

To <osisdc@parliament.vic.gov.au>

cc

bcc

Subject Parliamentary Committee - Inquiry into Local Economic Development in Outer Suburban Areas.

3/5/07

To inquire, consider and report to Parliament on issues relating to strengthening communities through local economic development initiatives in outer suburban areas.

In particular, the Committee is requested to:

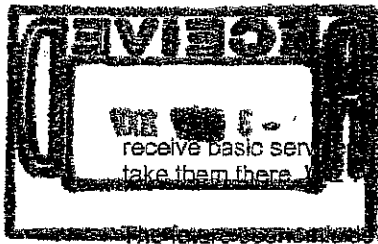
1. Examine existing local economic development programs being carried out by municipalities in outer suburban areas;
2. Identify the barriers to local economic development and the ways in which these can be addressed;
3. Identify export based operations and opportunities in outer suburban areas and recommend options to encourage their growth;
4. Identify new and emerging sectors and how they can assist economic development in outer suburban areas, including innovative examples of business incubators, home-based businesses and social enterprises.

I wish to make a submission in relation to the above. The basis of my submission is that

- a. Local and State government is not adequately nor equitably providing basic services to existing communities right now and therefore should not be embarking on increasing regional populations and funding development programs unless and until all existing ratepayers of outer suburban areas are receiving the same level of infrastructure and services.
- b. All community members should receive the opportunity to participate, have input and have their collective majority opinions acted upon via a personally addressed letter/survey for the future vision of the built environment and industry in their local - not just regional area. ie if the majority of ratepayers in a particular suburb do not want industrial type economic development in their suburb then the industrial development should not occur.
- c. Major projects which will significantly change the amenity, use, zoning, landscape, environmental values should not proceed without first being approved by the majority of the ratepayers in the area giving their approval for the project to proceed in their area.
- d. Detrimental effects of projects should not just attempt to "mitigate/minimise detrimental effects" but should, from the onset aim to have a low tolerance for detrimental effects, socially environmentally or economically and be subject to the triple bottom line scrutiny thereby lifting the standards of compliance rather than setting a low standard target.

Example

The City of Casey has been earmarked to expand to a population of 350,000. Currently the population is around 229,000 and approx. 6000 businesses. In Pearcedale and surrounding coastal areas, part of the City of Casey and there are mainly unmade roads, open drains, insufficient protection from flooding, lack of walking/ bike trails, footpaths and many residents don't have access to natural gas or sewerage. There is no public transport to Cranbourne and within the coastal villages therefore residents have to use cars to travel to work. A recent bus trial was cancelled apparently due to lack of use. The bus trial didn't service times suitable for the majority of workers. ie it ran only during the middle part of the day and was considered by many in the community as doomed to failure from the outset. As Pearcedale is not to be a growth area, the lack of facilities and infrastructure is not expected to be addressed. Despite the lack of services Pearcedale and the other coastal villages residents pay the same rate in the \$ as the rest of the City of Cranbourne and the consequence of this is that out residents don't perceive that they receive any value for their rates dollar. The City of Casey have committed to building a \$50 million dollar sports and pool facility in Cranbourne East funded from rates paid for by the existing ratepayers. The Pearcedale/Cranbourne South and coastal villages communities consider this to be a gross extravagance to be building such a facility for the future population of Cranbourne East and Cranbourne when we who are paying our rates now don't even



receive basic services
take them there.

Our children are not able to access this facility as there is no public transport to
WANT LOCAL FACILITIES FOR LOCAL PEOPLE.

The future economic development of the area is projected to be from the expansion of the Port of Hastings and industrial development. The Port of Hastings expansion is predicted to increase B double trucks around and through our peaceful semi rural area, zoned green wedge and agricultural, by 3,400 trucks per day and also add a new freight train line through, in many cases, the middle of resident's properties and farms. The diesel fuelled freight trains are projected to be up to 1.2 kilometres long and DOUBLE stacked and to run 20 times per day significantly detrimentally effecting communities located up to a kilometre away from the freight rail link. If the POHC do not succeed in double stacking or are restricted to shorter trains than either the freight trains will travel 40 times per day, 24/7 and or there will be even more than 3,400 trucks per day increasing greenhouse emissions and posing health and safety risks. Although we are 55 k's from Melbourne we are right now experiencing traffic congestion on collector roads in the region. 3,400 trucks per day can only add to the caos. The rail infrastructure is proposed to be built above an aquifer which could have supplied an important groundwater resource for the future. Instead valuable agricultural land and precious water resource will be sacrificed to build major infrastructure not suited to colocation with an internationally RAMSAR listed wetland and National Marine Park.

The government has the opportunity right now , with the knowledge of the predicted growth in population to introduce more "acceptable and beneficial" employment opportunities for the region. Within the 10,000 acres adjacent to the coast of Westport Bay earmarked for the port precinct an educational/ ecotourism facility/ show casing the "BEST GREEN PRACTICES" and "TECHNOLOGY CENTRE for the future " could be built to demonstrate to the general public how they can introduce environmentally friendly watersaver/ greywater and low emissions products/ solar products into their homes. A marine biology centre and Peninsula flora & fauna biosphere zone could be incorporated into the facility further demonstrating best practice multi use compatibility can be achieved and be an inspiration for all in Victoria. Local schools and universities could be encouraged to visit and participate. The Department of Sustainability and Environment / Planning could have an adjunct relocated to this new environmentally future think tank facility. Solar and other green technologies could be encouraged to located within the Hastings area to complement the facility. A so much more complementary facility for the Mornington Peninsula, a highly regarded tourism region for Victoria.

For Cranbourne, why is the main industry development predicted to be industrial? A couple of government departments relocating to the area which will reap the gains of a steady supply of young and local people would be much more socially responsible than just proposing industrial development. Don't the people of Casey deserve more than just industrial labour manual labour job opportunities close to home too. The government have supplied economic boons to other areas such as Bendigo, Ballarat, Box Hill via a relocation strategy. Why not to the fastest growing municipalities. Private sector - office based businesses may then follow the governments example and relocate their offices too.

Example of economic development not wanted - The Port of Hastings Land Use and Transport Strategy.

The coastal communities gathered 1,400 signatures against the Port of Hastings land use and transport strategy which proposes to expand the Port of Hastings precinct to 10,000 acres, build a liquid bituman plant and other unspecified heavy industrial related use facilities, massively dredge Westport Bay, reclaim a section of the sea to build up to 16 new shipping berths, an area of 2 kilometres by 4 kilometres, build associated road and rail routes to the port, increase shipping from 200 to 2000 ships per year.

The main reasons for the opposition to the proposal is

- we were not consulted prior to the strategy being released; there was not one member on the POHC community reference group from Casey therefore we were excluded from the opportunity to have input to the decision making process for the proposed transport routes. When the strategy was released not one meeting was proposed for our areas, the areas to be most effected by the strategy.
- the proposal that land to be acquired for the road and rail links will be subject to the compulsory acquisition overlay process and therefore landowners willnot realise the full value of their property/land however the POHC will sit down and negotiate with BHP and ESSO for the land the POHC wants from them.
- the many detrimental effects to our community and the bay, ie social, enviromental, economic, health and safety risks of an expanded Port of Hastings.

- the Ports Minister stated at a meeting of a couple of concerned community members that the State Government is committed to the expansion of the Port of Hastings and it will go ahead regardless. The Port of Hastings Corporation has not even had the courtesy to acknowledge to the signatories that their opposition has been noted and is being considered despite being requested to do so in the submission letter accompanying the petitions.

Please see the attachment above from a community member's submission to the Port of Hastings Land Use and Transport Strategy, for further details about some of community members concerns.

Kind regards,

