

# RINGWOOD TRANSIT CITY

## Urban Design Masterplan



**Final Report**

Prepared by **Hansen Partnership** for **Maroondah City Council**

**August 2004**

## 1. The Project

In 2002 Maroondah City Council engaged a consortium of planning, design and infrastructure consultants led by **Hansen Partnership** to undertake the 'Ringwood Transit City: Urban Design Masterplan'. The aim of the Masterplan is to establish a planning and design vision for Ringwood that provides Council with 'strategic direction and appropriate future development recommendations...recognising the role the Ringwood Regional Centre plays, not only within the local community but for the eastern region of Melbourne'.

The Ringwood Transit City is the name given to commercial, retail, residential and industrial land around Ringwood Station and along Maroondah Highway between the Railway Line, the Ringwood Bypass and the proposed Mitcham Frankston Project. The Transit City Study Area, previously referred to as the Ringwood Regional Centre is identified in Figure 1. The precinct has been recognised in the State Government's Melbourne Metropolitan Strategy, Melbourne 2030 as a Principal Activity Centre and one of thirteen declared 'Transit Cities' in Victoria, which encourage a 'joined-up' approach to mixed-use and higher-density development close to key transport hubs.

### 1.1 Urban Design Masterplan Objectives.

The Ringwood Transit City Urban Design Masterplan articulates Council's vision for the Transit City; incorporating the core Town Centre and its periphery (refer Figure 1). The Masterplan aims to 'establish the foundation to make Ringwood a gateway suburb between Melbourne's CBD and the Yarra Valley, linked with future transport initiatives – such as the Mitcham Frankston Project... to create a thriving, safe community'. The study was undertaken in 5 stages, including:

- Masterplan Inception.
- Where Are We Today?
- Futures for Ringwood?
- A Sustainable Vision for Ringwood.
- Framework Implementation.

It has also been prepared in an inclusive manner, through consultation and review with the Ringwood Regional Centre Co-ordination Committee, Maroondah Councillors and Officers, Transport, Community and Trader Working Groups and the general public.

This report describes the Ringwood Transit City Urban Design Masterplan, including the key Planning and Design Principles that underlie the Plan and its primary Design Initiatives and Implementation measures.



Ringwood Town Centre from the North



Ringwood Transit City and its Setting



Figure 1: The Study Area  
Hansen Partnership Team  
August 2004

## 2. The Plan.

The overall vision for the Ringwood Transit City 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 principles that underpin the vision are:

1. Establishing the Maroondah Highway, Ringwood Station and Ringwood Town Centre as the premier activity address and most well known and popular destination in the outer east of Melbourne.
2. Reinforcing Ringwood's role as the principal retail, commercial, community, entertainment and employment focal point of the region, serving the broader community's needs.
3. Defining Ringwood as the most convenient, safe, accessible place in the region by public transport and road, equally serving pedestrians and cyclists, including the mobility impaired.
4. Using the natural environmental features of Ringwood (including its landscape and topography) to distinguish the Ringwood Transit City from other suburban activity centres.
5. Achieving an intensity of activity in Ringwood that creates the critical mass needed to support the widest possible range of higher order retail, commercial and community uses.
6. Redefining the Ringwood Town Centre periphery as an attractive, safe and enticing place to live, work and play, that is completely integrated with the lush hilltops and valleys of the precinct.
7. Establishing Ringwood as a beautiful and highly regarded Transit City, in terms of its landscape setting, built form, streets and public spaces; demonstrating leadership in sustainable development practice.

The key elements of the Masterplan are summarised in:

Figure 2: Ringwood Transit City: Urban Design Framework,

The subsequent figures summarise the key planning and design components that make up the Masterplan:

Figure 3: Land Use & Activity,

Figure 4: Built Form & Scale,

Figure 5: Access & Movement,

Figure 6: Landscape & Environment.



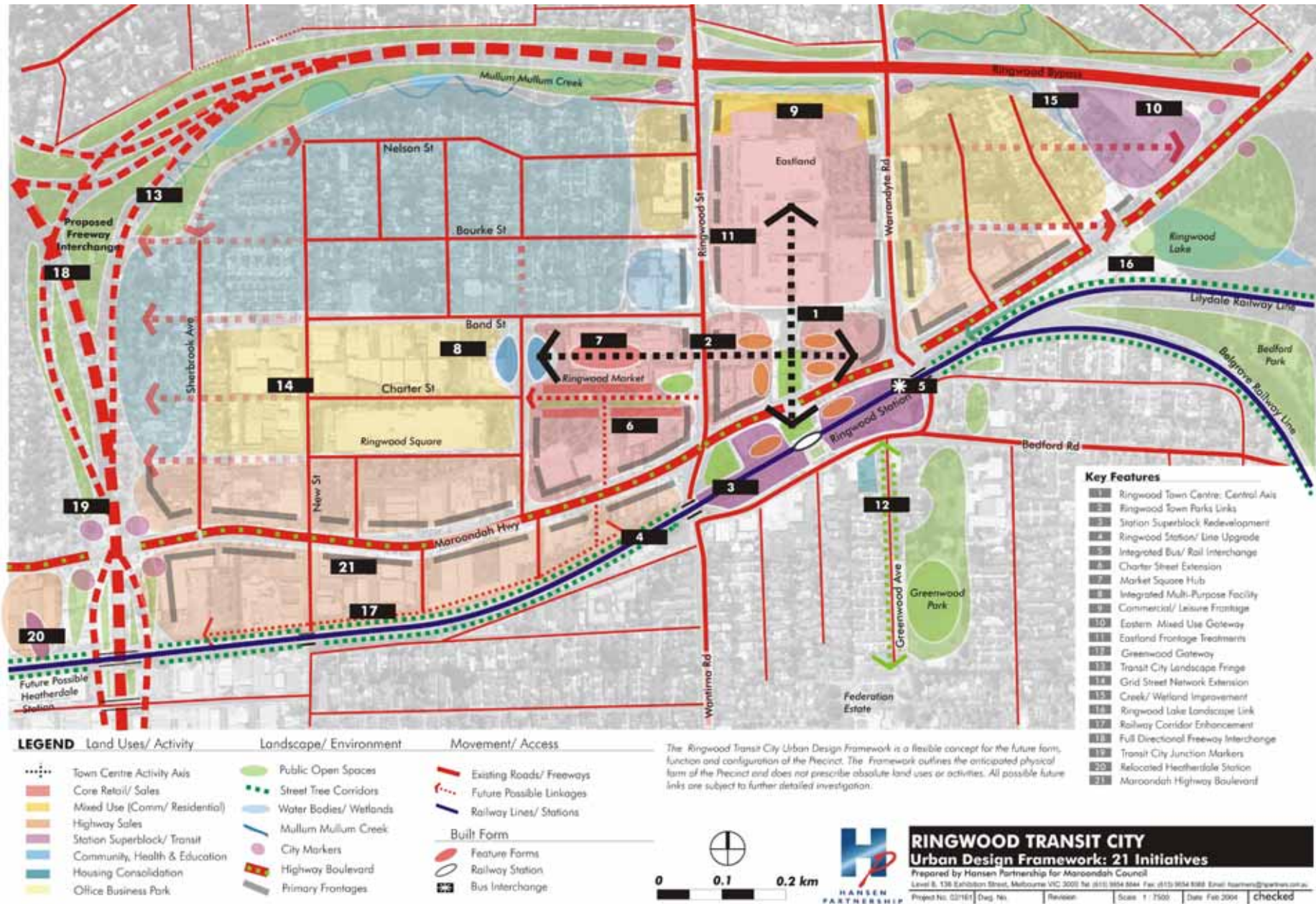


Figure 2: Ringwood Transit City: Urban Design Framework Plan

## 2.1 Masterplan Elements

The components of the Ringwood Transit City Masterplan are grouped into the following four categories:

- Land Use & Activity,
- Built Form & Scale,
- Access & Movement,
- Landscape & Environment.

Each of these elements are described below and form the fundamental basis for the Masterplan.



Indicative 3D Overview

## 2.1.1 Land Use & Activity

Figure 3 summarises the proposed land use and activity pattern envisaged for the Ringwood Transit City. The key Masterplan objectives in relation to land use and activity include:

- Intensifying the level of activity throughout the area generally, in order to accommodate as many people living and working within and close to the Transit City as possible, in order to maximise the opportunity for people to walk, cycle and use public transport as realistic travel alternatives to the private car.
- Diversifying the mix of activities within and around the Transit City, with a particular focus on achieving high and medium density residential and commercial uses on and adjacent to the Town Centre.
- Strengthening the mixed use role of the Station Superblock as a primary node within the Transit City with clear activity linkages to the adjoining Town Centre and associated mixed use flanks.
- Strengthening the retail and commercial role of the Transit City through a consolidated and expanded retail core embracing Eastland, the Town Centre and allied areas west of Ringwood Street such as Ringwood Market to retain its role as the pre-eminent shopping destination in outer eastern suburbs of Melbourne.
- Diversifying business and employment opportunities in existing industrial areas to embrace a wider range of higher order employment opportunities that embrace growing and high value sectors of the economy, and which are consistent with the emergence of the Ringwood Transit City as a major metropolitan business centre.
- Encouraging redevelopment of higher intensity uses than presently exist throughout the area, in order to achieve the widespread infrastructure improvements and upgrades envisaged to occur throughout the area.
- Reinforcing Ringwood Lake as the major regional recreation destination and encourage improved landscape and open space linkages towards the Town Centre and other natural corridors.
- Reinforcing a clear circuit of intimate but important linked open spaces at the Station Forecourt, Town Square, Clocktower Park and Ringwood Street to serve as the primary public places within the Town Centre core.
- Encouraging a broad range of institutional uses, including tertiary and/or secondary education, health, wellness, civic and leisure related services within the Transit City, typically integrated within or above core retail use.
- Consolidating mixed use formats to the east of Warrandyte Road and west of Ringwood Street with medium rise commercial uses co-existing with integrated medium to high density housing.
- Sensitively consolidating landscape residential areas north of Bond Street leading to the Mullum Mullum Creek with increased landscape cover so as to maintain the visual integrity of the gully setting.
- Reinforcing the strong Maroondah Highway showroom frontage with improved large format display sales serviced from the rear and presenting a new proud frontage to passers by.
- Recreating Charter Street as the preferred active east-west link between the Transit City's various parts, anchored by the Ringwood Town Centre to the east and integrated retail and community uses to the west.



Streetscape Activity

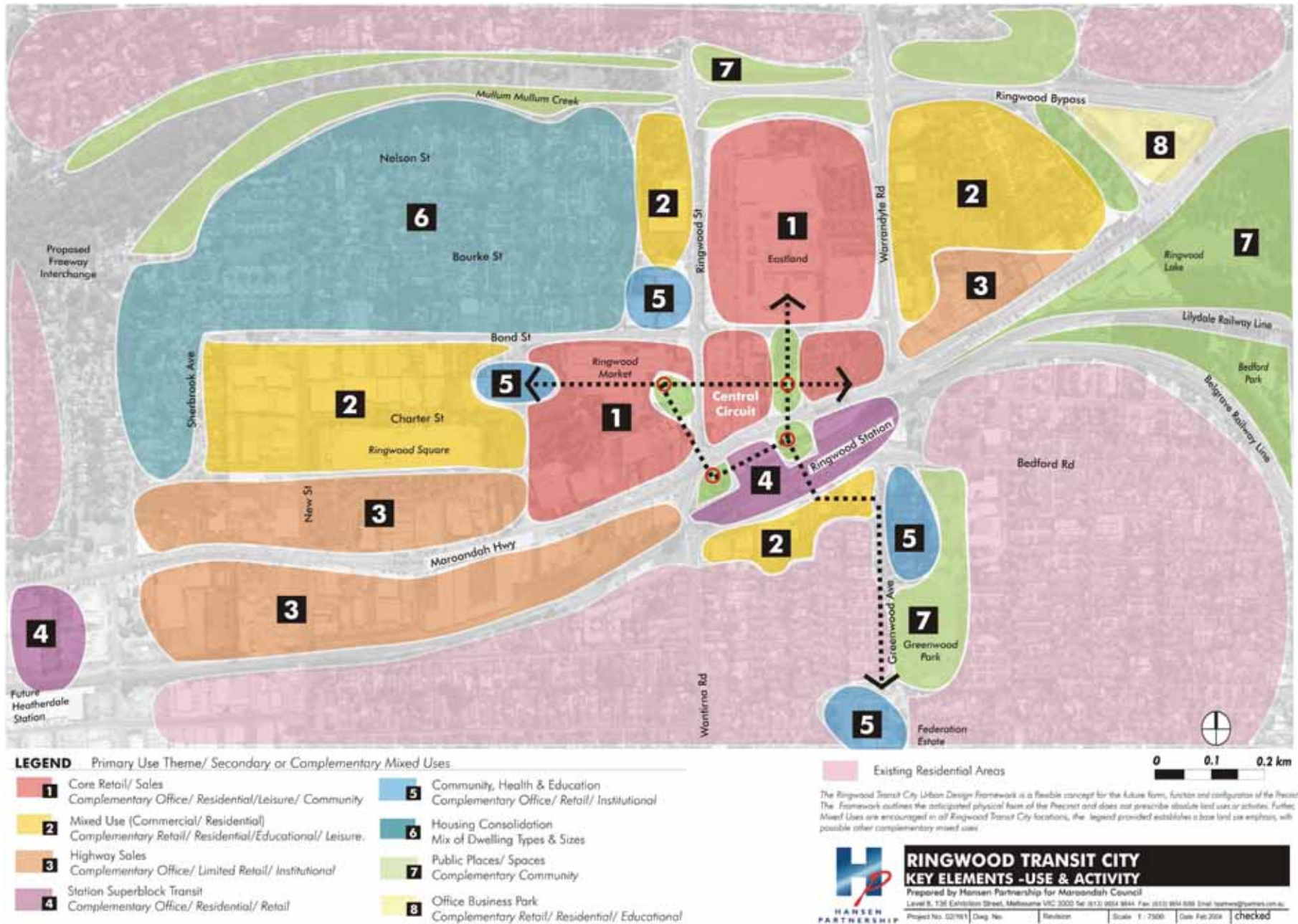


Figure 3: Ringwood Transit City: Land Use & Activity

## 2.1.2 Built Form / Scale

Figure 4 summarises the built form pattern envisaged for the Study Area. The key Masterplan objectives in relation to built form and scale include:







- Generating a built form and scale that is respectful of the natural and environmental qualities of Ringwood and the Mullum Mullum Creek valley, capable of accommodating a significantly higher intensity of use and activity commensurate with the Transit City role.
- Creating an intensity of built form that provides an incentive to encourage the consolidation of fragmented land parcels and the necessary degree of redevelopment throughout the precinct.
- Achieving buildings that create a sense of street address with active, attractive and pedestrian friendly interfaces.
- Encouraging a building form that is higher and more intense than its surrounds that will 'distinguish' the Transit City from its low-rise suburban context.
- Recognizing the opportunity for well designed 'feature buildings' that exceed the general building scale, especially where they define key junctions, topographical high points and Transit City gateways.
- Redeveloping surface car parking and upper (open) levels of decked car parks with activity generating residential or commercial uses, complemented by underground and integrated deck parking that can accommodate the needs of new development within the area.
- Defining a building scale and form that respects the type, character and amenity of existing residential areas, where direct abuttals or interfaces occur and supports 'safer by design' guidelines.
- Establishing a built form hierarchy that aligns the tallest forms at the highest parts of Ringwood in a configuration that reiterates the acknowledged Town Centre axis between the Ringwood Station and the retail hub.
- Generating a consistent built form scale relationship, built hard to the street frontage to either side of the Maroondah Highway along its length reiterating a coherent boulevard effect.
- Careful placement and orientation of taller building elements within the Town Centre to ensure a diverse and visually interesting city skyline, that will permit adequate day and sunlight access to streets and primary public spaces at ground level.
- Improving the built interface between Eastland and Ringwood Street and Warrandyte Road, achieved through the possible future installation of built frontages to Eastland with consistent development scale opposite.
- Progressive grading of development scale and form from the lower reaches of the Mullum Mullum Creek valley up towards the Ringwood hilltop, with incremental transitions in building height that will limit abrupt shifts in scale.
- Demonstrating excellence in architectural and building design and the expression of sustainable development.



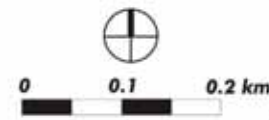
Encourage Human Scaled Interactive Forms



**LEGEND**

- |                                                                                                                |                                                                                                                       |
|----------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|
|  Feature Forms (8+ Storeys) |  Medium Scale (4-5 Storeys)        |
|  Tall Forms (6-8 Storeys)   |  Low to Medium Scale (3-4 Storeys) |
|  Broad Scale (5-6 Storeys)  |  Low Scale (2-3 Storeys)           |

The Ringwood Transit City Urban Design Framework is a flexible concept for the future form, function and configuration of the Precinct. The Framework outlines the anticipated physical form of the Precinct and does not prescribe absolute land uses or activities. Further Built Form Scale as shown is not definitive, rather an indication of the preferred scale range that may be suitable within the precinct subject to the consolidation of land, commercial feasibility and reasonable amenity impacts.



**HANSEN PARTNERSHIP**

**RINGWOOD TRANSIT CITY**  
**KEY ELEMENTS - BUILT FORM/ SCALE**

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Project No. 021161 | Draw No. | Revision | Scale 1:1500 | Date Feb 2004 | checked

Figure 4: Ringwood Transit City: Built Form & Scale

### 2.1.3 Transport / Movement

Figure 5 summarises the transport and movement pattern envisaged for the Study Area. The key Masterplan objectives in relation to movement and accessibility include:

- Improving public transport through upgrading of integrated Rail and Bus Interchange facilities in keeping with international standards, including DDA (Disability Discrimination Act) and CPTED (Crime Prevention through Environmental Design) compliance to provide for a competitive and attractive alternative to private vehicle access.
- Realization of the proposed freeway network including the Mitcham Frankston Project and Ringwood Bypass, providing fully directional access to and through Ringwood and relieving congestion to Maroondah Highway.
- Placing priority on safe, barrier free and DDA compliant pedestrian and cycle movement and public transport access throughout the City, and balancing the needs of private vehicles in the planning of the area.
- Forming a clear and legible hierarchy of Freeways, Highways, grid streets and lanes that allow for convenient vehicular, pedestrian and cycle access that is easily 'read' by local users and visitors alike.
- Providing safe and convenient pedestrian and cyclist links to surrounding residential areas in all directions.
- Establishing an easily identifiable road pattern with regular connections to abutting arterial road network.
- Enhancing road access between distinguishable precincts within the area, with an emphasis on improved pedestrian/ cycle links between Ringwood Station, Eastland and adjoining Ringwood Market and Square sites.
- Integration and extension of the Eastland mall network towards Ringwood Station, realised in the proposed Town Centre's 'vertical hub' and Town Square on the Station axis.
- Careful location and distribution of dedicated decked vehicle parking stations to service the spectrum of Transit City commuter, shopper and resident needs.
- Upgrading of Belgrave and Lilydale railway line allowing for improved service between Ringwood and Melbourne
- Provision of improved local area traffic management in residential and mixed use areas that limit potential for movement conflicts and encourage through traffic to use the primary Freeway, Highway or arterial roads.
- Formation of safe, new and improved pedestrian and cycle crossing points to overcome the barrier of the Maroondah Highway and the Freeway system
- Extension of new linkages, in particular east-west connections that will encourage greater permeability and physical and visual access from all parts of the Transit City towards the Town Centre core.
- Softening the effect of the Eastland built form as a barrier to movement across the Transit City and improving the legibility and access at Centre entries.
- Improved (and signalised) at grade vehicular access to the Ringwood Transit City from the north, in particular from the Freeway system and Ringwood Bypass along both Ringwood Street and Warrandyte Road.
- Relocation of the existing Heatherdale Station to the east to interconnect with the Mitcham Frankston Project and to serve as a 'connector' for park and ride service to Ringwood or City.



Transport Integration

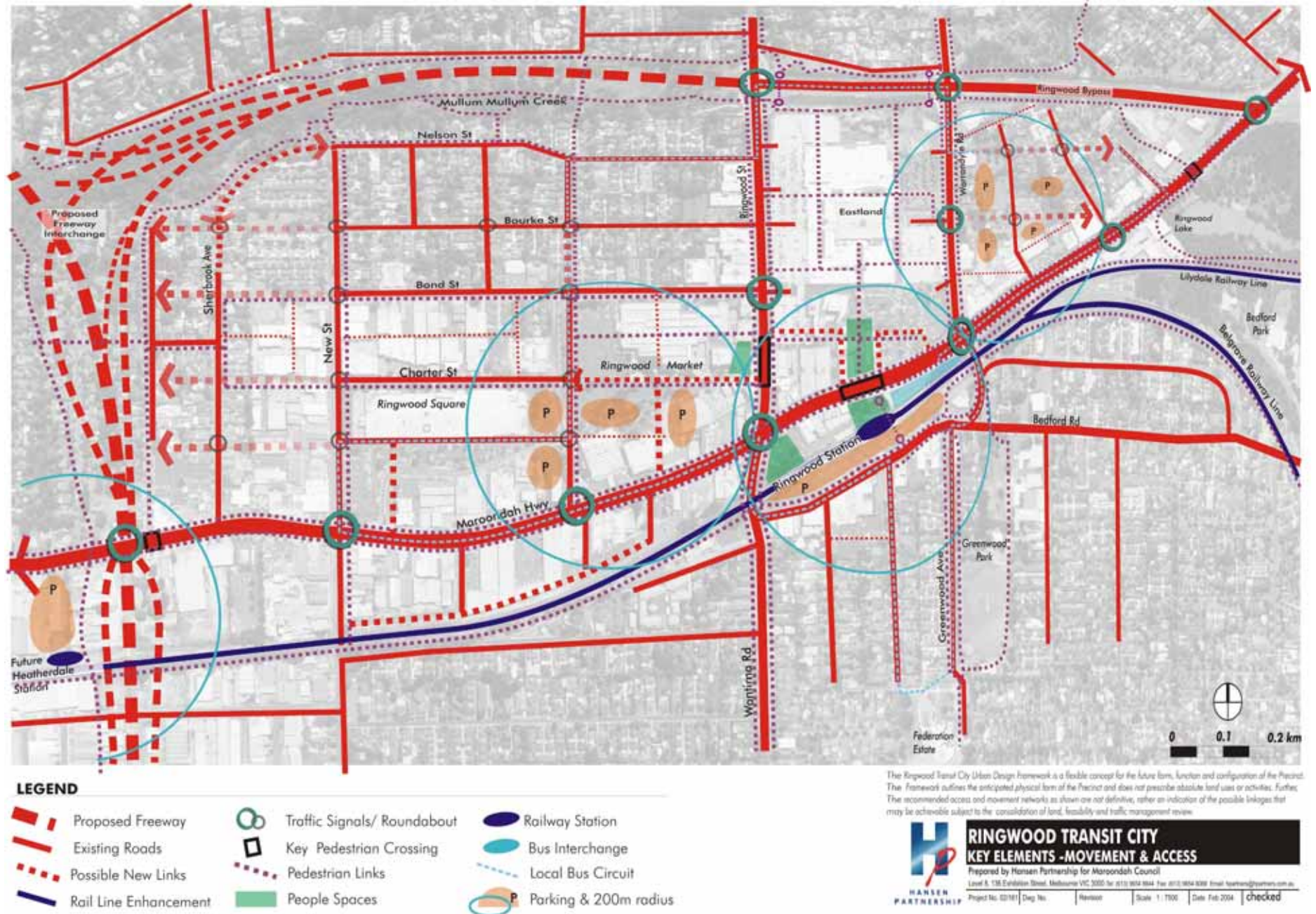
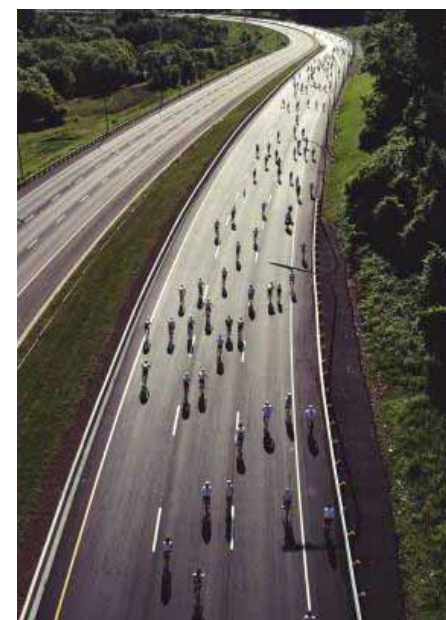


Figure 5: Ringwood Transit City: Access & Movement

## 2.1.4 Landscape and Environment

Figure 6 summarises the landscape and environmental initiatives envisaged for the Study Area. The key Masterplan objectives in relation to landscape and environment include:

- Establishing a connected web of imageable and accessible public open spaces, parklands and landscape links and corridors around the whole of the Transit City that will communicate the sense of the city set in a natural landscape and an environmental embrace.
- Creating a high quality landscaped setting throughout the Study Area, that supplements the Transit City's existing environmental features such as Ringwood Lake, the Mullum Mullum Creek, the highly regarded Maroondah Highway street tree effect and the important Dandenongs mountain 'backdrop'.
- Using high quality public domain, landscape and environmental features to 'distinguish' the Ringwood Transit City from other transit based or principal activity centres in metropolitan Melbourne.
- Incorporating Environmentally Sustainable Development principles in the planning, development and construction of the precinct, especially in relation to building design and management of storm water and water reuse.
- Developing a circuit of linked public open spaces in the core Town Centre as a family of related forecourts, parks, squares and spaces that serve as inviting and defining Transit City meeting places.
- Recognition of the loss of native vegetative cover along the Mullum Mullum Creek as a result of freeway development and installation of new replacement canopy planting on higher slopes of the Ringwood hillsides.
- Formation of a clear and distinguishable regime of native and exotic street tree planting that builds upon the already considerable Maroondah Highway treatments and helps to reinforce the legible grid street network.
- Redefining Ringwood Lake as an open visible and inviting focal point for outdoor recreation and activity in the Transit City inherently linked to other more discreet public open spaces within the Town Centre core.
- Reinstating the Mullum Mullum Creek as a natural environmental corridor and an open space spine towards which new and more intensive forms of residential, commercial or mixed use redevelopment is focused.
- Greening of the railway reserves to either side of Ringwood Station to improve the landscape and environmental image of Ringwood as experienced by commuters.
- Formation of attractive, inviting and contributory public open spaces as parkland, water bodies and recreation spaces along the side of the proposed freeway system to the western and northern boundaries of the Transit City.
- Enhancing the connections between the Transit City and Town Centre activities and the considerable recreation and activity facilities and associated open spaces to the south along Greenwood Avenue.
- Identification of focused play and recreation spaces to the periphery of the Transit City.





**LEGEND**

- |  |                              |  |                          |  |                       |  |                |
|--|------------------------------|--|--------------------------|--|-----------------------|--|----------------|
|  | Highway Boulevard            |  | North/ South Links       |  | Principal Town Spaces |  | Water Thread   |
|  | Freeway/ Bypass Network      |  | East/ West Links         |  | Public Open Space     |  | Water Bodies   |
|  | Ringwood/ Warrandyte Avenues |  | WSUD Treatments          |  | Play/ Recreation Area |  | Existing Trees |
|  | Railway Line Planting        |  | Local Junction Treatment |  | Artwork Feature       |  |                |

The Ringwood Transit City Urban Design Framework is a flexible concept for the future form, function and configuration of the Precinct. The Framework outlines the anticipated physical form of the Precinct and does not prescribe absolute land uses or activities. Further Landscape & Environment initiatives identified are indicative only and subject to the finalisation of land, funding and detailed design.

**RINGWOOD TRANSIT CITY**  
**KEY ELEMENTS -LANDSCAPE & ENVIRONMENT**  
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 Project No: 02161 | Orig. No. | Revision | Scale: 1:1500 | Date: Nov 2013 | checked

Figure 6: Ringwood Transit City: Landscape & Environment



Indicative South-East Overview



Indicative Easterly Overview



Indicative South-West Overview



Indicative North-West Overview



**Concept Only**



## 2.2 Key Features of the Urban Design Masterplan.

The 21 key features of the Ringwood Transit City Urban Design Masterplan as outlined on the Framework Plan represent the initiatives and actions required to achieve the defined Transit City objectives. These are described below:

### 2.2.1 Ringwood Town Centre: Central Axis.

The formation of a direct physical and visual connector between nodes to either side of the Maroondah Highway is a primary objective of the Masterplan and a key step in linking disparate parts of the Transit City. The Ringwood Town Centre axis is a linear north-south/ east-west cruciform that at once connects Ringwood Station with a new interactive Eastland entry, while also supporting clear perpendicular pedestrian or vehicular links across Ringwood Street towards Ringwood Market, the emerging Charter Street corridor and Ringwood Square. These critical Town Centre links should be expressed through clear, legible and strong built edges, street corridors and urban spaces.

### 2.2.2 Ringwood Town Parks Link.

Attractive and inviting public open spaces in the heart of the Town Centre underpin the Ringwood Transit City concept. The proposed Town Park and Station Square spaces, located to either side of the Maroondah Highway are expected to serve as the primary public places in Ringwood with the capacity to be interconnected with the existing Clocktower Park and a new urban space fronting Ringwood Street close to Ringwood Market. Together, these four discreet public spaces form a legible and exposed public domain 'loop' that presents to each approach to the Town Centre.

### 2.2.3 Station Superblock Redevelopment.

The Ringwood Station Superblock, defined by Maroondah Highway, Wantirna and Warrandyte Road and the realigned and widened Station Street is located at the highest topographical point of the Transit City. The potential exists to generate significant mixed use (residential and commercial) development in a podium and tower form to a height in excess of 8 storeys on this land, over and above its transit function. The projection of such a scale is compatible with that envisaged for the Town Centre to the south of Highway and will result in a clustering of modest 'height' at the highest part of Ringwood. Improved links across the railway may also be achieved within a new and integrated station design.

### 2.2.4 Ringwood Station/ Line Upgrade.

The provision new and improved transit facility is essential to the realization of the Transit City. A facility of international standard is recommended, with a new visually prominent Station concourse and transit hall, platform shelters, escalators and decked commuter car parking. The complex should establish a strong 'transport' presence on axis with the Town Centre link to the south and active public spaces to Maroondah Highway and the duplicated Station Street. The complex will be further enhanced through the provision of a third rail line to improve the passage of express rail services to and from Ringwood. This initiative should not be dependant upon commercial redevelopment of the Station Superblock.



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### 2.2.5 Integrated Bus/ Rail Interchange.

While a bus/ rail interchange has been established to the south side of Maroondah Highway, the existing facility is temporary and the Superblock redevelopment presents an opportunity to reconsider its configuration and potentially incorporate it within a broader mixed use form with an address to the Highway. This should be considered as part of the imminent State Government review of public transport in Ringwood. Any upgrade of the facility should consider the use of real time scheduling and the prospect of off-site holding areas. In addition to existing bus services, which tend to traverse the arterial road network only, a new dedicated local internal route based at the Interchange is also proposed. The upgrading of the facility should be DDA compliant and consistent with CPTED principles.



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### 2.2.6 Charter Street Extension.

The reinstatement of the Charter Street linkage between Market and Ringwood Streets is an initiative that will realise the long held ambition for an east-west linear connection between Ringwood's three retail nodes and in turn bring greater clarity and permeability to the City's structure. The extension will establish an east-west link with the capacity to be a vibrant and lively connection between the eastern Town Centre and the western mixed use anchor. A public space, forming part of the Town Centre circuit is proposed at the eastern gateway to the new corridor.



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### 2.2.7 Market Square Hub.

As part of the Transit City retail core, there is potential to redevelop Ringwood Market into a connected retail/ mixed use complex with vital links to Ringwood Street, Maroondah Highway, Bond and Market Streets. The site is the missing link in Ringwood's east-west retail network and its reconfiguration with new internal/ external laneway malls will create the critical connection between the aligned Town Centre east-west axis and the emerging uses to the west. Importantly, the Ringwood Market site is not an isolated retail form, rather a mixed use format with ground level retail and integrated upper level commercial, business or institutional. Residential uses may also be viable in this location.

### 2.2.8 Integrated Multi-Purpose Facility.

Community facilities within the Transit City are generally located outside of the core. Opportunities exist to position a key multi-purpose community facility in the Transit City that can incorporate a suite of municipal, community, cultural, entertainment, leisure and recreation needs. As an important Transit City activity node, such a development initiative is well placed at the end of the Charter and Bond Street axes on Market Street, at the junction between a vast array of residential, employment, retail, institutional and commercial uses. An alternative site for consideration is adjacent to the eastern end of Ringwood Square.



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### 2.2.9 Commercial/ Leisure Frontage.

A new built form appended to the top of Eastland and extending down its northern face is recommended to support a significant new area of commercial, recreation, leisure and entertainment floor space, with excellent views over the northern hills, the Mullum Mullum Creek gully and eastward towards the Dandenongs. Importantly, a well articulated north facing (and possibly glazed) frontage form will also provide visual interest and attraction as viewed from the proposed freeway system, as far afield as the Bypass and the Mitcham Frankston Project interchange to the west.

### 2.2.10 Eastern Mixed Use Gateway.

The wedge of land in the eastern edge of the Transit City, bound by Warrandyte Road, Maroondah Highway and the Ringwood Bypass is a strategic redevelopment precinct with potential for medium to high density mixed use development, including retail/ office frontage to Warrandyte Road and Maroondah Highway, in front of a cell of consolidated residential and/or office forms. The structure and form of the precinct is defined by the existing north south roads and possible new east-west corridors that will provide clear and legible physical and visual links between the estate, Ringwood Lake, Maroondah Highway and Eastland's eastern face. The corner itself may accommodate forms to around 6 to 8 storeys in height set within landscaped grounds with links to the Mullum Mullum Creek.

### 2.2.11 Eastland Frontage Treatments.

New frontages to the Eastland built form are recommended to Warrandyte Road, Ringwood Street and the Ringwood Bypass, serving to 'repackage' the form with architectural relief, surface treatments and active frontages. This may be achieved through sensitive redistribution of car parking or marginal increases in the scale of both the Ringwood Street and Warrandyte Road elevations. As the primary north-south Transit City arterials, it is logical to encourage a medium scale of mixed use, high quality frontage development to each of these streetscapes supported by attractive and distinguishable public domain treatments.

### 2.2.12 Greenwood Gateway.

Considerable potential exist to improve the physical and visual links to the south of the Town Centre and connect with the existing array of community facilities in and around the Greenwood Avenue corridor. Greenwood Avenue itself will be enhanced as the key southern connector through minor road widening at junctions in association with improved pedestrian and cycle paths, street tree planting, lighting and related public domain improvement. The Greenwood Avenue link should integrate with upgraded pedestrian crossings of the duplicated Station Street, the Railway Line (at concourse level) and Maroondah Highway.



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### 2.2.13 Transit City Landscape Fringe.

Ringwood is inherently a suburban Centre within a bushland setting. The progressive erosion of Ringwood's natural landscape as a result of infrastructure work is the primary incentive to 're-green' the Transit City fringe with an attractive mature native landscape, reiterating the distinction between the 'urban' hub and the 'suburban' surrounds. The proposed landscape fringe will build upon the existing landscape attributes of Ringwood Lake, Greenwood Park, the Mullum Mullum Creek and freeway reservations and extend a connected web of public open space and native vegetation that will completely embrace the Transit City.

### 2.2.14 Grid Street Network Extension.

Broad residential areas in the north and west of the Transit City have been examined as part of the Ringwood Activity Centre Residential Development Policy (Amendment C16), recommending building heights of between 2 and 8 storeys. These guidelines should be complemented with an 'opening up' of the sector through strategic grid street extensions to entice greater permeability through the precinct with improved visual links. New links will accommodate low traffic volumes and serve as important pedestrian and cycle routes to and from the creek valley, Town Centre and Highway.

### 2.2.15 Creek/ Wetland Improvement.

The restoration and activation of the Creek corridor as a natural waterway with clear pedestrian and cycle paths and a new interactive residential frontage will enliven the corridor as a vital green spine. The revitalization of the corridor as a 'chain of environmental events' between Maroondah Highway (in the east) and the Mitcham Frankston Project (in the west) will provide a unique, attractive and educational feature passing through the Transit City.

### 2.2.16 Ringwood Lake Landscape Link.

Ringwood Lake and Bedford Park represent the largest public open spaces in Ringwood and a considerable environmental resource with established vegetation and water bodies. The vision is to upgrade these reserves as contemporary municipal gardens through a programme of revegetation and revealing along its primary road frontages. Longer term options exist to extend the Parkland towards the Town Centre with a view to create a complete open space corridor along the southern side of the Highway from Mount Dandenong Road to Warrandyte Road.

### 2.2.17 Railway Corridor Enhancement.

Ringwood Station and the Belgrave and Lilydale railway lines are major conduits to and through the Transit City and represent an opportunity to create a strong distinguishable landscape corridor that draw upon the planting themes of the Clocktower Park and surrounds. These should be planted to both sides of the line at equal spacing and will minimise the visual and acoustic impact of trains and associated infrastructure and enhance the overall image of the corridor.



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### 2.2.18 Full Directional Freeway Interchange.

The proposed Mitcham Frankston Project will improve access to and from Ringwood from almost anywhere in Metropolitan Melbourne. The freeway system must be fully directional and interconnected with the existing arterial network of Ringwood for the Transit City to function properly. Motorists should be provided with all possible access options to and from the Freeway in each direction to enable true connectivity between the Transit City and its surroundings. While tolls have been proposed to the Mitcham Frankston Project, toll free movement along the Ringwood Bypass around Ringwood should be applied as announced by the Minister for Transport (10/2003).

### 2.2.19 Transit City Junction Markers.

The completion of the Mitcham Frankston Project and the Ringwood Bypass provides an excellent opportunity to mark the Transit City for motorist or commuters on approach and presents an opportunity to incorporate significant public artworks or environmental features that can begin to define a unified image of the Transit City. Markers need not be tall freestanding feature artworks and may be articulated as subtle reflections of landscape, water, light and colour. They should communicate the true sense of place of Ringwood and its community and be inviting.

### 2.2.20 Relocated Heatherdale Station.

There is potential to accommodate for public transport movement along the Mitcham Frankston Project through the careful relocation and reorganization of Heatherdale Station marginally to the west of the Freeway. The strategic benefit of relocating the station to the east, abutting the Freeway corridor lies in the connectivity between regional bus, rail and road access. Large open car parking areas may be provided on or adjacent to the relocated station to accommodate for parking or the necessary bus movements.

### 2.2.21 Maroondah Highway Boulevard.

The potential exists, following on from the reduction in traffic volumes as a result of the construction of the Ringwood Bypass and Mitcham Frankston Project, to upgrade the image and presentation of the Maroondah Highway and allow for a new regime of frontage showroom buildings built to the street frontage in association with landscape treatments that can project a sense of pride along the route. The Highway enhancements apply to both the public and private domain and seek to redefine the Highway as the City Boulevard and create an improved and safe pedestrian setting.



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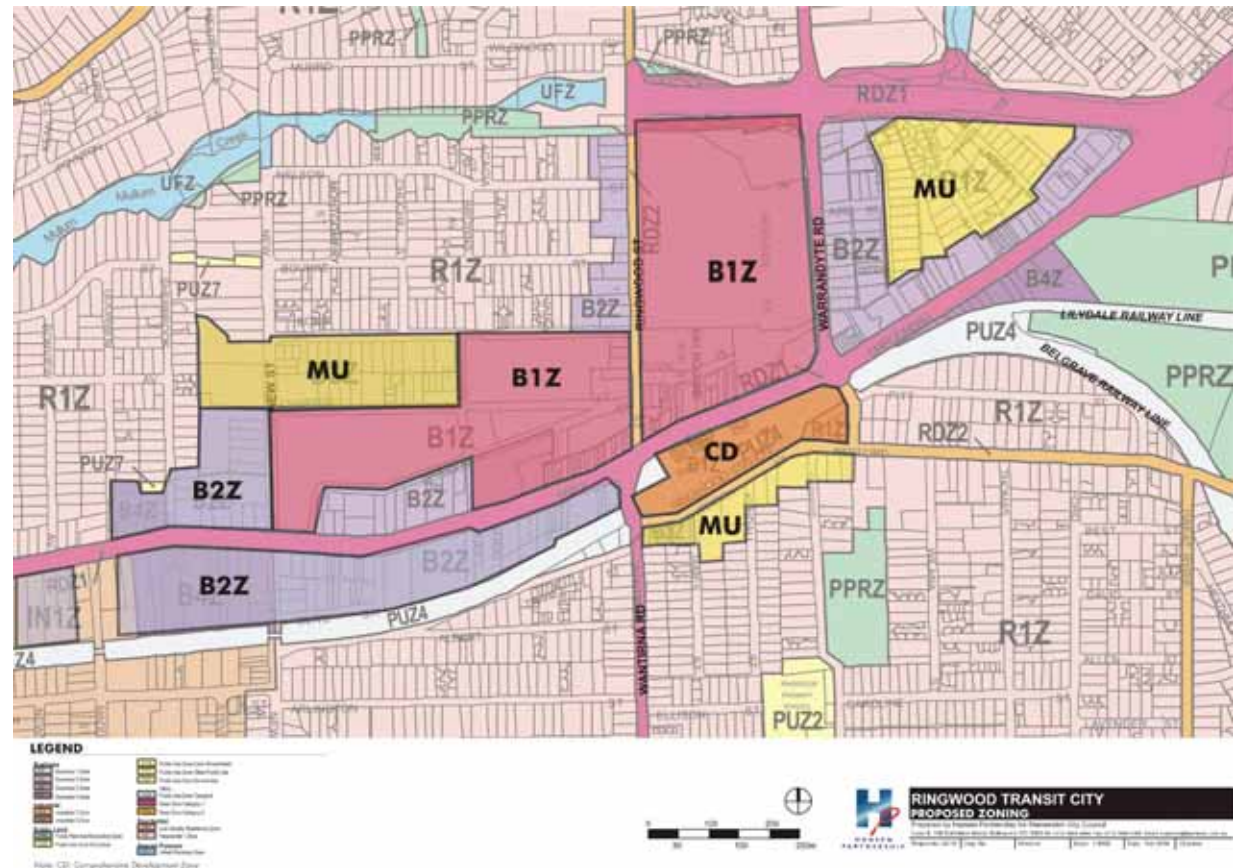
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## 3. The Programme

The implementation of the Ringwood Transit City Urban Design Masterplan is dependant upon a rigorous programme of actions (as outlined in the table overleaf) and the continuing partnership between the public and private sector. In ensuring that the elements of the Masterplan are successfully achieved, the following factors should be considered:

- Undertake Highway Display (21), Residential Consolidation (14) and Ringwood Station/ Interchange (4 & 5) developments as demonstration projects and Transit City catalysts.
- Consolidate Transit City Advisory Committee as Management Group in association with the Knowledge, Infrastructure, Residential, Commercial, Retail and Planning task forces.
- Maintain the momentum generated by the Masterplan to undertake studies for both Public Transport and the Town Centre, Station Superblock, Highway Presentation, East Mixed Use Triangle & Western Mixed Use Spine, Landscape Residential, Eastland North-South Axes and Community Links precincts.
- Undertake strategies for realising development initiatives, including a dedicated Infrastructure Program, Land Purchase and Acquisition Program and Funding Strategy
- Put in Planning Policies and Controls required to achieve development identified in the Masterplan, this may take the place of Local Policy or further rezoning of land following Council's formal adoption of the Masterplan.
- Assess development applications within the Transit City against this strategy, the DDA and the principles of CPTED.
- Initiate immediate impact projects as demonstrations of action in the Transit City.



<b>Ringwood Transit City Urban Design Masterplan: Implementation Plan</b>		
<b>Task</b>	<b>Responsibility</b>	<b>Time Frame/ Priority</b>
<b>Put in Place Planning Policies and Controls</b>		
Exhibit and adopt Urban Design Masterplan	Council,	Year 1/ High Priority
Prepare and exhibit Planning Scheme Amendment	Council,	Year 1/ High Priority
Amend the Planning Scheme	Council, DSE	Year 1/ High Priority
<b>Planning &amp; Design for Station Superblock</b>		
Complete land assembly for Station Superblock	VicUrban	Year 1/ High Priority
Achieve improved access across Highway (Stage 1).	Council, RTCAC, VicRoads	Year 1/ High Priority (pre MFP)
Initiate Maroondah Highway streetscape upgrade	Council, RTCAC, VicRoads	Year 1/ High Priority
Undertake demonstration project and Station Upgrade	VicUrban, RTCAC, Dol, Rail Operators	Year 2-3/ Medium Priority
Upgrade Station Forecourt and Greenwood Gateway	Council, RTCAC, VicUrban	Year 2-3/ Medium Priority
Achieve improved access across Highway (Stage 2).	Council, RTCAC, VicRoads	Year 3-5/ Low Priority (post MFP)
<b>Transport &amp; Infrastructure Review</b>		
Complete public transport/ traffic modelling of Ringwood.	Council, RTCAC, VicRoads	Year 1/ High Priority
Undertake LATM scheme for residential areas.	Council, RTCAC,	Year 1/ High Priority
Introduce new signalised junction at Bardia Street.	Council, RTCAC, VicRoads	Year 3-5/ Low Priority
<b>Prepare Detailed Precinct Plans</b>		
Prepare Precinct plans for concept areas (8).	Council, RTCAC, QIC, VicUrban	Year 2-3/ Medium Priority
<b>Undertake Feasibility Studies</b>		
Review recreation services.	Council, RTCAC, DSE	Year 3-5/ Low Priority
Study drainage management for Mullum Mullum Creek.	Council, RTCAC, Melb Water	Year 3-5/ Low Priority
Public artwork and domain assessment and brief.	Council, RTCAC	Year 3-5/ Low Priority
<b>Prepare Infrastructure Program</b>		
Complete Development Contributions Plan.	Council, RTCAC,	Year 1/ High Priority
Develop Infrastructure Strategy.	RTCAC, Service Providers	Year 2-3/ Medium Priority
<b>Prepare Land Acquisition Program</b>		
Identify Land to Purchase/ Acquire.	Council, RTCAC, DSE	Year 3-5/ Low Priority
<b>Prepare Funding Strategy</b>		
Identify and Secure Public/ Private Funds.	Council, RTCAC, QIC, VicUrban	Year 3-5/ Low Priority
<b>Ongoing Management</b>		
Marketing, Project Facilitation.	Council, RTCAC,	Ongoing
Monitoring and review.	Council, RTCAC, DSE	Ongoing

Note: RTCAC: Ringwood Transit City Advisory Committee