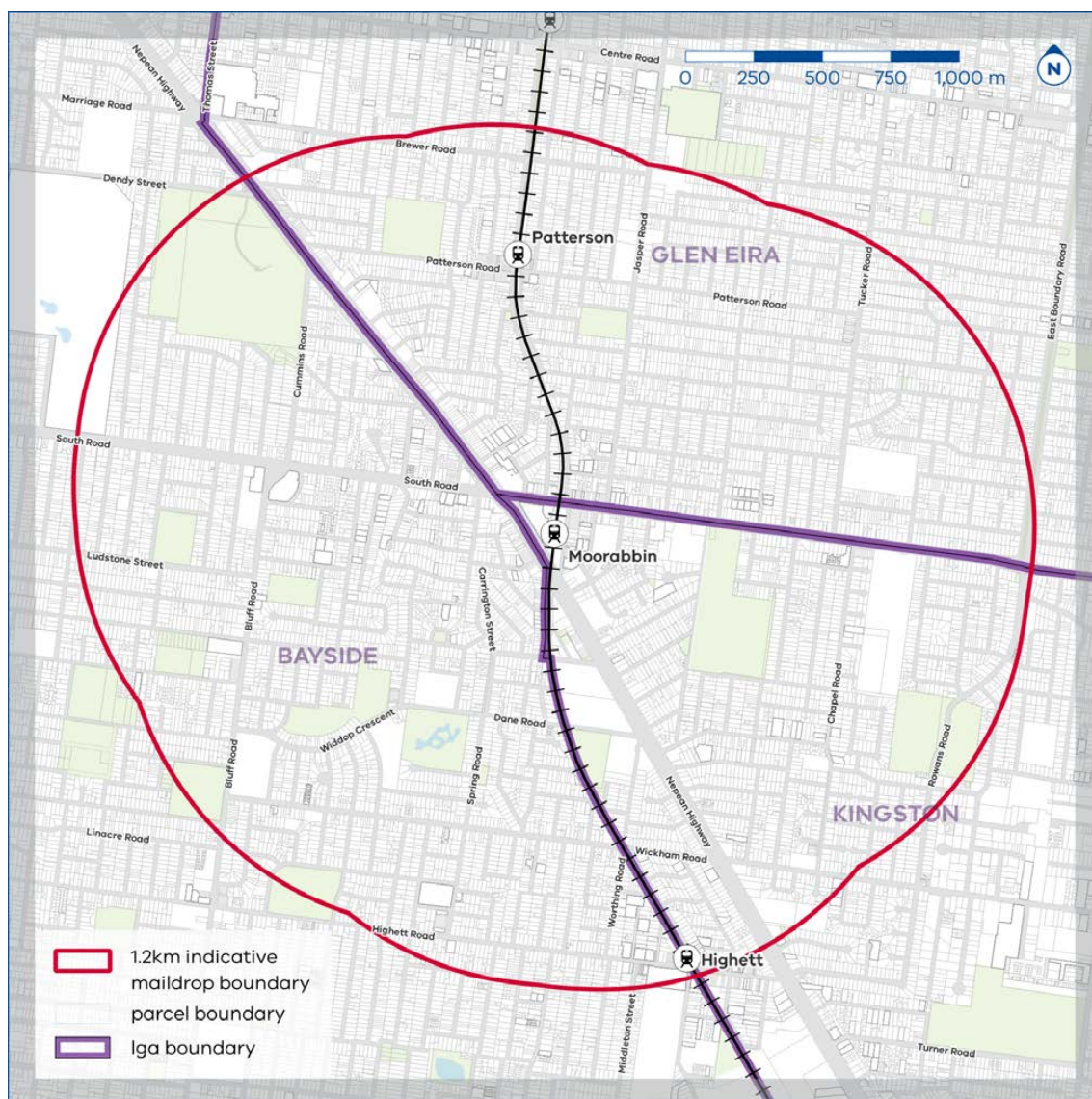
Epping Activity Centre



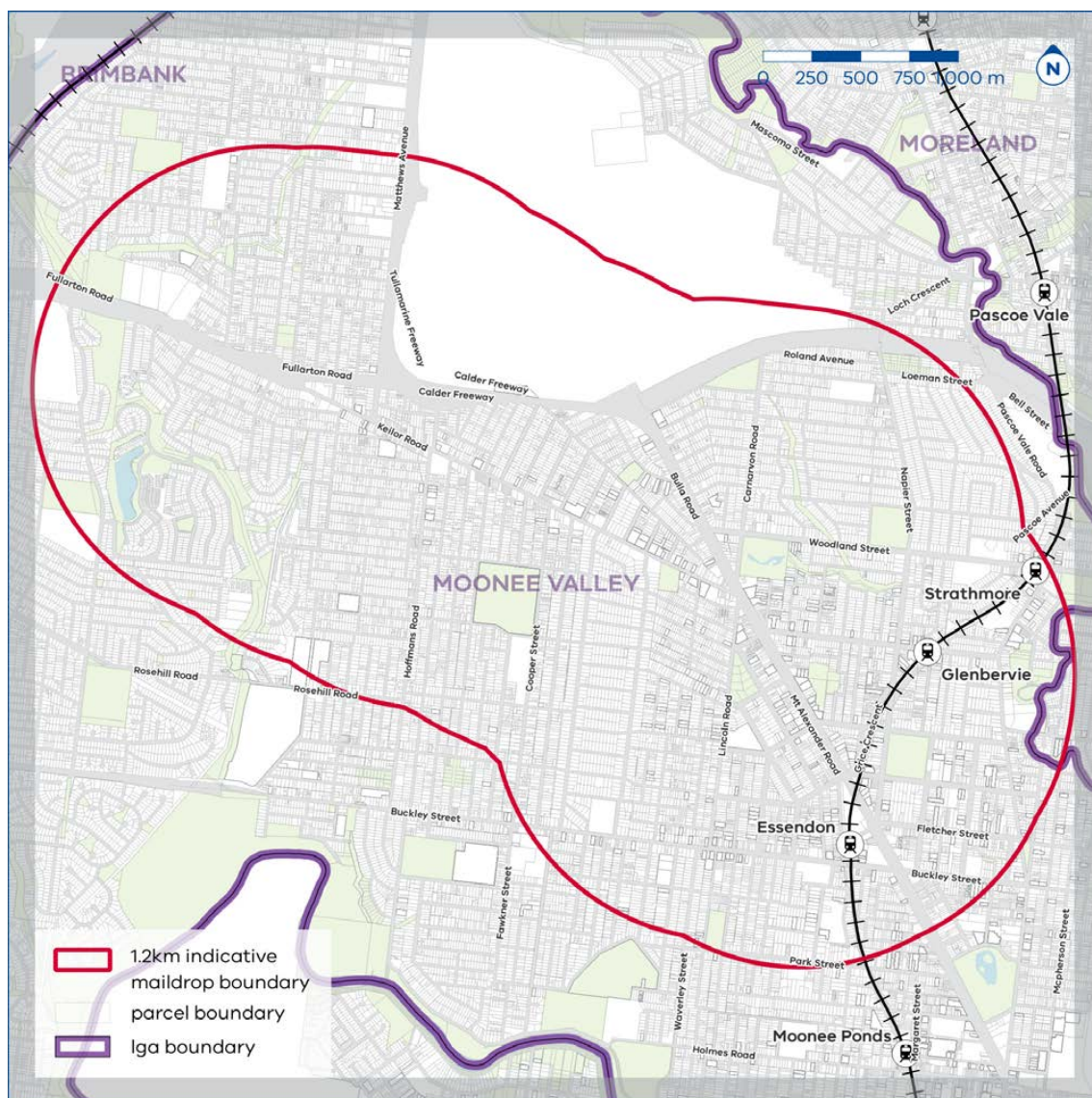
Frankston Activity Centre



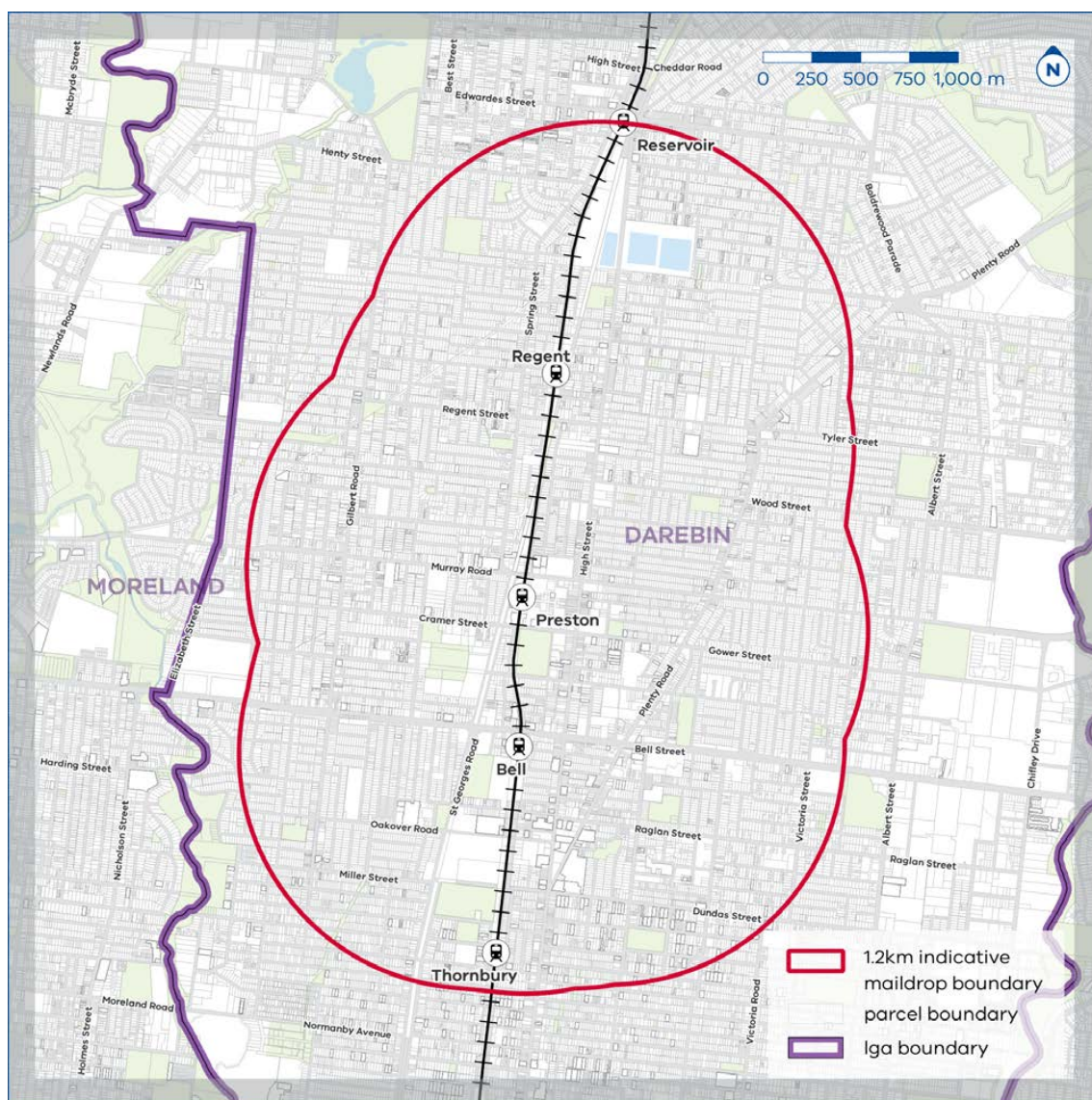
Moorabbin Activity Centre



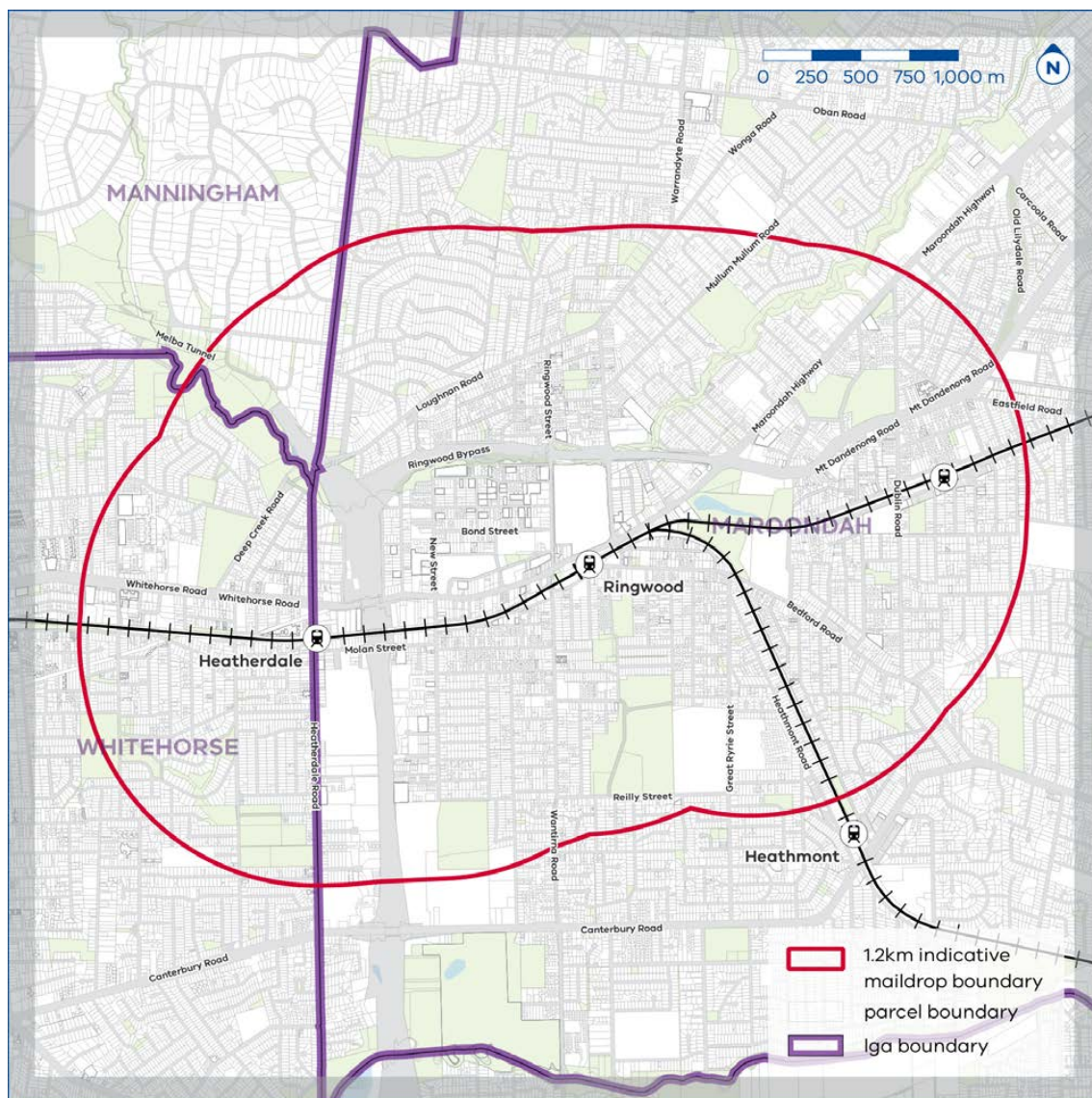
Niddrie (Keilor Road) & North Essendon Activity Centre



Preston (High Street) Activity Centre



Ringwood Activity Centre





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Project postcards



Broadmeadows has something for everyone

Its parks, schools, restaurants, shops, and community spaces have nurtured and brought multicultural communities together for decades. Its rich history of manufacturing, from iconic cars through to cutting edge medical vaccines, and its community services, shopping centre and TAFE, provide jobs and education for thousands of people that call Melbourne's north home.

It's a great place to work, shop, meet with friends and family, and access your daily needs. It's also a transport hub that easily connects people to the city and surrounding suburbs.

That's why it's a great place for more homes

The Department of Transport and Planning and the Victorian Planning Authority are planning for more high-quality and affordable homes to be built here, close to all the services, jobs and transport it has to offer.

That way more Victorians, including your friends and family, can call Broadmeadows home for generations to come.

It's part of the Victorian Government's *Housing Statement*, to improve housing affordability by tackling the root of the problem: building more homes for more Victorians, in the places people want to live.

Find out more & have your say

Your feedback is important. We want to understand what you love and value about Broadmeadows.

In the next few weeks, tell us what gives Broadmeadows its identity, so we can reflect that in our plans.



Interpreter service
03 8351 3453



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engage.vic.gov.au/activitycentreprogram/broadmeadows



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Camberwell Junction has something for everyone

Generations have been drawn here for its boutique shopping, dining, and its leafy green parks and streets. It's why Camberwell Junction is now a destination, boasting hundreds of shops, restaurants, markets and cafés for residents and visitors alike.

It's a great place to work, shop, meet with friends and family, and access your daily needs. It's also a transport hub that easily connects people to the city and surrounding suburbs.

That's why it's a great place for more homes

The Department of Transport and Planning and the Victorian Planning Authority are planning for more high-quality and affordable homes to be built here, close to all the services, jobs and transport it has to offer. Our work will build on the City of Boroondara's *Camberwell Junction Structure and Place Plan*, which is currently under development.

That way more Victorians, including your friends and family, can call Camberwell Junction home for generations to come.

It's part of the Victorian Government's *Housing Statement*, to improve housing affordability by tackling the root of the problem: building more homes for more Victorians, in the places people want to live.

vpa.vic.gov.au/camberwelljunction

Find out more



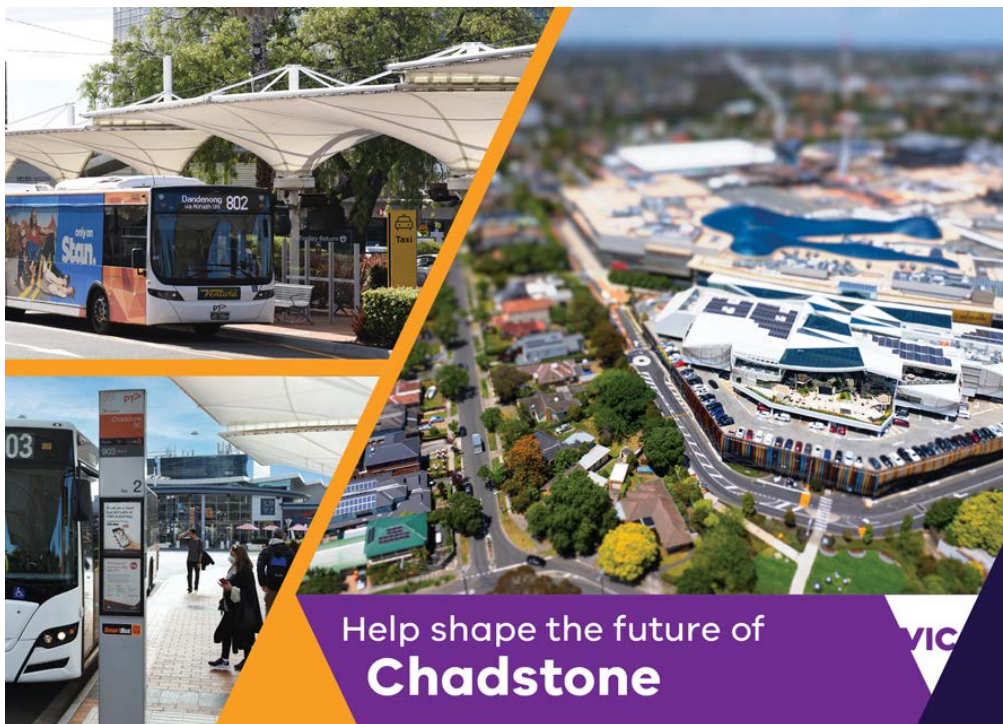
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Chadstone has something for everyone

It's a top destination for fashion, food and entertainment. Home to the largest shopping centre in Australia, people come from all over Melbourne, Victoria and beyond to browse the hundreds of stores, dine in its restaurants and enjoy its ever-evolving entertainment offering.

It's a great place to work, shop, meet with friends and family, and access your daily needs. It's also a transport hub that easily connects people to the city and surrounding suburbs.

That's why it's a great place for more homes

The Department of Transport and Planning and the Victorian Planning Authority are planning for more high-quality and affordable homes to be built around Chadstone, close to all the services, jobs and transport it has to offer.

That way more Victorians, including your friends and family, can call the Chadstone area home for generations to come.

It's part of the Victorian Government's *Housing Statement*, to improve housing affordability by tackling the root of the problem: building more homes for more Victorians, in the places people want to live.

Find out more & have your say

Your feedback is important. We want to understand what you love and value about Chadstone and the surrounding area.

In the next few weeks, tell us what gives your area its identity, so we can reflect that in our plans.



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Epping has something for everyone

People come to Epping from across the northern suburbs to access its shops, health, justice, and community services. Paired with its schools, TAFE, and rich industrial history, the area provides jobs and education for thousands of people.

It's a great place to work, shop, meet with friends and family, and access your daily needs. It's also a transport hub that easily connects people to the city and surrounding suburbs.

That's why it's a great place for more homes

The Department of Transport and Planning and the Victorian Planning Authority are planning for more high-quality and affordable homes to be built here, close to all the services, jobs and transport it has to offer. Our work will build on the City of Whittlesea's *Epping Central Structure Plan*.

That way more Victorians, including your friends and family, can call Epping home for generations to come.

It's part of the Victorian Government's *Housing Statement*, to improve housing affordability by tackling the root of the problem: building more homes for more Victorians, in the places people want to live.

vpa.vic.gov.au/epping

Find out more



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Frankston has something for everyone

Generations have been drawn to Frankston for its scenic waterfront, its creative arts scene, and the peninsula's best shopping and dining. It's why Frankston is now a destination for bayside lifestyle. And the nearby hospital, university and TAFE campuses provide jobs, education, and services for thousands of people in Melbourne's south-east.

It's a great place to work, shop, meet with friends and family, and access your daily needs. It's also a transport hub that easily connects people to the city and surrounding suburbs.

That's why it's a great place for more homes

The Department of Transport and Planning and the Victorian Planning Authority are planning for more high-quality and affordable homes to be built here, close to all the services, jobs and transport it has to offer. Our work will build on the City of Frankston's *Frankston Metropolitan Activity Centre Structure Plan*.

That way more Victorians, including your friends and family, can call Frankston home for generations to come.

It's part of the Victorian Government's *Housing Statement*, to improve housing affordability by tackling the root of the problem: building more homes for more Victorians, in the places people want to live.

vpa.vic.gov.au/frankston

Find out more



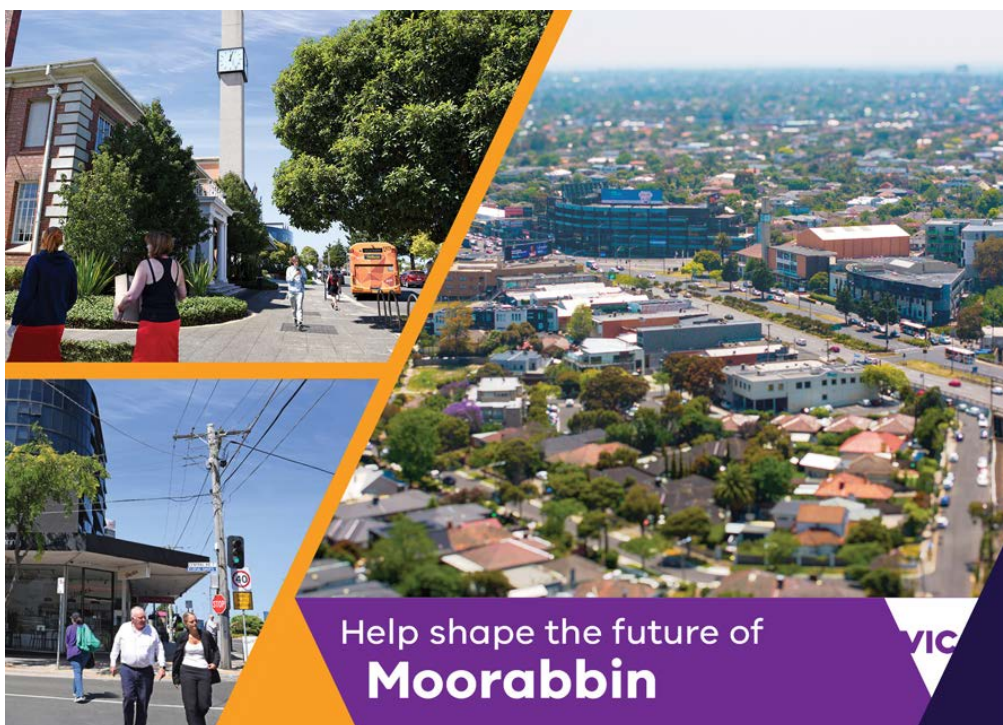
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Moorabbin and Hampton East have something for everybody

They're close to the bay and surrounded by parks and schools, and the Central Avenue shopping precinct, Kingston Arts Centre and nearby RSEA Park have been places for the local community to come together for generations.

It's a great place to work, shop, meet with friends and family, and access your daily needs. It's also a transport hub that easily connects people to the city and surrounding suburbs.

That's why it's a great place for more homes

The Department of Transport and Planning and the Victorian Planning Authority are planning for more high-quality and affordable homes to be built here, close to all the services, jobs and transport it has to offer.

That way more Victorians, including your friends and family, can call Moorabbin and Hampton East home for generations to come.

It's part of the Victorian Government's *Housing Statement*, to improve housing affordability by tackling the root of the problem: building more homes for more Victorians, in the places people want to live.

Find out more & have your say

Your feedback is important. We want to understand what you love and value about Moorabbin and Hampton East.

In the next few weeks, tell us what gives your area its identity, so we can reflect that in our plans.



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03 8351 3453



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engage.vic.gov.au/activitycentreprogram/moorabbin



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Niddrie and North Essendon have something for everyone

They have bustling cafés and restaurants, plus plenty of shops, parks and good schools. Nearby, the Essendon Fields business precinct, airport and DFO offer jobs and services to thousands of people in Melbourne's north-west.

It's a great place to work, shop, meet with friends and family, and access your daily needs. It's also a transport hub that easily connects people to the city and surrounding suburbs.

That's why it's a great place for more homes

The Department of Transport and Planning and the Victorian Planning Authority are planning for more high-quality and affordable homes to be built here, close to all the services, jobs and transport it has to offer.

That way more Victorians, including your friends and family, can call Niddrie and North Essendon home for generations to come.

It's part of the Victorian Government's *Housing Statement*, to improve housing affordability by tackling the root of the problem: building more homes for more Victorians, in the places people want to live.

Find out more & have your say

Your feedback is important. We want to understand what you love and value about Niddrie and North Essendon.

In the next few weeks, tell us what gives your area its identity, so we can reflect that in our plans.



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engage.vic.gov.au/activitycentreprogram/niddrienorthessendon



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High Street, Preston has something for everyone

Generations have been drawn to Preston's multicultural atmosphere, its diverse restaurants, cafés and fresh produce, and the Preston Market. It's why Preston is now a destination for community, shopping, and dining.

It's a great place to work, shop, meet with friends and family, and access your daily needs. It's also a transport hub that easily connects people to the city and surrounding suburbs.

That's why it's a great place for more homes

The Department of Transport and Planning and the Victorian Planning Authority are planning for more high-quality and affordable homes to be built here, close to all the services, jobs and transport it has to offer. Our work will build on the City of Darebin's *Preston Central Structure Plan*.

That way more Victorians, including your friends and family, can call Preston home for generations to come.

It's part of the Victorian Government's *Housing Statement*, to improve housing affordability by tackling the root of the problem: building more homes for more Victorians, in the places people want to live.

vpa.vic.gov.au/preston-high-street

Find out more



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Ringwood has something for everyone

People come from across the eastern suburbs to enjoy Ringwood's shops, cafés, restaurants and community services. Its leafy green parks, family-friendly streets and the Mullum Mullum Creek have been places for the community to come together for generations.

It's a great place to work, shop, meet with friends and family, and access your daily needs. It's also a transport hub that easily connects people to the city and surrounding suburbs.

That's why it's a great place for more homes

The Department of Transport and Planning and the Victorian Planning Authority are planning for more high-quality and affordable homes to be built here, close to all the services, jobs and transport it has to offer. Our work will build on the City of Maroondah's *Ringwood Major Activity Centre Master Plan*.

That way more Victorians, including your friends and family, can call Ringwood home for generations to come.

It's part of the Victorian Government's *Housing Statement*, to improve housing affordability by tackling the root of the problem: building more homes for more Victorians, in the places people want to live.

Find out more & have your say

Your feedback is important. We want to understand what you love and value about Ringwood.

In the next few weeks, tell us what gives Ringwood its identity, so we can reflect that in our plans.



Interpreter service
03 8351 3453



Department
of Transport
and Planning

engage.vic.gov.au/activitycentreprogram/ringwood

Activity Centre Program

COMMUNITY CONSULTATION

Engagement Summary Report

AUGUST 2024



Department
of Transport
and Planning

