

Land south of the railway line, Riddells Creek

Phase two community and stakeholder engagement report

Spacious Group

29.11.23

capire

Giving every person a voice.

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Capire acknowledges
and deeply respects the
Wurundjeri people and
the Traditional Owners
of the Victorian land.



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Capire staff and associates take great care while transcribing participant feedback but unfortunately cannot guarantee the accuracy of all notes. We are however confident that we capture the full range of ideas, concerns and views expressed during our consultation activities.

Unless otherwise noted, the views expressed in our work represent those of the participants and not necessarily those of our consultants or our clients.

Definitions

COMMUNITY

The term community refers to a group of people that has something in common such as identity, behaviours, interests or values. A community often share a sense of place in a given geographical area (e.g. a country, city, town, or neighbourhood) or in virtual space through communication platforms.

STAKEHOLDERS

The word stakeholder refers to individuals, groups or organisations with a stake or interest in the outcome of a decision. Stakeholders may also have the ability to influence the decision given their role or position.

ENGAGEMENT

Engagement is defined as a planned process with the purpose of working with communities and stakeholders to inform decisions, share knowledge

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1. Introduction

This report summarises findings from the second phase of the proponent-led community engagement undertaken as part of the strategic planning process that will inform the ongoing decision making for the future of the area, including possible development of the Daffodil Lane site in Riddells Creek (referred to ‘Land south of the railway line’ in this report).

1.1. Background

The Daffodil Lane site in Macedon Ranges Shire is part of the existing Riddells Creek township and adjacent to Riddells Creek Railway Station. It is located within the Riddells Creek township boundary.

The area (Figure 1) comprises of multiple parcels of land with a significant land parcel owned by Spacious Group and the remaining land owned by eight other private landowners and VicRoads (Figure 2).

The land has been identified as an investigation area. The Macedon Ranges Statement of Planning Policy (adopted by the Macedon Ranges Shire Council (Council) in July 2019) was ratified by the Parliament of Victoria in April 2021 and now forms part of the Macedon Ranges Planning Scheme. The Macedon Ranges Statement of Planning Policy identifies the Riddells South area as being within the township boundary and suitable for potential future residential rezoning subject to further investigations.

The land south of the railway line, Riddells Creek is well positioned to provide significant community benefit whilst also facilitating context driven development that is congruent with the rural surrounds. Riddells Creek runs through the site in a north-south direction providing opportunities to facilitate and leverage connections to nature, environmentally sustainable design and to explore other opportunities that the location affords such as advanced stormwater management.

Spacious Group is committed to engaging with stakeholders and the Riddells Creek community to deliver enhanced community outcomes through incorporating community feedback and addressing any community concerns as part of any future development where possible.

1.1.1. Community and stakeholder engagement

Between 19 August and 19 October 2022, Spacious Group (Spacious), Tract Consultants (Tract) and Capire Consulting Group (Capire) undertook the Phase One of proponent-led community and stakeholder engagement. This aimed to:

- Introduce the site and planning process.
- Present initial site studies and observations of the Macedon Ranges towns including Riddells Creek.
- Provide the community with the opportunity to share their vision and ideas for the future of the site.

Approximately 163 people participated in the engagement.

During this Phase One engagement, participants were asked about what they valued about Riddells Creek, their vision for the land south of the railway line, community facilities, housing, lot sizes, neighbourhood design and parking they thought should be included in the site, and potential design principles to guide the development of the land south of the railway line. Additional feedback was also provided.

2023 COMMUNITY-LED ENGAGEMENT AND CORE GROUP

Following 2022 proponent-led community engagement in Riddells Creek for developments land south of the railway line, and on Amess Road¹, and a desire from Riddells Creek community members for Council action, the Riddells Creek community ran three consultation sessions in June and August 2023. These sessions were for Riddells Creek

¹ [amessroadpsp.com/](https://www.amessroadpsp.com/)

locals to discuss what they want Riddells Creek to be like in 20 years-time. They included setting priorities for the next five years and a 20-year town vision.

Following these sessions, representatives of the 'Getting Riddell Right' and 'What Riddell Wants' community groups started to prioritise responses in four key areas. Tract and Spacious met with members of these groups prior to and during Phase Two engagement.

1.1.2. Council communication and meetings

Spacious and Tract have held multiple preliminary meetings with Council since 2015. This includes Spacious, Tract and Capire briefing the Macedon Ranges Shire Councillors on 18 April 2023 following Phase One engagement. The briefing included a presentation about why the engagement occurred, and an overview of the engagement process and results. Councillors also had the opportunity to make comments and ask questions of the project team.

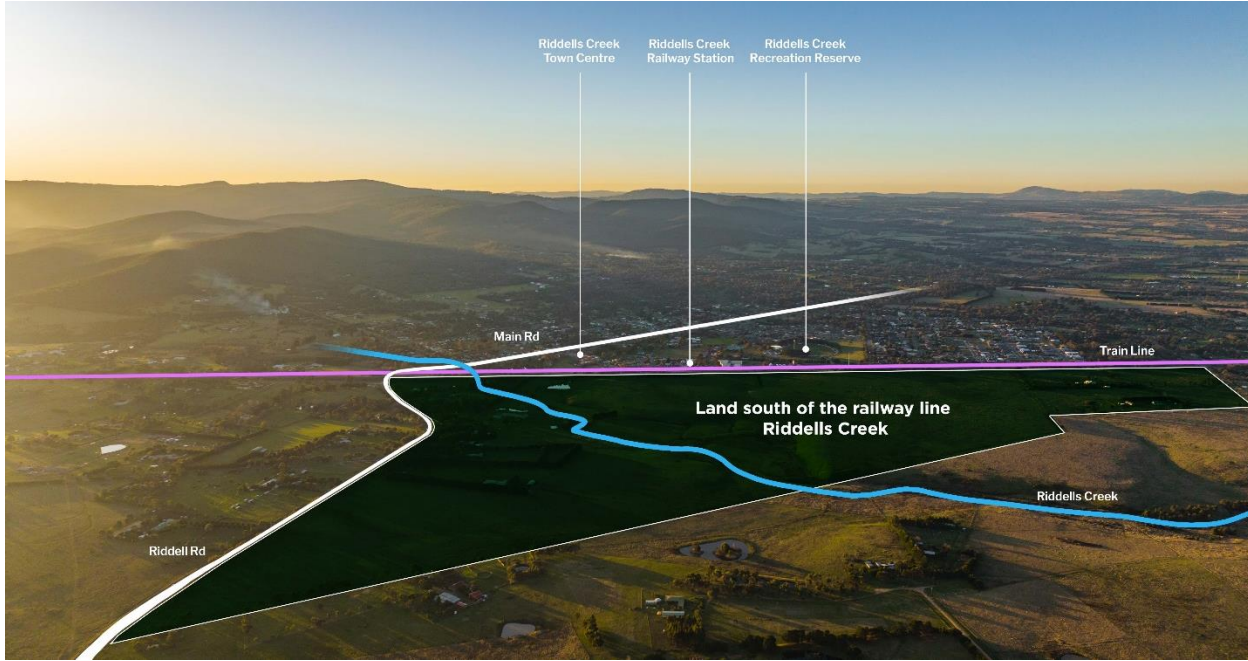
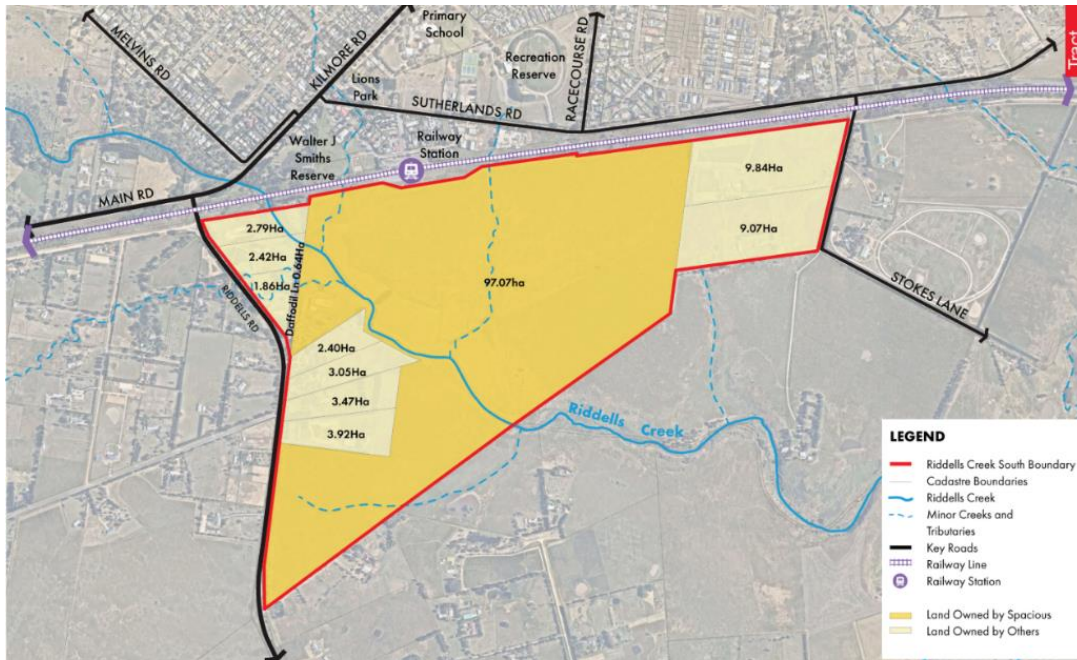


Figure 1: Land south of the railway line, Riddells Creek boundary



Drawing Title	Project Name	Drawing No.	Revision	Date	Drawn	Checked	Project Principal	Scale
Land Ownership Plan	Riddells Creek South	317-0153-00-U-01-DR02	00	16.02.2022	DM	DM	GW	NTS

Figure 2: Land parcels of the land south of the railway line, Riddells Creek

1.2. Response to community feedback report

The 'Response to community feedback report' was prepared by Tract on behalf of Spacious Group. It conceptualises views, ideas and feedback for the site that was heard during Phase One engagement in 2022, and Councillor feedback.

The 'Response to community feedback report' is not a formal proposal to Council. Instead, it progresses Tract and Spacious' understanding of acceptable outcomes for this site, in response to community input.

The report includes:

- Summary of community feedback
 - As stated in the report, this section 'summarises the feedback received from the community during engagement activities undertaken in 2022'.
- Visualising the community response
 - This section outlines the community response, how planning can potentially respond and what can specifically be confirmed in any future plan under multiple key categories.
- Draft vision statement for the site
 - The draft vision statement aims to reflect the 2022 community engagement results.
 - The vision will be subject to refinement following Phase Two engagement.
- Draft Response Plan.
 - The Draft Response Plan visualises the 2022 community engagement and Councillor feedback. It responds to matters discussed in the report.
 - As stated in the report, 'it is not a development proposal or plan for development'.
 - The Plan is subject to updates and refinement following Phase Two engagement.
- Indicative street cross sections
 - Alongside the Draft Response Plan, the indicative street cross sections visualise the 2022 community engagement and Councillor feedback. They respond to matters discussed in the report.
 - They present what the different streets could look like in a future plan for the site.

1.3. Scope of engagement

During Phase Two engagement, the Riddells Creek community and stakeholders were presented with the 'Response to community feedback report'. Within this report, they were asked for their feedback on the following aspects of the report:

- draft vision statement for the site
- draft Response Plan
- indicative street cross sections.

1.4. Next steps

Following this report, Spacious Group and Tract Consultants will undertake the following steps:

- Present the Response to community feedback report and this report to Council.
- Provide ongoing updates to participants who provided their contact details and signed up for updates.

1.5. Engagement limitations

The engagement methodology while robust, also has several limitations that should be acknowledged when reading this report. These are outlined below.

- Capire has reported on information documented by participants and interpreted the information to represent the views of participants as closely as possible.
- The engagement program included multiple opportunities for participants to contribute. Some people may have taken part in multiple engagement activities, for example completed the survey and attended a drop-in event. Their views may have been captured more than once.
- In some instances, participants did not respond to all survey questions, this meant that some questions received fewer responses than others.
- People who participated in the engagement self-selected to take part. As such, whilst every effort has been made to gather the views of stakeholders and the community, the information in this report does not reflect the views of a representative sample.
- Demographic data was captured through the survey, but not the drop-in events.

2. Engagement approach





This section provides details of the communication, promotion and engagement tools used to undertake Phase Two engagement between Friday 13 October 2023 and Wednesday 8 November 2023.

2.1. Communications and promotions

The project team sought to reach as many people as possible, especially in Riddells Creek.

Error! Reference source not found. outlines the activities used to inform community members and stakeholders about the 'Response to community feedback report' and Phase Two engagement opportunities.

Table 1: Activities used to inform the community and stakeholders about project updates and Phase two engagement opportunities

ACTIVITIES	DESCRIPTION AND PURPOSE				
Website 	<p>The website (www.riddellssouth.com.au/) was updated including the 'Response to community feedback report', engagement opportunities, background and process information and FAQs.</p> <p>During the engagement period, the website had a total 1,621 views from 277 viewers:</p> <ul style="list-style-type: none">• Home: 659 views• Response to community feedback report: 325 views• Project background and process: 198 views• Get involved: 179 views• FAQs: 122 views• Project team: 62 views• Contact us: 20 views <p>See <i>Appendix A</i> for screenshots of the website.</p>				
Flyer 	<p>In total, 3,433 flyers were distributed in Riddells Creek.</p> <p>The flyer raised awareness of the 'Response to community feedback report' and promoted engagement opportunities, including a QR code that directed people to the website.</p> <p>See <i>Appendix B</i> for the flyer design.</p>				
Riddell Round Up 	<p>An advertisement raising awareness of the 'Response to community feedback report' and engagement opportunities was included in the November 2023 version of the Riddells Creek community newsletter the 'Riddell Round Up'.</p> <p>See <i>Appendix C</i> for the November Riddell Round up advertisement.</p>				
Emails 	<p>Direct emails were sent to 13 Riddells Creek community groups and 93 individuals who signed up for updates during Phase One engagement on the following dates:</p> <table><tbody><tr><td>Individuals who signed up for updates:</td><td>Community groups:</td></tr><tr><td><ul style="list-style-type: none">• 6 October 2023• 12 October 2023• 25 October 2023• 2 November 2023</td><td><ul style="list-style-type: none">• 19 October 2023• 25 October 2023• 2 November 2023.</td></tr></tbody></table>	Individuals who signed up for updates:	Community groups:	<ul style="list-style-type: none">• 6 October 2023• 12 October 2023• 25 October 2023• 2 November 2023	<ul style="list-style-type: none">• 19 October 2023• 25 October 2023• 2 November 2023.
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<ul style="list-style-type: none">• 6 October 2023• 12 October 2023• 25 October 2023• 2 November 2023	<ul style="list-style-type: none">• 19 October 2023• 25 October 2023• 2 November 2023.				

2.2. Engagement activities

Table 2 provides details of the engagement activities undertaken to hear feedback on the 'Response to Community feedback report'.

Table 2: Engagement activities used to ask people for their feedback on the report





ACTIVITY	DESCRIPTION AND PURPOSE
<p>Survey</p> 	<p>A survey was included on the website from 13 October to 8 November 2023. It asked respondents for their level of comfort and why they made their choice on the following:</p> <ul style="list-style-type: none"> • draft vision statement for the site • Draft Response Plan • location of different house lot sizes • size and location of the Services Precinct • location of public open space and rehabilitation of the creek. • street layout • indicative street cross sections. <p>Survey respondents were also asked about their demographic information, if there was anything else they would like to be considered in the Final Response Plan and street cross sections, and any additional comments.</p> <p>Hard copy surveys were also available to be completed at the drop-in events.</p> <p>See <i>Appendix D</i> for the survey questions.</p>
<p>Drop-in events</p> 	<p>Two in-person drop-in events were held at the Riddells Creek Hotel on Saturday 18 October and 2 November 2023 for 2.5 hours.</p> <p>The drop-in events included a presentation where Tract shared an overview of the planning context and the 'Response to community feedback report'. This was followed by an opportunity for participants to ask questions of the project team.</p> <p>In addition to the presentation, the drop-in events enabled attendees to talk with the project team, read what was heard during Phase One engagement, view the Draft Response Plan, vision statement for the site, and the street cross sections, and provide feedback on parts of the 'Response to community feedback report' via conversations and written responses directly on A1 boards.</p> <p>See <i>Appendix E</i> for the PowerPoint presentation.</p> <p>See <i>Appendix F</i> for the questions and comments attendees verbally stated during the question and answer time.</p> <p>See <i>Appendix G</i> for the A1 drop-in event boards.</p>
<p>Meeting with Getting Riddell Right and What Riddell Wants community groups</p> 	<p>On 2 November prior to the drop-in event, Tract and Spacious met with representatives from the 'Getting Riddell Right' and 'What Riddell Wants' community groups.</p> <p>They discussed community concerns, aspirations, pedestrian and cycle connections and environmental considerations/priorities for Riddells Creek in addition to considerations for land south of the railway line and other considerations.</p>
<p>Emails</p> 	<p>During the engagement period from 13 October to 8 November 2023, one email was received via info@riddellssouth.com.au.</p> <p>The input provided in this email is included in this report.</p>



Figure 3: Saturday 28 October 2023 drop-in event presentation

2.3. Participation

Approximately 69 people participated in the engagement. Figure 4 provides an overview of the participation in each engagement activity.



17

Surveys completed



46

People attended a drop-in event



5

People attended the meeting with the *Getting Riddell Right* and *What Riddell Wants* community groups



1

Email received

Figure 4: Overview of engagement activity participation

2.4. Survey demographics

To understand who participated in the online survey, respondents answered demographic questions.

2.4.1. Age group

Figure 5 displays the percentage of survey respondents per age group in comparison to the percentage of Riddell Creek population per age group (according to the 2021 Australian Census²). There was an uneven spread of the survey respondents' age groups. The dominant and most-over-represented age group was the 60 to 69 years age group (41%), followed by 70 to 79 years (18%). There was no representation of people who were aged 'under 20 years of age' (0%).

² <https://www.abs.gov.au/census/find-census-data/quickstats/2021/210021234>

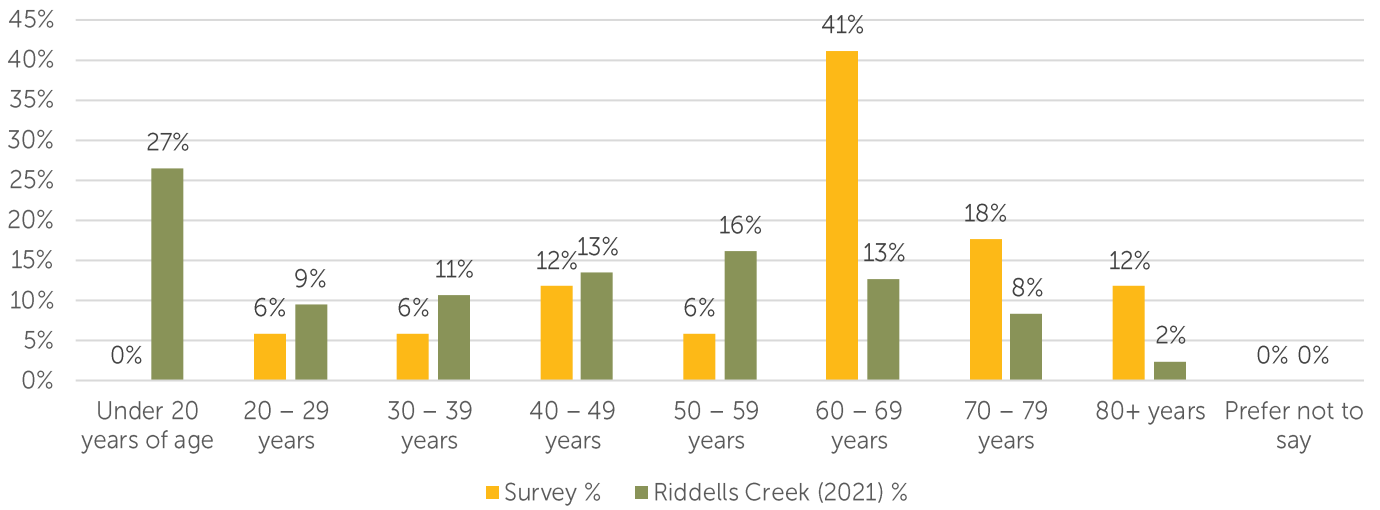


Figure 5: Age groups of survey respondents in comparison to the Riddells Creek population (n=17)

2.4.2. Gender

As shown in Figure 6, 59% of survey respondents identified as male whilst 35% identified as female. 6% of respondents chose not to indicate their gender.

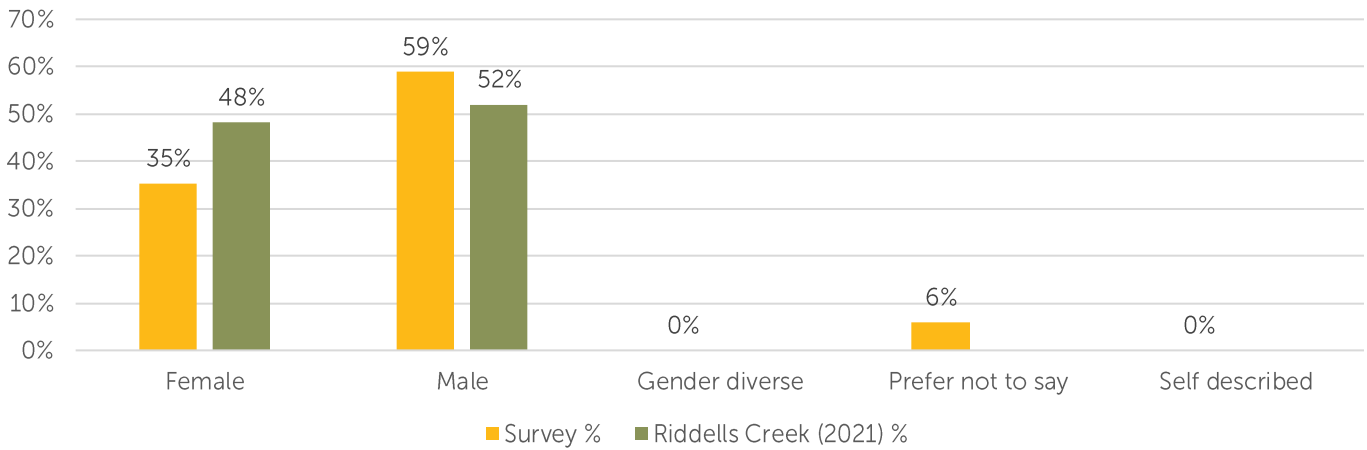


Figure 6: Gender of survey respondents in comparison to the Riddells Creek population (n=17)

2.4.3. Postcode

Survey respondents were asked to indicate which postcode they lived in. The majority (94%) of respondents resided in Riddells Creek (3431). One respondent indicated they resided in 3437 (Gisborne, Gisborne South or Bullenarook).

2.4.4. Individual or representation of group or organisation

Survey respondents were asked if they were answering the survey as an individual or as a representative of a group or organisation. All participants answered the survey as an individual.

3. Summary of findings

Draft vision statement for the site

Survey respondents and drop-in event attendees were generally comfortable with the draft vision statement for the site. Comfortable survey respondents shared it adequately addressed community concerns. There was desire for provision of a retirement village, winding streets, and north or south facing housing. Concerns included overdevelopment, traffic congestion, and disruption to the town's existing neighbourhood character.

Draft Response plan

Regarding the Draft Response Plan, survey respondents were asked for feedback on multiple topics whilst drop-in event attendees shared various thoughts. Below is a summary of this feedback.

- **Level of comfort:** There was overall comfort with the Draft Response Plan from survey respondents and drop-in event attendees. A few survey respondents were uncomfortable with the proposed smaller lot sizes whilst there was also concern for disconnection with the existing town at a drop-in event.
- **Housing:** Survey respondents shared general support for the proposed location of different housing lot sizes. There was desire for diverse lot sizes in addition to concerns about potential traffic management challenges, and negative impacts on the look and feel of the town. Similar diverse sentiments were shared amongst drop-in event attendees and community groups.
- **Services Precinct:** More than half the survey respondents were comfortable with the size and location of the Services Precinct. Respondents shared general support for it being located close to the railway station. There was desire for more detail and expanding the size. Drop-in event attendees and community groups shared considerations and concerns for the location of shops and services, carparking and building and implementation of the precinct.
- **Public open space and rehabilitation of the creek:** Most survey respondents and drop-in event attendees were comfortable with the amount and location of public open space and rehabilitation of the creek. Many respondents emphasised their desire for restoration of the natural habitat and the provision of more open space. There were suggestions to ensure connection with the existing township, careful assessment and protection of flora and fauna and to include amenities to encourage use of the public open space. The community groups provided additional concerns and priorities relating to connections and flooding.
- **Street layout:** More than half of the survey respondents were comfortable with the proposed street layout. Areas for further consideration and concern included traffic management, navigation, and the housing setback distance. Drop-in attendees emphasised the need to ensure connectivity, walkability, and accessibility. This was backed by the walkability community survey results the community groups shared. Additional concerns were shared by the community groups about railway crossings and bushfire risk. Drop-in attendees shared comments relating to the interface with properties to the south.

Indicative street cross sections

The majority of survey respondents were comfortable with the indicative street cross sections. They were supportive of wider footpaths and the proposed street types. There were mixed views on the shared paths. A few drop-in attendees supported the inclusion of trees, a Riddell Road service road and a footpath on one side. Concerns surrounded bike safety and traffic management.

Additional feedback and comments

Additional feedback, information, and concerns were shared. This was varied and included preferences of amenities, information about Riddells Creek planning, and topics community members wanted further information on.

4. Detailed findings

During the Phase two engagement opportunities, participants were asked for their feedback on the 'Response to community feedback report'. This included the draft vision statement for the site, the Draft Response Plan and indicative street cross sections. Additional feedback and comments were also received.

4.1. Draft vision statement for the site

Firstly, survey respondents were asked to indicate their level of comfort with the draft vision statement for the site.

As shown in Figure 7, respondents were generally comfortable with the draft vision statement with 41% indicating they were very comfortable and 29% comfortable. 12% of respondents indicated they were very uncomfortable and 6% indicated uncomfortable.

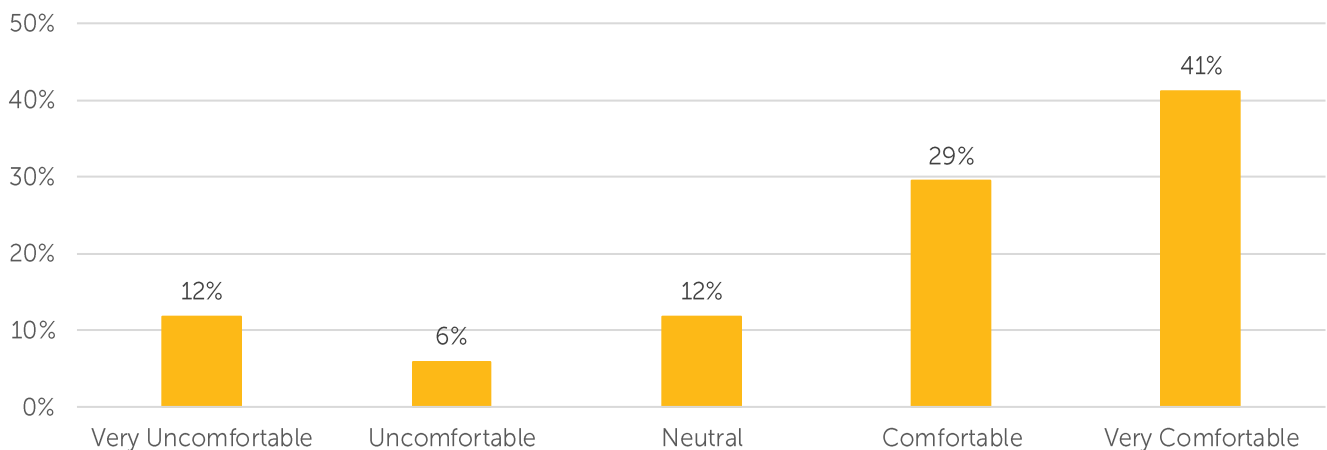


Figure 7: Survey respondents' level of comfort with the draft vision statement for the site (n=17)

Many survey respondents stated that they were comfortable with the draft vision statement as it had adequately addressed concerns expressed by the community regarding lot size, connection to the existing town, open space, and street layout. Some respondents shared their desire for the provision of a retirement village. Other respondents suggested winding streets to reduce traffic speeds, and street layout encouraging housing to be north or south facing.

Amongst respondents who were uncomfortable, commonly shared concerns included overdevelopment, traffic congestion, and disruption to the town's existing neighbourhood character.

Drop-in event attendees also expressed general support for the draft vision statement as it had incorporated community concerns and expectations.

4.2. Draft Response Plan

Related to the Draft Response Plan, survey respondents were asked for their feedback on the following topics:

- overall level of comfort
- level of comfort with the proposed location of different housing lot sizes
- level of comfort with the size and location of the Services Precinct
- level of comfort with the amount and location of public open space and rehabilitation of the creek
- level of comfort with the proposed street layout.

Drop-in event attendees also provided feedback and questions on many of these topics.

See below for a detailed summary of this feedback.

4.2.1. Level of comfort

Survey respondents were asked to indicate their level of comfort with the Draft Response Plan.

As indicated in Figure 8, more than half (65%) of the survey respondents indicated they were very comfortable (53%) or comfortable (12%) with the Plan. Whilst 24% of respondents indicated they were very uncomfortable (12%) or uncomfortable (12%).

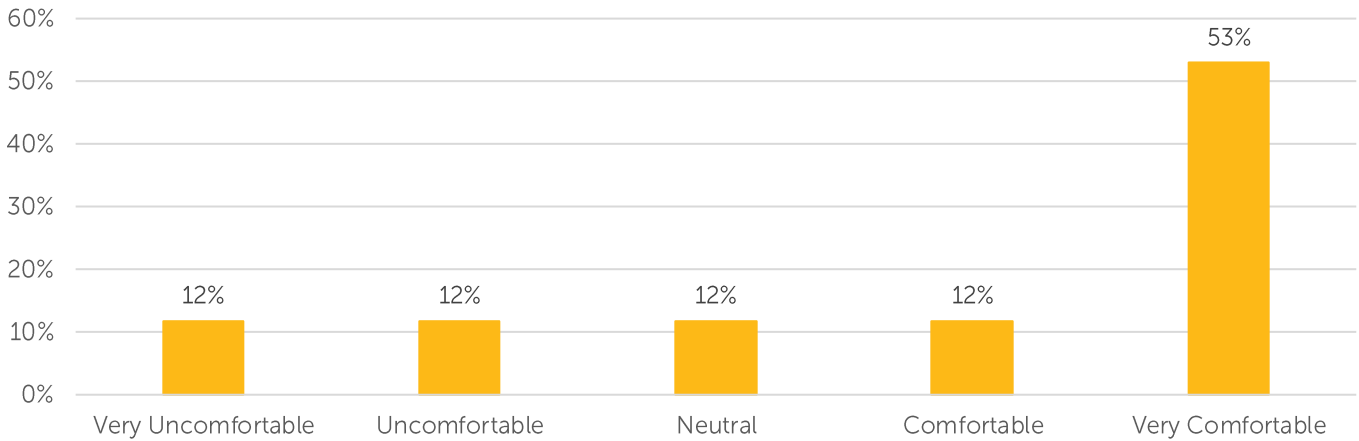


Figure 8: Survey respondents' level of comfort with the Draft Response Plan (n=17)

Survey respondents who were comfortable with the Draft Response Plan shared that it has captured and addressed community feedback, demonstrates detailed consideration of surrounding roads, railway, and natural environment with the potential development. Consistent feedback was heard from drop-in event attendees.

A few participants were uncomfortable with the smaller lot sizes proposed in the Plan, expressing concerns that this would negatively impact the country look and feel of the town. One drop-in event attendee was concerned that the new potential development would create disconnection with the existing town.

4.2.2. Housing

Survey respondents were asked to indicate their level of comfort with the proposed location of different housing lot sizes.

As shown in Figure 9, respondents were generally comfortable with the proposed location of different housing sizes (76%) with 35% who indicated very comfortable and 41% who were comfortable. 12% of respondents felt very uncomfortable.

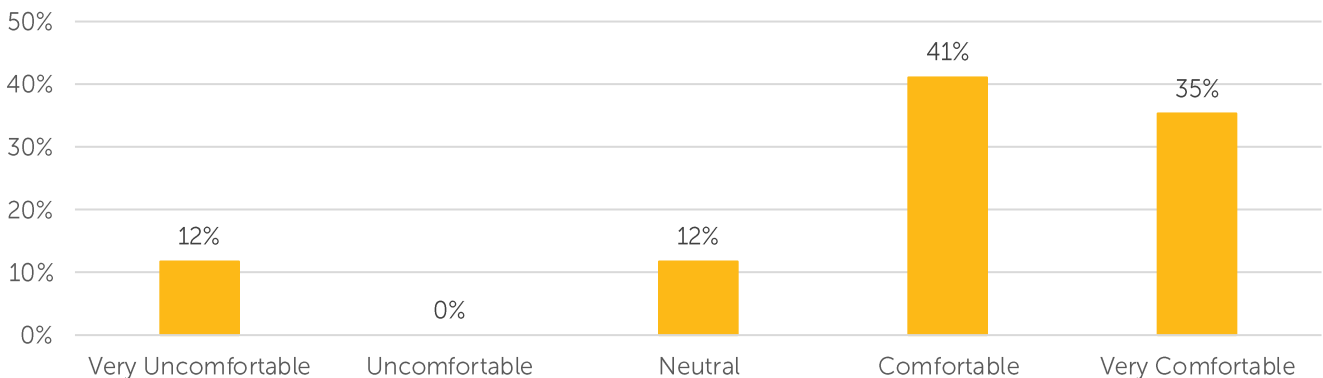


Figure 9: Survey respondents' level of comfort with the proposed location of different housing lot sizes (n=17)

Survey respondents shared general support for the proposed location of different housing sizes, specifically on the provision of smaller lot sizes near the railway station and larger lot sizes closer to farmland. Some respondents expressed desire for the provision of diverse lot sizes to cater for different demographic needs, such as elderly people who may want to downsize and have more direct access to public transport. This sentiment was shared by the 'Getting Riddell Right' and 'What Riddell Wants' community groups.

A few respondents shared concerns about potential challenges to traffic management with the increase of population, as well as negative impacts on the look and feel of the town with reduced lot sizes in some areas.

Similar sentiments were shared amongst drop-in event attendees. While there was general support for a mix of housing sizes, some were some less supportive of providing smaller housing lots with concerns that the town's neighbourhood character would be impacted. The community groups shared this sentiment as the town's characteristics continue to be essential and need to be embedded in policy, especially for smaller lot sizes. Key factors mentioned included spaciousness and setbacks.

4.2.3. Services Precinct

Survey respondents were asked to indicate their level of comfort with the size and location of the Services Precinct to provide community facilities, retail, and amenities.

As shown in Figure 10, over half (59%) of respondents were either very comfortable (35%) or comfortable (24%). With 29% of respondents remaining neutral, 12% were either very uncomfortable (6%) or uncomfortable (6%).

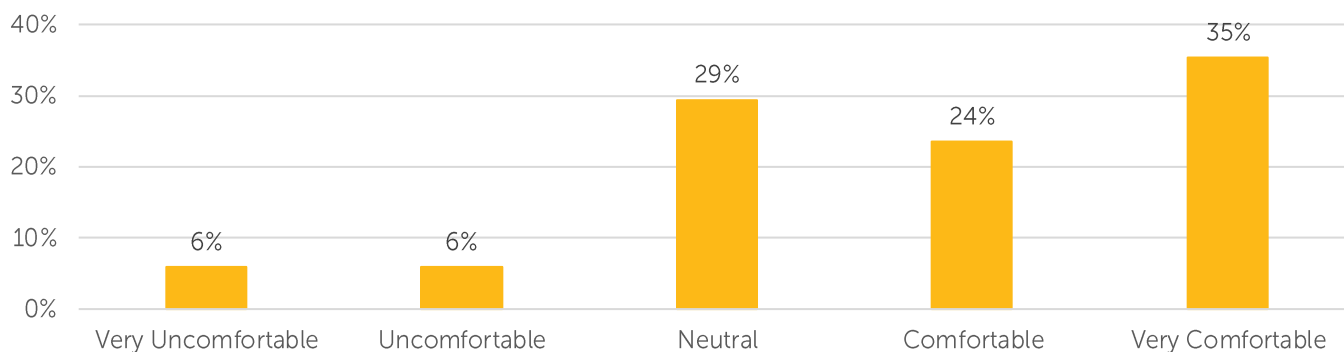


Figure 10: Survey respondents' level of comfort with the size and location of the Services Precinct (n=17)

Survey respondents shared general support for the proposed Services Precinct being located close to the railway station, increasing access for residents and visitors. Respondents would like to see more detail about the Service Precinct. One respondent thought that the size of the service precinct should be expanded.

Considerations shared by drop-in event attendees consisted of the need for diverse shops and services at a centralised location to provide for the growing and changing local population, building the precinct before housing, including schools and retail closer to Amess Road to minimise road congestion, and possible challenges attracting and retaining local businesses. Regarding the need for carparking and retail, attendees mentioned the new railway parking north of the railway line and confirmed that size of the Services Precinct considers the commercial land north of the railway line.

The 'Getting Riddell Right' and 'What Riddell Wants' community groups shared current Riddells Creek services do not meet the demands of the current town population. There was concern current and future residents will need to rely on other towns' if basic and 'nice to have' services are not provided. There was desire for complimentary services and facilities to existing town services as this will improve cross-railway integration and local economic benefit.

4.2.4. Public open space and rehabilitation of Riddells creek

Survey respondents were asked to indicate their level of comfort with the amount and location of public open space and rehabilitation of the creek.

As shown in Figure 11, the majority of respondents (88%) were either very comfortable (47%) or comfortable (41%). A total of 6% of respondents were very uncomfortable and another 6% remained neutral.

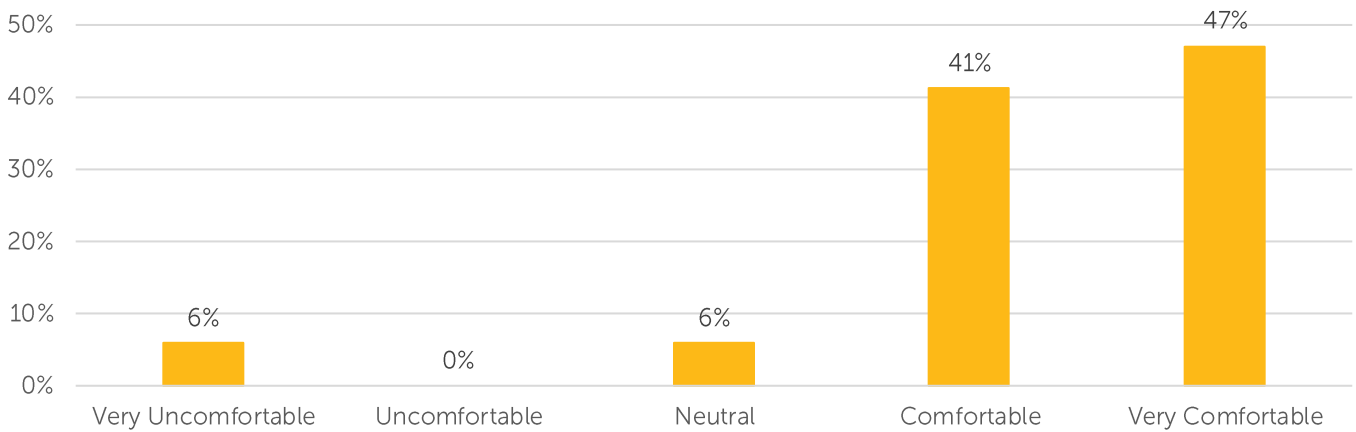


Figure 11: Survey respondents' level of comfort with the amount and location of public open space and rehabilitation of Riddells creek (n=17)

Many survey respondents further emphasised their desire for natural habitat restoration and the provision of more open space in the local area. There were suggestions to ensure connection with the existing township to the north with walking and cycling paths.

Drop-in event attendees shared support for the proposed amount and location of public open space and rehabilitation of the creek. There were suggestions to include amenities such as walking and cycling paths, BBQ areas, and playgrounds to encourage use of the public open space. Some attendees emphasised that existing flora and fauna and well as native wildlife should be carefully assessed and protected.

Additional concerns and priorities shared by the 'Getting Riddell Right' and 'What Riddell Wants' community groups consisted of connection through creek corridors and to First Nations culture, the negative impact on fauna during the Riddells Creek summer flow, and stormwater and flooding concerns leading to required stormwater treatment along the creek. The groups also shared about the Council 24-kilometre Woodend to Riddells Creek Shared Trail Project that may finish south of the Riddells Creek railway station.

4.2.5. Street layout

Survey respondents were asked to indicate their level of comfort with the proposed street layout.

As shown in Figure 12, more than half (65%) were either very comfortable (24%) or comfortable (41%). Less than a quarter (28%) of respondents were very uncomfortable (6%) or uncomfortable (12%).

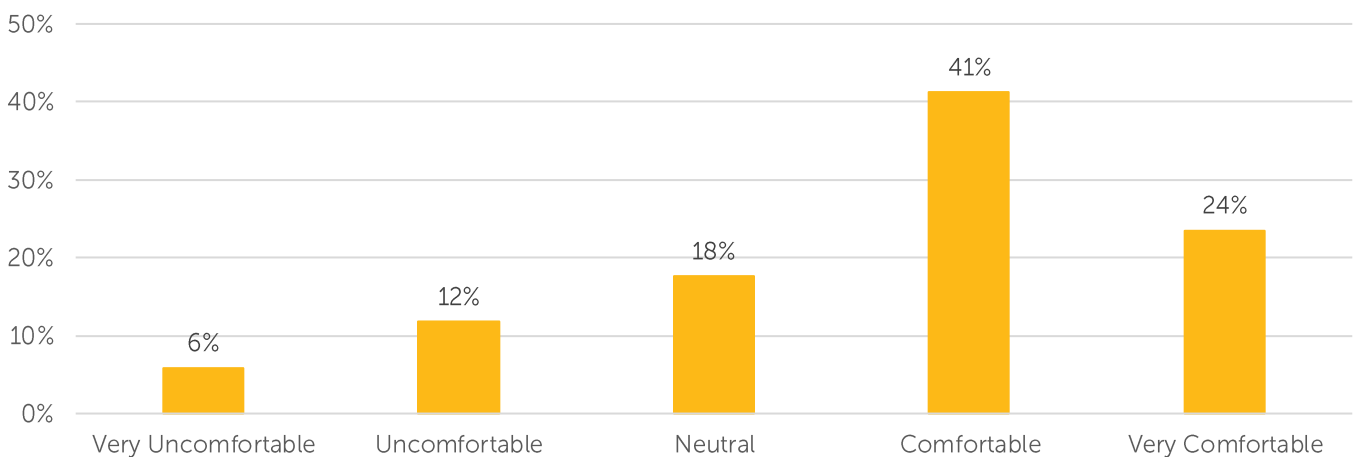


Figure 12: Survey respondents' level of comfort with the proposed street layout (n=17)

Participants expressed general support for the proposed street layout. Considerations for traffic management and mixed views of navigation were raised. This included not straight roads to reduce the speed of vehicles, rubbish bins congesting roads on collection days, addressing the traffic bottleneck and danger at the Riddell Road Bluestone Bridge intersection, and increasing the housing setback distance.

A few drop-in attendees emphasised the need to ensure connectivity, walkability, and accessibility of the street network, including for people who use mobility aids and prams. This was backed by the walkability community survey that was shared by 'Getting Riddell Right' and 'What Riddell Wants'. The survey findings included the lack of pedestrian

accessibility into Riddells Creek, lack of pathways, gravel pathways, paths located close to vehicles and issues for people using mobility aids and prams.

During the second drop-in event, attendees shared comments about the interface with properties to the south. They appreciated boundary fencing, mentioned the need for livestock to have safe access away from dogs and the shared preference for green parkland between the development and properties to the south.

Additional concerns were shared by the community groups. Firstly, to ensure engagement with PTV to facilitate good railway crossings reducing the hard barrier of the railway line. Secondly, that the town is subject to bushfire risk to the north and south and this needs to be considered in the design phase including access, and setbacks.

4.3. Indicative street cross sections

Survey respondents were asked to indicate their level of comfort with the indicative street cross sections.

As shown in Figure 13, the majority of respondents (82%) were very comfortable (38%) or comfortable (44%). 12% of respondents were very uncomfortable (6%) or uncomfortable (6%).

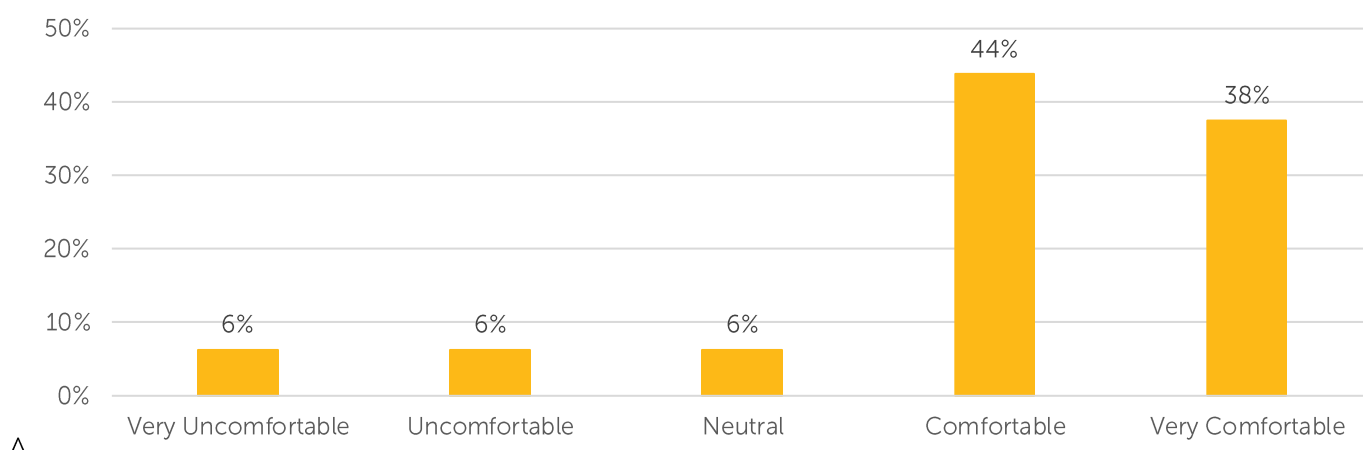


Figure 13: Survey respondents' level of comfort with the indicative street cross sections (n=16)

Survey respondents shared general support for wider footpaths and the various street types serving different purposes and traffic flows. There were mixed views on the shared paths.

Drop-in attendees supported the inclusion of trees along the streets, the service road along Riddell Road and footpaths on one side. Concerns included the bike lane between parked and moving cars and connecting to a dirt road at Stokes Lane due to safety and existing congestion. One person questioned the bus and stated there currently is no bus in Riddells Creek. There were also suggestions to upgrade and include signalling at key intersections to manage traffic flow.

4.4. Additional feedback and comments

Other feedback shared via the survey, drop in events and email included:

- general support for the location of the new proposed development
- desire for specific facilities and amenities, including public toilets in open public spaces, an enticing retirement village, age care facilities, cemetery, and a new school
- preference of Wurundjeri Woi-wurrung language for place names
- preference to incorporate a mix of native and non-native vegetation across the new proposed development
- request to consider offering land near the railway reserve for the Riddells Creek Country Fire Authority (CFA) due to it outgrowing the current site and limited options.

Additional information shared by the 'Getting Riddell Right' and 'What Riddell Wants' community groups included:

- By 2036, the Riddells Creek community want adequate services for a large district town, emergency resilience and protected and enhanced natural environment.

- A desire for a Riddells Creek Town Centre Master Plan to maintain the village character of the township, and to have greater certainty about future population numbers, infrastructure and facilities. (irrespective of any potential development on the land south of the railway line).
- There was concern that Council has no capacity to maintain infrastructure.

Specific topics and concerns that community members would like to know more about included:

- details for traffic management, including parking and connection to the train station
- fire risk and flood management
- local heritage assessments
- existing heritage overlays
- stormwater and sewage treatment
- vegetation and landscaping approach
- easier viewing of the different land parcels on the Plan
- the total site size and number of expected houses
- specifics about the timeline for the project
- ownership, collaboration and management of future community facilities and services
- roles and responsibilities between Council and the project team to plan and deliver the project.

5. Conclusion

In conclusion, between 13 October 2023 and 8 November 2023, Phase Two community engagement about the future of the land south of the railway line, Riddells Creek was held. The community and stakeholders were presented with the 'Response to community feedback report' before being asked for feedback on aspects of the report including the Draft vision statement for the site, Draft Response Plan and indicative street cross sections.

Communication and promotional activities used to promote and inform community members and stakeholders included an updated website, letterbox dropped flyer, Riddell Round Up advertisement and emails. Through the survey, drop in events, meeting with two community groups and an email, about 69 people shared feedback on the report.

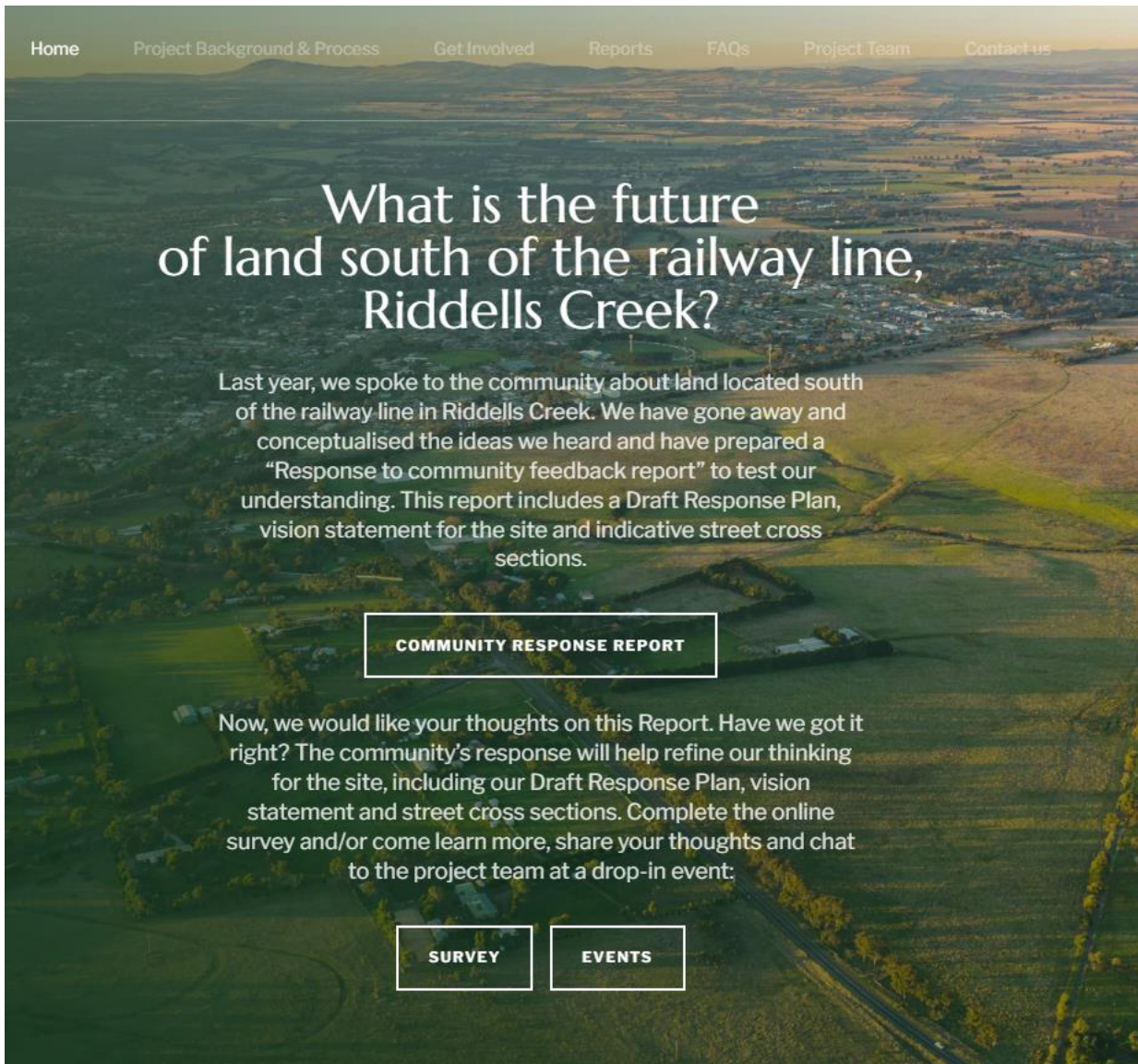
Key feedback on the 'Response to community feedback report' included the following per theme:

- Draft vision statement for the site: General comfortability with the statement due to it addressing community concerns. There were a few additional desires and concerns shared.
- Participants were asked for feedback on multiple topics about the Draft Response Plan.
 - Level of comfort: There was overall comfort whilst a few survey respondents were uncomfortable with the proposed smaller lot sizes. There was concern for disconnection with the existing town at a drop-in event.
 - Housing: Participants shared general support for the proposed location of different housing lot sizes but there were diverse sentiments. Concerns were about traffic management and the impact on the look and feel of the town.
 - Services Precinct: More than half of the survey respondents were comfortable with the size and location of the Services Precinct. Comments were shared about the desire for more detail, the size and location, carparking and the building and implementation of the precinct.
 - Public open space and rehabilitation of the creek: Most participants were comfortable with the amount and location of public open space and rehabilitation of the creek. Shared suggestions and concerns included connections with the existing township, flora and fauna protection, amenities, and flooding.
 - Street layout: The majority of participants were comfortable with the proposed street layout. Areas for further consideration and concern included traffic management, navigation and accessibility including railway crossings, housing setback distance and bushfire risk. Drop-in attendees shared comments relating to the interface with properties to the south.
- The majority of participants were comfortable with the indicative street cross sections. There was support for wider footpaths, the proposed street types, the inclusion of trees, a Riddell Road service road and a footpath on one side. There were additional comments on the inclusion and location of mixed paths, bike lanes and traffic management.
- Additional feedback, information, and concerns were shared. This included preferences of amenities, information about Riddells Creek planning and topics community members wanted further information on.

Following this report, Spacious Group and Tract Consultants will undertake the following steps:

- Present the Response to community feedback report and this report to Council.
- Provide ongoing updates to participants who provided their contact details and signed up for updates.

Appendix A: Website screenshots



Home Project Background & Process Get Involved Reports FAQs Project Team Contact us

What is the future of land south of the railway line, Riddells Creek?

Last year, we spoke to the community about land located south of the railway line in Riddells Creek. We have gone away and conceptualised the ideas we heard and have prepared a “Response to community feedback report” to test our understanding. This report includes a Draft Response Plan, vision statement for the site and indicative street cross sections.

COMMUNITY RESPONSE REPORT

Now, we would like your thoughts on this Report. Have we got it right? The community’s response will help refine our thinking for the site, including our Draft Response Plan, vision statement and street cross sections. Complete the online survey and/or come learn more, share your thoughts and chat to the project team at a drop-in event:

SURVEY **EVENTS**

FAQs

Questions? You’re covered.

CLICK TO FIND OUT THE ANSWERS

- Who is behind the proposal?
- What is our vision for the site?
- What is the required planning process?
- What is the ‘Response to community feedback report’?
- What is the Draft Response Plan?
- How can I participate and share my thoughts?
- What are the next steps?

- Why am I being asked for input and how will it be used?
- Who currently owns the land?
- How does the proposal for land south of the railway line Riddells Creek relate to the future development of land at Amess Road?
- What were the outcomes of Phase One engagement in 2022?



Response to community feedback report



Contact us today.

Your Name	Your Email
<input type="text" value="Name"/>	<input type="text" value="Email"/>
Your Phone	Subject
<input type="text" value="Phone"/>	<input type="text" value="Subject"/>
Your message	
<input type="text" value="Any question you may have."/>	

Response to community feedback report

[Click here to download pdf or view online below.](#)

[Click here to download Accessible version.](#)



Get Involved



Drop in events

Drop in event 1
Date: Saturday 28 October 2023
Time: 10am to 12:30pm (presentation at 10:30am)
Location: Riddells Creek Hotel

Drop in event 2
Date: Thursday 2 November 2023
Time: 6pm to 8:30pm (presentation at 6:30pm)
Location: Riddells Creek Hotel

No registration needed: Come along to learn more, share your thoughts and chat at a time that suits you.

Survey

We want to hear your feedback, ideas, suggestions to the 'Response to community feedback report'. This report includes a Draft Response Plan, vision statement for the site and street cross sections, and aims to respond to community aspirations for this site, as heard during phase one engagement in 2022.

Read the report [here](#).
Download the Accessible version [here](#).

Now, we would like your thoughts on the report. Have we got it right?

Your feedback will help us refine the Draft Response Plan, vision statement and street cross sections, which will be presented to Council.

Survey closed: Wednesday 8 November 2023

Project Team



Contact us today.

Your Name

Name

Your Email

Email

Your Phone

Phone

Subject

Subject

Your message

Any question you may have.

I accept the Privacy Policy ([Link in footer](#))

Send message

spacious

Who is Spacious?

Spacious Group is a privately owned, registered Australian business specialised in property development, project management, and property management. Spacious Group is backed by years of experience and is capable of initializing, implementing, funding, and managing property related projects. The company is also an active participant of local community, and is long term membership of Property Council of Australia and Urban Development Institute of Australia (UDIA).

Tract

Who is Tract?

Tract is national planning and design practice, established in 1973. The team specialises in landscape architecture, urban design and town planning. The Tract team has been involved with land south of the railway line, Riddells Creek since 2013.

Contact us



Get in touch

We are here to answer any question you may have.

Feel free to reach us via contact form and we will reply within two work days.

✉ Email: info@riddellssouth.com.au

Your Name

Name

Your Email

Email

Your Phone

Phone

Subject

Subject

Your message

Any question you may have.

I accept the Privacy Policy ([Link in footer](#))

Send message

Appendix B: Flyer

Last year, we spoke to the Riddells Creek community about the land south of the railway line, Riddells Creek. We have been busy conceptualising the ideas we heard, and have now prepared a 'Response to community feedback report'. This includes a Draft Response Plan, vision statement for the site and street cross sections which aim to respond to community aspirations for this site.

Now, we want to hear your feedback, ideas and suggestions to the 'Response to community feedback report' and if we've got it right. Your feedback will inform refinement of a Draft Response Plan, vision statement and street cross sections, which will be presented to Council.

Come learn more, share your thoughts and chat to the project team:

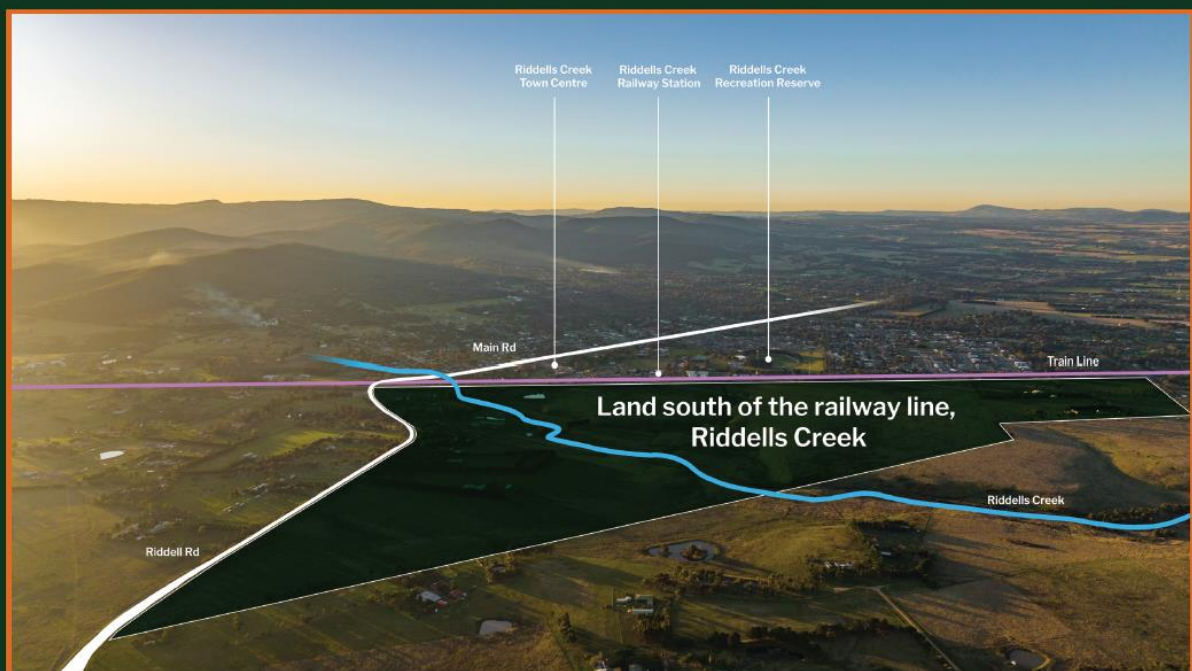
DROP IN EVENT 1
Saturday 28 October 2023
Time: 10am - 12:30pm
(Presentation at 10:30am)
Location: Riddells Creek Hotel

DROP IN EVENT 2
Thursday 2 November 2023
Time: 6pm - 8:30pm
(Presentation at 6:30pm)
Location: Riddells Creek Hotel

To learn more or fill out the survey, please visit www.riddellssouth.com.au or scan the QR code



This land is located directly south of the existing Riddells Creek township and train station. It comprises 136.5 ha of land, which is located within the defined township boundary, and is awaiting confirmation of usage.



Appendix D: Survey

We want to hear your feedback, ideas, suggestions to the 'Response to community feedback report'. This report includes a Draft Response Plan, vision statement for the site and street cross sections, and aims to respond to community aspirations for this site, as heard during phase one engagement in 2022.

Your feedback will help us refine the Draft Response Plan, vision statement and street cross sections, which will be presented to Council.

Section 1: About you

1. How old are you?
 - Under 20 years of age
 - 20 – 29 years
 - 30 – 39 years
 - 40 – 49 years
 - 50 – 59 years
 - 60 – 69 years
 - 70 – 79 years
 - 80+ years
 - Prefer not to say
2. What gender do you identify as?
 - Female
 - Male
 - Gender diverse
 - Prefer not to say
 - Self-described (please specify) _____
3. What postcode do you live in?
 - 3431
 - 3429
 - Other: _____ [only allowing numbers if possible]
4. Are you answering this survey as an individual, or as a representative of a group or organisation? Please indicate which group/organisation(s).
 - As an individual
 - As a group or organisation representative (List group or organisation) _____
5. Would you like to be updated about future of the site?
 - Yes
 - No
6. If yes, what are your contact details?
 - Name _____

- Email address_____
- Phone number_____ [optional]

Section 2: Draft vision statement

The following represents a draft vision statement for land south of the railway line, Riddells Creek. This draft vision statement does not represent a proposal or final concept. It has been drafted to reflect the outcome of recent community engagement.

This draft vision statement will be further refined following this Phase Two engagement.

Land south of the railway line, Riddells Creek (LSRL) would comprise a predominantly residential neighbourhood, reflective of the scale and character of the existing township. The Riddells Creek corridor will be rehabilitated, providing a network of accessible open space for the existing and future community. Enhanced connectivity will be prioritised, by providing a secondary connector road, additional parking to the railway station, and additional pedestrian connections across the railway line, ensuring the existing (north) settlement and future (south) settlement are well integrated and walkable. An activities precinct around the railway station would be provided, to expand upon the townships existing amenities, services and community facilities in a location that is highly accessible to existing and future residents. Land south of the railway line, Riddells Creek will also seek to embed cultural heritage, historic heritage, and landscape features within and around it by capitalising on opportunities to maximise views to nearby Macedon Ranges and integration with established native vegetation. The existing layout and design of Riddells Creek will be relied upon, with an emphasis on wide, straight streets, and spacious setbacks around dwellings. Land south of the railway line, Riddells Creek will allow for a range of lot sizes, with a focus on traditional lots, with some smaller lots closer to the railway station and larger lots closer to the edges, accounting for varying community needs, demographics, and affordability considerations.

7. What is your level of comfort with the draft vision statement for the area?
 - Very Comfortable
 - Comfortable
 - Neutral
 - Uncomfortable
 - Very Uncomfortable
8. Why did you make this choice?

Section 3: Draft Response Plan

The Draft Response Plan visualises views and ideas we have heard from the community and Macedon Ranges Shire Councillors regarding the potential for the site. Thus, it creates a basis to better understand the potential uses of the area and ways it can connect with the existing Riddells Creek township. It is not a development proposal or a plan for development.

IMPORTANT NOTE: The Draft Response Plan cannot specifically address many sustainable design opportunities, nor the specifics of all community service provision. This would need to be addressed and provided for during detailed planning processes including a planning scheme change and development approval. The Plan does however, seek to visualise what we heard during phase one engagement in 2022.

9. What is your level of comfort with the Draft Response Plan?
 - Very Comfortable
 - Comfortable
 - Neutral

- Uncomfortable
- Very Uncomfortable

10. Why did you make this choice?

11. What is your level of comfort with the location of different housing lot sizes?

- Very Comfortable
- Comfortable
- Neutral
- Uncomfortable
- Very Uncomfortable

12. Why did you make this choice?

13. What is your level of comfort with the size and location of the Services Precinct (this area would provide community facilities, retail and amenities)?

- Very Comfortable
- Comfortable
- Neutral
- Uncomfortable
- Very Uncomfortable

14. Why did you make this choice?

15. What is your level of comfort with the amount and location of public open space and rehabilitation of the creek?

- Very Comfortable
- Comfortable
- Neutral
- Uncomfortable
- Very Uncomfortable

16. Why did you make this choice?

17. What is your level of comfort with the street layout?

- Very Comfortable
- Comfortable
- Neutral
- Uncomfortable
- Very Uncomfortable

18. Why did you make this choice?

Section 4: Street cross sections

The indicative street cross sections present proposed streetscape designs. Alongside the Draft Response Plan, the street cross sections also visualise what we heard during phase one engagement in 2022.

19. What is your level of comfort with the proposed streetscape designs/street cross sections?

- Very Comfortable
- Comfortable
- Neutral
- Uncomfortable
- Very Uncomfortable

20. Why did you make this choice?

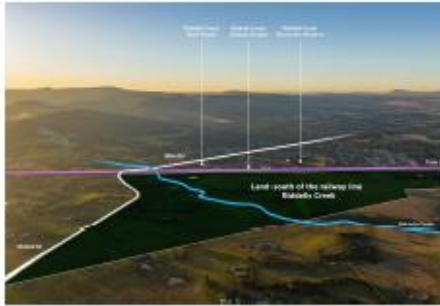
Section 5: Additional considerations and comments

21. Is there anything else you would like to be considered in the Final Response Plan and street cross sections?

22. Any additional comments?

Appendix E: Drop-in presentation

What is the future of the land south of the railway line?



Thursday 2 November 2023



Agenda

- Project team
- Current point in the process
- Planning context
- Response to community feedback report
 - Draft Response Plan
 - Draft vision statement for the site
 - Indicative street cross sections
- Next steps
- Q&A



Project team

Capire

Eliza Knox
• Facilitator

Denise Francisco
• Facilitator

Tract Consultants

Greg Wood
• Senior Principal Town Planner

Heidi Duncan
• Associate Town Planner

Spacious Group

Dan Xia
• Associate Director

Haley Yang
• Assistant Developer Manager

We are here: Phase two engagement

- Conceptualised what we heard during Phase one engagement into the "Response to community feedback report".
- We want to hear your feedback, ideas and suggestions in relation to:
 - Draft Response Plan
 - Vision statement for the site
 - Draft street cross sections.



Planning Context



- The Site is currently zoned Rural Living Zone (RLZ).
- The minimum lot size in the RLZ is 40 hectares.
- No subdivision (below 40ha) can occur without a planning scheme amendment.
- Lot size restrictions often seek to preserve the potential for township expansion.
- The Site is within the town's settlement boundary, under State and local planning policy. It is identified as an 'investigation area'.



Response to community feedback report

The intention of this Report is to conceptualise the feedback received during the community engagement undertaken in 2022.

It seeks to identify a design response for land south of the railway line in Riddells Creek, presenting possible approaches to planning for this area, based on what the community said during the proponent-led engagement in August to October 2022.

The Response to Community Feedback Report is not a formal proposal to Council. Instead, it is intended as a means of progressing our understanding of acceptable outcomes for this land in response to community input.



Response to community feedback report

The format of the Response to Community Feedback Report includes discussion of key themes, providing:

- Overview of our understanding of the community response
- Analysis and discussion of the issue
- Proposed outcome within the Response Plan
- Precedent images



Draft Response Plan



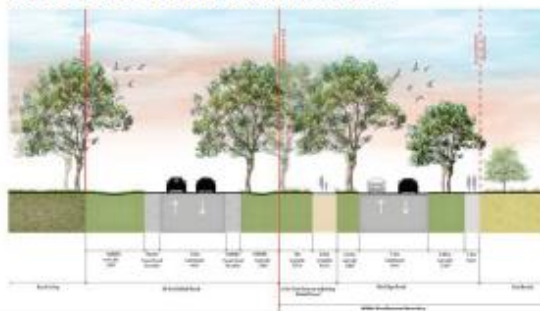
Draft vision statement for the site

What are your thoughts on the draft vision statement? Why?

Land south of the railway line, Riddells Creek would comprise a predominantly residential neighbourhood, reflective of the scale and character of the existing township. The Riddells Creek corridor will be rehabilitated, providing a network of accessible open space for the existing and future community. Enhanced connectivity will be prioritised, by providing a secondary connector road, additional parking to the railway station, and additional pedestrian connections across the railway line, ensuring the existing (north) settlement and future (south) settlement are well integrated and walkable. An activities precinct around the railway station would be provided, to expand upon the townships existing amenities, services and community facilities in a location that is highly accessible to existing and future residents. Land south of the railway line, Riddells Creek will also seek to embed cultural heritage, historic heritage, and landscape features within and around it by capitalising on opportunities to maximise views to nearby Macedon Ranges and integration with established native vegetation. The existing layout and design of Riddells Creek will be relied upon, with an emphasis on wide, straight streets, and spacious setbacks around dwellings. Land south of the railway line, Riddells Creek will allow for a range of lot sizes, with a focus on traditional lots, with some smaller lots closer to the railway station and larger lots closer to the edges, accounting for varying community needs, demographics, and affordability considerations.

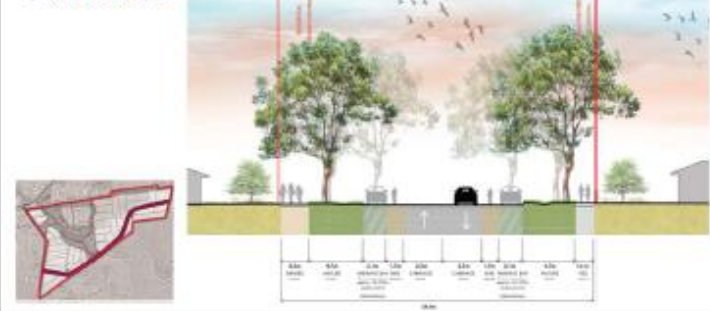
Indicative street cross sections

Proposed Service Road alongside Riddell Road



Indicative street cross sections

Connector Road



Appendix F: Drop-in Q&A

The following paraphrased questions and comments were asked and answered during the Q&A time of the drop-in events which occurred after the presentation:

Saturday 28 October 2023

- How will roads be integrated with the new development? How will pedestrian crossings / cycling paths be designed and managed? Better connection to the train station.
- How will you ensure the roads are wide enough to accommodate high volume of traffic?
- At the end, how will traffic be managed and connected?
- Traffic under the bridge is currently high volume.
- How many people will the new development accommodate? How many lots?
- How much land does Spacious Group own at the project site, how and when will those lands that are not owned be developed, for new access roads?
- What is the anticipated time frame for the project?
- Is there any heritage plan?
- Consider traffic to slow down around an aged care facility or kindergarten.

Thursday 3 November 2023

- The bridge on the Q&A slide leads to the William Cowley Bridge which already struggles with traffic. What are your thoughts about this?
- Most of the traffic is focused on Riddle Road and the bridge.
- In school times, there is currently a queue of 20 cars. How many more cars would be expected?
- Would you consider that the residents of this development would need to be provided better access to the retail area?
- Are you okay to describe what success looks like for Spacious?
- I noticed in the last consultation many had mentioned the need for an additional medical clinic, and we need a new school. How much is Spacious able to provide for these facilities?
- The current supermarket is inadequate.
- Concern if development occurs, but the infrastructure is not provided to service the new community.
- Will the ownership and management of sporting facilities also need to be negotiated with Council?
- You must have a figure of the likely increase on population?
- Have you put thought into the architectural controls?
- What is the size of the total area of the dark green on the plan?
- Is any of the land designated for park land for kids?
- So, the light red on the boundary to existing rural properties, is that for parkland?
- What sort of fencing would you have on the interface to the south?
- With the Amess Road development, CFA made note of the fire risk, and the need for road access abutting the site area. That does not appear on the plan.
- When do you think you will talk to Council again?

Appendix G: Drop-in A1 boards



Land south of the railway line, Riddells Creek

We want to hear your ideas, suggestions and changes to the 'Response to community feedback report'. The report conceptualises views, ideas and feedback regarding the site we heard during Phase One community engagement in 2022 and Councillor feedback.

The 'Response to community feedback report' includes:

- Draft Response Plan.
- Vision statement for the site.
- Street cross sections.

The Draft Response Plan does not represent a proposal, and there is no formal proposal with Council at this stage.

The key elements of the Draft Response Plan are:

- A grid street network.
- Wider streets with greater area for street planting than conventional streets in new subdivisions.
- Setbacks of housing from the street to allow for greater private front yard space, and a sense of spaciousness.
- Recognition that the area near the Railway Station can provide space for some smaller residential lots for community members who desire greater housing choice whilst also being available for a small retail and services precinct.
- The creek corridor rehabilitated as open space with parks and pedestrian and cycle trails connecting with the existing township and throughout the residential area.

We would like feedback on the above key elements to further refine the Draft Response Plan.

Built form

Lot Size and Housing Opportunities

What we heard:

- Future growth should reflect the character of the existing township.
- Varied lot sizes: 500sqm to 2,000sqm with the majority around 1000sqm (traditional ¼ acre lot).
- Need to meet the needs of specific groups: aging in place and ability to downsize, and affordable housing for first time buyers or lower socioeconomic groups.
- Retirement village close to the railway station.

Urban Design and Street Network

What we heard:

- Preference for:
 - Wide streets
 - Wide nature strips
 - Vegetated streets (no clear preference between only native species; or a combination of native & exotic species)
 - Swale drains or limited concrete
- Varied feedback regarding the location of footpaths: one side or both sides of the street.
- Any future street network should work with the topography of the land.

Built Character Considerations

What we heard:

- Existing and preferred key themes:
 - Spaciousness and ensuring substantial setbacks around future dwellings
 - Preference for single storey development
- Varied feedback on fences between low and no fences.
- Despite varied feedback around dwelling design, there was a clear preference to complement the current township character, as opposed to being overly modern.

Sustainability

What we heard:

- Sustainable design as a key priority. In particular, promoting or mandating energy efficiency design through solar orientation, double glazing, solar power generation, neighbourhood batteries, water sensitive urban design and/or electric vehicle charging.
- Ecologically sensitive design in public open spaces, including ensuring that future recreational use of the Riddells Creek Corridor protects and enhances existing habitat, and prioritises safe movement for a variety of fauna species.



Servicing the Community

Pedestrian and Cycle Connections

What we heard:

- Enhanced or additional pedestrian connections across the railway line were considered necessary.
- The provision of shared paths and/or cycle connections integrating with the existing township, and utilising the creeks and watercourses.

Recreation and Open Space

What we heard:

- Varied views however, general encouragement of outdoor spaces for community use. This included:
 - Playgrounds
 - Public Gardens
 - Protecting, restoring, and celebrating the creek as a focal point
 - Connectivity along the creek (pedestrian and cycle paths)
 - Picnic areas, barbeques, and public seating/tables to encourage outdoor use
- Formal recreation facilities were encouraged:
 - Soccer
 - Hockey
 - Multi-purpose sports facilities



Council Community Facilities

What we heard:

- Desire for the following public community facilities (new or upgrading existing facilities):
 - Primary School
 - Secondary School
 - Community Centre
 - Council Community Facilities
- A general opinion was that with overall township population growth, community services, both public and private will need to be expanded. Council community buildings could be funded through development contributions from new development.

Community Facilities-Private

What we heard:

- Desire for the following privately funded community facilities:
 - Childcare
 - Retail (i.e. supermarket, shops)
 - Medical Centre
 - Service Station
 - Aged Care Services
- The general consensus was that new and upgraded services will be required but no specific requests made.
- Several questions with regard to a supermarket and if it could be located south of the railway line.



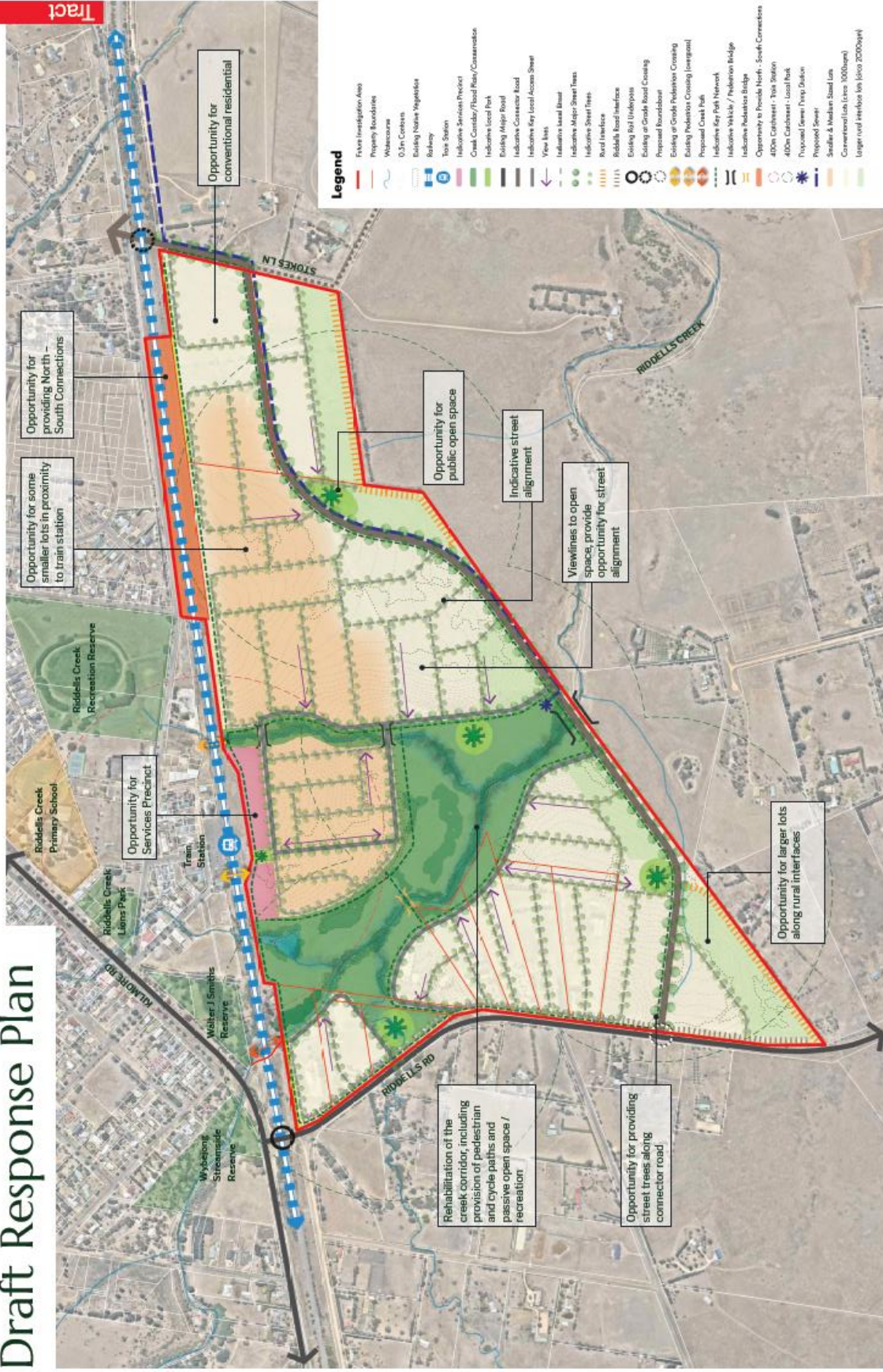
Infrastructure

What we heard:

- The need for any new development to minimise impact on the existing township.
- Improved access across the railway line was seen as essential.
- The need for the following infrastructure was outlined:
 - Second access road from Sunbury Road to Sutherlands Road
 - Sewer extension (via a pump and rising main)
 - Water supply from the existing town supply
 - Rail crossing points for pedestrians.
 - While specific detail was not yet available it is known that storm water will need to be treated via a wetland system before flowing into the creek
- The community generally accepted the extent of works required and understood the advantages a new road link would provide for emergency service access.
- There was desire that storm water is to be treated to a high quality before discharge.
- Diverse views on the railway crossing between an overpass and a crossing at the same level.



Draft Response Plan



Tract

Legend

- Prime Investigation Area
- Property Boundaries
- Watercourse
- 0.5m Contour
- Existing Native Vegetation
- Railway
- Train Station
- Indicative Services Precinct
- Creek Corridor/Threatened Flora/Conservation
- Indicative Local Park
- Existing Major Road
- Indicative Connector Road
- Indicative Key Local Access Street
- View lines
- Indicative Local Road
- Indicative Major Street Trees
- Indicative Street Trees
- Rural Landscape
- Riddells Road Interface
- Existing B2D Underpass
- Existing or Grade Road Crossing
- Proposed Roundabout
- Existing or Grade Pedestrian Crossing
- Existing or Grade Pedestrian Crossing
- Proposed Creek Path
- Indicative Key Path Network
- Indicative Vehicle / Pedestrian Bridge
- Indicative Pedestrian Bridge
- Opportunity to Provide North - South Connections
- 400m Catchment - Train Station
- 400m Catchment - Local Park
- Proposed Sewer / Drain / Gully
- Proposed Sewer
- Straddle & Median Road Lane
- Conservation Lines 1000sqm
- Larger and Higher Use Sites 2000sqm

Drawing Title: Land South of the Railway Line, Riddells Creek
 Project Name: Land South of the Railway Line, Riddells Creek
 Drawing No: 317-0153-00-U1-DR05
 Revision: 01
 Date: 23.10.2023
 Drawn: MH
 Checked: DM
 Project Principal: GW
 Scale: 1:5000000
 0 500 1000

Draft Response Plan

Write your
response here
on a post-it note

Scan the
QR code to
complete the
survey online



What are your thoughts on the Draft Response Plan? Why?

For example: Location of housing lot sizes, services precinct, public open space and rehabilitation of the creek, street layout

Is there anything else you would like to be considered in the Response Plan?

Draft vision statement

Land south of the railway line, Riddells Creek

The following represents a draft *vision statement* for land south of the railway line, Riddells Creek. This draft vision statement does not represent a proposal or final concept. It has been drafted to reflect the outcome of recent community engagement.

Land south of the railway line, Riddells Creek (LSRL) would comprise a predominantly residential neighbourhood, reflective of the scale and character of the existing township. The Riddells Creek corridor will be rehabilitated, providing a network of accessible open space for the existing and future community. Enhanced connectivity will be prioritised, by providing a secondary connector road, additional parking to the railway station, and additional pedestrian connections across the railway line, ensuring the existing (north) settlement and future (south) settlement are well integrated and walkable. An activities precinct around the railway station would be provided, to expand upon the townships existing amenities, services and community facilities in a location that is highly accessible to existing and future residents.

Land south of the railway line, Riddells Creek will also seek to embed cultural heritage, historic heritage, and landscape features within and around it by capitalising on opportunities to maximise views to nearby Macedon Ranges and integration with established native vegetation. The existing layout and design of Riddells Creek will be relied upon, with an emphasis on wide, straight streets, and spacious setbacks around dwellings. Land south of the railway line, Riddells Creek will allow for a range of lot sizes, with a focus on traditional lots, with some smaller lots closer to the railway station and larger lots closer to the edges, accounting for varying community needs, demographics, and affordability considerations.

What are your thoughts on the draft vision statement? Why?

Write your
response here
on a post-it note

Scan the
QR code to
complete the
survey online



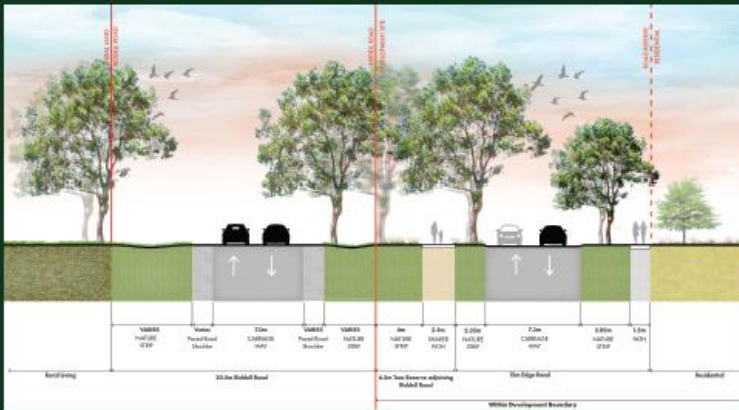
Street cross sections

Write your response here on a post-it note

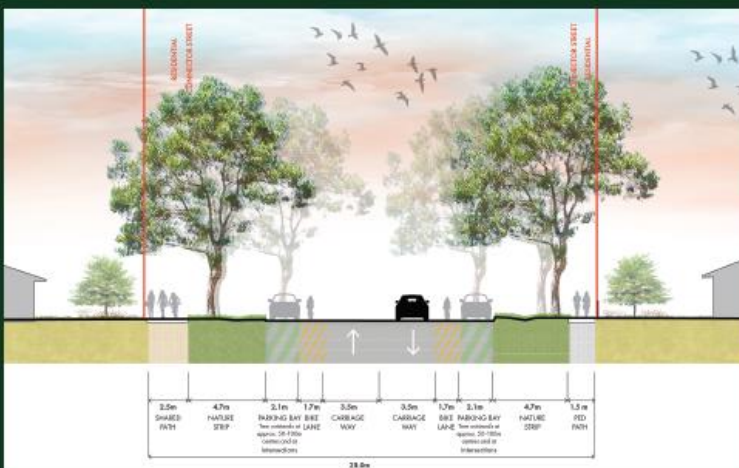
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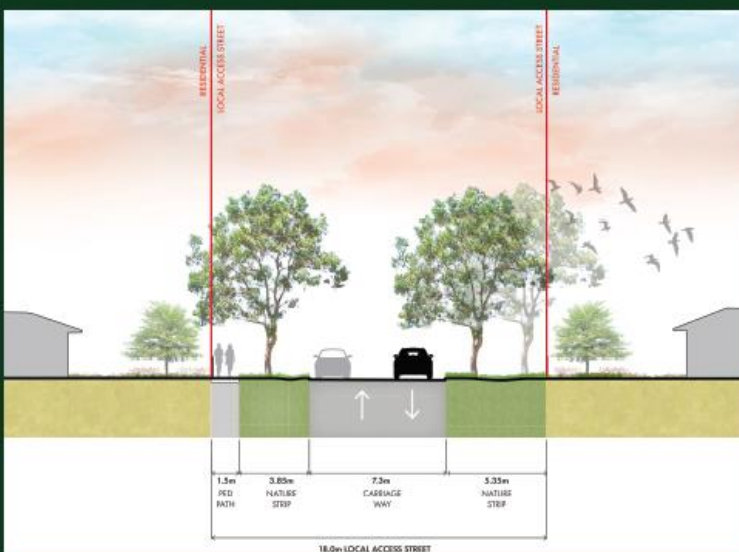
Part one



Proposed service road alongside Riddell Road



Connector road



Key local access street

What do you like?

What are your suggested changes?

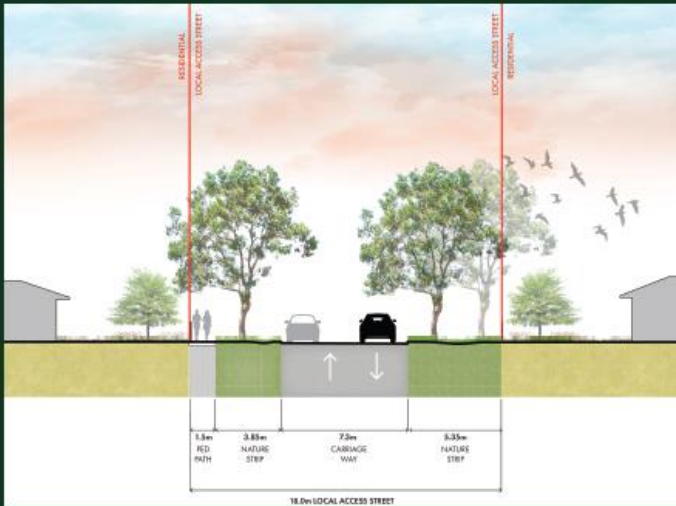
Street cross sections

Write your response here on a post-it note

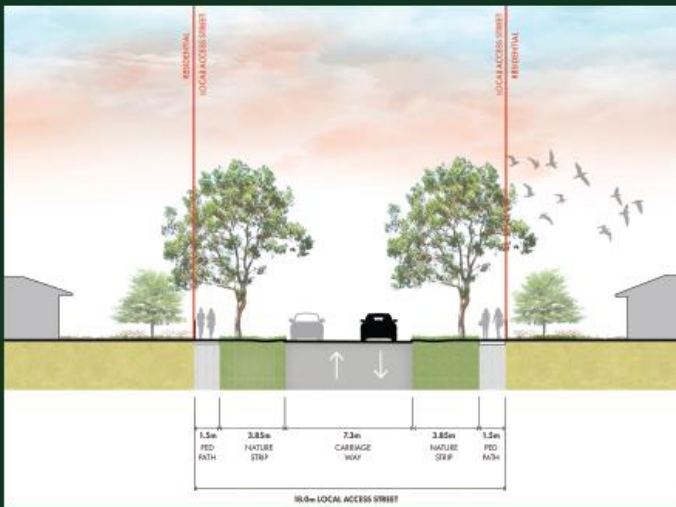
Scan the QR code to complete the survey online



Part two



Local access street OPTION 1 – footpath one side



Local access street OPTION 2 – footpath both sides



Local access street Railway line interface

What do you like?

What are your suggested changes?

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Capire acknowledges
and deeply respects the
Wurundjeri people and
the Traditional Owners
of the Victorian land.



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