

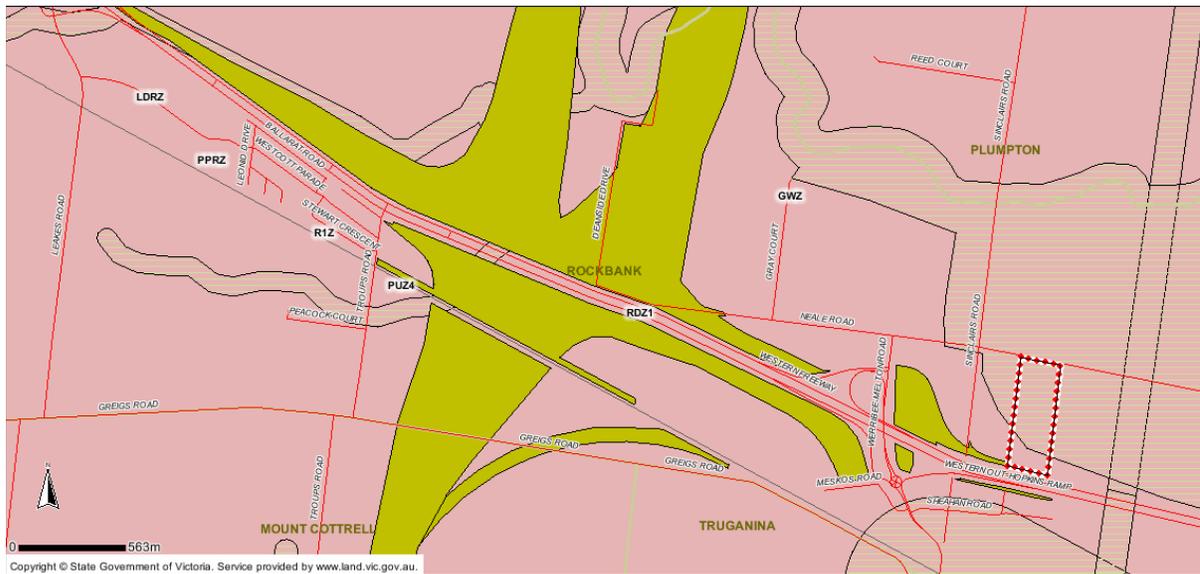
1.

Walter and Margaret Fioritti  
1510 - 1534 Western Hwy  
Rockbank  
P.O. Box 15 Deer Park 3023  
Ph: 0448966521  
Email: n1\_b19@yahoo.com.au

11 October 2009

**REF: Address:** **1510-1534 WESTERN HIGHWAY ROCKBANK 3335**  
Lot and Plan Number: Lot 6 LP116035  
Local Government (Council): Melton  
Council Property Number: 27613  
Directory Reference: Melway 357 K2  
Property Owners: Mr. & Mrs. Walter & Margaret Fioritti  
Postal Address: P.O. Box 15 DEER PARK 3023 VIC.  
Telephone: 97471163  
Mob. 0448966521

2.



Dear Minister,

We provide this submission as the owners and residents at 1510 Western Highway, Rockbank; a 12.28ha hobby farm currently zoned GWZ and our land is affected by the State Government's decision to change the Urban Growth Boundary as outlined in 'Delivering Melbourne's newest sustainable communities':

2.

**Inquiry into the Impact of the State Government's decision  
to change the Urban Growth Boundary**

That pursuant to the *Parliamentary Committees Act 2003*, Outer Suburban/Interface Services and Development Committee is required to inquire into, consider and report on the following:

The impact of the State Government's decision to change the urban growth boundary on landholders and the environment and plans announced by the Government to introduce an increased development contribution for land in designated growth areas, including —

- (d) any unintended consequences including the impact on all landholders and purchasers to be impacted;**

**Proposed Urban Growth Boundary**

We're informed that once the Growth Area Infrastructure Contribution is legislated, the GAIC will apply to the land owner at the time of first sale of land or subdivision, or building permit for major building works, whichever occurs first.

Our 30 acre property is 12.28ha at \$95,000 per hectare equates to a GAIC tax liability of \$1,166,600 if and when we sell; and yet our current property valuation is \$1,440,000.

This will have an inflationary and detrimental effect on establishing a true market value for the property for resale and/or Local Government Rating Valuation.

With this scenario we will be left with only \$273,400 to relocate!  
Did we work hard all our lives to become tomorrows refugees?

To equate all properties within the new UGB on a fixed broad acre fee is questionable, as no two properties contain the same attributes/value.

Applying the GAIC liability on the property owner and not on a proposer for urban development is a form of Third Line Forcing; restricting the sale of private properties specifically to developers and/or Government Bodies.

Does this represent a case for social injustice?

### **Proposed Urban Growth Boundary/Significantly Constrained Land**

A significant portion of our property was excluded from urban growth and defined as significantly constrained land; on the basis that this portion of the site contained locally significant native grassland, is inhabited by endangered fauna, has scenic sensitivity and is within a flood prone catchment.

The land is currently a marginal parcel of rural land; it will ultimately be surrounded by urban development and separated from other rural land to the south by substantial development along the Western Highway.

The native flora and fauna values associated with this area are no longer realised or viable. This area is likely to come under increasing threat as urban development proceeds. Continued rural use of the land is unviable, particularly as residential accommodation nears and vehicle movements surrounding the property increase.

The land has a natural 1 in 600 gradient, at its lowest point it is some 10m higher than the Caroline Springs Town Centre, is surrounded by formed roads; two of which abut the property with drainage provided and does not have an issue with flooding.

The land contains along its western boundary a major gas transmission pipeline, a must for a sustainable modern urban environment and is less than 250m from a major power transmission line located to the east.

The land is located above a low mineral content natural underground water source.

The land abuts both the Western Highway, (at the commencement of the Deer Park Bypass), and Rockbank Middle Road, (a planned major arterial road link for Caroline Springs to the Hopkins Road Interchange).

The land is less than 1.5km to the west of the residentially established extremity of Caroline Springs.

The land is located within 20mins of all major retail and commercial centres within Melbourne's Western and Northern regions not discounting the CBD itself.

The land is located within 5mins of the Caroline Springs Town Centre and has the potential to accommodate 180 households delivering Melbourne's newest sustainable communities.

To significantly constrain the use of this land would only serve the purpose of land banking for future development as the environmental uses suggested are well and truly flawed.

This is in contravention of the Victorian Government's Policy Statement for Melbourne @ 5 Million.

### **Proposed Outer Metro Ring/E6 Transport Corridor**

The proposed alignment of the OMR is mid way between two recently completed and supposedly significant interchanges of the Western Highway with Hopkins Road and Leakes Road; considered to be major interconnecting links between Werribee and Sunbury.

There is also a quite generous easement reservation, housing high voltage electrical transmission towers which could easily accommodate a rail link; approximately 1km to the east of the Hopkins Road Interchange.

What part of "smart growth" and "sustainability" applies to:

not utilising these three existing "infrastructure" pathways to interlink the existing Western Freeway with the intended OMR?

Why can't the devastating impact of consolidating the OMR be softened by creating a belly effect through the Rockbank precinct?

Our property is located approximately 3kms from the proposed alignment of the OMR 2½kms from the proposed optional alignment of the OMR and yet we are detrimentally affected by the proposal.

The Interchange of the OMR with the Western Highway is too close to the Interchange of the Western Highway with Hopkins Road.

VicRoads design solution is to remove the Western Highway exit ramp to Hopkins Road and the southbound entry ramp loop from Hopkins Road to the Western Highway; and mirror this scenario on the eastern side of the Hopkins Road bridge.

VicRoads optional design solution is to provide a fly over on the Western Highway with the exit ramp to Hopkins Road and the removal of the southbound entry ramp loop from Hopkins Road to the Western Highway; providing a roundabout at the juncture of the exit ramp with Hopkins Road and establishing a south bound entry ramp on the eastern side of the Hopkins Road bridge.

In either case, this will affect tens of properties two of whom will lose their homes, two their businesses.

We will lose our service road frontage to our residence.

VicRoads were not aware of our plight.

We, the people of this great metropolis of Melbourne have lived on these properties for decades, some most of our lives, some all of our lives, only to be ravaged by the stroke of a pen.

We must surely be an endangered species worthy of preservation.

We find it difficult to comprehend the total lack of concern that this Government has for the well being of its citizens when it comes to planning of such a major transport corridor through what one would reasonably describe as predominantly broad acreage containing remnants of small rural communities.

We look forward to receiving your response to the issues raised in this submission.

Yours faithfully,

Walter and Margaret Fioritti  
1510-1534 Western Highway  
Rockbank