

An aerial photograph of Wyndham City, Australia, showing a mix of residential areas, a golf course, and a large water body with several islands. The image is overlaid with a semi-transparent blue rectangle in the top right corner, which contains the title text. The overall color palette is monochromatic, dominated by shades of blue and grey.

# Wyndham City

Infrastructure Australia  
National Infrastructure  
Priority List 2020  
Submission

wyndhamcity



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# Introduction

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Wyndham City is one of Australia's fastest growing municipalities, expected to almost double in size by 2041. It is also the link between Melbourne and Geelong, the two largest cities in Victoria, making it an area of great economic significance that extends beyond its own region, impacting the rest of the state.

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More than 250,000 people already call Wyndham home and with our population growing at almost triple the rate of regional hubs Geelong, Ballarat and Bendigo combined, this number is expected to reach 490,000 over the next 23 years.

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Wyndham's rapid population growth is creating issues for our communities that only major infrastructure projects can solve. A clear example of the gap in infrastructure and services being faced by our communities is the fact that we have the highest proportion of people in Victoria who spend two or more hours commuting to and from work.

We need true collaboration between all levels of government to help deliver the projects that will reduce traffic congestion and take advantage of Wyndham's strategic location as the gateway between Melbourne, Geelong, Ballarat and western Victoria. Infrastructure Australia's *National Infrastructure Priority List Update* provides an important avenue for Wyndham City to advocate for the most important projects.

This document details the initiatives that we have identified as meeting Infrastructure Australia's criteria for inclusion in the list in that they have national significance, strategic importance, an economic and social value, they are all deliverable, and they are suitable for federal funding. They also align with Infrastructure Australia's *Australian Infrastructure Audit 2019*, which found that there is a continuing disparity in infrastructure delivery between Australia's inner cities and outer suburban areas that needs to be addressed.

The projects Wyndham City has selected are:

- The Outer Metropolitan Ring
- The Western Interstate Freight Terminal
- A Sunshine and Geelong fast-rail connection, via Wyndham
- Melbourne-Geelong rail electrification
- Preschool and school infrastructure in growth areas
- Energy from Waste infrastructure
- Westlink.

Most of these are rail projects and Wyndham City strongly welcomes the increasing focus of Infrastructure Australia and the Federal Government on passenger and freight rail solutions around Australia. For our heavily car-dependent community, this increasing commitment and future focus will improve liveability across a number of domains for local residents, businesses and visitors.

We thank Infrastructure Australia for the opportunity to present these projects for inclusion in the *National Infrastructure Priority List 2020* and we look forward to them being placed on the national agenda.

# Project Information

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## 1. Outer Metropolitan Ring

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The Outer Metropolitan Ring (OMR/E6) is a proposed 100-kilometre-long high-speed transport link for people and freight in Melbourne's North and West. It will be transformative for Melbourne and the surrounding regional areas, creating better connections to key international transport hubs such as Melbourne Airport, Avalon Airport, the Port of Geelong, and the proposed Western Interstate Freight Terminal (WIFT).

The OMR/E6 will provide a more direct, high-speed alignment for Inland Rail. It will also link residential and employment growth areas in Melbourne, including Wyndham. Delivering this and the following project detailed in this report would help address key issues identified by Infrastructure Australia's 2019 audit, which found that capital cities are acting as "bottlenecks in our regional supply chains, limiting access to key markets for exporters and increasing costs for consumers", and that "congestion on key routes, land-use planning that doesn't consider freight and regulatory constraints on our gateways are common".

The OMR/E6 is being planned to provide an ultimate high speed transport link for freight and people that would:

- Enhance connectivity between key international transport hubs such as Melbourne Airport, Avalon Airport and the Port of Geelong
- Improve access to the proposed Donnybrook/Beveridge Interstate Rail Terminals
- Serve as an important route to interstate and major regional destinations
- Link residential and employment growth areas in the north and west of Melbourne, and
- Improve access in this major employment corridor which includes Avalon Airport, Werribee, Melton, Melbourne Airport and Donnybrook.

Wyndham City supports construction of the south-west section of the OMR, including the E6 Freeway (Princes Fwy – Western Fwy) and South-West section of the OMR rail corridor (Geelong line to the Western Interstate Freight Terminal), to connect the proposed WIFT to the national transport network.

All six western Melbourne councils support the road component from Princes Freeway to Western Freeway as the first stage of the project. Developing this section would provide significant relief to the Princes Freeway/M80 Freeway interchange and create the opportunity to bring forward the development of the WIFT and the freight transport connections to the Ports of Melbourne and Geelong.

The land required for the OMR/E6 was defined and preserved in 2010 through a Public Acquisition Overlay. Infrastructure Australia included the acquisition of land in this corridor as it becomes available in its February 2019 Infrastructure Priority List. Wyndham City encourages them to once again include the progression of this initiative among its list of nationally significant projects.

## 2. Western Interstate Freight Terminal

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The proposed Western Interstate Freight Terminal (WIFT) is a nationally significant project, recognised previously through a joint Victorian and Australian Government funded pre-feasibility study in 2013. The Victorian Government has also provided funding to commence a business case and the *Victorian Freight Plan - Delivering the Goods* identifies the need to reserve land for the location of the WIFT in Truganina.



The project will include the construction of an interstate rail freight terminal and warehousing precinct at Truganina and a rail link to the interstate rail freight network. Currently interstate containers bound for distribution in Melbourne are railed to terminals at Dynon, next to the Port of Melbourne, and then trucked to the outer suburbs. The Dynon terminals have limited space and capacity and can be difficult to access, contributing to traffic congestion throughout Melbourne. Independent studies have confirmed Truganina as an optimal location for the WIFT as it is close to around 50 per cent of the existing interstate freight rail customers, with good road access to other parts of Melbourne. It is also large enough to include a significant precinct for co-located freight and logistics activities which would likely use the rail terminal. The WIFT site also has the necessary space to accommodate demand for rail freight well beyond 2050.

Increasing capacity and efficiency in freight movements in and around Metropolitan Melbourne and outwards was an objective of 'Freight Futures' when it was released in 2008. This strategy ultimately identified the need for a series of freight activity centres throughout the Melbourne metropolitan area, of which the Western Interstate Freight Terminal in Truganina was deemed to have real potential.

Following Infrastructure Australia later advising that planning for the WIFT was a high priority, the Victorian and Australian Governments in 2013 jointly funded a \$5 million pre-feasibility study for the WIFT but no details on the status or outcome of that study are available. Council officers were involved in the preliminary stages of this project, and a potential rail link between the WIFT and the freight line at Albion was examined.

Numerous freight strategies strongly recommend the need for freight rail services to each of the freight activity centres. The 2010 *Shaping Melbourne's Freight Future* strategy indicated that rail-road freight terminals were far superior to road-road freight terminals given the predicted growth in freight movements. It is recommended that corridors for rail be implemented early to ensure that the land is secured for that purpose.

A Western Freight Infrastructure Investment Plan should be established to coordinate the WIFT project and for land acquisition/reservation should now begin.

### 3. Sunshine and Geelong Fast-Rail Connection

In 2018 the Victorian Government announced plans to invest \$50 million for detailed planning to investigate a fast rail-link between Sunshine and Geelong via Wyndham. With \$4 billion invested in the Regional Rail Link, Wyndham City supports calls for the Federal Government to capitalize on this opportunity and help fund this connection as a way of unlocking major employment opportunities.

A 97 per cent increase in Victorian rail patronage since 2012/13 is one of the reasons provided by the Victorian Government for the need to investigate a fast-rail connection with Geelong. According to the Victorian Government, a fast rail link from Geelong to Melbourne would slash travel times between Victoria's capital and its second biggest city, as well as creating a rail pathway to Melbourne Airport. Wyndham City agrees with the assessment that a future Melbourne Airport rail link should integrate into the existing rail network. This approach would maximise the benefits of the link, unlocking capacity in Melbourne's booming West and North and providing better services for regional Victoria.

With both the Victorian and Federal Governments making financial commitments towards construction of a Melbourne Airport rail link via Sunshine, a fast-rail connection to Geelong is vital to facilitating this better integration of Victoria's rail services.

It is vital to note that Wyndham's population is already greater than Geelong's and connecting Melbourne, Geelong and Wyndham by fast rail would unlock major employment opportunities while reducing traffic congestion. As noted in Infrastructure Australia's recent audit, there is a disparity of transport availability and affordability between inner city and outer suburban areas, and unless this is addressed our transport networks will continue to be inequitable. Wyndham City encourages Infrastructure Australia to recognise the national significance of this project and include it in its *National Infrastructure Priority List 2020*.

## 4. Melbourne-Geelong rail line electrification

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The electrification of the Melbourne-Geelong rail line was included in Infrastructure Australia's 2019 Infrastructure Priority List, and Wyndham City recommends that it be included in the 2020 update. The existing Regional Rail Link (RRL) service from Geelong to Melbourne, which stops at Wyndham Vale and Tarneit stations, is already at capacity. According to figures provided by V/Line, Tarneit and/or Wyndham Vale were the busiest points on this line in 13 out of the 16 recorded times between March and May 2019. Currently there is capacity for only one additional RRL train service in the busiest peak hour between Sunshine and the Melbourne CBD, and no spare train capacity in the peak hours on the Werribee line.

Four new RRL stations are needed in Wyndham to help solve these issues, including:

- Sayers Road Station in Tarneit West
- Black Forest Road Station in Wyndham Vale
- Truganina Station in Truganina
- Davis Road Station in Tarneit West

As correctly identified by Infrastructure Australia in 2019, limited capacity and low train speeds resulting from the inability to run express services between Geelong and Melbourne will limit both Geelong and Wyndham's potential to grow as an economic hub to complement Melbourne. The proposed fast rail connection between the two cities, mentioned earlier in this submission, does not include plans to stop in Wyndham, eliminating any potential benefit for one of the fastest growing regions in Australia.

Increased rail capacity between Geelong and Melbourne, via Wyndham, is crucial to unclogging major roads and improving liveability for residents throughout Wyndham, Geelong and Melbourne. The current rail service is diesel, greatly limiting its capacity. Wyndham City supports Infrastructure Australia's previous proposal of electrifying the line to allow for the operation of higher-capacity trains with increased reliability and connection with the Melbourne metropolitan rail system. We also support Infrastructure Australia's recommendation of duplicating the existing single-track line to allow for express services to operate through suburban Melbourne.

## 5. BayWest

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The Port of Melbourne is the busiest shipping container port in Australia, handling 2.58 million twenty foot equivalent units, or around 38 per cent of Australia's container trade in 2014-15. It is expected to reach its capacity of 8 million containers by around 2055, the Victorian Government has committed to work towards building a second container port. Infrastructure Victoria has identified BayWest, between Point Cook and Point Lillias, as the preferred option over a location in Hastings.

As the Local Government Authority responsible for the growth and development of the Wyndham municipality, which takes in the location of the proposed 'Bay West' option, Wyndham City has a strong desire, and in fact responsibility, to ensure that any proposed development of a second container port within our municipality would bring a range of benefits that substantively outweigh the negative impacts of such an option.

The potential impacts on traffic congestion due to increased truck movements and possible environmental impacts caused by constructing the large-scale dock structure into the Bay have not yet been adequately addressed. Little consideration has been given to alternative options, such as an underground rail link from Webb dock to the WIFT, which may be more viable and have less impact from environmental, congestion and land use perspectives. As such, we recommend that further in-depth investigation is needed as a minimum before Infrastructure Australia includes this project in its *National Infrastructure Priority List 2020*.



## 6. Energy from Waste

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Waste and recycling are essential services and current infrastructure is inadequate to meet social, environmental, and economic demands of a growing Australia.

The importance of the Wyndham Refuse Disposal Facility (RDF) as one of Melbourne's major metropolitan landfills, now and into the future, is highlighted by the fact that Melbourne's waste generation will increase from the current 940,000 tonnes a year to 1.55 million in just over 25 years. In Wyndham alone, this increase could go from the current level of 103,000 to above 180,000 tonnes a year over the same period. This importance is compounded by the crisis being caused by China's recycling ban, which has seen many metropolitan Councils and commercial operators forced to send their kerbside recycling to landfill.

Infrastructure Australia's recent audit also noted that with a limited number of new waste facilities and landfill sites have been approved and residential development encroaching on existing sites, without action, waste freight will have to transport their loads further from the waste generation point.

Wyndham City's recently adopted Refuse Disposal Facility (RDF) Strategic Plan is timely given that 'business as usual' in the waste and recycling industries is not working at the State, Federal or local levels. In many ways we are decades behind Europe and other parts of the world. One of the goals of this strategic plan is to recover energy from waste after resource recovery (commonly referred to as Energy from Waste). The new plan explicitly outlines the considerable steps and preparations that would be needed before a future Council would be ready to commence any decision-making process and community consultation on options to recover energy from waste at the RDF.

The Federal Government must look at waste and recycling infrastructure and provide the funding needed to help deliver Australia away from its reliance on landfill, as well as promoting a Circular Economy.

The Federal Government should work collaboratively with State and Local Governments on leveraging the considerable capital costs of developing Energy from Waste facilities with the highest environmental standards to dispose of those parts of waste that cannot be reused or recycled.

## 7. Preschool and school infrastructure in growth areas

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Wyndham recommends that the shortfall of preschool facilities and school buildings in growth areas be urgently addressed as a national infrastructure priority. Nationally the outer suburbs of our large metropolitan centers are experiencing rapid growth in young families, with the 0-4 age cohort in these areas growing by 13% from 2011 to 2016. In Wyndham City the 0-4 age cohort grew by 43% over the same time. Already strong demand for community infrastructure in growth areas is further increasing as State Governments expand subsidised access to three-year-old kindergarten. Victoria and the ACT are starting to implement this change in 2020, and NSW has already commenced a move to universal preschool access for three-year-olds in 2019.

As mentioned in Infrastructure Australia's recent audit, "demand for school infrastructure is increasing in our fast-growing and satellite cities, particularly in the inner city and outer growth areas of fast-growing cities. Without action, increased demand will create overcrowding in schools, and impact the quality of infrastructure and educational outcomes for students".

Demand for new schools in Wyndham is also currently exceeding State Government plans for school provision. Schools are central to building well-connected communities and do so even better when they're co-located with other community infrastructure such as kindergartens. There is potential for both economies of scale and better outcomes if educational and community facilities are integrated and well planned. We need the Federal Government to work together with State and Local Governments to invest in kindergarten and school infrastructure that will meet the needs of families in our fast growing outer suburbs and enable these communities to achieve their potential.

## 8. Westlink

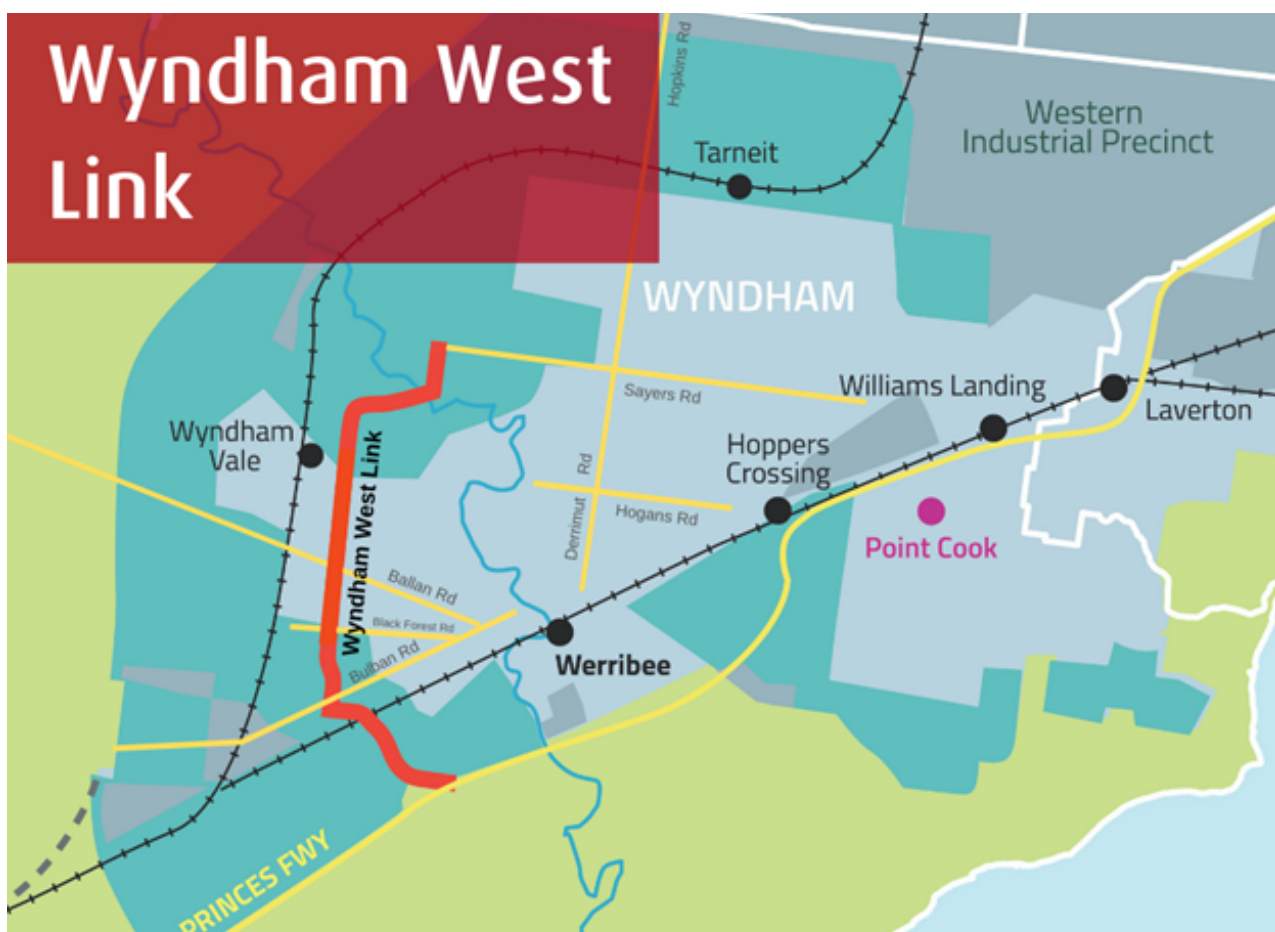
Westlink is a road and bridge project in one of Australia's fastest growing areas – Wyndham West and Wyndham North that runs between the suburbs of Tarneit to the North to Werribee in the South.

Wyndham City has completed parts of this project through developer contributions but needs between \$50-\$100 million to complete the project. This will be achieved in part by leveraging loans through a unique Finance Charge struck by the Council, developers and the State Government within the Wyndham West Developer Contributions Plan, as well as significant funding for a future bridge over the Princes Freeway.

Current unfunded parts of Westlink are estimated to cost being between \$50-\$100 million with the bridge over the Princes Freeway representing the largest component of these costs.

If the project is completed it will:

- Leverage the faster realisation of land tax, stamp duty and developer contributions, as well as additional Growth Area Infrastructure Charges
- Realise significant value capture opportunities associated with the development of the new A-League Stadium at 1160 Sayers Road and the future Tarneit Station nearby
- Relieve significant current and future congestion in Wyndham's North and West
- Provide access to future employment hubs within and near the Werribee Junction Precinct Structure Plan (PSP) area, as well as other nearby employment PSPs



*The proposed Wyndham West Link.*

## Strategic Location

The map on the following page shows Wyndham's strategic location alongside planned and existing major infrastructure projects.

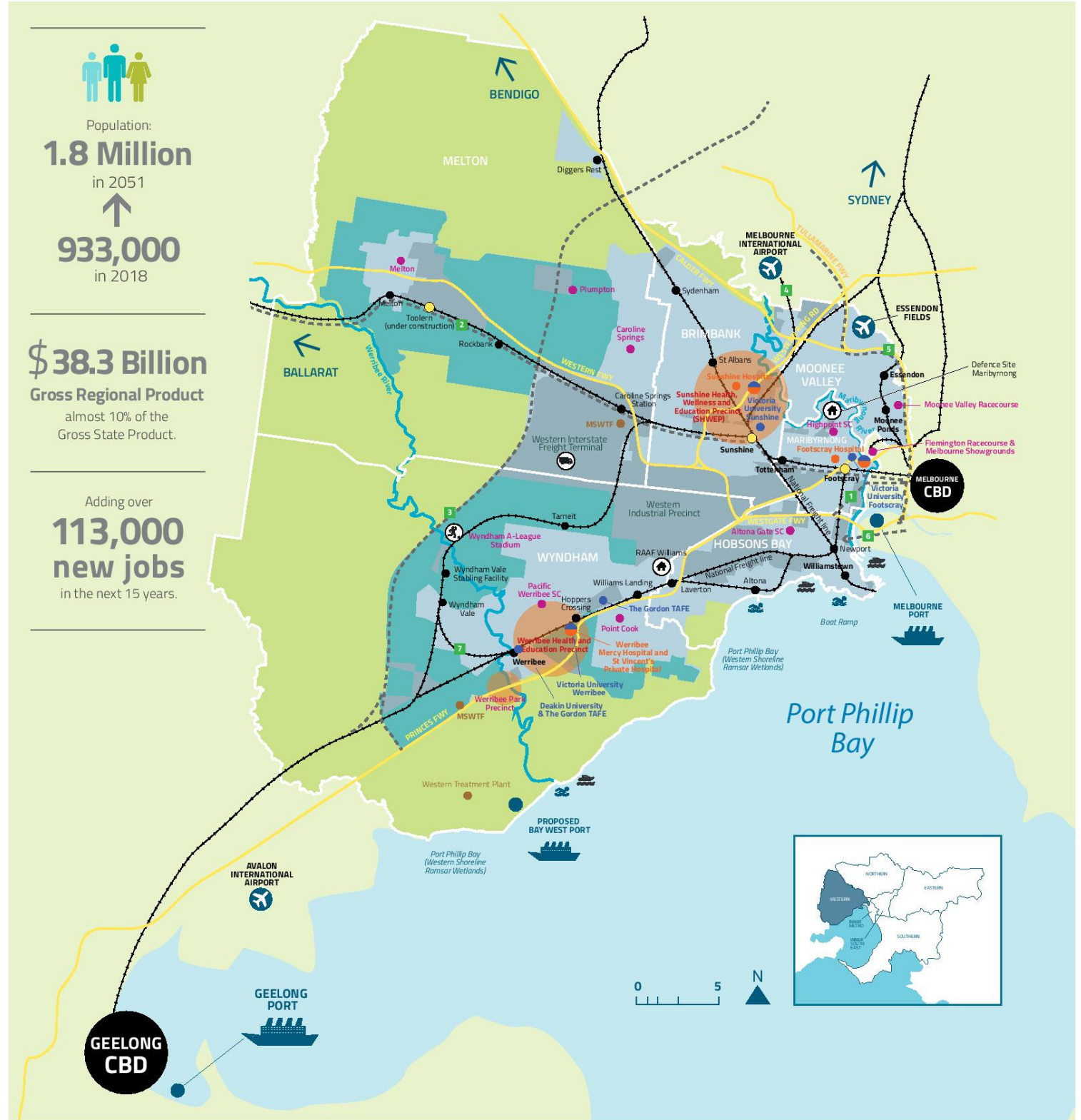




Population:  
**1.8 Million**  
 in 2051  
 ↑  
**933,000**  
 in 2018

**\$38.3 Billion**  
 Gross Regional Product  
 almost 10% of the  
 Gross State Product.

Adding over  
**113,000**  
 new jobs  
 in the next 15 years.



## Melbourne's West

### Key Locations

- Place of interest
- Metropolitan Activity Centre
- Rail Station
- Health precinct
- Health & education precinct
- Municipal Solid Waste Treatment Facility
- Education precinct
- Airport
- Freeways
- Rail network
- Local government area boundary
- Swimming beach
- Boat ramps and harbours

### Major projects

- Wyndham A-League Stadium
- Interstate freight terminal
- Brownfield defence site
- 1 - West Gate Tunnel
- 2 - Ballarat Line Upgrade
- 3 - Outer Metropolitan Ring/ E6 Transport Corridor – Road and Rail
- 4 - Proposed Melbourne airport rail link
- 5 - CityLink - Tulla widening
- 6 - Melbourne Metro 2
- 7 - Wyndham Vale – Werribee Connection (Western Rail Plan)

### Land uses

- Urban area
- Significant Industrial and Business precinct
- Urban Growth area
- Green wedge land
- National employment & innovation cluster
- Waterbody
- Major waterway

