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12th October 2009

Mr Sean Coley, Executive Officer
Outer Suburban/Interface Services and Development Committee
Parliament of Victoria
Parliament House, Spring Street
East Melbourne, VIC 3002

Dear Mr Coley,

Outer Suburban/Interface Services and
Development Committee
Inquiry into the Impact of the State Government's decision to change the
Urban Growth Boundary

Please accept our submission. It relates to the impact of the Government's decision to change the urban growth boundary on landholders and the environment. As the OMR/E6 is a part of the urban growth package we believe our submission is relevant.

We are residents, land owners and broadacre farmers in the Shire of Melton affected by the proposed route CS5 of the Outer Metropolitan Ring/E6. The location of our 320 ha farm affected by this proposal is;
Allotments 803-850 & 753-801 Plumpton Rd , 625-833 Holden Rd in Plumpton and 107-161 Leakes Rd Plumpton.

Melways reference map 353 H2 (dot on map marks Colglenn the name of our farm).

We ask you to consider the issues we are concerned with and put yourself in our position before you make a decision This OMR proposal is 10 or more years away from construction and we believe adequate consideration should be given to fine tune the alignment for a balanced development outcome.

1. Public Consultation

5th the October 2009 The Age "Developers' lobby 'shifted' freeway route" page 4 a statement by government spokesperson Bill Kyriakopoulos said that all groups affected by changes to the city's western growth boundary were given equal opportunity to make submissions, and that the consultation process had been extensive, with more than 900 submissions received.

This is a false misleading statement and we present why we have not been given equal opportunity in this process.

Information Sheet, Urban Growth Boundary Review December 2008

*How will I be able to have my say? A 2 stage consultation process will be run.
Submissions relating to land outside the Investigation Area will not be considered.*

Also submitters were clearly offered to not only make their submission in writing but offered the opportunity to meet with the GAA. Even though our land abutted the UGB investigation area we were excluded from submitting.

However, in our case, land owners affected by the proposed change of OMR route from CS1 to CS5 were only included in the process after the June 17th announcement. We have included a copy of our 17th July 2009 submission which lists the chronology of events and the details of our major concerns with the impact of this proposal.

Our home, our farm, our livelihood, a historic dry stone wall, our neighbour's homes are at stake. We were offered one written submission to lobby our case. We do not have the funds to pay a consultant, our fate is in the hands of the person who will interpret our submission. We did ask the GAA for a meeting but Stuart Miles recommended we should contact Vicroads and meet with Clive Mottram. We emailed and wrote 6th and 9th August 2009 to Clive Mottram and CEO Gary Liddle requesting a meeting. To date we have not received a reply. We had only asked for the same opportunity we know the developers and others have had to meet and discuss this proposal. We have not been given equal opportunity.

2. The Omission of Issues for Analysis from the Planning Assessment Report June 2009. Route CS5 Caroline Springs Corridor

The Deanside Wetlands, Rockbank.

There was no reference to this significant environmental feature in any of the relevant data available. Vicroads was prepared to construct a major interchange through 50% of its area on the north side of the Western Highway, Rockbank. Confidence in Vicroads planning ability has been eroded as this area should have been avoided in the first place.

It is alternative 3 Rockbank, Greigs Rd to Tarleton Rd, Figure 1 map OMR/E6 Transport Corridor June alignment and the August option.

The Cultural Heritage Assessment

There was no reference to the Plumpton Dry Stone Wall which marks the eastern boundary of our farm along Plumpton Rd, south of Holden Rd, Plumpton.

A brief outline of the importance of the Plumpton Dry Stone Wall to our Cultural Heritage as outlined in a citation on the Melton Shire Dry Stone Walls:

- The Plumpton Dry Stone Wall was built between 1854 and 1885
- It is 1.2 kl in length and one of the largest intact remnants of a Clarke boundary wall in Melton Shire
- One of a diminishing number of all dry stone walls
- The Plumpton Wall is aesthetically significant and is situated on one of the few Nth Sth roads of the Shire with good visual access to travellers
- It is scientifically significant as it demonstrates the volcanic origin of the landscape
- It is socially significant. It has the potential to educate the community in regard to wall construction techniques, 19th century rural settlement patterns, pastoral management and a way of life on Melbourne's Western Plains.

Please refer to the attachments:

- ; July submission C Cultural Heritage
- ; September submission
- ; Photos attached
- ; A copy of the history of the Wall from the Shire of Melton

The June 2009 proposed route CS5 would have totally obliterated the Plumpton Dry Stone Wall.

Vicroads has now proposed to move Plumpton Rd slightly east to reduce the impact on the dry stone wall. Refer to Alignment option no 4 on figure 1 map of OMR/E6 Transport Corridor Recommended Options August 2009. To date Vicroads has not been able to answer two simple questions.

- How much of the wall will be saved by moving Plumpton Rd?
- How much of the wall will be destroyed by the path of the OMR?

From our research into this proposal we have concluded that Vicroads has not done any research into the outcome.

From our calculations based on the information supplied, the OMR proposed alignment will still have a significant impact on the best part of the Wall. We estimate almost half of the Wall will be destroyed. It will dissect the Wall and remove the remainder from the good visual access it currently has from travellers on Plumpton Rd. Its historic value will be greatly diminished.

Considering Vicroads has route CS4 as another option, as listed on map B1- 13 Caroline Springs Corridor Options page 61 of the Outer Metropolitan Ring/E6 Transport Corridor Planning Assessment Report, it is possible technically to move the OMR East to preserve a piece of Australian Cultural History in the Plumpton Dry Stone Wall.

Residents Amenity

The OMR/E6 CS5 proposed alignment devastates our rural community. The 5 homes to be lost in the path of the OMR are all on single allotments. There are 8 homes that will be severely affected. We will lose our rural amenity and be left with useless dissected parcels of land. The Planning policy is biased toward Urban Growth at the expense of the interface zoning GWZ and our heritage assets. There has been no consideration given to family homes to be wiped out in the GWZ or one of the purposes to promote agriculture. A greater distinction needs to be given to properties proposed to remain within the Green Wedge compared with properties within the UGB in the path of the OMR.

No consideration has been given to the Diggers Rest township and surrounding rural community regarding the loss of access to the Calder Freeway. It is proposed that the Diggers Rest- Bulla overpass and Holden Rd access will be terminated. The only access will be via the Sunbury – Diggers Rest overpass. Diggers Rest will be severely disadvantaged.

It is not evident that the analysis has explored options to maintain residents' amenity within our locality. The alignment could be designed to utilize the large tracts of vacant land on the east of Plumpton Road where the land is already encumbered by the Melbourne Airport

Environs Overlay, Power Transmission Lines, Gas Pipeline and Optic Fibre Cable. It is clear, however that the majority of this land was included within the Investigation Area and a speculative development has been proposed for the land. We suggest that this proposal has largely influenced the analysis of the options rather than a proper assessment of residents' amenity.

3 Significant Influence by Developers

For example if you read the Summary and Response to Submissions , Urban Growth Boundary Review , June 2009 page 61 a submission by Evolve - Stoneleigh (Site 4069) you will find this group had considerable influence in shifting the first preferred option route CS1 to the June proposed option CS5. Glenn asked Clive Mottram at our first information meeting at Melton 27th June why this road was shifted West and he stated it was to accommodate a couple of large land holder developers .

We noted the planning minister Justin Madden's statement to the media 19th May 2009. The extension of Melbourne's west investigation area has been brought about because of new information on the presence of nationally listed Volcanic Plains Grasslands east of Troups Rd Mt Cottrell.

"We now know the grasslands are not as prolific in this area as we thought. This allows the Government to consider land use and transport that may be improved by the current investigation area," he said.

We and others have requested a copy of this new report downgrading the grasslands. It has not been made available. I questioned DSE staff at the Rockbank information session. They could only remember a meeting being told the road was shifting and they had to accommodate it. It does appear conveniently coincidental that this "report" has appeared after developers became aware the OMR/E6 route CS1 would slice through parcels of land they control.

We know many of the locals have been approached by developers, but few have signed up. What guarantee was given to prove significant control of land between the Western Freeway and north of the Keilor Melton Rd.? What guarantee does the government have that they will go ahead and develop not just cash in on land they have attained at a comparatively cheaper price before rezoning into UGB? CS1 was listed by Vicroads as the most direct route and would have been the most cost effective to the tax payer.

In Summary

We believe it is possible for Vicroads to realign the OMR to preserve the Plumpton Dry Stone Wall, save the family homes to be left in a Green Wedge Zone and keep infrastructure for urban growth collective, not blight more land that has future development potential. We do not believe a minor change to the route of the OMR will be detrimental to the development outcome of the UGB because the area investigation was **11524 ha**; the minimum required is **4080 ha**. Most of the realignment will go through land not in the UGB.

We have suggested realigning the OMR CS5 with CS4. If the OMR/E6 is to avoid the Deanside Wetlands it would be practical and cost the taxpayer less to realign itself with CS4 this route travels just east of Plumpton Rd. On the north side of the Keilor Melton Rd CS4

travels through 2 landholders instead of 9, goes through large vacant parcels of land, (land not in the UGB because of the Melbourne Airport Overlay, also close to the high voltage transmission lines.) This block is under the control of Evolve. South of the Keilor Melton Rd all land both sides is UGB proving that the OMR/E6 is not a hard edge boundary.

We are posting a map which highlights the Dry Stone Wall, our farm, our neighbours homes affected, the vacant parcels encumbered by Melbourne Airport Overlays, the high voltage transmission lines, route CS1, CS4, and CS5, and the Deanside Wetland.

The report assumes that the OMR will provide a hard edge between urban and rural Development. We submit that more strategic planning needs to be undertaken to examine the benefits of the proposed OMR in terms of adjoining land uses as part of the overall growth area planning of Melbourne.

We thank you for reading our submission and await your reply. We would appreciate and welcome the chance to present our case.

Yours faithfully,

Glenn and Barbara Ford

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