



# RINGWOOD

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URBAN DESIGN MANUAL

# SECTION 1- BACKGROUND & APPROACH

## 1.1 INTRODUCTION

The Ringwood Urban Design Manual (RUDM) is intended as a primary reference document to establish a strategic direction for the installation of a new and distinctive suite of street furniture and urban infrastructure within the Ringwood Activity Centre.

In the context of the proposed significant level of development and associated investment proposed within Ringwood, the manual aims to provide clarity and consistency for core treatments, furnishings and materials used for works within the public and private realm. This manual proposes an aspirational level of change and has been developed to establish a consistent and distinctive palette of high quality furnishings and treatments within the Ringwood Activity Centre. The manual aims to establish a design vocabulary and integrated suite of treatments that are unique and vibrant and thereby reinforcing the Ringwood 'Going Places' notion.

## 1.2 BACKGROUND AND CONTEXT

Located 23 kilometres east of Melbourne CBD in the City of Maroondah, Ringwood is a suburban centre in transition. A priority of the Victorian Government's Plan Melbourne blueprint for Melbourne's growth, Ringwood is a designated Metropolitan Activity Centre (MAC) - the highest priority centres outside of the CBD.

Strategically located at the epicentre of a superb network of major arterial roads and transport nodes, Ringwood benefits from unsurpassed metropolitan road and rail connections, services a large catchment of Melbourne's eastern growth corridor, and is the gateway to the Yarra Valley – Victoria's hero food and wine destination.

Investment in integrated and sustainable development around first class transport services will position Ringwood as a key new urban destination with a vibrant city centre, active local economy and contemporary lifestyle options.

The Ringwood Metropolitan Activity Centre is bounded by Ringwood Bypass to the north, the Maroondah Highway, the railway line and Station Street to the east, the railway line to the south, and Eastlink to the west. It is approximately 120 hectares in size.

The vision for the Ringwood Metropolitan Activity Centre is:

'to establish Ringwood as the primary mixed use hub in Melbourne's outer east, boasting a vibrant and contemporary hilltop Town Centre with wholly integrated and sustainable retail, commercial, employment, leisure, civic and residential activities in a natural landscape setting connected through an advanced road and rail network.'

The key Metropolitan Activity Centre in Melbourne's outer east, Ringwood is now the focus of significant public and private investment, employment growth and renewal.

Realising the vision for Ringwood is being achieved through innovative models of public-private-partnership and investment. Spanning over a decade, a tri-partisan approach and shared vision has resulted in over \$1.2 billion of master-planned investment committed to develop Ringwood's retail, commercial, employment, residential and lifestyle futures.

Revitalising this strategic location will accrue significant benefits for all Victorians, spanning productivity improvements, congestion and infrastructure cost savings, better accessibility to jobs and services, improved amenity and more affordable housing.

### 1.3 STUDY AREA



### 1.4 AIMS

The Ringwood Urban Design Manual has been developed to provide clear and specific directions in relation to the design, selection and placement of furniture elements within Ringwood. It will assist Council Departments, property managers and consultants to establish the progressive and consistent upgrading of streetscape treatments within the Ringwood Activity Centre. From a functional perspective, the Manual will provide a framework to improve the quality, consistency and efficient fit out of the public realm. From an “activation” perspective, the Manual shall provide a guide to improve the vibrancy, image and appeal of Ringwood which is consistent with the ‘Ringwood Going Places’ initiative.

The manual will also;

- Establish a consistent suite of street furniture and treatments that relate to the proposed scale and future vision for Ringwood and the and combine to create positive impressions of the Activity Centre.
- Create a vibrant and elegant yet functional suite of furniture elements and treatments.
- Aim to eliminate inappropriate and ad-hoc installations, inappropriate and or dated furnishings.
- Reflect Council’s sustainability objectives

- Provide a document that reflects a consensus across relevant Council Departments in terms of an agreed suite of urban landscape furnishings and treatments.
- Provide a strategy that informs and provides a reference point for future decision making.
- Is considerate of maintenance, replacement and whole of life costs.

From a design and infrastructure planning perspective, the preparation of the Ringwood Urban Design Manual will have a number of strategic benefits including:

- stream-lining of the furniture selection process;
- greater asset management control;
- easier and improved planning for maintenance regimes and resource allocation;
- better recording of Council's supply and installation procedures;
- more consistent application of construction standards and implementation procedures.

Improved selection, installation and maintenance procedures will also benefit the significant scale public and private developments and streetscape projects that are proposed within Ringwood.

## 1.5 DESIGN PRINCIPLES & CONSIDERATIONS

This project provides an opportunity to reference and reinforce the proposed significant level of improvement to the private and public realm that is proposed in Ringwood over the next five to ten years. High quality street furnishings and treatments improve the amenity, provide greater consistency and contribute to a more lively and active urban centre.

The following design principles and considerations were used to assist in the development of the Urban Design Manual for Ringwood. These should be applied to the further resolution of the suite and development of details for additional elements.

### **Distinctiveness**

The manual aims to establish a 'design vocabulary' and unique, integrated suite of elements and treatments that are unique to Ringwood. The roll out of these elements within the streetscape will contribute to the vibrancy and contemporary design aesthetic of the rapidly changing Ringwood Activity Centre. This is particularly important as the urban spaces between the buildings, and often disparate architecture, provides an opportunity to create a strong, consistent and distinctive image for the Activity Centre.

### **Flexibility**

The opportunity for elements to be used in different ways or adapted to suit particular applications of locations within the centre.

### **Consistency**

The use of selected furniture elements within the Ringwood will help to unify the public and private areas of the streetscape.

### **Aesthetics, ergonomics and suitability-**

The elements need to look good and be inviting to use but also be practical, 'fit for purpose' and comfortable. Each furniture element should be designed or detailed to achieve the fundamental outcome of being suitable for the intended purpose or application. A well considered suite of elements can be used as a 'kit of parts' whereby a furniture element may be able to accommodate or provide a support for other integrated elements within the suite. The design and placement of furniture elements should also consider social behaviour, personal comforts and safety.

### **Sustainability**

Considerations that reduce the ecological impact of furniture elements or urban treatments should be primary to the design and selection process. The design and choice of materials should consider the total impacts and benefits to the environment. This includes the environmental ethics and practices of suppliers, options for the use of recycled materials, plantation timbers and low embodied energy materials in the production process, capacity to recycle materials at end of life, use of local suppliers or manufacturers for reduced transport costs etc. These factors should be considered at all levels of the process in order to minimise environmental degradation and wastage.

### **Local production**

The use of local manufacturers and suppliers is preferred. This will help to support the local economy, ensure a higher level of responsiveness and reduce the carbon footprint associated with importing or transporting furniture from other localities.

### **Branding**

Furniture elements offer excellent opportunities to reinforce the brand or identity of a locality and municipality. It is intended that the suite of elements adopted for Ringwood is distinct however there also exists the opportunity to incorporate or creatively reflect the corporate identity of Maroondah within the elements.

### **Design standards, public safety and disability access**

The implementation of the Manual will need to address all relevant standards or legislation to ensure that streetscape elements do not represent a hazard to either pedestrians or motorists.

The design, selection and placement of streetscape elements shall therefore conform to relevant Australian Standards and industry guides, including but not limited to:

- AS/NZS 1158 (2005) Guide to Residential Streets and Paths, Cement and Concrete Association of Australia (2004).
- AS 1742.15—2007 Manual of uniform traffic control devices—Direction signs, information signs and route numbering.
- AS 1428 Design for access and mobility.
- AS 1428.1 Part 1: General requirements for access—New building work.
- AS 1428.2 Part 2: Enhanced and additional requirements—Buildings and facilities.
- AS 1428.3 Part 3: Requirements for children and adolescents with physical disabilities.
- AS 1428.4.1 Part 4.1: Means to assist the orientation of people with vision impairment—Tactile ground surface indicators.
- AS 1428.5 Part 5: Communication for people who are deaf or hearing impaired.
- AS 2890.3-1993 : Parking facilities - Bicycle parking facilities

## **Cost**

Given the pressures on Council for new assets and asset renewal, the cost effectiveness of furniture elements and public realm treatments is an important consideration. The expenditure on particular elements will vary according to the locality. High profile areas within the urban core of Ringwood warrant a special treatment or higher quality elements, hence the costs may be higher. Cost should be considered in relation to efficiency of manufacturing, production runs, availability and timing and delivery (i.e. the costs of some elements may be lower if ordered in larger quantities).

## **Supply**

To ensure an efficient supply capacity it is preferable that street furniture items be commercially available or custom manufactured locally.

## **Placement and distribution**

The standards and rationale for the placement of street furniture need to be considered to ensure the appropriate distribution of elements. For example, while there may be a standard notional spacing, the actual number of seats in a particular street may vary according to a range of factors such as the amount of pedestrian traffic, the presence of key facilities, path grades etc.

## **Life expectancy and durability**

Elements should be selected and designed to consider issues of usage, durability and life expectancy. Highly durable materials may have a higher up front cost but this may be justified an extended product life expectancy.

## **Maintenance**

The design and material selection should consider maintenance factors including the ease of replacement of the entire unit, the replacements of parts, the capacity to remove graffiti and whether maintenance can be carried out in-situ or off site. Costs and frequency of recurring maintenance should be assessed at the selection phase. The costs of ongoing maintenance may warrant higher initial expenditure to reduce costs over the long term.

## **Installation**

If street furniture cannot be maintained in-situ, it should be installed to facilitate removal for off site maintenance. Installation and footing details will need to consider a range of situations including varying surface finishes, gradients and sub surface materials. If furniture is to be removed then any subsequent hazards must be minimised due to potential public liability issues.

## **Prototyping**

The development of innovative and sustainable treatments and solutions should be encouraged within the Manual. As such, new furniture elements and construction details should be prototyped, tested and proven to be successful prior to being adopted as a standard.

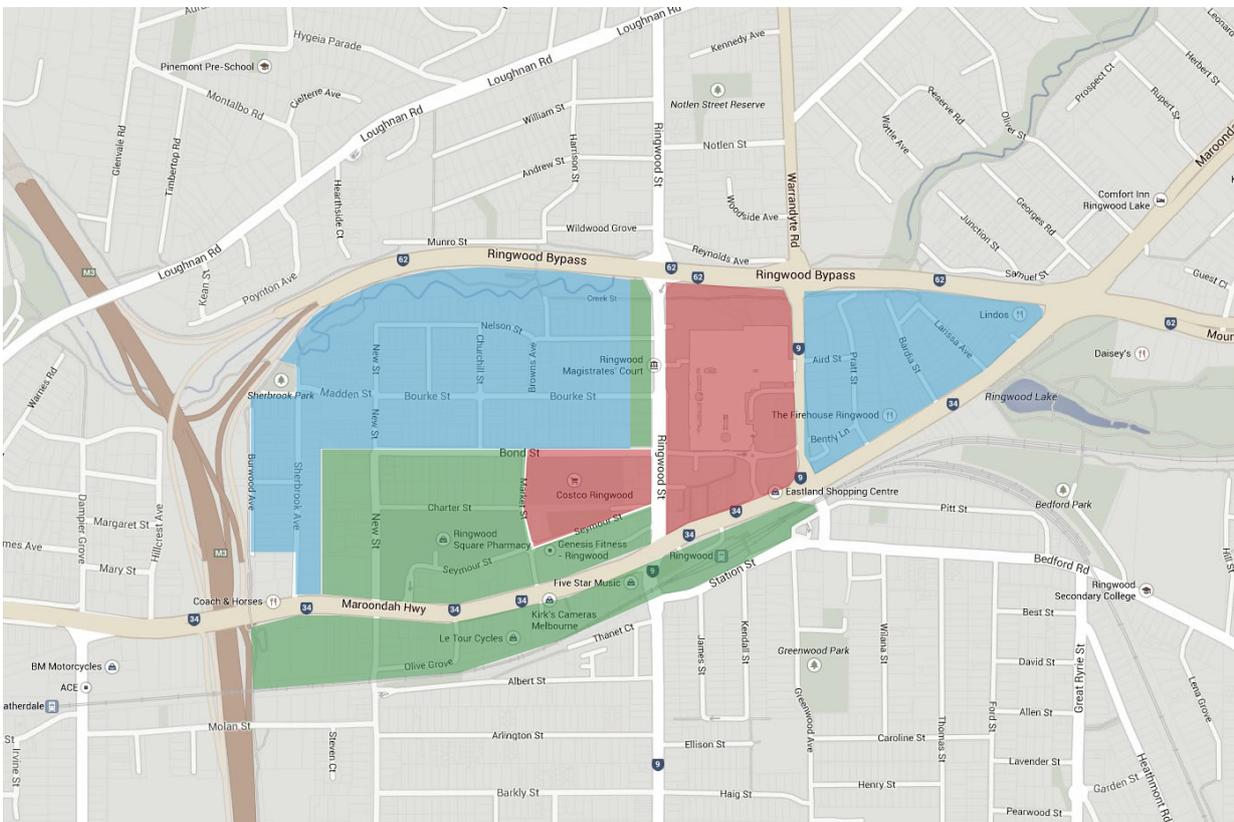
## 1.6 ACTIVITY CENTRE ZONES

The Ringwood Metropolitan Activity Centre has three distinct zones:

1. Town Centre civic, commercial and retail precinct
2. Commercial Precinct
3. Residential Precinct

The characteristics and aspirations for the zones determine the development and activity focus, and the urban design response.

### ACTIVITY CENTRE ZONE MAP



#### Zone 1 - Town Square

This zone represents an area of intense development and a concentration of civic, commercial and retail activity within the Ringwood Metropolitan Activity Centre (RMAC)

This zone is the nucleus of the Ringwood Town Centre and is comprised of the Ringwood Bus Interchange and Railway station - an integrated transportation hub, the Town Centre – a civic and community space incorporating a Town Square and flagship library learning and cultural centre adjacent to a consolidated retail centre.

This area is defined by its highly considered aesthetic both architecturally and within urban design. The materials used within this zone are of high quality and robust and employed within a design suite of urban elements that present a refined and elegant aesthetic unique to the Ringwood MAC and representing a departure from generic, mass produced and commonly employed elements within many urban areas.



## **Zone 2 - Commercial Precinct**

This zone represents an intermediate area between the intensely developed centre and the residential zones of the Ringwood MAC.

The Commercial Precinct is 'a living city'. It will no longer be the place to pass through, but entice visitors to explore, enjoy and relax on the Maroondah Highway Boulevard. Buildings will be integrated with the streetscape to develop a sense of pride along both the street and rail corridors.

These enhancements apply to both the public and private domain and seek to redefine the Maroondah Highway corridor as the city's boulevard, creating an improved and safe pedestrian setting as well as recognizing the railway line as an alternate 'gateway' to the city. Maroondah Highway will become a centre of activity that will attract high quality commercial enterprises while also offering affordable business opportunities.

This precinct employs the highly considered forms and design aesthetic implemented within zone 1, however, the material finish of the individual elements are not as highly defined presenting a more robust suite while still referencing the shape and forms used within zone 1.



## **Zone 3 - Residential Precinct**

This zone represents the most informal area of the Ringwood MAC.

The vision for the precinct is for it to become 'Ringwood's leafy, city living' precinct, a forefront of 'new-urbanism' in the Metropolitan region, through integration of high quality urban design and ecologically sustainable development principles within a prominent, high-density residential region.

The precinct is distinguished by higher density residential area within Melbourne's outer east Metropolitan Activity Centre. It is a sustainable place to live, with convenient access to transport, shops, services, employment opportunities and open spaces.

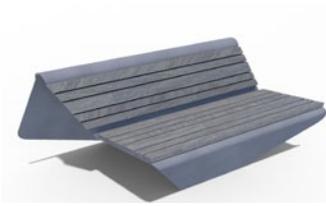
New, higher density residential buildings range in height, but provide a human scale to the street. The changing built form and range of housing types allows an increased and diverse population access to everything the Metropolitan Activity Centre has to offer.

The Precinct's connection with the Mullum Mullum Creek open space is enhanced through improved pedestrian and cyclist access. Buildings overlook the creek interface, giving residents a pleasant outlook and providing passive surveillance. The green spaces that border the Precinct are reflected in the leafy streets and private open space areas, where innovative planting and the retention of canopy trees creates a landscape setting.

There is an increased amount of on-street activity, with improved safety for cyclists and pedestrians, continuous footpaths that lead people to key destinations and a social atmosphere that draws people out onto the street.

This area employs the forms and design aesthetic implemented within zones 1 and 2 to achieve design continuity throughout the Ringwood MAC, however, the material finish of the individual elements are more subdued and relaxed. While robust and referencing the shapes and forms used within the other zones the urban suite of elements in this area are less articulated and precise, weathered in appearance present as less contrived.

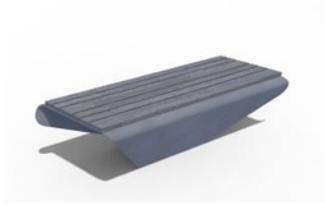
## Zone 1 Town Square



RF001

**Seat with back**

Optional LED lighting



RF002

**Bench Seat**



RF004

**Table with benches**



RF005

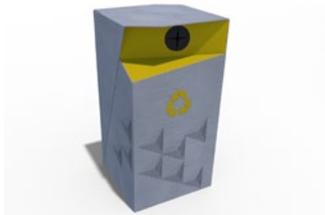
**Bike rack**



RF006

**Bin - Rubbish**

Optional butt receptacle



RF007

**Bin - Recycle**



RF008-009

**Bollard fixed/ removable**

Optional LED lighting



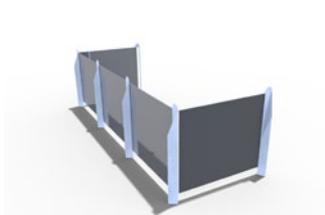
RF010

**Drinking Fountain**



RF011

**Pedestrian Light**



RF013

**Cafe screens**



RF014

**Tree guard**



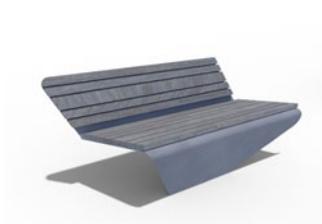
RF015

**Tree grate**

## Zone 2 Commercial Precinct



RF002  
Bench Seat



RF003  
Freestanding seat



RF004  
Table with benches



RF005  
Bike rack



RF006  
Bin - Rubbish



RF007  
Bin - Recycle



RF008-009  
Bollard fixed/ removable



RF010  
Drinking Fountain

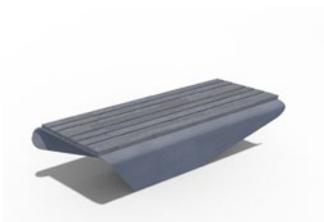


RF014  
Tree guard

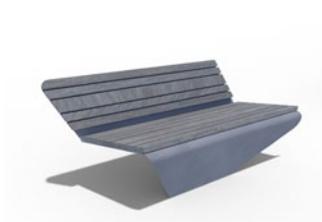


RF015  
Tree grate

## Zone 3 Residential Precinct



RF002  
Bench Seat



RF003  
Freestanding seat



RF005  
Bike rack



RF006  
Bin - Rubbish