

20 December 2006
Madigan Real Estate
56 Baxter Tooradin Rd
Pearcedale 3912
Phn 59786755 Fax 59786081
The Chairman
Port of Hastings Corporation
Land Use And Transport Strategy
Feedback

Port of Hastings Corporation,

Re Port of Hastings Land Use & Transport Strategy

Firstly we want it known that the whole Port of Hastings Land Use and Transport Strategy consultation process has been seriously flawed. The steering Committee does not contain any members of the community. Big Business has had many months and years to prepare for the submission. Community has had just a few weeks and in some cases days to submit feedback with little to no advertising on a **MAJOR** project that will affect everyone's life in the South Eastern Corridor and beyond. Many are still totally unaware of the scope of the project and this is totally unacceptable in 2006. The Maunsell report which pertains to this project is as thick as a telephone book but we have only been permitted to have access on hard copy for one week now extended

We have operated a real estate office in this area for some 16 years and during that time have sold many homes to purchasers that love the warm friendly country environment. Property values we believe will drop substantially because of this proposal and the uncertainty. Public Acquisition overlays and the threat thereof devastating for the township.

They move here from busy areas to raise their children and make a healthy happy family life. We also have a wonderful school for hearing-impaired children and many people move here to be close this facility.

There are residential, small acreages; hobby farms and some make their living from their very productive farmland.

The Port of Hastings Land Use and Transport Strategy shocked the very minimal residents that have found out quite by accident of this project, as our City of Casey nor Port of Hastings never advertised this in any local papers prior to the meetings.

This project is so monumental and yet it has not even rated a mention by our councillors until a small number of locals pressured their local councillors for a public meeting. This was set up without any formal advertising and some only found out on the night of the meeting, however our Pearcedale Public Hall was packed to beyond capacity some (170 attendees). We had never seen a heated crowd like this previously and many were unable to gain access to the hall as it was well beyond capacity. Councillors under pressure did set up another meeting at Cranbourne Race Course Upper Members room on 30 November 2006. Advertising by City of Casey failed to meet the deadline and no advertising by Port of Hastings was visible. No signs to direct concerned residents to a room that was most difficult to locate however the room as packed with some 300 people. It was reported in the press that this meeting was badly organised. We object to the Port of Hastings actually accepting the submissions as clearly they are FOR the proposal and submissions against the proposal we believe would not be given a fair independent voice.

This is not democratic and a definite conflict of interest. This rail line affects many more areas and they know little to nothing about the impending issues.

The plans of the route for the proposed freight rail is ambiguous and seem to change constantly. **It is for this reason we feel the consultation process is unacceptable and not in the public interest.**

As a Justice of the Peace for some years locally I sign legal documents for divorce papers and notice when families are under pressure, divorces become more prevalent.

This leads to heartache for many children and a burden on the community. This process of weeks to put in a submission at this time of year is totally unacceptable.

We are **totally OPPOSED** to the **Port of Hastings Land Use and Transport Strategy**.

The dredging of Westernport Bay will destroy much marine life, internationally recognised mangroves, seagrasses and delicate sensitive flora and fauna biosphere. Not only is this a recipe for an environmental disaster, it will be viewed internationally as a threat to Ramsar protected areas and we believe against the law. I am not expert in the area of Ramsar but I have read enough to know that destruction of mangroves leads to flooding and shoreline destabilisation. This is a well-known and documented fact. We believe the townships of Warneet, Cannons Creek, Pearcedale, Blind Bight and Tooradin will be threatened flooding due to the instability of tidal forces undermined by the dredging.

Westernport has three Marine National Parks Yaringa Marine National Park, French island Marine National Park and Churchill Island Marine National Park all protected with delicate ecosystems. Westernport is a bay that has many mud flats, does not empty readily and swirls around like a washing machine. Oil spills in this area would be disastrous and an unacceptable risk. Dredging will be required to turn the international ships and the cargo is stated to be refined and unrefined petroleum products as well as LPG. If there were an oil spill this would be catastrophic to the marine, flora and fauna of the area. It is estimated that 2 million tonnes of refined petroleum will be imported through Port of Hastings by 2035. This will then require a pipeline connecting Hastings with Melbourne. Then there is the problem of the ballast and the discharge into the bay or contaminated water and other marine pests.

With the Proposed Land Use and Transport Strategy will come overlays on private and public land. This will cause huge pressure on families. The net value of their properties, and I have been selling property in this area for some 31 years, I believe will fall dramatically as the impending threat of having a freight rail line, or in fact some 16 per day (as stated in the Port of Hastings Corporation plan) up to 1.8klms long double stacked through their property will destroy their plans for a quiet family life. The noise and pollution of diesel will be unbearable day and night. **This is in a green wedge zone.**

If they chose to move and sell their properties it will be very unattractive to a possible purchaser with the Section 32 showing an overlay for this future purpose. Even the properties nearby will I believe be reduced dramatically, and as you can imagine if you were to look at purchasing a property yourself in a quiet country town you would not want a freight train line near your home. There is also the health concerns with diesel being a known carcinogen, why would you raise your family with such a risk. What of the safety aspect of a rail line and the liquid bulk being carried by the containers?.

The area of Pearcedale and surrounding will be changed forever and industry will replace what was once a peaceful healthy area to raise a family.

Then there is the problem of inland flood prone areas. These were clearly in the area of the proposed rail track but somehow the overlays regarding the flood prone areas have recently been removed.

If there should be a impending conflict the rail route will be a security risk and there in lies another issue with terrorism. Then there is the issue of an accident where we do not have the facilities or hospitals nearby to cope with this problem.

The area has many endangered species including the Growling Frog, and flora and fauna that are indigenous to this area. With the problem of global warming and greenhouses gases this

would be of great concern. The traffic along the Monash Freeway even with the Westernport Hwy duplication from Frankston Cranbourne Rd to Hastings would be unable to cope with the 3410+ truck movements per day already under severe pressure at peak times without this increased volume.

As it appears on the documentation that NO Environmental Effects Study is to be carried out until the second stage. By this time it may well be too late.

The question of employment is not sustained, as much of the proposed port will be automated. The road networks will be unable to cope with the increase in traffic and double container trucks.

The proposed inland port required at Lyndhurst would be very unsightly near a new housing development just being constructed and the contaminated recycling station would create many health risks.

The risks to the community both now and in the future are clear the benefits both economically and socially negative.

There would be an unprecedented backlash from the community, which demands a more environmentally friendly lifestyle.

We believe the infrastructure and expenditure will not be sufficiently utilized by the time this comes to fruition. There is a greater demand now and into the future for locally produced product. We categorically believe that the whole Port of Hastings Project is unacceptable on all of the above many issues.

Yours sincerely,

**Peter Madigan J.P.
Licensed Estate Agent
Pearcedale**