1. Introduction

The Cardinia Shire Council welcomes the opportunity to make a submission to the Inquiry into Growing the Suburbs - Infrastructure and Business Development in Outer Suburban Melbourne being conducted by the Outer Suburban Interface Services and Development Committee.

Council is an interface municipality experiencing rapid population growth as a result of the expansion of metropolitan Melbourne, and the delivery of infrastructure and provision of local business development and employment are critical to achieving sustainable growth.

2. About the Cardinia Shire

The Cardinia Shire is an interface municipality located to the south east of Melbourne. The Cardinia Shire has an area of 1280 square kilometres, approximately 10% of which is located within the metropolitan urban growth boundary between Beaconsfield and Pakenham. There are 27 rural townships and communities located outside the urban growth boundary.
The population in the Cardinia Shire is forecast to grow from a current population of 76,000 people to 152,000 in 2030 as shown in the following graph.

The Casey Cardinia Region comprising the City of Casey and Shire of Cardinia is forecast to grow from a current population of approximately 320,000 people to approximately 550,000 people by 2030 which will create significant demands for infrastructure and services.

The urban growth area in the Cardinia Shire generally comprises a residential corridor to the north of the Pakenham Bypass and an employment corridor to the south of the Pakenham Bypass. The employment corridor has an area of approximately 2,500 hectares and reflects the need for increased employment within the region to provide for sustainable growth.
3. Infrastructure Provision

This part of the submission relates to the Committee’s terms of reference (a) (b) and (c) in relation to infrastructure provision.

3.1 Schools

The existing schools within the urban growth area are shown in the following table:

<table>
<thead>
<tr>
<th></th>
<th>Government Primary</th>
<th>Government Secondary</th>
<th>Combined</th>
<th>Private Primary</th>
<th>Private Secondary</th>
<th>Combined</th>
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<td>1</td>
<td>0</td>
<td>2</td>
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* to open in 2012

In recent years, there has been significant investment by private education providers in Officer to meet existing and future growth. This has also been driven by the need to secure land before such sites for schools become unavailable and / or unaffordable. Council is also aware of plans for an additional private primary school and secondary college within the growth area.

The Department of Education and Early Childhood Development (DEECD) has opened two new primary schools within Pakenham within the last five years, (Pakenham Springs and Lakeside) both of which have seen significant enrolment growth. DEECD has through the structure planning process identified the need for an additional 8 primary schools, 3 secondary colleges and 2 special needs schools to meet demands in the growth area.

The table below shows the growth in school aged children within the Cardinia growth area:

<table>
<thead>
<tr>
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<th>Primary aged (5-11 year olds)</th>
<th>Secondary (12-17 year olds)</th>
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<tr>
<td>2006 – 2011 (Last 5 years)</td>
<td>1793</td>
<td>1158</td>
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<tr>
<td>2011- 2016 (Next 5 years)</td>
<td>1837</td>
<td>2713</td>
</tr>
<tr>
<td>2011 – 2031 (Next 20 years)</td>
<td>4814</td>
<td>6988</td>
</tr>
</tbody>
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Source: id forecast

Clearly existing school infrastructure cannot cope with this level of growth and there is a need for significant investment in both government and private school infrastructure. At this stage, the state government has committed to opening a new secondary college and special needs school in Officer in 2014, and there is an urgent need for an additional government primary school to open in 2014 to relieve pressure on the Pakenham Springs and Lakeside Primary Schools which have born the brunt of growth.

3.2 Hospitals

There is no hospital services currently within the urban growth area in the Cardinia Shire. Public hospital services are currently accessed primarily through the Southern Health Network including Casey Hospital (Berwick), Dandenong Hospital and
Monash Medical Centre (Clayton). The closest private hospital is St John of God Hospital in Berwick.

It is understood that Southern Health are currently undertaking a review of hospital facilities within the region. Given the forecast growth, Council considers that the existing facilities will not be adequate and there will be a need to augment hospital facilities in the region. There is opportunity to provide for private hospital and medical facilities in the region, and Council has had a number of enquiries from potential providers.

### 3.3 Recreation and Community Facilities

Council has made significant investments in the provision of new recreation and community facilities in recent years to ensure that the growing community has facilities and services available to meet its needs. Examples in the growth area include:

- New Pakenham Library, hall and U3A facility.
- Cardinia Cultural Centre, Pakenham.
- Beaconsfield Community Complex.
- Cardinia Life Aquatic and Sports Centre including expansion to an 8 court indoor stadium.
- Pakenham Regional Tennis Centre.
- Holm Park District Sports Reserve, Beaconsfield (under construction).
- Lakeside Childrens Services Centre, Pakenham.
- Heritage Springs Childrens Services Centre, Pakenham.
- Cardinia Waters Childrens Services Centre, Pakenham (under construction).
- Youth Centre, Pakenham (under construction).

The cost of these facilities within the last 10 years is in the order of $65 million.

Through the preparation of Precinct Structure Plans for the growth area, the need for additional facilities has been identified including:

- Officer Library.
- 3 Youth Centres in Pakenham and Officer.
- 4 Community Centres in Pakenham and Officer.
- 8 Childrens Services Centres in Pakenham and Officer.
- Aquatic Centre, Officer.
- Indoor Sports Stadium, Officer.
- 8 Districts Sports Reserves in Pakenham and Officer catering for a wide range of outdoor sports.

The cost of these additional facilities is in the order of $140 million (excluding land acquisitions).

Council has received state and federal government grants towards the cost of developing recreational and community facilities, and Council would seek to ensure
that such grants continue to be available into the future to assist in meeting the cost of delivering new facilities.

Funding is also being delivered for some new community and recreation facilities through development contributions plans prepared concurrently with precinct structure plans. Development contributions plans are proposed to contribute approximately 46% of the cost of the new facilities as set out above leaving $75 million to be funded by Council and government grants.

Significant land acquisitions are required for the delivery of new recreational and community facilities, particularly district sports reserves which are 8-10 hectares in size. While these land acquisitions are largely funded through development contributions plans, affected landowners generally seek the early acquisition of their land, ahead of when funds are available through the development contributions plans, placing greater financial pressure on Council’s resources.

In order to deliver new recreational and community facilities and meet obligations for land acquisition, Council would submit that:

• The state government increase grant funding available for the delivery of new recreational and community facilities in growth areas.
• The state government investigate the option purchasing land required for new infrastructure in growth areas which can be transferred to Council when funds become available through development contributions plans or other sources.
• The state government investigate the option of providing short term interest free loans to growth Councils to fund land acquisitions.

3.4 Commercial and Shopping Precincts

The need for commercial and shopping precincts (activity centres) are identified through structure planning and are provided through the private sector in response to market growth and conditions.

In the growth area, there has recently been significant investments including:

• New shopping complex in the Pakenham Town Centre including a Woolworths supermarket and Big W store.
• New neighbourhood activity centre in McGregor Road, Pakenham including a Coles supermarket.
• New neighbourhood activity centre in Lakeside Boulevard, Pakenham including a Coles and Aldi supermarket.
• Expansion of the Beaconsfield Town Centre including a Woolworths supermarket.

Approvals are in place for:

• A new neighbourhood activity centre off Henry Road, Pakenham including the Cardinia Road Railway Station which is currently nearing completion and opening.
A new neighbourhood activity centre on the corner of the Princes Highway and Cardinia Road, Officer including a Woolworths supermarket.

A new neighbourhood activity centre in Windermere Boulevard, Pakenham.

A new bulky goods retail precinct in the South East Business Park on Kooweerup Road, Pakenham.

A new bulky goods retail precinct on the Princes Highway, Pakenham, adjoining Bunnings.

Planning is also being undertaken for:

- The Officer Town Centre which will be a major activity centre including supermarkets, discount department stores, offices including the new offices for the Cardinia Shire Council, entertainment including cinemas, and community services. The town centre is being developed principally by Places Victoria (formerly VicUrban), and provides an excellent opportunity for a development model to facilitate the delivery of commercial and community services to meet the needs of the growing community in a sustainable manner.

- A commercial area in the Cardinia Road Employment Precinct which will deliver major office / commercial developments and a supporting retail activity centre to provide significant local employment.

- A neighbourhood activity centre in Whiteside Road, Beaconsfield including a supermarket.

New commercial and retail facilities are generally being provided by private sector developers to meet population driven market demand. Projects such as major offices in the commercial area of the Cardinia Road Employment Precinct are beyond population driven market demand and will require a coordinated effort by all levels of government and private sector developers to achieve the outcomes sought in relation to employment.

### 3.5 Transport

The capacity of transport networks, particularly arterial roads to accommodate the growth in outer Melbourne is one of the major challenges facing growth areas.

The growth in the City of Casey and Shire of Cardinia will put increasing pressure on regional transport networks including the Monash Freeway and rail network. Congestion on the road network and rail network is already clearly evident creating long travel times for people to access employment and services. At least 70% of residents are leaving Casey / Cardinia for work creating considerable stress on transport infrastructure as well as causing economic and social repercussions.

The solution lies in a two pronged approach, the delivery of transport infrastructure and the provision of local employment to reduce the level of out commuting for employment.

Key transport issues for the growth area include:
• The capacity of the rail network. Current overcrowding on trains during peak hour will be exacerbated by further population growth and modal transport shift. There is currently no certainty about how and when this increase in capacity will be delivered, both in terms of line capacity between the growth area and Melbourne and improvements to local station facilities. Strategic infrastructure projects to increase the capacity of the rail network need to be implemented to support the population growth in the growth area, as well as regional passenger services and freight services to Gippsland and the Port of Hastings.

• The delivery of a bus network with a level of service which creates a viable alternative to the car. Current services are indirect and infrequent leading to poor take up of bus services. Consideration should be given to a review of the 400m catchment for bus services in the context of more frequent bus services providing direct access to employment, services and facilities. There is a key relationship between the distance that people are prepared to walk relative to the level of service, and people would be prepared to walk further to access a more frequent and efficient bus service.

• The capacity of the Monash / Princes Freeway and the upgrading of interchanges to access the freeway. The timing of the delivery of upgrades to the Monash / Princes Freeway is critical including key interchanges at the O'Sheas Road extension and to provide access to the employment precinct south of the freeway at Officer South Road, Cardinia Road, McGregor Road and Kooweerup Road, as these interchanges were only constructed to a rural freeway standard and are not designed to accommodate increased traffic from urban development. Traffic modelling undertaken for the Cardinia Road Employment Precinct identified that the ability to develop beyond 25% of the precinct would be severely constrained without an upgrade to the capacity of the freeway interchange.

• The lack of east west arterial roads in the Casey Cardinia growth area. The provision of these road links is vital to the growth area including access to employment and services in the employment area to the south of the Pakenham Bypass. The Thompsons Road corridor is a key route linking through from Eastlink at Carrum to the west to Kooweerup Road at Pakenham to the east, and there is a need to complete planning for this route and provide for its progressive delivery.

• The upgrading of arterial roads from a rural to an urban standard. The upgrading generally lags considerably behind development leading to significant urban congestion of rural standard roads. This impacts on business costs, public transport provision and the amenity of local residents. Many of these roads are Vic Roads controlled roads, or roads identified to become Vic Roads roads. An example in Pakenham is McGregor Road which is an arterial road linking the Pakenham Bypass to the Princes Highway. McGregor Road is a local road which is identified to become a Vic Roads arterial road in the future. Council has upgraded the road to a 4 lane divided road between the Gippsland Railway Line and the Pakenham Bypass, and had planned to complete the section from the railway line to the Princes Highway in the current financial year, however this is unlikely to proceed due to major costs associated with upgrading the rail crossing and relocating telecommunications cables laid along McGregor Road resulting in additional costs of $4.5 million.
Investment from state agencies in upgrading the rail crossing and service providers in relocating infrastructure would assist in the ability to complete the upgrading of McGregor Road.

3.6 Water

South East Water is responsible for the provision of water supply and sewerage services within the growth area. Local reticulation services are provided at the time of development and there has been investment in new infrastructure such as the Officer sewerage pumping station and outfall main to ensure that growth needs are met.

3.7 Power

SPI Ausnet is responsible for the provision of electricity services within the growth area. Local reticulation services are provided at the time of development and there has been investment in new infrastructure such as the Officer Terminal Station to ensure that the growth in electricity demand is met. Council is not aware of any issues in relation to the provision of power infrastructure.

There are a number of opportunities to provide more sustainable power services. The local generation of electricity through a co / tri generation plant is being pursued by Places Victoria within the Officer Town Centre. Such plants are becoming more common place within Australia and overseas, and provide for local augmentation of power with the potential to use excess heat for local heating and cooling. Such opportunities should be supported as a means of reducing demands on existing networks as part of new development.

3.8 Gas

Envestra is responsible for the provision of gas services within the growth area. Local reticulation services are provided at the time of development for residential development, and Council is not aware of any issues in relation to the provision of gas infrastructure for residential development.

Reticulated gas is not normally provided to industrial subdivisions as the demand for gas is variable based on the end user. Reticulated gas would be supplied to a specific end user based on their demand.

The South East Business Park is a 164ha industrial business park south of Pakenham, and Council has been working with the developer of the business park, Parklea Pty Ltd to attract business investment. Two recent industrial business’s which may potentially establish in the business park (both of which would be major employers) have a significant demand for natural gas and there is insufficient capacity within the existing local mains network to supply the business’s. A new connection is required to a major pipeline which requires connection infrastructure (city gate) which is estimated to cost in the order of $2.5 – 3 million, the cost of which is expected to be met by development. This is a disincentive for business investment, and government assistance should be available to meet the cost of such infrastructure.
4. Economic and Employment Opportunities

This part of the submission relates to the Committee’s terms of reference (d), (e) and (g) in relation to economic development.

The development of local employment to increase the self containment of the region and reduce the significant costs of out commuting is critical to the sustainable growth of the region.

The Cardinia Shire Council has partnered with the RDA Southern Melbourne and the City of Casey to prepare an Investment Attraction Framework for the Casey Cardinia Region. The Investment Attraction Framework report was prepared by the AEC Group and key findings of the report include:

- The Casey Cardinia economy is heavily reliant on population driven industry sectors that do not provide equivalent value to the economy such as industry and professional business services. With historical and future population growth, there is a significant risk of the economy becoming focused on population driven industries forcing many residents to seek gainful employment outside the area.

- At least 70% of residents are leaving Casey / Cardinia for work creating considerable stress on transport infrastructure as well as causing economic and social repercussions.

The recently released Growth Corridor Plans by the Growth Areas Authority recognises that improving the local self containment of the south east is a key objective and that overtime, the potential exists for the South East Growth Corridor to be repositioned as central to an emerging sub regional economic triangle comprising Dandenong, the Casey / Cardinia Employment area and the Port of Hastings. However the plan lacks the necessary infrastructure planning and commitment to delivery to achieve this outcome, particularly in relation to transport infrastructure.

The Investment Attraction Framework report recommends:

- A commitment from all levels of government to supporting investment attraction and employment growth in the Casey Cardinia Region. This would change the perception of the area and actively encourage businesses to consider locating in the Casey Cardinia Region.

- Development of the Port of Hastings as soon as possible. The development of the Port of Hastings would greatly improve the competitiveness of the region.

- Development of associated infrastructure necessary to support the Port of Hastings development. Upgrades in road and rail infrastructure as necessary to achieve the economic benefits to the region.
• Development of a specific incentive program to encourage investment and job growth. Such an incentive program is required for growth areas which suffer from the issue of high population growth and slower employment growth.

• A commitment to delivering east west road extensions and upgrades. The extension and upgrade of Thompsons Road is critical to unlocking employment land in the Casey Cardinia Region through improved accessibility. This infrastructure investment needs to be made in a proactive fashion to act as a catalyst for job growth and investment in the area.

While significant activity centres and land for employment has been planned for the in growth area, they key is to now attract business investment, including opportunities for manufacturing and export development, and professional services beyond just population driven employment. The investment attraction strategy recommendations are a key to achieving this along with:

**Bunyip Food Belt**
The development of the Bunyip Food Belt is an opportunity to use recycled water from the South East Treatment Plant to significantly increase agricultural production in Cardinia, Casey and the Mornington Peninsula including export opportunities. A pre feasibility study on the project is to be completed in early 2012.

**Skills and Training**
Improving the skills profile of existing and future residents through the provision of tertiary education facilities in the growth area and increasing the range of local employment opportunities. Current employment is focused on construction trades, retail, education and health care. There are no permanent TAFE or technical education facilities located within Cardinia Shire. The nearest base of TAFE provision is at Berwick, Dandenong (accessible by train) or Cranbourne (poorly serviced by public transport from Pakenham).

Council continues to liaise with a range of providers, including GippsTAFE, Chisholm TAFE and Community College Gippsland, who acknowledge the need to be located in the Shire due to local demand. Council seeks support for:

• The provision of a full range of local post-compulsory education and vocational training options for residents in Cardinia, including the feasibility of the current Council offices in Pakenham becoming a long term base for local TAFE provision;
• Support for local temporary TAFE/vocational training provision until permanent options are delivered.