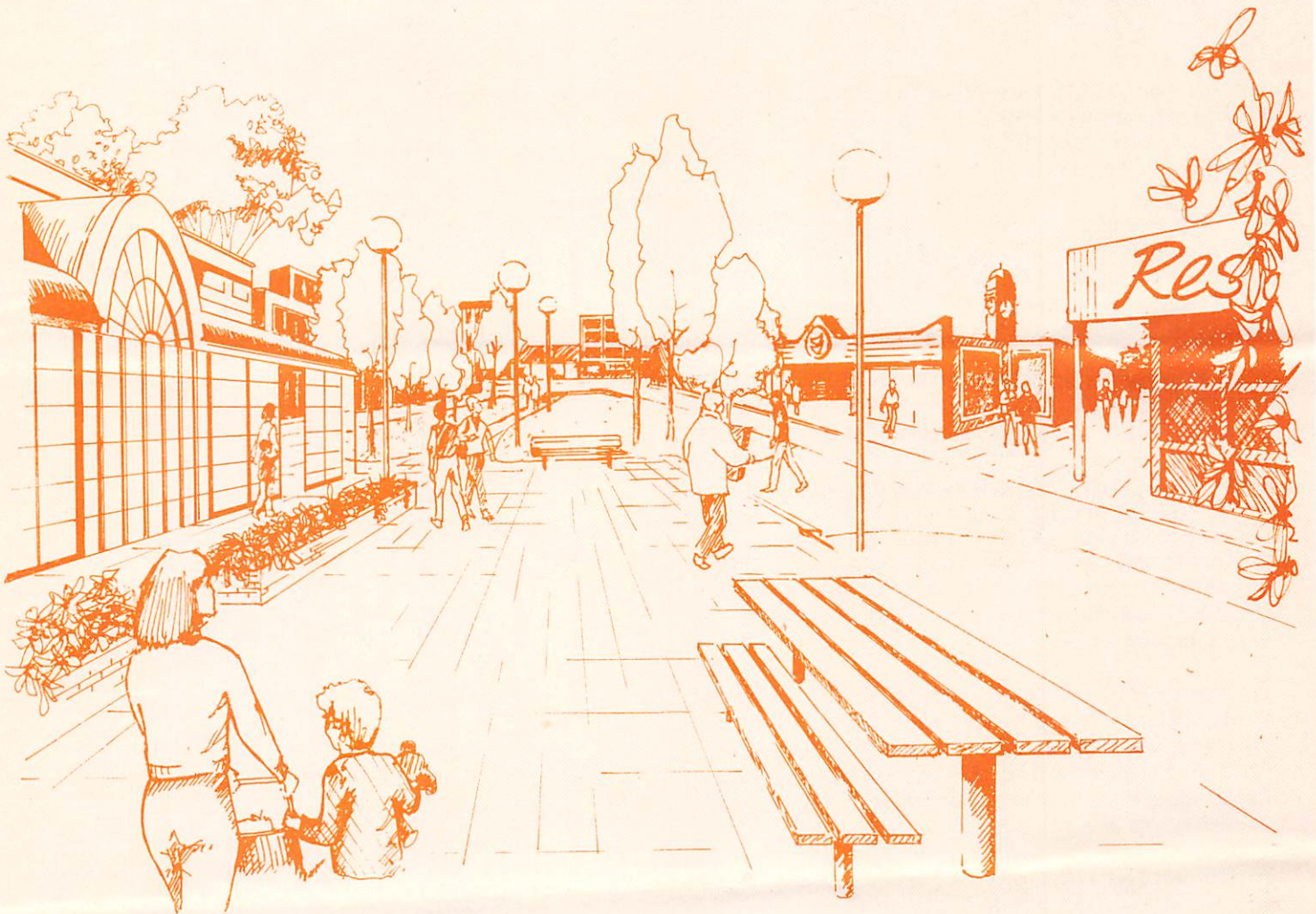


Planning for the Future of Ringwood District Centre (2001 and Beyond)



October 1987.

Ringwood District Centre

Ringwood has long been the regional centre of shopping in the outer eastern suburbs, providing a wide range of comparison and convenience shops. It is the most important regional centre in the Lillydale corridor, but this growth has not come without some problems including traffic congestion and unpleasant conditions for pedestrians. Ringwood also lacks entertainment and leisure facilities. The Structure Plan, at present on public exhibition, aims to alleviate these problems.

In 1981, the State Government designated Ringwood as one of 14 District Centres. District Centres aim to combine retail, office and community facilities in locations that are generally well served by public and private transport. After central city Melbourne, they are the major retail/commercial centres in Melbourne.

The Government's Metropolitan Policy 'Shaping Melbourne's Future' recognises not only the differences between the various District and other centres, but also the roles that are played by different types of centres within the metropolitan area.

The Policy designates Ringwood as one of six Outer Strategic Centres, along with Broadmeadows, Frankston, Dandenong, Sunshine and Greensborough. This designation means that these centres provide a likely future focus for the growth of office commercial and other new non-retail developments.

Through being designated as a District Centre, the benefits to both Ringwood and the surrounding area will be significant. Some 5,000 additional jobs will either move into the area, or be created in the office sector. This will have multiplier effects on Ringwood as these new workers will shop in the centre.

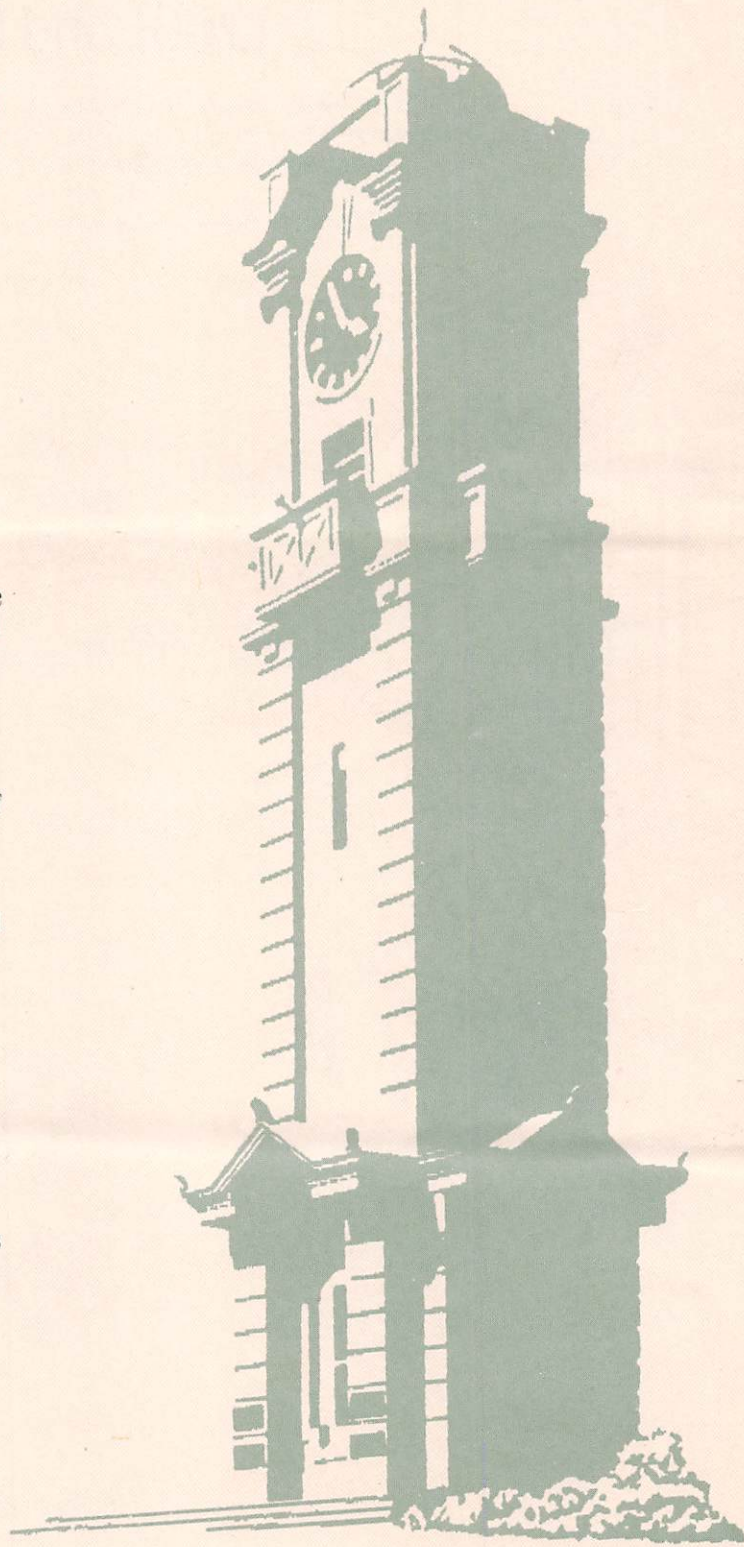
The social and leisure needs of the community will also be improved by projects such as the Entertainment precinct and the Railway Station precinct. These projects will broaden the range of public facilities available in the centre and will improve the pedestrian environment.

The Ministry for Planning and Environment, the City of Ringwood and the Ministry of Transport commissioned in 1986, planning consultants Wolinski Planners Pty. Ltd., to prepare a Structure Plan to guide the development of the Ringwood District Centre. The consultants have completed a Structure Plan which is now on exhibition for public comment.

You are invited to take this opportunity to express your point of view. All comments received will be addressed before the Structure Plan is finalised.

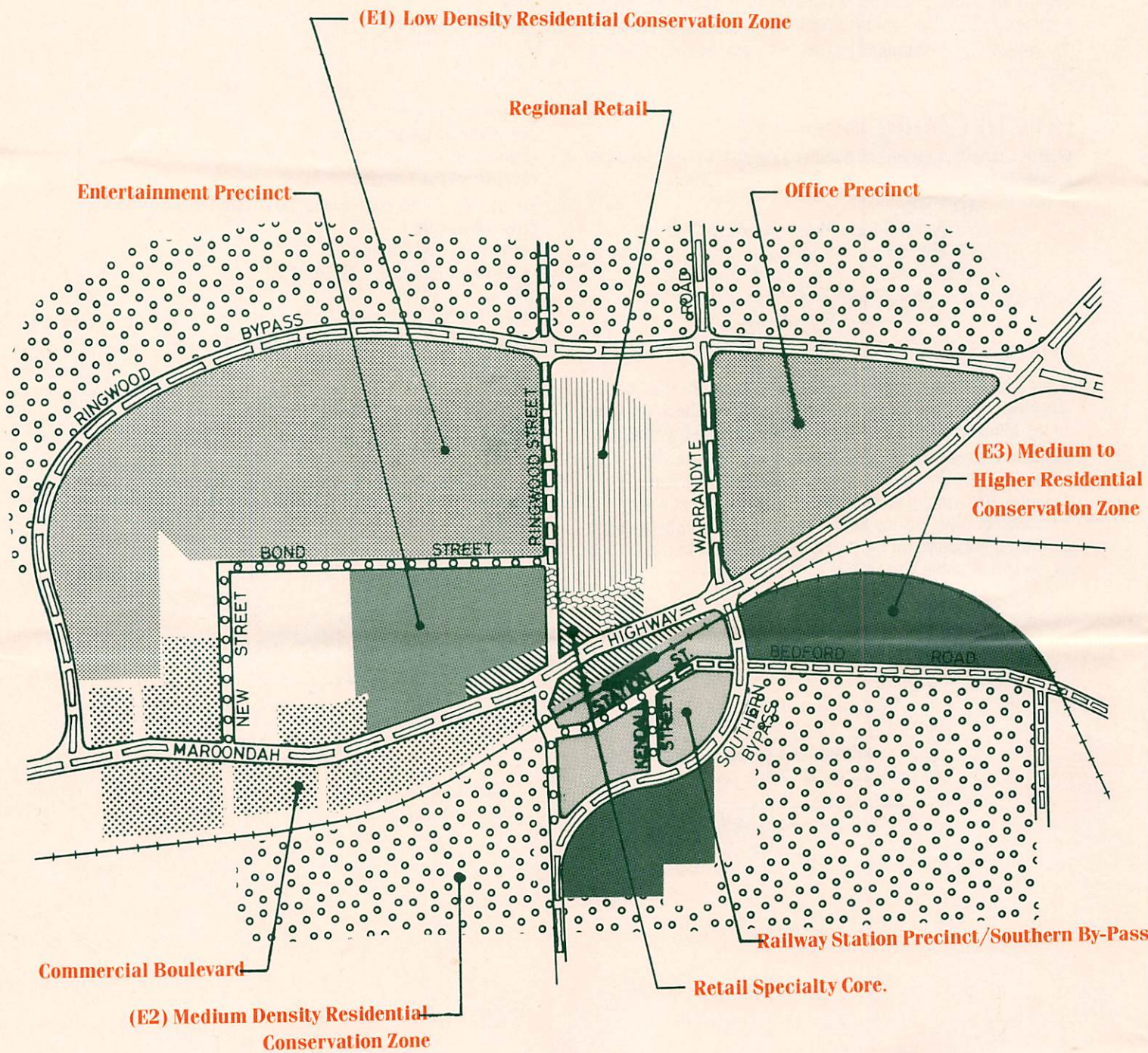
Your involvement in shaping the future for your District Centre is vital to the successful implementation of the State Government's strategy and the development of Ringwood.

Use this opportunity to make your views known.



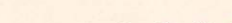



CONSULTANT'S RECOMMENDATIONS

Ringwood District Centre



LEGEND

-  Main Road
-  Secondary Road
-  Distributor Road
-  Pedestrian Activity Space

0 100 200 300 400 500 m



Traffic Circulation and Parking

The plan aims to reduce the problems created by through traffic and to separate pedestrian areas from vehicular traffic as far as possible. The traffic circulation and car parking system is designed to divert through-traffic around the District Centre and to allow ease of access for local traffic to the District Centre.

- The proposed Ringwood Bypass will reduce traffic on the Maroondah Highway, and the proposed Southern Bypass connecting Wantirna and Warrandyte Roads will improve access for north/south-bound traffic.
- The plan provides for local access to the District Centre via an upgraded New Street, Bond Street and Ringwood Street north of Bond Street.
- Peripheral parking areas will minimise the need for traffic circulation within the District Centre.
- Local area traffic management schemes will be implemented to discourage through-traffic from using residential streets.

Regional Retailing Focus

The Eastland complex will continue to be the major regional retailing centre. The Consultant's plan predicts that the combination of attractive and comfortable all-weather pedestrian areas with abundant car parking space will greatly enhance Ringwood's role as a regional retailing centre.

Entertainment Precinct

The entertainment precinct will be based around open space and pedestrian areas and is designed principally to serve the region. The precinct is intended to primarily accommodate the following elements:

- cinemas, theatres, restaurants, taverns and bistros,
- residential hotel and serviced apartments,
- sporting, leisure and community facilities and
- offices and specialty shops.

This precinct will be one core of a 'spine' linking with Ringwood Square, Eastland and the Railway Station.

Office Precinct

The office precinct is bounded by the Maroondah Highway, Warrandyte Road and the proposed Ringwood by-pass. The precinct is proposed to be a self-funding, fully integrated development. All infrastructure, access and landscaping will be developer funded. The precinct will have a pedestrian network linking the offices to the rest of the District Centre, with design controls to make sure that the office buildings fit in with the character of the area.

An Outline Development Plan will be prepared to control development in this precinct.

Railway Precinct

The railway precinct, bounded by the proposed Southern Bypass, Wantirna Road and the Railway Station, provides for the further development of the transport interchange. It would be a primarily self-funding precinct, with a medium- to high-rise commercial and office complex, along with 700 commuter car parking spaces. Development control will be through the preparation of an Outline Development Plan.

The completion of the Southern Bypass will improve access to the precinct and will form its southern boundary.

Residential Conservation Zones

The Consultants propose to introduce three new residential zones to the north, west and south of the District Centre:

- The (E1) conservation area is set aside for continued low-density residential uses similar to the present uses for detached houses. The area is seen as appropriate for expansion of the District Centre in the future.
- The (E2) conservation area is set aside for continued residential development and would allow medium density residential development but exclude non-residential uses.
- The (E3) conservation area would allow medium to higher density residential development with the exclusion of non-residential uses.

These zones are designed to protect the quality of residential areas by limiting non-residential uses, restricting through traffic and ensuring that peripheral and ancillary uses are contained within areas designated for development.

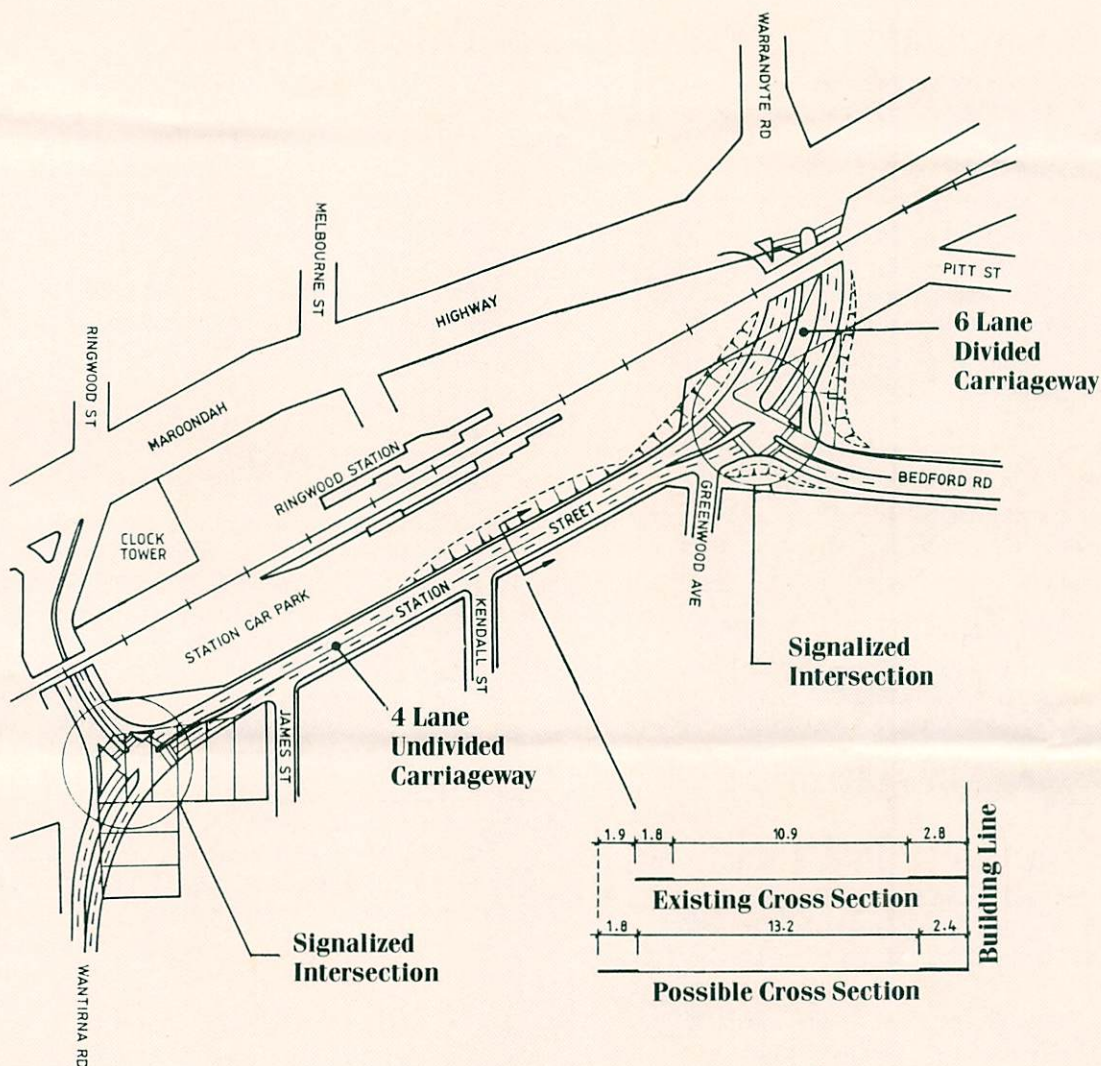
Retail Specialty Core

The proposed retail specialty core will be centred around a pedestrian-priority area, and would comprise the existing specialty shops in Civic Place, Ringwood Street and Maroondah Highway. This area will offer the comforts of a pedestrianised, landscaped environment to shoppers and would exclude all but service vehicles.

Commercial Boulevard

The Consultant's plan proposes to maintain high-quality commercial development along the Maroondah Highway, to form a 'commercial boulevard' and be an attractive entrance to the District Centre from the west. Development of the boulevard for offices or similar commercial uses would occur as properties are redeveloped and upgraded in accordance with development guidelines that include parking, set-back and landscaping requirements.

POSSIBLE STATION STREET UPGRADING



The Working Group has received recent further technical information suggesting that an upgrading of Station Street may facilitate traffic circulation within and around the District Centre.

The Working Group wishes to put this possibility to the community as a supplement to the plan prepared by the consultant.

It is acknowledged that the upgrading of Station Street may not necessarily be an alternative to the Southern By-Pass, this will depend upon the overall transport requirements of Authorities administering rail, bus and car transport.

Public Exhibition

The Consultant's report and recommendations will be on display for public comment at the Eastland Shopping Centre between Friday, 9th October, and Saturday, 17th October, 1987. The display will be manned by Officers from the participating Authorities.

How to Comment

Written submissions on the enclosed response form should be forwarded to –

The Chairman
Ringwood District Centre Working Group
PO Box 156
Ringwood 3134

by Friday, 4th December, 1987.

Next Step

After consideration of responses to the Structure Plan, the Working Group will make recommendations to the Council and to the Ministers for Transport and Planning and Environment.

Some of the recommendations will require a statutory amendment to the Melbourne and Metropolitan Planning Scheme. It is anticipated that such an amendment will be exhibited in 1988, during which time the opportunity to lodge formal submissions on the proposed rezonings, and to be heard in respect of them, will be given.

Further Information

In addition to the Public Exhibition, copies of the Consultant's final report –

'The Ringwood District Centre Structure Plan' (to 2001 and Beyond)

August, 1987

and the

Supporting Volume

are available for inspection at –

- The Ringwood Council Civic Centre
- The Ringwood Library

Further enquiries concerning the District Centre should be directed to either –

- Ringwood City Council –

- Mr Peter Boucher – 870 4311

or

- Mr Neil Arbuthnot – 870 4311

- Ministry for Planning and Environment

- Mr Malcolm Jack – 899 0183

or

- Mr Russell Guest – 628 5538



MINISTRY OF
TRANSPORT



MINISTRY FOR
PLANNING AND
ENVIRONMENT

