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Introduction from the Chair

The South East Melbourne Group of Councils (SEM) includes the shires of Bass Coast, Cardinia and Mornington Peninsula and the cities of Casey, Frankston, Greater Dandenong and Kingston. Collectively, the SEM Group represent one of Victoria’s most socially and environmentally diverse, economically significant and rapidly expanding regions and on behalf of their communities, advocate for the changes required to sustain growth in the future.

To ensure a clear and consistent vision, the SEM Group – in partnership with key stakeholders – developed the following South East Melbourne Regional Plan. The Plan articulates how our seven SEM Councils will work together to address and respond to issues impacting the South East Melbourne region over the next four years and beyond.

The Plan highlights a number of key priorities focused on increasing employment and attracting future business investment, growing our manufacturing and agricultural sectors, improving tourism and visitation opportunities, nurturing education and skills training, investing in vital infrastructure including the NBN and the continued improvement of intra-regional public transport.

The Plan also addresses other issues including anti-social behaviour, housing affordability and demand, the growth of our bicycle networks and the need for the Port of Hastings development which will help fill a regional employment gap and bring with it numerous other regional economic benefits.

As Mayor of Frankston City I am honoured to be the elected Chair of the South East Melbourne Group of Councils, and I’m dedicated to working with my fellow Mayors, all levels of government and key stakeholders to ensure future prosperity and quality of life for residents across the South East Region.

S. Mayer

Cr Sandra Mayer
Chair, South East Melbourne Group of Councils
Mayor, Frankston City Council
About South East Melbourne
South East Melbourne is one of the state’s most socially and environmentally diverse, economically significant and rapidly growing regions. Characteristics include:

- Home to more than 750,000 people - equivalent to almost a fifth of Melbourne’s population
- An average annual growth rate of three per cent with approximately 120 new families moving in each week
- A future population of over one million people by 2030. Plan Melbourne articulates the role of regional centres, including Wonthaggi, to share the role of accommodating growth
- Two National Employment Clusters, three Metropolitan Activity Centres and one Regional Centre, representing a significant proportion of Melbourne’s economic production
- Home to critically endangered flora and fauna species
- Almost 30 per cent of all shipping containers that pass through the Port of Melbourne either originate from, or arrive in the South East
- A key contributor to the overall Melbourne and Victorian economy, generating around $63 billion Gross Regional Product (GRP)
- An array of lifestyle advantages including ample open spaces, parks and sporting facilities, clean air and water, access to beaches, mountains and city experiences
- Includes the nationally significant Phillip Island Nature Park Penguin Parade, which attracts over 1.1 million visitors annually
- Large areas of highly significant natural heritage including Ramsar wetlands, flora and fauna reserves and marine national parks
Manufacturing, wholesale trade and transport, postal and warehousing produces over 30 per cent of the region’s GRP, which is much higher than other parts of Melbourne and Victoria. This is expected to grow as the Port of Hastings and proposed South Eastern Airport are developed and the Dandenong South National Employment Cluster expands to its ultimate potential.

These industry sectors bring with them a skilled workforce with a high range, breadth and depth of skills, placing less reliance on jobs in inner Melbourne than other regions, reducing overall travel demand.

The region also contains some of the state’s prime and growing tourism destinations in the state such as Phillip Island, the Dandenong Ranges, Mornington Peninsula, Westernport Bay and the Bass Coast and has the potential for increased agricultural production given its rich soils and conducive weather conditions.

South East Melbourne already possesses excellent freeway and rail networks. However, to sustain economic growth and quality of life for residents, investment is needed in inter and intra-regional transport infrastructure – including the cross-Melbourne connections that are necessary to keep our state moving. These include rail upgrades to support commuter and future freight needs; removal of rail crossings that contribute to road congestion and impact on regional productivity; ongoing improvements to the arterial road system essential for connecting people and jobs in the region; port-related infrastructure to support state and regional objectives and emerging priorities such as the proposed South Eastern Airport, a future necessity for which planning must immediately commence.

The region is not without its issues and challenges. These include:

**Urban growth patterns**

The long distance from the Melbourne Central Business District (CBD) to developing areas such as those in Casey, Cardinia and Bass Coast is making Melbourne’s CBD less relevant to many residents. However, regional jobs are not keeping pace with population growth, which results in longer journeys to work and congestion.

**Availability of employment and shortage of white-collar opportunities**

While Dandenong, Frankston and Kingston are well-established industrial hubs and growing, new industrial hubs are emerging such as the Pakenham South Employment Precinct. Major activity centres in the region such as Frankston, Dandenong, Fountain Gate and Cheltenham-Southland are attracting an increasing range of retail and commercial businesses as well as recreation and service facilities. Wonthaggi has developed as an important service centre for South Gippsland, providing services for the resident and visitor community. These hubs provide the majority of employment for the community living in the region. Opportunities also exist in the health, education and recreation sectors.

On average, less than 17 per cent of resident workers travel to the Melbourne CBD for employment as opposed to 30 per cent of resident workers in the west and north of Melbourne. However, job opportunities within the region are decreasing relative to the population. While many residents are able to find blue-collar employment in the region, white-collar opportunities are more difficult to attain. The region falls short in attracting the business services sector with concentration of this sector remaining in inner Melbourne.

**Community infrastructure**

Established municipalities such as Bass Coast, Kingston and Frankston are facing a real challenge with ageing community infrastructure, while growth areas such as Casey and Cardinia require investment in new community infrastructure to accommodate their rapidly growing population. Investment in new community infrastructure in Bass Coast will be required to both enable the attraction of new population to balance Victoria’s growth, while catering for growing visitor numbers.

**Growing disconnect with other parts of Melbourne and critical infrastructure**

There is a growing physical disconnect between the region with other parts of Melbourne and access to critical infrastructure such as the Port of Melbourne and airports, resulting in relative disadvantage.

**Lack of efficient and sustainable transport links**

Recently, intra-regional transport links have been enhanced with the development of EastLink, widening of the Monash Freeway and Peninsula Link. However, east-west road links are patchy and transport infrastructure falls short in delivering efficient and sustainable transport outcomes for the region.

**Lack of public transport options**

While some areas have access to excellent rail services, many residents are very dependent on private transport due to the scarcity of transport alternatives in the region. Many newer suburbs developed over the past two decades are characterised by uniformly low densities with poor public transport access. The upgrade of the Cranbourne-Pakenham rail corridor is critical to enable access to the rest of Victoria and beyond for passengers and freight.

**Anti-social behaviour attributed to alcohol and other drugs**

Alcohol and other drug-related issues contribute to anti-social behaviour in the region such as violence, vandalism and litter. Councils have limited resources to deal with the problem. If left unaddressed, the problem will begin to impact on the region’s liveability attributes.
Lack of crisis accommodation and affordable housing

Access to crisis accommodation is severely limited in the region, putting vulnerable community members at risk. Maintaining the region’s housing affordability is also important to foster diversity and growth.

High-speed internet

While some areas of the region already have access to optic fibre and good ADSL/wireless services, many localities don’t. Lack of adequate broadband access in these areas creates an impediment to economic growth and constrains the opportunity to develop global business, future education and health services.

Climate Change

With 400 kilometres of coastline, South East Melbourne is susceptible to the impacts of climate change, in particular coastal inundation, erosion from sea-level and storm surge, extreme rainfall, inland flooding and changes to fire weather conditions.

This plan identifies some of the key regional projects that will need to be delivered in order to position the SEM region to respond to the major challenges and opportunities it is expected to face during the short, medium and long-term future.

It also includes a series of more specific, localised projects that will not necessarily require the support or funding from all seven Councils but are important to the overall future prosperity of the region.
Every major metropolitan area needs a strategic plan to guide its development over the short, medium and long term and the state government’s Plan Melbourne strategy meets that need for a city which is facing issues of unprecedented growth, the need to house that population growth, provide jobs, accessibility and to maintain the qualities of the natural and living environment. It is important to note the key initiatives within Plan Melbourne that are relevant for the South East region, the thrust of which are supported by the SEM.

- Plan Melbourne advocates for an Integrated Economic Triangle concept including links from Hastings to the Port of Melbourne, Beveridge Interstate Freight Terminal, Western Interstate Freight Terminal, Avalon Airport and Port of Geelong via the North East Link from EastLink to an Outer Ring Road. It also includes the Cranbourne-Pakenham rail corridor project and the investigation of a dedicated rail line between Dandenong and Dynon for freight and V/Line Regional trains.

- The plan supports the development of the Port of Hastings and long term South Eastern Airport, both catalysts for future economic development in the region. Research has shown that Melbourne’s South East is the single most important region in metropolitan Melbourne for imported products and for domestic trade with Tasmania.

- The plan recognises a number of National Employment Clusters including Dandenong South and Monash. These clusters are both relevant to the South East region and will support long term economic and infrastructure plans to drive jobs and investment.

- The intermodal terminal within the Dandenong National Employment Cluster will be a key part of the economic growth of the region. SEM is identifying road network priorities within the South East region to address freight access across the region.

- The plan recognises a number of Metropolitan Activity Centres such as Frankston, Dandenong and Narre Warren-Fountain Gate.

- The plan recognises the importance of the peri-urban areas in attracting growth out of Melbourne, and Wonthaggi as a Regional Growth Centre.

The plan recognises the importance of Melbourne’s peri-urban region and details that Western Port, a Ramsar wetland site of international significance, the beautiful coastline and beaches, iconic Phillip Island Penguin Parade and assets for the state include Victoria’s first desalination plant at Wonthaggi and valuable wind energy resources are located in the South East.

- The plan recognises the importance of high quality agricultural land in Melbourne’s non-urban areas. This element of the strategy is in alignment with the Bunyip Food Belt (BFB) proposal, a potential major driver of economic development in the region. The BFB proposal seeks to intensify agricultural production with the City of Casey and the Shires of Cardinia and Mornington Peninsula by utilising Class-A water from the Carrum Waste Treatment Plant.

SEM recognises that planning for the region at a local government level needs to be integrated with the policies and strategies of the state government, and with this in mind, the SEM Regional Plan takes into account the factors outlined above.
Priority Areas
Priority Area 1: Delivering Jobs And Investment

SEM supports a polycentric city approach and the development of Dandenong, Frankston and Narre Warren-Fountain Gate as centres for employment and higher order services underpinning the concept of the 20-minute city.

Currently, a high proportion of our residents travel long distances to find suitable employment and with this in mind, SEM would welcome any initiative that creates more jobs closer to home. SEM also supports the development of Wonthaggi as a Peri-Urban Regional Centre.

SEM recognises the key industry sectors for the region as being manufacturing, agriculture and tourism. These need to be supported via transport links, protection of green wedge areas and development of infrastructure to ensure their continued growth.

The SEM Councils aim to achieve increased economic prosperity in the region by pursuing the following three goals:

1. Establishing a strong regional employment base built on a diverse, innovative and sustainable regional economy
2. Facilitating the delivery of enabling regional infrastructure to support economic growth
3. Achieving greater recognition of the region’s contribution to the state and national economies

To achieve these objectives, SEM supports the following initiatives:

1.1 Regional partnerships and collaboration

In September 2014, the SEM group of Councils hosted a regional economic development forum, which was attended by approximately 100 business, industry and government representatives.

The 'New opportunities for business growth' forum included an interactive workshop where attendees were invited to discuss issues relevant to the regional economy, and identify potential strategies, projects initiatives for addressing short, medium and long-term challenge and opportunities.

The importance of ongoing regional collaboration between business, industry and all three tiers of government was one of the key themes discussed during the workshop and the following high-level priorities established:

- Pursuing regional planning activities which involve all levels of government, business and industry working together
- Development of shared services and resourcing models, integrated procurement and promoting opportunities to ‘buy local’
- Establishing an SEM business network cluster and special interest groups
- Advocating for initiatives that will help reduce the cost of doing business and improve regional competitiveness, particularly in respect to tax relief, labour costs, utilities and other business materials and inputs
- Improving global trading capacity within the region by developing a better understanding of international trends and operating environments
- Working together to support a culture of innovation and entrepreneurialism

1.2 Manufacturing

The manufacturing sector is one of the region’s core economic drivers, with wholesale trade and transport, postal and warehousing producing over 30 per cent of South East Melbourne’s GRP.

The region generates around 44 per cent of metropolitan Melbourne’s manufacturing products, which results in regional exports of $30.2 billion per year. Importantly, the SEM region employs around half of Melbourne’s manufacturing sector employees.

The importance of continuing to support and develop the South East Melbourne manufacturing sector was confirmed at the 2014 SEM ‘New opportunities for business growth’ event, at which the following broad directions were identified:

- Protecting and enhancing the region’s position as a manufacturing centre
- Improving productivity, efficiency and competitiveness within the sector
- Creating competitive advantage by focussing on value-adding and technological advancement

SEM will continue to support growth and development of the manufacturing sector by pursuing the above strategies, and by pursuing the following priority projects:

- Development of a marine industrial precinct in the Western Port region
- Establishment of a manufacturing connectivity centre in Dandenong South
- Continued support for the activities of the South East Melbourne Innovation Precinct
- Securing a commitment for all manufacturing activity associated with the Government’s rail upgrade projects to be completed within the SEM region

SEM will also continue to support the continued development and implementation of the South East Melbourne Future of Manufacturing project—a collaborative initiative between The South East Manufacturers’ Alliance, City of Greater Dandenong, Victorian State Government, South Melbourne Manufacturing Innovation Precinct and Southern Melbourne RDA—is a long-term project that aims to develop and promote a shared vision for manufacturing in the SEM region.
1.3 Tourism and visitation

The SEM region features some of Australia’s most iconic tourism destinations including the Mornington Peninsula, Frankston and surrounds, Bass Coast and Phillip Island.

The Phillip Island Penguin Parade in particular, is a major tourist attraction for the state of Victoria. It is important that the facility can be supported adequately with appropriate infrastructure, particularly in the case of Phillip Island Road, which is need of safety upgrades.

SEM supports Phillip Island Nature Parks’ request for $79.8 million (over three years) from the state government to upgrade this important facility. A commitment to all funding is needed for the redevelopment to proceed, including $34 million in 2016/17 and $36.5 million in 2016/17.

SEM has asked for $5 million from state government to develop a safe boat refuge at Olivers Hill for boats during storm events. In addition, boating is a major industry in the SEM area and resources need to be allocated to ensure that there are an appropriate number of boat ramps and parking spaces to meet the seasonal demand and that these facilities are properly maintained.

SEM has also asked for $10 million in 2014-2015 from state government to develop the Casey Community & Cultural Centre. This regional cultural, community and civic facility is expected to become a centrepiece for residents of Melbourne’s outer eastern and south eastern suburbs.

**SEM’s tourism priorities include:**

- Phillip Island Nature Parks Penguin Parade redevelopment
- Increased investment in regional marine infrastructure
- Establishment of a regional boating facility in Frankston City
- Increased investment in regional event attraction and marketing
- Casey Community and Cultural Centre

1.4 Agriculture

South East Melbourne’s high quality agricultural land—located in Melbourne’s non-urban areas—provides opportunity to further develop and diversify of the region’s economy, particularly through innovation and value adding.

The Bunyip Food Belt proposal seeks to intensify agricultural production within the City of Casey and the Shires of Cardinia and Mornington Peninsula by utilising Class-A water from the Carrum Waste Treatment Plant. Funding of $2.33 million has been sought from state government to undertake early works for the implementation of Stage one of the project in the Tyabb–Somerville area of Mornington Peninsula Shire.

Opportunities also exist in regard to higher value differentiated products such as asparagus, premium beef, premium wine, premium dairy, berries and herbs to meet increased product demand from Asia through the delivery of the RDA Agri-food Masterplan.

**SME’s agriculture priorities include:**

- Development of the Bunyip Food Belt
- Continued support for the RDA Agri-food Masterplan and value-adding processing opportunities

1.5 Education, training & skills

While some areas within the SEM region have access to tertiary education facilities within reasonably close proximity to home, others are forced to travel long distances. This is especially prevalent in outer-suburban and peri-urban areas of the region.

SEM is supportive of a stronger university presence, variety of course offerings and improved vocational pathways in the region.
Education, training and skills priorities include:

- Expanded university strength, presence and course offerings within the region
- Vocational pathways development
- Developing closer links and alignment between education and industry within the region
- Developing skills capacity and positioning the region as a ‘high skills destination’
- Improving access to education and training and ‘easier’ apprenticeships
- Skilling and re-skilling local people to align with regional industry needs

1.6 Infrastructure

Building the connecting and enabling infrastructure required to support future growth of the regional economy is a key focus of the SEM Councils.

SEM recognises the need to gain high speed broadband for business and employment industry nodes in the South East Melbourne region recognising the productivity, opportunity cost and growth potential.

The SEM Councils are also highly supportive of the development of an additional airport within the South East Melbourne region.

Infrastructure priorities include:

- Progress the planning for South Eastern Airport
- Funding for East West Road linkages including upgrading and extension of Thompsons Road through to Pakenham
- Upgrade the Frankston interchange and redevelopment of surrounding land
- Upgrade Golf Links Road from Peninsula Link Freeway to Grant Road Somerville
- High speed internet access

1.7 Port of Hastings

Over the short to medium term, SEM accepts that access to the Port of Hastings will be primarily by road via an upgraded Westernport Highway, linked to the existing freeway network and an intermodal terminal at Dandenong South with the upgrade being completed in stages.

Regional expectations are that as the volume of containers to and from the Port of Hastings increases, the rail line to Dandenong will be upgraded to include a dedicated freight line between Dandenong and the Port.

SEM will actively support the continued development and expansion of the Port of Hastings and will encourage close co-operation with the Mornington Peninsula Shire to ensure freight movements between Peninsula Link and the Westernport Highway are appropriately planned to minimise impacts on residential areas.
<table>
<thead>
<tr>
<th>Priority area</th>
<th>Project</th>
<th>Action</th>
<th>Partnerships</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manufacturing</td>
<td>Establishment of world-class research infrastructure to support manufacturing innovation</td>
<td>Support and facilitate the establishment of world-class infrastructure projects</td>
<td>City of Kingston and City of Greater Dandenong with support from DSDBI</td>
</tr>
<tr>
<td></td>
<td>Pursue the development of a marine industrial precinct in the Western Port region</td>
<td>Develop project plan</td>
<td>Mornington Peninsula Shire</td>
</tr>
<tr>
<td></td>
<td>Support the establishment of a manufacturing connectivity centre in Dandenong South</td>
<td>Advocate for funding to implement the SEMMA RDA Future of Manufacturing Plan</td>
<td>SEMMA RDA, City of Greater Dandenong, DSDBI</td>
</tr>
<tr>
<td>Tourism</td>
<td>Phillip Island Nature Park Penguin Parade redevelopment</td>
<td>Work with Bass Coast Shire and Phillip Island Nature Park to advocate for funding</td>
<td>Bass Coast Shire Council</td>
</tr>
<tr>
<td></td>
<td>Increased investment in regional marine infrastructure</td>
<td>Establish a list of priority projects</td>
<td>SEM</td>
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<tr>
<td></td>
<td>A regional boating facility in Frankston City</td>
<td>Work with Frankston City Council in advocating for funding</td>
<td>Frankston City Council</td>
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<td></td>
<td>Stony Point to Cowes Car Ferry</td>
<td>Develop a feasibility study</td>
<td>Bass Coast and Mornington Peninsula Shires</td>
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<td></td>
<td>Regional event attraction and marketing</td>
<td>Work with regional tourism boards to develop a list of priority projects and advocate for increased investment</td>
<td>SEM, regional tourism boards</td>
</tr>
<tr>
<td></td>
<td>Bunjil Place - City of Casey Casey Cultural Precinct</td>
<td>Support City of Casey in advocating for funding of $10 million</td>
<td>City of Casey</td>
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<tr>
<td>Agriculture</td>
<td>Develop the Bunyip Food Belt</td>
<td>Prepare a Bunyip Food Belt Development Plan</td>
<td>Cardinia Shire Council</td>
</tr>
<tr>
<td></td>
<td>Regional value-added processing</td>
<td>Support the implementation of the RDA Agri-food Masterplan</td>
<td>SEM</td>
</tr>
<tr>
<td>Education, training &amp; skills</td>
<td>Expanded university strength, presence and course offerings within the region</td>
<td>Develop a regional education plan in cooperation with education providers and industry. This should include vocational pathways, skilling and reskilling of local people to align with regional industry needs</td>
<td>Mornington Peninsula Shire (scoping study) then SEM</td>
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<tr>
<td></td>
<td>Vocational pathways development</td>
<td>As above</td>
<td>SEM</td>
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<tr>
<td></td>
<td>Developing skills capacity and positioning the region as a ‘high skills destination’</td>
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<td></td>
<td>Improved access to education and training and ‘easier’ apprenticeships</td>
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<td>SEM</td>
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<tr>
<td>Infrastructure</td>
<td>South Eastern Airport</td>
<td>Identification of an appropriate location and advocate for necessary zoning changes</td>
<td>Cardinia Shire Council</td>
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<tr>
<td></td>
<td>Funding for east-west road linkages including the upgrading and extension of Thompsons Road through to Pakenham</td>
<td>Develop a business case and an advocacy plan</td>
<td>SEM Intergrated Transport Group</td>
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<tr>
<td></td>
<td>Upgrade the Frankston interchange and redevelopment of surrounding land</td>
<td>Develop an advocacy plan for a study into the electrification of the Stony Point Line to Baxter</td>
<td>Frankston City Council</td>
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<td></td>
<td>Upgrade of Golf Links Road from Peninsula Link Freeway to Grant Road Somerville</td>
<td>Develop a business case for the project and advocate for funding</td>
<td>Mornington Peninsula Shire</td>
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<td>High speed internet access</td>
<td>Develop an SEM regional digital engagement plan to identify areas of opportunity and disadvantage</td>
<td>SEM</td>
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<td>Port of Hastings</td>
<td>Development and expansion of Port of Hastings</td>
<td>Develop a business opportunities paper (building on the previous work undertaken by RDA)</td>
<td>SEM</td>
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<td></td>
<td>Insist on an open and transparent, legislated process to ensure that the Port be built and operated to the highest environmental standards</td>
<td>Develop and implement an advocacy and government relations plan</td>
<td>SEM</td>
</tr>
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<td></td>
<td>Ensure appropriate planning of freight movements between Peninsula Link and the Westernport Highway</td>
<td>Work in close co-operation with Mornington Peninsula Shire Council to advocate for minimal impact on residential areas</td>
<td>SEM, Mornington Peninsula Shire</td>
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</table>
Establishment of world-class research infrastructure to support manufacturing innovation

Support and facilitate the establishment of world-class infrastructure projects City of Kingston and City of Greater Dandenong with support from DSDBI

Pursue the development of a marine industrial precinct in the Western Port region

Develop project plan Mornington Peninsula Shire

Support the establishment of a manufacturing connectivity centre in Dandenong South

Advocate for funding to implement the SEMMA RDA Future of Manufacturing Plan SEMMA RDA, City of Greater Dandenong, DSDBI

Phillip Island Nature Park Penguin Parade redevelopment

Work with Bass Coast Shire and Phillip Island Nature Park to advocate for funding Bass Coast Shire Council

Increased investment in regional marine infrastructure

Establish a list of priority projects SEM A regional boating facility in Frankston City Work with Frankston City Council in advocating for funding Frankston City Council

Stony Point to Cowes Car Ferry Develop a feasibility study Bass Coast and Mornington Peninsula Shires

Regional event attraction and marketing Work with regional tourism boards to develop a list of priority projects and advocate for increased investment SEM regional tourism boards

Bunjil Place - City of Casey Casey Cultural Precinct

Support City of Casey in advocating for funding of $10 million City of Casey

Develop the Bunyip Food Belt Prepare a Bunyip Food Belt Development Plan Cardinia Shire Council

Regional value-added processing Support the implementation of the RDA Agri-food Masterplan SEM

Expanded university strength, presence and course offerings within the region

Develop a regional education plan in cooperation with education providers and industry. This should include vocational pathways, skilling and reskilling of local people to align with regional industry needs Mornington Peninsula Shire (scoping study) then SEM

Vocational pathways development As above SEM

Developing skills capacity and positioning the region as a ‘high skills destination’ As above SEM

Improved access to education and training and ‘easier’ apprenticeships As above SEM

South Eastern Airport Identification of an appropriate location and advocate for necessary zoning changes Cardinia Shire Council

Funding for east-west road linkages including the upgrading and extension of Thompsons Road through to Pakenham Develop a business case and an advocacy plan SEM Intergrated Transport Group

Upgrade the Frankston interchange and redevelopment of surrounding land Develop an advocacy plan for a study into the electrification of the Stony Port Line to Baxter Frankston City Council

Upgrade of Golf Links Road from Peninsula Link Freeway to Grant Road Somerville Develop a business case for the project and advocate for funding Mornington Peninsula Shire

High speed internet access Develop an SEM regional digital engagement plan to identify areas of opportunity and disadvantage SEM

Port of Hastings Development and expansion of Port of Hastings Develop a business opportunities paper (building on the previous work undertaken by RDA) SEM

Insist on an open and transparent, legislated process to ensure that the Port be built and operated to the highest environmental standards Develop and implement an advocacy and government relations plan SEM

Ensure appropriate planning of freight movements between Peninsula Link and the Westernport Highway Work in close co-operation with Mornington Peninsula Shire Council to advocate for minimal impact on residential areas SEM, Mornington Peninsula Shire
Priority Area 2: Housing

The availability of safe, social and affordable housing for all members of our community is fundamental to the ongoing social and economic wellbeing of the region.

South East Melbourne—already home to around one fifth of Melbourne’s population and growing at an average annual growth rate of around three per cent—is facing significant challenges as demand for affordable housing rapidly overtakes availability.

This disparity between supply and demand is creating considerable disadvantage. The resulting impact is increased numbers of residents being exposed to financial adversity; with many forced into insecure and sub-standard housing arrangements and in some cases, homelessness.

With population forecasts indicating the region will grow by another 250,000 people in the next 15 years, this situation is expected to worsen unless urgent state and federal government planning, policy and funding improvements are made.

2.1 Housing affordability and diversity

House prices across the South East Melbourne region have consistently exceeded income growth over the last 20 years.

As a result, more higher income earners have taken up affordable housing options which is forcing the more vulnerable members of our communities—such as the elderly, sole-parent families, those living alone, the unemployed and non-labour force participants—into insecure and often unsafe accommodation facilities like caravan and residential parks and informal, unsafe rooming and boarding house facilities.

This issue of declining accommodation affordability is compounded by an increasing lack of housing diversity for disadvantaged sections of our communities—such as older residents and those living with a disability—which in many cases inhibits the independence, self-sufficiency and dignity of our most vulnerable.

2.2 Housing supply

The supply of government-subsidised housing throughout the SEM region is not keeping pace with population growth.

As a result, many vulnerable individuals and families are attempting to seek accommodation in the private rental market, causing financial hardship, instability and displacement from their homes and neighbourhoods. If this trend is not immediately addressed, the cost of housing will continue to rise with growing demand, exposing an increasing number of lower to middle-income residents to the prospect of financial adversity and forcing the most vulnerable lower-income residents into insecure and sub-standard housing arrangements.

SEM will continue to advocate to the state and federal governments for support in addressing growing levels of disadvantage by increasing funding for government-subsidised housing; providing greater support for Registered Housing Associations and resumption of the National Rental Affordability Scheme to encourage private sector investment in affordable housing.

2.3 Homelessness

SEM Councils are collectively concerned that the number of homeless people across the region—now believed to be in the thousands—is increasing, while living conditions for many others residing in boarding houses, private hotels, caravan parks or in temporary arrangements with friends or acquaintances are deteriorating.

With caravan and boarding house accommodation facilities typically costing upwards of 80 per cent of unemployment benefits for a single person, homelessness ensues too often, resulting in extreme insecurity and social exclusion; the physical hardship associated with indecent or inadequate accommodation, and the prospect of exploitation.

Early intervention and the provision of additional support services is critical in preventing vulnerable community members from declining into homelessness.

2.4 Housing and homelessness policy and funding

While the SEM Councils acknowledge that the provision of social and affordable housing is primarily a federal and state Governments responsibility, the group also acknowledges that local government has a role to play in facilitating social and affordable housing and will actively work to develop strategies to address gaps in the housing market.

SEM will continue to advocate for the development of more effective state and federal policies and funding mechanisms to increase the supply of public, social or affordable private rental housing throughout the SEM region; provision of appropriate and timely intervention services to prevent homelessness or the decline into insecure, unsafe and substandard accommodation.
<table>
<thead>
<tr>
<th>Priority area</th>
<th>Project</th>
<th>Action</th>
<th>Partnerships</th>
<th>Resource (implications)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Housing Supply</td>
<td>Resumption of federal and state funding mechanisms for the provision of public and social housing, including support for registered housing associations</td>
<td>Develop an advocacy plan for the development of a federal and state government Affordable Housing Policy and Plan Business Case and/or Financial analysis of cost benefits of affordable housing measured against social and health outcomes</td>
<td>Formation of an SEM Affordable Housing Working Group with a representative from each SEM Council</td>
<td>Officer representation at monthly meetings over 12-month period Develop financial analysis internally or, contract out at an estimated cost of $20k</td>
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<tr>
<td></td>
<td>Resumption of the National Rental Affordability Scheme (NRAS) to encourage private sector investment in affordable housing</td>
<td>Develop an advocacy plan and position paper</td>
<td>SEM Affordable Housing Working Group Building industry and building union representatives</td>
<td>Officer representation at monthly meetings over 12-month period Officer time to attend delegations to building industry and unions representatives and to develop position paper</td>
</tr>
<tr>
<td></td>
<td>Investigate federal and state government incentives for local government to facilitate increased social and affordable housing supply and innovative housing responses</td>
<td>Formulate a partnership approach involving three levels of government (e.g. capital funding for local government to develop housing on discounted Council land such as above carparks, shop top housing and developer contributions utilisation) Investigate opportunities for housing cooperatives, housing trusts and co-housing models</td>
<td>SEM Affordable Housing Working Group</td>
<td>Officer representation at monthly meetings over 12-month period Research options paper at a cost of $25k</td>
</tr>
</tbody>
</table>
### Years 1 – 3

<table>
<thead>
<tr>
<th>Priority area</th>
<th>Project</th>
<th>Action</th>
<th>Partnerships</th>
<th>Resource (implications)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Homelessness</strong></td>
<td>Support for generalist homelessness services, early intervention programs for at-risk youth and services for recent settlers, asylum seekers and refugees</td>
<td>Maintain links with critical homelessness services</td>
<td>SEM Affordable Housing Working Group</td>
<td>Each Council to assign responsibility to an officer for maintaining engagement with critical homelessness services as part of their position description</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Develop a homelessness accommodation advocacy campaign</td>
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<tr>
<td></td>
<td>Increased crisis and medium-term accommodation</td>
<td>Advocacy</td>
<td>SEM Affordable Housing Working Group, Regional Transitional Housing Property Managers</td>
<td>Officer representation at monthly meetings over 12-month period Meetings with Transitional Housing Property Managers</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Investigate options using Council-acquired properties for use as short-term accommodation</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Improved homelessness housing information, outreach, support and referral services</td>
<td>As above</td>
<td></td>
<td>Council offices to provide information and referral to homelessness services</td>
</tr>
</tbody>
</table>

### Years 2 – 3

<table>
<thead>
<tr>
<th>Priority area</th>
<th>Project</th>
<th>Action</th>
<th>Partnerships</th>
<th>Resource (implications)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Housing and homelessness policy and funding</strong></td>
<td>Improve operation and regulation of private rooming house sector</td>
<td>Develop a scoping paper</td>
<td>Frankston City Council, City of Greater Dandenong and Mornington Peninsula Shire</td>
<td>Contract consultant to facilitate workshop and develop a scoping paper, at an estimated cost of $25k</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Undertake an analysis of the regulations and prepare an alternative strategy</td>
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<tr>
<td></td>
<td>Improved support for vulnerable residents</td>
<td>Investigate funding mechanisms and models</td>
<td></td>
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<tr>
<td></td>
<td>Rationalisation of regulations and improved controls around amenity of shared accommodation</td>
<td>Develop an advocacy plan</td>
<td>Department of Health and mental health service providers e.g. Partners in Recovery</td>
<td>Relevant officer input to workshop (planning, building, environmental health and social planning)</td>
</tr>
<tr>
<td></td>
<td>Review of caravan parks and residential village regulations - management agreements, tenure and amenity issues</td>
<td>Standardise state regulations for parks and residential villages and improve coordination across state and local government level</td>
<td>Mornington Peninsula Shire and City of Greater Dandenong</td>
<td>Officer time – providing input into state government review</td>
</tr>
<tr>
<td><strong>Homelessness</strong></td>
<td>Conduct research into mechanisms for reducing homelessness</td>
<td>Fund a research project to provide recommendations</td>
<td>Australian Housing and Urban Research Institute</td>
<td>Gap analysis</td>
</tr>
</tbody>
</table>
The South East region is served by an excellent freeway system and system of main roads and three rail corridors that support long haul commuter trips and a range of SmartBus and local bus routes – all working together to underpin and support regional economic development.

However, there are growing strains on the freeway and rail systems for both freight movement and commuters with regular delays being experienced, overcrowding on the Dandenong rail line and access to bus services in growth and regional areas well below acceptable standards.

While SEM supports the development of a container port at Hastings, this also raises challenges in terms of finding the capacity to handle significant increases in containerised freight and managing the predicted incremental rise in freight on arterial and local roads.

**The region supports a number of priorities that connect the directions outlined in Plan Melbourne with the region’s particular needs. These include:**

**3.1 Provide access to the Port of Hastings and intermodal terminals**

SEM supports the development of transport linkages to the port, both road and rail from existing road and rail networks including the proposed intermodal freight terminal in Dandenong South.

**3.2 Upgrade of Dandenong rail line**

The South East Melbourne Councils agree that the upgrade of the Dandenong rail line is crucial in providing a response to stretched public transport services, not only for established suburbs along the line but also the growth areas in both Cardinia and Casey.

**The region supports past government commitments including:**

- Delivery of 25 next generation, high capacity trains
- Installation of high capacity rail signaling
- Grade separations completed within the region
- A new dedicated train maintenance depot at Pakenham East
- New power generating sub-stations to support the high capacity trains and signaling

Increased population growth in growth areas, the current passenger over-crowding on the line, growth in regional patronage and increased road traffic crossing the rail line underpins the present government’s commitment and the benefits of removing the remaining level crossings along the Dandenong Rail Corridor.

These actions will help to enable the line to reach its full strategic transport potential.

**The region also strongly supports the removal of level crossings along the Dandenong line, with particular emphasis on the following as priorities for delivery under the governments Level Crossing Removal Package:**

- Corrigan Road, Noble Park
- Heatherton Road, Noble Park
- Chandler Road, Noble Park

The SEM Councils support a best practice ‘rail under road’ approach to grade separations, on the basis of maximising the opportunity to integrate land uses on either side of the rail line and minimising disruption to surrounding land uses.
3.3 Growth area rail upgrades

The duplication of the Cranbourne Rail Line between Dandenong and Cranbourne and a further extension to Cranbourne East are both high priorities to support population growth in the outer South East Region growth areas, and to facilitate public transport access between the Dandenong Activity Centre and Melbourne’s CBD for employment purposes.

The region supports these projects together with a planning study for a future rail extension to the Clyde Growth Area and requests the government to make a future funding commitment for these projects.

3.4 Frankston to Baxter rail electrification

The stabling of trains within the Frankston Activity Centre currently utilises land that is highly suitable for development to complement the Activity Centre, imposing a planning impediment on one of Melbourne’s designated Activity Centres and preventing economic growth in the centre.

Electrification of the Stony Point rail line between Frankston and Baxter would create an opportunity to relocate the train stabling facility to a more suitable location and free up land for redevelopment opportunities in the Frankston Activity Centre as well as providing upgraded rail services to Baxter.

SEM is seeking a $2 million commitment from the government to fund a feasibility study for the electrification and redevelopment of the stabling yards for higher order purposes.

3.5 Improved public transport services to key employment and service destinations

SEM will continue to advocate for improved public transport services that support better access to employment clusters both within and outside the region from new growth areas and to provide public transport options and improved road options for people needing to access service destinations such as education, health and recreation activities particularly in Metropolitan Activity and Regional Growth Centres within the region.

3.6 Provide bus service enhancements across the region

SEM will continue to advocate for the urgent improvements to bus services across the region, to meet a minimum service level for the majority of residents living in the metropolitan or township areas and are seeking a proportion of the $197 million outlined in the VAGO report for upgrade of the arterial, local and night bus network.

The PenBus project in particular, was initiated with Federal Government funding to demonstrate to State Government that a student-specific transport solution was needed, and should be financially supported as part of a range of measures to bridge and enhance access to education and employment opportunities.

During 2014, PenBus serviced over 800 passenger trips every week with users accessing a range of tertiary institutions and training facilities; the primary destinations being Monash University in Frankston and Clayton as well as Chisholm in Frankston.

Funding ends in June 2015 and a commitment of $360,000 per annum is sought from the State Government to continue service.

3.7 Improving freight efficiency

Improving freight access from major industrial clusters, employment clusters, activity centres and rural primary production sources within the region to ports, airports and industrial clusters in other regions is critical to the economy of both the region and the state of Victoria.

SEM is working with the Metropolitan Planning Authority and VicRoads to produce a short, medium and long-term freight strategy to improve the economic performance of the South East Metropolitan area’s industrial, commercial and agricultural base.

Government endorsement of this process is critical to the long-term financial security of the region.

3.8 Priority road projects

The road network system plays a vital role in the lives of all Victorians. The use of roads for public and private transport underpins our ability to participate in employment, shopping, recreation and social activities. Roads underpin the regional and Victorian economy and are a means to support social equity.

SEM has developed a strategic road framework including inter-regional corridors of metropolitan significance, inter-regional corridors, growth area links and tourism links, and continues to work cooperatively with VicRoads to establish a program of priority network projects that support regional growth.

Whilst in principle agreement has been reached with VicRoads on the strategic network capacity improvement projects for the 2015-2016 year, dialogue will need to continue between VicRoads and the region on subsequent yearly programs to ensure the programs meet the strategic objectives of the region.

3.9 Bicycle paths

The region notes the considerable work done by VicRoads in upgrading plans for the Principal Bicycle Network and the plan would benefit from these key cycle routes being included.
<table>
<thead>
<tr>
<th>Priority area</th>
<th>Project</th>
<th>Action</th>
<th>Partnerships</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roads</td>
<td>Agreement on a prioritisation methodology for Strategic Network Capacity Improvement Projects and an annual agreed program of short to medium term road funding priorities</td>
<td>Continue discussions with VicRoads Develop an advocacy plan</td>
<td>SEM Integrated Transport Group and SEM</td>
</tr>
<tr>
<td>Strategic network capacity improvement projects including:</td>
<td>Develop a business case and prepare a budget submission</td>
<td>SEM Integrated Transport Group and SEM</td>
<td></td>
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<tr>
<td>• Thompsons Road – Westernport Highway Interchange Lyndhurst grade separation</td>
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<tr>
<td>• Thompsons Road – Dandenong Valley Highway to Westernport Highway duplication</td>
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<tr>
<td>• Thompsons Road – Westernport Highway to South Gippsland Highway duplication, including grade separation of the Cranbourne rail line</td>
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<tr>
<td>• Hallam Road upgrades: Ormond Road to South Gippsland Highway duplication and upgrade of South Gippsland Highway and Hallam Road intersection</td>
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<tr>
<td>• Phillip Island Road upgrades: implementation of actions from the Phillip Island Integrated Transport Study and options assessment including widening and safety improvements</td>
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<tr>
<td>Port of Hastings</td>
<td>Delivery of a container port at Hastings including:</td>
<td>Continue to support the Port of Hastings</td>
<td>SEM</td>
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<tr>
<td>• Planning and provision of upgraded road and rail connections to the expanded Port of Hastings</td>
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<tr>
<td>• South East Intermodal Terminal at Lyndhurst</td>
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<tr>
<td>• Upgrading of the Westernport Highway to freeway status and a rail link from the Port of Hastings to Dandenong</td>
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<tr>
<td>Public Transport</td>
<td>Funding for the removal of at-grade level crossings on the Dandenong and Frankston Rail Corridor</td>
<td>Seek a timing and scope commitment from the state government for completing all committed level crossing removals</td>
<td>SEM</td>
</tr>
<tr>
<td>Redevelop bus routes and interchanges at Activity Centres based on transit-oriented development</td>
<td>Seek a commitment from the state government to work with local government in redeveloping bus routes and interchanges</td>
<td>SEM</td>
<td></td>
</tr>
<tr>
<td>Funding to enable the continuation of the PenBus service</td>
<td>Seek a commitment from the state government to fund the continuation of the PenBus service</td>
<td>Mornington Peninsula Shire</td>
<td></td>
</tr>
<tr>
<td>Funding from the state government to:</td>
<td>Develop an advocacy plan</td>
<td>SEM</td>
<td></td>
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<tr>
<td>• Duplicate the Cranbourne rail line between Dandenong and Cranbourne</td>
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<tr>
<td>• Extend the Cranbourne rail line to Cranbourne East</td>
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<tr>
<td>• Advocate for a business case for a future rail extension to the Clyde Growth Area</td>
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<tr>
<td>• Incorporate grade separation as part of these upgrades</td>
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<tr>
<td>• Undertake a study on the proposed electrification of the rail line to Baxter or Langwarrin to free up train stabling land in the Frankston Metropolitan Activity Centre</td>
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<tr>
<td>Funding from the state government to ensure:</td>
<td>Develop an advocacy plan</td>
<td>SEM</td>
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<tr>
<td>• All existing bus services meet the requirements of minimum service levels</td>
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<tr>
<td>• Better coordination between train and bus timetables</td>
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<tr>
<td>• Improved network connectivity for SmartBus and main bus routes as recommended in the previous bus service review</td>
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<tr>
<td>• Improved trunk bus services to metropolitan and major activity centres</td>
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<tr>
<td>• Provision of at least minimum bus service standards to the Dandenong South National Employment Cluster</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Freight</td>
<td>Short, medium and long-term SEM Freight Strategy to improve the economic performance of the region’s industrial, commercial an agricultural base</td>
<td>Develop an SEM regional freight strategy</td>
<td>SEM Integrated Transport Group</td>
</tr>
</tbody>
</table>
Priority Area 4: Liveable Communities and Neighbourhoods

4.1 Social Infrastructure and services

A socially inclusive society is one in which people feel valued and have the opportunity to participate fully in our community. Achieving this means people have the opportunity to learn, work, play, engage and influence decisions that affect them. Lack of social inclusion is a significant regional issue due to pockets of economic and social disadvantage requiring intense assistance. Poverty and immigration are increasingly interrelated and Greater Dandenong and Casey are popular locations for many new arrivals. These are some of the pockets of concern. Many of these areas have a lack of critical community infrastructure to meet the demands of the growing populations, and this contributes to the lack of social connectedness. A key concern for SEM is the need to plan for future social infrastructure.

4.2 Peri-urban planning

Peri-urban planning is also an emerging issue within the region. SEM seeks the support of the Metropolitan Planning Authority to fund and partner with Bass Coast Shire Council in the development and implementation of a Precinct Structure Plan for Wonthaggi, to support Bass Coast in the development of Wonthaggi as a Peri-Urban Regional Centre.

4.3 Alcohol-related harm

Alcohol management and domestic violence is a prevalent issue across the region and SEM believes that changes could be made to the planning laws to reduce the prevalence of drugs and alcohol availability which would have a significant impact on reducing the incidents of domestic violence.

4.4 Health

SEM Councils acknowledge that the development and provision of appropriate regional and sub-regional health facilities has not necessarily kept pace with rapid population growth in some SEM communities. Further, SEM Councils recognise the potential economic benefit of delivering high priority health infrastructure projects—both through construction in the short-term and ongoing service provision in the longer term—is significant.

SEM regional health priorities include:

- Delivery and expansion of the Frankston and Berwick Health and Education precincts
- Completion of the Peninsula Health Frankston Hospital masterplan
- Delivery of the Frankston Health and Services Hub
<table>
<thead>
<tr>
<th>Priority area</th>
<th>Project</th>
<th>Action</th>
<th>Partnerships</th>
<th>Resource (implications)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Social infrastructure</td>
<td>Social infrastructure planning</td>
<td>Develop a regional social infrastructure plan</td>
<td>SEM</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Map services provision across the region to identify the gaps (from Councils Municipal Health and Wellbeing Plans, Youth Strategies, etc.)</td>
<td>Develop a regional social services summary plan based on the existing relevant plans and strategies of each of the SEM Councils</td>
<td>SEM</td>
<td>Officer time to attend meetings, support and contribute to the development of the summary plan</td>
</tr>
<tr>
<td></td>
<td>Increased funding and infrastructure to support social service providers</td>
<td>Develop an advocacy plan</td>
<td>SEM</td>
<td></td>
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<tr>
<td></td>
<td>Precinct Structure Plan for Wonthaggi</td>
<td>Work with Bass Coast Shire Council to seek the support of the Metropolitan Planning Authority to fund and partner in developing and implementing the Wonthaggi Precinct Structure Plan</td>
<td>SEM, Metropolitan Planning Authority</td>
<td></td>
</tr>
<tr>
<td>Alcohol related harm</td>
<td>Greater local government planning controls over liquor outlets</td>
<td>Complete the SEM alcohol and domestic violence research paper and develop an advocacy plan</td>
<td>SEM, Department of Justice, Victoria Police</td>
<td></td>
</tr>
<tr>
<td>Health</td>
<td>Expand the Frankston and Berwick Health and Education precincts</td>
<td></td>
<td>SEM, Department of Health and Human Services</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Implementation of the Peninsula Health Frankston Hospital Masterplan</td>
<td></td>
<td>SEM, Department of Health and Human Services</td>
<td></td>
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<tr>
<td></td>
<td>Development of the Frankston Health and Services Hub</td>
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<td>SEM, Department of Health and Human Services</td>
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</tbody>
</table>
There are two major emerging environmental issues facing local governments, being climate change and the management of municipal waste.

### 5.1 Climate change adaptation and mitigation

While the impacts will vary for each location, all SEM Councils face challenges associated with mitigating and adapting to climate change.

These include more frequent and aggressive fires and floods, rising sea levels and increased storm damage to natural and built infrastructure.

**SEM supports a coordinated and integrated approach response to climate change response that seeks to:**

- Implement climate change mitigation initiatives through the reduction of local government and community-generated greenhouse gas emissions
- Foster a resilient natural and built environment that is able to sustain high biodiversity and accommodate adaptive settlements
- Promote, support and facilitate resilient, fair, safe and healthy community response and adaptation to climate change

**SEM supports the work being undertaken by the Association of Bayside Municipalities (ABM) and South East Councils Climate Change Alliance (SECCA) towards addressing these issues and initiatives. SEM recognises the complexity of a highly utilised ‘urban coast’ and in this regard, supports our partners to:**

- Pursue a more coordinated and integrated approach to community and coastal planning in the context of climate change and population growth
- Advocate for an equitable funding model to enable more sustainable management, protection and renewal of coastal assets and infrastructure (both natural and built), with clearly defines roles and responsibilities

- Coordinate partnership opportunities to reduce greenhouse emissions through energy efficiency initiatives across local government areas
- Support initiatives that build community, business and local government resilience to the impacts of climate change, particularly vulnerable communities

SEM will also continue to advocate for the Victorian government to provide climate change risk indemnity for local Councils, as is the case in New South Wales.

### 5.2 Municipal waste management

While efforts to reduce the amount of waste going to landfill are ongoing, landfill space is decreasing rapidly.

The Victorian government’s Getting Full Value policy and Statewide Waste and Resource Recovery Infrastructure Plan both rely on the establishment of a hub and spoke network of waste facilities. Achieving this will require securing key sites within reasonable distance of the municipalities they are to service. For the South East and East of Melbourne, this is critical as the key landfill sites in Clayton, Hampton Park and Lyndhurst and Rye approach closure.

SEM Councils are also concerned about the state government’s recent withholding of landfill levies. SEM believes that the portion of funding currently being returned to the industry to help in reducing the amount of waste being sent to landfill is inadequate and SEM continue to advocate for the state government to either provide leadership in this area or direct the landfill levy back to Councils so it can be used effectively. The SEM Councils will continue to work collaboratively with the Melbourne Metropolitan Waste and Resource Recovery Group to address these issues, in cooperation with EPA Victoria and Sustainability Victoria.
<table>
<thead>
<tr>
<th>Priority area</th>
<th>Project</th>
<th>Action</th>
<th>Partnerships</th>
</tr>
</thead>
<tbody>
<tr>
<td>Climate change</td>
<td>Advocate to the state government for climate change risk indemnity to be granted to Victorian Councils (based on a similar model to NSW)</td>
<td>Develop and implement advocacy plan</td>
<td>SEM, ABM, SECCA</td>
</tr>
<tr>
<td></td>
<td>Advocate to the state government for recurrent funding to develop and implement climate change adaptation plans</td>
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<td></td>
<td>Advocate for funding and support from the state government in planning for and responding to ongoing coastal erosion</td>
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<td></td>
<td>Continue to support and work collaboratively with the Association of Bayside Municipalities on projects that facilitate integrated coastal planning and encourage the sustainable management of coastal infrastructure</td>
<td>Establish quarterly formal discussions with ABM to discuss and coordinate strategic priorities and to receive updates on current and future program initiatives</td>
<td>SEM, ABM</td>
</tr>
<tr>
<td></td>
<td>Support the continuation of SECCA, including the mitigation and adaptation initiatives it facilitates across the region</td>
<td>Establish quarterly formal discussions with SECCA to discuss and coordinate strategic priorities and to receive updates on current and future program initiatives</td>
<td>SEM, SECCA</td>
</tr>
<tr>
<td>Waste</td>
<td>Waste recovery/transfer site in the South East of Melbourne</td>
<td>Advocate for the state government to quarantine a significant portion of the landfill levy to fund project</td>
<td>SEM, EPA Victoria, Sustainability Victoria, Melbourne Metropolitan Waste and Resource Recovery Group</td>
</tr>
<tr>
<td></td>
<td>State landfill levies</td>
<td>Advocate for the return of funds to the region to be used for waste management purposes</td>
<td>SEM, Melbourne Metropolitan Waste and Resource Recovery Group</td>
</tr>
<tr>
<td></td>
<td>Prescribed waste</td>
<td>Advocate to the state government to plan for and address the issue of prescribed waste</td>
<td>SEM, EPA Victoria, Sustainability Victoria, Melbourne Metropolitan Waste and Resource Recovery Group</td>
</tr>
</tbody>
</table>
Conclusion

The South East Melbourne region is a major contributor to Victoria’s economy, home to one fifth of Melbourne’s population and plays a vital role helping to shape Melbourne’s social and cultural identity.

The region is also undergoing significant change, and will continue to do so over the next ten to twenty year period.

Preparing and responding to global trends and opportunities—including forecast rapid population growth, climate change and global economic trading conditions—will require strategic, regional action with support from both state and federal governments.

At the same time, the region must navigate a series of micro environmental influences such as the timely arrival of high speed broadband internet, rising demand for more local jobs and transitioning sectors of the labour force.

The region needs to instigate, advocate for and contribute to social change, particularly in respect to reducing alcohol-related harm and in advocating for the social infrastructure that will be needed to accommodate population growth and diversity.

The region must also work collaboratively in responding to the impacts of climate change and burgeoning waste management costs.

This plan aims to articulate how the seven SEM Councils—the shires of Bass Coast, Cardinia and Mornington Peninsula, and the cities of Casey, Frankston, Greater Dandenong and Kingston—will work collegiately and cooperatively to address and respond to each of these issues over the coming decade and beyond, so as to best position South East Melbourne for future growth and prosperity.

The SEM Regional Plan has been developed by the seven SEM Councils with input from key stakeholder groups, business and industry representatives over a twelve month period.

Its successful implementation will heavily rely on the ongoing engagement, support and input from each of these groups in cooperation with the Victorian and Commonwealth governments and will help to facilitate future prosperity, growth and liveability – enhancing our position as one of Australia’s most vibrant, prosperous and liveable regions.