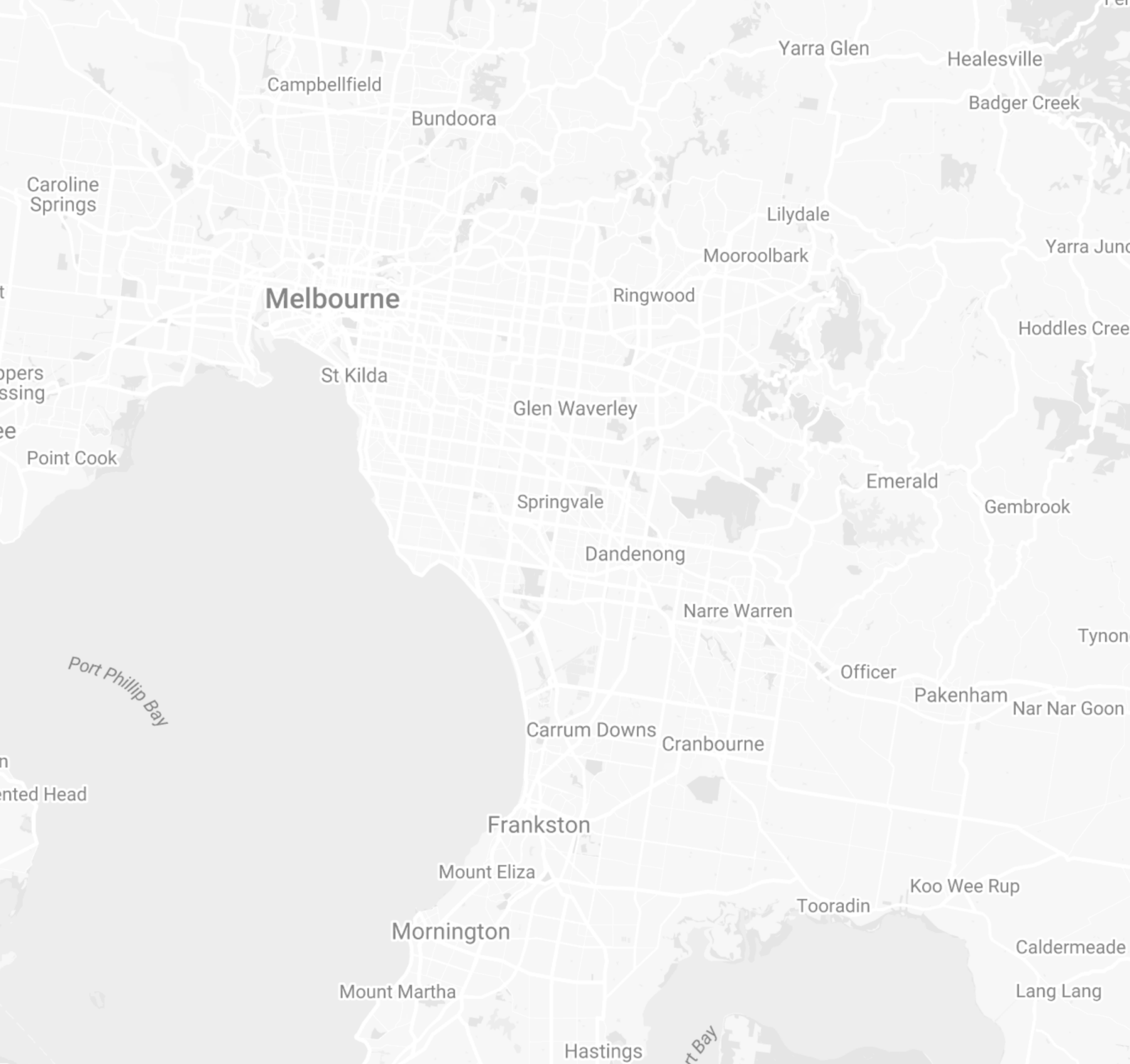




South East
MELBOURNE

FEDERAL PLATFORM 2019





About SEM

South East Melbourne (SEM) is a crucial economic hub servicing Victoria. The region, with more than 1.2 million residents, stretches from the northern borders of the City of Monash, to Fort Nepean on the tip of the Mornington Peninsula, to the edge of Gippsland in Cardinia Shire.

SEM includes the cities of Casey, Frankston, Monash, Greater Dandenong and Kingston and the shires of Cardinia and Mornington Peninsula. Together with community and business leaders we work to drive growth and prosperity for the region.



Planning for growth and prosperity

Stretching from the City of Monash, to Fort Nepean at the tip of the Mornington Peninsula, to the edge of Gippsland in Cardinia Shire, South East Melbourne is one of the fastest growing regions in Australia's fastest growing city.

With \$66 billion created in Gross Regional Product every year, south east Melbourne's success has far-reaching impacts.

The region is home to two National Employment and Innovation Clusters, one at Monash (75,000 jobs) and the other at Dandenong (55,000 jobs). Another 10,000 people are employed in Carrum Downs.

South East Melbourne is well on its way to become the epicentre of Australia's knowledge economy. The region is home to world-class tertiary education and research institutions which educate tens of thousands of students every year.

The south-east region is recognised as a nationally significant manufacturing area with almost 100,000 manufacturing jobs. Products made here are exported across Australia, and across the world.

Immense potential can also be seen in the south-east region's food economy, which produces some of Australia's highest quality food and wine.

Melbourne's south east is a region of opportunity. Encouraging this part of Victoria to grow and develop further is critical to the success of Australia as a nation.

There is much to be proud of in Melbourne's south east, but the region's predicted population growth is bringing new challenges. The region's employment growth is not keeping up with the influx of residents. Although the south east boasts more than 470,000 jobs, more than 232,000 workers leave the region each day to access job opportunities elsewhere, resulting in congestion and inadequate public transport services.

With the region's population predicted to surge to 1.5 million by 2030, it's critical to make the most of existing infrastructure while planning and building for future population and jobs growth.

SEM's vision is for all three levels of government to work together to ensure there are plans in place for job creation, job retention, and ensuring continued liveability in one of Australia's most liveable regions.

Jobs growth and congestion-busting strategies are needed to keep the region working, moving and thriving.

This platform sets out the key areas for improvement and investment in projects which will benefit the region, Victoria, and Australia.

There is immense potential. The South East Airport, the region's jobs hubs, and extending rail lines are just a few of the projects that will support the future of Melbourne's south east and the people living here.

Contents

| | |
|--|----|
| South East City Deal/Partnership | 4 |
| 100,000 jobs for the South East | 5 |
| Freight Solutions needed | 6 |
| Exporters feel the pain | 7 |
| Unclog the roads | 8 |
| Extend rail lines | 9 |
| South east airport | 10 |
| Bring recycled water to the south east | 11 |
| South East Melbourne's key asks | 11 |

South East City Deal/ Partnership

KEY ASK

Develop a City Deal/ Partnership governance structure to support local, state and federal government collaboration on key projects:

- South East Airport
- South East Freight Hub
- Suburban jobs hubs
- Major roads package
- Three rail extensions
- Recycled water projects

Melbourne's south east is a thriving region known for innovative world-class businesses that export throughout the world and spectacular natural environments including beaches, wineries and golf courses.

But population growth and a rapidly changing economy is threatening the region's liveability.

To sustain the region, South East Melbourne needs a City Deal/ Partnership that will create a governance framework to support local, state and federal governments working together to deliver projects of regional importance.

South East Melbourne shares the Australian Government's commitment to create productive and liveable cities that encourage innovation, support growth and create work. South East Melbourne has identified several projects and priorities that can unlock the economic and social potential of the region.

These projects can be part of a City Deal/ Partnership to deliver vital infrastructure, productivity improvements and a stronger local economy founded on sustainable jobs growth, inclusivity and participation of residents.



The South East Airport would reduce congestion on our roads and create up to 7,000 jobs across the region, but more importantly – it would provide a huge boost to the south-east visitor economy which is already contributing billions of dollars to Victoria's Gross State Product every year.

While building a rail spur to connect to the South East Freight Hub would create jobs, it would also change the way we move freight. Moving freight via rail rather than roads would see reduced congestion and transport related fuel consumption and greenhouse gas emissions. A win for the environment and commuters.

Connectivity issues in the region are hampering growth and frustrating residents. Upgrading roads and extending rail lines would get residents to work, study and health services faster and more efficiently, allowing them to spend more time with their families.

Funding these projects would unlock economic, sustainable and social potential to help transform the south east for the 1.5 million people who will call the region home in 2030.

100,000 jobs for the South East

KEY ASK

Fund a south-east jobs strategy to support the job hubs in Monash, Dandenong, Frankston, Officer and Hastings.

Investigate moving a Federal Government office to the south east.

Investment in Melbourne has historically been concentrated in, or near the central business district, with not near enough investment committed to the suburbs. As a result, residents across Melbourne's south east have to travel long distances for work, on congested roads or packed trains. According to data from the Department of Transport, many residents in the south east have to travel more than an hour each way to get to work.

South East Melbourne has several jobs hubs that attract thousands of employees each day. But without adequate transport infrastructure in and around these hubs, and support for these employment clusters to grow, employers will have little choice but to move their businesses elsewhere.

SEM encourages all levels of government to work together to support the allocation of jobs across Melbourne's south east. A more balanced metropolitan system can be achieved where population and jobs growth is distributed across the south east to achieve better economic, social and environmental outcomes for Victoria.

Supporting jobs growth outside the CBD will decrease commute and travel times, increase productivity and access to jobs for people unable to travel far, and support the growth of local businesses.



SEM is asking the Federal Government to fund a south-east jobs strategy to outline how to grow and support the jobs hubs in the region.

There are several opportunities in the south east:

- The Monash National Employment and Innovation Cluster
- The Dandenong National Employment and Innovation Cluster
- Cardinia Employment Cluster, Pakenham
- Carrum Downs
- Activity centres in Dandenong, Frankston, Narre Warren and Berwick.
- Activating industrial land at Hastings
- Growing agriculture and tourism

By investing in these clusters and activity centres, the Federal Government can assist in shaping a more liveable South East Melbourne.

Freight solutions needed

KEY ASK

Declare South East Melbourne a nationally significant Freight Zone.

Create a comprehensive freight plan for South East Melbourne, including a master plan for the industrial land at Port of Hastings.

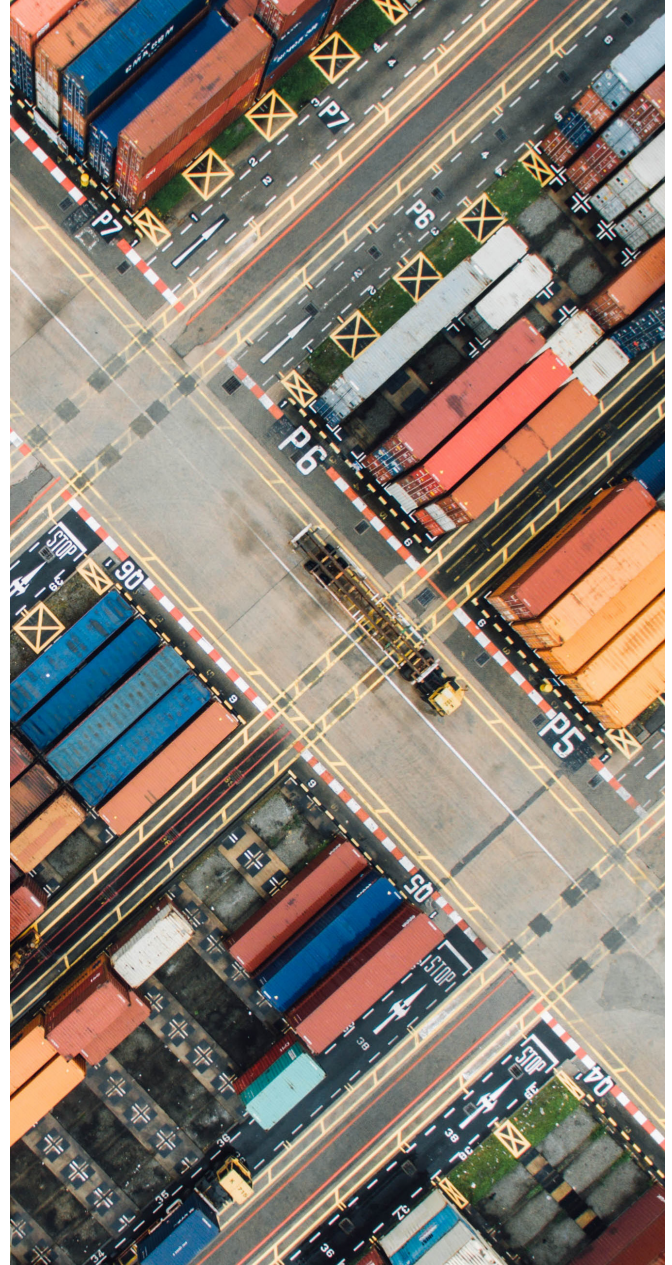
South east Melbourne is one of Australia's most important manufacturing regions.

SEM is calling for a comprehensive freight strategy for South East Melbourne to ensure that the region remains competitive nationally and internationally.

Getting goods to and from South East Melbourne is a crucial activity for the region, for Victoria and for Melbourne more broadly. Importers, exporters, employers, employees and consumers and residents are all affected by freight issues.

Delays to build the South East Freight Hub – which would be built as part of the proposed Melbourne-wide Port Rail Shuttle Network with freight hubs in the south east, north and west of the city – is further contributing to road congestion and air pollution.

According to Regional Development Australia, the region's importers and exporters, who currently must move goods in and out of the region by road, are paying between 23 and 25



per cent more than if they were able to use the proposed South East Freight Hub.

State and Federal Governments can further support the south east region by funding a master plan into the industrial land at Port of Hastings. At more than 3,500 hectares, the land zoned for port use around the Port of Hastings site is a major public asset that is significantly underutilised.

This is a hindrance on possible economic and jobs growth across one of the fastest growing regions in Australia's fastest growing city.

The Port of Hastings is close to the significant export-focused manufacturing industries in the region, which support 90,000 manufacturing jobs.

Why the South East Freight Hub is needed

Armstrong Flooring, which manufactures in the South East Melbourne region, is Australia's only vinyl flooring manufacturer.

Armstrong Flooring has more than 100 employees in Australia and successfully exports high-quality products across the globe, including to the United States, China, Europe and Asia. Armstrong Flooring products are used in hospitals, schools and office buildings.

Richard Ye, Armstrong Flooring's General Manager, Australia said: "Keeping costs down is a key part of keeping our manufacturing plant globally competitive."

Mr Ye said getting product from the plant through the Port of Melbourne by truck is time consuming and costly.

Research by Regional Development Australia supports the everyday experiences of many businesses in the south east, showing that the South East Freight Hub would save an average of 23 per cent per import container and 25 per cent per export container.

"Lowering transport costs by that kind of margin would better position Armstrong Flooring and other exporters to compete for more overseas business, helping secure and grow jobs."

- Richard Ye, Armstrong Flooring



Exporters feel the pain

A survey of South East Melbourne exporters found that 60 per cent said it cost more to get freight to and through the Port of Melbourne than the cost of the overseas leg of the export trip.

About eight per cent of those who said the costs were higher said the landside cost in Victoria was about 25 per cent more than the export leg, two thirds said the landside costs were between 10 and 20 per cent higher, while 12 per cent said the extra cost was up to 10 per cent higher.

Unclog the roads

KEY ASK

Begin work on the following roads:

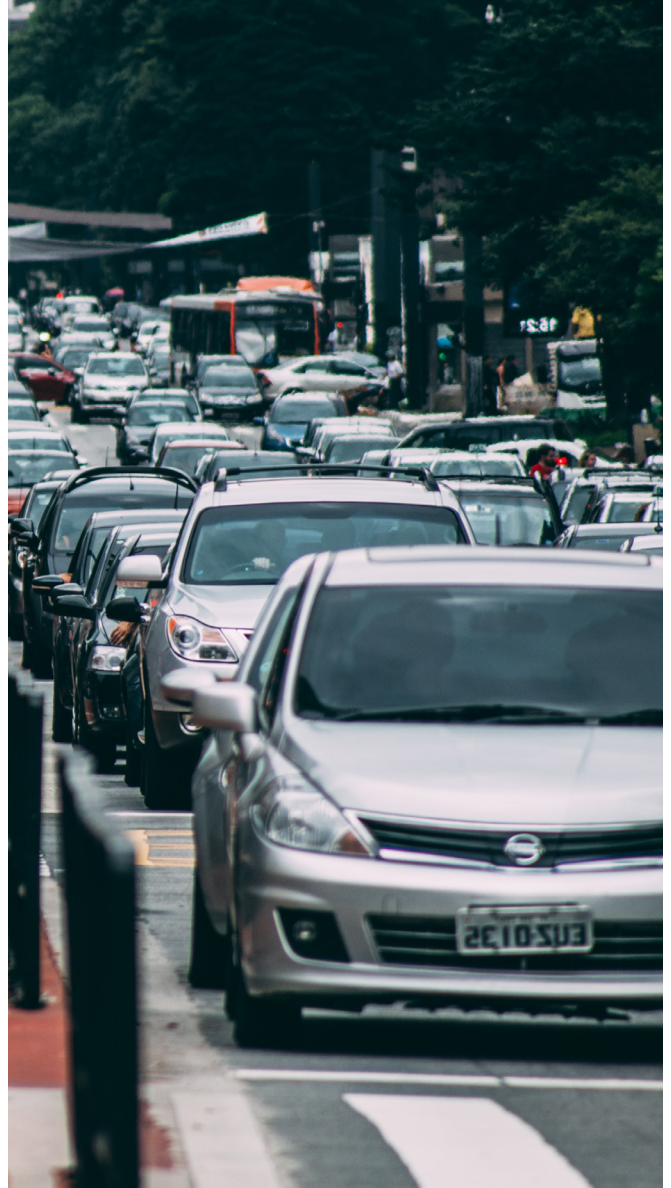
- Thompson Road, Clyde North (extension from Clyde Road to Cardinia Road).
- Westall Road, Clayton (commit funding for extension to the Monash Freeway).
- Glasscocks Road, Dandenong South (early development of Glasscocks Road through Dandenong and into Casey).
- Dandenong Bypass (funding for final stage)

South East Melbourne is among the nation's most important employment regions, with two National Employment and Innovation Clusters, one at Monash and the other at Dandenong.

The Monash Cluster, just 20 kilometres south-east of Melbourne's CBD, has the city's largest concentration of jobs outside the CBD and is well positioned to grow jobs near where people live.

But for the 470,000 people who work in the south east, the problem is the journey to and from work every day. South east residents often spend hours in their cars on congested roads and inadequate public transport commuting to and from their homes to jobs in employment clusters and elsewhere.

It is increasingly clear that investment in local roads hasn't kept up with demand. Many roads in key residential and industrial areas are inadequate, and new links aren't being built fast enough to meet demand.



It is time for a major investment in key roads throughout South East Melbourne.

The State Government announced support for a south east roads package in the 2018 budget, but several vital roads were left out. Unless the remaining roads receive the required upgrades, including the four omitted from the roads package, there is a risk that congestion problems remain, leaving businesses and residents stuck on the roads.

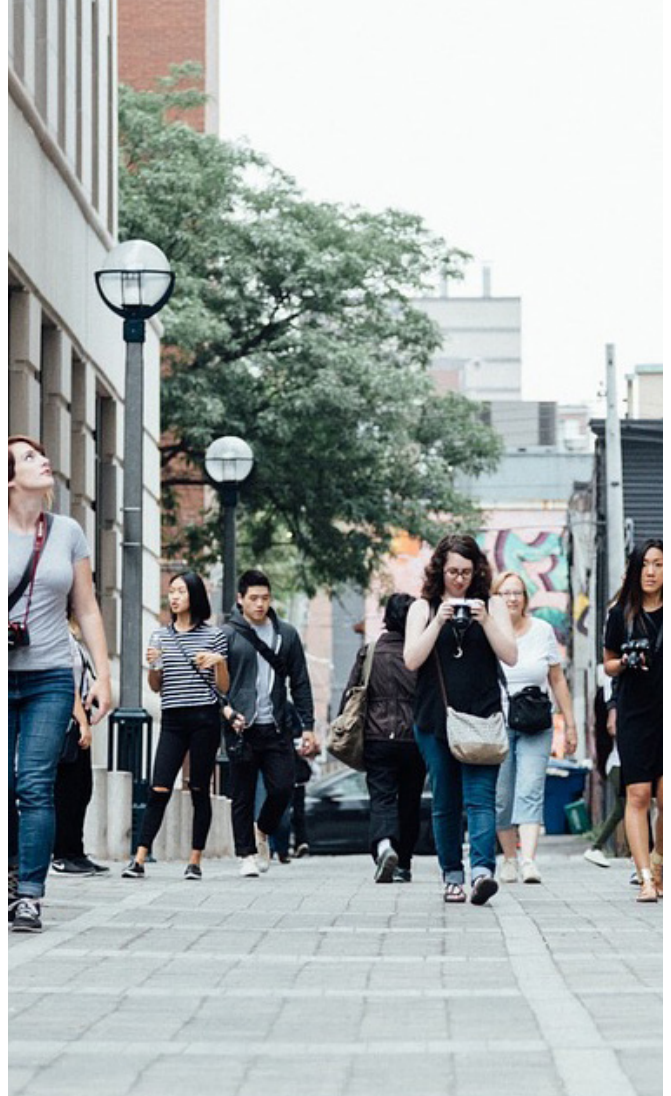
By investing in four key roads in the south east, including Thompsons Road, Westall Road, Glasscocks Road, and the Dandenong Bypass, improved transport reliability would be achieved for hundreds of thousands of residents and businesses.



Extend rail lines

KEY ASK

- Funding to begin early works to extend the Cranbourne rail line to Clyde.
- Commit to building a spur line from the Dandenong line to Rowville.
- Begin early works on extending the Frankston rail line to Langwarrin and then stage two to Hastings.



Residential growth in South East Melbourne is outpacing even the most bullish projections. Residential growth once travelled outwards along rail lines but now suburbs are springing up well past the end of the network, isolating new residents from public transport.

Car dependency in the outer South East suburbs is unsustainably high. In Clyde, more than 80 per cent of households have two or more vehicles, with one in five households needing four or more vehicles.

Congestion is worsening, driving down productivity and reducing liveability. Extending the Cranbourne line to Clyde would dramatically reduce congestion issues across the south east, giving residents now forced to drive, opportunities to access public transport options.

A heavy rail line will need to be built to Rowville. Building a rail spur from Huntingdale Station on the Dandenong line to Rowville will ensure that the Monash National Employment and Innovation Cluster is serviced by adequate public transport options. The Monash cluster is a CBD-style employment destination for the south east, with more than 80,000 workers

currently commuting here daily. That figure is expected to double by 2050. Without a rail line, congestion problems will only worsen.

Extension of the Cranbourne rail line can be argued simply on the basis of the needs of surging population growth, with areas in the City of Casey experiencing the largest population growth in Australia in 2018.

However, there are much broader and greater benefits.

The extension of the Frankston line would, for instance, provide regular commuter train services to Leawarra, which would serve both the Monash University Peninsula Campus and Frankston Hospital. This in turn encourages the development of a medical and research centre of excellence as workers, researchers and students would find the hospital and university much more convenient to travel to by train from the sandbelt suburbs.

This easy access to public transport would help ease road congestion and provide a contra-flow on the Frankston rail line – a smarter use of existing resources and infrastructure.



South east airport

KEY ASK

Fund an Airport master plan business case, enabling a market-ready project.

Apply the required planning protections for the site, flights paths, noise contours and the rail corridor that will connect the site to the rail network.

South East Melbourne has a larger population than Adelaide, Hobart, Canberra and Darwin but the region doesn't have its own commercial airport. As international tourism and air-freight exports become increasingly important to the Victorian economy, airports play a key role in supporting the growth industries that will provide stable and secure jobs.

Without an easily accessible commercial airport in the region, South East Melbourne will be unable to reach its full potential and provide the jobs needed to sustain our fast-growing population. Not only would this slow the economic growth of Melbourne's south east, but it would have a negative impact on the economic growth of Victoria and Australia.

A fully operational South East Airport will bring \$17.6 billion in wider economic benefits, create 7,000 ongoing jobs, provide thousands of jobs during construction and create significant opportunities for workers and businesses in the south east.

The South East Airport would also help reduce congestion on the Monash Freeway, removing freight trucks and passenger vehicles currently travelling across the city to reach the Tullamarine Airport.



The international airport would also help unlock the potential of the region's fresh food and agricultural industries and boost tourism.

By steadily delivering an anticipated five million passengers a year by 2031 on the doorstep of Phillip Island, the Mornington Peninsula, the Dandenongs, the Victorian Alps, and the potential of Gippsland tourism will be opened to new domestic and international markets.

Driven by private sector investment, no significant direct government investment is required.

Now is the right time for governments to help fast-track South East Melbourne Airport, to drive growth and new jobs in transport, logistics, tourism and agriculture.

By funding a master plan business case, and applying the required planning protections, the Government can prove their commitment to supporting population and employment growth while protecting South East Melbourne's liveability.



Bring recycled water to the south east

KEY ASK

Provide funding support for the construction of a pipeline from the South East Outfall at Baxter to Pearcedale - \$20.5 million.

Fund a business case for the Hinterland Recycled water scheme.

Each day 350 mega litres of class A recycled water is dumped at sea. Water that could be utilised for agricultural production and emergency management. A fully functional recycled water system within the region would ensure that this vital resource is used to its full potential, connecting recycled water to agricultural producers.

With increasing demand on supply and climate change threatening the stability of Melbourne's water resources, South East Melbourne's food and fibre industry, which employs 7,000 workers, will increasingly depend on more efficient water use and alternative water sources.

The Eastern Treatment Plant produces high-quality class A recycled water, which is more than suitable for agricultural use. Opportunities exist to connect farmers and industries to recycled water, but getting the water to the agricultural land where it's needed requires new infrastructure.

Funding support is needed for two projects that will improve access to recycled water in the south east; the construction of a pipeline from the South East Outfall at Baxter to Pearcedale (\$20.5 million), creating 361 jobs, and a business case for the Hinterland Recycled water scheme.

South East Melbourne's key asks

1. Develop a city deal/partnership for Melbourne's south east
2. Fund a jobs strategy for the south east and support growing suburban jobs hubs
3. Declare South East Melbourne a nationally significant freight zone.
4. Create a comprehensive freight plan for South East Melbourne.
5. Develop a business case into the industrial land at Hastings.
6. Begin work on the following roads:
 - Thompsons Road, Clyde North
 - Westall Road, Clayton
 - Glasscocks Road, Dandenong South
 - The Dandenong Bypass
7. Funding to begin early works to extend the Frankston and Cranbourne rail lines and extending the Dandenong line to Rowville.
8. Fund a Master Plan Business Case & apply planning protections for the South East Airport.
9. Funding support to bring recycled water to south east Melbourne's farms and businesses.



South East Melbourne

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