Wyndham City
Meeting our residential growth challenges
June 2016
Wyndham – Growing Rapidly

Wyndham is a rapidly growing municipality in Victoria, growing by over 10,000 per annum and 50,000 people over the past five years, with around 80 babies born each week and nearly 20 new residents moving in every day.

The population is projected to nearly triple from 2011 levels to over 465,000 in 2041 and Wyndham is approving the construction of over 3,500 new houses each year.

Population growth brings opportunity

More people enjoying what Wyndham has to offer brings jobs, culture and vibrancy to our area.
Growing demand for services

We know from our social infrastructure planning work that every additional 3,000 new households will bring into Wyndham 8,400 people a year which will require:

- Roads, train and bus lines connecting developments
- Four new government schools (3 primary schools and 1 secondary school) every 3 years,
- Intersection upgrades and road upgrades to four lanes each year.

- New community facilities (libraries, community centres, maternal and child health, kindergarten) every 1-2 years
- Active open space of 16 hectares
- Recreational and sporting facilities.

These services and facilities are critical to building healthy and vibrant communities, a sense of place, and the quality of life all Melburnians have come to expect, not just those in the inner and middle ring suburbs.

8km Catchment Analysis - Werribee Station vs Flinders Street Station 2016

Our Wyndham 2040 Vision

The Wyndham 2040 Community Plan lays out the community’s vision for Wyndham across four themes:

Wyndham will be a place characterised by strong families and communities; where culture, art and heritage are celebrated and where residents are healthy and confident, with access to quality services.

It will have vibrant urban centres and neighbourhoods along with peaceful open spaces, all of which contribute to quality of life and are connected by an efficient, accessible transport system. The natural environment will be protected and preserved for people to enjoy and for native wildlife to inhabit.

There will be local opportunities for businesses of all sizes with excellent schools, universities, libraries and community centres and many ways to learn and find employment. Wyndham will be a great place to both live and visit, hosting high-profile events and attractions.

Wyndham will be a place where there are countless opportunities to contribute to community life and where people can give their skills, knowledge and passion to make this vision a reality.

Above all, Wyndham will be a place for people.
Infrastructure costs and responsibilities

In Victoria, approximately $1 billion is required to address existing health and education deficits in growth area infrastructure and $4.6 billion to service future needs in growth areas on Melbourne fringe.

The State government approves precinct structure plans (PSP) through the Metropolitan Planning Authority. These set a broad framework for where residential growth will occur and the services and facilities required to support this growth. Council has input into the development of these plans, but has no powers to approve or refuse them, or have its input incorporated.

Council considers and approves, subdivision applications ensuring they are consistent with PSP. Council doesn’t have the powers to refuse the subdivisions on the basis that there is too much growth and not enough funding to provide essential infrastructure.

The metropolitan planning authority also approves the level of development contributions to be paid as part of the development for local infrastructure. The State government also requires a development contribution for state infrastructure. These contributions do not cover the full cost of providing infrastructure and services.

The State government is responsible for the provision of schools, buses and trains, major roads, police, fire, ambulance and hospitals. Major state agencies such as Education, VicRoads, Public Transport Victoria, Health, Police and Emergency Services, request funding to build the necessary infrastructure and provide the services, through the State budget. This often leads to delays in provision is sufficient funding is not made available.
Infrastructure costs and responsibilities

Council is responsible for the provision of, maternal and child health, kindergartens, recreation facilities and open space improvements, and libraries and community centres. Council covers the gap in infrastructure funding from rate revenue, borrowings (which are paid back over time using rate revenue) and seeking funding grants from Federal and State governments.

Council understands that delays in infrastructure provision and the limited availability of local jobs frustrates residents in growing areas, and we’re working hard to manage this growth.

Unfortunately, Council has limited control and influence over the big planning decisions in growth areas. Council has a responsibility to provide some infrastructure, but importantly, we also need to advocate for better services and infrastructure in Wyndham.

Fragmented and disconnected residential development

PHOTO FROM ROSS
Timing is everything – infrastructure is everything

Wyndham values a competitive housing market to keep downward pressure on housing prices. But it is also essential to manage the number of development fronts active at any point in time, so that State and local agencies are capable of providing the necessary infrastructure as it is needed to maintain the quality of life residents have the right to expect. It is also essential to manage “out of sequence” development that is not contiguous with existing residential development.

Aligning infrastructure delivery to a critical mass of new residents allows for infrastructure to be developed cheaper, and sooner.

When residential growth is scattered across many developments it is difficult to reach the critical mass for services to be delivered, despite the negative consequences for residents’ quality of life.

“Out of sequence” development occurs where tracts of undeveloped land, that is paddocks and farms, lie between the edge of urban development and these new developments. They often result in the need to “bring forward” the upgrading of infrastructure to service these developments. There needs to be a way to factor these additional costs into development, rather than expecting ratepayers or taxpayers to foot the bill.

Infrastructure Priorities in Wyndham North

Source: Wyndham City Council, 2015
Infrastructure when its needed

For example, a road segment connecting a section of development planned for construction twenty years from now that is built well ahead of this timeframe would cost much more to finance because the funds required for its construction may not be available when other infrastructure needs for an area designated for construction now are taken into account. Further it is also likely to bring forward requirements for other infrastructure, additional road segments, schools, police stations, bus services, community and recreation facilities that will cost the community more than would otherwise be the case.

If development proceeds outside of an appropriately planned sequence the price of constructing the road segment now rather than in 20 years may cause costs to blowout. This is the same with the cost of building schools, police stations, and bus services. These additional costs of bringing investment forward should not be shouldered by the local or state tax base.

It is vital that council find ways of providing essential infrastructure to newly developing fragmented and out of sequence areas, without unduly increasing the cost on existing ratepayers of Wyndham.

Wyndham showing 3km catchments from current and proposed train stations
Our solution

Wyndham City Council proposes to better align our infrastructure delivery with growing demand through:

• Coordinated infrastructure planning with all levels of government
• Encouragement of greater growth around public transport and proposed public transport nodes
• Being clear and transparent about the sequence in which local infrastructure will be rolled out and capturing development contributions to facilitate this
• Optimising the sequencing of development to ensure timely provision of infrastructure
• Requiring developers to meet the costs of out of sequence development to cover the costs of bringing forward services and facilities for these developments
• Delay any further approvals of Precinct Structure Plans for residential areas unless they are located with 3km of a rail station and are supported by an appropriate road network.

What we’re doing

We need the Victorian Government’s cooperation to make the necessary changes to fix our growth and infrastructure challenge. You can read more in Wyndham City Council Residential Growth Management Strategy 2016. We’ll keep you updated on our website: www.wyndham.vic.gov.au