



Federal Election Advocacy Issues 2022

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Message from the Mayor

Greater Dandenong City Council has a strong and proud record of project delivery. We have successfully advocated and been the recipient of grant funds over many years and have a demonstrable record of converting those funds to significant outcomes.

Council has also been prepared to optimise its borrowing to build and renew infrastructure for its community and will continue to do so while diverse needs exist.

However we do remain reliant on grant funding – particularly at this critical point in time, post-COVID and when we have before us a number of major projects – including the very obvious Dandenong Wellness Centre that is projected to cost \$82M, but will deliver immeasurable outcomes for the entire south east region.

We urge consideration of ongoing support for my ‘can do’ Council.

The Greater Dandenong community aspire to do more and achieve more and this advocacy plan is merely the tip of a large list of projects that will benefit this community for many years to come.

Others include a Dandenong Community Hub; the next stage improvements to Council’s Noble Park Aquatic Centre (crucial to support learn-to-swim in a disadvantaged community); an indoor Sports training facility at Shepley Oval (Council’s premier cricket ground and complex) – among others.

Council is committed to delivering on these aspirations and once the current priorities – for which we now advocate – are committed, we will be pursuing these and any projects that together, will make Greater Dandenong an even better place to live, work and visit.

Cr Jim Memeti
Mayor

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 160,000, serving a regional catchment area with a projected growth of 21 per cent by 2030. Greater Dandenong is now the most multicultural municipality in Australia. Over half the city's residents were born overseas, 56 per cent from non-English speaking countries and representing 157 different nations. The city is a shining example of how harmony can exist in diversity and how that harmony, diversity and multi-culturalism are celebrated; truly a *City of Celebration*.

Council is working closely with all stakeholders, including the Federal 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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Dandenong Wellbeing Centre

A world-class aquatic centre

The Dandenong Wellbeing Centre (DWC) will be a world-class aquatic centre with an unprecedented focus on health and wellbeing outcomes. Customised to meet the needs of Greater Dandenong's diverse community, the DWC will replace Dandenong Oasis (which is over 40 years old) and become a destinational facility for the south east region.

The DWC will reposition the traditional Australian aquatic centre to a 'next generation preventative health centre' in response to the challenging health status of the community. The Centre will combine contemporary aquatic and leisure facilities with allied health services, education programs and community spaces to provide an integrated facility that is focused on maximising community benefit. The DWC will cater for a broad cross section of the community including non-traditional aquatic centre users (special needs groups, multi-cultural groups, females, older adults etc.) by minimising barriers and maximising opportunities participation and social connection.

What makes the DWC different from traditional aquatic centres?

- **Strategic focus** on health and wellbeing objectives to overcome poor health and low participation levels in Greater Dandenong.

- **Unique facility offering** specifically designed for a high needs community.

- **Unprecedented amount of warm water** across two pools that can be used simultaneously for programs (i.e. gentle exercise and women's only sessions), therapy / rehabilitation and casual use (i.e. for relaxation, social interaction).

- **Community meeting spaces** to facilitate the delivery of programs in partnership with community agencies / groups, health providers, education sector etc.

- **Enhanced dry health and fitness offering** (900sqm gym and four program rooms) to provide a broad range of programs (i.e. cultural dance, women's only gym) and supported sessions for beginners, people with special needs etc.

- **Integration with allied health:** An expansive allied health area with capacity to provide a range of services (i.e. physiotherapy, women's health, chronic pain management, sports medicine, dietician, psychologist etc.) and customised programs within the Centre – utilising the warm water pools, gymnasium, meeting rooms etc.

- **Design approach:** Welcoming spaces that aim to minimise barriers to participation through universal design, separation of active and passive areas, low sensory spaces, enhanced privacy and by creating environments that encourage social connections (i.e. community lounge / foyer, café, plaza, ample seating etc).

- **Targeted programs and services** in partnership with key stakeholders such as return to work programs, supported introductory activity programs for culturally and linguistically diverse (CALD) groups, females etc., educational seminars relating to wellbeing, healthy food choices, water safety for adults and warm water activities such as women's only classes, rehabilitation, parent and child learn to swim etc.

• **A learning organisation:** Research opportunities with tertiary education sector partners to contribute to the continuous improvement of the DWC and the industry.

• **Leading in sustainable design:** Targeting an all-electric 5 Star Green Star building with a broad range of ESD measures.

• **Technologically advanced:** Using technology to maximise the user experience and deliver content outside the four walls of the Centre (via virtual classes and streaming services).

• **Complementary outdoor spaces:** Outdoor spaces including synthetic pitches, community park and plaza to maximise programming and community gathering outside of the Centre

Delivering significant benefits

Evidenced Based Investment Justification

(based on detailed consultation and planning, including a DTF compliant business case).

- Responds to the needs of Melbourne's most disadvantaged and multicultural community.
- Benefit Cost Ratio of 2.1.
- Targeted health and wellbeing focus, aligning with local and State Government health objectives.
- 84 per cent increase in attendance / participation.
- \$8.9M pa in 'social value' / reduced burden on the health care system.
- Ideally located in a high-profile health and education precinct.
- Unique facility / service offer catering for the broader south east region.
- Potential for a future co-located community health facility at Mills Reserve.
- Adding \$3.3M pa to the economy on average for 30 years.
- 150 direct and 585 supply chain jobs created during construction.
- 5 Star Green Star (minimum) all-electric facility.
- Overwhelming community support
- Shovel ready in 2022/23

What we are seeking from the Federal Government:

- The City of Greater Dandenong is seeking a \$20 million funding commitment from the Federal Government, which represents approximately 24% of the total project cost, which is currently estimated at \$82.3 million.
- The DWC will surpass a traditional LGA aquatic centre and requires State and Federal Government support to develop a benchmark facility to address the health and wellbeing of one of Victoria's most multicultural and disadvantaged communities.

Ground floor



First floor



Mills Reserve development site



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Dandenong Sports and Events Centre

In partnership with the Greater South East Melbourne Group of Councils (GSEM), the Greater Dandenong City Council (CGD) has been advocating for the development of a multipurpose sport, community and entertainment venue adjacent to Dandenong Train Station since 2017. The facility would address a gap in the provision of major stadia in the GSEM region and cater for elite sporting competition, concerts, festivals and community events. Flexible design would also see indoor spaces provide for large-scale functions and conferences as well as education and community outreach programs, creating a vibrant 365-day hub for one of Australia's fastest-growing and multicultural regions. CGD, in partnership with the Victorian Government is developing a business case for the proposed facility (due for completion by June 2022).

The Site

Corner of Cheltenham Road and George Street in Dandenong, adjacent to Dandenong Train Station. This site provides direct public transport links to the heavily populated Cranbourne, Pakenham and Traralgon train lines, as well as 23 metro and five regional bus routes that stretch across South East Melbourne.

Activation opportunities

Outdoor activation

A rectangular stadium with an ultimate seating capacity of 20,000 (to be staged over time) to cater for:

- A-League Men and A-League Women matches (subject to negotiations), Australia Cup and exhibition games. Football (soccer) is the No.1 grassroots sport in GSEM, with 23,000+ registered participants across more than 100 clubs.
- Professional men's and women's rugby league matches.
- Marquee community football, rugby league, rugby union events.
- Concerts, multicultural festivals, community events.



Proposed site: Council owned land within the Dandenong Activity Centre, located on Cheltenham Road, adjacent to Dandenong Train Station.



Render of original design, as prepared by COX Architecture

Indoor activation

- Large function space for conferences, exhibitions, jobs fairs, community events, weddings and school functions. This is particularly important given the potential loss of Sandown Racecourse, which currently hosts many of these events for the region in its function rooms.
- Weekday use of corporate suites for business meetings and community activities and programs.
- Community outreach programs and potential home of community foundation.
- Education and training programs in partnership with local providers (subject to continued negotiation).



Potential for a staged delivery, subject to the findings of the DSEC Business Case - similar to the redevelopment of Kardinia Park in Geelong. (Image: Potential staging option from original 2018 design).

DSEC Investment Case: Problem Definition

- An absence of major sports, commercial and events activity across South East Melbourne excludes many residents from experiencing much of what makes Victoria special.
- Poor access to economic opportunities feeds high rates of youth disengagement and unemployment within the region.
- An absence of physical and social common ground makes it challenging to build and sustain a sense of belonging in diverse communities.
- Extremely low rates of informal and formal physical activity are contributing to poor and inequitable health outcomes.

DSEC Investment Case: Proposed Solution

- Improved economic activity, jobs and opportunities (e.g. from an increase in local direct and indirect employment and from an increase in total regional economic activity stemming from event activity).
- A greater sense of regional pride and cohesion (e.g. from an increase in involvement and engagement with elite sporting and major event activity and from an increase in precinct activation).
- Improved health and wellbeing (e.g. from an increase in sustained participation in physical activity and from an increase in involvement and engagement with social and cultural activity).

South East Melbourne Benefit

For more than 1.8 million residents of GSEM and Gippsland, access to the DSEC would be far more convenient than travelling to major stadia in and around Melbourne's CBD. The central location of the DSEC within the region provides an easily accessible venue for residents to attend elite sporting matches, major entertainment events and functions, removing a major travel (and cost) burden that currently exists for Melbourne-based venues. The facility is expected to generate up to 1028 construction jobs and support more than 350 ongoing jobs (direct and tourism-related), while adding \$114 million of annual economic output generated from increased visitor activity in the region (Source: REMPLAN 2018). The DSEC would promote South East Melbourne as a tourist destination to national and international audiences.

Revitalising Central Dandenong (RCD)

A 2019 University of Melbourne / Australian National University study determined that “catalyst” project/s were needed to re-energise the State Government-backed RCD concept. With its close proximity to the Activity Centre, the DSEC would have a transformative effect on Dandenong, providing a boon for existing businesses, particularly hospitality and retail sectors hard hit by Covid-19. The DSEC will create a Docklands-style precinct development for Dandenong and complement the December 2020 Capital Alliance / Development Victoria agreement that will deliver \$600m worth of retail, F&B, office and accommodation developments north of the railway in the coming years.

Project Status

CGD and SRV are currently working with Deloitte Australia to undertake a feasibility review and develop a DTF compliant business case for the DSEC. The report builds on existing planning and involves consultation with a range of key stakeholders including Melbourne City Football Club / City Football Group, Melbourne Storm, local education providers and relevant government departments. The report will outline a detailed investment case and delivery case for the proposed facility and is expected to be completed by mid-2022.

The central location of the DSEC provides an easily accessible venue for residents across South East Melbourne and Gippsland to attend elite sporting matches and major entertainment events, removing a major travel (and cost) burden that currently exists for Melbourne-based venues.



What we are seeking from the Federal Government:

Major funding support to progress the detailed planning, design and development of DSEC, subject to the outcome of the DSEC Business Case (due for completion in mid 2022).

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Refugee Status Determination

Introduction

Since 2018, the Local Government Mayoral Taskforce Supporting People Seeking Asylum has been advocating for the rights of people seeking asylum to the Federal and Victorian State Government.

Established and chaired by Greater Dandenong Council, the Taskforce is now made up of 36 councils nationwide, banding together to advocate for a fairer and swifter Refugee Status Determination system.

Playing a pivotal role in the Taskforce's advocacy efforts has been the Back Your Neighbour campaign. The campaign will seek to mobilise community support to influence federal policies around a fairer Refugee Status Determination process in the lead up to the 2022 Federal Election.

Background

Right now, in Australia there are over 90,000 people awaiting their applications for protection to be finalised. This includes people who have waited for over eight years.

This overly slow approach to processing people's applications prevents individuals and families gaining the stability that refugee status provides. The result is vulnerable people living on the edge for years.

People seeking asylum who live in the community are also denied access to a number of critical support services such as Centrelink, Medicare, public housing, homelessness, education, mental health and food.

This leaves highly vulnerable individuals and families with nothing to survive on but help from local charities.

This cost shifting has also meant that State and local governments are left to pick up the pieces and respond to the additional demand for crisis support, with many aid organisations becoming overstretched in their ability to provide appropriate levels of support.

The Federal Government has a responsibility to process asylum claims quickly and to support people until they can move forward with their lives in a positive way.

What we are seeking from the Federal Government:

- Replace the existing system with a single Refugee Status Determination process and an independent, timely and fair merits review.
- Replace Temporary Protection Visas with a permanent humanitarian visa.
- Increase funding to urgently clear the backlog of asylum applications and appeals.
- Provide access to Centrelink, Medicare and other support services for applicants.

What we are seeking from State and Territory Governments:

- Provide funding to local services who are supporting individuals and families seeking asylum.

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Social and Affordable Housing in Greater Dandenong

Introduction

The City of Greater Dandenong is the most multicultural and diverse municipality in Australia with residents from 157 birthplaces and 64 per cent of its 169,000 population born overseas. Over 200 languages and dialects are spoken within the municipality with languages other than English spoken by over two-thirds (70 per cent) of its residents – the highest level in Victoria. A significant portion of the residents are recent migrants, refugees and people seeking asylum.

Homelessness in Greater Dandenong is different to the homelessness witnessed in Melbourne's Central Business District (CBD), inner cities or along coastal suburbs. This is because Greater Dandenong is a community of marked cultural diversity and ongoing migrant settlement which faces the challenges of low-income levels, high unemployment, unfavourable educational outcomes, a substantial rate of refugee settlement, lower levels of mental and physical health than the Victorian average, and elevated crime rates.

The population cohorts most at risk of homelessness in Australia have been identified as disengaged youth, recent migrants including refugees and people seeking asylum, single-parent households, people living in rent-related poverty, Aboriginal and Torres Strait Islander people, women over the age of 55, unemployed residents and low-income households, women and children escaping family violence, LGBTIQ young people, people with disabilities, people with mental health problems, and older people living on a pension.

These population cohorts, with or without intersectional disadvantages, account for

approximately two-fifths of Greater Dandenong's population. With 1,200 people seeking asylum living within Greater Dandenong as of 2021, many find themselves living in low quality housing, with highly precarious tenures, and inadequate physical standards.

Background

Greater Dandenong has the highest rate of homelessness in Victoria. On Census night in 2016, 1,942 people were found to be sleeping rough or in temporary accommodations - nearly three times the Victorian average of 0.42 per cent. In 2016, nearly a third (32 per cent) of local households were living in acute financial stress – among the highest prevalence of rental stress in the state, and well in excess of the metropolitan level of 26 per cent. The proportion of local, available rented properties that are affordable to a family on Centrelink payments has declined from 83 per cent in 2001, to 9 per cent by 2020.

In the past 20 years, median housing prices in Greater Dandenong have more than trebled in real terms. Local house purchase prices rose by 37 per cent (after inflation) in the decade to 2020, compared with 14 per cent across metropolitan Melbourne.

Of the 3000 requests for assistance from specialist homelessness services in Greater Dandenong in 2018-19, 57 per cent involved females, of whom, nearly half (43 per cent) cited family violence as their reason for seeking assistance. Currently there is only one option within the Greater Dandenong area for women and children escaping family violence.

What we are seeking from the Federal Government:

- **Increase funding of the National Housing and Homelessness Agreement (NHHA)** - for affordable housing, social housing, encouraging growth and supporting the viability of the community housing sector, and for NHHA homelessness priorities and initiatives that reduce the incidence of homelessness and contribute to improved data collection and reporting.
- **Increase to Commonwealth Rent Assistance (CRA)** - CRA payments to low-income renters are no longer sufficient in achieving rental affordability, because the value of CRA has fallen behind rent. An increase in CRA is necessary so that families and individuals are not pushed out of the private rental market or forced into overcrowded living conditions.
- **Increase to JobSeeker** - increase to a liveable wage and tie to wages, so to relieve housing stress amongst households.
- **Liveable income made available to people seeking asylum** - many families and individuals having been denied access to a safety-net and liveable income (Status Resolution Support Services Program, JobSeeker, Commonwealth Rent Assistance) and their ability to remain within private rentals has become harder to achieve.
- Funding to construct a bespoke crisis accommodation facility in Greater Dandenong for women and children experiencing family violence - developed by Greater Dandenong Council in partnership with local Housing provider, WAYSS.

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Sustainability in Greater Dandenong

Introduction

Greater Dandenong City Council joined a growing number of cities around Australia in January 2020 by declaring a 'Climate and Ecological Emergency', committing us to emergency action on climate change.

While Council can influence climate and sustainability related outcomes, it cannot do it alone. If we are to achieve our vision of becoming one of the most sustainable and climate resilient cities in the world, we need to provide leadership that helps mobilise our community, other levels of government, our partners and key stakeholders to act. Support from state and federal governments is critical to achieving this.

Council has already taken significant action to reduce greenhouse emissions and do our fair share to limit global warming to 1.5°C and reduce exposure to the unavoidable impacts of a climate change crisis, in line with the 2015 Paris Agreement. Key initiatives implemented to date include:

- 600kW of rooftop solar installed from 2019 to 2021
- Adoption of a Sustainable Buildings Policy prohibiting natural gas at any new Council assets
- Participation in the Victorian Energy Collaboration (VECO) to source 100 per cent renewable electricity for Council's assets.

In line with global targets to reduce emissions, Greater Dandenong Council is aiming to become a net zero carbon Council by 2025 and a zero carbon emission city by 2040 through measures focused initially on efficient use of clean renewable energy sources.

Demonstrating leadership by declaring a Climate and Ecological Emergency and setting a target to become a net zero carbon emission city will provide a range of co-benefits for our community, whether it be through improving the liveability of the city, improving health and wellbeing

outcomes, supporting our most vulnerable, or protecting and enhancing our biodiversity.

Background

As the most socio-economically disadvantaged community in Melbourne, Greater Dandenong will be more exposed to some of the worst impacts, as the more vulnerable in our community are likely to lack the resources to prepare for or respond to climate change, or to recover from its impacts.

To achieve the best outcomes for the municipality and our community (both current and future generations), Council's and the community's strategic decisions must also include integrated planning for climate change risks and increasing the resilience of the city and community. This will also help place local business and industry in Greater Dandenong to remain viable and be in a better and necessary position to take advantage of the economic opportunities that becoming a resilient, net zero carbon emissions city can provide.

Greater Dandenong is home to one of the largest industry and manufacturing hubs in Australia, with the industrial sector generating a significant number of local employment opportunities. With this however comes a large greenhouse gas emissions profile, due to the associated energy intensity of heavy industry and manufacturing. Supporting our industrial sector to transition away from natural gas; to electrify and source electricity solely from on-site solar and renewable energy, power purchasing agreements where possible will have a major impact on the community's overall emissions profile while ensuring a transition for industry into a net zero future.

What we are seeking from the Federal Government:

- Electrification of Council's buildings and assets (replacement of gas plant, hot water units and kitchen appliances etc) – phasing out natural gas across Council's assets will demonstrate leadership in this space, provide case studies to increase confidence by residents and industry that phasing out natural gas is possible, and set up Council assets for future "virtual power plant" schemes in which excess renewable electricity generated by on-site solar can be shared throughout the community.
- Electrification and energy efficiency upgrades across Greater Dandenong's industrial sector – removing natural gas processes and appliances from the industrial sector will significantly reduce emissions, protect our businesses from forecasted rising gas prices and enable greater uptake of renewable energy.
- Purchase of electric fleet vehicles – with 10 per cent of Council's emissions attributed to its fleet, a transition to 100 per cent electric fleet vehicles will significantly lower corporate emissions while demonstrating leadership and reducing anxiety in the community around convenience and range.
- Installation of electric vehicle fast chargers at Council's assets and across the municipality – rollout of electric vehicle fast chargers must occur in tandem with a societal shift to uptake of electric vehicles to ensure consumer confidence in overcoming range anxiety. A designated number of electric vehicle chargers are included in new Council assets by default, but greater financial support is required to retrofit across older building stock, parks, and reserves.

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Transport Infrastructure

Addressing shortfalls in transport infrastructure impacting the regional economy and community

The following projects fall under three themes:

- Supporting the role of Greater Dandenong as a major employment hub, manufacturing centre, generator of exports and distribution hub
- Improving public transport facilities that are not compliant with DDA (Disability Discrimination Act) standards
- Extending and upgrading shared user path networks to improve access to employment and recreation

Theme 1 - Dandenong as a major employment hub

Greater Dandenong is home to the Dandenong National Employment and Innovation Cluster (NEIC) which includes the Dandenong Metropolitan Activity Centre and Dandenong South State Significant Industrial Precinct (SSIP).

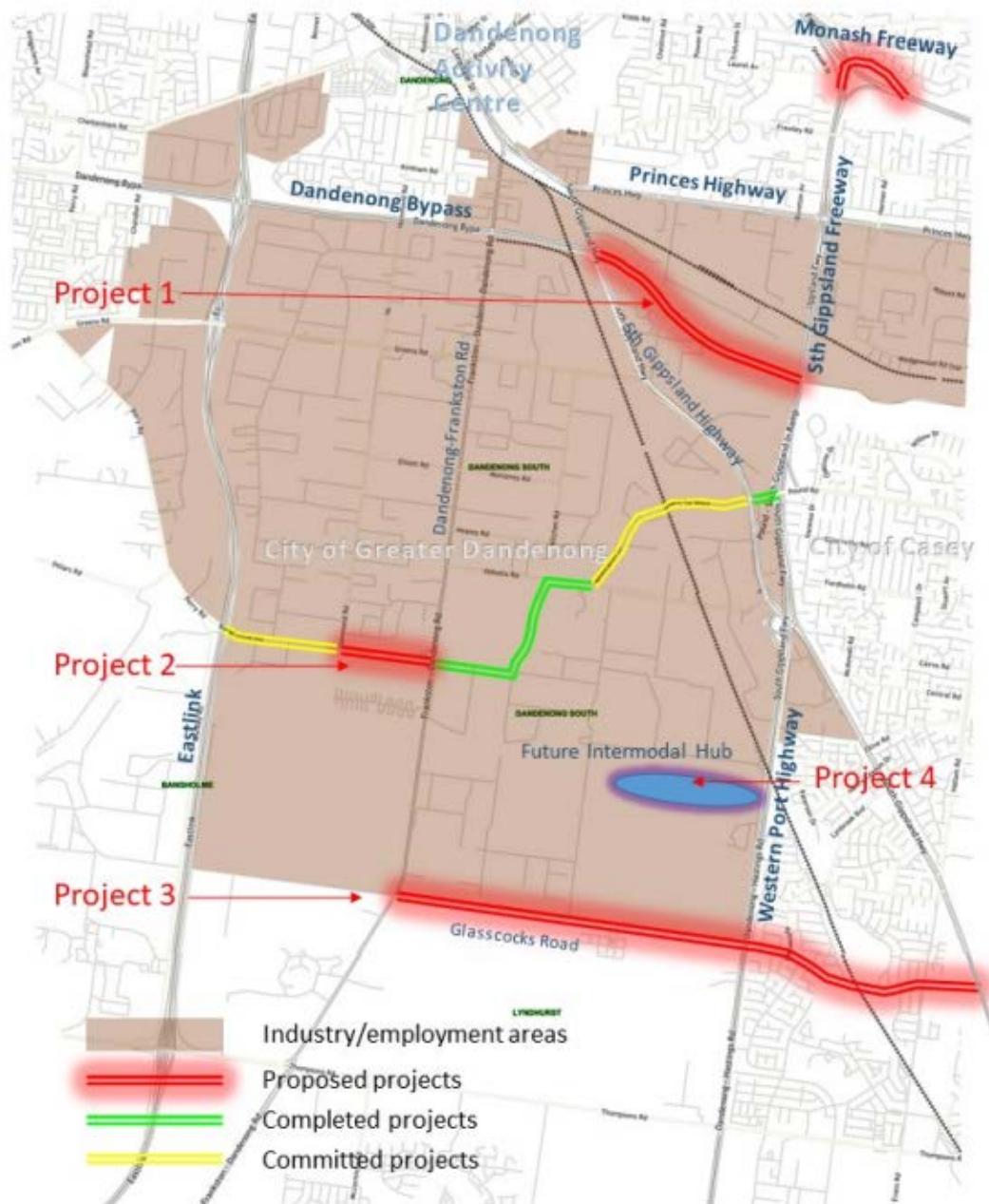
Dandenong South has major manufacturing, warehousing /distribution and is an employment powerhouse in providing a vital source of jobs for the abutting and fast-growing south-east growth area. These include very large industries such as Bombardier, Volgren, Iveco, Visy, Nissan, Kraft, Pilkington and Jayco as well as numerous warehousing/distribution companies such as Woolworths, Aldi, Amazon and Bunnings.

While Dandenong South has a surrounding freeway and arterial road network that provides access to the Port of Melbourne and the broader metropolitan area, it is constrained by a range of “last mile” transport infrastructure shortfalls. These include:

- Poor internal east west access which restricts economic activity and access to jobs and services.
- Poor access to the adjoining residential growth areas which have a net shortage of jobs. This adversely impacts outcomes for the region’s liveability and social inclusion, effectively locking out a proportion of the potential workforce.
- Increasing peak-hour congestion caused by gaps in the surrounding arterial road network.

Council’s Transport Plan proposes a range of infrastructure projects to address existing problems and build for the future. Many of these are critical to ensure the NEIC SSIP fulfils its ongoing role as an employment and economic powerhouse however are well beyond Council’ capacity to fund.

The following four transport projects have potential to unlock the productivity and increase the resilience of this area and the liveability of the adjoining residential growth area by moving people and freight around more quickly, more safely and more efficiently.



Dandenong South National Employment & Innovation Cluster

Project 1 – Complete the Dandenong Bypass

This completed arterial will connect the eastern end of the existing Dandenong Bypass at the South Gippsland Highway with the South Gippsland Freeway. It will:

- provide a direct east west link between the South Gippsland Freeway/Western Port Highway easing pressure on the congested South Gippsland Highway and surrounding access roads
- help separate traffic which does not have a destination in the NEIC from that which does
- finalise the Bypass of the Dandenong Activity Centre
- support the development of Noble Park and Springvale Activity Centres as 20-minute neighbourhoods.

When in combination with a right-hand turn interchange between the South Gippsland Freeway and Monash Freeway, this project will provide an overall high capacity network capable of moving all forms of traffic across this part of the region.

Indicative Cost: \$265 million.

Project 2 – Complete the missing internal ‘last mile’ east west route

This project comprises principally a bridge over the Eumemmerring Creek, construction of a short extension of Bangholme Road and intersection treatment at Dandenong-Frankston Road. It completes a continuous link through the heart of the industrial precinct to provide swift access for freight and the local workforce. It accesses the South Gippsland Freeway through a chain of arterial roads with potential for a longer-term connection with EastLink. Key lengths of this route have already been completed or have been committed to be built within two years. The accompanying figure shows those parts of the link that have been completed, committed and yet to be constructed. Completion of the outstanding components will:

- significantly improve connectivity and access to existing businesses
- lift productivity and help drive economic growth
- increase the legibility of the precinct for those accessing the area
- increase transport network resilience.

At this stage, a bridge consisting of one lane of traffic in each direction is proposed. A future upgrade duplicating the bridge, sections of other nearby roads and Eastlink Ramps will form a future new East-West Arterial through Dandenong South.

Indicative Cost: \$38 million

Project 3 – Build Glasscocks Road

Glasscocks Road is planned as a major east west arterial linking the Casey growth area to employment and other opportunities. It also directly serves the developing areas in Lyndhurst which are part of the NEIC. It is a vital component of the South East Growth Area Plan.

Funding will eventually be available to develop parts of this road abutting the NEIC through a Development Contributions Plan. At this point in time there are only limited funds available to construct Glasscocks Road.

Construction of Glasscocks Road will have the following benefits:

- substantially upgrade east west access for residents and workers with a destination in Dandenong South and beyond
- significantly improve freight access to the NEIC from the surrounding arterial and freeway network and help encourage investment, productivity and drive economic growth
- significantly improve network resilience by reducing length of large detours during arterial network disturbances.

Indicative Cost: \$220 million (Linking across Casey)

Theme 2- Upgrade public transport facilities that are not DDA compliant and support bicycle use

Upgraded services are being progressively implemented along this line with newer high capacity trains planned to be rolled out this year along with increased services. While Springvale, Noble Park and Dandenong stations have seen upgrades in recent years, Yarraman and Sandown Park are much older style stations that lack many of the modern facilities enjoyed by other stations.

In particular, Yarraman is not DDA compliant.

The platforms at Yarraman Station, can only be accessed via pedestrian footbridges that cross over the station. These footbridges are not DDA compliant as they have steep ramp grades without intermittent level landings. This makes their use unsafe, particularly for individuals with a disability. This station must be made DDA compliant by 31 December 2022.

Indicative Cost: \$1.8 million for DDA compliant ramps

What we are seeking from the Federal Government:

- Support to help fund the transport infrastructure as outlined above i.e.
- Upgrade ramps at Yarraman Station so that they are DDA compliant.

Theme 3 - Extending and upgrading shared user networks

The City of Greater Dandenong has a bicycle network of 98 kilometres of off and on-road cycling paths including the EastLink and Dandenong Creek trails.

This bicycle network provides a number of benefits to the community and the region including:

- an alternate and very affordable form of transport for commuters
- reduced reliance on access to a private vehicle
- links between neighbourhoods, suburbs and destinations of interest including jobs and services
- an opportunity to create a healthier lifestyle through physical exercise
- opportunities to access and enjoy a range of natural environments
- increased transport resilience.
- Despite this extensive network there are a number of locations where there are major deficiencies or where opportunities exist to extend and upgrade facilities.

Three significant network upgrades are proposed.

Project 1 - Continuation of the Djerring Trail shared user path to Dandenong

As part of the level crossing removal project along the Dandenong railway line the Victorian Government has completed a premium-grade shared user path between Caulfield and Yarraman stations. The shared user path caters for both commuter and recreation cyclists as well as pedestrians.

However, the 2km leg from Yarraman Station to the Dandenong Station and Dandenong Metropolitan Activity Centre has not been constructed. Consequently, this relatively short section of the extensive Djerring Trail is a missing link between Caulfield and the south eastern suburbs.

Council has developed a design plan that demonstrates how this link can be developed in a practical manner.

Indicative Cost: \$11 million

Project 2 - Construction of a strategic cycling corridor as part of the Cranbourne rail duplication project

- The Victorian Government is currently duplicating eight kilometres of single track from Dandenong to Cranbourne paving the way for trains every ten minutes on the Cranbourne Line.
- Track duplication works will kick off in 2020 and finish in 2022.
- As part of this project funds from the Growth Areas Infrastructure Contribution (GAIC) Fund have been allocated to construct a shared user path (SUP) alongside the upgraded rail line in the City of Casey between Western Port Highway and Cranbourne. This forms a section of the state Strategic Cycling Corridor between Dandenong and Cranbourne activity centres.
- Despite “in principle” funding support for the SUP by the Victorian Government, the terms of the GAIC funding does not extend into Greater Dandenong (which is outside the Growth Area). Consequently, there is a shortfall in funding to build this strategic cycling corridor shared user path beyond the Growth Area (Western Port Highway) and Dandenong Activity Centre, a distance of around 7 kilometres.
- Construction of the Greater Dandenong component would provide the opportunity to connect nearby residential areas with the significant employment locations available within the Dandenong South Industrial Precinct and Dandenong Activity Centre as well as providing recreational opportunities.
- Not delivering this SUP during the Cranbourne Line Upgrade works will result in significant direct and indirect costs due to additional rail disruptions.

The section of trail between Greens Road and National Drive could be undertaken as part of the Cranbourne Line Upgrade if funding was available. This would immediately leverage off the Pound Road West upgrade (by 2022) connecting residents to the employment area from Hampton Park, Narre Warren and Berwick via Pound Road SUP and the Hallam Valley Trail. It would also allow for municipal paths to be considered for construction to further distribute commuters via active transport throughout the greater employment area.

The remaining sections along this corridor require further consideration and design. With funding, this could also be undertaken within 12 months, minimising construction costs and rail disruptions.

Upgrade Indicative Cost: \$6.7 million to construct SUP between Greens Road and National Drive and \$1 million to design remainder of the SUP.

Project 3- Eastlink Trail bridge over the rail line

The EastLink Trail is a popular recreational strategic cycling corridor which connects Carrum to Ringwood and beyond. The trail is severely interrupted by the Dandenong rail line at Railway Parade and Greaves Reserve, Noble Park and presents a major inconvenience to users. As a consequence:

- cyclists must tackle a circuitous 400m detour via a non-DDA compliant route across the rail corridor
- there is conflict between trail users and rail passengers within the station using the same route.

To overcome these barriers there is a need to construct a new dedicated bridge over the rail line adjacent to EastLink to make the trail more direct, convenient and safer for trail users, whilst reducing barriers to walking and cycling.

Indicative Cost: \$7.5 million

What we are seeking from the Federal Government

- Support to help fund the extension of planned shared user paths that have a benefit for commuters and recreational users i.e.
 - Extension of the Djerring Trail between Yarraman and Dandenong
 - Continuance of the planned Cranbourne rail corridor path between the growth area, Dandenong South Industrial Area and Dandenong Activity Centre.
 - EastLink Trail bridge

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Greater Dandenong City Council acknowledges the traditional owners and custodians of this land the Bunurong People, and pay respect to their Elders past, present and emerging. We recognise and respect their continuing connections to Climate, Culture and Country.



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