

3.0 General Urban Design Guidelines

The General Urban Design Guidelines are applicable to the entire Ringwood Commercial Precinct and should be considered for all new developments. The aim is to ensure that development in the Ringwood Commercial Precinct contributes to the creation of a high quality public realm and a vibrant and sustainable precinct for the future, whilst allowing for flexibility in the form, architectural expression and detailing of new developments.

The General Urban Design Guidelines are divided into three themes that must be considered: Land Use & Activity; Built Form; and Transport & Movement.

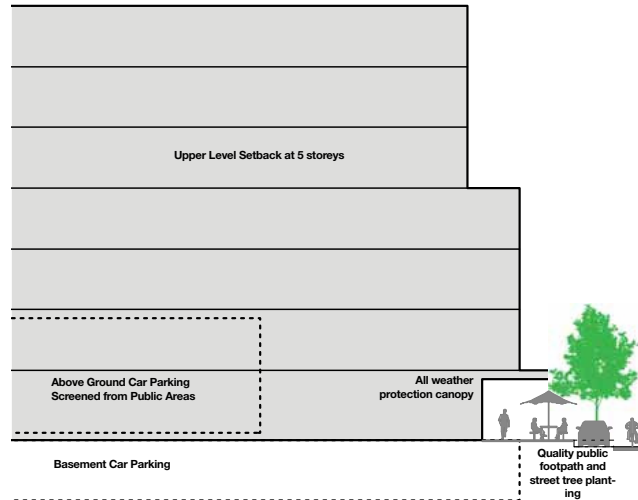
These sections provide detailed guidelines which build upon the Key Directions contained within the theme sections in Part A of the Precinct Plan.

In summary, these Guidelines are provided to encourage:

- New buildings to contribute to the pedestrian scale and character of Maroondah Highway;
- Creation of a cohesive built form character through consistent built form; and
- New development that achieves a high standard of architectural and urban design.

Development proposals will also be required to meet the objectives of the Ringwood Urban Design Framework, any relevant Design and Development Overlay and the Maroondah Urban Design Framework.

As the General Urban Design Guidelines seek to direct the form of new private development in the Precinct, there is no set of Urban Design Guidelines to correspond with the Public Realm theme of Part A. Detailed Public Realm recommendations are provided within Part A to be used to guide Council and other public streetscape and open space improvements in the Ringwood Commercial Precinct.



Recommended Building Form along Maroondah Highway



Indicative Building Form along Maroondah Highway



Recommended Building Form along Maroondah Highway



Recommended Building Form along Maroondah Highway

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3.1 Land Use & Activity

Active Frontages and Ground Floor Uses

Ground floor uses of new buildings along Maroondah Highway and other main roads within the commercial precinct should aim to incorporate active frontages/façades, which encourage a greater interaction with the street and pedestrians.

The following general urban design guidelines should be considered in order to achieve an active street frontage:

- Encourage ground floor uses which will assist in activating the street frontage during both the day and evening.
- Incorporate cafes/restaurants with kerb-side dining, on the south side of Maroondah Highway, to maximise the northern sunlight.
- Encourage clear, open and sheltered building entries, especially to cafés and retail uses.
- Provide ground floor frontages that offer visibility into the building from the street.
- Encourage ground floor uses to be occupied by small, independent retailers and restaurant operators, local small businesses, charitable organisations and/or community.
- Buildings with ground level frontages as identified on the precinct plan (Figure 12: Part A) must contribute to the appearance and retail function of the area by providing:
 - A display window and/or entrance for cafe/restaurant uses that contributes to at least 80% of the width of the individual premises street frontage;
 - A display window and/or entrance, using clear glazing, for commercial uses that contributes to at least 60% of the width of the individual premises street frontage;
 - Visually permeable or transparent security grills (if these are necessary), which are internally mounted where practical (they must be removable);
 - Lighting incorporated into the facade design that contributes to a sense of security at night; and
 - Vehicle access, loading facilities and building services that are located to the rear or side of the buildings.
- In the design of new buildings, a rise in level between the streetscape and the ground floor should be avoided and vehicle access ways (crossovers) and entrances must not detract from the street frontage.
- Small windows and/or large portions of blank walls should also be discouraged, as safety must be considered in determining ground floor uses and building design.

Frontages to Railway Reserve

Buildings and uses that are proposed to have a frontage to the railway reserve should provide a safe, friendly and active frontage.

Frontages along the railway reserve must consider the following design guidelines:

- Encourage at least part of the building's facade to have an active frontage on the railway reserve.
- Avoid continuous blank walls.
- Articulate facades through the use of windows, rear vehicular entries and architectural details.
- Provide a low level screening in service zones, e.g. fences and plants to reduce visibility of rubbish bins etc. from the railway line.
- Provide street trees and low level planting to car parks and roadways facing the railway line.

VicTrack is preparing "Urban Design Guidelines for Development Interfacing Rail Corridors", this is yet to be released, however this document will become a future reference for Council and developers for this area.

Residential Types

Residential housing should be encouraged within mixed use areas, primarily above commercial and/or retail uses.

In designing residential uses in these mixed areas, the following guidelines must be considered:

- Provide a diverse range of dwelling types and sizes.
- Each dwelling must provide an area of private open space in the form of a courtyard or terrace, and off-street car parking provided (refer to statutory requirements – Maroondah Planning Scheme).



Clear Glazing to both Street Frontages



Clear and Wide Pedestrian Entries



Ground Floor with Active Frontage to the Streetscape



Appropriate Building Scale



Sensitive Interface between New and Existing Buildings

3.0 General Urban Design Guidelines

3.2 Built Form

Design Guidelines for built form have been provided to guide the scale, design, site layout and materials for new developments. This section provides specific guidelines for:

- Building Scale
- Facades
- Roof Architecture
- Building Design
- Setbacks and Siting
- Balconies and Verandas
- Materials
- Ecologically Sustainable Design
- Landmark Sites
- Industrial/ Manufacturing Buildings Design Guidelines

All built form proposals must comply with the current Planning Scheme requirements and complement the local Ringwood context.

Building Scale

The scale of all new built form must consider the following guidelines:

- Ensure that the scale of the building is in accordance with the concept plan outlined within the Commercial Precinct Plan and that building heights specified in the Design and Development Overlay 3 are adhered to.
- Ensure that sites which have an interface to residential zoned land reflect a built form that tapers down to match the height of neighbouring buildings and dwellings.
- Integrate and provide a sensitive interface between the commercial precinct and surrounding residential neighbourhoods.
- Provide a clear street 'address' and engage with the main views, street corners, adjacent public realm sites and main public buildings.

Facade Design

A Building's facade design should provide a positive, visually permeable interface to the street and public spaces.

Guidelines to assist achieve this objective include:

- Articulate street frontages with some variation, using materials and detailing, legible building entries, balconies, verandas and other elements.
- All weather protection (verandah, awning) along Maroondah Highway frontage and other main roads.
- Encourage the creative application of complementary materials, avoiding large continuous masses of the same finish.
- Ensure the side elevations of new buildings that will be exposed to key views or vantage points, such as the municipal entrance, the freeway and the railway line, provide an attractive presentation that reflects similar design treatments to the main façade.
- Discourage expansive blank walls that are visible from public view. Elevations should be articulated and generate visual interest.
- Ensure solid roller door shutters are prohibited on ground level commercial frontages.

Roof Design

The roof design of any new development must be responsive to adjacent built form styles.

Guidelines for roof design within the precinct include:

- Ensure roof designs are in keeping with the scale and proportion of adjacent buildings.
- Incorporate articulated roof designs to reduce the mass of large buildings.
- Ensure the design of the roof form is well integrated within the overall composition of the building.

Building Design

New building design should be reflective of sustainability, local context, internal use and flexibility.

Guidelines for new building designs include:

- Encourage building design that can accommodate different uses and respond to changing needs over time.
 - Encourage buildings that can accommodate multiple or a range of uses.
 - Retain or respond to the existing 'grain' of the established development/subdivision pattern.
 - Encourage the use of roof spaces for private/shared open space, entertainment uses etc.
 - Minimise the overshadowing of adjoining lots through the scale, bulk and placement of a building and allow for a sufficient amount of sunlight penetration.
 - Respond and reinforce the natural landform of the area through built form massing.
 - Encourage new development to incorporate a suitable range of materials in the composition of façade and elevation detail.
 - Ensure that the design of taller buildings considers wind effects and overshadowing on their surroundings.
 - Encourage innovative and high quality architecture that incorporates principles of Ecologically Sustainable Design, Crime Prevention through Environmental Design and Water Sensitive Urban Design.
- Flexible and robust buildings are encouraged. Flexibility may be achieved by means of:
- Floor to floor heights that allow for flexibility of use.
 - Vertical alignment of wet areas to create larger open spaces which can accommodate various uses.
 - Light-weight construction and/or moveable/sliding internal walls.
 - Double volumes and mezzanine floors for a variety of uses and interactions between occupants.
 - Long lasting materials which can sustain future alternatives and additions.
 - Appropriate building floor plates to accommodate desired future uses.
 - Floor plate depth between 18-25 metres maximum for penetration of natural light.



Overhang at entry for shade and rain cover
Clearly identifiable entry
Clear glazed lower windows
High quality facade treatment with additional louvers to north aspect
Transparency in upper floors so activity can be seen

Example Of Preferred 5 Storey Built Form



Use of standard but textured tilt up concrete panels
Set back to upper floors
Clear entrances
Good, clear lower and upper floor glazing
Underground car parking to side street

Example Of Preferred 3 Storey Built Form

3.0 General Urban Design Guidelines

3.2 Built Form

Setbacks and Siting

Adjoining buildings, streetscape character and topography will guide a performance-based approach to determining the exact building envelope of new developments. However, in determining the siting of a new building, the following guidelines must be considered.

- Encourage a site responsive design envelope (exact setback distances have not been indicated as variation is appropriate).
- Encourage design innovation and quality.
- Create articulated forms where the building mass is broken up and generates visual interest.
- Limit the street frontage height to provide a street interaction that relates to the pedestrian experience.
- Generate pure volumes, so as to avoid multifaceted staggering or tiered 'wedding cake' formations.
- Create an appropriate built form edge that frames the main boulevard and defines an active precinct.
- Consider the appearance of the roof of the podium levels, from the development site and nearby buildings (habitable uses are encouraged).
- Highlight and promote the diverse image of the Precinct

Refer to indicative sectional diagrams for more specific indication of the appropriate built form setback from Maroondah Highway.

Typically the setback of a building will increase with an increasing building height:

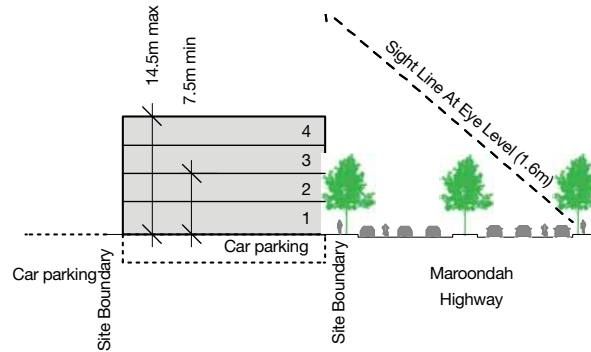
- 2-6 storeys - Nil setback to the street
- 2-8 storeys - Top floors to be set back from the lower levels
- 8+ storeys - Solid podium base with upper levels set back a greater distance in relation to the tower height.

A street frontage height (zero-setback) of 1-6 storeys should be encouraged. This reflects an 'urban scale' appropriate to the width of the boulevard corridor, and responds to the potential visual connection between the public realm and the 6th floor level (approximately).

Additional 1-3 levels above this approximate height should be set back further, in the order of 3-5m. This is not intended to make the upper levels 'invisible' from the street, but to limit the frontage height. Taller forms such as towers should be set back a greater distance, in the order of 5-10m, to ensure the setback differential is clearly legible.

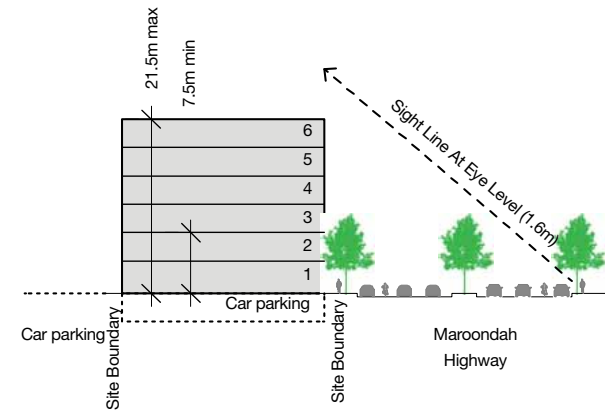
The setback area at the podium level should be retained as a trafficable terrace space.

Other factors, such as shadows, may also affect building envelopes at specific locations and should be considered.



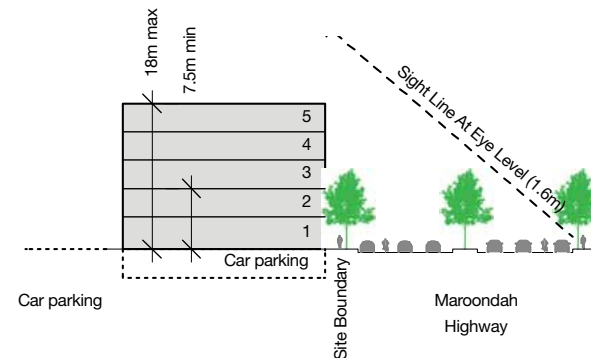
Min 7.5m - Max 14.5m, 2-4 Storeys

A scale of development that reflects a transition area between the lower scale residential areas and the higher intensity Activity Centre. (DD03 - Maroondah Planning scheme)



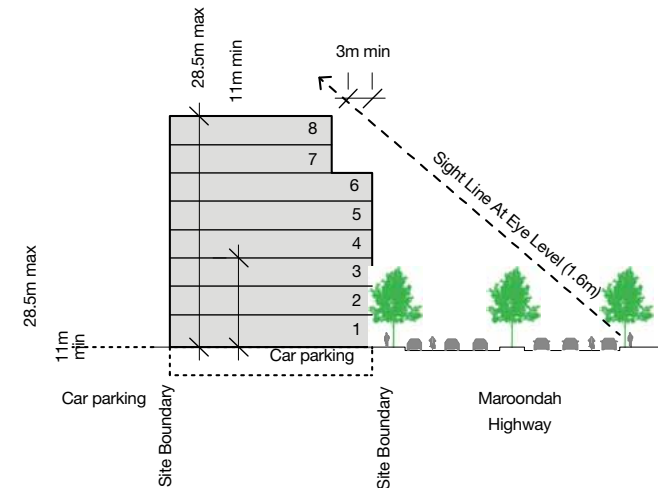
B Min 7.5m - Max 21.5m, 2-6 Storeys

A scale of development that reflects the central location within the Activity Centre and takes advantage of consolidated sites. A clear visual increase in building height from adjoining lower scale development. (DD03 - Maroondah Planning scheme)



Min 7.5m - Max 18m, 2-5 Storeys

Scale of development that takes advantage of the high level of exposure from the frontage to the Maroondah Highway but respects the adjoining residential areas around the periphery of the Activity Centre. (DD03 - Maroondah Planning scheme)



Min 11m - Max 28.5m, 2-8 Storeys

Scale of development that provides for the tallest forms of development within the Activity Centre. (DD03 - Maroondah Planning scheme)

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3.2 Built Form

Environmentally Sustainable Design

Environmentally Sustainable Design should be encouraged through developments that embody technological innovation and sustainability. Development should be designed to be energy and water efficient and aligned with the Central Activity District and Transit City principles.

The following design guidelines should be considered to incorporate ESD into new developments.

- Provide adaptable floor plans for future refits and provide structural capacity for additional storeys if development is beneath maximum height allowed.
- Provide bicycle parking and end of trip facilities, such as showers and lockers to encourage 'sustainable' movement (alternatives to motor vehicle transport).
- Incorporate ecologically sustainable design features, including 5 star energy rating, rainwater tanks, stormwater reuse, solar hot water systems or integrated gas and solar hot water systems, permeable surfaces and water-wise gardens.
- Employ Water Sensitive Urban Design (WSUD) techniques where possible within road reserves, private and public open space areas for the collection and treatment of stormwater.
- Where possible irrigation of landscaped areas should be achieved through collection and re-use of stormwater and grey water.
- Provide adequate direct lighting, solar access and summer shading to all internal spaces and open spaces/terraces. This may be achieved by:
 - Optimising north oriented working and living spaces where possible in the design and layout of internal spaces and outdoor living areas;
 - Use of skylights, clerestory windows, fanlights and light shelves to supplement daylight access;
 - Limiting the depth of single aspect apartments and studios;
 - Use of voids and double volumes internally and courtyards externally to increase daylight access;
 - Incorporating horizontal sun shading to north facing windows and vertical shading to east and west facing windows;
 - Use of high performance glass where exposure is high;
 - Reducing the bulk of south facing zones to limit overshadowing; and
 - Responding to existing overshadowing from adjacent buildings and/or trees.
- Provide adequate ventilation to buildings. This may be achieved by:
 - Facilitating cross ventilation with dual aspect layouts and interior layouts that minimise interruptions to air movement path;
 - Designing buildings to draw cool air at lower levels and allow warm air to escape at higher levels;
 - Optimising northern aspect where possible in the design and layout of internal spaces and outdoor living areas;
 - Grouping sleeping spaces and living spaces together to allow compartmentalised cooling/heating;

- The use of sun shading devices;
- Cantilevered or overhanging elements; and
- Breaking up the facade with windows or the use of structural features.
- Utilise materials that are low reflective. All metal surfaces are to be Colorbond or similar and all glass surfaces must have a low level of reflectivity.
- Locating small windows on windward side and large windows on leeward side of buildings, allowing air pressure differentials to draw wind; and
- Use windows types that allow manipulation of breezes.

Landmark Sites

Built form on designated landmark sites (identified in Part A: Figure 9 Precinct Plan), should achieve a higher quality architectural outcome and contribution to the Ringwood Central Activities District character and life. In order to meet this object, the Site Specific Guidelines must be considered, and in addition these sites should:

- Design excellence
- Develops the site to its full height potential.
- Delineate and terminate vistas with landmark elements (i.e. buildings, sculpture, well designed open space).
- Frame vistas and views with built form or landscape elements.

Industrial / Manufacturing Buildings Design Guidelines

The design of industrial/manufacturing buildings should ensure the precinct maintains its integral role in Maroondah's economy without sacrificing the desired character and image of the precinct (Maroondah Urban Design Framework). It should also ensure that buildings address the street and establish a legible street pattern.

The following guidelines to assist in the design of industrial and manufacturing buildings should be considered.

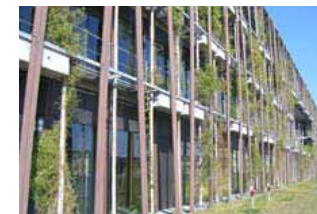
- Ground floor small scale food and service retail for local workers.
- Provide transparent materials at the ground floor level of all buildings.
- Address the street frontage in such a way that the building is generally parallel with that boundary.
- Ensure the scale of buildings addresses the street and reinforces the streetscape by defining corners and edges.
- Encourage generally flat roof forms. Angular roof designs may be permitted at the front of the building where office uses are included in the development.
- Effectively screen roof plant rooms, lift over runs, air conditioning services and other equipment from view using roof structures and architectural elements designed as an integral part of the building
- Articulate building facades to road frontages where the frontage is longer than 25m by:
 - Varying the facade alignment and height;



Residential With Balconies + Front Verandas



Residential above Commercial



ESD Facades



Double Glass walls create internal winter gardens



Type of preferred Frontages to Railway Reserve



Type of preferred Frontages to Railway Reserve

3.0 General Urban Design Guidelines

3.2 Built Form

Balconies and Verandas

Balconies and verandas should allow for casual overlooking and connection with the street. They should be provided above the ground floor of dwellings to incorporate a functional outdoor living space, whilst integrating and enhancing the architectural articulation of buildings.

Design guidelines in relation to balconies and verandas include:

- Encourage and maximise balconies and front verandas where appropriate.
- Integrate primary balcony areas and verandas with main internal living spaces.
- Ensure balconies and front verandas comprise sufficient area to be usable by the dwelling occupants (i.e. for dining/leisure).
- Integrated balconies/verandas with the building by using complementary construction materials and design.
- Ensure balcony design (i.e. cantilevered, semi-cantilevered or recessed) responds to acoustic/visual privacy, lighting and climatic considerations.

Provide a colonnade form of development on the southern side of the new civic square.

Materials

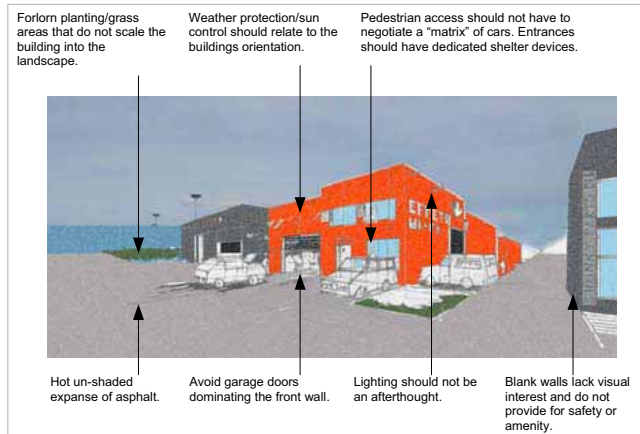
Durable, quality materials should be chosen for all new developments that are consistent with the local character.

New developments must consider the following design guidelines.

- Contribute to a contemporary, sophisticated design through materials and detailing, as appropriate to the Central Activities District location.
- Respond to local character and urban qualities.

Utilise materials and fixtures that are resistant to vandalism and require minimal maintenance.

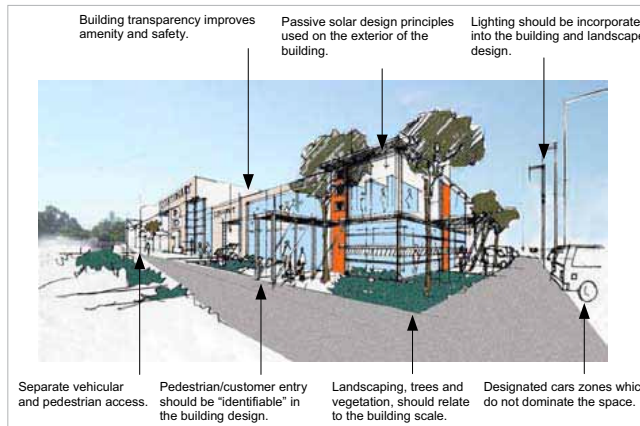
This section should be referred in conjunction with the residential development section.



Example of inappropriate built form and associated parking, + Loading Areas
(Source: Maroondah Urban Design Framework Volume 1: Main Report)



Example of preferred industrial building facade (with landscape)



Preferred built form and associated parking, loading areas and vegetation
(Source: Maroondah Urban Design Framework Volume 1: Main Report)



Example of preferred industrial building facade (with landscape)

3.0 General Urban Design Guidelines

3.3 Access

Access for all

Access for all requires that all new developments ensure that they meet or exceed accessibility standards. Through flexible and universal design and layout of buildings, new developments should allow for the adaptability of dwellings to provide access for all.

All new non-residential development must provide access and facilities for people with disabilities in accordance with the requirements of Parts D3 and F2 of the Building Code of Australia.

Car Parking, Service Zones and Entries

The objectives for car parking, service zones and entries in the commercial precinct, include:

- To minimise the visual impact of car and service zones on the streetscape and public realm.
- To ensure that car parking does not dominate the streetscape.
- To ensure vehicle access to and from new development is safe, manageable and convenient.
- To promote pedestrian flow, safety and amenity.
- To minimise conflict between pedestrians and vehicles on footpaths.
- To provide “access for all” ramps incorporate into the built form.

Car parking, service zone and entry design guidelines, as outlined below, must be considered for all new developments.

Multi Level Car Parking

- Incorporate car parking into the structure or skin of a new development.
- Use public art and ‘green’ screening devices.

Encourage basement parking (with rear / concealed access).

On Ground Car Parking

- Provide good quality landscaping or alternative screening where views terminate at car parking areas and other undesirable elements.
- Avoid access to car parking off Maroondah Highway. Use side streets and rear laneways where possible.
- Design parking and access areas to ensure compatibility between all forms of movement – pedestrian, wheelchair, cyclist and vehicular (including service and emergency).
- Incorporate one large canopy tree to be provided for every 6 to 8 cars within the central medians of parking bays for privately owned parking lots. Trees to be provided as established species with no lower branches or foliage to impinge on visibility, expected mature height of the underneath of the canopy to be a minimum of 2.4m above ground level.
- Incorporate Water Sensitive Urban Design techniques in all landscaping.
- Avoid vehicular ingress or egress points on Maroondah Highway.
- Minimise open lot car parks, with parking to be located underground where practicable.

- Locate appropriate and adequate emergency and service vehicle access to all developments.
- Incorporate bicycle parking facilities in all new developments.
- Provide car parking for all developments in accordance with the requirements of any adopted Car Parking Precinct Plan(s).

Service Zones

- Screen all service facilities from view on perimeter streets.
- Waste collection is preferable located in underground car park areas.
- Provide areas for the loading and unloading of vehicles carrying goods or commodities on-site. This area should be of an appropriate size and location to the nature of the non-residential uses on the site.
- Separate access for service vehicles and service yards from main building entrances and pedestrian areas, and ideally separate from general vehicular access areas.
- Screen service yards from view by walls, fencing, planting or any combination thereof.
- Appropriately locate air conditioners, plant and lift overrun areas, antennas, towers, satellite dishes and other similar service facilities and screen from streets, public spaces and adjoining properties.
- Conveniently located mail boxes and integrate them with the associated building design where possible.
- Provide garbage collection points and loading and servicing at the rear of a property via a laneway where practical.

Cycling Services

Cycling services including; bicycle hoops, secure undercover storage and shower facilities should be provided to support cycle use in the workplace. Therefore, new developments should incorporate cycling services by locating bicycle parking areas near building entries and where good opportunities exist for surveillance. The provision of showers and bike storage facilities within commercial premises is also highly desirable.

Signage

Signage within the commercial precinct should have a minimal visual impact on the pedestrian and public realm. Refer to the Outdoor Advertising Signs Policy Clause 22.18 for detailed signage guidelines.

However, the following guidelines should also be considered.

- Avoid signage which is visually obtrusive or dominant in the streetscape.
- Integrate signage within the building design.
- Ensure that business premises signage along major transport corridors does not detract, aesthetically, symbolically or in its intent from the desired character of the area and must be in proportion to and relevant in style to the built form of the area.

Streetscape and Pedestrian Amenity

In considering the streetscape amenity, built form should provide a safe, friendly and active streetscape that is integrated with pedestrian environment. Larger scale developments should also encourage pedestrian movement through the development.

The following guidelines must be considered for streetscape and pedestrian amenity.

- Encourage numerous, prominent building entrances at street frontages, which encourage activity and movement, and allow visual interaction and natural surveillance.
- Provide continuous weather protection to footpaths through awnings, canopy shelters etc.
- Provide visual interest for pedestrians, not just passing vehicles, through a more human, intimate scale and detail of street frontages.
- Design entries to be clearly identifiable elements within building facades.
- Provide separate vehicle and pedestrian entries.
- Relate entries to the pedestrian network and street.
- Provide separate entries for different uses contained within mixed use buildings (i.e. separate entries for residential and commercial uses).
- Ensure service related areas such as loading and storage are to be integrated within the building form or screened from public view.
- Ensure new development does not affect the capacity or the ability for high quality landscape treatments along streets.

3.0 General Urban Design Guidelines

3.4 Safety and Landscape

Safety

Providing for a safe environment for residents, workers and visitors in the Ringwood Central Activities District is an important objective for all new development. To assist in achieving a safe environment the following design guidelines must be considered.

- Provide natural surveillance, through viewing opportunities to streets and public open space areas.
- Avoid concealed alcoves, dark areas, and hidden entrances etc. which provide vulnerable areas for crime.
- Encourage pedestrian activity, particularly at night, to provide natural mechanisms of safety.
- Provide consistent lighting and clear sightlines where laneways are utilised as pedestrian access ways to provide safe pedestrian routes and deter anti-social activities.
- Design new developments to provide good lighting, surveillance and visibility of communal spaces, including building entrances and car parking areas.
- Protect private spaces within developments from inappropriate use as public thoroughfares.
- Ensure that all new developments have had regard to the 'Safer Design Guidelines for Victoria', Department of Sustainability and Environment.



Fencing with green coverage.



Green Roof

Private Landscape

Private landscapes should contribute positively to the streetscape, pedestrian and workers environment.

The development of private landscapes must consider the following guidelines.

- Design external paving for streetscapes in accordance with the Ringwood Transit City Public Domain and Landscaping Guidelines.
 - Avoid regular reconstruction of spaces through the use of high quality, durable materials and details.
 - Retain existing native vegetation where possible.
 - Include green walls, green roofs where appropriate and waters sensitive urban design treatments throughout the site.
 - Incorporate plant species for environmental benefit by means of:
 - Deciduous trees for summer shade and winter sun penetration (i.e. courtyards, adjacent to windows, car parking areas and outdoor living areas);
 - Drought tolerant and low water usage species;
 - Plants with low fertiliser requirements; and
 - Ingenuous vegetation to enhance the biodiversity values of Ringwood.
 - Apply landscaping to screen unsightly car parking areas and utility areas without compromising user safety.
 - Minimise maintenance requirements by using robust landscape materials.
 - Coordinate private landscaping with public street furniture.
 - Ensure species chosen are proportionate with the adjacent built form.
 - Ensure lighting is appropriate for its location (i.e. assisting with legibility, mood creation and not adversely impacting on residences).
 - Limit the extent and height of fencing/walls, particularly along adjacent streets and consider landscaping as a possible alternative.
- If fencing or walling is necessary:
- Maximise the extent of low level and visually permeable fencing / walling.
 - Ensure fencing / walling is carefully located and designed to not compromise security, safety, amenity and access.
 - Integrate fence / wall design and materials with built form and design fencing / walling to contribute to the vertical / horizontal rhythms of the streetscape.
 - Use quality materials.
 - Consider creating interest and amenity to walls / fences by incorporating street furniture elements such as seating, planter boxes, water features and barbecues.



Tree Planting



Example of water sensitive urban design in a car park