Mr. Nathan Bunt,
Outer Suburban/Interface Services and Development Committee,
Parliament of Victoria,
Parliament House, Spring St.,
East Melbourne. Vic 3002. Email: osisd@parliament.vic.gov.au

9 December, 2011

OUTER SUBURBAN INTERFACE SERVICES AND DEVELOPMENT COMMITTEE
INQUIRY INTO GROWING THE SUBURBS

Thank you for the opportunity to contribute to the Inquiry into Growing the Suburbs.

I will confine my comments to the Nillumbik Shire of which I am a resident.

I want to see the optimal use of currently under utilised infrastructure in the Hurstbridge area. For example, the Eltham Main Sewer extends to Hurstbridge and is under-utilised whilst the Whittlesea Growth Corridor in some areas is not sewer. It’s illogical.

Some residential development from Hurstbridge to Diamond Creek along the railway line and some light industry opportunities are needed to return these townships to the vibrant communities they once were before the influence of pressure groups inhibited local Councils.

The MMBW document ‘The Future Growth of Melbourne’ 1967, omitted the Hurstbridge railway line from all the maps in the document. The Hurstbridge railway line has been in existence since 1912 whilst the Whittlesea growth corridor has no railway at all. That railway was decommissioned in 1959.

It seems planning to date has evolved from a misleading document which is getting on for 50 years old. The world has changed in that time and planning needs to change accordingly.

It’s time Victorian taxpayers knew they have paid dearly for all the infrastructure here in Nillumbik and will be paying again for infrastructure in places such as Greenvale while infrastructure here in Nillumbik remains under-utilised. Taxpayers haven’t yet realised they are subsidising the lifestyles of those who abhor development and don’t want others to have the opportunity to buy residential land and build a family home. These lifestyles forget if it hadn’t been for earlier subdivision they wouldn’t be living here themselves.

Water, electricity and telecommunication services are all easily upgraded to cater for additional growth when needed and costs are met by the developer.
Nillumbik is close to major hospitals (Austin hospital and Northern hospital) and is well serviced with other medical and related facilities.

Educational facilities, including access to tertiary facilities are well catered for.

Access to sporting and recreational facilities within and close to Nillumbik is easily available. Nillumbik is in close proximity to many major State and National parklands.

I would like to see the Metropolitan Ring Road completed directly through to Ringwood and scrub the idea of the enormously expensive tunnel option down through Banyule. Taxpayers are fed up with authorities wasting money to appease the greens. Instead of ‘feasibility studies’ let’s have action. Put the money into delivering projects instead.

I look forward to some positive initiatives arising from your inquiry.

Kevin Stoneman,