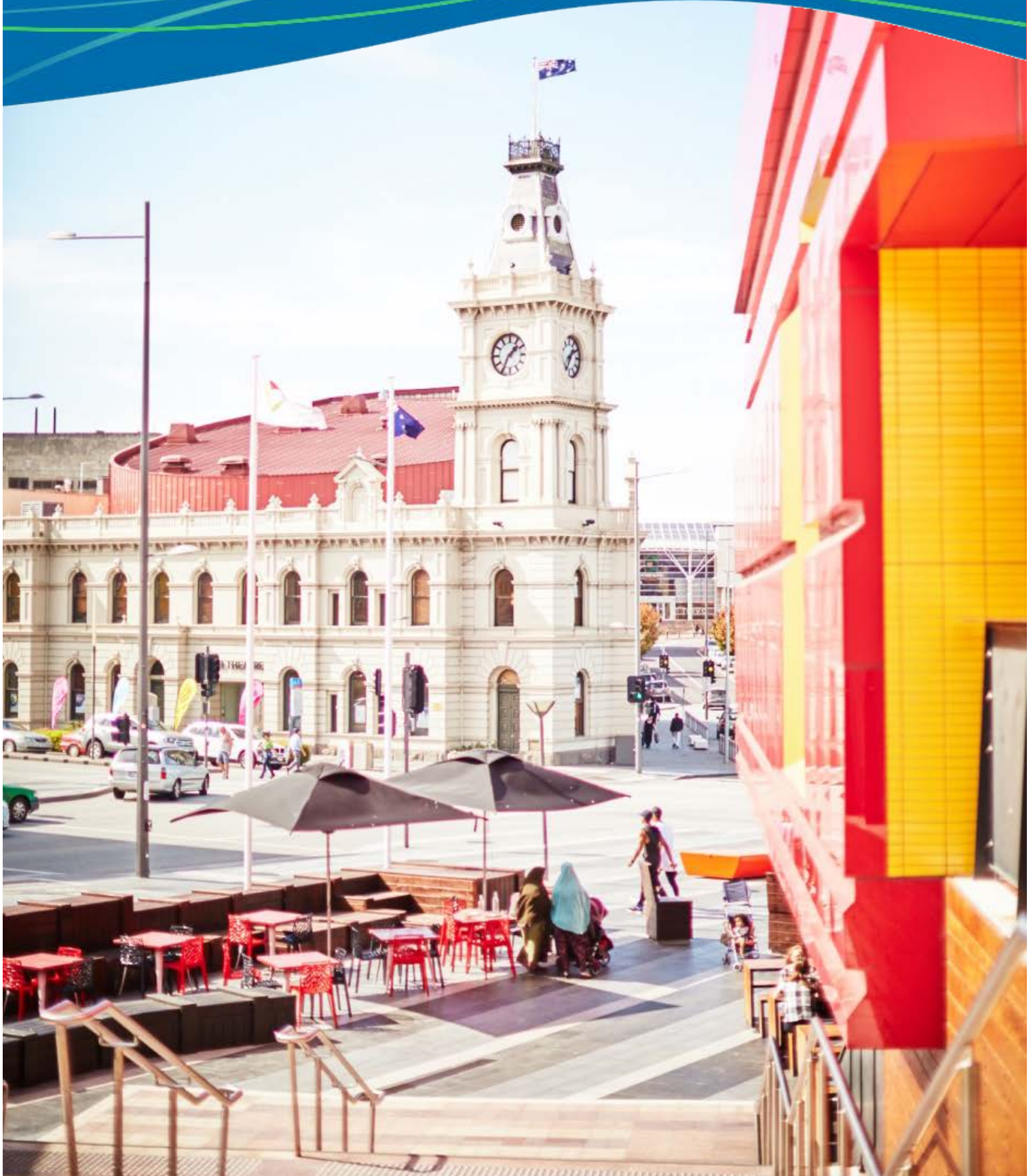


# Greater Dandenong City Council Federal Election Issues – May 2016



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## Greater Dandenong: An Overview

The City of Greater Dandenong is a dynamic and progressive Council located approximately 35km south east of Melbourne's central business district. Financial backing from the State Government to support its Victoria-wide planning strategy marks the region as a key activity centre, and Central Dandenong is fast becoming a residential city of national significance offering a flexible approach to development and providing high quality urban landscape.

*Greater Dandenong's role in providing the employment, business, transport and education infrastructure for the south-east region of Melbourne will become even more important as the population of Melbourne's south-east expands significantly over the next 20 years.*

The municipality has recently undergone a significant transition with a number of major projects either completed or underway. It boasts welcoming neighbourhoods and enjoyable leisure environments, based on strong partnerships and supported by well planned, integrated and sustainable service networks.

The population is currently 156,000, serving a regional catchment area with a projected growth of 21 per cent by 2030. Greater Dandenong is the most multicultural municipality in Victoria. Over half the city's residents are born overseas, 56 per cent from non-English speaking countries and representing more than 156 nations. The city is a shining example of how harmony can exist in diversity.

Council is working closely with all stakeholders, including the State Government, local businesses, organisations and various government departments based in our city. Greater Dandenong is a great place to live, work, invest and raise a family; truly a *City of Opportunity*.



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# Indexation of Federal Assistance Grants to Local Government

## Background

The Federal Government annually provides a financial assistance grant to the respective State Government Grants Commissions for allocation to individual Councils in accordance with six national distribution principles.

The grant provided by the Federal Government was traditionally indexed to take account of both population growth and inflation forecasts. In 2014 however, the Federal Government announced a three-year freeze on any growth in the financial assistance grant.

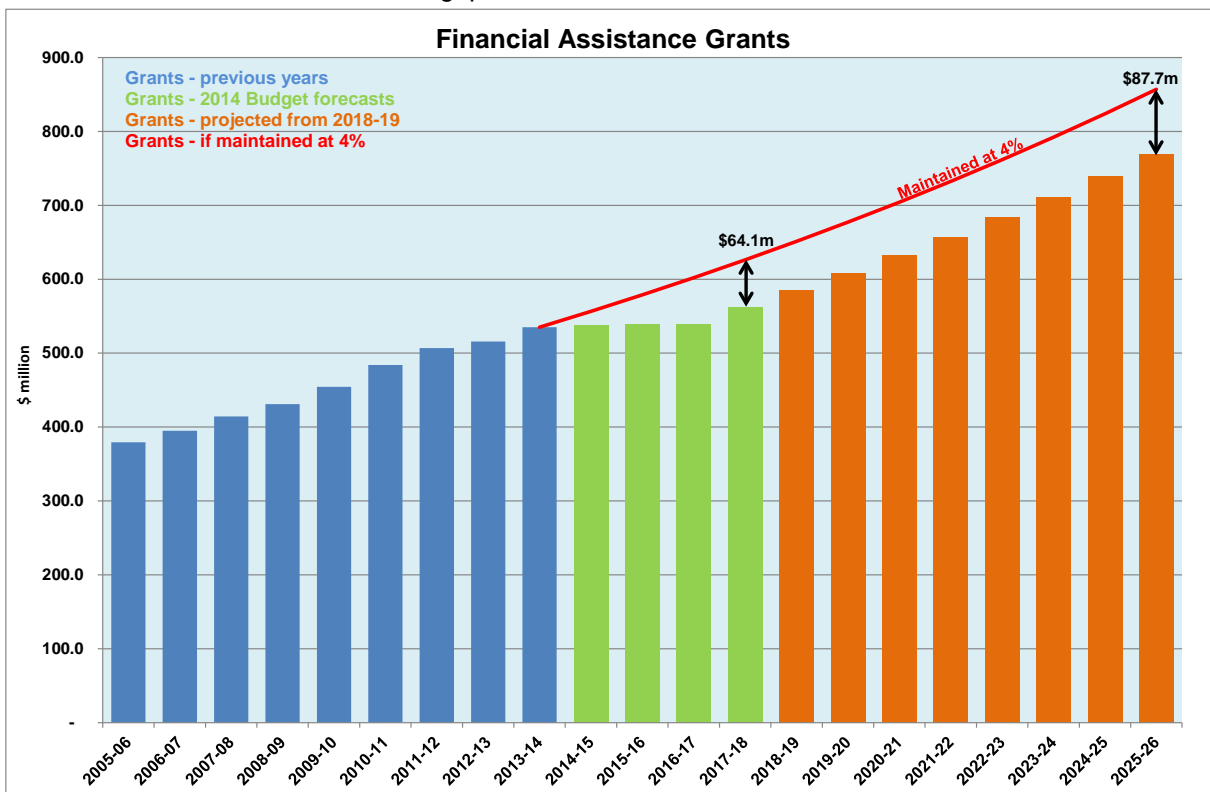
In the case of Victoria this has had a significant impact on the funding levels available for distribution to local Councils.

As outlined in the graph above, assuming that indexation is restored in 2017-18, the gap in this

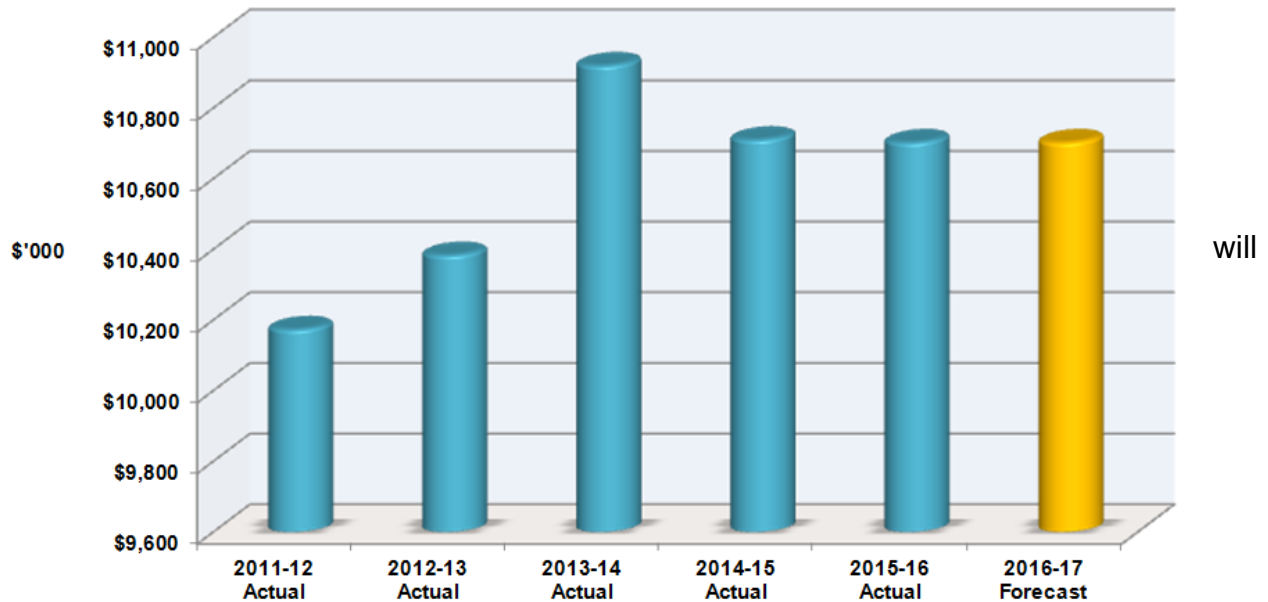
year alone (compared to what the funding allocation would have been had indexation remained) is \$64.1M. In an accumulated sense over a projected 12-year period through to 2025-26 – the funding shortfall to Victoria is approximately \$800 million.

The Federal Government Assistance Grant –which ultimately is distributed to the City of Greater Dandenong via the State Government grants commission provide vital funding to this Council and represents per cent of our annual revenues.

During this period of the grant being frozen, the actual funds distributed to the City of Greater Dandenong have declined despite the services that this grant supports continuing to escalate in costs at approximately 4 per cent per annum.



## Victoria Grants Commission funding City of Greater Dandenong



In the years prior to 2016-17, Council has been able to meet this decline in grant funding by way of raising its Council rates which whilst not ideal, has ensured that service levels can be continued to a low socio-economic community which has a high dependency on Council services. In 2016-17, the City of Greater Dandenong will now be subject to the Victorian Government rate capping regime which

prevent it from raising rates to cover any grant shortfalls.

This will place considerable pressure on Council to either exit the service provision of some services or reduce the level of services provided. Alternatively Council's ability to fund much needed asset renewal and new community infrastructure will be impacted upon.

### What we are we seeking

The City of Greater Dandenong urgently seeks the re-instatement of indexation of the Federal Government financial assistance grants in 2017-18.

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# Material Aid, Affordability and Vulnerability

## Background

The City of Greater Dandenong is the most disadvantaged municipality in Victoria according to the Commonwealth Index of Socio-economic Disadvantage. Unemployment rates were almost twice the state average in 2015 and the median income of residents is the lowest in the state.

Greater Dandenong is the most culturally diverse community in Victoria and has the highest numbers of asylum seekers and refugees living in the community of any municipality. Council acknowledges the journey of refugees and asylum seekers who are often fleeing from conflict, human rights violations and persecutions.

Refugees come to our community seeking safety and protection in order to rebuild their lives, placing them among our most vulnerable. It often falls to Council to facilitate and support community based activities and

services to provide meaningful ways to participate and engage. This is particularly important for new arrivals who have limited entitlements, poor language skills and have little opportunity to engage with the broader community.

These factors have resulted in high levels of social vulnerability and increased risk of social isolation and homelessness. Local community service and volunteer agencies report an increase in demand for their services which they are struggling to meet.

Council has a long standing commitment in supporting local agencies and organisations of all types. Council receives many requests for assistance from Material Aid Agencies, especially in this current environment and continues to respond in a variety of ways. This includes the facilitation and coordination of key networks, alliances and community funding and partnership programs.

### What we are seeking:

- Additional resourcing to assist with the coordination of local services.
- Increase in support for organisations providing material aid.
- Increase in funding and resources to support volunteer agencies and volunteer engagement.
- Reinstatement of funding for Translation and Interpreting Services for financial and emergency relief agencies.

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# Social Cohesion and Radicalisation

## Background

Violent extremism, youth radicalisation and racism continue to challenge harmony and social cohesion with the potential to affect the perceived and actual safety of the community within and beyond the boundaries of Greater Dandenong.

As Victoria's most multicultural locality and one of Australia's most diverse communities, Greater Dandenong is at the forefront of recognising and responding to the impacts of this issue. Evidence suggests that the root causes of violent extremism are complex and multifaceted. Social isolation, family breakdowns, identity and belonging challenges, racism and lack of understanding provide fertile grounds for radicalisation and violent extremism.

The City of Greater Dandenong along with other municipal and regional stakeholders has embarked on a number of initiatives to address and to support social cohesion and prevent radicalisation including professional development and engagement with service providers and other stakeholders, campaign's to reject racism, race based discrimination and violence, youth specific social cohesion projects, initiatives that encourage learning about diversity and strategic and policy responses that promote cultural, linguistic and religious diversity; community harmony and respect for all.

The City of Greater Dandenong remains committed to sustainable and tailored strategies that are aimed at building social cohesion and promoting understanding and respect for diversity.

## What we are seeking:

- Additional resources to assist to build regional and municipal social cohesion.
- Local Government can build alliances and facilitate coordinated community engagement to support community agency effort.
- Opportunities to be more involved in the design, development and delivery of Federal Government initiatives that directly impact the Greater Dandenong community.
- Leadership from the Federal Government on articulating and promoting messages of unity, diversity, social cohesion and multiculturalism.
- The scale of this issue is beyond Council capacity yet this is a pivotal point in Australian history.

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# Gambling Reform / Family Violence / Alcohol Misuse

## Background – Gambling Reform

The City of Greater Dandenong currently has 952 Electronic Gaming Machines (EGMs) across 15 hotels and clubs, representing a density of 8 EGMs per 1000 adults in Greater Dandenong, the second highest concentration of gaming machines in metropolitan Melbourne. There is a cap of 989 EGMs for the city.

Losses to EGMs in Greater Dandenong exceeded \$117 million in 2014-15, the equivalent of \$998 per adult in this community and the highest rate of gambling losses in Victoria.

EGM gambling is a legal activity that can

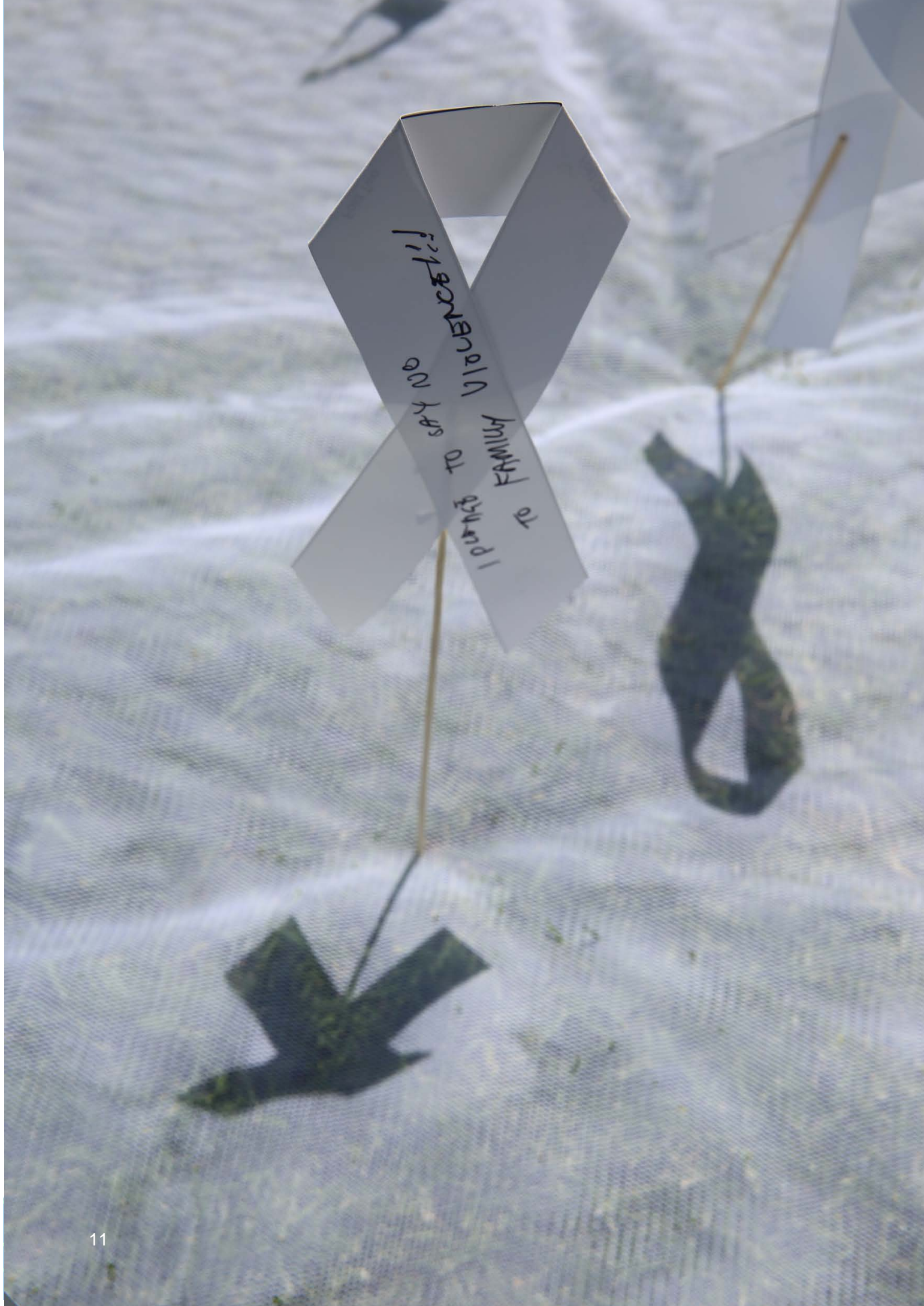
provide recreational benefit and occur without harm or negative impact. There are however, ongoing concerns about the incorporation of a number of design features, such as losses disguised as wins, flashing lights and sounds and continuous gambling, which tend to encourage players to keep gambling and make them addictive to many people.

The City of Greater Dandenong experiences high levels of EGM gambling expenditures which, when coupled with relatively low incomes among residents, make gambling-related problems a longstanding issue of concern.

### What we are seeking:

The introduction of:

- \$1 bet limit on all EGMs.
- Prohibition of EFTPOS facilities in gaming venues.
- Introduction of compulsory precommitment.
- Increased financial support for programs that prevent harms associated with problem gambling.
- A better mechanism for planning decisions on EGMs that allows for community input.



I wanted to say NO TO VIOLENCE to FAMILY



## Background – Family Violence

Family violence continues to be a serious social and public health issue with national surveys revealing that one in four women is assaulted by a partner, former partner, boyfriend or date during her lifetime and at least one in fifty women every year. On average, one woman is murdered each week in Australia by a partner or former partner.

Family violence is also the principal cause of homelessness and the major cause of preventable death and disability among women aged 15 to 44 years.

The consequences of family violence are enduring and traumatic, with children also affected, either as witnesses to such behaviour or as victims of violence themselves. The cost associated with violence against women in Australia is an estimated \$21.7 billion.

Greater Dandenong faces particular challenges in relation to family violence. In 2014/15, the rate of family-related offences recorded by police in this community rose to a level which was 55 per cent higher than the State average and the highest in Melbourne.

While family violence occurs across all segments of the community, evidence indicates that newly arrived refugee and asylum seeker communities have an increased risk of violence to women and children. The increased vulnerability of this group is of significant concern in Greater Dandenong given it is the most culturally diverse locality in Victoria and the second most diverse in Australia. Greater Dandenong has the highest number of asylum seekers in the State and the third highest number of recently arrived migrants.

Greater Dandenong Council seeks to raise the profile of family violence and gender equity, support proactive community-based initiatives, advocate for further resources to address these issues and provide direct support to local families, women and young people at risk of violence. Council's commitment and activities are consistent with a wider trend among Victorian local governments, which has seen many Councils assume an ongoing role in heightening awareness about family violence and fostering changes in attitudes and values.

### What we are seeking:

- Long-term and ongoing support for Local Government to implement primary prevention programs that promote gender equity and respect toward women in the community.
- Additional support for the recommendations of the Victorian Royal Commission into Family Violence with respect to increased crisis accommodation, refuges and public housing for women and children, and additional resources for specialist family violence services in the region.
- Additional support for building the capacity of universal services such as maternal and child health services and community hubs to identify and respond to family violence in the region.

## Background – Alcohol Misuse

Alcohol-related harm continues to be a key concern in the City of Greater Dandenong, contributing to crimes against the person and property (including vandalism); increasingly high rates of family violence, drink driving offences, road injuries and fatalities; violence that impacts on public order and safety.

Alcohol misuse contributes to the community's negative perceptions of safety and results in a poor image of the municipality impacting on economic viability and city amenity.

In 2014-15, the rate of violent offences against the person was 59 per cent higher in Greater Dandenong than the Victorian average, the highest rate in metropolitan Melbourne outside the CBD. This equates to an 84 per cent rise since 2004-05.

Alcohol misuse is widely recognised as having a significant impact on public safety. Victoria Police data highlights that violence and anti-social behaviour in public has nearly

doubled in Greater Dandenong in the past decade.

Greater Dandenong is addressing alcohol misuse through a harm minimisation approach which underpins Council strategies and operations. This aligns with both Federal and State policy priorities. However, a lack of coordination and delineation between local and other levels of government planning and regulatory controls restricts Police and Local Government's ability to manage alcohol-related harm.

The demand for new liquor license planning permits combined with current licensed premises increasingly requesting to extend their trading hours and redlines places pressure on planning authorities to balance the demand for vibrant, attractive precincts with public safety priorities.

The above identified concerns and impacts of alcohol misuse are repeatedly observed across the country.

### What we are seeking:

- Collaboration across all levels of government to enable effective identification, monitoring and management of alcohol related harms.
- Funding for community-based initiatives to address the impacts of alcohol.

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# Education and Employment – Improving Outcomes for Young People in Greater Dandenong

## Background

Young people in Greater Dandenong experience less favourable early school progress, are more likely to leave school early and are disinclined to attend university. Approximately 13 per cent of young people residing in Greater Dandenong leave school before completing Year 11, compared with 10 per cent across metropolitan Melbourne.

As a consequence, local unemployment rates for young people in Greater Dandenong remain substantially higher than metropolitan levels, while disengagement rates in Greater Dandenong are the second highest across Melbourne, with 16 per cent of 20-24 year olds neither in paid employment nor enrolled in education.

Recent figures from the Government's labour market information portal put youth unemployment in the south east of Melbourne at 15.3 percent compared to 14 per cent across the state, and total unemployment for the region at 7.7 per cent.

These circumstances are compounded for young migrants, refugees and recent humanitarian settlers, who are most at risk of

leaving school early and securing lower levels of workforce participation.

In a recent local youth needs analysis, respondents identified the rising costs of education, disengagement from learning, low literacy, limited English language proficiency, barriers to settlement and limited access to meaningful work experience and employment opportunities as their most pressing issues of concern.

For young people in Greater Dandenong there are a number of barriers that need to be considered in the context of addressing and improving educational and employment opportunities. The City of Greater Dandenong provides a range of programs which offer young people the opportunity to develop work ready skills such as finding and applying for a job, resume writing, understanding workplace expectations, and interview techniques. Opportunities are also provided for young people to gain work experience, and to develop transferable skills through volunteering with youth committees and leadership programs.



## What we are seeking:

- Improved links and coordination between training and education pathways across local, state and federal government programs and services.
- Greater investment from all levels of government to work with industry to create local job opportunities.
- Investment and sustainability of targeted low cost and high impact training programs for disengaged students.
- Redefining traditional 'work experience' models that exist within the secondary education system, to adopt new models of practice (e.g. 'Work Inspirations').
- Greater regulation and rigour to address unethical marketing of VET Fee Help funded training to vulnerable young people.
- Greater investment in youth entrepreneurship strategies which target young people to encourage job creation.
- Emphasis on social enterprise initiatives that provide on the job training in growth industries (e.g. hospitality).
- Increased capacity amongst settlement and employment services to better address the employment-related needs of young people from migrant and refugee communities.

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# Community Hubs

## Background

The City of Greater Dandenong recognises the critical role of sport in contributing to the health and wellbeing of the community and provides significant investment into the provision of community and sporting facilities throughout the municipality – worth millions of dollars.

Whilst there is an extensive range of facilities comprising 34 sports pavilion, two aquatic centres, three stadiums, two libraries and a range of community centres, improvements are needed to address ageing infrastructure with escalating costs of maintenance, compliance with modern standards and to enable multipurpose and maximum use.

Additionally new facilities are needed to cater for the growing population and respond to increasing participation levels and community demand. Increased participation amongst females has also highlighted the need for unisex change rooms and amenities in sports facilities.

The cultural diversity within the greater Dandong community increases the demand and community value for sporting facilities. Together with the number of newly arrived immigrants, the focus and support for increasing female participation, family based

activities, demand for increasing engagement of youth and children together with low levels of income and high proportion of people with disabilities create significant challenges for Greater Dandenong.

The Council has addressed the challenges outlined here with a cohesive strategic approach across Council to the planning and implementation of a project hierarchy subject to available resources. Major projects are addressed with innovative multipurpose design solutions for community hubs. Through this approach Greater Dandenong has a track record of practical and award winning facilities.

The redevelopment of an aged Oasis aquatic/recreation centre is estimated to cost \$60million, the Shepley indoor batting and bowling centre for multiple sports estimated at \$3million, a range of community sport and recreational facilities at developing community hubs and ongoing improvements to the full range of sport facilities is multimillion dollar investment.

Council is also seeking to build three community hubs incorporating youth, children and family services and libraries.



## What we are seeking:

- Council is seeking a funding commitment to share the cost of building new major community and sports facilities. Planning and design works are already underway for Oasis and Shepley and the Springvale Community Hub.
- These projects are intended to be high grade and multipurpose to cater for the diverse greater Dandenong community, to encourage female and youth participation across cultures and to provide a regional focus for recreational and sporting activities.
- A commitment to develop new multipurpose sport and recreation facilities.
- An investment fund to drive public and private partnerships in facility development and drive regional solutions that work across individual Council boundaries.



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# Springvale Community and Learning Hub

The Springvale Community and Learning Hub will consist of an integrated, state-of-the-art library, community meeting spaces, customer service centre, civic plaza and green, outdoor recreation areas and supporting infrastructure.

The Hub will provide a civic heart and landmark destination for the Springvale region, and will include a broad range of services, events and activities and provide opportunities for stakeholders to work in partnership to address the region's high level of disadvantage; with a focus on community engagement and education.

The Hub will revitalise the precinct, lead to a significant increase in community activity and provide an iconic gateway to the Springvale Activity Centre.

The total cost of the project is \$32.012 million, for which Council is seeking Commonwealth funding support under the National Stronger Regions Fund.

Additionally, Council is redeveloping the Springvale City Hall on the site at an additional cost of \$6 million, bringing the total project cost to \$38.012 million.



## Social and economic benefits

The development of the Springvale Community and Learning Hub will have a direct and significant impact on the region's high level of socioeconomic disadvantage by:

- Improving education and literacy outcomes, helping residents to seek meaningful employment.
- Attracting in excess of 768,300 visitations to the precinct each year (+426,555 new visitations to the library service, meeting / training spaces, customer service and events / festivals)
- Generating a return of \$6.29 for every \$1 invested.
- Increasing use of the library service by 80% (+273,458 visits pa) making it one of the busiest in Victoria.
- Creating employment – up to 178 jobs during construction (40 direct and 138 indirect).
- Generating a total output of \$77.19 million during construction and ongoing output effect of \$2.016 million per annum.
- Providing greater access to support services, by providing integrated spaces for service providers to work in collaboration.
- Building social connections and social capital by providing a central civic meeting place.
- Providing a gateway to the neighbouring Springvale Activity Centre.
- Supporting local business through increased access to programs, meeting spaces and resources.

### What we are seeking:

Council has lodged a funding submission under the National Stronger Regions Fund, which proposes the following funding contribution:

Council: \$22.012 million  
Commonwealth: 10 million

Council has undertaken extensive planning and design work to enable this project to commence in late 2017

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Figure 1 Springvale Civic Precinct 2017 Masterplan

# Business Manufacturing and Auto Industry

Initiatives to support local industry, some underway but not yet announced

## Background

Remaining car manufacturers have announced cessation of manufacturing in Australian plants commencing 2016. The Federal Government Report for the Reviews of the South Australian and Victorian Economies in April 2014 identified the Dandenong region as:

- the second most vulnerable Victorian region for automotive job losses resulting from these close downs
- having the greatest number of lost automotive jobs in Victoria from 2006-11.

The Dandenong region has a high concentration of Tier two and three automotive component suppliers. A survey conducted by the City of Greater Dandenong with 400 local manufacturers revealed that approximately 10 per cent will be directly affected by these closedowns.

A subsequent forum facilitated by South East Business Networks (SEBN) in April 2014 highlighted that some manufacturers, in particular those providing services to the automotive companies were already:

- experiencing significant reduction in orders from the car manufacturers
- suffering significant financial stress
- generally had little or no understanding of diversification alternatives to offset the loss of automotive business.

SEBN identified number of forum participants as companies in significant financial distress – early indications questioned their survival beyond 2016. Utilising their regional knowledge and specialist providers SEBN compiled and implemented a pilot program with these two companies and results to date indicate their chance of survival is very good.

## What we are seeking:

Funding of \$325,000 to:

- refine this program further
- identify 20-30 regional automotive manufacturers categorised as “financially distressed”
- implement the program over an 18 month period with these companies.

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# Productivity through Transport Infrastructure

## Background – Transport challenges for Dandenong South

Dandenong South is a major manufacturing, warehousing and distribution and employment powerhouse in Victoria. It is home to 12,500 businesses providing jobs for 38,000 people within the fast growing south east growth corridor. Planned growth will see employment levels reaching around 77,000.

Dandenong South is home to major industries such as Bombardier, Volgren, Iveco, Visy, Nissan, Kraft, Pilkington and Jayco as well as numerous warehousing and transport companies.

Designated as a *National Employment Cluster* in the Victorian Government's metropolitan planning strategy *Plan Melbourne*, it contributed \$2.2billion in value added in 2011. Reflecting a requirement to be more knowledge based, it is home to Victoria's first eco-industrial park, LOGIS which includes a 74 hectare Innovation Park.

The Salta Group is establishing a major intermodal terminal including a rail siding. This facility can operate as a regional hub that can receive and distribute containers direct from the docks noting that Dandenong South is the largest single destination in Victoria for imported containers.

This area is a key destination for workers in Melbourne's south east growth corridor, particularly the adjoining City of Casey, which has a net shortage of jobs. Its industries are of critical importance to regional employment and implementation of the "20 minute city" concept in *Plan Melbourne*.

While Dandenong South has a surrounding freeway and arterial road network that provides excellent access to the Port of Melbourne and the broader metropolitan area, it faces a range of short and long term transport problems. These include:

- Increasing peak-hours congestion which constrains economic activity, as well as access to jobs and services.
- Lack of road network capacity and connectivity which constrains new investment resulting in parts of Dandenong South effectively gridlocked in the PM peak period.
- Lack of alternative transport options such as good public transport which limits its potential to fully contribute to the region's liveability and social inclusion, effectively locking out a proportion of the potential workforce.





## Fixing issues in Dandenong South

With expert help Council prepared a Transport Plan that proposes a range of infrastructure projects to fix existing problems and build for the future. Many of these are beyond the resources of Council to fund but are critical in ensuring that the **National Employment Cluster** fulfils its role as an employment and economic powerhouse.

Short term fixes include a new crossing of the

Cranbourne rail (Pound Road West to Remington Drive), a new bridge crossing Eumemmerring Creek and land purchase to enable development of Glasscocks Road.

In the longer term it is proposed to establish another connection to EastLink, to extend the Dandenong bypass to the South Gippsland freeway and to duplicate arterial roads where required.

## Improving external connections

While the above improvements are essential so called 'last mile issues', there are a number of major freight access routes serving Dandenong South that are now under pressure and impact on the productivity of Dandenong South and the \$63 billion output from the broader region.

A recently prepared Freight Strategy for the region cites some of these existing and future regional issues as:

- Capacity on the Monash Freeway given its role as the region's key network spine
- Connectivity of the existing arterial links back to the Monash Freeway
- Provision of more efficient access to the Port of Melbourne to reduce transportation costs
- Connectivity to the north of Melbourne providing options to reduce costs by avoiding inner Melbourne and potentially higher congestion
- Maintaining connectivity to the west of Melbourne, its storage and distribution areas and any possible future port in the west.

To address some of the shortfalls the strategy recommends a number of critical improvements:

- Monash Freeway widening: - (now committed by State government)
- South East rail network: Port of Melbourne to Dandenong South intermodal terminal
- North East Link: Metropolitan Ring Road to Eastern Freeway - constructing the missing metropolitan orbital link between the end of the Metropolitan Ring Road and the Eastern Freeway
- Westall Road: Monash Freeway to Princes Highway – constructing an extension of Westall Road to the Monash Freeway resulting in better connectivity for traffic including freight
- Port of Melbourne Webb Dock: Webb Dock rail connection to metropolitan rail network - constructing a rail link to the Port of Melbourne's Webb Dock container terminals and connecting this to a metropolitan freight rail network to allow port rail shuttles to operate between metropolitan intermodal terminals, including at Dandenong South.



## What we are seeking

- Council's aim is to provide improved access to and within the Dandenong South **National Employment Cluster** and support productivity and employment in this vital economic powerhouse.
- We seek support from the Federal Government to help fund transport infrastructure on the national road network such as the Monash Freeway together with more localised 'last mile' projects within Dandenong South.

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# Manufacturing Connectivity Centre Development

## Background

Approximately 94 per cent of the region's manufacturers are SMEs with limited resources. The *Manufacturing Connectivity Centre* Development will provide a single facility for SME manufacturers to access information on assistance programs, emerging technologies, research, skills development and training, support for exports and import replacement.

The facility will also:

- House representatives from Government Departments and Authorities to provide assistance/support for manufacturers (Federal, State and Local Governments)

- Offer space for service providers to display their offerings (such as R&D and ICT)
- Be in a visible and easily accessible location within the heart of industry
- Foster a culture of continuous improvement by promoting innovation, creativity, networking, collaboration and new technologies

Benefits:

- One location to access information, collaborate, network, and exhibit
- Access to a wide range of departments/agencies
- Access to current and future technology (a kick-start to innovation)
- A central repository of shared knowledge

## What we are seeking

Required funding: \$1.5 million to develop the facility

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# Smart Manufacturing Investment Attraction Initiative

## Background

A new investment attraction and promotional initiative is needed to bring together Victorian businesses, governments and community to enhance the profile and status of manufacturing in Melbourne's South East.

The objectives of this initiative are to create and support diversity, jobs, innovation, leadership, economic/social resilience, and success; promote Dandenong and South East Melbourne manufacturing strengths; dispel continuing negative perceptions of manufacturing; and attract investment to the manufacturing zone.

The initiative will directly support the Victorian Government's manufacturing strategy, which aims to strengthen Victoria's manufacturing industry to secure jobs and grow business investment, and expand grass roots engagement with Victorian manufacturers.

It will incorporate and join-up investment attraction programs currently operating or planned at local, state, national and regional levels. Promotional activity will involve branding, advertising, stakeholder engagement, digital communications, social media and media publicity.

## Benefits

- Attract additional investment to the region
- Establish South East Melbourne manufacturing as a brand and destination of local, national, and global significance
- Amplify the achievements, efforts and benefits of local manufacturing to promote the region as a truly great place to work, invest, make and buy
- Spearhead lobbying efforts, link-up related activities and promote greater collaboration and connectivity within the sector and across the region

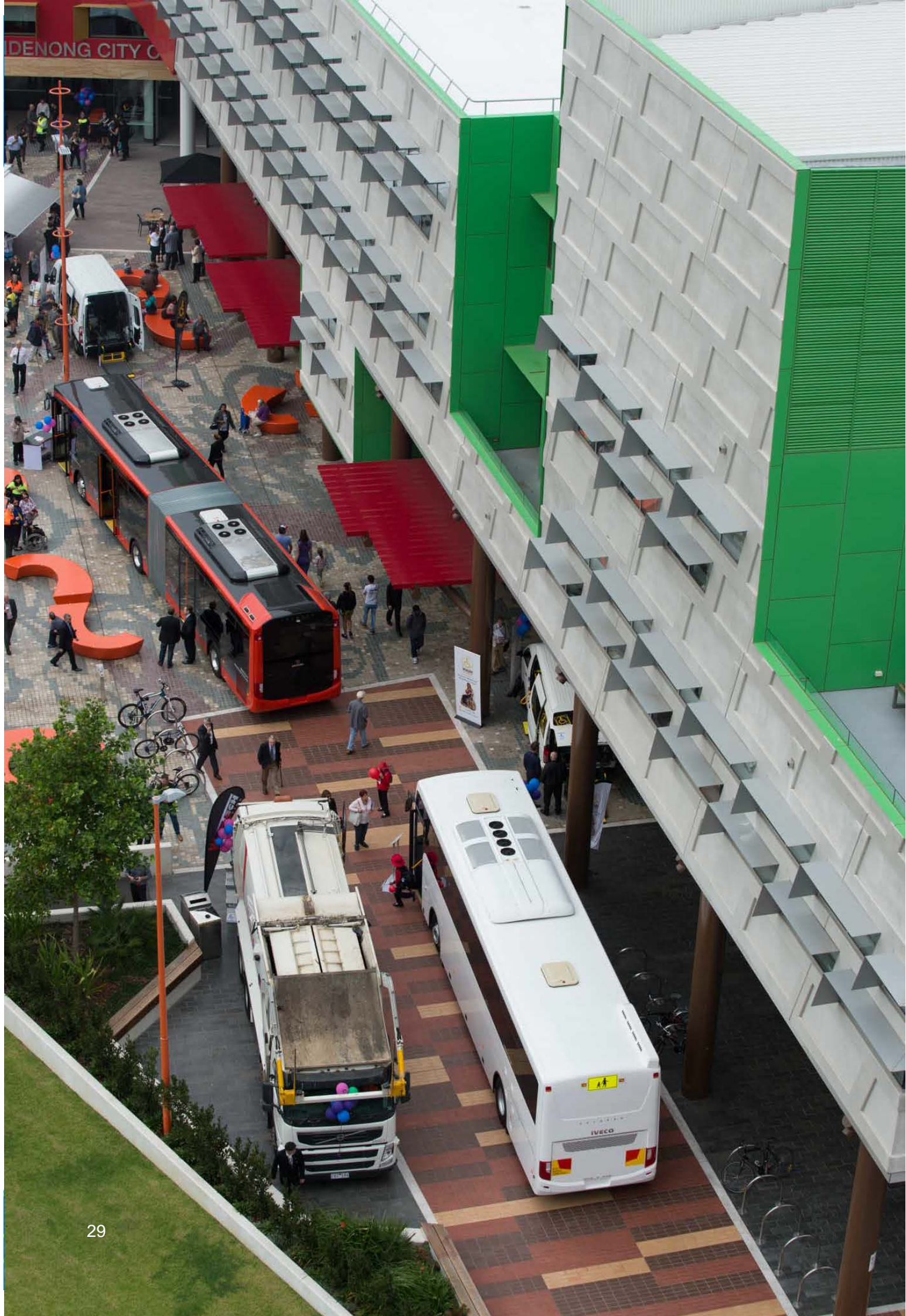
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## What we are seeking

Required funding: \$500,000 per annum over three years







# Dandenong By-Pass Completion

## Background

The existing Dandenong bypass finishes at the South Gippsland Highway. The remaining section should be completed eastwards to connect with the South Gippsland Freeway near the former General Motors plant.

## Benefits

- Provide an arterial link between the South Gippsland Freeway and the Dandenong bypass to help service (mainly) regional traffic
- Provide a high quality parallel route to the M1 helping relieve traffic congestion in the region generally
- Provide an alternative route to the Port of Melbourne and regional and intraregional markets when combined with the western extension of the Dingley arterial and the proposed northern extension of Westall Road
- Improve traffic flows in the vicinity of the South Gippsland Highway by diverting through traffic to the surrounding
- Improve access to and within Dandenong South by encouraging through traffic to use regional rather than local access roads

## What we are seeking

Required funding: \$250 million

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# Dandenong South Inland Port

The Dandenong South Inland Port will directly connect the Port of Melbourne by rail along with other suburban inland ports located at Altona and Somerton.

The Dandenong South Inland Port is by far the largest of the planned inland ports at 185 hectares. Its onsite full and empty container storage areas will provide clients both on the terminal and in the adjoining hinterland with improved efficiencies and cost benefits. With a capacity for over 500,000 square metres of purpose-built warehousing, containers can be delivered direct from the train terminal to the warehouse dock. Its onsite rail facility allows four metropolitan rail shuttles to be serviced at any one time. The Dandenong South Inland Port will also provide high performance road links to the Port of Melbourne and proposed future Port of Hastings.

## Benefits

As one of three planned suburban inland ports, Dandenong South can have access to the most modern and efficient container logistics system in Australia within 12 to 24 months. The Dandenong South Inland Port will connect to a state-of-the-art rail-based container logistics network, which will deliver jobs and growth to Dandenong and Melbourne's South East.

## What we are seeking

Required funding: \$15 million

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Based on modelling work undertaken by the Port of Melbourne Corporation for the Melbourne Port System, the project is estimated to deliver the following benefits to the region:

- Reduction in truck distance travelled by up to 35 per cent
- Reduction in diesel fuel use by up to 17 per cent
- Reduction in carbon emissions by up to 17 per cent
- Increase in the average number of containers per truck entering/exiting the Port from 1.2 to approximately 2.
- Job creation in Dandenong South during the construction phase of the project is estimated at 1,000 direct and 1,800 indirect FTE jobs for 18 months. The operations phase will see approximately 1,600 direct and 4,500 indirect FTE jobs on an ongoing basis (Essential Economics).
- South East based exporters currently spend 80 per cent of the cost of getting goods to market within Australia.
- It is forecasted that port transport costs for South East based exporters will be reduced by approximately 40 per cent by this project (GHD, 2015).

## Lyndhurst Landfill

For over 20 years the City of Greater Dandenong and its community have been expressing their grave concerns about and opposition to the depositing of contaminated waste at the Lyndhurst Landfill facility and seeking its earliest possible closure. The facility commenced operations under permits granted in the early 1990s by the then Shire of Cranbourne.

Following Council amalgamations in the mid 1990s the landfill operates within the municipal boundary of Greater Dandenong Council. The City of Greater Dandenong held concerns regarding the non-compliance with Planning Permits in terms of the receipt of hazardous waste. In June of 2004 VCAT issued an order to enforce this non-compliance. That order was deferred pending an application to vary the permits. VCAT upheld the application and permitted receipt of prescribed industrial wastes at the site.

The State Government, in abandoning the proposal of a site containment facility at Nowingi in north western Victoria, determined that the Lyndhurst landfill would accommodate prescribed industrial wastes until 2020. On 26 February 2007 Council passed an 8-point resolution based on both Council and community opposition and expectations, even at that stage long held by both. That resolution noted a number of dissatisfactions and disagreements with decisions taken by State Government and by VCAT, which have given effect to the longevity of the site and its operations, in particular with regard to Prescribed Industrial Waste (PIW) and the acceptance of and use of contaminated soils at the site. The resolution again reinforced key expectations relating to the earliest possible closure of Lyndhurst, potential health risks, and the development by the State Government of a state wide strategy for the proper operation and management of waste.

The above resolution was conveyed in letters of February 2007 to the Hon John Thwaites, Deputy Premier and Minister for Water, Environment and Climate Change, as well as to the Hon Justin Madden, Minister for Planning.

In the ensuing years there have been a number of communications with Ministers and with members of Parliament as well as with senior officers in a number of State Government departments and agencies. Unfortunately not much has changed over the last number of years and there has been no satisfactory response to Council's advocacy in seeing the activities on the site curtailed or in committing to an early closure of the facility.

Despite Council's highly visible opposition to the ongoing acceptance of PIW and its processing of contaminated soils at the facility, in August 2013 EPA granted SITA approval to conduct a trial use of Category C contaminated soil as an alternative daily cover at the Taylors Road Lyndhurst Landfill site. An Environmental Management Plan was submitted to EPA. At that stage this proposed trial was agreed to be postponed until further discussions and consultation occurred between SITA, EPA and the Taylors Road Community Reference Group (CRG), of which CGD is a member.

The matter has remained one of significant concern to the community of the City of Greater Dandenong and on 24 March 2014 Council passed a resolution that:

- 1) Council reaffirms its long held objective that the Lyndhurst Landfill Facility – and in particular, the Prescribed Waste Facility – be closed at the earliest possible date
- 2) Advice be sought from the Premier of Victoria on his Government's position, and the status of any work, on the development of an alternate State wide Strategy that would see the closure of the Lyndhurst site arising from the



introduction of other disposal solutions elsewhere – a key element of Council's 2007 position

- 3) It be noted the numerous other facilities and actions have reportedly reduced demand for the Prescribed Waste Facility including modern, high technology soil facilities; and, State based landfill levies that have had a desired effect of redirecting waste from landfill and that these changes in direction, serve as a catalyst for State action to confirm an alternate State wide Strategy and close the current Lyndhurst facility and
- 4) The leaders of major parties in the (then) forthcoming State election; all candidates in the vicinity – deemed to include communities with a direct interest in the facility – publicly declare –
  - o their position on the Lyndhurst Prescribed Waste Facility
  - o action they will take to ensure the earliest closure of the facility and
  - o a date by which they will seek to ensure that closure will occur and, for which they will be publicly accountable.

Notwithstanding all of the above, in July 2014 the EPA decided to allow a trial of using restricted Category C soil as daily cover until 31 January 2015 considering the proposal to be in order from an environmental safety point of view.

Council remains committed to supporting the local community and the Community Reference

Group, and continue to actively hold SITA and the process to account. Twenty years on, this Council remains firmly committed to the earliest possible closure of the landfill site and part of this advocacy on 3 June 2014 the then Mayor, Cr Jim Memeti wrote to the Premier of Victoria expressing this Council's (and it's community's) concerns with its ongoing operation and seeking its early closure. A response dated 22 July 2014 was received from the Hon Ryan Smith, Minister for Environment and Climate Change which in essence justified the ongoing use of the landfill site and gave no comfort at all to the concerns of the Council nor its community.

On 6 December 2013 Council made a submission on *Plan Melbourne*, drawing attention to that strategy's lack of attention to the important issue of landfill planning and policy development. Unfortunately the final version of *Plan Melbourne* failed to address this major concern.

On 17 December 2015 Council made a submission on the draft '*Victorian Government's Statewide Waste and Resource Recovery Implementation Plan 2015*' using that opportunity to again raise the matter and drawing attention to the statement by former Premier Steve Bracks that on this issue "***We should have determined exactly what we wanted to do and the reasons why we had to do it, then tied down the details. As it now stands, toxic waste continues to be stored at Lyndhurst, one of Melbourne's outer suburbs, which is a far-from-satisfactory outcome.***" - [Bracks, S, 2012, *A Premier's State*, pg 165, Melbourne University Press]

## What we are seeking

Over the last 12 years, the Greater Dandenong community has told Council loudly and clearly that it wishes to see this facility, the only licensed Prescribed Industrial Waste facility in Victoria, to be closed at the earliest possible time. Our community believes that the facility presents an unacceptable risk to the health and safety of both Greater Dandenong and neighbouring Casey residents.

Council seeks support from Federal candidates to advocate for state wide policy to recognise the role and need for landfills which receive solid Prescribed Industrial Waste and to provide options to facilitate unknown requirements which eventuate in the future, taking into account the very legitimate concerns of this Council and its community that a Prescribed Industrial Waste continues to operate in a location relatively close to its residential areas.

Council has concerns that in the absence of State policy, the use of the Lyndhurst landfill facility may continue to have its life extended as has been the demonstrated case to date. We seek support to advocate that the State Government commit to a process of planning and policy development which will address the matter of future land use and location of landfill sites, particularly in respect of Prescribed Industrial Waste, ultimately ensuring the earliest possible closure of this site.

Council also seeks support to advocate that the State Government could resource this work in part from the accumulated funds of waste levies for the identification of a suitable Prescribed Industrial Waste site for Melbourne in the decades ahead.

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