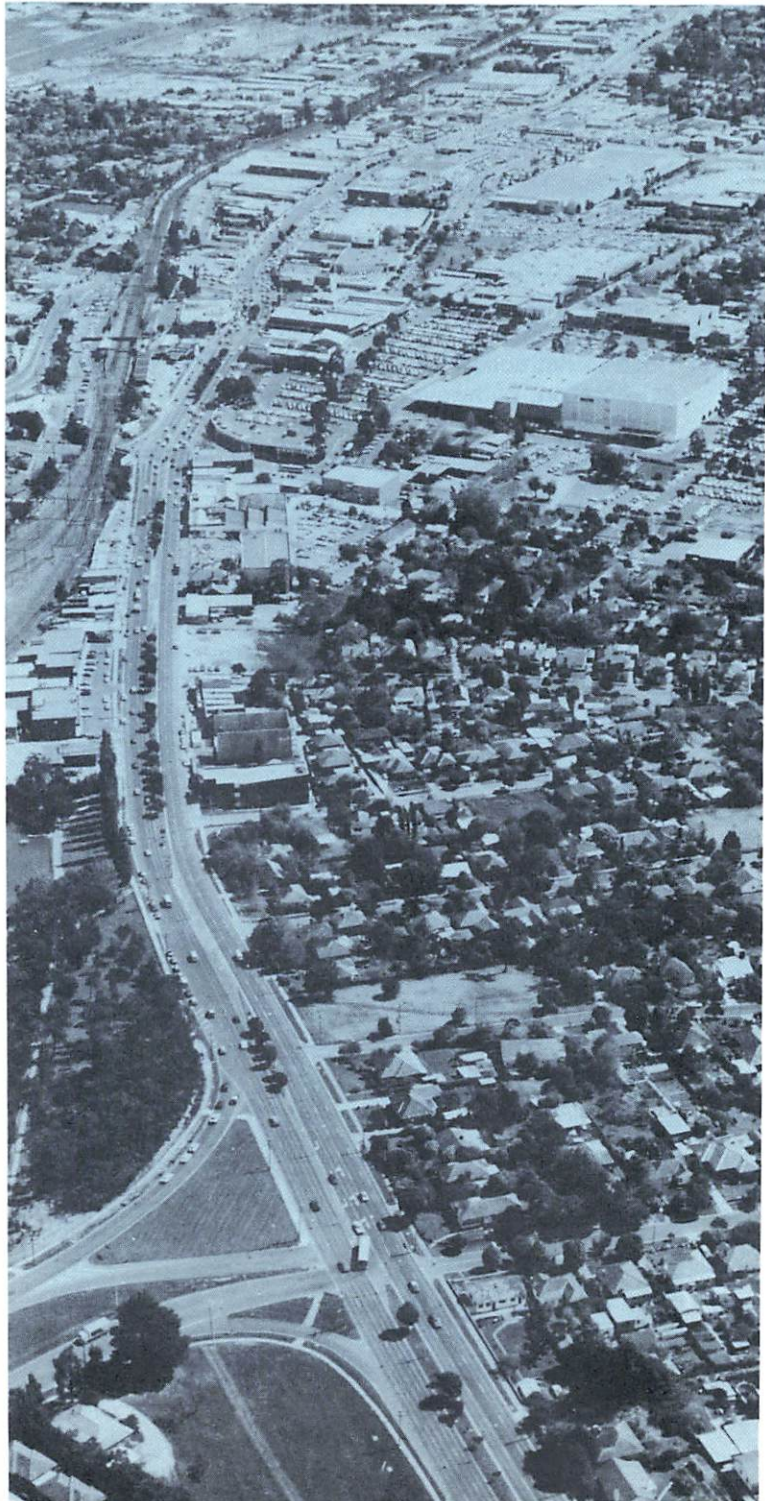




RINGWOOD BYPASS

ENVIRONMENT EFFECTS STATEMENT
SUMMARY BROCHURE
NOVEMBER 1987



This brochure has been prepared and issued to highlight the summary and recommendations included in the Environment Effects Statement (EES). The brochure should not be relied upon as a substitute for a detailed consideration of the EES. Accordingly, interested persons are requested to examine the EES for full details of the proposal. Locations where the EES may be inspected or purchased, together with information to assist the reader make informed comment, are provided on the back of this brochure.

1. Introduction

This brochure provides a summary to inform interested parties of the Eastern Corridor Road Development (ECORD) study into the proposed Ringwood Bypass. It summarises the EES and Amendment No. 503 to the Melbourne Metropolitan Planning Scheme (MMPS). It advises of the study, the process ahead and the procedures for submissions to be lodged.

The EES and MMPS amendment are being placed on public exhibition (for four months) until 25 March 1988. Persons interested in the proposal may lodge submissions during this period.

Two separate Environment Effects Statements (EESs) have been prepared for:

- * the **Eastern Arterial Road** between Doncaster and Ringwood;
- * the **Ringwood Bypass**.

2. Background

The Maroondah Highway plays a major role in catering for east-west traffic in the eastern suburbs.

Through the Ringwood District Centre the highway carries more than 50 000 vehicles per day. There is a major conflict between the through traffic function of the highway and the need for local traffic access, parking and pedestrian movement. In addition to the reduced amenity of the shopping area, the conflict leads to the diversion of through traffic to residential areas and delays to arterial road traffic.

Since 1959 the Melbourne Metropolitan Planning Scheme has included a Proposed Main Road reservation generally following the Koonung and Mullum Mullum Creek valleys.

Previous studies have indicated that the Ringwood Bypass would improve traffic conditions and lessen traffic related environmental problems in Ringwood.

The provision of the Ringwood Bypass will improve access to the District Centre, upgrade travel conditions for both through and local traffic and improve the overall environment of the shopping/commercial area.

The Ringwood Bypass is also an essential element of the long term major arterial road network in the Eastern Corridor.

Development of the Eastern Arterial Road and Ringwood Bypass was recognised as being of strategic importance in the recent Metropolitan Arterial Road Access Study (METRAS).

A **Liaison Committee**, convened by the Ministry of Transport and now chaired by the Road Construction Authority, has guided the study. The Liaison Committee includes representatives of:

- * Ministry of Transport;
- * Road Construction Authority;
- * Road Traffic Authority;
- * Melbourne and Metropolitan Board of Works;
- * Ministry for Planning and Environment;
- * Cities of Ringwood, Croydon and Doncaster and Templestowe.

3. Community Consultation

A **Community Consultation Team**, led by a consultant social planner and comprising study team members and council representatives, has assisted community input to the study and ensured that the local community and interested parties have been kept informed of the study and its progress. A public display featuring alternative bypass options was held at Eastland in March/April 1987 to identify community concerns for consideration in the study.

4. Ringwood Bypass Proposals

Three proposals for an arterial road bypass of Ringwood, generally following the existing MMPS Proposed Main Road reservation were investigated and compared to the Do Nothing alternative:

- * Northern (Munro St) Route;
- * Reservation Route (similar to the 1980 proposal);
- * Southern (Nelson St) Route.

Also examined in detail were longer term connections to the Eastern Arterial Road and to the Scoresby Route.

The Northern (Munro St) Route is preferred as it makes the best use of land owned by public agencies, has the least effect on the creek environment, the lowest cost and best complements the development of the District Centre.

This proposal received strong support from people who viewed the March/April 1987 public display.

One of the aims of the EES is to set out the effects of the Ringwood Bypass if it were to be built. A decision to build the bypass is yet to be made by the government.

5. The Northern (Munro Street) Route

Capital Cost

The estimated capital costs of the Ringwood Bypass in 1987 dollars are:

Publicly Owned Property	\$ 8 M
Privately Owned Property	\$ 6 M
Creek Works	\$ 6 M
Road Construction (including noise amelioration, pathways and landscaping works within the road reservation)	\$20 M

TOTAL \$40 M

The benefit/cost ratio for the initial arterial development of the Eastern Arterial Road and the Ringwood Bypass is 1.0.

Traffic Lanes

The bypass will have four traffic lanes, separated by a median, with left and right turn lanes provided at the intersections. The reservation will include provision for widening to six lanes as the need arises without additional property acquisition.

Stage Development and Complementary Traffic Management

Due to the high cost of roadworks and funding limitations, major new roads will need to be developed in sections. Full development of the Eastern Arterial Road connecting to the Ringwood Bypass would be likely to extend over more than a decade.

The Ringwood Bypass will be constructed as a single continuous project. It is proposed that construction commence with the Mt Dandenong Road to Ringwood Street section to initially improve access to the District Centre and attract traffic from the Maroondah Highway.

Complementary traffic management works needed to support the Ringwood Bypass and to address any staging strategies will be undertaken.

6. Effects and Issues

The main effects associated with construction of the preferred Northern (Munro Street) Route and other issues related to the bypass are summarised in this section. Reference should be made to the EES, its Technical Appendices and previously published study reports for a more detailed description and evaluation.

Property Effects

In the short term, development of the bypass will require acquisition of 103 residential dwellings, including 15 units, and 28 vacant house lots (55 of these dwelling units are currently owned by public agencies).

An additional 43 dwellings (28 owned by public agencies) in the City of Ringwood will be required to construct the longer term Eastern Arterial Road and Scoresby Route connections.

Mullum Mullum Creek

Sections of Mullum Mullum Creek will need to be realigned into rock lined channels. This work will improve flow characteristics of the creek and reduce present flooding potential. Pedestrian/bicycle access paths and maintenance tracks will be integrated with the landscaped creek works. Realigned sections along the bypass will be similar to work already carried out by the Melbourne and Metropolitan Board of Works (MMBW) in conjunction with the Ringwood Council in other sections of the creek.



Landscape Development

Development of roadside landscape concepts integrated with desirable development of adjacent land has been undertaken in close consultation with the Ringwood City Council and the MMBW. Shifts in the road alignment compared to earlier proposals will enable greater areas of the existing vegetation to be retained between Ringwood Street and New Street and to the east of Warrandyte Road near St Pauls Anglican Church. However, much of the existing creek valley will be affected by sections of the bypass to the east of Ringwood Street and west of New Street.

Security fencing along the bypass will be located as close to the roadway as possible to maximise the area available for landscaping/open space and the provision of pedestrian/bicycle paths.

Pedestrian/Bicycle Access

Pedestrian/bicycle access will be provided along the bypass and will link with the existing route along Mullum Mullum Creek to the east.

Access across the bypass will be provided at Grant Crescent. Pedestrians will also be able to cross the bypass at the signalised intersections at Ringwood Street and Warrandyte Road.

Noise

Noise barriers will be provided on both sides of the bypass to shield residential areas east of Ringwood Street and west of New Street. Provision will be made for sound mounds on both sides of the bypass between New Street and Ringwood Street. Noise barriers will also be provided where necessary over this section.

It is expected that noise levels at remaining abutting residential properties will not be more than 68 dB(A) [L10 (18 hour)] – the current traffic noise standard.

Visual screening of the noise mounds and barriers has been included in the landscape development concepts.

Air Quality

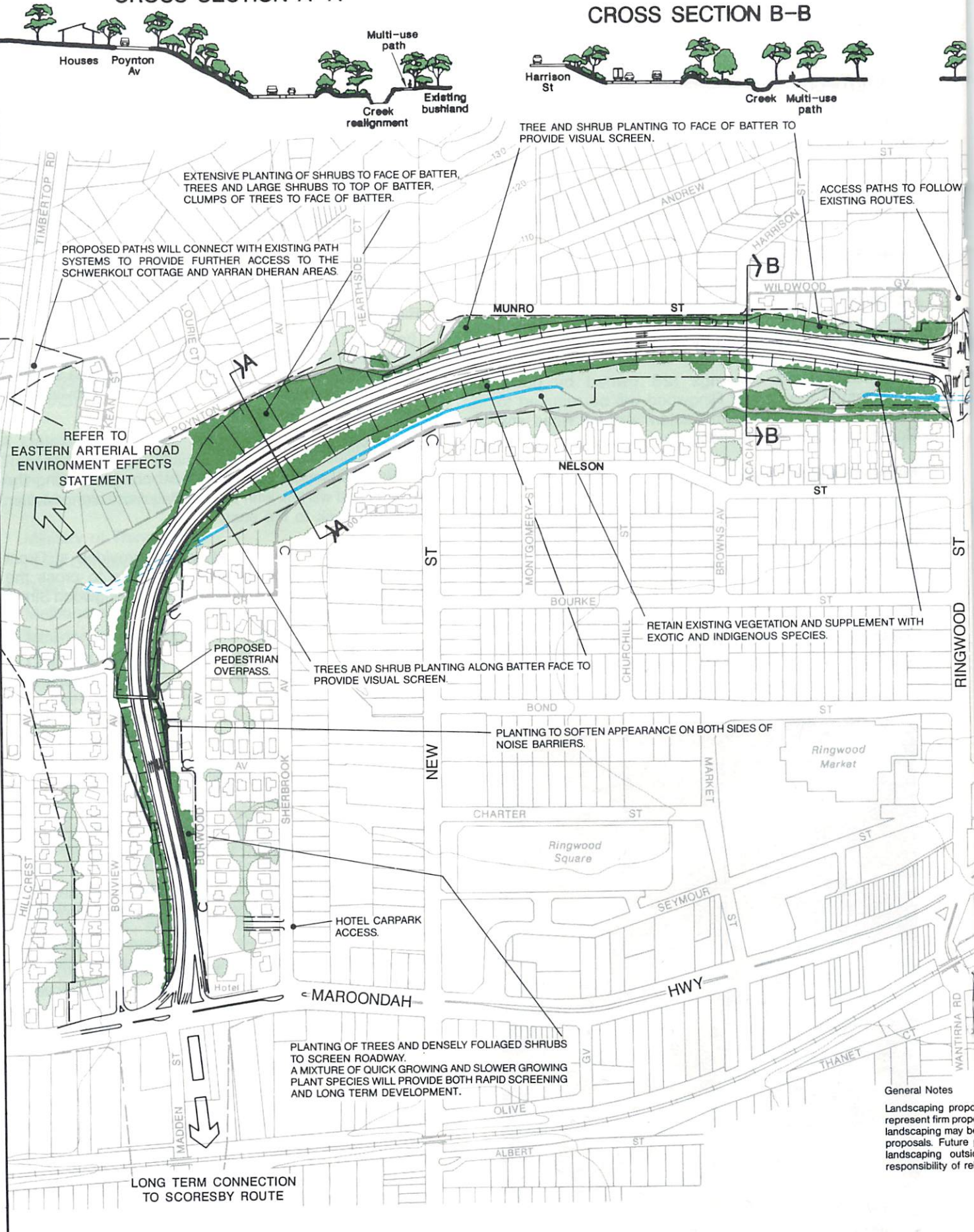
Work carried out by consultants indicates that excessive build up of pollutants in the Mullum Mullum Creek valley is unlikely to occur and that future air quality in the vicinity of the bypass will meet EPA air quality objectives. Air quality studies were carried out over the worst case winter period when build up of pollutants is most likely to occur.

With the significant redistribution of traffic from the Maroondah Highway to the bypass there will be a reduction in air pollutants in areas adjacent to the highway. However, the regional air quality characteristics will remain similar to the present situation.

Recent testing by the EPA has shown that new vehicles, which must use unleaded petrol, are performing much better than the stricter exhaust emission standards of Australian Design Rule 37. This will help offset any effects due to a redistribution of traffic and continued traffic growth.

CROSS SECTION A-A

CROSS SECTION B-B



Houses Poynton Av

Multi-use path

Creek
Creek realignment

Existing bushland

Harrison St

Creek Multi-use path

EXTENSIVE PLANTING OF SHRUBS TO FACE OF BATTER, TREES AND LARGE SHRUBS TO TOP OF BATTER, CLUMPS OF TREES TO FACE OF BATTER.

TREE AND SHRUB PLANTING TO FACE OF BATTER TO PROVIDE VISUAL SCREEN.

ACCESS PATHS TO FOLLOW EXISTING ROUTES.

PROPOSED PATHS WILL CONNECT WITH EXISTING PATH SYSTEMS TO PROVIDE FURTHER ACCESS TO THE SCHWERKOLT COTTAGE AND YARRAN DHERAN AREAS

REFER TO EASTERN ARTERIAL ROAD ENVIRONMENT EFFECTS STATEMENT

MUNRO ST

WILLOW ST

NELSON ST

TIMBERTOP RD
HILLCREST AV
BONVIEW AV
MADDERN ST

PROPOSED PEDESTRIAN OVERPASS.

TREES AND SHRUB PLANTING ALONG BATTER FACE TO PROVIDE VISUAL SCREEN.

RETAIN EXISTING VEGETATION AND SUPPLEMENT WITH EXOTIC AND INDIGENOUS SPECIES.

PLANTING TO SOFTEN APPEARANCE ON BOTH SIDES OF NOISE BARRIERS.

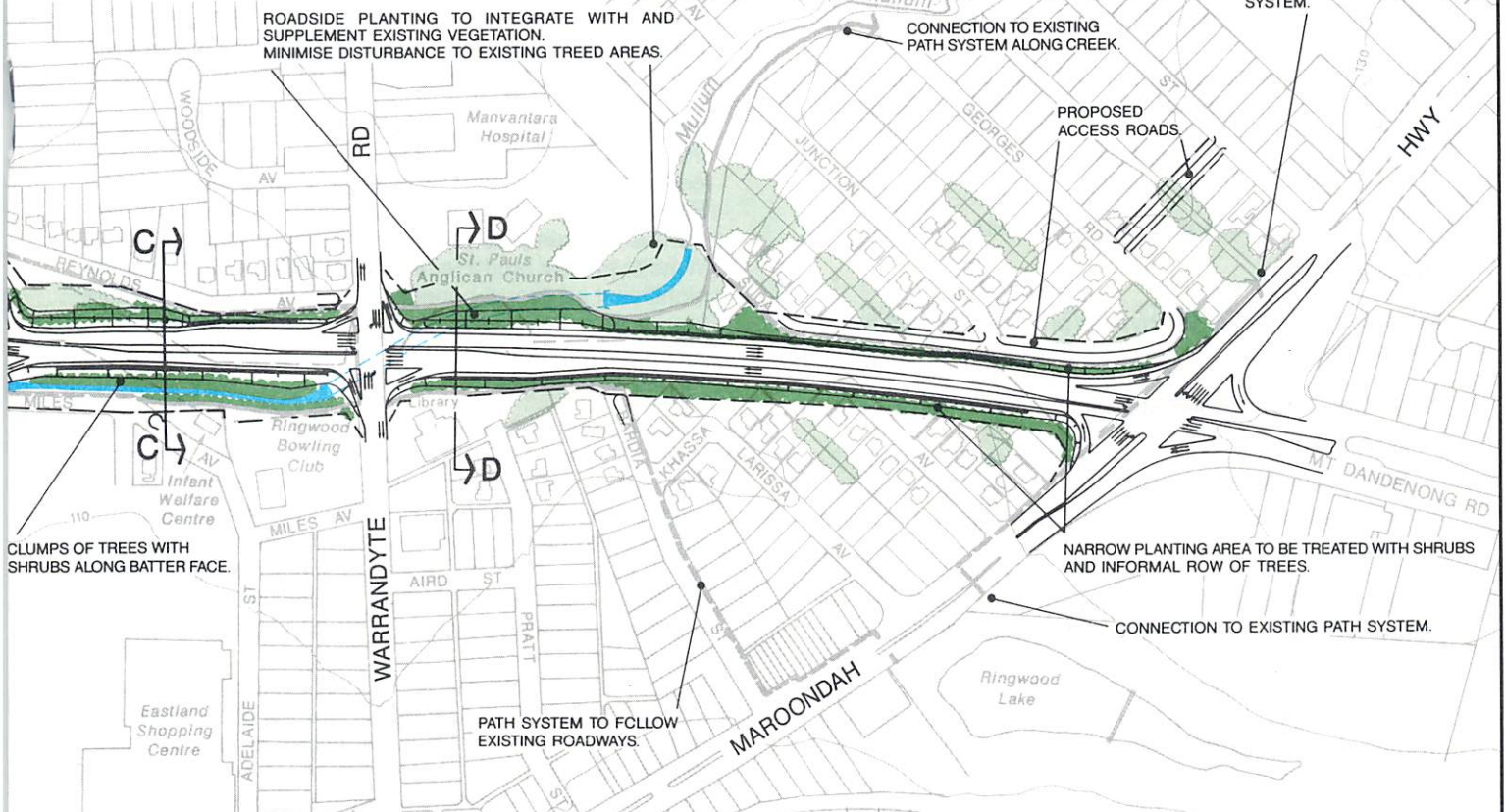
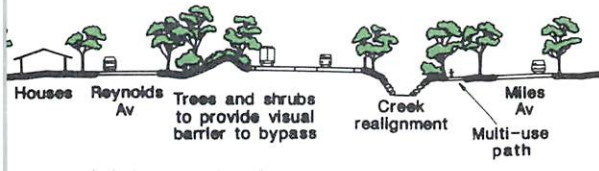
HOTEL CARPARK ACCESS.

PLANTING OF TREES AND DENSELY FOLIAGED SHRUBS TO SCREEN ROADWAY. A MIXTURE OF QUICK GROWING AND SLOWER GROWING PLANT SPECIES WILL PROVIDE BOTH RAPID SCREENING AND LONG TERM DEVELOPMENT.

LONG TERM CONNECTION TO SCORESBY ROUTE

General Notes
Landscaping proposals represent firm proposals. Future landscaping outside responsibility of rele

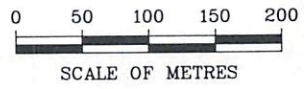
CROSS SECTION C-C



CROSS SECTION D-D

- LEGEND**
- Existing M.M.P.S. Road Reservation Boundary
 - Proposed M.M.P.S. Road Reservation Boundary
 - ▭ Noise Mound
 - ▬ Noise Barrier
 - Creek Realignment - Rock Lined Channel
 - - - Creek Realignment - Underground
 - Pedestrian / Bicycle Path
 - Existing Vegetation
 - Proposed New Planting

- Planting**
Planting in bushland areas will generally consist of indigenous or endemic species although exotics may be used to reinforce existing plantings where appropriate.
- Noise Mounds**
Planted with small to medium sized shrubs and trees to assist integration with existing vegetation and land form.
- Batter Slopes**
Planted with trees and shrubs to provide visual screening from residential areas as well as assisting slope stability.
- Mullum Mullum Creek Area**
Planted with trees and shrubs, including exotics where appropriate, to integrate with established species. Larger areas to be grassed with scattered trees.
- Areas adjacent to Residential Development**
Planted with trees and shrubs to provide visual screening.



RINGWOOD BYPASS

Plans are conceptual only. They do not show final details but are suggestions to indicate how the bypass should be developed and integrated with existing infrastructure. The final design and implementation of the road reservation will be the responsibility of the relevant authorities.

Compatibility with Ringwood District Centre Development

The bypass will complement the short and long term development of the Ringwood District Centre.

The landscape concept plan is consistent with the planned development within and adjacent to the District Centre.

Vehicle Access

Initial development of the bypass provides for signalised intersections at:

- * Mt Dandenong Road/Maroondah Highway;
- * Warrandyte Road;
- * Ringwood Street;
- * Maroondah Highway – in the vicinity of Burwood Avenue.

When the Eastern Arterial Road is completed to Ringwood it will connect to the Ringwood Bypass via a signalised intersection. However in the long term, when the Scoresby Route is developed, it will be necessary to replace this intersection with a grade separated (freeway) interchange.

Some submissions to the study have indicated a preference for a higher standard bypass with overpasses and access ramps at Warrandyte Road and/or Ringwood Street. Although traffic operation would be improved, this approach was not favoured due to increased property acquisition, greater effects on the creek and its environment, increased visual impact of structures, reduced standard of access to the District Centre (if overpasses only provided) and the increased cost.

There will be some changes to local access routes in the Suda Avenue/Junction Street and Grant Crescent/Heatherbrae Avenue areas. These are detailed in the EES.

Traffic Aspects

The bypass is expected to attract up to 20 000 vehicles per day, increasing to 40 000 vehicles per day following its longer term connection to the Eastern Arterial Road. Most of this traffic will come from nearby parallel routes such as Maroondah Highway.

Lighting

Lighting along with the Ringwood Bypass will consist of overhead lanterns mounted within the central median of the roadway, to a standard similar to that currently operating on the section of Eastern Freeway extension between Bulleen Road and Doncaster Road.

Construction Impacts

Measures will be taken to minimise adverse impacts such as noise, dust and vibration during the bypass construction period. However, some temporary disturbance, particularly from earth moving equipment, will be unavoidable in a project of this scale and nature.

Extension to Canterbury Road

A southerly extension of the bypass along the Scoresby Route to Canterbury Road, to improve access to and from the south and relieve north-south roads such as Wantirna Road and Heatherdale Road, would provide significant additional benefits. This is seen as a desirable longer term improvement.

Public Transport

Results from the separate, parallel Eastern Corridor Public Transport (ECOPT) study into the effect on public transport in the Eastern Corridor have demonstrated that even major new public transport facilities would have little effect on traffic volumes on Eastern Corridor roads and have little scope to reduce existing traffic related problems. On the other hand, a major new road in the corridor will only have a minor effect on public transport patronage.

The ECOPT study has identified several opportunities to improve and extend existing services to help increase public transport patronage and improve services for existing users. These are being followed up by the Metropolitan Transit Authority.



7. MMPS Amendment

As part of this study, recommendations are made to amend the existing MMPS Proposed Main Road reservation to provide for the long term development of the Ringwood Bypass and connections to the Eastern Arterial Road and Scoresby Route.

The MMPS amendment also includes some consequential rezoning of adjacent land to conform with intended usage as indicated on the landscape concept plans in Appendix H of the EES. These consequential rezonings have been developed in consultation with officers of Ringwood City Council and the MMBW.

8. Recommendations

The Liaison Committee's recommendations are that:

- (1) the Northern (Munro Street) Route, as shown in Figure S1, is the preferred option for an arterial road bypass of Ringwood,

This option will include:

- * 4 lanes (with provision for future widening to 6 lanes) with signalised intersections at Maroondah Highway/Mt Dandenong Road, Warrandyte Road, Ringwood Street and Maroondah Highway in the vicinity of Burwood Avenue;
 - * provision for future connections between the bypass and the Eastern Arterial Road and Scoresby Route;
 - * noise amelioration measures, landscaping and pedestrian/bicycle access paths and crossings as shown in Figure S1;
 - * changes to local access as shown in Figure S1.
- (2) the Melbourne Metropolitan Planning Scheme be amended to reserve the land for the long term development of the bypass and the necessary reservation and rezoning of adjacent land for the proposed public open space and residential development,
 - (3) construction of the bypass as a single continuous project commence as soon as funds permit with the first construction stage being the section between Maroondah Highway/Mt Dandenong Road and Ringwood Street,
 - (4) following a government decision the remaining necessary planning and design activities be undertaken in close consultation with the Ringwood City Council, the Melbourne Metropolitan Board of Works and other relevant agencies.

9. Exhibition of the EES and MMPS Amendment

The EES and MMPS amendment have been placed on public exhibition until 25 March 1988 and may be viewed at:

- * Ministry for Planning and Environment Ground Floor Information Centre
477 Collins Street, Melbourne.
- * City of Box Hill
1022 Whitehorse Road, Box Hill.
- * City of Camberwell
350 Camberwell Road, Camberwell.
- * City of Doncaster and Templestowe
695 Doncaster Road, Doncaster.
- * City of Nunawading
379-397 Whitehorse Road, Nunawading.
- * City of Ringwood
Braeside Avenue, Ringwood.

The EES may also be viewed at:

- * State Library Reference and Information Centre, Ground Floor,
328 Swanston Street, Melbourne.
- * Environment Centre
247 Flinders Lane, Melbourne.
- * Road Construction Authority
60 Denmark Street, Kew.
- * Road Construction Authority
Dandenong Regional Office
360 Whitehorse Road, Nunawading.



- * The Municipal Offices of:
Collingwood
Croydon
Fitzroy
Melbourne
- * The Municipal Libraries of:
Box Hill
Camberwell
Collingwood
Croydon
Doncaster and Templestowe
Fitzroy
Melbourne
Nunawading
Ringwood

A public display featuring concept plans for the Eastern Arterial Road and Ringwood Bypass will be held at:

- * Doncaster Shoppingtown
from Wednesday 25 November to Saturday
5 December 1987;
- * Eastland Shopping Centre
from Monday 7 December to Saturday
12 December 1987;
- * Further locations of the public display after 12
December will be advertised in local newspapers.

Copies of the EES may be obtained at a cost of \$15 per copy from:

- * Road Construction Authority
Corporate Relations Officer
Ground Floor
60 Denmark Street, Kew 3101.
Tel (03) 860 2633
- * Road Construction Authority
Dandenong Regional Office
360 Whitehorse Road, Nunawading 3131.
Tel (03) 875 4000

10. Making a Submission

Submissions on the EES and MMPS amendment are invited from members of the public and interested parties until 25 March 1988. Any submission lodged will be considered as a formal submission on both the EES and MMPS amendment and will be treated as a public document.

Submissions should be forwarded to:

**The Minister for Planning and Environment
Attention: The Chief Assessment Officer
Ministry for Planning and Environment
4th floor
477 Collins Street
MELBOURNE VIC 3000**

Your submission can be as brief and informal, or as detailed, as you wish. They will add to the fund of information on the proposal to enable more informed and better decisions to be made.

To ensure that a balanced view is gained, it is equally important to hear from people who are in favour of the proposal as well as those who believe they will be adversely affected.

Some Hints

The following hints on writing your submission have been provided by the Ministry for Planning and Environment:

- * identify the project, and your own name and address;
- * where relevant, identify any special interest you have in the proposal;
- * list reasons why you like or dislike the proposal, or parts of it;
- * suggest any changes that would improve it;
- * identify important topics that have not adequately been addressed;
- * discuss whether your knowledge of the local situation agrees with the views expressed in the EES;
- * identify additional safeguards you would like adopted.

While providing submissions on standard letters or as petitions is not encouraged the content of the views expressed remains very significant.

To be of value, your comments must be relevant to the proposal and your submissions must be easy to read.

11. Future Actions

Following the public exhibition period and receipt of submissions, it is intended that a joint inquiry will be convened, at which persons may be heard in respect of individual submissions. Persons lodging submissions should state whether or not they wish to be heard at the proposed public inquiry hearing.

The inquiry panel will report on the EES and MMPS amendment and the public response, to the Minister for Planning and Environment, who will then provide an assessment of the environmental effects.

After the adoption of any scheme by the Government the Minister for Planning and Environment will finalise any necessary planning scheme amendments.

It is expected that the panel hearing of submissions will be completed by mid 1988. After a government decision on the proposal the planning and design activities will take 2 to 3 years to complete. Construction of a project of this nature typically takes 3-4 years to complete.

If you wish to obtain further information regarding this project, please contact Mr John McLean of the RCA on telephone number 860 2644, or Ms Ann Swarbrick of the Ministry for Planning and Environment on telephone number 628 5415.