

INFRASTRUCTURE VICTORIA

30 YEAR INFRASTRUCTURE STRATEGY SUBMISSION



wyndhamcity

Executive Summary

About Wyndham

Wyndham has a highly diverse population, with around half of our population born overseas. We value our identity as a multicultural community and the rich cultural, linguistic and faith diversity that our community brings. Our multiculturalism is one of the reasons why we have such a dynamic and energetic community.

Wyndham also has endless economic opportunities. As the link between Melbourne and Geelong, the two largest cities in Victoria, it makes Wyndham an area of great economic significance that extends beyond its own region, impacting the rest of the state. The diverse economic and social opportunities in our region are some of the many reasons people are relocating to Wyndham.

Not only is Wyndham one of the largest local government areas by population but also one of Australia's fastest growing municipalities, with our population expected to surpass 500,000 by 2040 – a significant increase from our current population of 270,000. This continual growth in our population is creating issues that only major infrastructure projects and service improvements can solve.

Wyndham City Council looks forward to engaging with the Victorian Government, exploring options to address our region's rapid population growth and assist our community's transition towards Covid recovery.

Creating a More Vibrant, Healthier and Better Planned City

Covid-19 has seen a shift in the way workplaces operate, with more people now working from home compared to pre-Covid times. Nowhere has the impact of working from home been more notable than among residents living in the growth regions, where employment was previously characterised by their long commutes.

This pandemic has highlighted the importance of well-planned neighbourhoods for people's health and wellbeing. While Melbourne's 'inner ring' neighbourhoods are considered some of the most liveable in the world, the outer regions often do not offer the same amenity or access to services and infrastructure. The pandemic has further emphasised the growing disparity between Melbourne's growth areas – including Wyndham - and its inner-city counterparts. To reverse this pattern, and as outlined in this submission, there needs to be significant investment towards major infrastructure projects and service improvements. For instance, in Wyndham, there is the need for:

- Significant funding towards health infrastructure projects. The forecast demand is for 1,500 beds in the next 15 years. There are currently only 298 public hospital beds in Wyndham.
- The planning and construction of new schools to address the shortage of schools in Wyndham. Based on projected population growth and benchmarks developed for growth areas, Wyndham City Council projects that the city will require an additional 25 primary and 9 secondary schools between 2020 and 2041, on top of schools already in the pipeline.
- Major upgrades to our transport network, aimed at improving safety, accessibility, reliability and connectivity.

Yet, amongst all of these challenges, growth areas like Wyndham have a leading role in the state's economic recovery and the way we reimagine how cities operate. The continued trend of working remotely beyond this pandemic is one of the key reasons to ensure we are creating more inclusive,

accessible, engaging and environmentally friendly neighbourhoods. This submission outlines how this can be undertaken - this includes:

- *Creating 20-minute neighbourhoods* - giving people the ability to meet most of their daily needs within a 20-minute walk from home, with access to safe cycling and local transport options.
- *Fostering an active transport community* - embracing active transport is key to improving traffic flow and creating better and healthier communities.
- *More nuanced strategic planning for social housing*, such as diversity of housing type and tenure.
- *Creating more energy efficient buildings* to reduce emissions and energy costs.
- *More public transport choices*, including viable alternatives such as trackless trams. This will reduce car dependency and traffic, improve connectivity and accessibility, and provide environmental benefits.
- *Less Out-of-Sequence Development* by ensuring people have access to well-serviced public transport and are within reach of jobs, activities and services when they move into housing estates.
- *Delivering world-class services* including the essential services of health and education.

The submission also highlights the need for the Victorian Government to improve the operations of mechanisms currently used to support growth areas like Wyndham. For instance:

- Reviewing how the Growth Areas Infrastructure Contribution operates, ensuring funding is available to many of the important infrastructure projects growth areas need.
- Long-term funding commitment for the Growing Suburbs Fund to properly address persistent liveability gaps in Melbourne's outer suburban communities.

Wyndham City Council thanks Infrastructure Victoria for the opportunity to make a submission to Victoria's Draft 30 Year Infrastructure Strategy. We look forward to working together to plan for the future needs of Victorians.

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CONFRONT LONG-TERM CHALLENGES



Draft Recommendation 1: Accelerate the uptake of zero emissions vehicles

Response: Wyndham City Council agrees with this recommendation

This recommendation aligns with Wyndham City Council's following actions:

- Wyndham City Council has begun providing electric vehicle charging infrastructure at facilities to support current and future use of electric vehicles.
- Wyndham City Council has conducted trials of hydrogen fuelled vehicles.
- Local Planning Policies– Environmentally Sustainable Design references best practice design standards that include electric vehicle infrastructure inclusions in private development.
- The [Wyndham City Council Greenhouse Action Plan 2018-2021](#) includes an action on providing parking incentives to increase electric vehicle uptake.

Wyndham City Council is an active partner of The [Western Alliance for Greenhouse Action \(WAGA\)](#). Through the WAGA, Wyndham City Council has previously provided commentary on the proposed electric vehicle tax, including outlining our opposition to this tax as we find this to be a disincentive to electric vehicle uptake and not in line with local or state government strategy.

Draft Recommendation 3: Identify and coordinate priority Renewable Energy Zones

Response: Wyndham City Council agrees with this recommendation

Improved transmission and priority renewable energy zone identification and integration supports the Wyndham 2040 target of 95 per cent corporate greenhouse gas emission and net zero for electricity use in the municipality ([Greenhouse Action Plan 2018-2021](#)).

Draft Recommendation 4: Require 7-star energy-rated new homes in 2022, increasing towards 8 stars by 2025

Response: Wyndham City Council agrees in principle with this recommendation

Wyndham City Council agrees to the raising of energy efficiency standards of residential buildings, however we would propose that Victoria does not rely on the National Construction Code (NCC) to achieve this goal. The NCC 2022 update has already been delayed and mandatory adoption of the updated code is likely to occur after 12 months if the same cooling off period is adopted from the NCC 2019 update.

This waiting period will cause many new homes in Wyndham, a growth area, to be built at a lesser standard that incurs higher operating costs and generating more greenhouse gas emissions.

We propose that the State adopt the proposed energy targets in 2022 and 2025 independent to the NCC via planning policy triggers to avoid any cooling off period for NCC adoption. Industry have been adequately informed that these changes are coming, via the NCC, and are capable of designing to

this standard. Using the figures posed in the draft infrastructure plan and comparative Wyndham City Council data:

- In 2020, 5,626 dwellings were approved through planning.
- A 1 star increase in energy efficiency rating increase can provide \$9,000 to a home's value.
- If all these dwellings had been built to an improved 7-star Nationwide House Energy Rating Scheme (NatHERS) standard, over \$50 million in gained wealth for the Wyndham community could have been generated and eventually contributed back into the economy.

Aligned actions:

- Clause 22.08 – Environmentally Sustainable Design of the Wyndham Planning Scheme references best practice design standards that include the energy rating improvement of 10 per cent on NCC minimum requirements for buildings. This equates approximately to 6.5-star energy ratings for residential development. This clause has been implemented since 2018 and has provided Wyndham residents with more efficient homes. The additional step to 7 stars minimum is therefore not an unrealistic target and should be fast tracked.
- Wyndham City Council implemented the [Wyndham Environmentally Sustainable Design Framework](#) for all capital facilities which requires a 20 per cent improvement on minimum energy efficiency performance of our building assets.

Draft Recommendation 5: Mandate a home energy rating disclosure scheme

Response: Wyndham City Council agrees with this recommendation

Wyndham City Council recommends that this is prioritised for Covid recovery, given the amount of housing stock available, retrospective energy rating at point of sale/lease would provide a large employment avenue and drive competition to reduce energy use in buildings. This could potentially facilitate upgrade works in investment properties and aligns with the recent announcement '[Helping Victorians pay their power bills](#) (17/11/20)' from the Victorian Government.

Draft Recommendation 9: Specify climate scenarios and carbon value in assessing infrastructure

Response: Wyndham City Council agrees with this recommendation

The [Wyndham Climate Change Strategy 2016-2020](#) states 'It is important that we start to understand how our assets are responding to changes in the climate and how they might respond in future. Roads, drains and buildings are key assets we must future proof.'

As a growth area, Wyndham is expanding at a rapid rate and significantly increasing its built environment. Given current climate projections show increased average temperatures, more extreme weather events and reduced rainfall, it is essential that the infrastructure we build now considers these elements to ensure it can perform adequately.

For example, growth regions of Melbourne, like Wyndham, are predominately built on reactive soils meaning our infrastructure is subject to significant ground movement. Prolonged drought coupled with more extreme rainfall events occurring more frequently may result in larger soil expansion/contraction scenarios placing all infrastructure at higher risk.

Draft Recommendation 10: Strategically review climate consequences for infrastructure

Response: Wyndham City Council agrees with this recommendation

Aligned project: Wyndham City Council was an active participant in the ‘[How Well Are We Adapting?](#)’ (HWAWA) project, which was led by the [Western Alliance for Greenhouse Action](#) (WAGA).

Strategies, pathways and plans are often implemented with the intention of assisting climate change adaptation, but it needs to be asked whether we are doing things right or doing the right things. With the long timeframes and uncertainty of climate change impacts, not asking those questions can lead to maladaptation.

To address that danger, through the engagement with WAGA councils, this project has produced a monitoring, evaluation and reporting (ME&R) framework on adaptation performance. The framework monitors the performance of councils in improving adaptive capacity and implementing adaptation actions through a set of indicators and builds on emerging international research and practice around effective ME&R for climate change adaptation.

Actioning this recommendation will aid in risk identification and help to scope targets and measurables under the HWAWA project and contribute to building a more resilient Victoria.

Draft Recommendation 12: Progress integrated water cycle management

One of the challenges in a growth setting is the absence of planning policies which enables Councils to build Integrated Water Management (IWM) objectives into development within existing Precinct Structure Plans (PSPs).

IWM often require additional land take. If that land take has not be identified in the Development Contributions Plan, IWM targets or the objectives identified as requirements in the PSPs, then there may be uncertainty as to who is the responsible stakeholder to fund that additional land.

Discussion Questions:

- What funds or policy frameworks have been used successfully to promote systematic innovation in infrastructure?
- What are the risks of adopting these new technologies?
- How should the Victorian Government assist adoption of these new technologies?
- What other regulatory or policy changes can enable the operation of new infrastructure-related technologies?

Draft Recommendations:

- 18: Facilitate integration of public transport with new mobility services.
- 19: Incorporate personal mobility devices in regulation.
- 20: Transform road network operations for all current and future modes.

Response: Wyndham City Council agrees in principle with these recommendations.

With the popularity of personal smart devices, the use of technology platforms that integrate with all modes is critical to enabling journey planning that provides choice and certainty regarding trips. It also provides the opportunity for customisation which is particularly important for anyone with specific needs or requirements.

With regard to the wide range of existing and emerging mobility devices, it is suggested that government plays a role in ensuring that they can operate safely through regulation and clear guidelines (e.g. speed limit). Safety should always be the highest priority. The National Transport Commission is drafting amendments to legislation to provide a national consistent basis to begin to legalise Personal Mobility Devices for use on public infrastructure. Wyndham City Council recommends that these amendments be adopted by the Victorian Government to provide consistency of use across jurisdictions.

Technology (such as intelligent transport systems) can also provide a transformative opportunity for road space allocation, in essence, being smarter about the way space is allocated across all modes. Using technology to provide a level of flexibility and agility over the traditional priority that has been given to private motor car peak volumes over many years. This has been demonstrated through the duplication of roads, leaving little space for active transport which in many cases has not been provided in alignment with safe systems, and little or no provision for public transport road space such as bus rapid transit. This has supported the entrenchment of car dependency as other modes provide no benefit with journey time saving and are also unsafe. It has also resulted in significant negative impacts on the environment and poor sustainability outcomes.

Using technology to provide flexibility around available road space provides great opportunity to better utilise this valuable and limited space. It provides a valuable lever to help rebalance the share of trips across modes, swinging towards active and public transport trips as modes of choice.

Draft Recommendation 22: Modernise courts through digitisation and contemporary shared

Response: Wyndham City Council fully supports investment in new contemporary, multi-jurisdictional court facilities during the next ten years to meet the needs of a 21st century justice system.

Immediately increase court efficiency and meet demand by digitising suitable court systems and procedures. Invest in new contemporary, adaptable, multi-jurisdictional court facilities during the next 10 years.

Wyndham City Council fully supports investment in new contemporary, multi-jurisdictional court facilities during the next ten years to meet the needs of a 21st century justice system. However, Wyndham City Council also believes there is scope to consider further recommendations that extend the justice model through a therapeutic jurisprudence model by co-locating additional services with the potential to reduce recidivism, provide early intervention and victim support services.

This model is currently under development in Wyndham. However, while funding is secured for the Wyndham Justice Precinct it is not yet extended to include the Support Services Hub, an important integral aspect of the proposed justice model. Evidence shows that integrating services has the potential to reduce recidivism, with greater impact than criminal justice responses alone. It has also been demonstrated that providing victims of crime with access to legal and other support services reduces distress and material loss.

The following information expands on the justice precinct concept and the reasoning behind the need for integrated services. The model is currently being reviewed in the context of budget announcements and the current Wyndham service system to inform planning. Implementing such a model requires high level whole-of-government commitment.

The Wyndham Justice Precinct and Integrated Service Hub



Map denoting location of the Wyndham Justice Precinct

The need for the justice precinct arose from the evidence that despite being responsible for a third of population growth in Melbourne’s West, Wyndham is serviced by a Magistrate’s Court that is no longer fit for purpose, with only two court rooms for the entire municipality.

Criminal activity in Wyndham is among the highest in Melbourne’s west. In 2020 reported criminal incidents rose by 10.9 per cent when compared with 2019, and alleged offender incidents by 32.6 per

cent in the same period. Family violence incidents also rose by 7.9 per cent in 2020 compared to the previous year.¹

The original concept included the Wyndham Justice Precinct and the Support Services Hub, including an upgraded police station, a new Magistrate's Court, and multiple agencies providing community support and services. The 2020-21 Victorian Budget included \$272m towards new Law Courts for which Court Services Victoria is the lead agency, with an expected 2024 completion date.

The justice precinct includes Magistrates Court, Children's Court (child protection and criminal matters), Victorian Civil and Administrative Tribunal (VCAT), Koori Court, Melbourne Drugs Court, Specialist Family Violence Court and Mental Health Court.

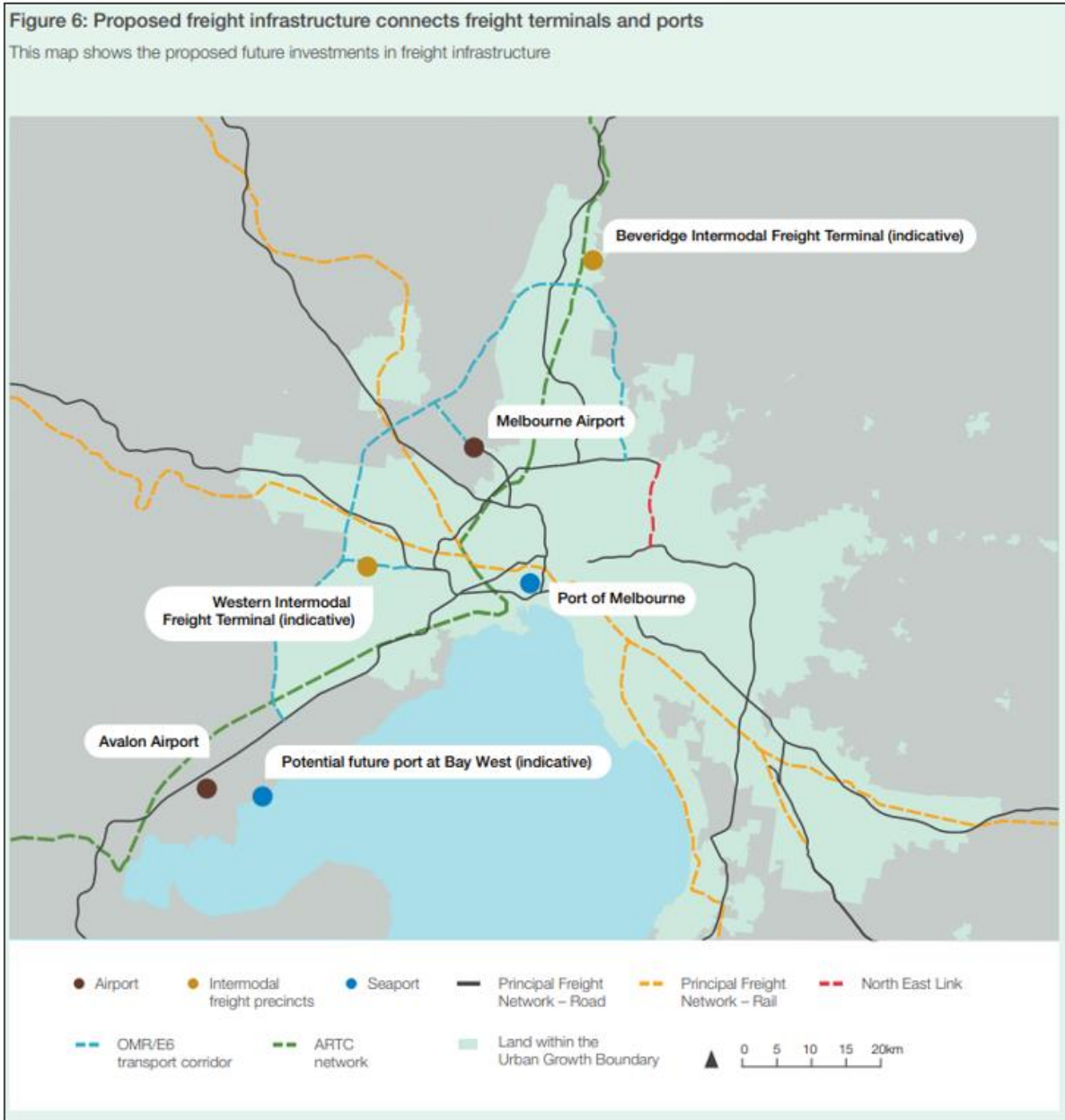
The matters dealt with by all of these courts have socio-economic origins; originating in underlying socio-economic conditions such as mental health, drug and alcohol abuse, housing concerns, financial hardship and unemployment. The original proposal included the integrated Support Services Hub to alleviate the burden from the justice system through a therapeutic jurisprudence model that considers wrap-around service supports to care for people in contact with the justice system.

Co-locating integrated services in the precinct would work towards resolving justice issues by diverting people from further involvement with the justice system. The approach reflects broader national and international trends towards an integrated model that better meets the complex needs of justice clients, to embed prevention and early intervention approaches in a 21st century model.

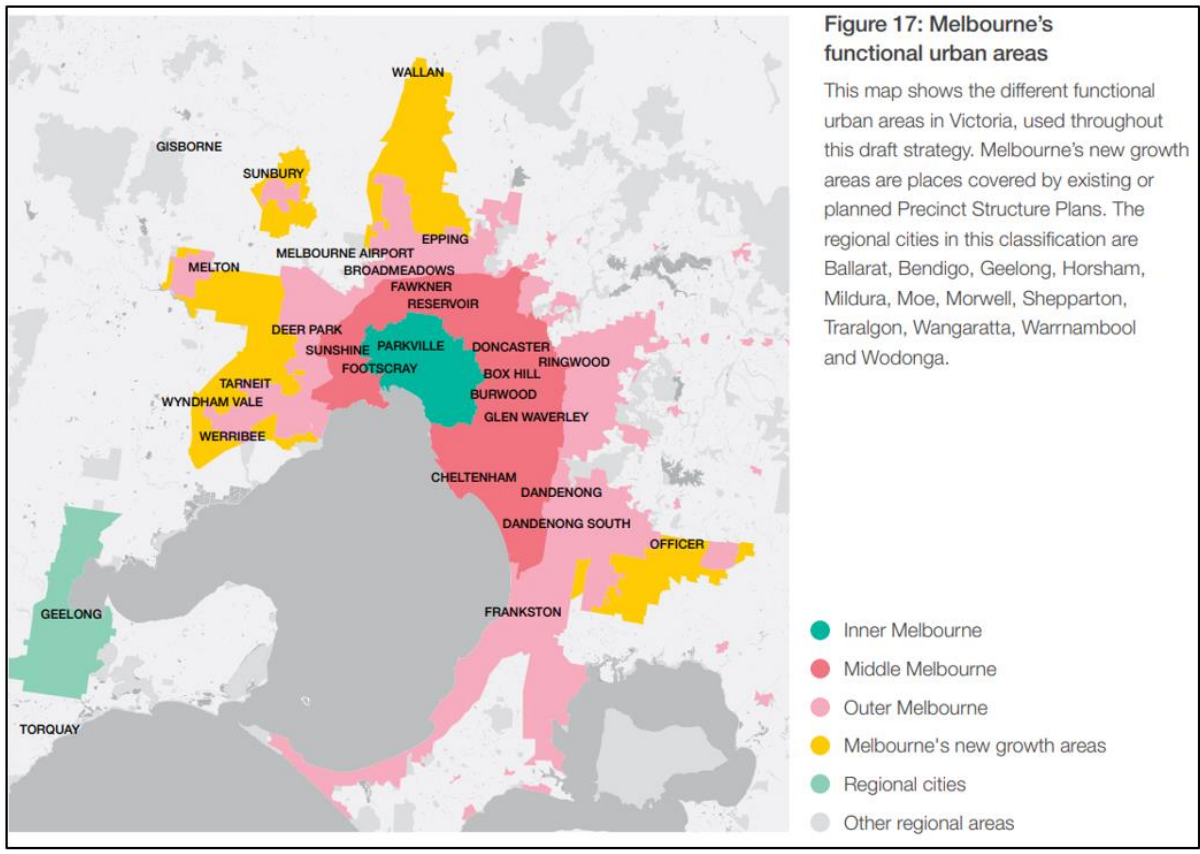
¹ Crime Statistics Agency, Latest crime data by area, Crime by Location - Data Visualisation, Wyndham 2020. Retrieved 8 February 2021: <https://www.crimestatistics.vic.gov.au/crime-statistics/latest-crime-data-by-area>

Stay Connected to Global Markets

The objective of staying connected to global markets requires a spatial framework of thinking outside the box of the Melbourne Statistical District (MSD). The MSD no longer reflects Victoria's socio-economic geography of today. The context of Melbourne extends well beyond the following maps used in the Infrastructure Victoria Strategy:



The above map needs to extend to the circumference of the whole of Port Phillip Bay. It does not pick up the role that the Port of Geelong plays in the movement of freight and the future relocation of the Spirit of Tasmania, nor does it show transfers across the heads via the Queenscliff – Sorrento Ferry. Additionally, it does not show the strategic location of Avalon Airport between the Cities of Wyndham and Greater Geelong.



While the catchment of this map is an improvement on the previous map, it still falls short of the reaches of the Myki ticketing system and travel commuter patterns of the metropolis, in particular the links to the surrounding arc of regional cities.

The Infrastructure Victoria Infrastructure Strategy needs to be more contemporary in its geographic representation of Melbourne and Victoria. This also needs to be better aligned to the contemporary construct of Melbourne as a global trading city based on the total circumference of Port Phillip Bay and its connections to regional Victoria.

Melbourne's commuter catchment, as reflected by the Myki public transport ticketing system, extends beyond the Melbourne Statistical District to the arc of the surrounding regional cities (Geelong, Ballarat, Bendigo, Seymour, Traralgon) within which approximately 89 per cent of the State's population resides.

Melbourne/Victoria is a City State of interconnected regions linked to the main air traffic corridors, sea-paths, and digital information highways of the world. Maps that help to demonstrate this can be found in **Appendix A**.

Realising Our Potential in the Region



The Eastern Seaboard Mega- Region

Source: SGS Economics & Planning, 2020, p8²

Maximisation of Melbourne’s and Victoria’s opportunities as a Global Trading City also requires an appreciation of its connection and role as part of the broader ‘Eastern Seaboard Mega-Region’ as described in [‘Planning for a mega-region across Australia’s south-east’](#) by SGS Economic & Planning.

Relevant excerpts from the publication include the following:

“As global economies diversify and embrace the jobs of the Fourth Industrial Revolution, there is a risk that competition between Australia’s major east coast cities for the same new economy jobs will make the nation less competitive in the dynamic Asia-Pacific- region. This could undermine Australia’s attractiveness as a destination for major investment. Rather than just competing, Australia’s cities need to be better integrated and function more as a collective.”

The creation of an Australian Eastern Seaboard Mega-region (AESM) offers a vision for how Australia could respond to these challenges and opportunities. A mega- region is a set of cities, integrated with each other and their surrounding hinterlands, where labour and capital can move at a very low cost. Cities in a mega-region are characterised by interlocking economies, common transportation systems, and shared natural resources and ecosystems. Population centres in a mega-region have broader and deeper connections with each other providing a robust platform for collaboration.”

Source: SGS Economics & Planning, 2020. p6

²SGS Economic & Planning Plan *Melbourne*, 2020. [online] Melbourne, p.11. Available at: https://www.sgsep.com.au/assets/main/SGS-Economics-and-Planning_Reimagining-Australias-South-East.pdf p.8 [Accessed 18 February 2021].

If Melbourne and Victoria are to share in the above opportunities, it needs to be thinking outside the box of the Melbourne Statistical District. What is required is a contemporary geography that extends beyond the current Melbourne Statistical District framework of thinking.

It is recommended that a socio-economic spatial review be undertaken of Melbourne and of Victoria to better understand the inter-relationships between the 'space of flows' and the 'space of places' that exist between Melbourne (i.e. Greater Melbourne) and its hinterland. This will assist in an improved understanding of the Victorian polycentric constellation of cities and regions (regional hubs and spokes) and their connections to State, National and international markets and socio-economic geographies.

An example and context of such a review is outlined in *'The Polycentric Metropolis – learning from mega-city regions in Europe'* written and edited by Peter Hall and Kathy Pain" (2006). There is a need for long-term vision and joined-up thinking that crosses policy and geographical boundaries. Coordination between policy levels vertically and horizontally is needed, including integrated economic and spatial planning (Hall and Pain, 2006. p121).

Discussion Question: How can we temporarily use land reserved for future transport and infrastructure projects?

This is dependent on the location, footprint, orientation, and context of surrounding land uses and local environment. Also important is the period of return on investment for the temporary land use.

The land reserved for future transport and infrastructure projects could be temporarily utilised for habitat corridors, active transport, and agricultural and community use.

Discussion Question: What other evidence exists on the benefits of greater freight connectivity?

Benefits of freight connectivity should be considered within the framework of factors that influence decisions in logistics. These are outlined in a paper by Alexander T.C. Onstein entitled "[Factors determining distribution structure decisions in logistics: a literature review and research agenda.](#)"

To fully appreciate and assess the urban economics at play (and benefits of connectivity), a wider framework of geography is required for the Infrastructure Strategy. Currently the Infrastructure Strategy is predominantly focused on the area of the Melbourne Statistical District. The geography of the strategy ought to show how the metropolis is connected with the whole of the Port Phillip region, the balance of the state's road and rail transport network, and national and international air and sea paths of the world. This is critically important if the Infrastructure Strategy is to fully and comprehensively support Melbourne's objective of being a global city.

Discussion Question: How does a lack of certainty on freight infrastructure and planning affect private investment decisions?

Greater certainty about the construction of the Outer Metropolitan Ring Transport Corridor and the location and timeframe of Melbourne's second Port (Bay West) will help to steer investment towards the establishment of the planned freight network.

In turn, with improved certainty, it will result in faster movement towards locational equilibrium being achieved across the freight network whereby both private and state investment is able to capitalise on the benefits of agglomeration and clustering.

Draft Recommendation 25: Act now to protect the future Bay West Port option

Response: Wyndham City Council agrees in principle to the draft strategy's recommendation 25, subject to addressing the issues raised in the response below.

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 Council has a strong desire and 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.

Identifying and securing land and applying planning protection for transport corridors and buffers for a future Bay West Port, particularly future road and rail connections within the Urban Growth Boundary is essential to ensure all options are protected from encroaching development. Wyndham City Council suggests that all road and rail access up to the Princes Freeway, including south of the freeway, be examined when conducting the business case for the Western Intermodal Freight Precinct.

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 WIFP, 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.

Draft Recommendation 26: Purchase land for Melbourne's future freight terminals

Response: Wyndham City Council agrees to this draft recommendation with the following addition: Include the following statement - 'Immediately identify and secure land and apply planning protection for the intermodal freight precincts, transport corridors and any required buffers, particularly for future road and rail connections within the Urban Growth Boundary.'

Wyndham City Council understands that the Department of Transport is in the process of identifying the land for the Western Intermodal Freight Precinct (WIFP) and the connecting transport corridors, including the Outer Metropolitan Ring Transport Corridor connections to the WIFP, and a rail connection from the OMR corridor back towards Werribee is being explored. Planning protection is essential to ensure all options are protected from encroaching development.

Independent studies have confirmed Truganina as an optimal location for the WIFP 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 WIFP site also has the necessary space to accommodate demand for rail freight well beyond 2050.

Early certainty regarding the location of the WIFP site will facilitate the strategic positioning and agglomeration of related businesses in the Boundary Road Industrial Precinct and surrounding industrial zones of Wyndham and Melton as identified in the [West Growth Corridor Plan](#).

Early action in securing the site for the WIFP will also enable progress to be made on the implementation of the [West Growth Corridor Freight Concept Plan](#).

Draft Recommendation 27: Construct an outer metropolitan road and rail corridor

Response: Wyndham City Council believes that the Infrastructure Victoria Strategy needs to bring forward the timelines 'in the next 30 years', for progressively constructing the outer metropolitan road and rail corridor. There is also a need to nominate shorter term staging timelines for the south-west section of the outer metropolitan road and rail corridor. These timelines will be available in the Department of Transport completed Western Intermodal Freight Precinct (WIFP) business case, aimed to be submitted to State Government in early 2021.

The OMR corridor 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 project 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 corridor 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 Western and Beveridge Intermodal Freight Precincts.
- Serve as an important route to interstate and major regional destinations.
- Link residential and employment growth areas in the north and west of Melbourne.
- Improve access in this major employment corridor which includes Avalon Airport, Werribee, Melton, Melbourne Airport and Donnybrook.

This corridor is essential to support Avalon Airport as a second international airport for both passengers and freight, by providing an alternative route from the north that avoids the increasingly congested Princes Freeway/M80 Freeway/West Gate Freeway interchange. The four, high speed railway tracks designed for along the OMR corridor have the potential to provide enhanced public transport access for the broader region and Avalon Airport.

Wyndham City Council supports construction of the south-west section of the outer metropolitan road corridor (Princes Freeway – Western Freeway) and rail corridor (Geelong line to the Western Intermodal Freight Precinct), required to connect the proposed WIFP to the national transport network. The staging timelines need to reflect the delivery of the WIFP and the commencement of Inland Rail services (expected by the end 2026).

Councils in Melbourne's western region 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/West Gate Freeway interchange and create the opportunity to bring forward the development of the WIFP and the freight transport connections to the Ports of Melbourne and Geelong.

The land required for the OMR corridor was defined and preserved in 2010 through a Public Acquisition Overlay. The next step in preserving the corridor is acquisition of land in the corridor as it becomes available and undertaking an Environmental Report on the OMR corridor.

Build a Circular Economy

The [Wyndham City Council Environment and Sustainability Strategy 2016-2040](#) addresses the key issues for Wyndham with the focus on achieving a more sustainable future. Some of the strategy's long-term targets include:

- Waste pre-sorting technology and/or other feasible alternative waste treatment technologies maximising resource/energy recovery established at the Wyndham Refuse Disposal Facility.
- Landfill diversion rate of 90 per cent (recyclables, green organics, hard waste and drop off materials).
- Uptake of green and/or food waste bins at 95 per cent of resident base.
- Household yield of garbage collected reduced by 50 per cent.
- All Council facilities to have a landfill diversion rate of 95 per cent.
- No landfill waste to be generated at major Council events.

Wyndham City Council is also actively contributing in this space via the [ASPIRE tool](#), which helps connect businesses that have waste production with other businesses that have material needs that can be met using the waste products. This benefits businesses and the environment by contributing to a circular economy.

Discussion Questions:

- What other cost-effective actions can the Victorian Government take towards a circular economy?

Wyndham City Council has a specific interest in recovering resources from the Municipal Solid Waste (MSW) mixed waste stream. This is in recognition that many Wyndham residents will not be able to source separate all recoverable wastes for a variety of reasons. This challenge is common to most suburban and urban councils. It means that many plastic polymers and fabrics, along with glass placed in mixed waste, will be buried in landfill.

Recovering materials from waste streams is uneconomic for many recoverable materials, especially from mixed waste streams. The cost of recovering materials from mixed waste is higher than source separated streams, and the price for recovered materials is too low, as is the avoided cost of landfill.

Supporting recovery of materials from MSW mixed waste streams, in addition to providing source separation opportunities, is currently missing from specific Victorian Government policy objectives. This is despite after 30 years, source separated recycling has high levels of garbage and garbage contains high levels of recyclable materials.

Experience in the UK, where there has been an aggressive policy program to meet the EU Landfill Directive including a high landfill tax and a longer history of the 4 services (kerbside garbage, commingled recycling, food & garden organics, coupled with extensive bottle bank and glass return schemes), shows that there is still a high proportion of recyclables and organics in the residual waste stream. The UK has realised the benefit of investment in pre-sort and organics processing from MSW as a critical complement to the four services model (e.g. Milton Keynes Waste Recovery Park, Allerton Waste Recovery Park).

Discussion Question:

- What more can the Victorian Government do to enable more private investment in recycling facilities?

Wyndham City Council recommends that the Victorian Government include resource recovery from mixed waste as one of the services required. However, evidence from Wyndham City Council experience shows that source separation is not perfect. A backstop resource recovery service at the landfill is a critical requirement to achieve objectives for diversion from landfill and resource recovery targets. This should be made explicit in Victorian Government policy and grant programs available for infrastructure. Recovery of resources from Municipal Solid Waste mixed waste is currently excluded.

Draft Recommendations:

- 28: Facilitate improved recycling infrastructure for priority materials
- 29: Strengthen end markets for recycled materials
- 30: Address barriers to recycling and reducing waste
- 31: Minimise waste and improve residual waste infrastructure planning

Response: Wyndham City Council supports these draft recommendations.

Draft Recommendation 28: Facilitate improved recycling infrastructure for priority materials

To facilitate improved recycling infrastructure for priority materials, Wyndham City Council recommends that state grant programs include resource recovery from the Municipal Solid Waste mixed waste stream.

Draft Recommendation 29: Strengthen end markets for recycled materials

To strengthen end markets for recycled materials, Wyndham City Council recommends that the Victorian Government continue to facilitate the development of the 1000-hectare Werribee Junction Precinct Structure Plan as an industrial precinct for industries and businesses using materials and energy from waste streams. Zones in the Planning Scheme should also be reviewed to enable uses taking resources from waste to readily co-locate with sources of waste materials.

Draft Recommendation 30: Address barriers to recycling and reducing waste

Familiarity with current and planned Municipal Solid Waste source separation systems is low amongst some residents. Consideration needs to be given to more practical approaches that support every household in disposing of wastes the best way they can, not forcing a standard approach across the municipality. This includes offering a suite of kerbside and surcharge waste collection services that families can choose from to meet their needs. It also means offering a 'back up' service at landfill to recover green and food organics, metals and other materials that find their way into the mixed waste stream.

Draft Recommendation 31: Minimise waste and improve residual waste infrastructure planning

The Victorian Government should include resource recovery from Municipal Solid Waste mixed waste in its policy and planning, including making grants available for this purpose. Residual waste infrastructure planning is going to be split between those who care about the release of carbon from waste and those who don't. The lowest impact on the atmosphere will be from interment of residual wastes, but this should only happen after as many resources as possible have been recovered. Wyndham City Council is offering to build infrastructure that will achieve Victorian Government policy

objectives for diversions from landfill and resource recovery, with less traffic congestion, less atmospheric carbon release, and at lower cost to the community.

MANAGE URBAN CHANGE



Discussion Questions:

- How can the Victorian Government encourage more short trips to be taken by walking or cycling?
- How can we meet the growing public transport needs of our ageing population?
- What are the risks of adopting these new technologies?
- How should the Victorian Government assist adoption of these new technologies?
- What other regulatory or policy changes can enable the operation of new infrastructure-related technologies?

High quality infrastructure is required to make walking and cycling as attractive as possible and to encourage more short trips to be taken by walking or cycling. Demand can be shaped with the type of infrastructure that is provided, as such car centric design, to the detriment of active transport, needs to be balanced with improved access for pedestrians and cyclists. The Victorian Government can ensure improvements with ongoing, long term funding for active modes of transport.

Short trips should not be assumed to singular, often they are part of a multi modal trip linking to public transport and as such ensuring access to high quality public transport will help shift mode share away from private vehicles.

Ensuring implementation of 20-minute neighbourhoods in Wyndham will increase the viability of taking short trips by walking and cycling. Development over time of 20-minute neighbourhoods will make Wyndham more liveable and reduce the need for trips by vehicles. The State Government has identified Neighbourhood Activity Centres – the centres that serve smaller, local areas – as playing an important role in achieving 20-minute neighbourhoods through providing access to local goods, services and employment. However, due to low housing densities and fragmented urban form, it will be difficult to fully achieve all six hallmarks of a 20-minute neighbourhood in areas that are not located near Wyndham’s activity centres.

Public transport can better meet the needs of our aging population with better access to stops, Disability Discrimination Act (DDA) compliance stops and supporting amenity throughout the network such as seating and lighting to support use. All modes of transport should meet the needs of older people and improvements should not be restricted to public transport. New technologies such as on demand buses, and Mobility as a Service (MaaS), should be provided both in established areas and developing greenfield sites. Less mobile users may not be able to reach existing public transport stops, and developments in greenfield sites are often remote from adjoining development and may lack any public transport, which impacts on residents of all ages.

New technologies will continue to evolve and become available, as such assistance must be ongoing and responsive. The Victorian Government must:

- consult with stakeholders, including councils,
- establish the regulatory frameworks, and
- assist and fund where appropriate

Digital Twin Initiatives

Wyndham City Council recommends that the government examine the potential of implementing digital twin initiatives, which will involve the standardisation and provision of data relating to key infrastructure projects. This would have minimal cost, but potential long-term benefits as cities and government become more adept and managing data-driven cities.

Draft Recommendations:

- 38: Partner with local governments to fund pedestrian infrastructure
- 40: Improve walking and cycling data to better estimate travel impacts and benefits
- 41: Reallocate road space to priority transport modes
- 42: Redesign tram routes

Response:

Wyndham City Council agrees to these draft recommendations. However, the recommendations must allow for the issues and opportunities faced in growth area councils such as Wyndham.

Specific comment on these draft recommendations can be found below. It should be noted that there is significant crossover and connection between the different recommendations and Wyndham City Council comments.

Draft Recommendation 38: Partner with local governments to fund pedestrian infrastructure.

Wyndham City Council welcomes the opportunity to ensure funding is available for upgrades. There is a wide range of opportunities in Wyndham to do this due to legacy issues in the existing network and rapid and fragmented growth in greenfield sites. A significant issue to be addressed in growth areas is the lack of connection of paths/trails to railway stations due to non-sequential development and lag of upgrade of arterial road networks. However, developers must continue to be required to provide their required share of infrastructure/funding by different levels of government.

Long term and ongoing funding for improvements is required to ensure infrastructure provides access to priority places. Wyndham City Council notes that that the wider network feeds into infrastructure that travels to priority places and therefore improvements across the network are important.

Draft Recommendation 40: Improve walking and cycling data to better estimate travel impacts and benefits.

Improvements to data collection should also capture e-bikes, e-scooters, scooter, mobility devices etc. A wide range of users use the active transport network and should not be overlooked in data collection. Clarity is needed on how narrow or wide the definition of walking and cycling is. While yet to be seen, emerging technology is likely to increase the range and uptake of “active travel” in Wyndham.

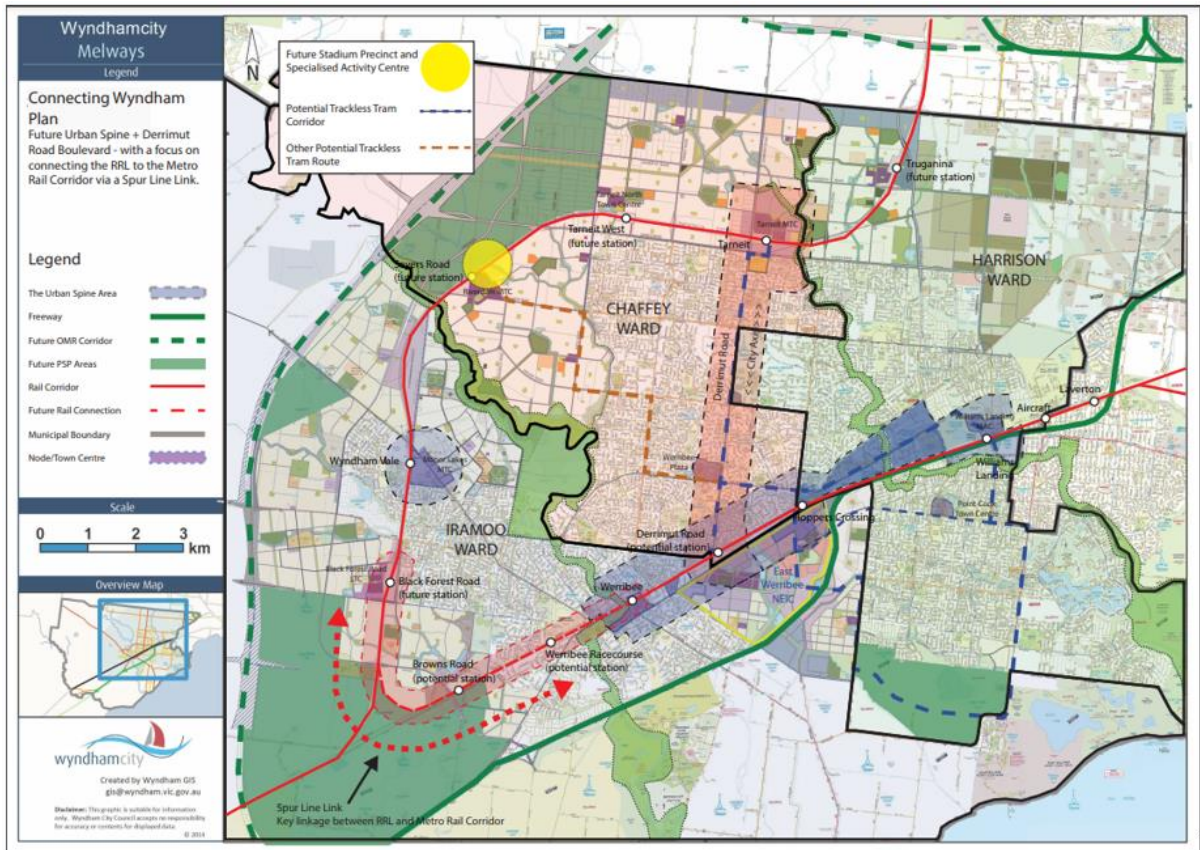
Draft Recommendation 41: Reallocate road space to priority transport modes.

This action should be supported by data, to be provided in part by draft recommendation 40.

A recent trial reallocation of road space (pop up shared zones) in Wyndham resulted in mixed feedback. Pop up trails should be part of the overall program for reallocation of road space due to being low cost and an opportunity to quickly trial changes.

The importance of engaging with the community regarding their views and the benefits is critical. Raising awareness in the wider community of the benefits of road reallocation may result improved success of individual projects (pop up and long term) over time. This could take the form of promotion of successful examples and how all road users can benefit. As discussed in previous sections, applying the use of technology to road space allocation would provide an opportunity to better utilise road space across the network.

In Wyndham, there are opportunities associated with potential Trackless Trams, Bus Rapid Transit, and 21st Century Boulevards. This is being investigated as part of the Wyndham Urban Framework Plan – now [the Wyndham Plan](#).



Connecting Wyndham Plan

Viable Alternatives – Trackless Trams and Bus Rapid Transit



The battery-powered trackless tram, or ART, in operation in Zhuzhou, showing the trackless autonomous guidance system.

Newman, 2018³

Alternatives such as Trackless Trams and Bus Rapid Transit are less expensive to implement than trams and will help to fill the current missing middle transport mode between buses and trains not currently available in growth areas. Trackless Trams should be explored in growth areas as an alternative viable solution.

Wyndham has been part of a case study investigation with Curtin University and the SBEnrc (Sustainable Built Environment National Research Centre) and is currently exploring opportunities along identified routes within Wyndham in conjunction with a potential future developer of the Aviators Field PSP. This technology is also being explored by other Australian Cities. The Federal Government recently provided West Australian Council Stirling with a \$2million subsidy to explore the business case in its municipality.

Potential Trackless Tram routes are one of many opportunities for road reallocation. Support from the Victoria Government is needed and welcomed by Wyndham City Council.

Draft Recommendation 42: Redesign tram routes.

While Wyndham City Council agrees with the need for improvements to the inner-city tram network, subject to consultation from relevant councils, there is the need and opportunity to bring Trackless Trams to Wyndham. This recommendation should not be limited to inner areas of Melbourne but should also consider Wyndham which can benefit from new transport technologies being used. Without significant improvement to public transport, Wyndham will continue to be car centric which negatively impacts on the transport network of Wyndham and wider Melbourne.

³ Newman, P., 2018. *The battery-powered trackless tram, or ART, in operation in Zhuzhou, showing the trackless autonomous guidance system.* [image] Available at: <<https://theconversation.com/why-trackless-trams-are-ready-to-replace-light-rail-103690>> [Accessed 16 February 2021].

Land requirements for provision of a Trackless Tram network in Wyndham should be considered in the redesign of tram routes.

Draft Recommendations 44: Plan for public transport accessibility, including tram stop upgrades.

Planning for improved public transport accessibility must consider what this means in a growth area such as Wyndham, and not be restricted to trams. There is the need for improvements to bus stops and rail stations, including access to stops and station. There is a current commitment by Government for all bus stops to be Disability Discrimination Act (DDA) compliant by 2022.

However, it is not just the stop that needs to be compliant but also access to that stop across and along roads. The ability for a person with a disability to safely cross the road must be done in tandem with providing a DDA compliant stop. Without this access the stop is useless. The Department of Transport and local governments require additional funding to implement these path connections.

Discussion Question:

How else should the Victorian Government support people to change their travel behaviour?

Draft Recommendations include:

- 45: Adopt peak and off-peak public transport fares.
- 46: Price each public transport mode differently.
- 51: Incorporate congestion pricing for all new metropolitan freeways.
- 54: Price parking at major public transport hubs, all train stations and park-and-rides.
- 55: Phase out fixed road user charges and introduce user pays charging.

Demand for transport is generated through our everyday activities at home, work, school and socially. Well-designed cities remove the need for unnecessary trip generation. The principles of the 20-minute neighbourhood as outlined in Plan Melbourne capture this thinking well. Melbourne and Victoria need a well-considered integrated transport and land-use strategy. The transport burden on communities in the outer suburbs is greatest and compounded by the poor provision of alternatives to the private car.

Wyndham City Council believes there are a few options the state government can explore to change people's travel behaviour. Recognising transport is more than roads, allocating more funding towards public transport and active transport projects would be a welcome first step. As demonstrated by many successful overseas 'tactical urbanism' projects, people will only shift their behaviour when there is firm and visionary leadership.

Draft Recommendation 45: Adopt peak and off-peak public transport fares.

It is noted that this disadvantages Wyndham disproportionately as people in Wyndham generally already travel before and after peak. Wyndham already have additional fares based on zones. Should there be an adoption of peak and off-peak public transport fares, public transport zoning will need to be phased out. Without enabling changes, more people will be pushed to drive to the station rather than catch the bus to avoid additional fares.

Public transport should be seen as an attractive alternative for commuters and not just seen as a safety net (this applies particularly to buses). Road user charging and road space charging/allocation principles need to be introduced to highlight the 'true cost' of private vehicles and address 'sunk cost' decision making. Any road user charging model should include the catchment of the Myki ticketing system, i.e. links to surrounding regional cities. In Wyndham's and the Western Region's case, this includes links to Geelong, Ballarat and Bendigo.

Equity of access and living costs should also be factored in (for instance, residents to the north of Melbourne pay for CityLink whilst those in the east commute on the M1 Monash toll-free).

Draft Recommendation 46: Price each public transport mode differently.

Wyndham City Council does not support this recommendation.

The focus should instead be on providing choices and making public transport and active transport as friendly and accessible as possible to people.

Draft Recommendation 51: Incorporate congestion pricing for all new metropolitan freeways

It is noted that Wyndham's main route into the city is via freeway without too many other viable or comparable options. If the government is determined to introduce congestion pricing, then additional investment needs to go back to local councils and their community.

Referencing the UK approach as an example, their strategy has a strong linkage with local governments' integrated transport plans with money hypothecated to flow back to local councils to enable people to work and live in their local council areas.

Draft Recommendation 54: Price parking at major public transport hubs, all train stations and park-and-rides.

Better bus and active transport connections must be provided prior to pricing carparking. If adequate connections aren't provided, people will drive to these hubs and park near these hubs to avoid fares causing unnecessary amenity concerns and tensions for people that live near these hubs.

Draft Recommendation 55: Phase out fixed road user charges and introduce user pays charging.

As mentioned in the Wyndham City Council response to draft recommendation 51, more investment needs to flow back to the local councils and community.

Wyndham is one of Australia's fastest growing municipalities, with our population expected to surpass 500,000 by 2040. A rapid population growth has created new opportunities for the 270,000 people that already call Wyndham home. However, this continual growth in our population is creating transportation issues and building more and more road projects alone won't resolve all these issues. Wyndham City Council welcomes the Victorian Government taking the initiative to look beyond the immediate norm and explore options that assist in travel behavioural change.

Discussion Question:

- How does the quality of public transport services affect where people choose to live and work?
- What would make buses more attractive to use?

Draft Recommendations:

- 62: Reshape the metropolitan bus network
- 63: Connect suburban jobs through premium buses and road upgrades
- 64: Increase suburban rail corridor services and capacity
- 66: Prepare for Melbourne Metro Two

Wyndham City Council believes there are a number of methods the Victorian Government can explore to make buses more attractive to use. For instance:

- Real time information and digital displays at all bus stops would potentially reduce the uncertainty associated with public transport trips and improve the overall level-of-service.
- The integration of Mobility as a Service (MaaS) into the network would provide faster and more personalised travel experience for commuters. This could be partnered with the creation of interchanges which provide different levels of services and different types of vehicles.
- Interchanges between services should be seamless and pleasant with adequate amenities and Disability Discrimination Act (DDA) compliance. The bus service needs to also prioritise connections to walking and cycling options.

Draft Recommendation 62: Reshape the metropolitan bus network

Wyndham City Council agrees in principle to draft recommendation 62.

The creation of three levels of bus routes (premium, connector and local) would better align with community needs. These could be supplemented with on demand bus services in new residential areas where road infrastructure is not developed enough for standard buses to utilise, thus providing a public transport option and shaping user demand. The government could also build on their recent three-year, state-wide trial of zero-emission buses to enhance the sustainability of the bus network.

In reshaping the bus network, Wyndham City Council also recommends the following projects which would provide a high level of focus on ensuring greater access to bus services and bus service improvements, on demand services and active transport and recreational infrastructure in Wyndham:

- Undertake a bus route restructuring and operations study across the West to increase the catchment and efficiency of existing services as well as enhancing the hours of operation and frequency of services.
- Implement on-demand bus service trial in growth areas that are poorly serviced by public transport.
- Deliver and expand bicycle parkiteers across train stations in Wyndham.

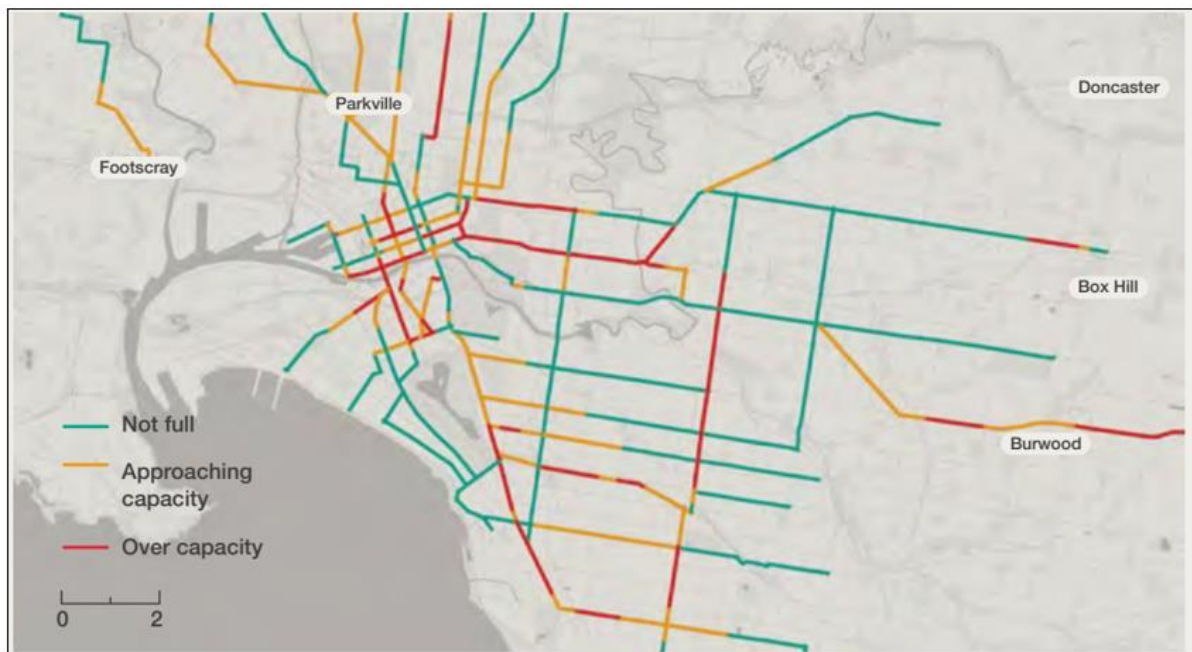
- Introduce a program of Disability Discrimination Act (DDA) compliance upgrades across all train stations in Wyndham.
- Undertake a series of cycling upgrades in Wyndham and Melton to enhance connectivity to new development sites and transport hubs.
- Fund new bus routes to service establishing residential estates in the outer West.
- Enhance walking and cycling access to all train stations.

The reshaping of the transport network needs to be considered within the context of the total spectrum of transport modes, including:

- Trains and Trams, or viable Tram alternatives such as Trackless Trams and Bus Rapid Transit.
- Buses, Micro mobility Vehicles (e-bikes and e-scooters) and Active Transport Connections (Bicycle Trails and paths)].

This is currently being considered in the development of the Wyndham Plan and the review of Wyndham’s Integrated Transport and Active Transport Strategies.

The gap in the range of options for settlements in Wyndham’s Growth areas and the outer areas of metropolitan Melbourne is shown in the diagram in the following page (derived from Figure 13 of the Infrastructure Victoria Draft Strategy). This diagram also shows the tram network in 2051 is likely to be heavily congested in the mornings without further investment.



The tram network – Projected to become crowded without change

The Trackless Tram system has the capacity to leverage densities similar to trams and can provide improvements to first mile last mile connections which is critical to reducing the reliance on private motor vehicles for transport.

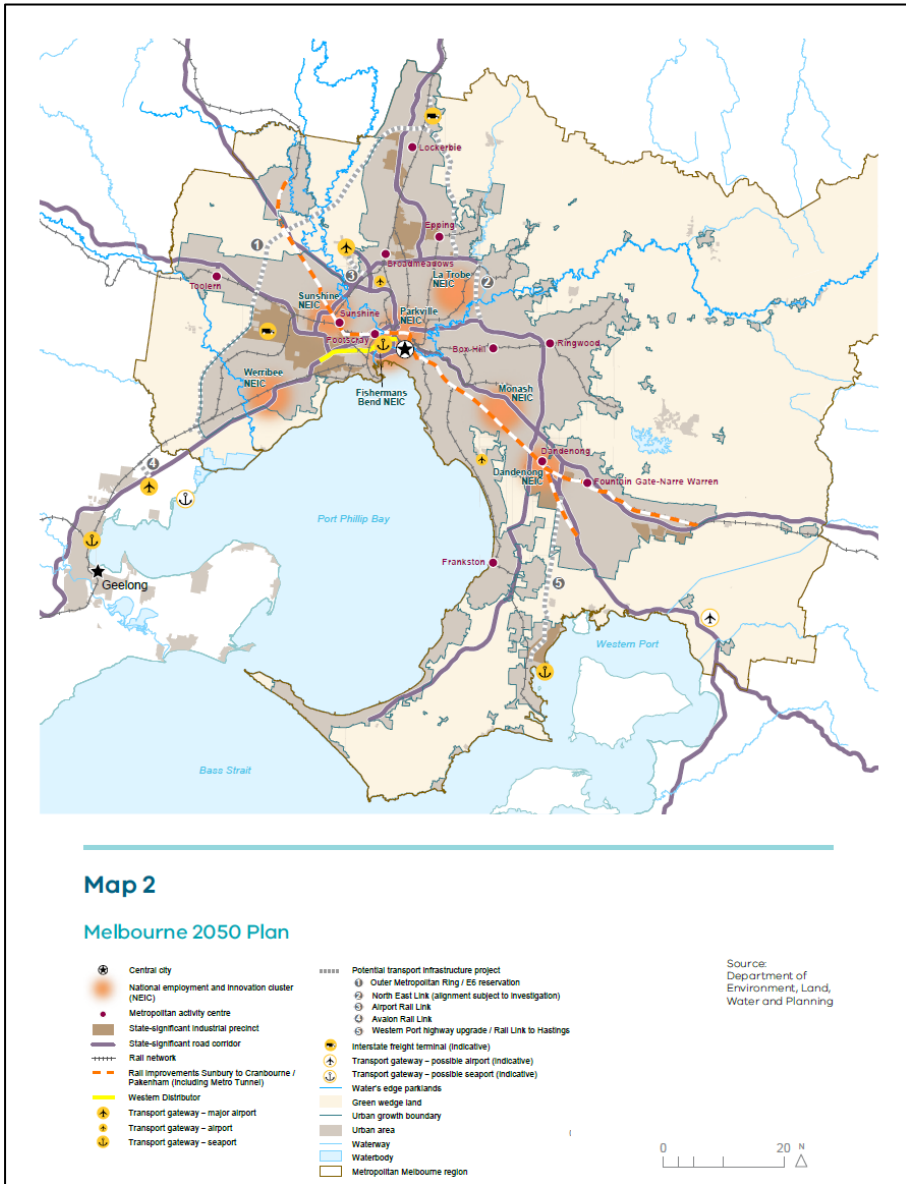
Draft Recommendation 63: Connect suburban jobs through premium buses and road upgrades

The creation of new premium bus services and better roads to connect outer and new growth suburbs to National Employment and Innovation Clusters (NEIC) and major employment centres would improve public transport access to industrial areas.

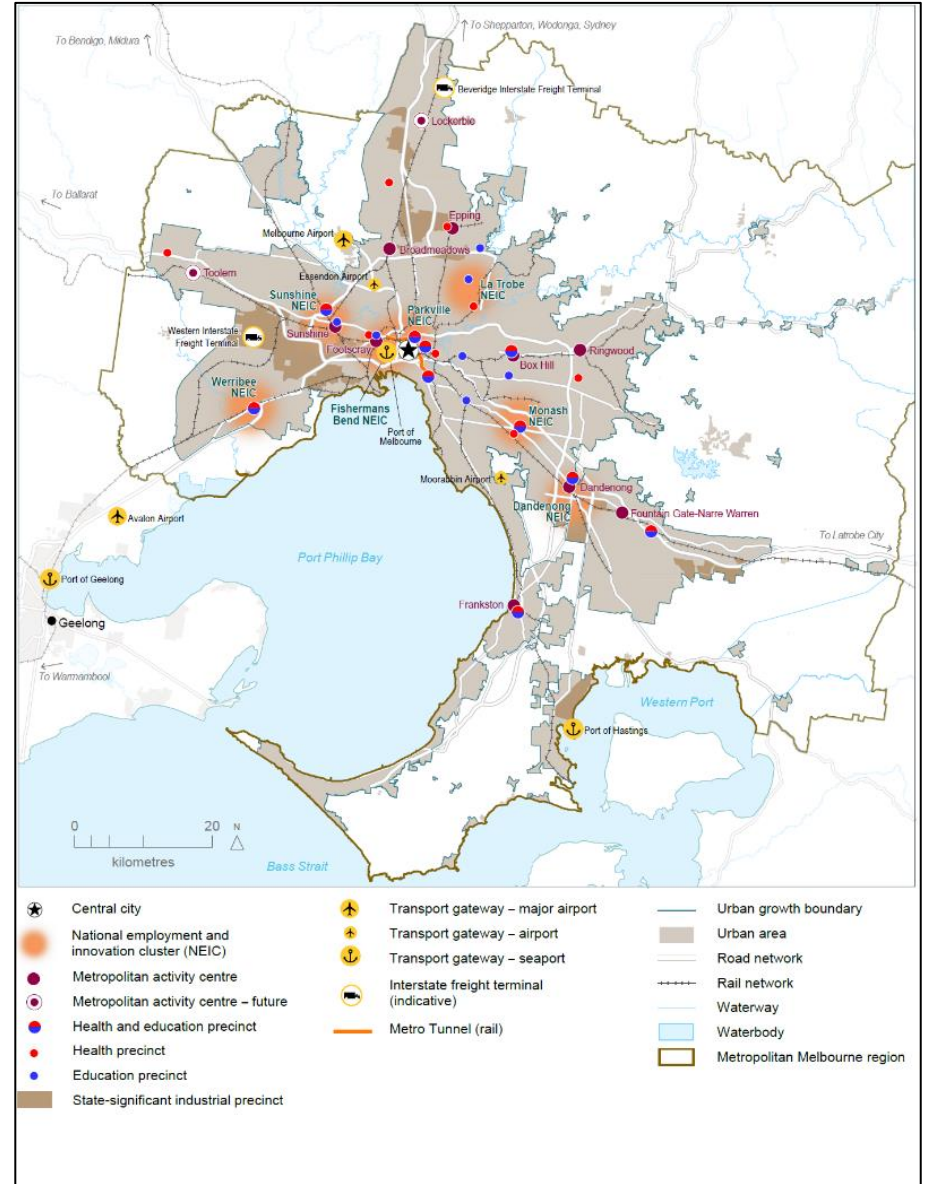
The principal aim should be to connect people to places rather than people to jobs. Attention is also required to improve transport connections to the East Werribee NEIC.

Plan Melbourne maps in the following pages show the polycentric context of the East Werribee NEIC integrated with Werribee City Centre, Hoppers Crossing and Pacific Werribee – a potential emerging Metropolitan Activity Centre for Melbourne.

A public transport bridge from Hoppers Crossing Station would improve access across the rail corridor for every transport mode and potential Trackless Tram / BRT routes through the East Werribee NEIC, linking to Hoppers Crossing Station. This would reduce the barrier created by the rail corridor and Princes Hwy.

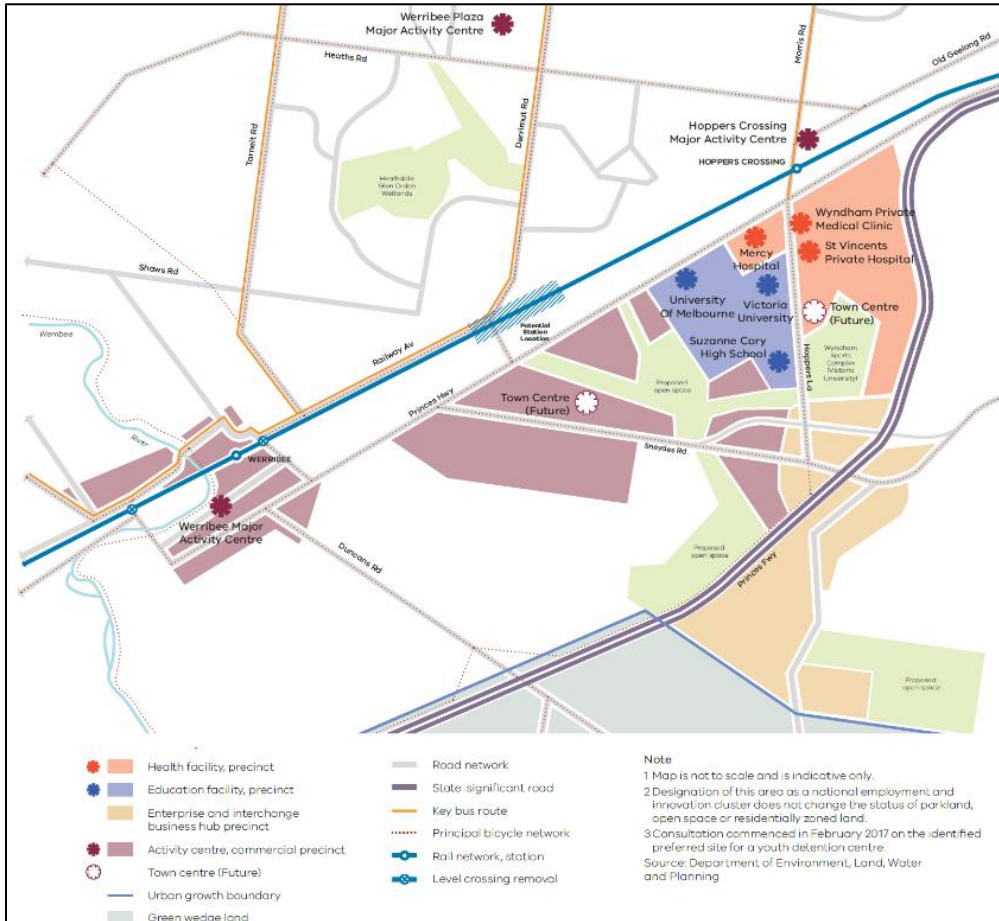


Map: Melbourne 2050



Source: [Department of Environment, Land, Water and Planning, 2017](#)

Map: Jobs and Investment



Source: [Department of Environment, Land, Water and Planning](#).

East Werribee National Employment and Innovation Cluster (NEIC)



2017 Source: [Wyndham City Council](#), 2020

New station proposed at Derrimut Rd to service East Werribee NEIC

Draft Recommendation 64: Increase suburban rail corridor services and capacity

Wyndham City Council agrees with this recommendation and agrees that the network capacity benefits created by major new projects are not shared evenly across the network.

The Wyndham and Geelong regions are amongst the fastest growing regions in Australia and are facing significant challenges from current and future growth demands. A network service upgrade program and continued improvement of service is supported. However, we need to leverage the past investment of the Regional Rail Link by bringing forward planned railway stations and the Regional Rail Link. This includes the Metro spur line connection on the Geelong - Melbourne Regional Rail Link - reconnecting the link between Geelong and Werribee is of key importance.

Until the Regional Rail Link-Metro spur line connection and/or direct rail service between Geelong and Werribee City Centre are established, there remains a disconnect between the centres of Geelong and Werribee and their respective job centres and tertiary education facilities.

Wyndham City Council recommends that the following projects be delivered as part of the government's Western Rail Plan:

- A metro train service on the Wyndham Vale line is urgently needed to meet the transport needs of commuters in fast growing outer suburban areas. This could be achieved by electrification of the line.
- Link up the Wyndham Vale and Werribee lines to provide increased opportunities for outer suburban commuters to access employment and study. This link will also form an important western component of the Suburban Rail Loop, connecting every rail line from Cheltenham to Werribee.
- Investment in existing station upgrades on the Geelong and Wyndham Vale lines that improve access to rail services, capacity, platforms, parking, lighting and passenger safety and amenity.
- The construction of the four new stations in Wyndham along the Regional Rail Link to serve the major growth areas of Wyndham:
 - Sayers Road Station in Tarneit West as soon as possible
 - Black Forest Road Station in Wyndham Vale within three years
 - Truganina Station in Truganina within three years
 - Davis Road Station in Tarneit West

Draft Recommendation 66: Prepare for Melbourne Metro Two

Wyndham City Council notes this recommendation.

We support any major additions to the rail network that encourage more public transport use and ensure that the people of Wyndham have their needs met in connecting to the CBD and regional Victoria.

HARNESS INFRASTRUCTURE FOR PRODUCTIVITY AND GROWTH



Discussion Question

Response: What else can the Victorian Government do to ensure the right infrastructure arrives at the right time in areas experiencing rapid growth?

Not only is Wyndham one of the largest local government areas by population but we are also one of Australia's fastest growing municipalities, with our population expected to surpass 500,000 by 2040. Rapid population growth has created new opportunities for the 270,000 people that already call Wyndham home. However, this continual growth in our population is creating issues that only major infrastructure projects and service improvements can solve.

Unfortunately, there is an inequity of essential services in Melbourne's west compared to most of Metropolitan Melbourne. There are concerns that this inequity will continue to increase. For instance, there are currently 298 public hospital beds in Wyndham, with the forecast demand expected to be 1500 beds in the next 15 years.

Moreover, our community continues to express concerns regarding our region's transport system. They highlight that road congestion and poor public transport are top priorities for government to fix.

Less Out-of-Sequence Development

Out-of-sequence development happens when people are permitted to move into housing estates before infrastructure and services are properly in place. This can cause poor quality of life within local communities. It creates social isolation, long commutes, and poor access to basic services like schools, parks, community centres and health clinics.

Wyndham City Council understands that the development industry sometimes wants to press ahead with new housing estates when demand is high. But in growth areas like Wyndham, this can mean there are multiple locations needing infrastructure at the same time – and that makes it harder for governments to deliver what is needed.

Rolling out community infrastructure and services ahead of schedule causes higher costs. Currently, these costs must be met by the Victorian Government and local governments like Wyndham City Council. Under current funding arrangements, there isn't enough money to cover these costs.

Wyndham City Council is calling for a new approach to urban development that makes sure this doesn't happen. Wyndham City Council would like the Victorian Government to work with interface councils in making sure development happens in line with the rollout of infrastructure and services our community needs.

Wyndham City Council has developed a system to better coordinate the delivery of local infrastructure where growth is occurring and we need a system that creates a role for developers to assist with raising funds for the early rollout of infrastructure and services in out-of-sequence developments.

Review of Infrastructure Contribution System

A review of Victoria's Infrastructure Contribution System is required. This should include comparison with development contribution systems in other Australian states and opportunities for value capture associated with rezoning of land. The investigations should also look at efficiencies that could be gained through facilitating sequential development and requiring developers to cover the cost of bringing forward non-sequential infrastructure. It should also investigate opportunities for how interim

(pop-up) infrastructure may be funded through the infrastructure contribution system, as currently Development Contributions can only be used to fund ultimate works and not interim works.

The management of growth and how sequential growth may be supported has been identified in the [Wyndham Residential Growth Management Strategy](#) (WRGM). This report provides direction for managing growth in Wyndham in a way that aims to overcome barriers to the timely delivery of infrastructure and to promote more opportunities for local residents and businesses in Wyndham.

A relevant section of the WRGM Strategy (pages 45-46) appears below:

Containing infrastructure costs through better sequencing of development

It is not just the quantum of infrastructure needed, but the timing of delivery, that affects cost of provision. In turn, timing of provision is a function of the number of development fronts and the staging of land release in each front.

While it is possible to stage the roll-out of Precinct Structure Plans (PSPs) and contain the number of developable areas to some extent through planning controls, strict land release staging can be counterproductive in terms of other policy objectives, namely the retention of competition in land supply and maintenance of affordable housing.

A preferred approach is to develop a 'nominal' preferred staging of development across all PSPs, but making it clear to the market that out-of-sequence projects would be accommodated provided two conditions are met:

1. The proponent's project will, as already noted, form a viable and cohesive community in the short term, and
2. The proponents enter into an agreement to compensate all infrastructure agencies (local and state) for the additional infrastructure costs caused as a result of the project being out of sequence.

Growth Areas Infrastructure Contribution

The Victorian Government has funding set aside to create infrastructure for fast-growing communities like Wyndham. These funds are collected from a levy called the Growth Areas Infrastructure Contribution (GAIC).

GAIC funding is not available to fund many of the important infrastructure projects Wyndham desperately needs.

Wyndham has one of the highest proportion of people who spend two hours or more commuting to and from work. Road congestion, poorly-connected suburbs and overcrowded rail infrastructure are having a big impact on our residents' quality of life.

Investment in transport can have huge social benefits. It reduces time spent in cars and encourages more active lifestyles. It can create more time for people to spend with friends and family. It can also reduce social isolation in growth areas and improve access to activity centres and community facilities.

Together with partners in Wyndham and the western suburbs, we are asking to work in partnership with the State government to create an overarching development contribution framework which:

- Provides an overarching strategy, coordination and role clarity

- A plan for monitoring, evaluating and reporting GAIC outcomes
- Councils' active participation in the identification of projects for GAIC funding.

Growing Suburbs Fund

Investment in community infrastructure via the Growing Suburbs Fund (GSF), in the 2015/16, 2016/17, 2017/18, 2018/19 and 2020/21 State Budgets was welcomed by the [Interface Councils](#), which Wyndham City Council is an active member of.

The Growing Suburbs Fund is a proven funding mechanism that must be expanded to assist with meeting the needs of existing and future communities. Proper levels of investment in the Interface Council Region will contribute to significantly enhanced liveability, including economic development, and avoid long-term social problems and more extensive and expensive intervention in the future.

For the first time, in June 2021 the six Peri-Urban growth LGAs also had access to the Growing Suburbs Fund Stage 1 announcement. As a result, the Interface Councils received approximately \$19.1 million in funding (or 76%) and the Peri-Urban Councils received \$5.9 million in funding (or 24%).

In November 2021, an additional \$50 million for the GSF was announced - to be shared between the ten Interface Councils and six Peri-Urban Councils. The fund is now providing more limited support to an additional 200,000 residents of the Peri-Urban Group of Councils and there have been major changes announced to the project criteria. While the group is grateful for this funding, there is concern that the region's more than 1.6 million residents will fail to receive the critical community infrastructure they need at a time when it is needed most, especially when Interface municipalities have been severely impacted by the coronavirus pandemic.

Interface Councils is calling for a minimum commitment of \$75 million per annum, as well as a longer-term commitment in the form of appropriate forward estimates, in order to properly address persistent liveability gaps in Melbourne's outer suburban communities.

To ensure the GSF remains an effective funding tool for building urgently needed infrastructure, the fund should be indexed on inflation and the population growth rate across the Interface Councils. It must be emphasised that there have been no concerted efforts to increase indexation for funding. This has a direct impact on the quantity and quality of projects able to be delivered because preparation of applications is resource-intensive and often time-constrained. This would take into account the inclusion of the six Peri-Urban LGAs and applies an average 2% CPI rate since the start of the fund, as per Table 1 below. This is compared with a 5% increase in Table 2, which is the annual increase according to the Victorian Cordell Building Indices – Cordell Housing Index s (CHIPS) as of December 2017.

Table 1.

2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
\$50,000,000	\$51,000,000	\$52,020,000	\$53,060,400	\$54,121,608	\$55,204,040

Table 2.

2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
\$50,000,000	52,500,000	\$55,125,000	\$57,881,250	\$60,775,312	\$63,814,077

For Interface Councils to keep contributing and delivering positive community outcomes, appropriate increases to the fund need to be committed to. A consistent envelope of funding would allow for improvements to the annual application regime and for councils to be able to build the requirements into their budget profiles. For Councils to produce “shovel-ready” projects, a certain level of certainty is needed at a local level.

Historically, there exists a significant backlog of projects that Interface Councils still need to deliver to bridge the community infrastructure deficit that continues to exist.

For example, the annual allocations of \$50 million in the 2015/16 and 2016/17 State Budgets funded more than 75 projects and exhausted all available funds. In both the 2017/18 and 2018/19 application process, more than 170 projects were submitted, with just 41 and 39 of these receiving funding respectively.

Continued investments in the GSF reflect crucial steps forward in a long journey. This is further demonstrated by Interface Councils’ list of unfunded infrastructure required to support the delivery of approved Precinct Structure Plans (PSPs) during the next four years, which totals more than \$1 billion dollars.

Draft Recommendation 68: Prioritise and oversee infrastructure delivery in growing communities

Planning school infrastructure for growing communities

Section 3.3 of the Infrastructure Victoria Draft Infrastructure Strategy ‘Align social Infrastructure with better service delivery’ includes a case study focusing on how the Department of Education and Training (DET) uses projections of demand for service planning. This appears to be provided as an example of best practice, and while there are recommendations in the strategy on social housing, hospitals and mental health infrastructure, there are no recommendations made regarding planning for schools as social infrastructure

However, Wyndham City Council has a number of concerns regarding planning for school infrastructure in growing communities.

Based on projected population growth and benchmarks developed for growth areas, Wyndham City Council projects that the city will require an additional 25 primary and 9 secondary schools between 2020 and 2041, on top of schools already in the pipeline. However, there are only 17 primary schools and 5 secondary school sites in Precinct Structure Plans (PSPs), leaving a shortfall of 12 schools until 2041.

The variation can be explained by the fact that DET benchmarks are based on largely established areas, and the demographics of residents in growth areas differ in two crucial ways. Firstly, lot sizes are smaller, resulting in a higher number of dwellings than expected. Secondly, new developments are attractive for young families and first home buyers, resulting in an average household size that is substantially higher than the Melbourne average.

As a result, more schools are needed in growth areas, and they are needed sooner than expected. An example of the impact of the shortage of schools in growth areas is at Alamanda K-9 College in Point Cook.

Alamanda K-9 College in Point Cook

Enrolment there has grown from 370 students when the school opened in 2013 to 2624 students in 2019.

The satellite images of the Alamanda site below show how, due to a lack of other schools in the south west of Point Cook, the school infrastructure has had to keep up with demand by adding relocatable classrooms, which now take up more space than the original school buildings.



Alamanda College in 2014



Alamanda College in 2020

Images from Google Earth (Accessed: 10/02/2021) © 2021 Maxar Technologies

Wyndham City Council is also concerned that there may be an over-reliance in Victorian Government planning on the presence of private and independent school sites in PSPs. Recently a site in Truganina which was allocated to a non-government school in the PSP was approved by VCAT for conversion to 227 housing lots after the developer was unable to find a private education sector buyer.

This case is an example of where the market forces don't always work in favour of independent school providers developing the number of non-government schools that were allocated for in PSPs. Wyndham City Council is concerned that if the private education sector does not invest in planned sites then this will place additional demand on surrounding government schools which are already in short supply.

In areas where the demographics may not support a business decision for the building of independent schools there needs to be an increase the provision of government schools to meet the level of anticipated additional demand for places. Additional schools should be built on the non-government school sites allocated in PSPs for which there is no private sector buyer.

Draft Recommendation 71: Target 30% tree canopy coverage in new growth areas

When planning for better street tree outcomes, it is important to consider the following:

- Appropriate stock – ensure the tree stock is in accordance to nationally recognised standards and are selected relative to local climate conditions.
- Water needs – factor in the tree’s water needs and ensuring there is an early establishment of irrigation.
- Soil volume – undertake appropriate estimates for the soil volume needs of the tree stock
- Soil quality and conditions - tree stock matches the soil type and the profile of the sites’ conditions.
- Permeability – ensuring there is suitable drainage.
- Prevent damage from roots - plant root systems can cause blockages, overflows, and flooding.

It is also important to address the following:

- ensuring there is adequate tree reserves along major roads,
- the sequencing of growth and planning, and
- concerns surrounding the lack of tree canopy in some areas as – at times – it is overengineered and skewed heavily to safety standards.

Maintenance of trees and vegetation

Additional tree canopy coverage is always welcomed. However, it is important to ensure there is sufficient funding and oversight towards the maintenance of trees and vegetation. This is particularly the case for the landscapes along medians and roundtables.

When the State Government engages with road developers, it is important to ensure all parties are clear on their responsibilities when maintaining and enhancing medians and roundtables, in particular those along Victorian Government roads. Failure to do so may result in sub-standard vegetation management. This may include overgrown vegetation, weeds and rubbish on road sides.

Relying on tree planting on public roads and parks to provide 30% tree canopy cover in growth areas is not going to achieve the target. Less than 20% of the land in new subdivisions is in public ownership and 100% of it cannot be planted with trees because of the need for roads, services and open areas for recreation. More thought needs to go into private gardens and providing sufficient space for canopy trees along with the house and other structures. Home owners need encouragement and support to grow canopy trees. There is often fear that trees will grow too large and be a hazard or that they will grow large enough to be controlled by planning scheme controls intended to preserve large existing trees during development.

Additional space for trees in road reserves (i.e. 2m wide tree reservations), especially on the north side of east-west streets would enable a ‘thread’ of larger trees to be planted with sufficient space to grow without regular disturbance to roots or canopies to contain them to available space.

Draft Recommendation 72: Co-design an Aboriginal Community Controlled Infrastructure Plan

Response: Wyndham City Council agrees in principle to this recommendation, noting that the strategy reflects the shared need for fit for purpose and culturally appropriate infrastructure across metropolitan and regional areas

Wyndham City Council recommends that the Victorian Government Immediately commence a co-design process with Aboriginal Victorians to develop a plan to guide investment in Aboriginal community-controlled infrastructure to meet current and future social, economic and cultural needs.

Wyndham City Council supports the draft strategy's proposal that "The Victorian Government should immediately start developing an Aboriginal Infrastructure Plan collaboratively with Aboriginal Victorians, including include peak bodies, Traditional Owner Groups, and Aboriginal community representatives".

The focus on self-determination principles empowering Aboriginal communities to own, design and control infrastructure for their social, economic and cultural needs is crucial to the development and implementation of an Aboriginal Community Controlled Infrastructure Plan.

Appropriate resourcing of community support to govern and manage Aboriginal community-controlled infrastructure is an essential component in the development of an Aboriginal Community Controlled Infrastructure Plan

Respect for the land and the rights of Aboriginal people to determine their future is a core element of a vision built by Wyndham City Council and the community to guide its work for [Reconciliation in Wyndham City](#).

An example of co-designing Aboriginal Community Controlled Infrastructure is the \$13.2 million Wungurrwil Dhurrung Centre and the Integrated Family Centre which brings together two co-located community facilities.

The Centre is the result of an innovative partnership between the Aboriginal community and Wyndham City Council. A key focus of the centre is for Aboriginal people to build local connections to country, culture and community.

Wunggurrwil Dhurrung Centre and the Integrated Family Centre



The concept arose from a Wyndham City Council Infrastructure Feasibility Study which planned for the necessary land, budgets and human resources. Aboriginal voices were involved at every stage of the centre's development with a Partnership Agreement and Service Coordination Plan in operation between Wyndham City Council and the Kolling Wada-Ngal.

The co-located [Wyndham Aboriginal Community Centre](#), Kolling Wada-Ngal, provides an inclusive space for Aboriginal people managed by a community-led committee. The purpose of the centre is to strengthen community and cultural development and facilitate improved coordination and delivery of services and programs for the Aboriginal community in Wyndham.

Draft Recommendation 73: Set targets to grow social housing.

Response: This recommendation is a high-priority action to assist the recovery from COVID-19. Wyndham City Council supports the setting of a transparent social housing growth target to reach at least the national average of 4.5 social housing dwellings for every 100 households by 2031. Wyndham City Council is supportive of initiatives that will create additional affordable housing (including social housing) in the municipality.

Wyndham City Council recommends that the Victorian Government immediately set a transparent social housing growth target to reach at least the national average of 4.5 social housing dwellings for every 100 households by 2031.

Whilst Wyndham has strong housing supply, it is subject to market factors which result in price points that are not affordable for all residents.

- Wyndham is recognised as a priority area in Victoria's Big Housing Build. Wyndham City Council supports the work of Homes Victoria and the Big Housing Build, including development of a 10-year strategy for social and affordable housing, the introduction of reforms to deliver the strategy and partnerships with local government.
- State Government owned public housing is the primary type of affordable housing in Wyndham currently, with around 700 dwellings, falling short of needs.
- Almost two thirds (74 per cent) of all Wyndham households earn below affordable housing income ranges. The majority of very low to moderate income households in Wyndham are families with children.
- In supporting targets to grow social housing, Wyndham City Council would also like to see more nuanced strategic planning for social housing, such as diversity of housing type and tenure. For example, limited housing diversity in Wyndham impacts on housing choice

particularly for people as they age or as children leave home and family circumstances change.

- Housing in Wyndham is predominantly free-standing dwellings, with 86 per cent comprising three or more bedrooms.
- Less than one percent (0.8 per cent) of Wyndham's housing stock has one-bedroom and less than 7 per cent of dwellings have two-bedrooms.

Prior to the pandemic, Wyndham faced the following key issues related to housing:

- a shortfall of 6,082 social and affordable housing units in Wyndham
- 34 per cent of households (17,762) of very low to moderate income households (\$0-\$120,000) living in Wyndham are estimated to be in housing stress households
- Rising homelessness - 730 homeless people in Wyndham (increased from 2011 to 2016 by 76.3 per cent)

Wyndham City Council has a strong and long-standing relationship with Unison Housing as a provider of affordable housing and homelessness services in Wyndham. A current Unison Social Housing Funding Proposal is supported in principle by Wyndham City Council as it aligns with Council's commitment to increasing housing affordability (articulated in the [Wyndham Housing and Neighbourhood Character Strategy 2018](#)).

Draft Recommendation 74: Build new hospital capacity

Response: Wyndham City Council strongly supports building new hospital capacity, especially in Melbourne's growing west. Currently Wyndham has a very low supply of hospital services, demonstrated in the tables below.

Wyndham City Council recommends that, In the next five years, the Victorian Government reserve land for future hospital sites. And, over 30 years, build new public hospital capacity to meet Victoria's future needs, especially demand increases from Melbourne's rapidly growing western and outer northern suburbs.

The forecast demand is for 1,500 beds in the next 15 years. There are currently 298 public hospital beds in Wyndham. As a comparison for the scale of under-provision, the new Footscray Hospital, the largest capital investment in health by Victoria in its history of \$1.5 billion, is for 504 beds.

Hospital type	2021	2026	2031	2036
Public hospitals	650	750	900	1000
Private hospitals	300	350	400	500
All hospitals	950	1100	1300	1500

Modelled hospital bed demand for Wyndham residents 2021-2036

Source: Open Advisory (2019) for Wyndham City Council

Hospital type	Name	Service mix
Private – day procedure	Westpoint Endoscopy Day Hospital	Endoscopy
Private – day procedure	Hobsons Bay Endoscopy – Werribee	Endoscopy
Private – overnight	Wyndham Clinic	50 overnight bed mental health, alcohol and drug, and day surgery
Private – over night	St Vincent's Private Hospital	112 bed hospital with acute surgical, maternity, rehabilitation services.
Public	Werribee Mercy Hospital	298 bed hospital with Emergency department; Acute medical and surgical, mental health, maternity, subacute services
Public (proposed)	Point Cook Community Hospital	TBA – commissioned from 2021
Other key locations		
Early Parenting Centre	Tweddle Child and Family Health Service (Footscray)	Parenting and family support
	Proposed new service in Wyndham	Parenting and family support
Public	Sunshine Hospital	Emergency Department; mental health; medical and surgical maternity and paediatrics
	Footscray Hospital	Emergency Department; mental health; medical and surgical

Wyndham Hospitals

Source: Open Advisory (2019) for Wyndham City Council

We note that Infrastructure Victoria's previous 30-year infrastructure strategy called for the establishment of health and wellbeing hubs. Planning for the 'missing middle' is still supported. We support the Victorian Government commitment to establish 'community hospitals' in growth areas, noting the similarity to the health and wellbeing hub concept.

Examples of Land Use Planning for Health Infrastructure

- Other Australian jurisdictions, such as New South Wales, employ a networked approach for local health districts to establish integrated systems of care across hospital, 'the missing middle' and primary care. This links to draft recommendation 68 to prioritise and oversee infrastructure delivery in growing areas.
- The use of Precinct Structure Plans (PSP) in land use planning for health and human services. This is currently an aspect of planning for schools (government and independent). However, coordination for future planning is evident through a lack of participation by a variety of State and Federal agencies in service and infrastructure planning as part of the PSP process. This results in a lack of future planning to secure land. Thus, when the need is eventually determined the land is either not available, or available at a premium. For example, this lack of forethought is evident in the predicament of finding land for a community hospital in Point Cook.

Draft Recommendation 75: Deliver infrastructure for a better mental health system

Response: This recommendation is a high-priority action to assist the recovery from COVID-19. Wyndham City Council supports the establishment of a dedicated infrastructure fund to support a better mental health system, building on the recommendations of the Royal Commission into Victoria's Mental Health System, especially as successive reviews have clearly identified funding gaps.

Wyndham City Council recommends that the Victorian Government Immediately establish a dedicated infrastructure fund to support a better mental health system, building on the recommendations of the Royal Commission into Victoria's Mental Health System.

Whilst we believe the recommendations cover key issues, Wyndham City Council believes there is the potential to include other recommendations that consider innovative solutions and collaborative partnerships such as building the capacity of local schools and organisations to provide information and support to encourage help seeking and de-mystify what constitutes mental wellbeing. This could involve:

- Colocation of services in hubs. Service fragmentation has been shown to result in long delays and the risk of people falling through the cracks. The physical presence of other services they may not have used before may also increase access and uptake.
- Expansion of the Teen Mental Health Program.
- Drug and alcohol programs such as Drumbeat, a leading therapeutic drumming program building resilience through rhythm, and delivering health and social outcomes.
- Health Minds, a preventative psychology program for all ages providing people with the skills and knowledge to maintain an optimal level of mental health and wellbeing.

A better mental health system must also cater to the needs of people through the lifecourse, at varying points of transition and in a variety of settings. For example:

- Needs of young people and young families. Wyndham has a young demographic in which millennials and younger generations dominate with 58 per cent of residents 35 years or below.
- Needs of people from non-English speaking backgrounds including through recognition of different family structures, unresolved pre-settlement trauma and different understandings of what constitutes mental health. Wyndham has a large multicultural population with almost half of residents born overseas.

Draft Recommendation 76: Plan and consistently deliver corrections and youth justice infrastructure while managing demand with policy settings

Response: Wyndham City Council supports policy measures that reduce short-term volatility and prison demand and long-term corrections and youth justice infrastructure planning (by 2023).

There is the need to plan and consistently deliver corrections and youth justice infrastructure while managing demand. By 2023, Wyndham City Council recommends that the Victorian Government undertake long-term corrections and youth justice infrastructure planning, alongside policy measures that reduce short-term volatility and prison demand. And, in the next 15 years, consistently deliver a pipeline of corrections and youth justice infrastructure to meet long-term demand.

Noting that the COVID-19 pandemic has temporarily reduced demand on corrections infrastructure, we suggest this offers an ideal environment for longer term planning. Whilst appreciating that the trend may not be sustained, pandemic restrictions are likely to remain in some form in the foreseeable future, thus providing opportunities for innovative and creative thinking.

Wyndham City Council supports investments that not only reduce long-term demand from adult and youth offending, avoid short-term volatility, deliver treatment, harness audio-visual and other technology and apply best practice to minimise the likelihood of reoffending.

Wyndham's youth population (12 to 25-year-old) is forecast to more than double in size (103 per cent) by 2036, adding 41,049 youths. At the same time, there is a smaller proportion of 17-year olds in Wyndham still attending high school, compared to 17-year olds across Greater Melbourne and Victoria.⁴

Whilst we believe the recommendations cover key issues, Wyndham City Council believes there is the potential to include other recommendations that consider greater investment in therapeutic jurisprudence to reduce short-term volatility and prison demand, as well as a focus on early intervention including through education and training. This could include increased youth accommodation and support capacity in Melbourne's west, such as:

- a new youth refuge in Wyndham to assist young people from a point of crisis to supported housing or independent living⁵,
- establish an Education First Youth Foyer in Wyndham for integrated learning and accommodation to develop the skills of young people at risk of homelessness by providing accommodation, and access to education, training, employment and other support⁶, and
- additional resourcing for schools to support teenagers suffering disadvantage. Staying engaged in schooling can be a challenge for young people experiencing illness, poor mental health, and lacking the financial and other resources to stay engaged in their education. At the same time school is a critical touchpoint for these young people and an important place in which they can be connected to the supports they need⁷.

Wyndham City Council also recommends the development of partnerships. For instance, between the Department of Justice and Community Safety, the Department of Education and Training and local service providers such as Wyndham Community and Education Centre Inc. to deliver program

⁴ (Wyndham City Council, 2018)

⁵ (Moore, 2017)

⁶ (Brotherhood of St Laurence, 2021)

⁷ (Moore, 2017)

supports for young people aged 17-19, who are not in education or employment and have not achieved year 12.

Fresh Start Employment Pathways

Fresh Start Employment Pathways is a job readiness program that has been delivered in Wyndham for the past few years

The program provides support for all young people aged 15-25, with a priority to support young people of the Pasifika and African communities in Wyndham – many of whom face barriers to employment.

To date, over 100 young people have completed the program and linked to employers in retail and hospitality. By October 2020, the Wyndham Community and Education Centre had run around eight workshops in the school holidays, and an additional two within the school term.

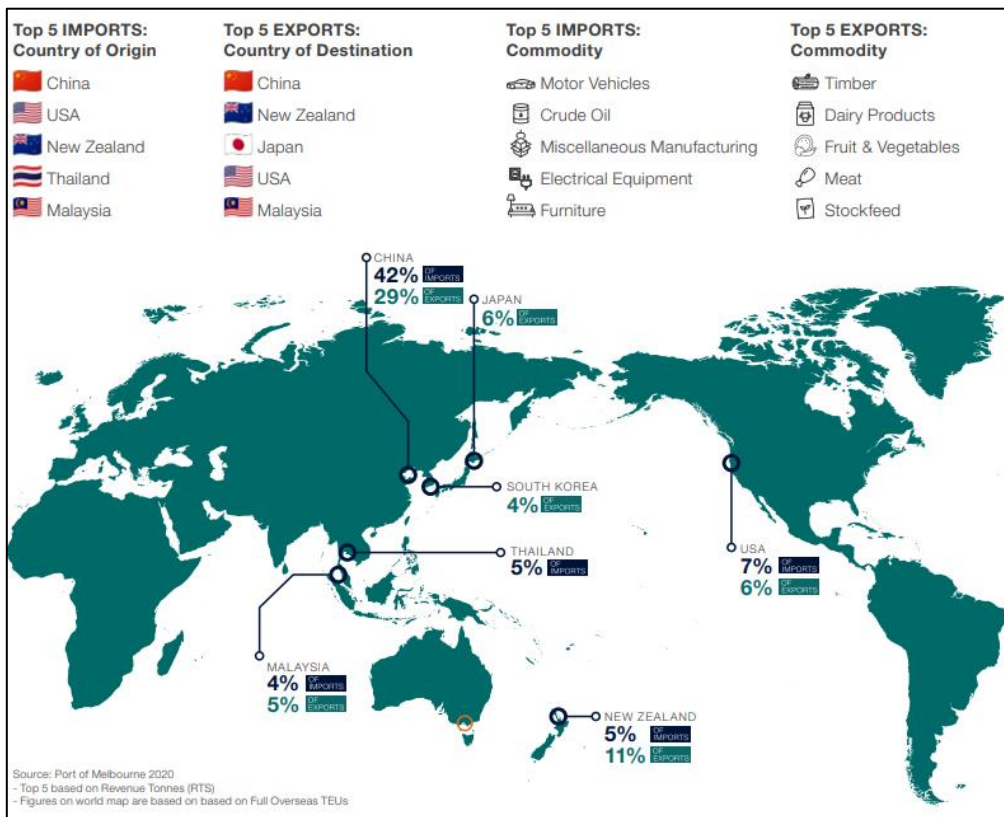
Appendix A – Maps of an Interconnected Melbourne/Victoria

The Polycentric Metropolis: Emerging Mega-City Regions



Source: ESPON, 2003, Map 22, p252 in Hall and Pain, 2012, p8⁸

Port of Melbourne F20 Top Origin and Destination Countries



Source: Port of Melbourne, 2020, p9⁹

⁸ Hall, P.G. and Pain, K. eds., 2012. *The polycentric metropolis: learning from mega-city regions in Europe*. Routledge, p.8.

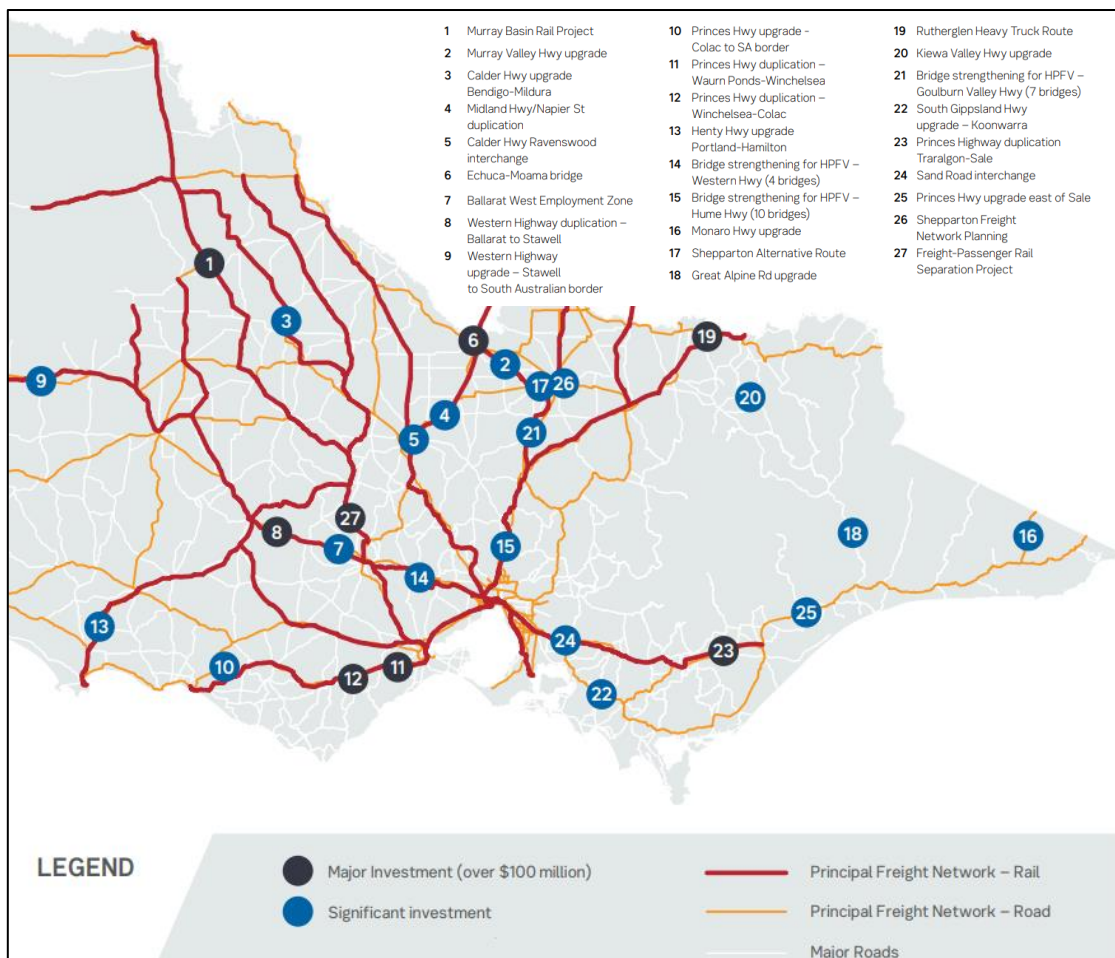
⁹ Port of Melbourne, 2020. *Sustainability Report - Based on Financial Year 2020*. [online] Melbourne, p.9. Available at: <<https://www.portofmelbourne.com/wp-content/uploads/PoM-2020-Sustainability-Report-Final-Web.pdf>> [Accessed 16 February 2021].

Map of the Port of Melbourne's Local Catchment and Trading Zones



Source: Port of Melbourne, 2020, p7¹⁰

Map of the Victorian Government's Freight Investment Projects

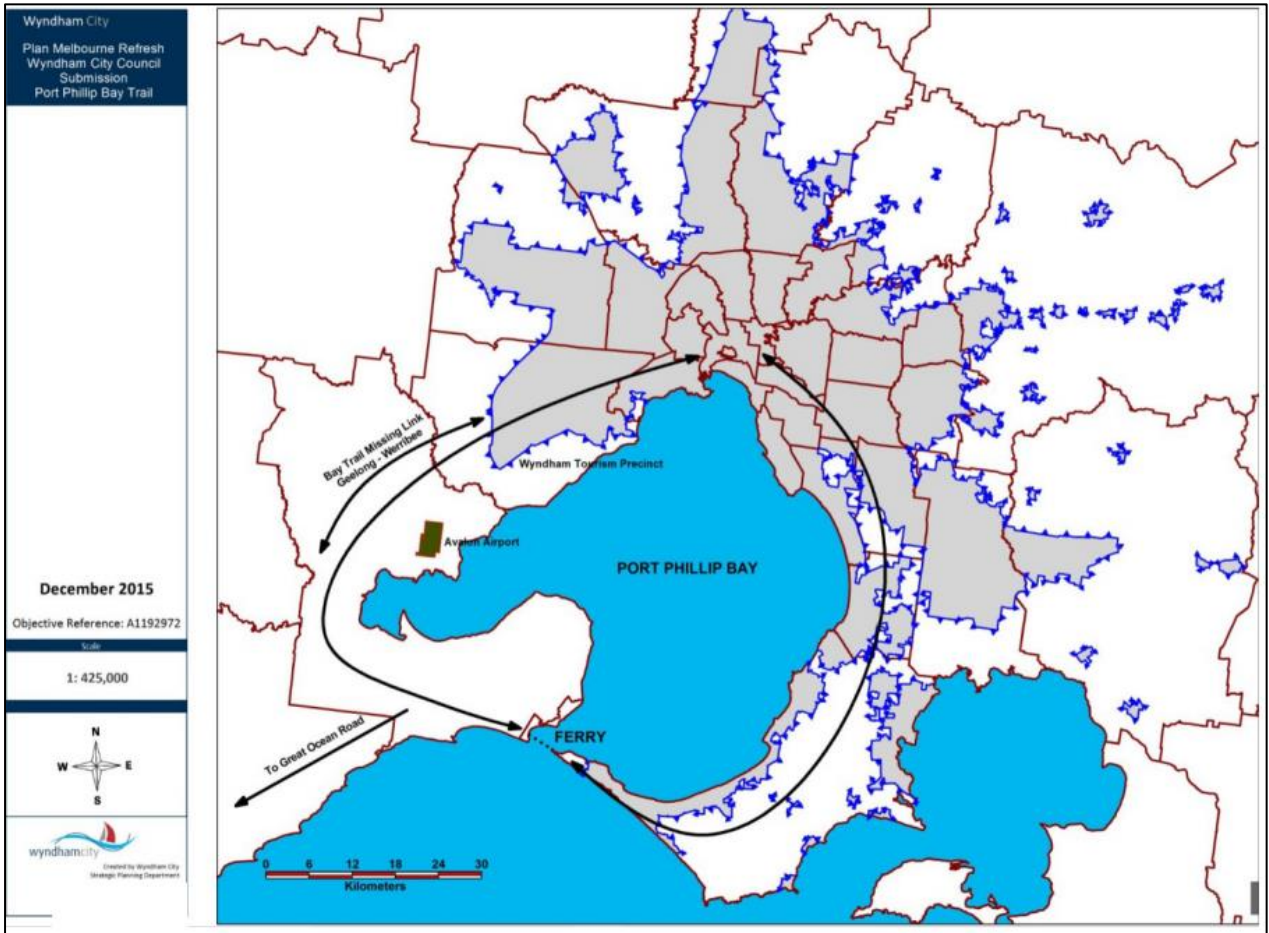


Source: Transport for Victoria, 2018, p11¹¹

¹⁰ Port of Melbourne, 2020. *Sustainability Report - Based on Financial Year 2020*. [online] Melbourne, p.7. Available at: <<https://www.portofmelbourne.com/wp-content/uploads/PoM-2020-Sustainability-Report-Final-Web.pdf>> [Accessed 18 February 2021].

¹¹ Transport for Victoria, 2018. *Delivering the Goods, Creating Victorian Jobs: Victorian Freight plan*. [online] Melbourne, p.11. Available at: <<https://transport.vic.gov.au/-/media/tfv-documents/ports-and-freight/delivering-the-goods.pdf?la=en&hash=3AE9573B325C4886DD60408E190F55E8>> [Accessed 18 February 2021].

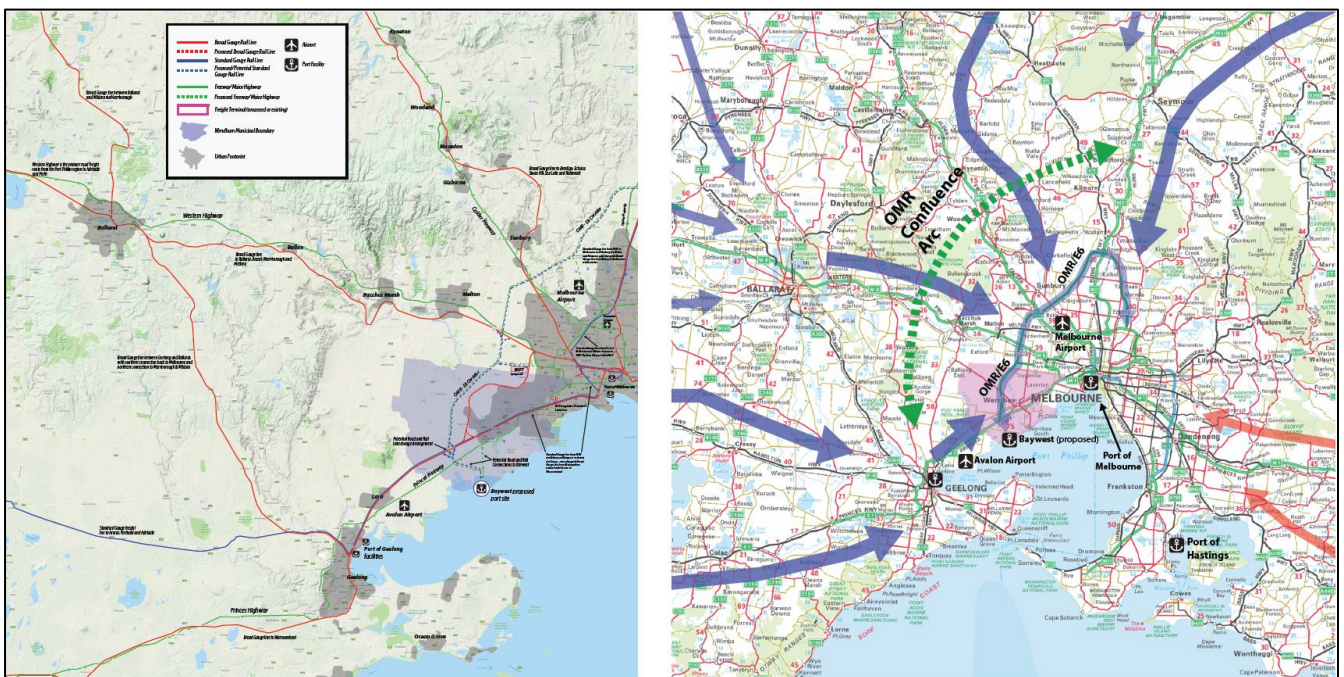
Port Phillip Bay Trail – Completion of Missing Geelong – Werribee Line



Port Phillip Bay Trail – Completion of Missing Geelong – Werribee Link to create new global ecotourism attraction that promotes active transport and markets Melbourne as a Liveable City

Source: Wyndham City Council, 2015

Wyndham's Context



Wyndham has a fantastic opportunity to leverage off its locational attributes and advantages as a growing area with great access to airports, ports, road and rail.

Source: Wyndham City Council, 2019

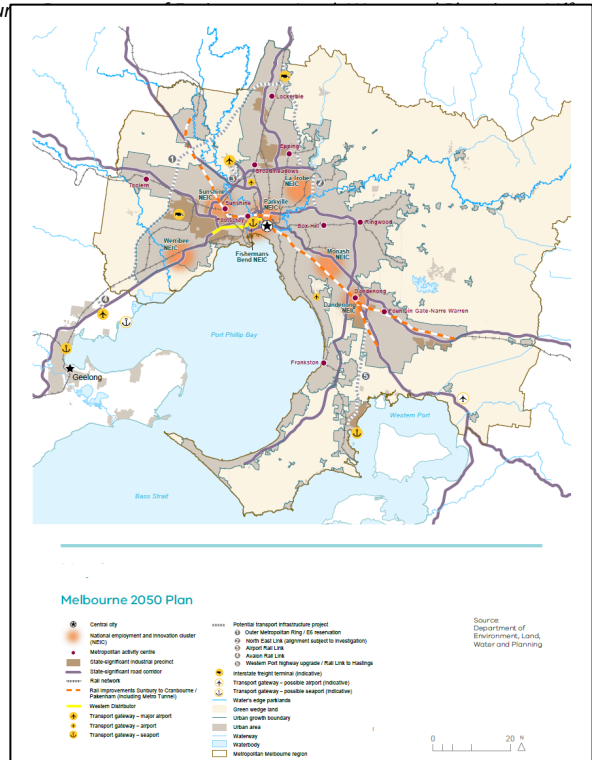
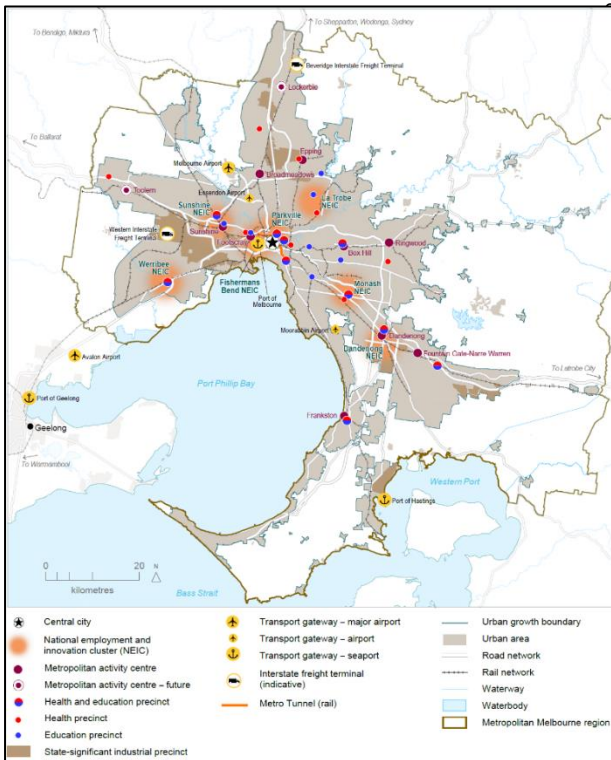
Victoria's Connected Cities and Regions



Source: Department of Environment, Land, Water and Planning, 2017¹²

Jobs and Investment

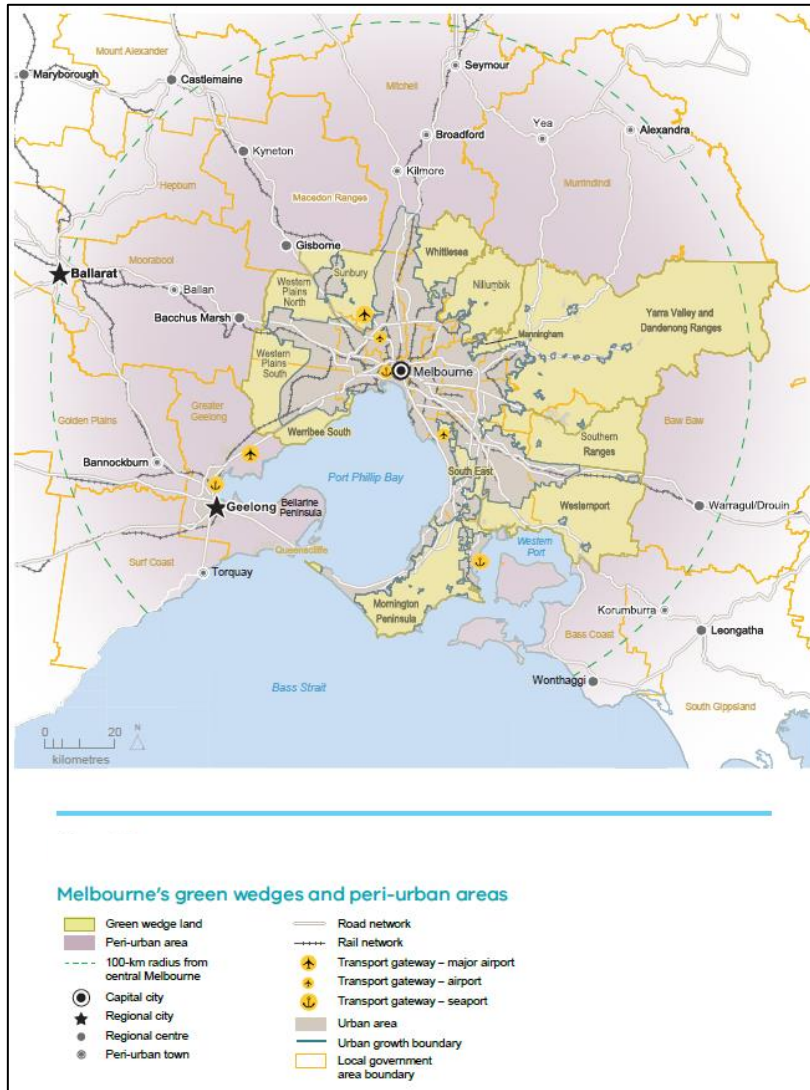
Melbourne 2050 Plan



¹² Department of Environment, Land, Water and Planning, 2017. *Outcome 7: Regional Victoria is productive, sustainable and supports jobs and economic growth.* [online] Melbourne, Available at: < https://www.planmelbourne.vic.gov.au/_data/assets/pdf_file/0004/377122/Plan_Melbourne_2017_Outcome_7_PDF.pdf > [Accessed 18 February 2021].

¹³ Department of Environment, Land, Water and Planning, 2017. *Plan Melbourne 2017-2050.* [online] Melbourne, Available at: < <https://www.planmelbourne.vic.gov.au/the-plan> > [Accessed 18 February 2021].

Melbourne's Green Wedge and Peri-Urban Areas



Source: Department of Environment, Land, Water and Planning, 2017¹⁴

¹⁴Department of Environment, Land, Water and Planning, 2017. *Plan Melbourne 2017-2050*. [online] Melbourne, p.11. Available at: <<https://www.planmelbourne.vic.gov.au/the-plan>> [Accessed 18 February 2021].