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14/02/2018

Department of Environment, Land, Water and Planning

Dear Sir/ Madam

Re: Macedon Ranges protection proposal

I would like to provide the following submission relating to the settlement boundaries within the Riddells Creek township.

Background

Recent adoption of amendment C100 rezoned Land to the North to Urban growth zone and identified an area to the South as an investigation area. The investigation area is located South of the railway line between Stokes Lane West and the Sunbury - Riddell road, it was commonly referred to in the C100 amendment as Area 5.

Current proposal

Supplied documentation and a recent visit to the drop in workshop identifies the land South of the railway line as a proposed area to fall within the township boundaries.

Suitability of proposed area

1/ It is identified in the Loddon Mallee South Regional Growth Plan that extra land will be required to cater for future residential growth in order to meet population targets. I believe this is best carried out via a greenfield development in the area south of the railway line due to the ability to satisfy the community consultation results that identified the existing township would like to retain its village atmosphere. If Greenfield growth is not catered for in the Riddells Creek region then there is the likelihood that pressure will be applied to the existing township to over develop in the form of units and high density dwellings, this will alter the look of the existing township and is not what residents have asked for. Development in a separated region south of the railway line will meet population targets, atmosphere retention and can provide a diverse range of lot sizes to cater for people of all demographics.

2/ There is adequate space to allow for design of future facilities, examples may be schools, sportsgrounds, medical or aged care facilities, increased shopping facilities. There may very well be other community requirements that have not been identified. As this region is a "blank canvas" there is an opportunity to engage with the community to identify the needs and wants that will provide for a very unique lifestyle community.

3/ Growth South of the railway line will allow access to the central business hub and encourage local shopping. Residents would be able to walk or cycle to the shops.

4/ The area is situated next to the existing Melbourne to Bendigo railway line that will have the added benefit of transporting people via an existing railway network. This will be a major advantage for people wishing to commute to smaller adjoining towns and major cities such as Melbourne and Bendigo. The secondary benefit is that the infrastructure such as the railway line and station already exist, so no need for costly new infrastructure.

5/ The current railway station carpark is full on most weekdays and overflow spills out to the street and private landholdings. Any prior studies are grossly out of date and extra parking requirements

are needed. Growth on the southern side can easily provide for an additional railway station carpark that will accommodate the current and future parking needs.

6/ A well designed concept masterplan submitted by Tract consultants in the Riddells Creek C100 process addresses all of the traffic, infrastructure and engineering needs. A connector road was proposed to feed out the traffic to Sutherlands and the Riddell - Sunbury Roads and therefore not congest the main street with traffic for people that wish to travel to Melbourne for work or social reasons.

The stormwater drainage can be sent to the creek within one of the allotments and therefore not have any stormwater issues as other parts of the township and in particular the North have. The mains water can be accessed via a large capacity main located on the Sunbury – Riddell Rd and the sewer requirements may be met via a developer funded line direct to the sewer treatment plant. I am led to believe that Western water may have a keen interest in a new sewer line south of the railway line that would be beneficial to their needs to minimise loading on the current system.

7/ The Macedon ranges council had proposed this area previously for amendment C100 and extensive documentation and presentations were presented to a panel hearing and the outcome found no major issues with development of this area. There is interest from developers for this region that see the land south of the railway line as viable residential land with no major obstacles that preclude it from development.

8/ A submission to the previous C100 Riddells Creek panel hearing presented by David Allen-Manager community safety, Country fire Authority dated 21 March 2016 for the purposes of providing advice for the planning system in accordance with ministerial direction 11 identified 4 key initiatives. Two of the initiatives are highly relevant to the investigation area as demonstrated by the following quotes. “focus growth furthest from the higher risk bushland environment – therefore growth in the south eastern grassland precinct rather than the Northern/north western quadrants closer to the bushland” And “Consider improved cross flow east /west access throughout the township to expedite greater emergency vehicle access and community movement” Throughout the 10 page document multiple references are made to direction of growth away from the bushland areas. The proposed investigation area is a very nice fit for the Country Fire Authority recommendations as it is clearly outlines the southern area as favoured and the cross flow of traffic is easily provided by a connector road as proposed by Tract consultants master plan.

9/ The most important point. There is an opportunity for Riddells Creek to increase the size of its parkland, walking and cycling tracks as one of the allotments south of the railway line has an extensive creek flat area. This area can be beautifully landscaped and developed to mimic the botanical garden and open space region of Gisborne. The Gisborne open space region is a highly popular asset that provides walking and cycling tracks, a playground and fitness aids that benefit people of all demographics. If this was duplicated in Riddells Creek it could also be interfaced with the existing parkland and lake reserve and Riddells Creek could and should be known to have a lovely open space feel. Further to this I would like to invite interested parties of the department of Environment, Land, Water and Planning to meet with me , a resident for over ■ years , a local business owner that is connected with the community and township to spend a few hours face to face where I can take you on a personal tour of the open space region of Gisborne followed by an onsite visit to the proposed land In Riddells Creek to demonstrate the suitability of this area for conversion to an open space region that will enhance the lifestyle for future generations.

For all of the reasons above I would like to support the proposal to have the investigation area south of the railway line to be included in the town boundaries for conversion to urban land in the future.

Kind regards

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