

PLAN FOR VICTORIA

Wyndham City Council Submission (Draft)

August 2024


Ballarat

WYNDHAM


Melbourne


Geelong


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Acknowledgement of Traditional Owners



Wyndham City Council recognises Aboriginal and Torres Strait Islander peoples as the first Peoples of Australia. We acknowledge the Bunurong and Wadawurrung Peoples as Traditional Owners of the lands on which Wyndham City operates. The Wadawurrung and Bunurong Peoples have and always will belong to the Werribee Yalook (river), creeks, stars, hills and red clay of this Country. We pay respect to their Ancestors and Elders who always have, and always will, care for Country and community today and for future generations.

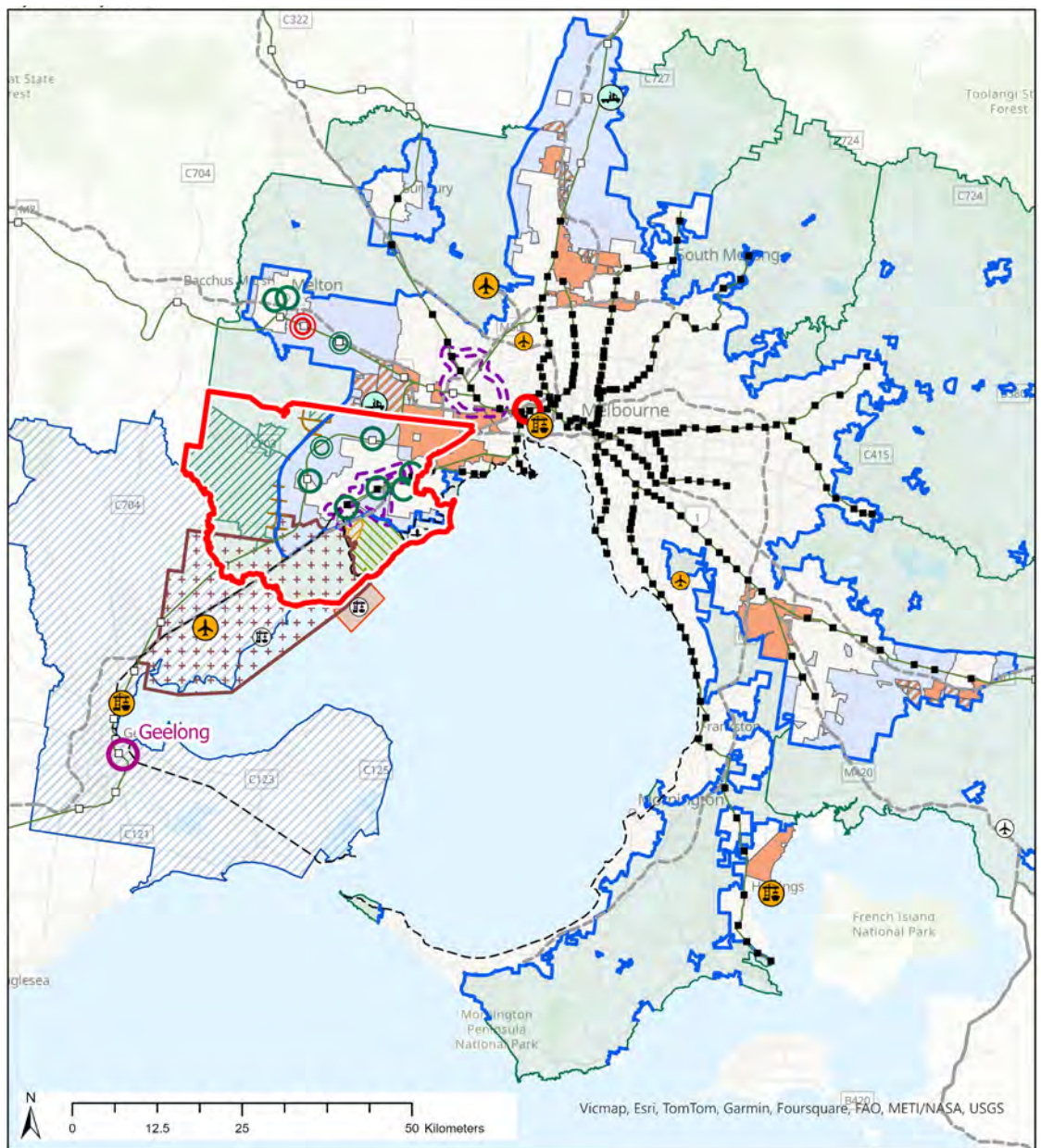


Wyndham is critical to the productive capacity of Victoria

Wyndham is a key gateway that links Metro Melbourne with Victoria and the world.

Wyndham is the engine room of Victoria's future economic productivity. If the productivity of Wyndham and the western region of Melbourne is enhanced, the productivity of the whole state will be considerably enhanced. This submission is about unlocking the potential of the state and investment in the productivity of our people.

- *Wyndham's population is larger than that of the capital cities of Hobart or Darwin. Wyndham's population is expected to surpass that of Canberra by 2040.*
- *Wyndham's population forecast for 2024 is 334,180 and is forecast to grow to 501,634 by 2041.*
- *Wyndham City has abundant business opportunities associated with the scale of its growth and the diverse qualifications and skill set of its community.*
- *Wyndham is the link between Melbourne and Geelong, the two largest cities in Victoria, making it an area of great economic significance that extends beyond its own region, impacting the rest of the state.*
- *The Wyndham community is very young and diverse with 37 per cent of the population aged under 25-years. Most notable 21 per cent are under 12 years and 31 percent of households are families with children.*
- *Wyndham's community is skilled and ambitious, with a shared vision for realising our city's full potential. This vision is called Wyndham 2040 – and it's the blueprint for making sure Wyndham is a liveable, family friendly, well-connected city where people have equal opportunity to flourish.*
- *There are many issues and service gaps affecting our community that we can't solve on our own. We're largely reliant on other levels of government to fund and provide the infrastructure and services our community needs to prosper.*
- *Wyndham City is not properly funded by the state to handle the pressure of a 110 per cent increase in housing with more than 600,000 living within our borders. Any significant increase in housing must be accompanied by matching infrastructure.*
- *We need to deliver urban places to service the suburban outcomes we already have in abundance. We need to put the Urban into the Suburban.*



- | | | | |
|--|---|---|--|
| <p>Land Use</p> <ul style="list-style-type: none"> Wyndham Council Boundary Growth areas within Melbourne Urban Growth Boundary Green Wedges Regional Council Boundaries <p>Transport</p> <ul style="list-style-type: none"> State Significant Roads Outer Metropolitan Ring / E6 Transport Corridor Metropolitan and regional railways Metro railway station Vline railway station Bay Trail (Indicative) | <p>State Significant Industrial Land</p> <ul style="list-style-type: none"> Existing Future <p>Transport Gateways</p> <ul style="list-style-type: none"> ✈ Major Airport (existing) ✈ Airport (existing) ✈ Airport (possible) ⚓ Seaport (existing) ⚓ Seaport (possible) 🚚 Interstate Freight Terminal (future) | <p>Activity Centres</p> <ul style="list-style-type: none"> ● Metropolitan Activity Centre (existing) ○ Metropolitan Activity Centre (future) ● Major Activity Centre (existing) ○ Major Activity Centre (future) ● Regional centres ● National Employment and Innovation Cluster (NEIC) | <p>Wyndham features</p> <ul style="list-style-type: none"> Western Grasslands Reserve Avalon Corridor Strategy area Potential Bay West Port location Werribee South Tourism Precinct Werribee South Intensive Agricultural Precinct + RAAF Base Point Cook (Commonwealth land) |
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Foreword

Melbourne is principally a city designed in the 19th Century upon the Hoddle Grid. The 20th Century saw Melbourne grow mainly towards the East and South-East. The 21st century will see a new focus and opportunity of development towards the West. Population forecasts predict that well into the mid 2030's, the lion's share of Melbourne's future population growth will continue to be predominantly in the west of Melbourne (Wyndham and Melton), growing by an additional 605,000 people between 2021 and 2041 – a 21 per cent share of the state's population growth (Source: Id Informed Decisions)

The State Government's 2051 Draft Housing Targets continue to place an ongoing reliance on the existing western and northern growth fronts of Metropolitan Melbourne (Wyndham 120,000 additional homes; Melton 132,000 additional homes; Hume 98,000 additional homes) and on the west-north arc of regional cities (Greater Geelong 139,800 additional homes; Ballarat 46,900 additional homes; and Bendigo 37,500 additional homes). The Draft Housing Targets for Wyndham, Melton, and Greater Geelong (with the exception of Melbourne City – 134,000 additional homes) are the highest in the State of Victoria.

This places Wyndham and the west of Melbourne at the centre of new investment, socio-economic opportunity, and development in the 21st Century.

Wyndham for too long has been placed on the edge of the metropolis as an outer urban growth area, and consequently, put into a corner during the preparation of Melbourne's Metropolitan Plans.

Wyndham wishes to break free from the conceptualisation of Melbourne as a city within the archaic framework of the Melbourne

Statistical District and establish its place at the centre of a new geography of metropolitan planning that sees Melbourne as a settlement based around the shores of Port Phillip integrated with regional Victoria via the western gateway in which Wyndham sits at a pivotal point of confluence.

Regional infrastructure such as the Outer Metropolitan Ring Transport Corridor, Western Interstate Freight Terminal, future Bay West Port, establishment of Avalon Airport as Melbourne's second domestic and international airport, and the completion of the missing link of the Port Phillip Bay Trail between Wyndham and Greater Geelong/Queenscliff, are all state shaping projects that will help to continue to market Victoria/ Melbourne as a global trading city and Melbourne as one of the world's most liveable cities. In fact, applying support and resources to completing the Port Phillip Bay Trail would create one of the world's most epic bike rides.

Wyndham City commends the Minister for Planning for preparing Victoria's first-ever-statewide plan which allows all Victorians to reimagine the future of our cities, towns and regions and enable Victoria to be an even more liveable and thriving place for all Victorians.

The state's planning will be significantly enhanced by adopting the constellation approach of integrating the opportunities of a networked Victoria and by recognising that the 150 km arc of Melbourne and surrounding regional towns and cities is where nearly 90% of Victoria's population resides.

In this constellation, Wyndham should be recognised as a significant western metropolitan city, with movement of industry, people and jobs exchange with Geelong and Ballarat, other western regional areas, as well as central metropolitan Melbourne.



Regional infrastructure such as the Outer Metropolitan Ring Transport Corridor, Western Interstate Freight Terminal, future Bay West Port, establishment of Avalon Airport as Melbourne's second domestic and international airport, and the completion of the missing link of the Port Phillip Bay Trail between Wyndham and Greater Geelong/Queenscliff, are all state shaping projects that will help to continue to market Victoria/ Melbourne as a global trading city and Melbourne as one of the world's most liveable cities. In fact, applying support and resources to completing the Port Phillip Bay Trail would create one of the world's most epic bike rides.

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Introduction

Wyndham City welcomes the opportunity to make a submission to the new Plan for Victoria.

As Council had previously submitted on the current metropolitan strategy - Plan Melbourne, the Melbourne Statistical District (MSD) is no longer reflective of the modern dynamic of Melbourne, in that it extends to the Mornington Peninsula but excludes Greater Geelong, and falls short of acknowledging daily commuter patterns and trade movements between the Melbourne metropolis and its interdependent hinterland of peri-urban areas, regional cities and rural Victoria.

What is required is a contemporary imagination of Melbourne as a settlement around Port Phillip, with stronger connections between inner and outer Melbourne, and between Melbourne and its hinterland (in particular, up to the 150km arc of surrounding regional towns inside which 89% (nine out of 10) of Victoria's population resides. This dynamic defines Melbourne as a global trading city region, rather than just a metropolitan area.

The spatial consideration of the dynamics of our metropolis outside the construct of the MSD will help to identify wider confluences of opportunity for future prosperity; a better opportunity to leverage off existing infrastructure that is capable of delivering productivity and sustainability returns to the state; and guide decisions such as where Melbourne's transport infrastructure development, and transit-oriented corridors should be concentrated, transforming both movement and place in Melbourne and Victoria into a better connected and fairer and more prosperous city state.

Plan for Victoria needs to avoid the sorts of geographical inequalities that plague many of the world's fastest growing cities, including Melbourne.

Adopting a statewide approach allows metropolitan city centres and regional cities to be considered outside the shadow of an archaic statistical district and within the context of their own 360-degree constellations of opportunities. In this regard, Wyndham should no longer be regarded as an outer suburb on the western edge of Melbourne, but as a gateway to the productivity of the State.

The lion's share of Melbourne's population growth for the next decade will continue to be accommodated within the west of Melbourne (Wyndham/Melton), despite the welcomed strategic intention of Victoria's Housing Statement to direct new population growth towards the established centre and middle suburbs of Melbourne. It is imperative that consideration remains to be given to accommodating the infrastructure and service needs of the communities that will continue to live in Melbourne's growth suburbs. These are communities which contribute significantly

to the economic output of the State. Plan for Victoria has a significant opportunity to leverage off the economic base of Wyndham's rapidly growing young working age population.

Located mid-way between Melbourne and Geelong, Wyndham is a vital hub that connects suburban centres to the surrounding regions of Victoria.

Wyndham City welcomes the opportunity to be engaged in the Plan for Victoria and offers its existing council plans, visions and strategies that are already in place to help underpin the four pillars of Plan for Victoria, namely: Affordable housing and choice; Equity and jobs; Thriving and Liveable Suburbs and Towns; and Sustainable environments and climate change.

These pillars are echoed in the Wyndham 2040 Community Vision, The Wyndham Plan, The Wyndham Housing and Neighbourhood Character Strategy, The Wyndham Integrated Transport Strategy, Wyndham Residential Growth Management Strategy and Resilient Wyndham Strategy. We share these strategies with Plan for Victoria.

These strategies point to the following desired outcomes which we hope will be taken up by Plan for Victoria:

1. Alignment of Plan for Victoria with the sustainable pattern of settlement identified for Wyndham in The Wyndham Plan, including the following six big ideas:

- The establishment of a Wyndham City Heart to transform Wyndham from a 2-hour to a 20-minute city;
- The provision of Wyndham City Pulses to deliver 20-minute neighbourhoods;
- A Wyndham Transport Network to better connect people and places;
- The delivery of the Derrimut Road Boulevard that will integrate transport and development and connect the central parts of Wyndham;
- Liveable Residential Neighbourhoods that deliver quality residential development and that link people to the places they need; and
- Green Lungs, Coast and Country to celebrate and connect people with Wyndham's rural areas and natural environment.

2. Averting the development of a divided city by supporting the development of the polycentric constellation of the National Employment and Innovation Clusters (NEICs) already identified in Plan Melbourne, in particular prioritisation of the activation of the East Werribee Employment Precinct /Werribee NEIC. An associated strategy is the designation of the Werribee NEIC as a Metropolitan Activity Centre (MAC), currently overlooked by Plan Melbourne. The MAC designation is required to strengthen the Werribee polycentric node, as per the Sunshine and Dandenong MACs/NEICs. Further, all NEICs should be serviced by excellent public transport. From a West Port

Phillip perspective, the concept of the polycentric city and constellation of NEICs needs to acknowledge and embrace the dynamic of the Regional Rail Link, existing metropolitan rail network, and future Avalon Rail connection that will bring people and jobs closer together within acceptable commuter travel time distances between Geelong CBD – Avalon Airport – Werribee NEIC/Werribee City Centre – Sunshine NEIC – Footscray – North Melbourne/Arden - Melbourne CBD

3. Building of all planned railway stations. A significant outcome of the new Regional Rail Link corridor in Wyndham is that upon the completion of all proposed railway stations and associated connected spur line joining the RRL and metro rail corridor, 95% of Wyndham's urban population will be within 3km of a railway station. The early delivery of the proposed stations is as important as the current grade separation program to improving the productivity of the Melbourne metropolis. It is an action that would leverage the \$4 billion plus investment already made in the Regional Rail Link Project and significantly advance the four pillars of the Plan for Victoria.

4. The 70/30 split of development between established and outer areas needs to be more nuanced than solely concentrating on the concentric inner Melbourne and middle Melbourne suburbs as the crow flies. It should focus on the spatial distribution of opportunities that Melbourne provides along its transport corridors like the Regional Rail Link which connect people, job centres and activity centres within acceptable commuter travel times. Related to this is the need to update density and housing diversity targets in the Precinct Structure Plans (PSPs) of the PSP areas located in Wyndham along the RRL to mirror densities contained in the amended Victorian Planning Authority Precinct Structure Planning Guidelines 2021

5. Locking down a permanent Urban Growth Boundary that protects Melbourne's remaining green wedges, biodiversity values, and agricultural land from urban encroachment.

6. Supporting farming in the peri-urban areas by providing security of water supply, quality of supply (i.e., appropriate salinity levels), and appropriate water pricing.

7. Continuing to support the development of Avalon as Melbourne's second domestic and international airport.

8. Timely construction of the Outer Metropolitan Ring Transport Corridor to enhance Melbourne's Freight handling capacity and facilitate the construction of the Western Interstate Freight Terminal.

9. Completing the Port Phillip Bay Trail between Werribee and Geelong/Queenscliff to create a new global epic ecotourism attraction and marketing opportunity for Melbourne.

Further detail of the above opportunities is contained in the body of this submission. The submission also includes a series of diagrams to help illustrate opportunities that have a spatial context.

About Wyndham

Wyndham's Place in the World

One of Wyndham's key strategic advantages is its location. Wyndham is located as a critical gateway to greater Melbourne for the whole south western portion of Victoria as identified by the plan to the left.

The plan shows how Wyndham is strategically located on the future Outer Metropolitan Ring (OMR) Transport corridor that forms part of a confluence arc that takes in the entire north and west of Victoria. The plans also show that Wyndham is strategically located half way between both of metropolitan Melbourne's international airports (Tullamarine and Avalon) and between the Port of Geelong and Port of Melbourne, with the potential to be centrally located proximate to the proposed Bay West port facility.

Wyndham in Victoria

Wyndham City has a diverse community and abundant business opportunities. It is the link between Melbourne and Geelong, the two largest cities in Victoria, making it an area of great economic significance that extends beyond its own region, impacting the rest of the state.

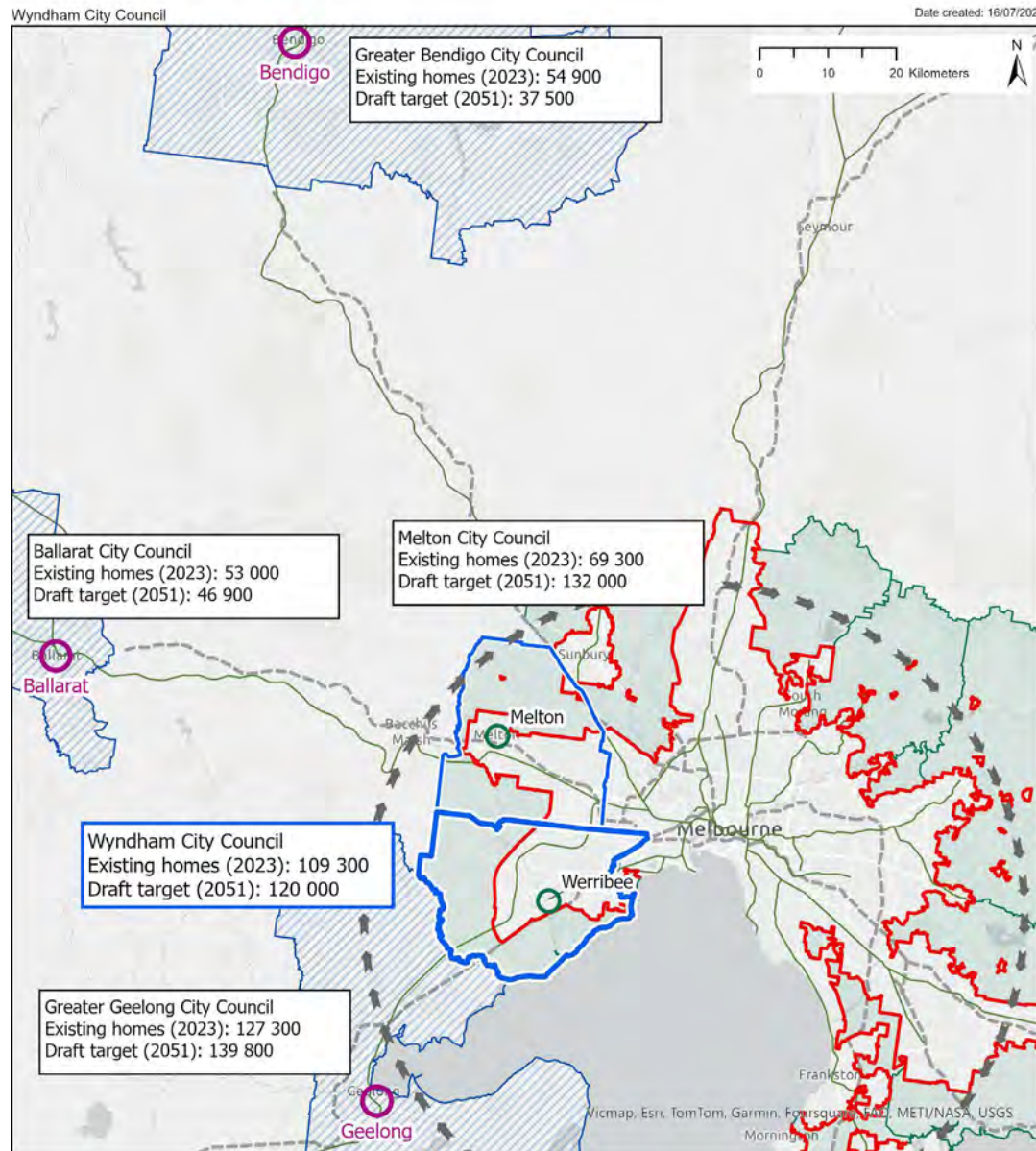
The City of Wyndham population forecast for 2024 is 334,180, and is forecast to grow to 501,634 by 2041.

Wyndham's population is larger than that of the capital cities of Hobart or Darwin. Wyndham's population is expected to surpass that of Canberra by 2040.

Wyndham's Context: Victoria



Wyndham's regional context



The Wyndham community is very young and diverse with 37 per cent of the population aged under 25-years. Most notable 21 per cent are under 12 years and 31 per cent of households are families with children. This young population means that the needs of the community are different to many other communities across Victoria and Australia. 13 babies are born to Wyndham mothers each day, equating to 4.1 primary school classes each week.

An estimated 48 per cent of Wyndham's population was born overseas and around half speak a language other than English at home.

Dominant groups

Analysis of the service age groups of the City of Wyndham in 2021 compared to Greater Melbourne shows that there was a higher proportion of people in the younger age groups (0 to 17 years) and a lower proportion of people in the older age groups (60+ years).

Overall, 28.8% of the population was aged between 0 and 17, and 11.1% were aged 60 years and over, compared with 21.5% and 20.2% respectively for Greater Melbourne.

The major differences between the age structure of the City of Wyndham and Greater Melbourne were:

- A larger percentage of 'Parents and homebuilders' (25.5% compared to 21.5%)

- A larger percentage of 'Primary schoolers' (12.4% compared to 8.7%)

- A smaller percentage of 'Seniors' (4.2% compared to 8.6%)

- A smaller percentage of 'Empty nesters and retirees' (6.2% compared to 9.5%)



Emerging groups

From 2016 to 2021, City of Wyndham’s population increased by 74,892 people (34.5%). This represents an average annual population change of 6.11% per year over the period.

The largest changes in the age structure in this area between 2016 and 2021 were in the age groups:

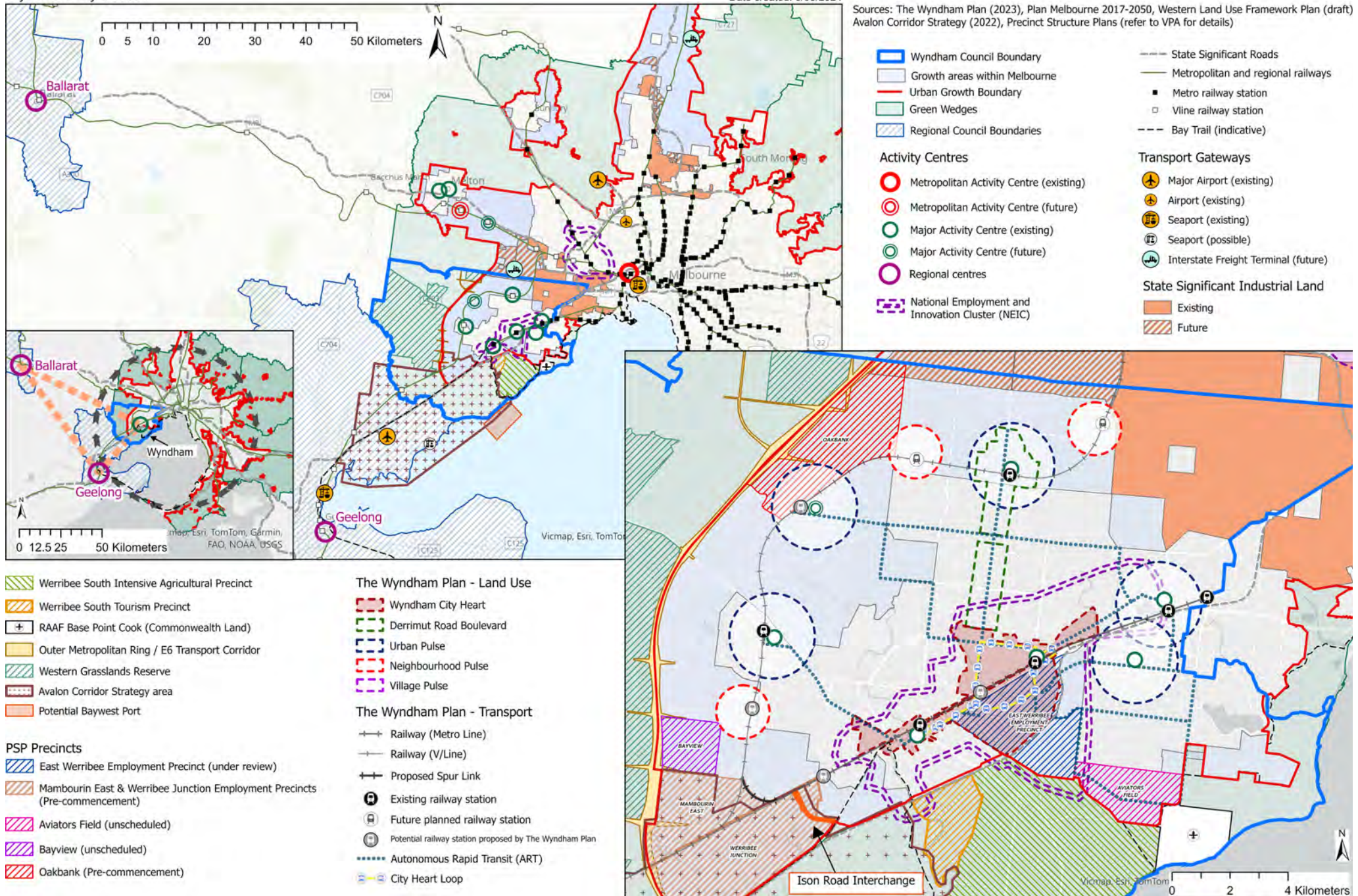
- Parents and homebuilders (35 to 49) (+24,020 people)
- Primary schoolers (5 to 11) (+11,809 people)
- Young workforce (25 to 34) (+10,125 people)
- Secondary schoolers (12 to 17) (+6,041 people)

Also most notable is that Wyndham has a higher cohort of working age population than Greater Melbourne. It has a larger percentage of ‘Parents and homebuilders’ (25.5% compared to 21.5%). A smaller percentage of ‘Seniors’ (4.2% compared to 8.6%). A smaller percentage of ‘Empty nesters and retirees’ (6.2% compared to 9.5%).

Improving connectivity of the Wyndham population to jobs in Victoria is about improving the productivity of the State.

Wyndham - Strategic Planning Context

Sources: The Wyndham Plan (2023), Plan Melbourne 2017-2050, Western Land Use Framework Plan (draft) Avalon Corridor Strategy (2022), Precinct Structure Plans (refer to VPA for details)





Response to Survey on Priorities for Each Pillar of Plan for Victoria

When thinking about the housing affordability and choice pillar, what are your top priorities that need to be addressed?

Priority one Provide a well connected, safe and inclusive community with affordable living outcomes, with appropriate quality housing to meet the community's diverse and changing needs.

Priority two Ensure the delivery of much needed key infrastructure within our municipality.

Priority three Support appropriate high density development in locations close to activity centres and public transport.

When thinking about the equity and jobs pillar, what are your top three priorities?

Priority one Activate East Werribee, as part of the Werribee National Employment and Innovation Cluster (NEIC). This will help ease congestion challenges for Melbourne, boost employment options closer to where people live, generate new industries and learning opportunities, and deliver more health and community services for the western region

Priority two Concentrate urban development within Wyndham. This will reduce infrastructure costs along with providing more opportunity for jobs growth and diversity of jobs. Concentrated development will also reduce service costs to residents because travel distances and times will be decreased.

Priority three Provide more local jobs to match the skills of the Wyndham workforce and improve connectivity to surrounding metropolitan and regional employment centres via the public transport network.

When thinking about the liveable and thriving neighbourhoods pillar, what are your top three priorities?

Priority one Create neighbourhoods which have an integrated pedestrian, cycling and micro-mobility network which is safe and connected to the places where people want to go (activity centres and transport interchanges).

Priority two Deliver 20 minute neighbourhoods as set by Plan Melbourne and the State government for creating liveable places.

Priority three Promote Wyndham as a destination of choice by increasing the choices available for all people of Wyndham to access their desired housing, employment, educational, health, leisure and cultural needs within Wyndham and its immediate region.

When thinking about the sustainable environments and climate action pillar, what are your top three priorities?

Priority one Wyndham to become a zero carbon community by 2040 by developing a more sustainable pattern of settlement by locking down the Urban Growth Boundary, protecting and supporting the values of its green wedges, including the Werribee South Food Bowl and Western Grassland Reserve, and encouraging development in locations that are well supported by infrastructure and services, including a better public transport network.

Priority two Conserve, manage and enhance the riverine, grasslands and coastal environments of Wyndham and to complement this network of public open spaces with more family friendly parks, greenways along main roads and residential streets, easily accessed and interconnected pedestrian and bicycle paths including completing the Port Phillip Bay epic ride.

Priority three Increase tree canopy within Wyndham.

The above priorities are based on The Wyndham 2040 Community Vision, The Wyndham Plan, Wyndham Housing and Neighbourhood Character Strategy, Wyndham Integrated Transport Strategy, Avalon Corridor Strategy, Wyndham Residential Growth Management Strategy and Resilient Wyndham Strategy.





Response to Draft Housing Targets

In June 2024 the State published draft housing targets for all local government areas in Victoria. The targets are intended to guide Councils on where future homes should be built.

The targets are proposed to help the Government achieve the target of 70% of new dwellings to be built in existing areas and 30% in outer-suburban growth areas originally identified in Plan Melbourne 2017-2050. The Government has not been able to meet this target.

It is understood that the targets were calculated based upon a range of factors including proximity to jobs and services, levels of access to existing and planned public transport, environmental hazards, current development trends and demonstrated development potential.

Within the context of Wyndham City as of 2023 there were 109,300 existing homes.

The draft target proposed by the Victorian Government is an additional 120,000 homes by 2051. To achieve this target Wyndham would need to approve on average 4,285.7 dwellings per year. This is similar to the average over the last five (4,678.6) and ten (4,274.7) years.

Response to Draft Housing Targets

Spatial Capacity

Wyndham is supportive of the principle of using housing targets to promote growth in appropriate parts of the City. Based on previous dwelling completion rates within Wyndham, it is reasonable to 'theoretically' expect that over 4,000 dwellings per annum could be achieved.

A housing capacity assessment for the Wyndham Housing and Neighbourhood Character Strategy (HNCS) was recently completed.

Available residential land

There is more than 23km² of land available within established areas for residential development. In addition to this land, there is also a large number of lots which have been assessed as having some development potential, however, are constrained by existing built form, environmental or other factors.

The Capacity Analysis for the HNCS notes that:

- The total residential capacity of Wyndham's residential areas is 83,057 dwellings to 2036. This is broken down as follows:
 - 27,498 dwellings in Wyndham's established residential areas,
 - 55,559 dwellings in Wyndham's residential growth areas.

This does not include:

- Any Precinct Structure Plans (PSPs) that are currently unprogrammed,
- Areas proposed for greater densities through the implementation of The Wyndham Plan,
- The capacity for activity centres to support higher density development.

Therefore, the proposed Housing Target for Wyndham of 120,000 additional homes by 2051, and the rate of average annual housing growth of 4,285.7 dwellings per year is considered to fall within the theoretical spatial capacity of Wyndham, having regard to the history of dwelling statistics and potential housing land supply within Wyndham. However, realisation of this capacity is subject to such growth being supported by corresponding state infrastructure and services, which has been an ongoing challenge since the Urban Growth Zone was introduced into the Victorian Planning Scheme in 2008. More on this below.

Growing Household Size

Over the last 10 years there has been a growing increase in the average household size in Wyndham compared to Greater Melbourne. The 2021 Census data found that the average household size in Wyndham was 3.07 people per dwelling compared to 2.58 for Greater Melbourne. Household size in the greenfield growth area suburbs of Tarneit and Truganina was as high as 3.50 and 3.43 people per dwelling. (Source: id community <https://profile.id.com.au/wyndham/household-size>)

The original Precinct Structure Plans (PSPs) associated with Wyndham assumed a much lower average household size (i.e. 2.8 people per dwelling). As a result of this, there is already a shortfall of community facilities within Wyndham. Based on an increase of 120,000 new homes and an average household size of 3.1 people, this would equate to an additional 372,000 people living in Wyndham by 2051 – a total population of over 600,000 people.

Lagging Infrastructure

The issue of insufficient infrastructure has been an ongoing challenge since Victoria introduced the Urban Growth Zone into the Victorian Planning system in 2008. This was documented in the Wyndham Residential Growth Management Strategy, (SGS 2016), which found that unsatisfactory financing for large-scale infrastructure projects impacts growth patterns at the local level. For example, congested roads and limited public transport inhibit efficient development and limit opportunities for residents, along with access to employment opportunities across the city.

The history of this is long. The 2013 Victorian Auditor General's report Developing Transport Infrastructure and Services for Population Growth Areas concluded that the cost to State and Local governments to respond to infrastructure needs in greenfield areas was then approximately \$36 billion over 30 years. It identified a major investment backlog of \$10 billion.

Research undertaken by SGS for the National Growth Area Alliance indicated that in Victoria approximately \$1 billion was required to address existing health and education deficits in growth area infrastructure and \$4.6 billion to service future growth (SGS, 2015). Meeting this requires both State and Commonwealth Government commitments and contributions.

A more recent report by Infrastructure Victoria, Social Infrastructure in Melbourne's Growth Areas - a background paper to recommendation 73 of Victoria's infrastructure strategy: Fund libraries and aquatic centres in growth areas (2021), highlighted three main challenges for growth area local government planning and delivery of social infrastructure:

1. managing rapid rates of population growth,
2. managing the high cost of delivering new infrastructure in greenfield suburbs, and
3. limited funding opportunities exist that enable planning and delivery of regional scale infrastructure.

The Infrastructure Victoria report also found that "on average, the Victorian Government spends about \$50,000, and local governments \$38,000, on infrastructure to support each new home in Melbourne's greenfield growth areas. Developer contributions in new greenfield growth areas average around \$23,000 for each home, which leaves a large gap in funding, and neither level of government recovers the full cost of infrastructure provision from the private sector. This gap in funding can be a barrier to the timely provision of new infrastructure. While the need for infrastructure in new and developing communities is urgent, some types of infrastructure arrive long after they are required. Outer suburbs and new greenfield growth areas may offer the most affordable homes to purchase, but they do not necessarily provide affordable living because they are less connected to the rest of Melbourne and associated opportunities. In addition, access to a range of social infrastructure is limited, particularly in the newest suburbs. A lack of

social infrastructure can limit engagement with sport, recreation, social inclusion, and cultural expression."

Population Expansion Overload

Wyndham City is not properly funded by the state to handle the pressure of a 110 per cent increase in housing with more than 600,000 living within our borders. Such a significant increase in housing and associated population expansion overload must be accompanied by matching infrastructure.

Housing targets that lack any honest commitment to the timely provision of basic access to education, health and jobs are an intolerable socio-economic burden on our communities.

As was estimated when the Growth Area Infrastructure Charge (GAIC) was introduced in July 2010, proceeds from GAIC only fund up to 15 per cent of state infrastructure works in growth areas. The revenue collected from the GAIC is held in two separate funds, the Growth Areas Public Transport Fund (GAPTF) and the Building New Communities Fund (BNCF). (Source: Growth Areas Authority Info Sheet, June 2013 <https://vpa.vic.gov.au/wp-content/uploads/2012/11/GAIC-Information-Sheet-June-20132.pdf>)

It therefore follows that under the current planning system and model of development adopted by the State in Melbourne's greenfield growth areas, there is a funding gap of 85 per cent for state infrastructure works to support housing development in these areas.

The impact of this is outlined below.

GAIC Induced Expenditure – The Urban Maths of New Suburbs in Greenfield Growth Areas

GAIC for the 2024-25 financial year is levied at \$137,230 per hectare. (Source: <https://www.sro.vic.gov.au/gaic-land-administration>) This is notionally only 15 per cent of the state infrastructure requirement according to



how GAIC was established.

Therefore, for each hectare of greenfield development, the State is required to find an additional 85%, i.e., \$777,636 from other revenue sources. Based on these calculations, the total cost of state infrastructure for greenfield development is \$914,866 per hectare. (Calculated as follows: \$137,230 divided by 15 multiplied by 85 = \$777,636. Therefore, total cost of state infrastructure per hectare of greenfield development = \$914,866).

Hence, for each hectare of development, there is \$914,866 per hectare of induced state infrastructure expenditure demand. (15% funded from GAIC and 85% to be funded from other state revenue sources).

Wyndham is currently developing at the rate of approximately 250 hectares per annum at 17 to 18 dwellings per net developable hectare, which aligns with the rate of growth proposed by the draft Wyndham Housing Target of 120,000 new homes by 2051 (4,248.7 new homes per annum).

Therefore, annual greenfield development in Wyndham equates to **\$228,716,500** of total induced infrastructure expenditure demand versus **\$34,307,500** of GAIC levy receipts.

It is estimated that greenfield development is resulting in \$194,409,000 per year of unfunded induced State Government infrastructure demand in Wyndham.

(Calculated as follows:

\$914,866 multiplied by 250 ha = \$228,716,500

\$137,230 multiplied by 250 ha = \$34,307,500

\$228,716,500 less \$34,307,500 = \$194,409,000)

That is \$194 Million every year that the Housing Target is delivered in Wyndham (in current dollar terms).

This gap is becoming more and more difficult to bridge with the rapid pace of development in Melbourne's greenfield growth areas being allowed to continue to grow without

sufficient attention being paid by State budgets to this growing burden on future generations. It is a concern that such a lag in infrastructure remains unchecked despite the quantum of land tax revenue that is generated by the State Government from land transfer (stamp duty) and land tax revenue collected from greenfield growth areas which are expected to continue to absorb a lion's share of future housing growth.

Funding Equity Assessment

Melbourne's Greenfield Growth Areas have historically contributed significantly more to Victoria's State Government tax revenues than they are receiving in State Government infrastructure investment.

Tax analysis conducted by Essential Economics in 2017 for Melbourne's Interface Councils Group found as follows:

1. In 2015/16, Interface Council Areas (Cardinia, Casey, Hume, Melton, Mitchell, Mornington, Nillumbik, Whittlesea, Wyndham, and Yarra Ranges) contributed approximately \$1.47 billion in total property taxes (land transfer/stamp duty and land tax) which represented a 19.2% share of all property tax revenue received by the State Government (\$7.63 billion) for that year.
2. Over the 2010/11 to 2015/16 period (inclusive), Interface Council Areas contributed approximately \$6.53 billion in State property taxes, comprising: - Land transfer (stamp duty) tax revenue of approximately \$4.65 billion - Land tax revenue of approximately \$1.88 billion
3. Interface Council Areas share of total State property tax raised over this period was 18.6%, or \$6.53 billion out of \$35.04 billion, comprising: - Land transfer (stamp duty) tax share of 18.3% (or \$4.65 billion out of \$25.44 billion) - Land tax share of 19.6% (or \$1.88 billion out of \$9.60 billion).
4. Based on comparable State Revenue Office (SRO) and State Budget data for the 2012/13 to 2015/16 period, Interface Council Areas contributed approximately

\$4.74 billion in property taxes but received only \$1.37 billion in specifically allocated new State funding for key infrastructure and services (e.g. education, health, public transport, roads).

- Over this four-year period, Interface Council Areas received annual budget funding shares of between 5% to 18% of Total Estimated Investment (TEI) for key infrastructure and services; which is considerably lower than infrastructure investment in Non-interface Metropolitan Council Areas (ranging from 38% to 78% of TEI) and Regional Council Areas (ranging from 19% to 44% of TEI).

The above findings are illustrated in the tables and graphs to the right which show that Interface Council Areas have not received infrastructure funding proportionate to revenue raised through property taxes, especially when compared to funding allocations for Non-Interface Metropolitan Council Areas and Regional Council Areas.

It is submitted that investigation is required into the funding capacity of the State Government to deliver infrastructure and services to fund both the existing infrastructure lag in greenfield growth areas and the proposed housing targets in established areas of Melbourne as proposed under the Victoria 70/30 Housing Targets.

Financial Carrying Capacity of Housing Targets

We need to ensure that new housing development does not trigger further induced infrastructure demands on the State’s limited resources.

As enunciated in the Policy Position Paper of the Planning Institute of Australia (Victoria) on the Housing Targets (see <https://www.planning.org.au/documents/item/12992>), the carrying capacity of each municipality needs to be considered before housing capacity targets are finalised for use in local planning. In addition to the thresholds identified in

Table 4.2: State Allocated Infrastructure Investment by Region, 2012/13 to 2015/16

Year	Interface Council Areas	Non-Interface Metropolitan Council Areas	Regional Council Areas
2012/13	18%	38%	44%
2013/14	18%	47%	35%
2014/15	7%	78%	15%
2015/16	5%	76%	19%
2016/17	17%	54%	29%
2017/18	24%	35%	41%

Source: Interface Budget Scorecards (various); Essential Economics Pty Ltd

Table 3.1: Property Taxes – Interface Council Areas, 2010/11 to 2015/16

	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2010/11 to 2015/16
Land Transfer (Stamp) Duty	\$811,869,400	\$425,057,780	\$583,448,740	\$790,638,440	\$905,250,640	\$1,135,882,800	\$4,652,147,810
Land Tax	\$278,889,660	\$281,089,490	\$335,617,380	\$321,459,420	\$332,175,720	\$332,238,590	\$1,881,470,260
Total Property Tax	\$1,090,759,060	\$706,147,270	\$919,066,120	\$1,112,097,860	\$1,237,426,360	\$1,468,121,390	\$6,533,618,070

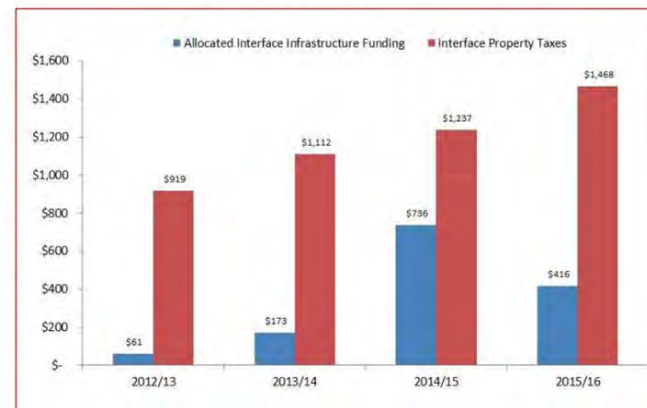
Source: State Revenue Office
Figures rounded

Figure 3.1: Property Taxes – Interface Council Areas, 2010/11 to 2015/16



Source: State Revenue Office
Figures rounded

Figure 4.1: Allocated Interface Infrastructure Funding v Interface Property Tax Revenue Contributions, 2012/13 to 2015/16



Source: State Revenue Office; Interface Budget Scorecards (various), Essential Economics Pty Ltd

Source: https://www.interfacecouncils.com.au/_files/ugd/e90bcb_dc35d63f5c714ee4b94e74285c63d9fc.pdf



the PIA Position Paper (i.e., physical constraints and opportunities; availability of existing or planned public transport and active transport; major state investments in health, education, and other job rich land uses and infrastructure; existing and planned parks, community and other infrastructure; existing levels of services and amenities; and availability of existing or planned utilities and other services), the carrying capacity must include the capacity of the State to fund in a timely and equitable manner the distribution of infrastructure and services that support the four pillars of the proposed Plan for Victoria. This must be considered within the dimensions of both space (places) and time.

The Minister for Planning is alerted to the potential double jeopardy of pursuing Housing Targets in both greenfield growth areas and established areas without first having established how current lags in infrastructure and services in Melbourne’s greenfield growth areas will be addressed. A thorough analysis and assessment is required of the thresholds of existing infrastructure and services to ensure that new development is focused on areas where new housing development does not trigger further induced infrastructure demands on the State’s limited resources. We have a serious concern that further exponential demand for infrastructure and services in Melbourne’s inner and middle suburbs under the 70/30 Target split will take further attention away from addressing the current deficit in funding infrastructure and services in current greenfield growth areas.

The table to the right from the Wyndham Residential Growth Management Strategy (SGS,2016) sets out generally agreed benchmarks for infrastructure provision across a wide range of services, extracted from the Wyndham Social Infrastructure Planning Framework and other sources. The right-hand column gives a “rule of thumb” for the average numbers of such facilities that would be required in future, without accounting for any existing deficits. It is based on an average of 3,000 new dwellings per annum, which is Council’s preferred rate of expansion. As noted above,

the average annual rate of growth over the last five to ten years has been between 4,678.6 and 4,274.7 dwellings per annum.

To avoid jumping out of the frying pan into the fire, a place-based approach to infrastructure is required to deliver better community outcomes. Such an approach considers the interrelated elements and broader needs of both the greenfield/growth area communities and the communities in established areas. Housing Targets must also be considered within the context of evolving demographics in communities to ensure flexible community infrastructure footprints that respond to cyclically changing age structures and household types between now and the future. It will be critical that land

TABLE 7. BENCHMARKS FOR PROVIDING COMMUNITY INFRASTRUCTURE

Hierarchy / Items	New facility required	Recommended Unit ^{1,2}	Units Required	Rate new facilities are required
Roads	Dwellings			
Duplication of major arterial roads	3,000	1.6 km (1 mile)	1.5 a year	2.3 km a year
N.B. VicRoads Backlog Projects				13.6km
Buses	Dwellings			
Bus route extension	3,000	90% of homes within 400 m	n.a.	~4.5 km a year
Schools^{3,4,5}	Dwellings	Area		
Government Primary Schools (P-6 or P-8)	3,000	3.5 ha min	1.0	1 every year
Government Secondary Schools (Year 7 - 12)	9,000	8.4 ha min	0.3	1 every 3 years
Government Specialist School	60,000	2.4 ha	0.1	1 every 20 years
Non-Government Primary School	5,000	2.6 ha	0.6	1 every 2 years
Non-Government Secondary College	15,000	7.0 ha	0.2	1 every 5 years
Council Social and Community Services⁶				
Council Community Centres (Level 3)	21,000	1.3 ha	0.1	1 every 7 years
Council Community Centres (Level 2)	7,000	0.8 ha	0.4	1 every 2.5 years
Council Kindergarten Centres (Level 1)	7,000	0.4 ha	0.4	1 every 2.5 years
4 year old kindergartens (double room)	1 per 150 four year olds	Located within Schools (or Level 2/3 Community Centres)	0.9	1 every year
Maternal & child health dual nurse facilities	6,000		0.5	1 every 2 years
Long Day Care	2,850-3,500	0.25 ha	0.8-1.1	1 every year
Libraries	21,000	0.5 ha	0.1	1 every 7 years
Council Recreation Services^{7,8}	People			
Active Open Space		7% NDA ⁹	14.0	
Passive Open Space		3% NDA ⁹	6.0	
Distinct Active Open Space		1% NDA ⁹	2.0	
SRV Active Open Space	500	8.0 to 10.00 ha	16.8	
SRV Local Passive Open Space	2,000	0.7 to 1.0 ha	4.2	
Council Indoor Recreation Centres (per court)	22,000		1.0	1.0
Aquatic Leisure Centres	200,000	For a 50m pool allow 3.0-4.0 ha	0.0	As per Aquatic Strategy
Major indoor stadiums for basketball, netball etc.	50,000			Every 15 years
Sports Pavilions	6,000		0.5	Every 2 years
Sporting Surface Standards¹⁰	People			
Football (per playing field)	4,000	Local	2.1	2 a year
Cricket Ovals (per playing field)	4,000	Local	2.1	2 a year
Soccer Field (per Field)	7,000	Local	1.2	1 a year
Tennis Court (per Court)	3,000	Local	2.8	2 a year
Netball Court (per Outdoor Court)	7,000	Local	1.2	1 a year
Other sporting facilities				Criteria exist for all types of sporting facility. Most require regional consideration of demand and existing facilities to determine needs

for community infrastructure such as school sites are retained in the future to ensure an ongoing capacity for areas to continue to absorb future population growth and distribution in a sustainable manner. We should not repeat the lack of foresight of the 1990's when some 270 state school sites were sold off due to local demographic changes and later find that we have a shortage of schools when a new generation moves in.

Sequential Development Approach Needed to Manage Financial Costs of Development

It is also submitted that the timely delivery of infrastructure and services to new and growing communities is best achieved through a sequential development approach that enables our cities to leverage existing infrastructure (such as the Regional Rail Link in Wyndham) as was identified in the Wyndham Residential Growth Management Strategy (SGS, 2016)

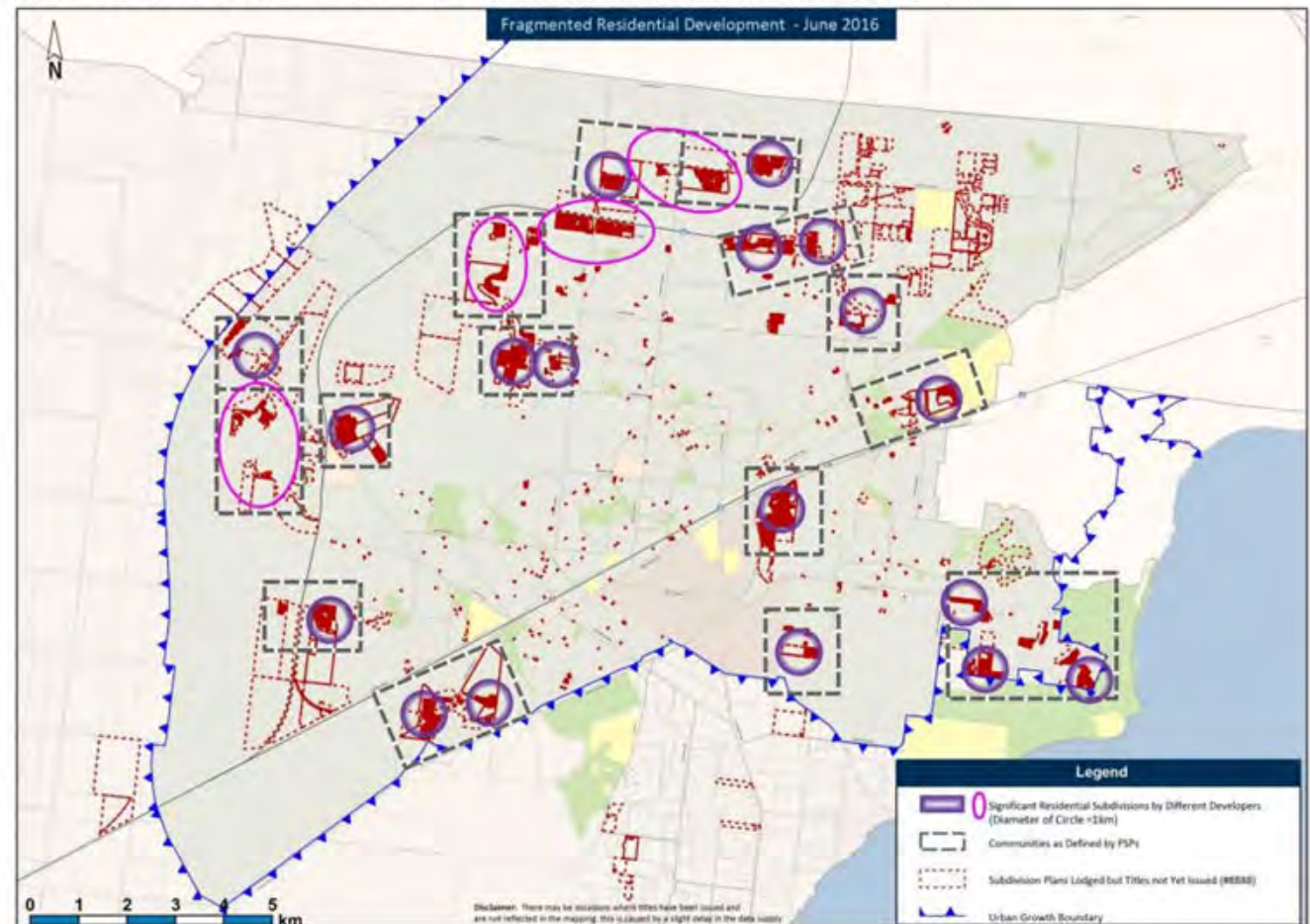
As shown in the below figures, the current model of development designed by the Victorian planning system allows development to occur simultaneously across multiple growth fronts causing an inefficient application of limited resources and financing of both infrastructure and services needed to support residential communities. Little has changed in a decade despite the objective of the Victoria Planning Provisions to “manage growth” and to “manage the sequence of development” in areas of growth so that services are available from early in life of new communities. Insufficient progress has also been made on strategies to define preferred development sequences in areas of growth to better coordinate infrastructure planning and funding; ensure that new land is released in areas of growth in a timely fashion to facilitate coordinated and cost-efficient provision of local and regional infrastructure; and improve the coordination and timing of infrastructure and service delivery in areas of growth. (Clause 11.02, Wyndham Planning Scheme).

Wyndham has as many growth fronts as it has Precinct Structure Plan Areas within which further leap frog development and fragmentation occurs, inducing further increased infrastructure demand on both states limited resources and the Council's rate capped resources.

As articulated in the Wyndham Residential Growth Management Strategy, the growth management problem facing Wyndham and, indeed, State

Government can be characterised as too little infrastructure chasing too much thinly spread development. A very large amount of land has been made development ready –in the statutory planning sense– through the PSP process. This potentially gives Wyndham, and Victoria, a major advantage in terms of housing affordability. However, this prodigious expanse of development opportunities opens up the reality of multiple, simultaneous growth fronts. The thresholds for the delivery of all manner of infrastructure items

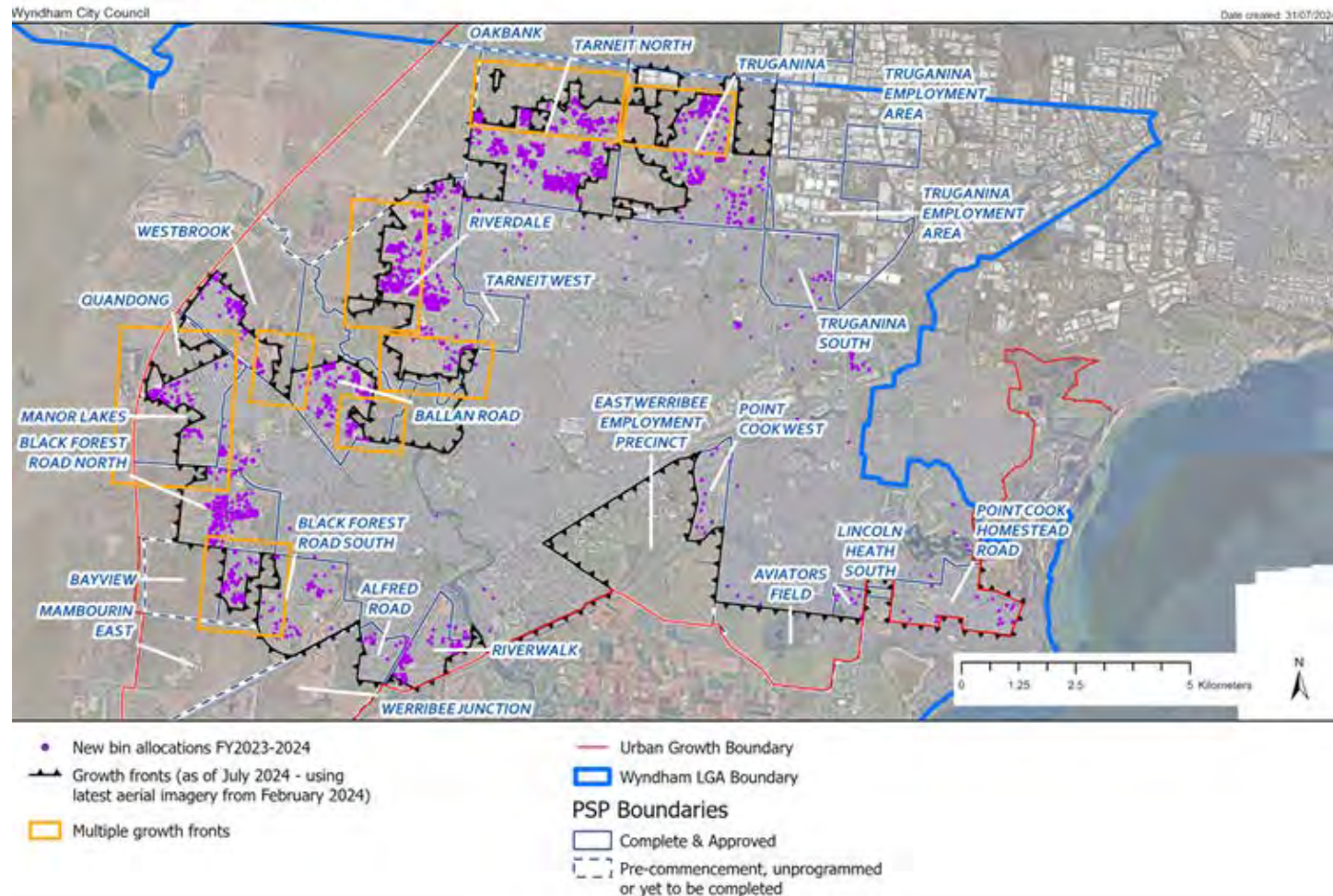
FIGURE 15. MULTIPLE RESIDENTIAL GROWTH FRONTS ACROSS WYNDHAM, APRIL 2016



Source: Wyndham City Council
 *Red denotes subdivision approvals



Wyndham Growth Fronts - July 2024



are being exceeded almost daily in multiple locations, but the funding and delivery capacity of Council and State Government agencies alike can cope with only a handful of such fronts in any given period.

History has often shown that the one thing we learn from history is that we do not learn from history. There is a concern that the Housing Targets will cause a further thinning of available resources unless they are based on the carrying capacity of existing infrastructure and a more timely financing and delivery of infrastructure and services.

The financial viability of infrastructure provision is undermined not only by the misalignment in pace of urban expansion and infrastructure planning, but also because of the geographic spread of new development fronts.

The current planning system and current models of financing infrastructure are not working. We need to fix this. This is further discussed below and in the section of this submission headed What's not working

and what must change.

Amenity Based Densities

The State Government is not maximising the benefit of existing and proposed infrastructure investments, particularly in greenfield growth areas like Wyndham. This is currently a massive lost opportunity, that can be converted into a golden opportunity for both more and better located housing and reduced infrastructure expenditure.

The state should support higher height limits, densities, and zoning changes for land within 400m of train stations. Co-locating a mix of land uses at medium and higher densities close to railway stations and along key public transit routes maximises the use of existing urban infrastructure at a cost which is generally lower than the cost of new infrastructure in greenfield growth areas. Termed ‘transit-oriented development’ this focus on integrating transport and land use brings more people closer to jobs and services often without having to use the car. It also provides opportunities for increased walking, cycling and the use of public transport with multiple environmental, social and economic benefits, less dependence on car usage and lower transport costs.

There is a need to fix issues of lagging infrastructure and potential underdevelopment around planned railway stations and activity centres in PSP areas along the Regional Rail Link due to the legacy of inadequate density controls in the first generation of PSPs. Density requirements for undeveloped PSP areas should be reviewed by the State (Victorian Planning Authority) or Councils be given Planning Authority /Responsible Authority controls to do this in the absence of State support.

It is submitted that a review of PSPs prepared under the original PSP guidelines should be funded by the State to assess gaps between planned and developed

densities, gaps in infrastructure and services, and gaps in financing the delivery of infrastructure needs today to ensure that a commitment is given to supporting housing targets with corresponding infrastructure.

Funding Opportunities

A fundamental and underlying challenge is the need for the State to support the necessary infrastructure and service provision. Commitments like reinstating the Growing Suburbs funding and reimagining the way in which Growth Area Infrastructure Charge (GAIC) funding is used/distributed could support this.

The State could also consider developing financial incentives and expenditure planning approaches that change consumer and commercial behaviour (Development Contributions (DCs), GAIC, Capital, Property Acquisition, Targeted Rates). Targeted, spatially directed and defined financial activity builds confidence in particular places that promote and support both private and public sector investment.

Other incentives could include:

- Consider establishing a mechanism to ensure that rates can be used as a method of value capture within a designated area to address the unintended consequences arising from rapidly escalating property values failing to lift rate revenue as expected and consider specifically excluding it from the ‘Fair Go Rates System’ on the basis of its unique and State significant urban renewal status.
- Consider establishing administrative procedures across relevant State and local government agencies to ensure that a proportion of the value created by public investment in certain locations of the municipality is retained and used to meet the need of that location.
- Seeking the State Government to direct all Land Tax revenue raised from designated areas of Wyndham back into those areas.
- Seeking the State Government to direct all GAIC

revenue raised from designated areas of Wyndham (i.e. Wyndham City Heart/ Wyndham City Pulses) back into those areas.

Yes, we have been here before:

Once again, in the history of the development of Melbourne and Victoria, we stand at the crossroad of having to deal responsibly and with foresight with the challenges of population expansion overload. Today is Groundhog Day. As cited in the 1929 Melbourne Plan of General Development,

“...the rapid growth of the City and Metropolis is creating unsatisfactory conditions, which require immediate attention, and that it is therefore necessary to further regulate development on modern scientific lines, so as to provide for the future demands of business, recreation, housing, traffic and other matters...”

In considering the Housing Targets, it is useful to reflect on the foreword of the Metropolitan Town Planning Commission’s 1929 Melbourne Plan:

“If a city is to serve its true functions it must have guidance and control in development according to a well-considered plan. In this way only can economy in public expenditure as well as efficiency and comfort be enjoyed by the various classes of people who constitute its population.”

Please also refer to the Section of this submission titled “What’s not working and what must change”.

Response to 'Big Ideas for Victoria's Future'

- More homes in locations with great public transport access

What do you think we should do to prioritise homes close to public transport, services and shops?

Where would you like to see more homes in your local area?

The new Plan for Victoria should prioritize areas around planned train stations and transportation hubs for new housing developments. Developing mixed-use spaces in these areas can attract businesses, stimulate local economies, and create vibrant neighbourhoods where people can live, work, and play without long commutes.

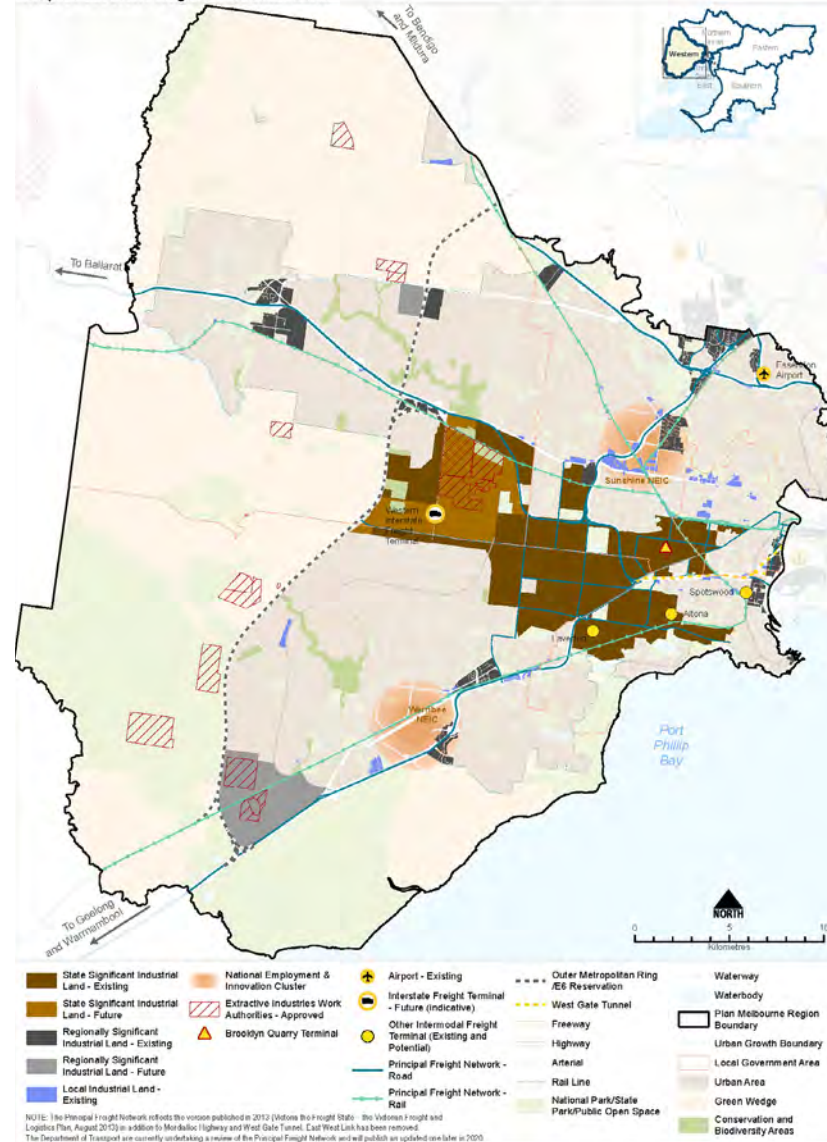
In Wyndham, the delivery of new train stations and other infrastructure should be prioritized to ensure new housing developments are well-integrated with transportation networks. Wyndham aims to see more homes developed near existing and proposed train stations, public transport, and services. By focusing on these strategic areas as designated in The Wyndham Plan, we can create well-connected, sustainable communities that support both current and future needs.

- More housing options for all Victorians, including social and affordable homes

How do you think a plan for Victoria could help to increase the amount of social and affordable homes?

A plan for Victoria can increase the amount of social and affordable homes by prioritizing housing diversity, which is also emphasized in The Wyndham Plan. This involves incentivizing developers to include affordable housing units in new developments, especially near public transport and services. Additionally, government partnerships with private

Melbourne Industrial and Commercial Land Use Plan
Map 6: Western Region Industrial Land



Source: <https://www.planning.vic.gov.au/guides-and-resources/strategies-and-initiatives/melbourne-industrial-and-commercial-land-use-plan>

sectors can fund and build more social housing. Streamlining the planning and approval processes for affordable housing projects can also accelerate development. By integrating these strategies, Victoria can create diverse, inclusive communities that provide housing options for all residents, ensuring equitable access to safe and affordable living spaces.

● More jobs and opportunities closer to where you live

How can we protect land for employment so that we can improve access to jobs and services?

To provide land for employment and improve access to jobs and services, Plan for Victoria must prioritize advancing the preparation and review of Precinct Structure Plans in Wyndham that enable the release of regionally significant industrial land already identified in Map 6 of the Melbourne Industrial Land Use Plan (MICLUP). The Plan must also help to activate and realise the opportunities of the East Werribee Employment Precinct and Werribee National Employment and Innovation Cluster already identified in Plan Melbourne and the recently released East Werribee Opportunity Statement (May 2024).

As announced in the Opportunity Statement by the Minister for Development Victoria, Precincts, and Creative Industries, the Hon. Colin Brooks, MP, “East Werribee presents a long-term strategic opportunity rarely found in Victoria – a large area of developable government land that can meet the growing needs of jobs and housing in the outer west.”

As a significant area of the East Werribee Employment Precinct is government land, it is suggested that proceeds received from development of the East Werribee Employment Precinct be re-invested in the development of infrastructure required to support its evolving development. A precedent for this exists with the original funding of the Sneydes Road/Princes

Freeway interchange connection to East Werribee in 2016.

The state government should continue to be actively engaged in delivering East Werribee and the Werribee National Employment and Innovation Cluster (NEIC) to ensure its successful development. Government investment and action must continue to be used as a catalyst for establishing East Werribee and the Werribee NEIC.

A new opportunity has also recently surfaced with the announcement of the closure of the Port Phillip Prison in Truganina located at the centre of the State significant Truganina/Laverton North Industrial Area (also shown on Map 6 of MICLUP). The redevelopment of this land should be investigated within the context of strengthening and enhancing employment opportunities in this State significant industrial precinct.

By focusing on these areas, we can create dedicated employment zones, boost job opportunities, and facilitate access to essential services for the community.

● More options for how we move from place to place

In what ways can we enhance public transport options and make walking and cycling more attractive, and how can we change behaviours around car dependency?

To enhance public transport options and make walking and cycling more attractive, the Plan for Victoria should prioritise the delivery of planned train stations and the planned spur line connection in Wyndham between the Regional Rail Link and the Metropolitan Rail line. It should also support the delivery of the proposed City Heart Loop and proposed Autonomous Rapid Transit (or Bus Rapid Transit or high-capacity public transport route) links as illustrated in The Wyndham Plan – Delivering 6 Big Ideas for Wyndham 2040.

This network is integrated with the active transport network planned for Wyndham and proposed to be developed to support Wyndham’s Housing Framework Plan to create more public transport hubs and greater access to public transport and mobility options in Wyndham - thereby transforming movement and transforming place in Wyndham.

Promoting safe, well-connected cycling and walking paths and integrating them with public transport will establish an active transport network which can effectively reduce car dependency.

● More certainty and guidance on how places will change over time

How do you think we can give communities more certainty for how places will change over time?

The answer to this question lies in statements made by the Minister for Planning when she invited engagement from all Victorians on the preparation of Plan for Victoria.

“All Victorians will be invited to have a say in helping to shape the plan that will contribute to a liveable, thriving, fairer and more sustainable Victoria.”

“Envisioning and implementing this blueprint for our future will rely on genuine and meaningful engagement and partnerships.”

“I acknowledge the opportunity we have to leverage existing council plans, visions, and strategies that are already in place or under preparation across Victoria.”

Source: Planning Institute of Australia, Planning News, January-February 2024 (page 7)

To give communities more certainty about how places will change over time will require providing communities with a spatial plan and visual sense of what is envisioned under Plan for Victoria and how

this relates to the evolution of previous metropolitan plans and plans that have already been developed by communities across the State.

In the case of Wyndham, this relates to how The Wyndham Plan (adopted by Council October 2023) and the Wyndham Housing and Neighbourhood Character Strategy (adopted by Council December 2023) (both outlined in this submission) have been leveraged to inform Plan for Victoria.

The new Plan for Victoria should also continue to align with and leverage key elements of Plan Melbourne that underpin the sustainable development of Greater Melbourne and our capital city's linkages with regional Victoria. It should also continue to clearly define the urban growth boundary and protect Melbourne's green wedges and open spaces. Implementing a staged plan detailing short, medium, and long-term development goals will also provide transparency and predictability. Regular updates and community engagement sessions can keep residents informed and involved in the planning process. This approach will ensure that development is well-coordinated and meets the needs of the community while preserving essential green spaces and maintaining a balanced urban growth.

Further, as identified in *Managing Melbourne: Review of Melbourne Metropolitan Strategic Planning* (Department of Planning and Community Development, April 2012) it is important to facilitate the inclusion of mapped frameworks within the Victorian Planning Scheme.

• More trees and urban greening in our parks and community space

What are your thoughts on setting targets to increase tree canopy in our public spaces? What considerations do we need to take into account?

Setting targets to increase tree canopy in public

spaces is crucial for enhancing urban greening and sustainability. Considerations should include selecting appropriate tree species that thrive in local conditions and are resilient to climate change. Planning should prioritize creating a connected open space network that links existing and future green spaces for recreation and biodiversity conservation.

The opportunity to plant more trees could be further enhanced by reviewing current engineering and road design standards that significantly limit the ability of Councils to achieve trees and canopy in higher density areas, and along main roads. These standards result in public spaces devoid of canopy.

Many town centres have little opportunity to add sufficient trees to effectively address the issue of urban greening. Consideration could also be given to other forms of blue and green infrastructure such as living walls and roofs (and possibly others) for a holistic approach.

Integrating trees and greening into urban development plans ensures they contribute to cooling urban heat islands, improving air quality, and enhancing aesthetic value without hindering ongoing development.

Wyndham City has already set targets to increase tree canopy under its Tree and Urban Forest Policy which have been integrated into The Wyndham Plan.

The policy acknowledges that Wyndham has a relatively low canopy cover (around 4%) compared to other Local Government Areas (LGAs) in Greater Melbourne.

Wyndham will seek to increase its tree canopy cover as follows:

- At least 25% potential canopy cover within streets across Wyndham by 2030 (moved forward from 2040).
- 35% potential canopy cover in Council's open spaces (excluding grassland corridors, wetlands and coastal dunes) by 2030 (moved forward from 2040).

- A total of 30,000 trees, shrubs and grasses will be planted on public land per annum.

Any tree canopy targets proposed by Plan for Victoria should be informed by targets already adopted by Councils.

• More protections from flooding, bushfire and climate hazards

How can we balance development needs with the protection of areas prone to flooding and bushfire hazards?

Balancing development needs with the protection of areas prone to flooding and bushfire hazards requires comprehensive planning and robust zoning regulations. Minimizing development within vulnerable, protected lands and implementing effective floodplain and bushfire management strategies are essential. Conversely, higher-density development should be encouraged in safer, more suitable areas. Prioritizing resilient infrastructure and sustainable development practices ensures new developments can withstand climate hazards while preserving safety and environmental integrity.

Council is currently undertaking a joint flood mapping project with Melbourne Water which will produce updated flood maps for Wyndham. It is expected that this project will be completed by the end of 2025. Council sees benefit in a holistic approach to flood mapping and the subsequent planning scheme amendment process being achieved across the wider Melbourne metropolitan area.

Also of particular relevance to Wyndham and other municipalities around Port Phillip Bay is that the Department of Energy Environment and Climate Action (DEECA) has recently undertaken extensive modelling and analysis to better understand current and future coastal hazards around the Bay.

As noted on the DEECA website on the Port Phillip Coastal Hazard Assessment, natural coastal processes like erosion and inundation shape our coasts. These

processes can sometimes become a hazard when they impact on coastal values and uses. With a changing climate and rising sea levels, we're expecting more impacts from coastal hazards around Port Phillip Bay. We need to plan for the impacts they will have on what we value.

It is important that this be done in a coordinated and consistent approach around Port Phillip Bay. In this regard, it would be appropriate that DECCA lead the development and implementation of a sea level rise inundation layer in the State section of the planning scheme to provide a consistent approach for Victorian coastal Councils in assessing planning applications on climate change vulnerable sites. The Port Phillip Bay Hazard Assessment has provided regional model for climate change impacts, but this should be integrated into planning schemes to allow Councils to implement a strategic risk mitigation approach in assessing applications for new works.

• Greater protection of our agricultural land

How can township boundaries protect agricultural land?

What considerations should be taken into account?

Township boundaries can play a similar role to the Urban Growth Boundary in protecting agricultural land by clearly defining where urban development can occur, thereby preventing encroachment into valuable farming areas.

The State Government has recently released the Green Wedge and Agricultural Land (GWAL) Action Plan which involved extensive consultation over many years commencing in 2019 which looked into the protection of green wedges and agricultural land within a 100km radius of Melbourne.

It is recommended that this extensive body of research and work be consulted in the consideration of this issue. (<https://www.planning.vic.gov.au/guides-and-resources/guides/all-guides/green-wedges>)

The GWAL Action Plan includes 20 Actions based on the following themes:

1. Protecting Melbourne's Foodbowl,
2. Planning for future farming,
3. Securing the right to farm,
4. Stronger protections,
5. Smarter land use, and
6. Setting tighter controls.

We also point you to the body of research and reports that have been published by Foodprint Melbourne to strengthen the resilience of Melbourne's food system to increase equitable access to fresh food, healthy foods and promote sustainable production and consumption for current and future generations. (see <https://science.unimelb.edu.au/foodprint-melbourne>)

Also to be consulted is the work of Sustain- The Australian Food Network which has published Growing Edible Cities and Towns – A Survey of the Victorian Urban Agriculture Sector. See- <https://sustain.org.au/projects/growing-edible-cities-and-towns/>

You will also be aware that that a State Parliamentary Inquiry is currently underway into securing the Victorian food supply. It is recommended that the findings of this Inquiry also be consulted.

Finally, as Council has previously submitted to the GWAL Review and Inquiry into Securing the Victorian Food Supply, planning system responses to protecting agricultural land should seek to achieve the following principal outcomes:

- Locking down a permanent Urban Growth Boundary that protects Melbourne's remaining green wedges, biodiversity values, and agricultural land from urban encroachment;
- Supporting farming in the peri-urban areas by providing security of water supply, quality of water supply (i.e. appropriate salinity levels), and appropriate water pricing; and
- Developing an integrated water delivery network to support the above.

Key challenges identified by Council were as follows:

- Distorted land prices, land use speculation, and fragmentation of lots;
- Accommodating Melbourne's growing population;
- Right to farm and traffic issues from encroachment on farming practices by other land uses in the Green Wedge
- Viability of Farming in the Intensive Agricultural Precinct impacted by the above issues;
- Adapting to a changing climate;
- Managing increased land use conflict and the urban-rural interface;
- Pressures on the viability of farming;
- Balancing competing community needs;
- Providing certainty for the future.

Robust planning controls are needed to ensure the green wedge and peri-urban areas retain their values and to manage land use and development within them.

Zoning/land use policies should prioritize agricultural use, ensuring that land designated for farming remains protected from incompatible development. Considerations include implementing agricultural land-use policies, promoting sustainable farming practices, and engaging with local farmers and community stakeholders to uphold these protections.

It is vitally important to ensure that the proposed planning options be part of a wider 'whole-of-government' integrated policy approach involving all three tiers of government and that utilises all relevant policy portfolios, including land use planning, agriculture, economic development, water, and waste and energy to achieve a resilient and sustainable foodbowl in Melbourne and its surrounds.

An effective plan to address broad and complex land use matters should have a range of strategies capable of complementing the standard land-use approach of metropolitan and local planning.



Key Strategies

- The Wyndham 2040 Community Vision
- The Wyndham Plan
- The Wyndham Housing and Neighbourhood Character Strategy
- Wyndham Integrated Transport Strategy
- Wyndham Active Transport Strategy
- West Trails - Western Metropolitan Regional Trails Strategic Plan
- Resilient Wyndham
- Avalon Corridor Strategy
- Wyndham Residential Growth Management Strategy

The Wyndham 2040 Community Vision – A Place for People

20
WYNDHAM 40

**Wyndham 2040
Community Vision**
A Place for People

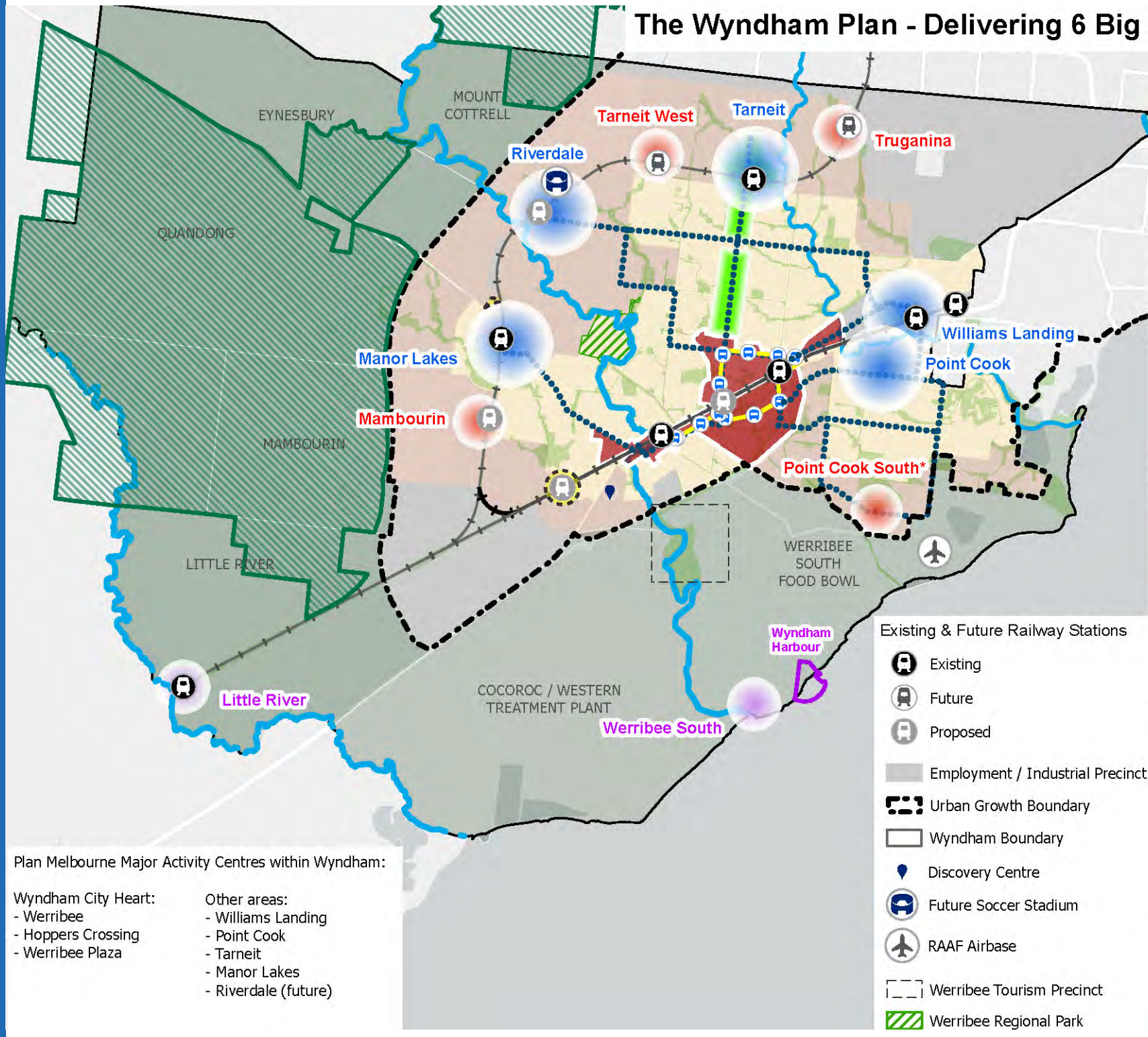
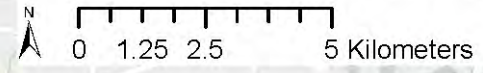


A safe, connected and inclusive community. We respect, acknowledge, value and celebrate the First Nations people, our heritage, cultural diversity and multicultural strengths.

Our community has the infrastructure and services it needs to support holistic health and wellbeing for all. Local employment and education facilities are plentiful, and there are a variety of recreational, leisure, tourism, art and cultural opportunities for everyone to experience throughout the municipality.

We preserve our natural environment and rural lifestyle; we are able to get around easily and get to where we want to go efficiently. We are self-sufficient and pride ourselves on being green and sustainable.

The Wyndham Plan - Delivering 6 Big Ideas for Wyndham 2040



- 1. Wyndham City Heart**
 - City Heart
- 2. Wyndham City Pulses**
 - Urban Pulse
 - Neighbourhood Pulse
 - Village Pulse

**Note: Point Cook South has not yet been planned and is subject to a Precinct Structure Plan process that has not yet commenced. Size and scale of this Neighbourhood Pulse will be determined through that future process with community input.*
- 3. The Wyndham Transport Network**
 - Proposed City Heart Loop
 - Proposed Autonomous Rapid Transit (ART)
 - Proposed Spur Link
 - Railway (Metro Line)
 - Railway (V/Line)
- 4. The Derrimut Road Boulevard**
 - Derrimut Road Boulevard
- 5. Living Residential Neighbourhoods**
 - Established Neighbourhoods
 - PSP Neighbourhoods
 - Priority locations for housing diversity and intensification beyond those already identified by the City Heart, Urban Pulses, Neighbourhood Pulses and Derrimut Road Boulevard
- 6. Green Lungs, Coast and Country**
 - Werribee South Green Wedge
 - Western Plains South Green Wedge
 - Western Grassland Reserves

- Existing & Future Railway Stations**
- Existing
 - Future
 - Proposed
- Employment / Industrial Precinct
 - Urban Growth Boundary
 - Wyndham Boundary
 - Discovery Centre
 - Future Soccer Stadium
 - RAAF Airbase
 - Werribee Tourism Precinct
 - Werribee Regional Park

Plan Melbourne Major Activity Centres within Wyndham:

- | | |
|----------------------------|----------------------|
| Wyndham City Heart: | Other areas: |
| - Werribee | - Williams Landing |
| - Hoppers Crossing | - Point Cook |
| - Werribee Plaza | - Tarneit |
| | - Manor Lakes |
| | - Riverdale (future) |

The Wyndham Plan

The Wyndham Plan was adopted by Council in October 2023.

The Wyndham Plan is a holistic, integrated and place-based approach to creating the type of city Wyndham's residents aspire to live in as articulated in the Wyndham 2040 Community Vision. The Wyndham Plan is a bridge between the Wyndham 2040 Vision and the Wyndham Planning Scheme and the future planning and development of Wyndham.

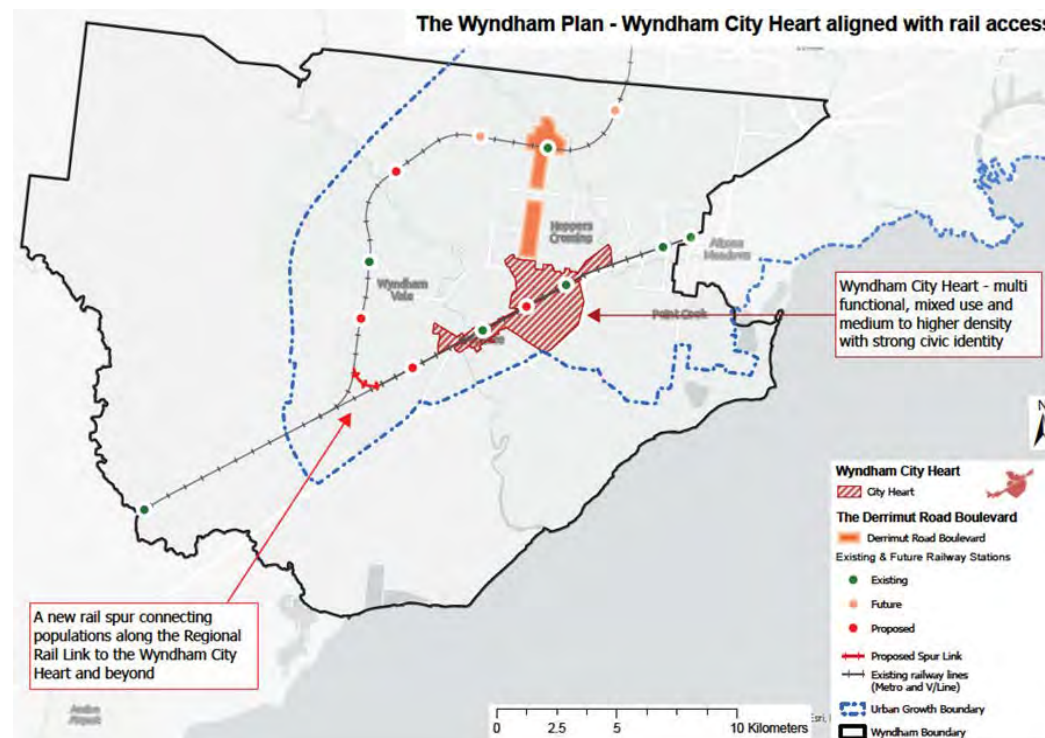
The Wyndham Plan promotes the development of Wyndham as a City to service its future population of around 500,000 people and articulates that Wyndham will seek to be a City. To think of itself as a City, Wyndham must project itself to the world as a City and aspire to have the things that cities have. This involves transforming movement and transforming place. Wyndham needs to Connect People and Places. To be a City, Wyndham needs a different spatial response to the way it is currently developed. Wyndham needs to encourage and facilitate development in locations supported by infrastructure and services.

The Wyndham Plan identifies 6 Big Ideas to deliver the Wyndham 2040 Vision.

These are:

1. **The establishment of a Wyndham City Heart to transform Wyndham from a 2-hour to a 20-minute city;**
2. **The provision of Wyndham City Pulses to deliver 20-minute neighbourhoods;**
3. **A Wyndham Transport Network to better connect people and places;**
4. **The delivery of the Derrimut Road Boulevard that will integrate transport and development and connect the central parts of Wyndham;**
5. **Liveable Residential Neighbourhoods that deliver quality residential development and that link people to the places they need; and**
6. **Green Lungs, Coast and Country to celebrate and connect people with Wyndham's rural areas and natural environment.**

Suburban development done well can lead to highly attractive environments, where space is utilised to build amenity, with street trees and trees within lots. Where environments are quiet and relaxed. Where done poorly they do not create attractive environments, plus have all the disbenefits of the dispersed development pattern.'



Concentrated urban development brings with it:

- Reduced infrastructure costs because less infrastructure is required to service more people.
- More opportunity for jobs growth and the delivery of job diversity because jobs tend to agglomerate around centres of activity.
- Reduced servicing costs because services are delivered using concentrated/targeted approaches.
- Reduced costs to residents because travel distances and times are decreased, facilitating, and supporting affordable living

outcomes.

- Urban development done well can also lead to highly attractive environments, where smaller spaces and streets themselves are utilised to build amenity.

We need to deliver urban places to service the suburban outcomes we already have in abundance. We need to put the Urban into the Suburban. This is particularly important in a place like Wyndham that covers a vast spatial area and where growth pressures compounded by unsequenced development fronts place ever expanding pressure on Council's and the State's expenditures.

Wyndham Housing and Neighbourhood Character Strategy

The Wyndham Housing and Neighbourhood Strategy was adopted by Council in December 2023.

Wyndham is one of the fastest growing municipalities in Australia. As the population continues to grow and change, it's important to make sure that housing growth is strategically planned and sustainably managed.

Wyndham has continued to grow at a rapid pace in recent years, which has led to increased demand for housing. The municipality's existing housing stock is typically single storey detached houses, with increasing numbers of multi-storey and multi-unit greenfield and infill developments.

The Wyndham Housing and Neighbourhood Character Strategy 2023 (the Strategy) provides a 15-year plan to manage housing growth and change across the municipality to ensure that new homes are well-located and enhance the character of the unique neighbourhoods.

The Strategy updates and builds on previous versions that were exhibited for community consultation in 2015 and 2018. It aligns with the strategic directions in The Wyndham Plan as well as other key strategic planning policies. The Strategy sets out a suite of actions and priorities that provide clear direction that will support Council in planning for future housing growth and change.



Minimal change

Allows for minimal housing change due to the environmental, heritage and neighbourhood character of the area, or other significant development constraints. It includes land located within the Low-Density Residential Zone or Neighbourhood Residential Zone.

Housing types

Duplex, dual occupancy, detached dwellings

Proposed height

1 and 2 storeys



Incremental Change

Allows for modest housing growth and a variety of medium density housing types which respect the preferred future neighbourhood character, or will make a significant contribution to a new, more desirable preferred future neighbourhood character. It includes land located within the General Residential Zone.

Housing types

Low-scale apartments, townhouses (semi-detached), multi-unit, duplex, dual occupancy

Proposed height

2 and 3 storeys



Substantial change

Allows for housing growth and diversity at increased densities. It includes land located within the Activity Centre Zone, Priority Development Zone, Residential Growth Zone and Special Use Zone, as well as key strategic opportunity sites within the established, residential areas of Wyndham.

Housing types

Apartments, shop-top housing (in commercial and mixed-use areas), townhouses (semi-detached), multi-unit

Proposed height

3 and 4 storeys

MAP 3

Housing Framework Plan

Housing change areas

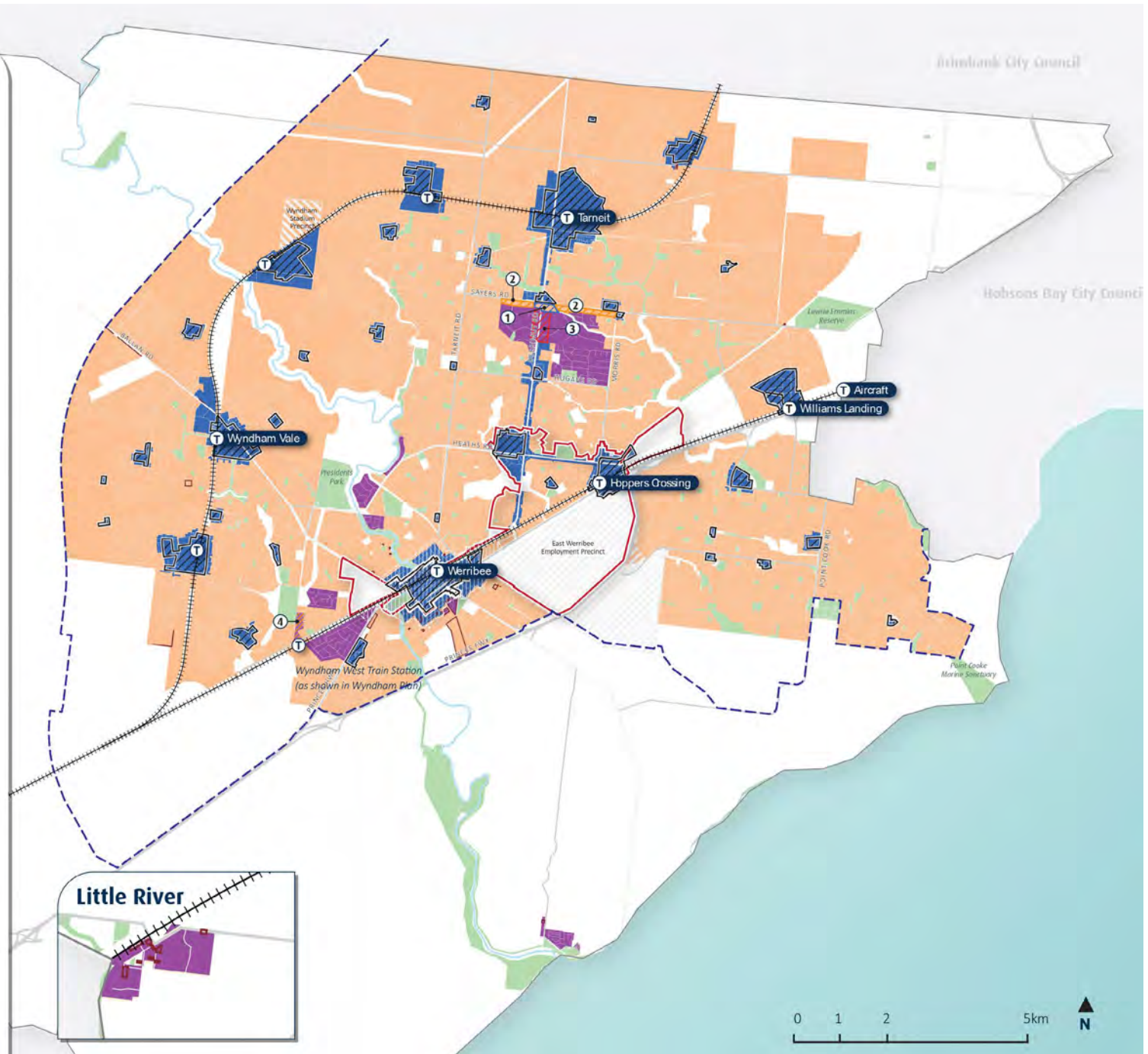
- Substantial change
- Incremental change
- Minimal change

Future investigation areas

- Future substantial change area
- Future incremental change with access (subject to servicing availability)
- Future investigation area for housing diversity
- Future incremental change with access investigation area

Legend

- Activity centre boundary
- Wyndham City Heart
- Existing heritage overlay
- Proposed heritage investigation area
- Wyndham Stadium Precinct
- East Werribee Employment Precinct
- Public Open Space
- Urban growth boundary
- Existing train station
- Future train station
- Train line
- Major Road
- Werribee River



Wyndham Integrated Transport Strategy

The 2023 Wyndham Integrated Transport Strategy (2023 WITS) is an update of the original 2016 WITS. Since 2016 there has been rapid population growth, significant disruptions due to COVID, delivery of State infrastructure projects, and changes/review of other significant transport projects, and other changes. Transport systems have been critical to ensuring that the community is adaptable and resilient to challenges.

The 2023 WITS has new and refined actions that reflect current conditions. Actions are to support eight key areas of focus.

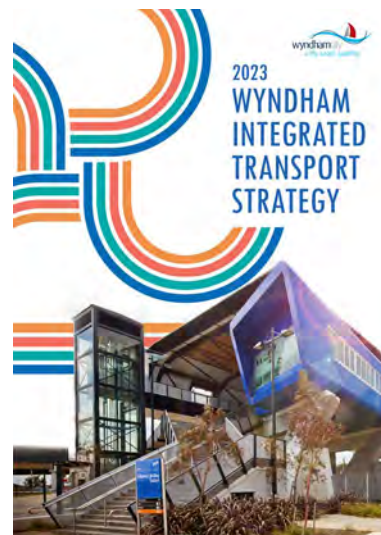
These are:

1. Land Use and Transport Integration
2. Active Transport
3. Public Transport
4. Freight
5. Transport Network
6. Other Transport Modes
7. Education, Promotion and Communication
8. Technology and Innovation

The areas of focus and associated actions are to help progress us towards realisation of the 2023 WITS Vision for 2040, 'Wyndham is a safe, connected city where people confidently choose how they move. The network enables the efficient travel of people and goods; and our integrated transport system invigorates places it is part of. Travel is sustainable, accessible, and agile to maximise opportunities

and liveability for all, and connects us to each other, to Wyndham, and beyond.'

A key aim of the Wyndham Transport Network is to change the perception of Wyndham as a place for people to pass through to Wyndham being perceived as a destination and a place to come to. Improving the internal transport network of Wyndham is a critical step to achieving this objective. How this is proposed to be achieved is outlined in The Wyndham Plan. A key action of the Wyndham Integrated Transport Strategy is to support the Werribee City Centre's growth as the 'Capital of Melbourne's New West', and support for the City Heart and National Employment and Innovation Cluster (NEIC). Public transport coverage and frequency are critical elements in achieving improved mode share to public transport and providing choice to residents.



Wyndham Active Transport Strategy

The Wyndham Active Transport Strategy 2020 aims to turn walking and cycling into a genuine transport mode of choice for residents going about their daily business. The Strategy provides Council with a strategic direction for an active transport network that is accessible, integrated, comfortable, attractive and safer for people of all ages and abilities.

The Strategy builds on the achievements of the 2011 Bicycle Network Strategy which are outlined in the Wyndham Active Transport Strategy 2020 Supporting Document, and is a key action from the Wyndham Integrated Transport Strategy adopted in 2016.

Wyndham is a large and diverse city with people of all ages, abilities, incomes, lifestyles and experiences. Our location, and the fact that we have a mixture of urban, rural, and coastal areas means that we have a wide range of untapped opportunities for pedestrians and cyclists. Both modes are easily accessible as they are low cost or free, and available to all ages and abilities.

The Wyndham Active Transport Strategy 2020 was adopted by Council on June 23, 2020.



West Trails - Western Metropolitan Regional Trails Strategic Plan

The Western Metropolitan Regional Trails Strategic Plan ('West Trails') is a strategic project seeking to improve the quality and usage of regional trails in Western Metropolitan Melbourne.

The project study area comprises the six local government authority areas within Western Metropolitan Melbourne, being the Cities of Brimbank, Hobsons Bay, Maribyrnong, Melton, Moonee Valley and Wyndham. Sport and Recreation Victoria was a funding partner for this project.

A total of 19 existing and proposed regional trails have been identified that meet the definition of a regional trail developed by this study.

Regional trails have been defined as those that allow for multiple user groups (including pedestrians and cyclists), have an off-road focus, are relatively long and continuous in length and are of regional scale, purpose and/or impact.

The regional trails identified by the study are shown on the following map.

Completion of the above regional network, in conjunction with the Port Phillip Bay Trail, will facilitate the development of healthy active transport connections and eco-tourism trails between western region communities, City of Greater Geelong and metropolitan Melbourne around Port Phillip Bay, contributing to a network of epic rides across Victoria.



Resilient Wyndham

Resilient Wyndham looks at Wyndham’s long-term resilience and will help to guide and manage the way Wyndham will adapt, survive and thrive in the face of future events such as climate change, extreme weather, natural disasters, pandemics, cyber-security attacks and economic downturn. Resilience is about being prepared for the unexpected.

Providing a four-year vision to 2025, Resilient Wyndham includes an annual action plan with targets and actions to help strengthen Wyndham’s resilience and ability to better prepare for future shocks and stresses. The Strategy captures what is already being done as well as identifying where we can do more.

Resilient Wyndham 2021-2025 is our pledge to work with our diverse communities, businesses and organisations to be better prepared for our uncertain future. Wyndham is a growing and diverse municipality of metropolitan Melbourne, with 96.7% of the population living in urban areas.

RESILIENT WYNDHAM 2021-2025



Avalon Corridor Strategy

Avalon Corridor Strategy (ACS) is a strategic land use plan prepared by Hansen Partnership, the City of Greater Geelong and Wyndham City Council, in collaboration with the Victorian Department of Environment, Land, Water and Planning (DELWP).

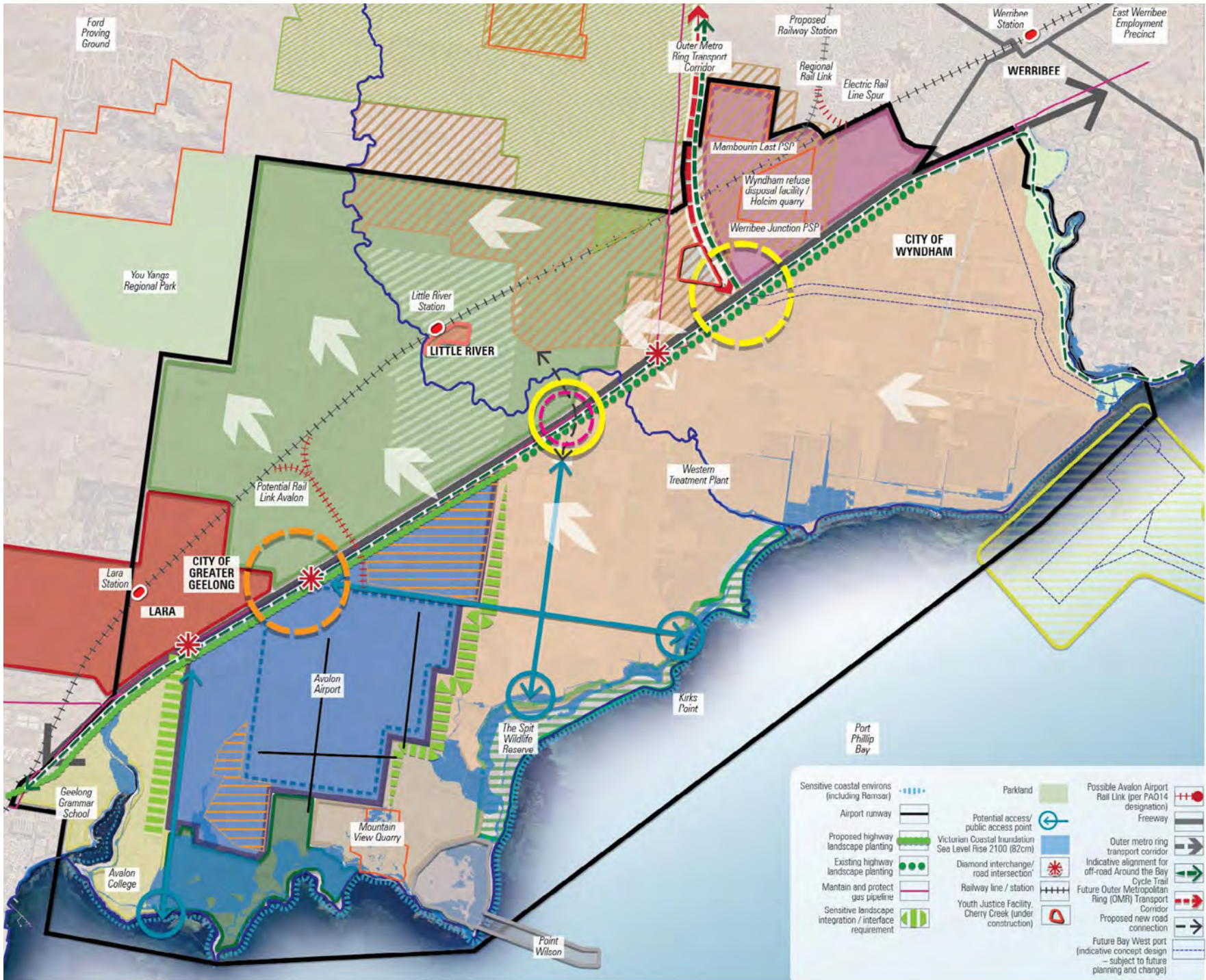
The ACS has been developed in response to Plan Melbourne 2017-2050 policy directions as well as similar policy objectives within the G21 Regional Growth Plan (2013) and Greater Geelong Settlement Strategy (2020).

It seeks to maintain a ‘green break’ between Greater Geelong (Lara) and Metropolitan Melbourne (Werribee) to protect significant cultural, landscape and biodiversity values and safeguard important infrastructure and assets, such as Avalon Airport and the Western Treatment Plant.

It also establishes a high-level Framework Plan to guide land use decision making in the Avalon Corridor, such as the location and extent of future development.

The final ACS was adopted by the City of Greater Geelong on 13 December 2022 and by Wyndham City Council on 20 December 2022.





AVALON CORRIDOR STRATEGY FRAMEWORK PLAN KEY

- Study area
- Municipal boundary
- Future Werribee gateway
- Future Avalon, Geelong gateway
- Little River, You Yangs, tourism gateway
- Intersection upgrade
- Long-range views to You Yangs
- Long-range glimpsed/framed views
- Agriculture / rural landscape setting for the You Yangs
- Werribee urban interface (refer to specific PSP's for further guidance)
- Extent of Lara Structure Plan, Discourage future township growth
- Existing dwellings in GWZ & FZ land
- Extent of Little River (T7 & I DR7 land) Discourage future township growth
- Extractive Industries Works Approvals (WA) – current and proposed*
- Strategic Extractive Resource Area (SFRA)
- Extractive Industry Interest Areas (for further investigation)
- Quarry & potential reuse for industry requiring buffers (note: Dept of Defence site adjacent may impact potential use/employee density)
- Greater Avalon Employment Precinct boundary
- Rural / agriculture / education (existing)
- Agriculture/ aquaculture/ environmental
- Potential location of future Bay West port
- Western Treatment Plant (refer to MW Future Landuse Plan)
- Airport activities (refer to Avalon Airport Masterplan)
- Biodiversity
- Department of Defence Site
- Western Grassland Reserve

- Sensitive coastal environs (including Ramsar)
- Airport runway
- Proposed highway landscape planting
- Existing highway landscape planting
- Maintain and protect gas pipeline
- Sensitive landscape integration / interface requirement
- Parkland
- Potential access/ public access point
- Victorian Coastal Inundation Sea Level Rise 2100 (82cm)
- Diamond interchange/ road intersection
- Railway line / station
- Youth Justice Facility, Cherry Creek (under construction)
- Possible Avalon Airport Rail Link (per PA014 designation)
- Freeway
- Outer metro ring transport corridor
- Indicative alignment for off-road around the Bay Cycle Trail
- Future Outer Metropolitan Ring (OMR) Transport
- Proposed new road connection
- Future Bay West port (indicative concept design – subject to future planning and change)

Figure 19: Framework Plan

Project Ref: 19.322
 Dwg No.: UDD 001
 Scale: 1:80,000@A3
 Date: 25.10.22
 Revision: D

hansen

Wyndham Residential Growth Management Strategy

The Wyndham Residential Growth Management Strategy (RGMS) was adopted by Wyndham Council in 2016 when new housing dwellings started to reach and climb above 4,000 dwellings per annum, reaching a peak of 5,626 and 5,444 dwellings per annum in 2020 and 2021, respectively, before settling back to 4,011 in 2022 and 3,646 in 2023.

The RGMS lays out the:

- 1.nature of the growth management challenge in Wyndham;
- 2.policy and governance framework that influences growth management possibilities in Wyndham;
- 3.solutions to promote mutually beneficial alignment between residential development and infrastructure provision; and
- 4.outcomes to be expected from managing growth for different stakeholders, including the community, government and land developers.

It includes chapters on:

- Wyndham’s growth challenge;
- Planning and infrastructure responsibilities: the governance framework;
- The role of density in managing growth;
- The role of sequencing in managing growth; and
- An approach to growth management.

The RGMS is a document that has informed The Wyndham Plan.

The preferred residential growth management strategy identified by the RGMS comprised three key elements:

- 1.Actively manage the number of areas under development at any one time to optimise the capacity to provide infrastructure in a timely manner and ensure that the sequence of development reflects infrastructure planning at both the local and state level. This will require greater regulatory tools and financial incentives to develop “in sequence” and disincentives to develop “out-of-sequence”.
- 2.Incrementally transition development to higher densities in areas with good public transport access to deliver optimal minimum densities for achieving community benefits and economies of scale in delivering infrastructure and to make amenities and public transport viable.
- 3.Manage out-of-sequence development by requiring proponents to build viable communities and compensate for additional costs associated with bringing forward infrastructure.





Key Infrastructure Projects

that leverage existing infrastructure and build upon the current base of opportunities for a better connected, fairer, and more equitable and prosperous Victoria

Wyndham is an industrious community with a clear vision for the future.

It's a community that's skilled and ambitious, with a shared vision for realising our city's full potential.

Wyndham City provides a range of infrastructure and services that support the wellbeing of the local community.

We run community centres and libraries, provide early years and maternal health services, and maintain local parks and open spaces. We also maintain local roads, and provide rubbish collection and waste disposal services, along with a range of other local infrastructure and services designed to improve the lives of Wyndham residents.

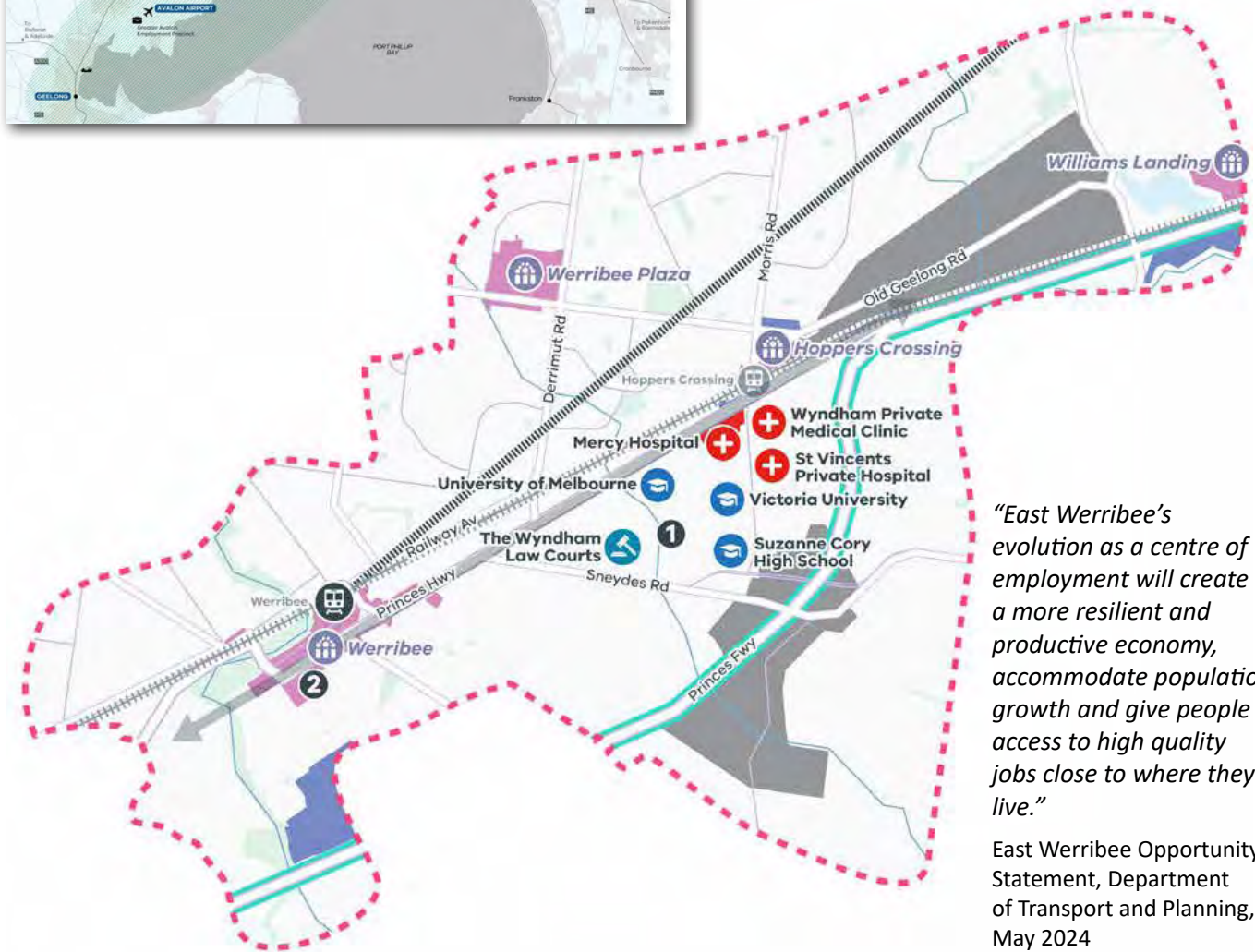
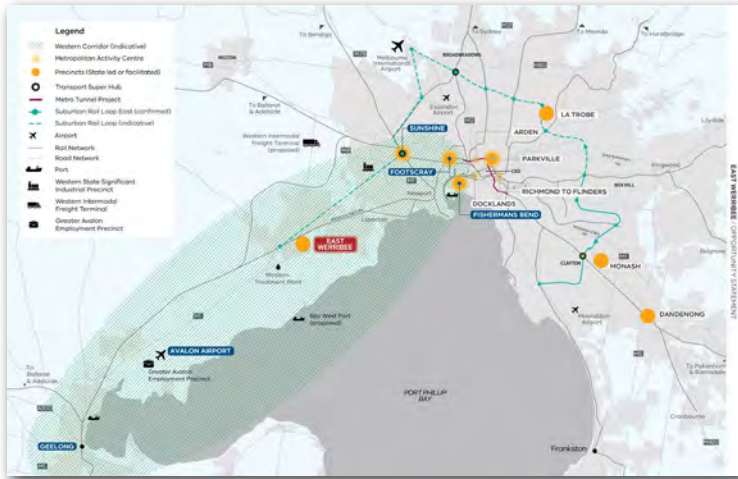
But there are many issues and service gaps affecting our community that we can't solve on our own.

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

We need true collaboration between all levels of government to help deliver the projects that will reduce traffic congestion and take advantage of Wyndham's strategic location as the gateway between Melbourne, Geelong, Ballarat and western Victoria.

We're largely reliant on other levels of government to fund and provide the infrastructure and services our community needs to prosper.

Outlined below are key infrastructure and services that the Council has advocated for in recent years to Infrastructure Australia, Infrastructure Victoria, and State and Federal Budgets:



“East Werribee’s evolution as a centre of employment will create a more resilient and productive economy, accommodate population growth and give people access to high quality jobs close to where they live.”

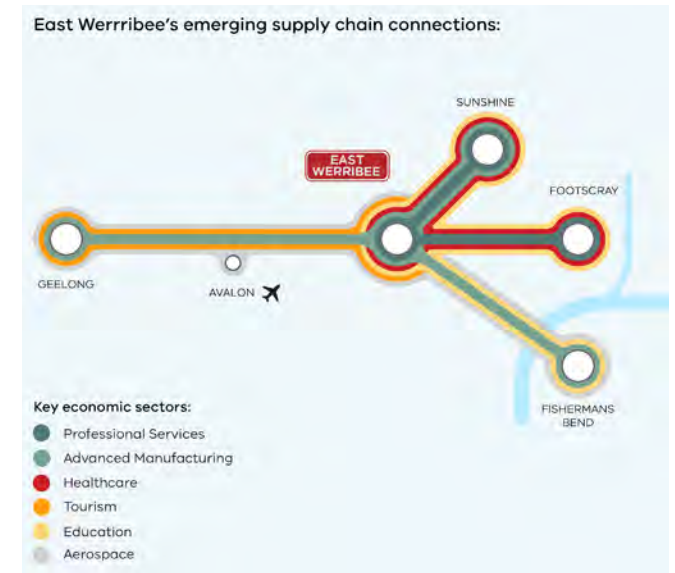
East Werribee Opportunity Statement, Department of Transport and Planning, May 2024

East Werribee Employment Precinct

Activating the Werribee NEIC will create 60,000 jobs, support existing community needs, absorb future population growth, and build a more prosperous, productive and sustainable Wyndham.

It will help ease congestion challenges for Melbourne, boost employment options closer to where people live, generate new industries and learning opportunities, and deliver more health and community services for the western region. An integrated transport strategy that connects the NEIC of Sunshine and Werribee will also capture the collective benefits of the Geelong Fast Rail, Western Rail Plan and Melbourne Airport Rail Link.

A significant amount of investment, as identified in the figure below, has been made over recent years into the area of the Werribee NEIC. The time is ripe to activate the East Werribee Employment Precinct and support the establishment of the Werribee NEIC as a priority employment precinct in Plan for Victoria.



Investment in and around the Werribee National Employment and Innovation Cluster

Private/ Public Investment:

- Werribee Plaza Precinct redevelopment - \$370M
- Williams Landing Development – Office, Retail and Apartments at Williams Landing Station
- Melbourne University – Faculty of Veterinary and Agricultural Services – Learning & Teaching Building Opened March 2019 - \$180M
- Victoria University Werribee Vision and Campus Renewal (Learning Precinct)

Transformation of Movement:

- Wyndham Integrated Transport Strategy & Wyndham Active Transport Strategy
- Suburban Loop Rail
- Geelong Fast Rail
- The Wyndham Loop
- Regional Rail / Metro Rail Spur Link



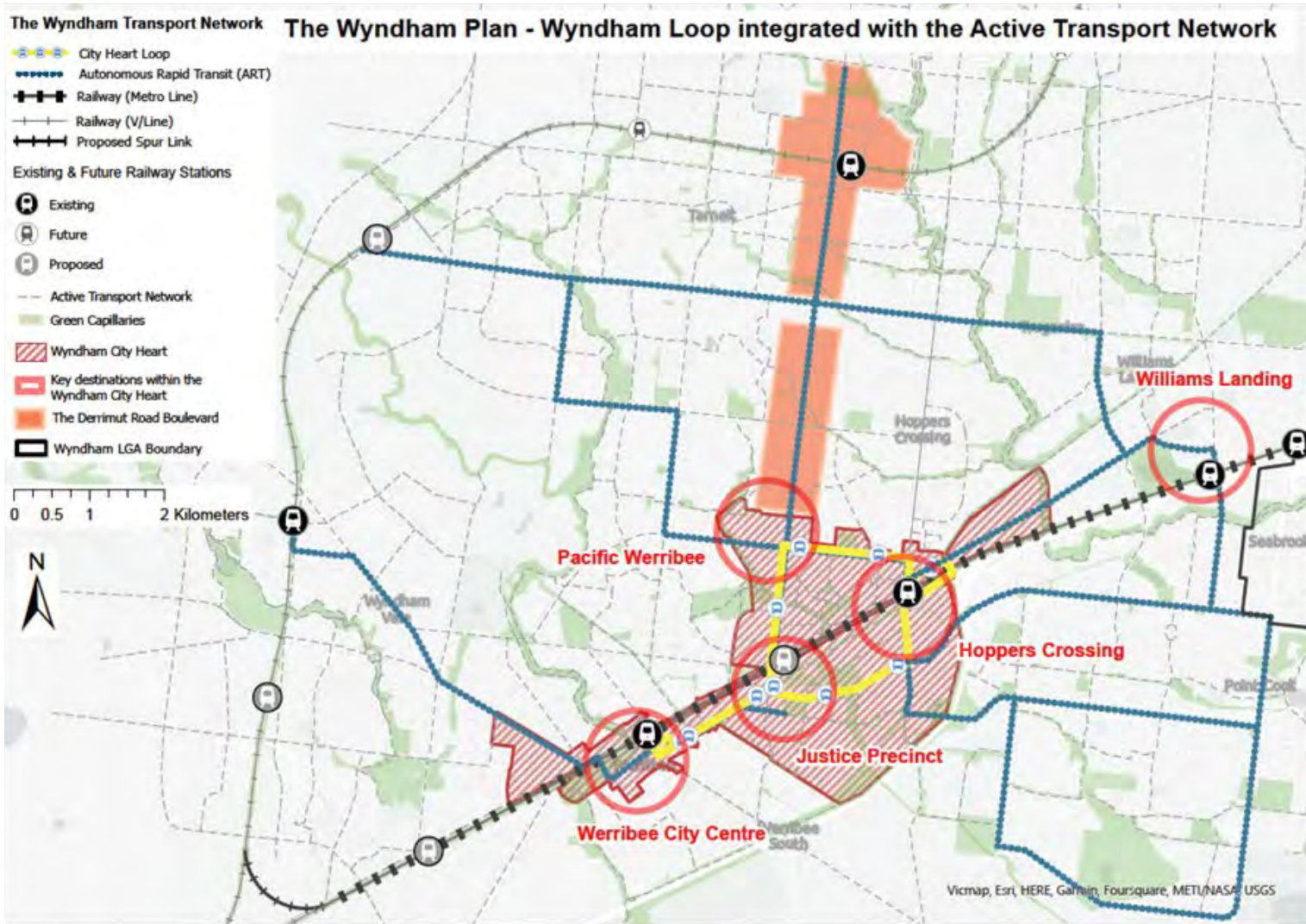
Werribee City Centre Catalyst Sites –

- West End
- Hunter (Holiday Inn)
- River Edge 1
- River Edge 2
- Endeavour



State Government Investment:

- Werribee Mercy Hospital expansion (providing Wyndham residents with their first ICU facilities in the local community (Health Precinct) - \$85M
- St Vincent’s Private Hospital development (Health Precinct)- \$95M
- Wyndham Tech School at Victoria University’s Werribee Campus (Learning Precinct) - part of \$128 M State Budget
- Sneydes Road Interchange Upgrade - \$45M
- Upgrades to roads around the East Werribee Precinct - \$71M
- Western Roads Upgrade Package - \$1.8B
- 3 Level Crossing removals – Werribee Street, Cherry Street & Old Geelong Road
- Wyndham Police Complex - \$45M
- Wyndham Law Courts Justice Precinct) - \$271M
- Werribee Open Range Zoo Upgrade - \$84M



City Loop

A public transport loop to service the Wyndham City Heart is proposed as the cornerstone of integrating development and transport in the central part of the city. The proposed Wyndham Loop would be complemented with a focus on delivering the Wyndham Active Transport Network within the Wyndham City Heart as a first order priority and linking it wherever possible to the proposed Wyndham Loop.

The concept of the Wyndham Loop is to provide a dedicated transport service that will connect all existing and future key destinations within the Wyndham City Heart/ NEIC. Further work is required to determine the exact route and frequency of service. It could potentially commence as a high frequency mini-bus service and/ or demand responsive service. The key would be to make the service as desirable to use as possible and as frequent as possible within budgetary constraints. Funding options for the service would also need to be explored further, e.g. State Government (to support public transport access to the Justice Precinct), Federal Government, private sector or from key beneficiaries/ landowners along the route. Land use and development intensification along the route would also be critical to supporting the service and growing its patronage over time.

Western Interstate Freight Terminal

The Western Interstate Freight Terminal (WIFT) is a significant regional infrastructure project planned for Truganina, in the City of Melton in Melbourne’s west on the northern border of the City of Wyndham. Establishing this interstate rail freight terminal and warehousing precinct will boost local job creation and commercial productivity within the outer west and Victoria. Identified in the Commonwealth Inland Rail Project, the Victorian Western Growth Corridor Plan, the Victorian Freight Plan and the North and West Melbourne City Deal proposal, the WIFT will dramatically improve efficiencies in local, national and international freight movement by bringing local warehouse precincts closer to freight terminals, and limiting the number of trucks and trains required to transport interstate freight into the Dynon Precinct in Port Melbourne. Additionally, the Dynon terminal is limited in its capacity and earmarked for closure with identified urban renewal opportunities for North Dynon.

The WIFT is a critical infrastructure project that will be located centrally to the ports in Melbourne and Geelong as well as the proposed Bay West, Melbourne, Essendon and Avalon airports, logistics warehousing and inland rail. It is also connected by road and rail to Ballarat, Geelong, and interstate to Adelaide and Perth. Investment in the WIFT will create 39,000 jobs in the outer west in supply chain and logistics, industries perfectly suited to the vast land availability and connectivity of the City of Melton and City of Wyndham. The west is the origin and destination for around a quarter of all container transport, and Truganina is close to around 50 per cent of existing interstate rail freight customers, ideally placing the WIFT as the key node for port-related activity.

Melton City Council and Wyndham Council have called on the State and Federal Government to prioritise this transformational project that will deliver significant jobs and investment to Melbourne’s fast growing outer west and meet the critical needs of the national freight industry. Supporters of the WIFT include Rail Freight Alliance, Lead West, West of Melbourne Economic Development Alliance, and the Committee for Wyndham.





Wyndham West Link - Ison Road/Princes Freeway Interchange Upgrade

This vital piece of infrastructure will connect the rapidly developing residential areas in the west of Wyndham to the Princes Freeway, easing traffic congestion and increasing productivity by providing an alternative for traffic currently funnelled towards the Werribee City Centre. Council welcome the recent funding of \$60 million to deliver a critical road link for the Ison Road Overpass in Werribee.

The Ison Road Bridge Rail overpass is a key feature of Wyndham Westlink. The rail overpass will connect two sections of Ison Road across the Melbourne-Geelong railway line, enabling freeway access from Wyndham Vale, Manor Lakes and Tarneit.

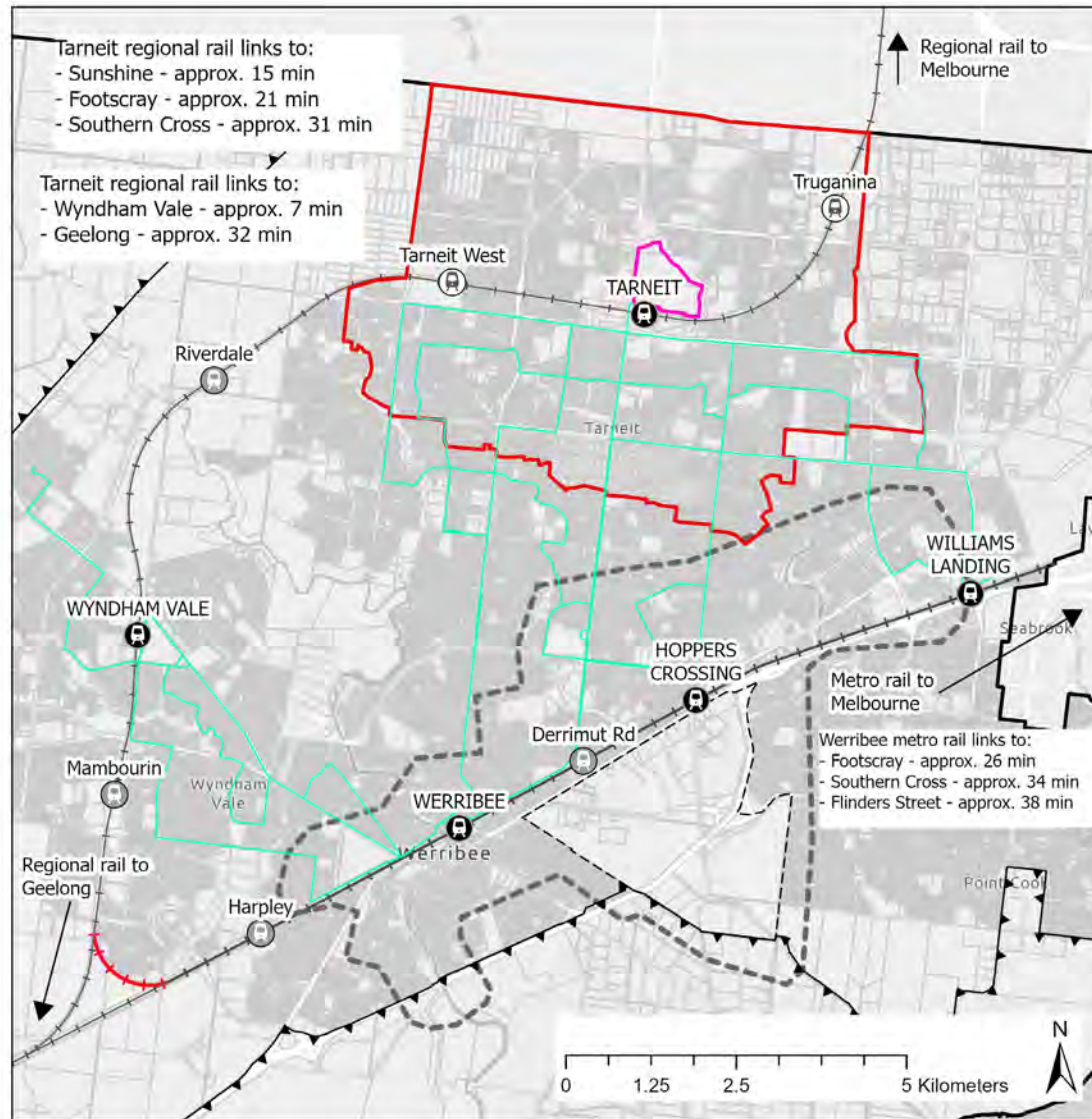
Upgrading the connected Princes Freeway interchange should also be supported, to ensure traffic from Ison Road can efficiently connect to the Princes Freeway.

Western Rail Plan

The provision of rail services linking Werribee and Wyndham Vale will close a gap in our transport network and create a critical connection to link the regional and metro lines. This will enable the passengers to commute easily between Geelong and activity centres in Werribee, Williams Landing and the proposed East Werribee Employment Precinct.

The electrification of the fast-growing Wyndham Vale line will facilitate the running of higher capacity trains while grade separation between Regional and metro services will increase reliability and allow more trains more often.

The Western rail plan also includes the construction of new railway stations. The construction of these stations will increase accessibility in an area that is heavily car dependant and growing rapidly. For example, the Sayers Road Station catchment will exceed 100,000 by 2040. In addition, the new 15,000 seat A-League stadium is also being built in Tarneit, next to the planned Sayers Road Station.



Tarneit - Leveraging existing & future infrastructure

Date created: 14/03/2024

- Tarneit Major Town Centre
- Tarneit PIL area
- East Werribee Employment Precinct
- Werribee NEIC (National Employment & Innovation Cluster)
- Wyndham Council Boundary
- Urban Growth Boundary

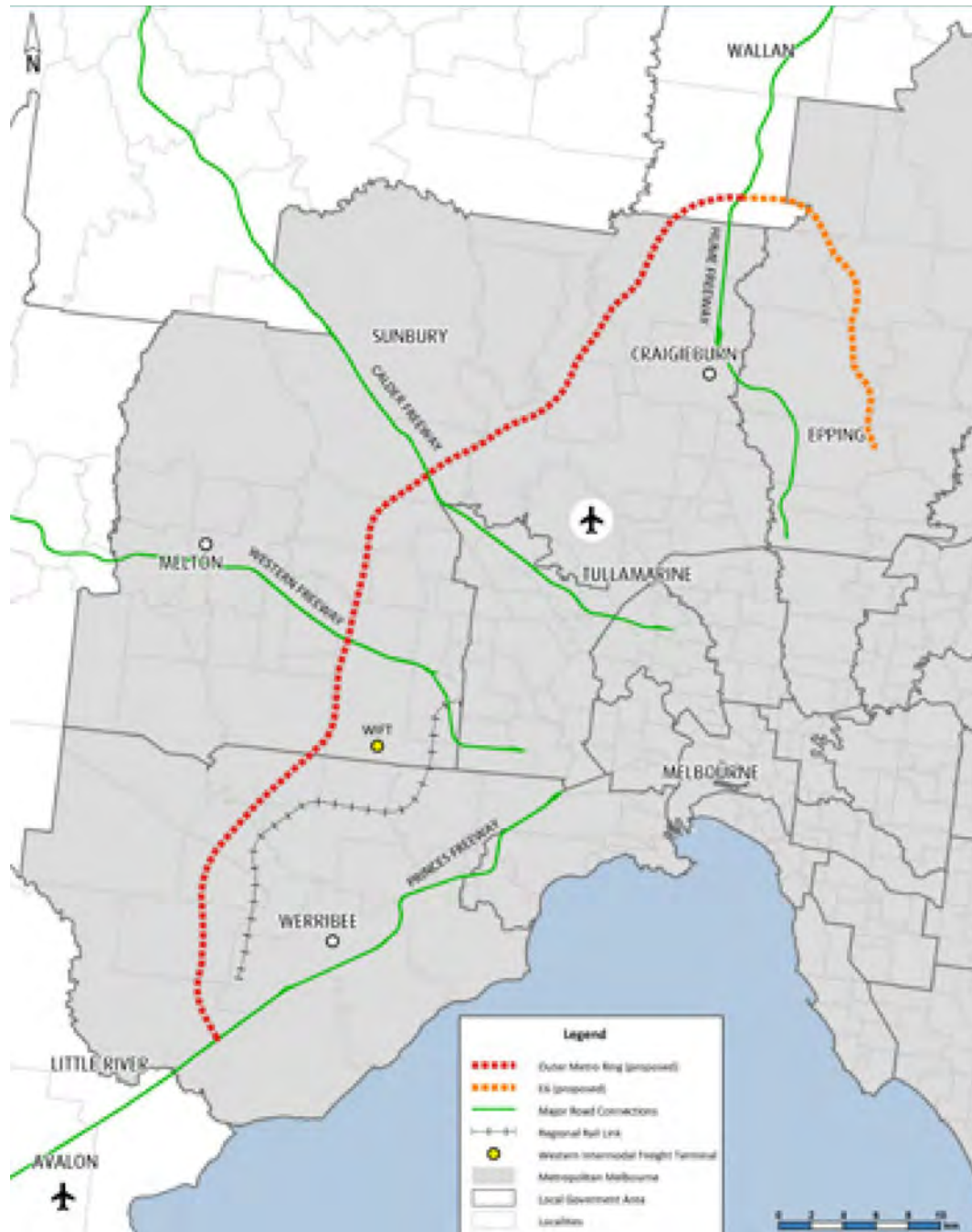
Public Transport

Train Station

- Existing
- Future
- Proposed
- Railway (Metro Line)
- Railway (V/Line)
- Proposed Spur Link
- Metropolitan bus routes (current)

Notes:

- Train times have been sourced from Public Transport Victoria.
- The current bus routes vary in frequency and travel time but are generally used for local trips only.
- Estimated driving times even at peak traffic (8am weekdays) are competitive with train and bus travel times within Wyndham. E.g. from Werribee to Tarneit is approx. 25 min by bus compared to 15-25 min by car.
- The metropolitan train line extends past Werribee to join the regional line, but is only used for freight. A spur line is proposed to link metropolitan and regional passenger services.



Outer Metropolitan Ring (OMR) Transport Corridor

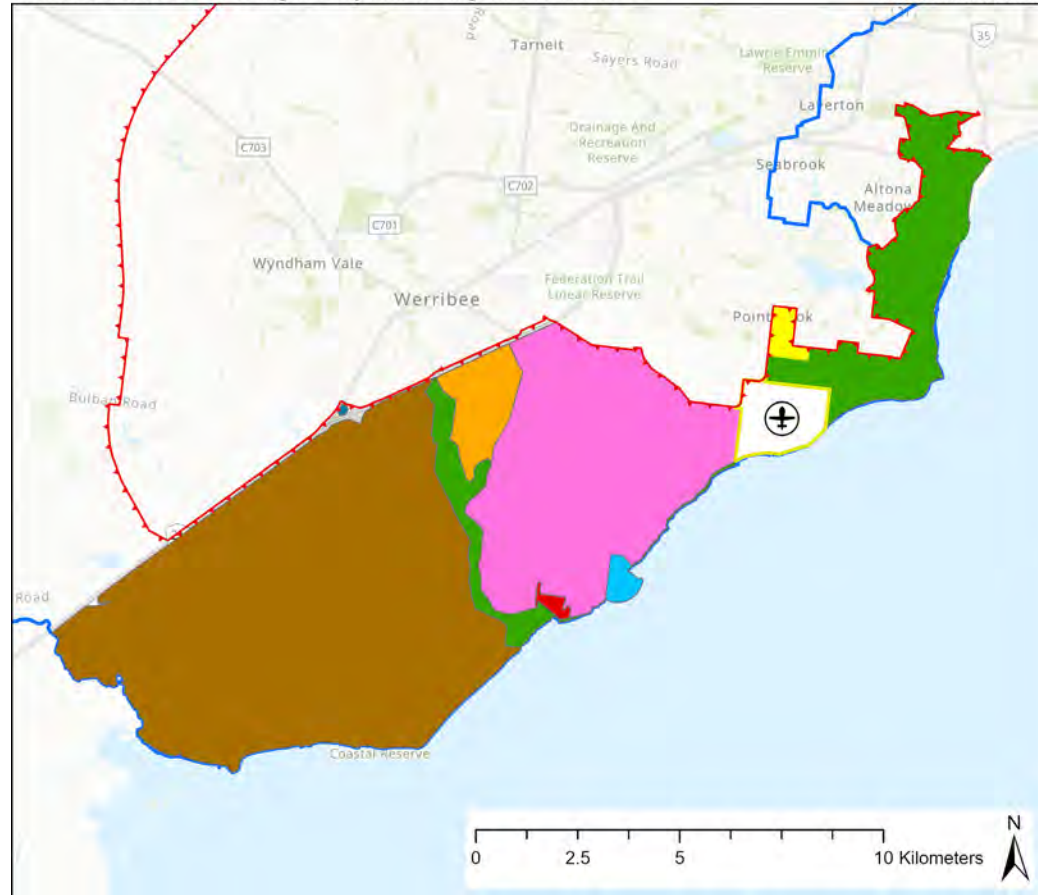
Lifting productivity and growth through improved transport connectivity in the north and west of Melbourne between key employment and residential growth areas and linking key transport hubs.

Wyndham City, along with other councils in the north and west of Melbourne has requested that the Federal Government fund planning and development of the Outer Metropolitan Ring / E6 project. Outer Metropolitan Ring will transform Melbourne and the surrounding regional areas, creating better connections to key transport hubs such as Melbourne Airport, Avalon Airport, the Port of Geelong, and the proposed Western Intermodal Freight Terminal.

Precincts within the Werribee South Green Wedge

Werribee South Green Wedge Policy and Management Plan 2024

Date created: 6/05/2024



- Wyndham Council Boundary
- Urban Growth Boundary
- Intensive Agricultural Precinct
- Werribee South Township
- Wyndham Harbour
- Princes Highway Service Station Precinct
- The Green Wedge Buffer
- RAAF Base Point Cook (Commonwealth land)
- Tourism and Recreation Precinct
- Parks, Coast, Waterways and Wetlands
- Western Treatment Plant

Agricultural Land

Preserve and protect Werribee South agricultural land from development or encroachment which would negatively impact upon the agricultural operations of this part of Wyndham.

The Werribee South Intensive Agriculture Precinct is identified in the Wyndham Municipal Strategic Statement as an important asset to the state of Victoria, generating a large percentage of the total annual Victorian production of many vegetables including most of the state's cauliflower and broccoli. The quality of this area's soil, availability of fit-for-use water, and access to local, national and international markets all contribute to its significance as an agricultural precinct. In addition to these strengths, the unique character

of the Intensive Agriculture Precinct and its proximity to the neighbouring East Werribee Employment Precinct creates opportunities which have the potential to be capitalised upon to benefit agricultural production in future. As recognised in the Green Wedge and Agricultural Land Action Plan, it is critical that this precinct continues to be protected and supported as part of securing Victoria's food security. Strategies that will achieve this include locking down the Urban Growth Boundary, and supporting farming by providing security of water supply, quality of supply (i.e. appropriate salinity levels), and appropriate water pricing. This requires a whole of government response.



Werribee River Park, Werribee Township Regional Park, Point Cook Coastal Park and Greening the Pipeline

The City of Wyndham has a large and fast-growing population that is expected to grow from 334, 000 (2024) to 501,634 by 2042.

This rate of growth and scale of development of Wyndham warrants the development of significant metropolitan scale parks, such as Werribee Township Regional Park, Werribee River Regional Park, Point Cook Coastal Park, and Greening the Pipeline as outlined in the Suburban Parks Program (Parks Victoria).

The final Strategic Directions Plans for Werribee Township Regional Park and Werribee River Park were released in May 2023.

As shown in the map, the Werribee River Park is a 223-hectare park which sits within the traditional lands of the Wadawurrung People in the lower reaches of the Werribee River. The Werribee River Park is next to the Werribee Park, Werribee Mansion, Werribee Open Range Zoo and the Western Treatment Plant, creating a connected habitat, recreation and tourism precinct managed by a variety of government bodies.

The Werribee Township Regional Park will be a 340-hectare park which sits within the traditional lands of both the Wadawurrung and Bunurong People in the higher reaches of the Werribee River. The park will be next to the City of Wyndham's Presidents Park and the confluence of the Davis Creek and Werribee River.

The Point Cook Coastal Park is a 443-hectare coastal recreation park that provides important access to the coastline of Port Phillip for a coastal city that has limited

access to the bay. In conjunction with the adjoining 420-hectare Cheetham Wetlands, it forms an important part of the Werribee South Green Wedge providing a 'refuge' from urban development and opportunities for passive recreation in an expansive and tranquil setting on Port Phillip Bay.

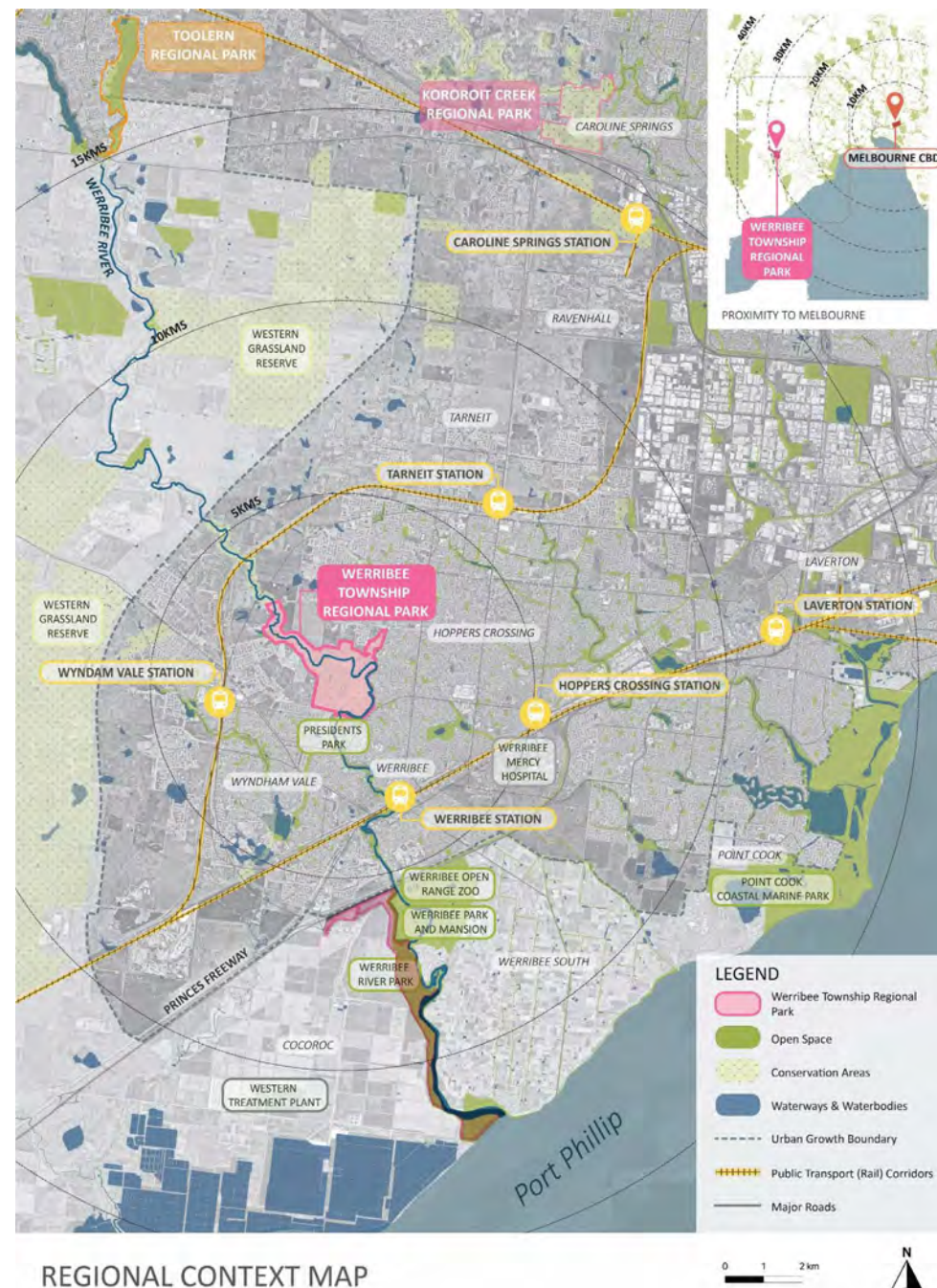
The Green the Pipeline Project aims to transform and integrate a decommissioned, heritage-listed sewer pipeline reserve between Lawrie Emmins Reserve and Skeleton Creek as part of the 27-kilometre linear park connecting communities from Werribee to the city of Melbourne via Federation Trail.

These parks will create opportunities for improved environmental outcomes, co-located amenities, and extensive recreation opportunities within Wyndham and for the growing communities of the western suburbs of Melbourne to recreate, learn, socialise, and enjoy nature in an urban-rural setting.

This vast precinct of open space, active recreation and waterways will bring benefits to the environment and individuals and strengthen communities.

Establishment of these parks will also create destinations along a trail corridor from Wyndham to Melton.

Acknowledgement of these metropolitan parks should be included in the proposed Plan for Victoria and priority should be given to the resourcing of the implementation plans for these metropolitan parks.



REGIONAL CONTEXT MAP

Alternative Princes Highway entrance to Werribee River Regional Park and Werribee Open Range Zoo

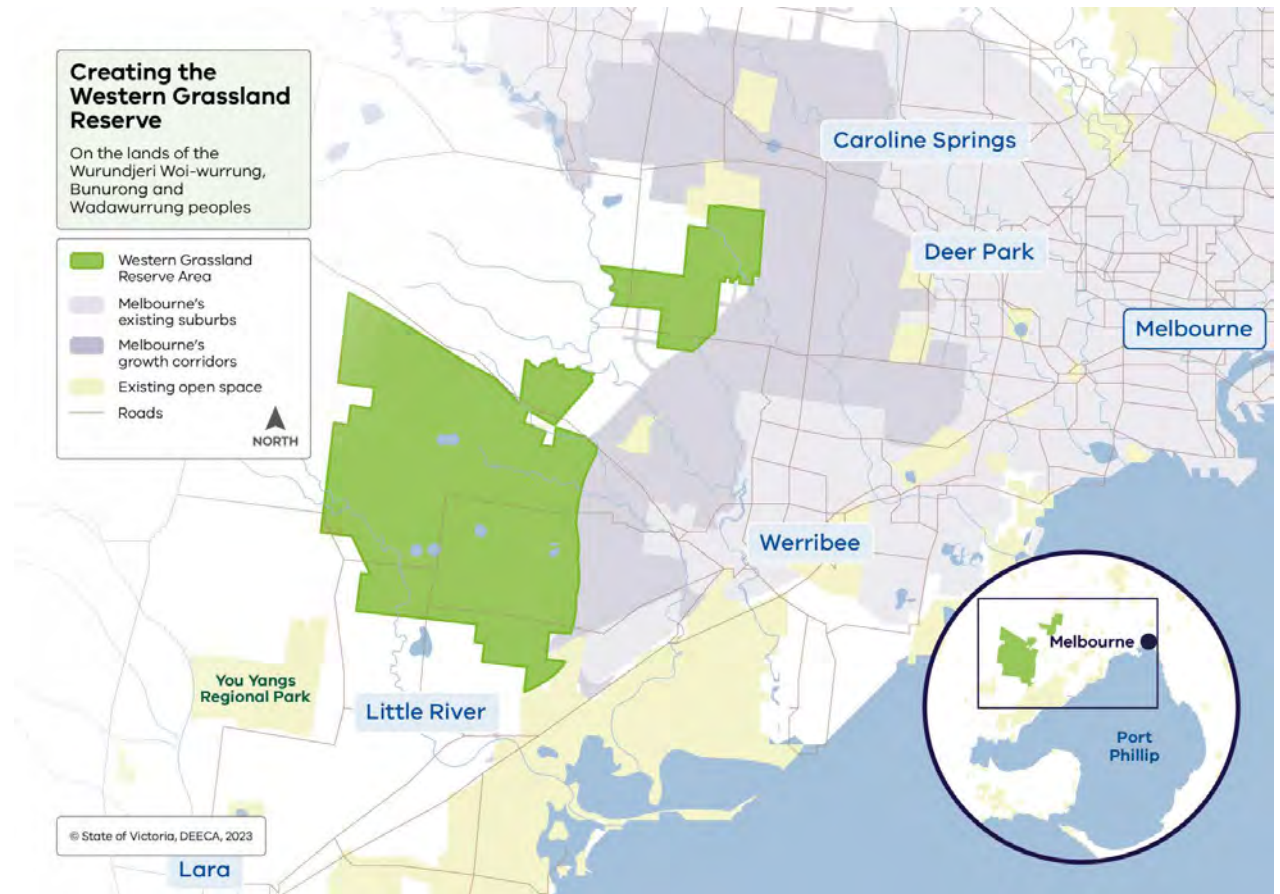
A key project is a proposed alternative entrance to the Werribee River Regional Park and Werribee Open Range Zoo as identified in the Werribee River Park Strategic Directions Plan (October 2021) and Lower Werribee Waterway Amenity Action Plan (January 2022).

This project is needed to alleviate growing pressures on the road network of the Werribee South Agricultural Precinct and Werribee River Park tourism precinct. When completed and open to the public in 2025, the current \$88 million expansion of the Werribee Open Range Zoo is expected to deliver an increase in visitation of 30-50% and drive total annual visitation per annum to over 1 million visitors.



Western Grassland Reserve

The establishment of the Western Grassland Reserve is considered a matter of high priority for not only protecting one of the largest, contiguous sections of remaining grasslands in Victoria, it is also important to securing the Urban Growth Boundary along the western urban development front of Melbourne. There is a concern that to date only 20 % of the grasslands has been acquired. This program needs to be advanced to secure both the protection of the grasslands and the Urban Growth Boundary. Consideration should also be given to commencing the planning of this reserve as a grasslands national park.



Community Infrastructure and Schools for Wyndham



As outlined in the Wyndham 2040 Community Vision, a key outcome sought by Wyndham residents is to have the infrastructure and services it needs to support holistic health and well-being to all. This has been described by the Wyndham community to mean “local employment and education facilities are plentiful, and there are a variety of recreational, leisure, tourism, art and cultural opportunities for everyone to experience throughout the municipality.”

Given that 31% of our population are families with children, particular attention is required in the following areas:

Early Childhood and Family Services

Thirteen babies are born to Wyndham mothers each day. Overall, 28.8% of the population of Wyndham is aged between 0 and 17, compared to 21.5% in Greater Melbourne.

Research shows that high-quality early childhood, health and support services have huge benefits in terms of children’s lifelong wellbeing. We want to give our children the start in life they deserve, but local services are having trouble keeping up with demand.

The Education State Reform Plan tells us the Victorian Government is committed to creating systems and services that support children’s development. However, Wyndham’s population is growing faster than expected. Many of our newest community members are parents with young children – our two largest age groups are children aged 0–4 years and adults aged 30–34 years.

We urgently need new early childhood education

and care facilities, public paediatric health services, and family support centres.

Services need to be located where they’re needed most – and funding needs to be made available so that they’re up and running when our families and children need them.

We’re building new centres and planning innovative new service models for our community, but we need cooperation and investment from the Victorian Government.

Primary and secondary education Schools for Wyndham

To meet the educational needs of our growing communities we need a comprehensive, long-term schools provision plan to support Wyndham’s children and families. On average, children in Wyndham’s growth areas have around half the number of primary schools compared to Greater Melbourne.

Many of our new housing estates are being built before primary and secondary schools are in place. Existing schools are struggling to cope and are becoming overcrowded. It also means many children travel long distances to attend class – and this affects quality of life.

We support the Victorian Government’s Education State reforms, which are designed to improve quality of learning and break the link between social background and how a child does at school. This relies on families having access to conveniently-located schools that aren’t overcrowded.

Under Victorian Government policy, Wyndham should have one government primary school





per 3,000 dwellings, and one government secondary school per 9,000 dwellings. We will fall short of these benchmarks under current government plans.

Our research shows we will experience school shortages in Wyndham's growth areas, where high numbers of families with school-aged children are moving to.

We're asking for the Victorian Government to work with us in making sure our families have access to schools that are planned and built to meet our community's needs.

This includes addressing the diverse learning needs of all members of our community. As our city grows students with disabilities need to be provided with access to sufficient places at schools that are designed to meet their needs.

Shared community infrastructure

The combined circumstance of rapid growth on multiple growth fronts, and non-sequential/leapfrog development means that we have to find better ways of delivering services. Hence, the shared use of community infrastructure should be supported within the Plan for Victoria. Sharing uses such as indoor sports facilities at schools for community uses outside of school hours will bring significant community benefits to residents.

Hundreds of thousands of children will be educated at Wyndham's schools over the coming decades. They need schools that are well planned and properly designed so that they integrate with our fast-growing community.

We want to work together with the Victorian Government to make this happen as soon as possible.

Schools that are designed to integrate with our community

Schools and the local community can both benefit when they make shared use of shared sporting facilities

and community centres provided by local governments like Wyndham City.

There are also benefits to co-locating schools with kindergartens, health services and other community infrastructure.

Doing this integrates schools with the broader community. And by pooling resources, we can create better facilities as well as save money that can be reinvested into other services.

The Victorian Government recognises this through its vision for schools to become integrated hubs for community learning, recreation and arts, and early childhood education and care. To make this happen, local governments like Wyndham City need to be involved in planning and designing schools. Current planning and construction processes are not allowing this to happen.

We're calling on the Victorian Government to work with us in co-designing shared facilities that will result in the best possible outcome for our community.

In support of the above, it is noted that Infrastructure Victoria has recommended in "*Victoria's Infrastructure Strategy 2021-2051*" (refer Recommendation 88), that consideration be given to delivering multipurpose shared social service facilities in the regions in partnership with local governments and community organisations to foster regional Victorian's health, wellbeing, and inclusion.

There is an opportunity to expanding this to growth areas where the pressure of rapid population growth has placed pressure on the ability to deliver timely infrastructure.

Infrastructure Victoria found that "*shared facilities improve access to a range of services including primary and allied health, education, child and family, housing, mental health, aged care, sport and recreation, libraries, legal and financial support services. When services are located together it can also improve service quality.*"

Infrastructure Victoria further recommended that action on identifying and delivering opportunities for multipurpose shared facilities, where appropriate, should occur in a short-term period of five years.

This should be considered an immediate action of the Plan for Victoria.

Together we can create schools and community infrastructure that better meet the needs of our families – and are more pleasant environments that are accessible to everyone.

More local government involvement in school planning and delivery

The Victorian Auditor General has called for the Victorian Government and local governments to work much more closely in planning and designing of education infrastructure. Doing this will help make sure our community has well-designed schools that are integrated with our community – and are ready to go when our families need them. We support this and are ready to make this happen.

Here's what's needed.

Local planning

At the moment, a single committee is responsible for planning multiple schools across the state. This limits the ability to create schools that meet unique and diverse local needs.

We think creating local planning committees will be a better way to create schools that are integrated with the community, through shared facilities and spaces.

More funding for school libraries

Wyndham City provides public library facilities for the local community, but our libraries are experiencing higher-than-expected demand from local schools who are requesting access on behalf of their students. This is because many school libraries can't fully cater for the

needs of local children.

We're proud of creating welcoming spaces where Wyndham residents can access information, study, or simply relax with a book for free. But it isn't fair that Wyndham ratepayers are catering for needs that should be met by school libraries.

We're calling on the Victorian Government to fund school libraries that properly cater for the needs of local children.

Health, support and inclusion

Wyndham is vibrant and diverse community, but the health and wellbeing of our people is lower than the rest of Victoria on average. Our community experiences higher levels of diabetes, obesity, and family violence. There is evidence that the lifestyles of Wyndham residents could be improved with greater physical activity, for example.

People's wellbeing is influenced by many things. These include our employment, our relationships with families and friends, the layout of our suburbs, and our connection to our community.

As a local government, we're uniquely placed to have a positive influence on health and wellbeing at different life stages. We do this by supporting the development of healthy environments, and services. But there's only so much we can do.

Delays in the arrival of infrastructure like kindergartens, schools, health services, roads, and public transport are some of the biggest issues affecting the health and wellbeing of our community.

We need action from the Victorian and Australian governments to help us improve quality of life in Wyndham.



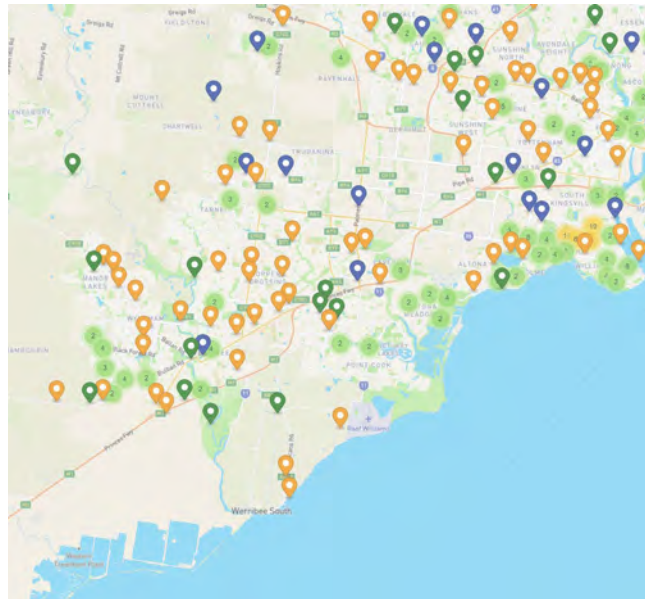
Interactive Map

We support the use of an interactive online map to empower Victoria's residents to offer feedback and contribute to the shaping of the State.

Within the context of Wyndham, many of the comments relate to the following key issues;

- lack of transport and employment opportunities
- need to extend and improve public transport and infrastructure.
- Upgrade train and bus frequencies within Wyndham
- Improve existing intersections within Wyndham
- Construct the proposed railway stations for Wyndham
- Provide bus services to new residential neighbourhoods.
- Ensure protection of farmland and environment at Werribee South
- Provide more shared paths to enable people to cycle to their destination.

We trust that these matters will be taken into consideration in the drafting of the Plan for Victoria.



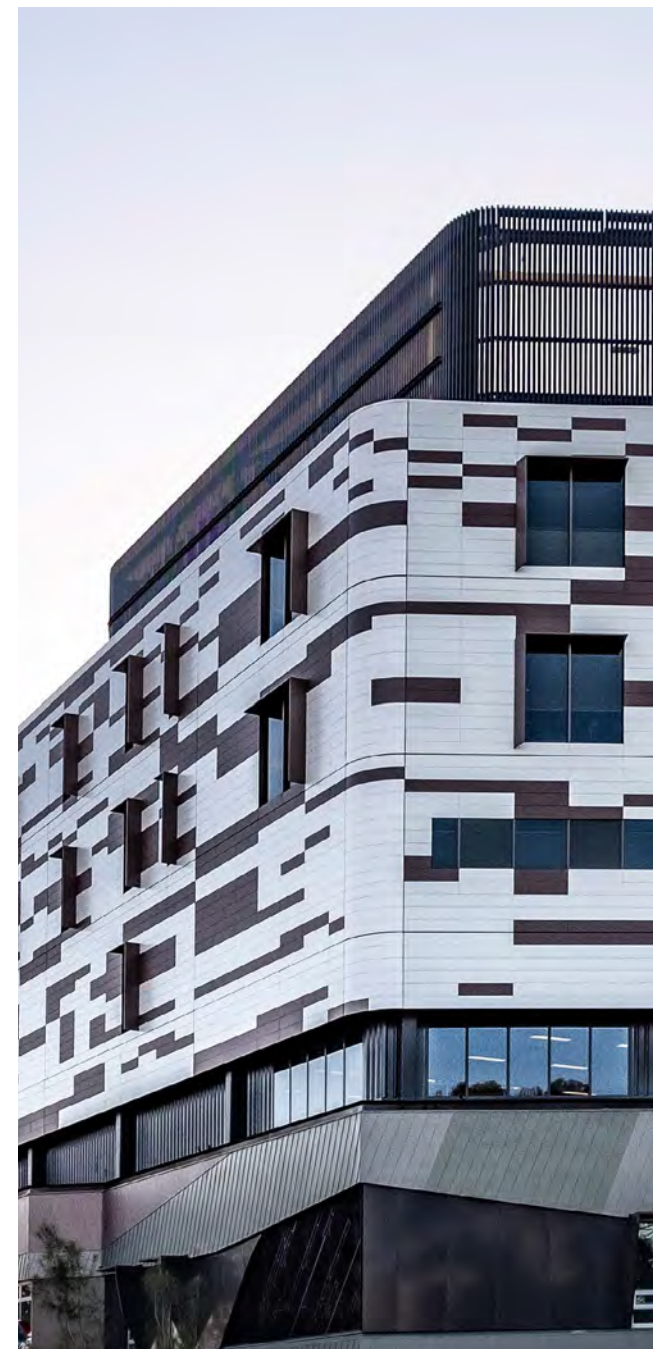
List of Wyndham City Council's Key Strategies and Key Infrastructure Projects

Key Strategies:

- The Wyndham 2040 Community Vision
- The Wyndham Plan
- The Wyndham Housing and Neighbourhood Character Strategy
- Wyndham Integrated Transport Strategy
- Wyndham Active Transport Strategy
- West Trails - Western Metropolitan Regional Trails Strategic Plan Resilient Wyndham
- Resilient Wyndham
- Avalon Corridor Strategy
- Wyndham Residential Growth Management Strategy

Key Infrastructure Projects:

- East Werribee Employment Precinct
- City Loop
- Western Interstate Freight Terminal
- Wyndham West Link - Ison Road/Princes Freeway Interchange Upgrade
- Western Rail Plan
- Outer Metropolitan Ring (OMR) Transport Corridor
- Port Phillip Bay Trail - Completion of missing link between Wyndham and Geelong/Queenscliff
- Agricultural Land
- Werribee River Park, Werribee Township Regional Park, Point Cook Coastal Park and Greening the Pipeline
- Alternative Princes Highway entrance to Werribee River Regional Park and Werribee Open Range Zoo
- Western Grassland Reserve
- Community Infrastructure and Schools for Wyndham



What things are working, what's not working, and what must change

As invited by the Minister for Planning in her Planning News column for the Planning Institute Australia (Vol. 50 No.1, Jan-Feb 2024), it is important to look at the current planning system “and ask what things are working, what's not working, and what must change.” As noted by the Minister, “preparing a new plan for the whole of the state means that we can look historically at the ways metropolitan Melbourne, our regional cities, our rural towns and the many wonderful places across Victoria are connected and can be supported to reach their full potential. The new state-wide plan must at once set the vision, as well as clear structures, targets and accountabilities to deliver opportunities for a fairer and more equitable Victoria.”

We welcome the opportunity to contribute to this dialogue.

What things are working?

We already know what needs to be done

That Melbourne should be a global city of opportunity and choice remains a compelling vision. The construct of Melbourne, however, needs to be broadened to include the understanding of Melbourne as a city state connected to regional Victoria. It must also be broadened to embrace the periphery of Melbourne's outer growth areas which is home to large multi-cultural populations, and people of a young working age with the skills and international connections to help deliver this quest.

The current nine principles of Plan Melbourne, namely:

- A distinctive Melbourne,
- A globally connected and competitive city,
- A city of centres linked to regional Victoria,
- Environmental resilience and sustainability,
- Living locally – 20-minute neighbourhoods,
- Social and economic participation,
- Strong and healthy communities,
- Infrastructure that supports balanced city growth, and
- Leadership and partnership

are also worthy principles which should carry through to Plan for Victoria to underpin the four identified pillars:

- Affordable housing and choice,
- Equity and jobs,
- Thriving and liveable suburbs and towns, and
- Sustainable environment and climate action.

The seven outcomes of Plan Melbourne are also relevant to defining what kind of Victoria we want:

- Investment, innovation and jobs
- Housing choices close to jobs and services
- Integrated transport connecting people to jobs, services and goods
- Distinctive and liveable city with quality environments
- Inclusive, vibrant and healthy neighbourhoods
- Melbourne is a sustainable and resilient city
- Regional Victoria is productive, sustainable and supports jobs and economic growth

We know what needs to be done, we just need to be able to marshal the energy of the whole of the state and align the resources and budgets of the three levels of government and private enterprise to achieve these outcomes, which can only be achieved through

leadership and partnership, and deliberate government intervention where needed.

Urban Growth Boundary and protection of our Green Wedges

The policy to maintain a permanent urban growth boundary around Melbourne to contain Melbourne's outward growth, create a more consolidated and sustainable city; and to protect the values in our green wedges must also carry through to the new Plan for Victoria.

As already stated in Policy 2.1.1 of Plan Melbourne:

Maintaining a permanent urban growth boundary sends a clear message about the long-term development priorities for Melbourne and Victoria.

Those priorities include:

- reducing urban sprawl
- increasing metropolitan housing densities in the right places
- ensuring Melbourne's established suburbs accommodate a greater share of Melbourne's growth
- creating a more consolidated city of 20-minute neighbourhoods with good access to public transport and services
- protecting the values of non-urban land, opportunities for productive agricultural land and significant landscapes.

A permanent urban growth boundary will be maintained to contain Melbourne's outward growth.

70 % established areas / 30 % growth areas Housing Target

The current policy of Plan Melbourne (2.1.2) and Victoria's Housing Statement to facilitate an increased percentage (70 per cent) of new housing in established areas, and 30 per cent balance in growth areas should

also carry through to Plan for Victoria. This policy is considered vital to creating a city of 20-minute neighbourhoods close to existing services, jobs and public transport and alleviating current pressures and challenges experienced by Wyndham and other growth areas.

What is required, however, is a stronger emphasis on sequential development as identified in The Wyndham Plan (2023) and the Wyndham Residential Growth Management Strategy (2016).

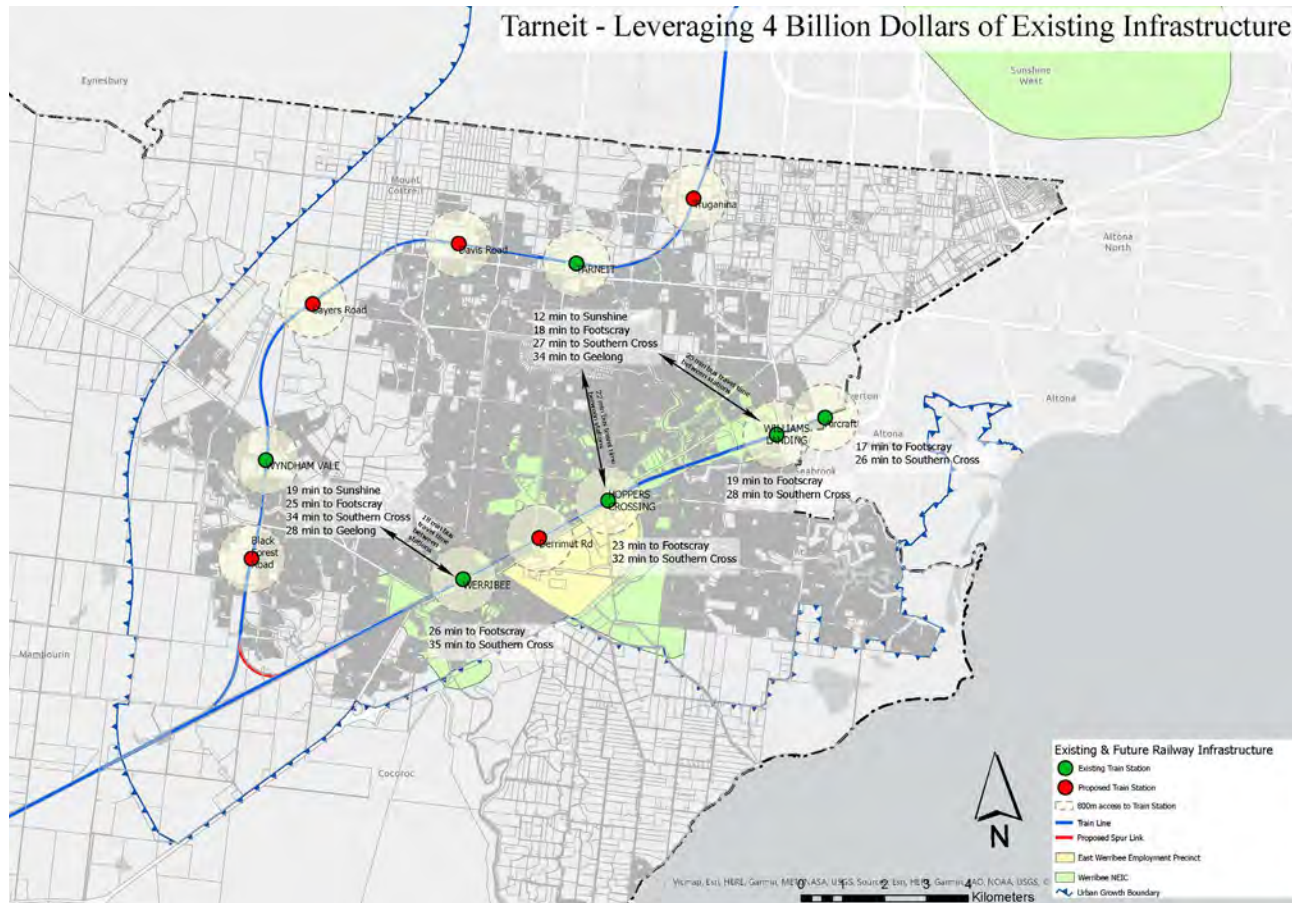
This target needs a more nuanced and practical approach based on the spatial opportunities associated

with the hub and spoke nature of the metro geography, in particular the rail corridors. This requires thinking outside the circles of inner, middle, and outer Melbourne. The opportunities are reflected in the below map which shows travel distances between Wyndham residential areas and major job centres along current rail corridors.

Facilitation of National Employment and Innovation Clusters

The polycentric arc of National Employment and Innovation Clusters identified under Policy 1.1.3 also needs to carry through to Plan for Victoria as it

underpins the outcome of creating jobs close to where people live.



Plan Melbourne has identified seven national employment and innovation clusters across metropolitan Melbourne. Each is anchored by a specialised activity (such as a university, research facility, medical facility or manufacturing enterprise) that has seeded its growth. These clusters are Monash,

Parkville, Fishermans Bend, Dandenong, La Trobe, Sunshine and Werribee. Unfortunately, little priority has been given to establishing the Werribee National Employment & Innovation Cluster, which also includes the East Werribee Employment Precinct.

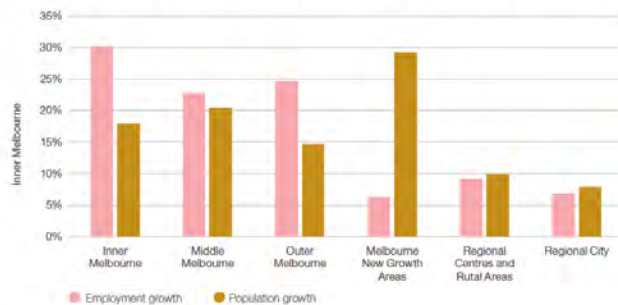
What's not working and what must change

Getting jobs closer to where people live

The gap between population growth and jobs growth in Wyndham's new growth areas remains a significant strategic issue to be resolved.

The size of this challenge for all of Melbourne's new growth areas is well illustrated in the below graph contained within Infrastructure Victoria's discussion paper, Get on Board – making the most of Melbourne's buses, December 2022:

Figure 18: Comparison of employment and population growth projections (2018 to 2051)



Source: Infrastructure Victoria, [Major transport program strategic assessment report](#), 2021

<https://assets.infrastructurevictoria.com.au/assets/Resources/Get-on-board-making-the-most-of-melbournes-buses-discussion-paper.pdf> (page 37)

As verified by the 2021 Census, 59.8% of Wyndham's working population is employed outside of Wyndham

(See A Snapshot of Wyndham. (<https://www.wyndham.vic.gov.au/snapshot-wyndham>).

Commencement of the preparation of Council's remaining employment precinct structure plans (Werribee Junction and Mambourin East) and a stronger focus on the activation of the East Werribee Employment Precinct and Werribee NEIC are required to help solve the above gap between population growth and employment growth in Wyndham. Of note is the need to develop transport and digital infrastructure (NBN connectivity) to fully service East Werribee and allow it to reach its potential to deliver ultimately more than 50,000 predominantly white-collar jobs in health, education, and high-tech research. There is an imperative to start addressing these issues with the new Werribee Law Courts nearing completion.

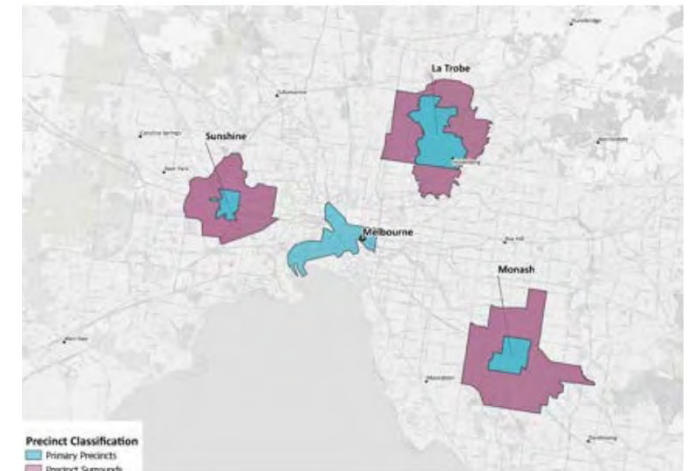
Wyndham welcomes the recent release of the East Werribee Opportunity Statement and the announcement by the Victorian Government that East Werribee has been identified as a "Priority Precinct". As noted by the Minister for Development Victoria, Precincts and Creative Industries, East Werribee presents a long-term strategic opportunity rarely found in Victoria – a large area of developable government land that can meet the growing needs of jobs and housing in the outer west.

East Werribee should be activated as a matter of urgency as part of the Werribee NEIC to ensure an equitable coverage of job opportunities across Melbourne.

While the above announcement is welcomed, there still appears to be a significant blind spot to the need to develop jobs in one of Australia's fastest growing municipalities and Melbourne's new growth areas, generally, as highlighted in the above comparison of employment and population growth projections (2018 to 2051). Of note is that Infrastructure Victoria's consolidated city scenario in "Choosing Victoria's Future – Five Urban Development Scenarios, October 2023" also excludes East Werribee and the Werribee

NEIC.

Figure 21: Map of major precincts in the consolidated city



https://assets.infrastructurevictoria.com.au/assets/Resources/Infrastructure-Victoria-Choosing-Victorias-future-Five-urban-development-scenarios-_2.pdf (page 50)

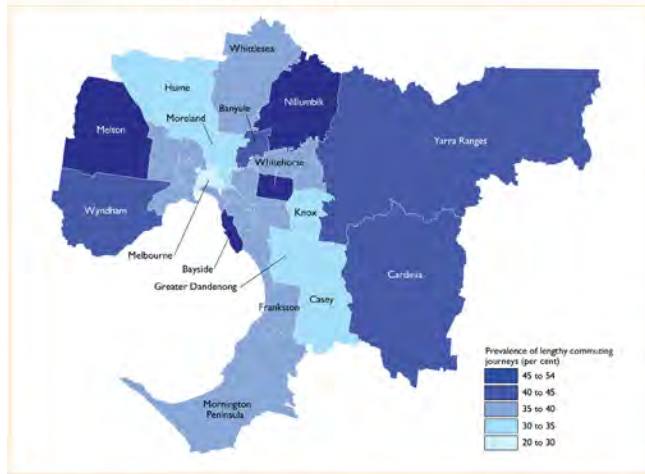
Such a scenario would result in a significant divide of employment opportunities across Melbourne. It is noted that 26% of Wyndham residents commute daily for at least 2 hours, which is the highest percentage across all Greater Melbourne municipalities. (Department of Health and Human Services 2015).

The prevalence of lengthy commuting journeys for residents of Wyndham was documented in Cities: Lengthy Commutes in Australia Research Report, Australian Government – Department of Infrastructure & Regional Development (2016).

The highest incidence of lengthy commutes occurs in a mix of middle suburban LGAs (such as Whitehorse and Bayside) and urban fringe LGAs (such as Melton and Nillumbik). Above average prevalence rates are also observed in the urban fringe LGAs of Wyndham, Yarra Ranges and Cardinia, as well as in the middle suburban LGA of Banyule.

The Melbourne LGA with the largest number of people commuting 45 or more minutes one-way to or from work is Casey LGA, with residents undertaking 58,800 lengthy one-way commuting journeys on an average weekday. Note that the Casey LGA has a prevalence rate of 34 per cent, which is below the Melbourne-wide average of 38 per cent. The Casey LGA has a very large, and growing, population base. Other LGAs with a large number of lengthy commutes by residents include Whitehorse (56,000) and Wyndham (54,900).

Map 5.4 VISTA rate of prevalence of lengthy commuting journeys for LGAs of residence, Melbourne, 2009–10

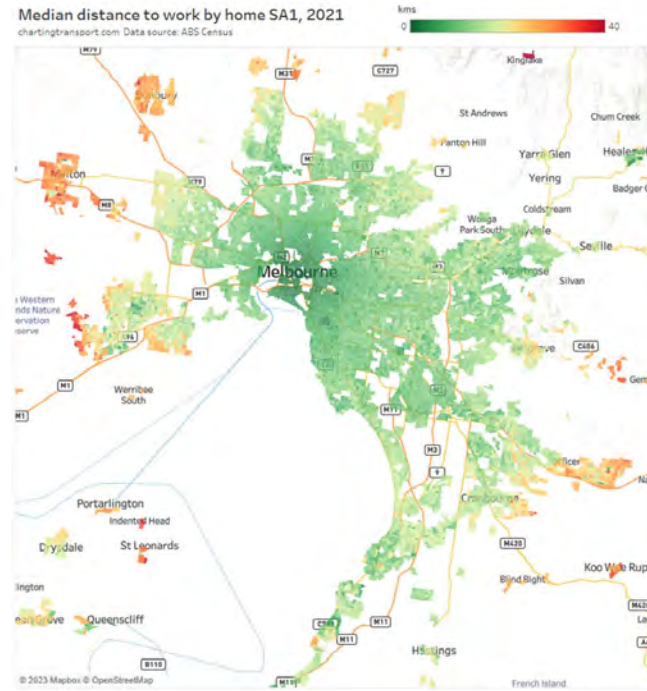


Notes: Based on commuting journeys from home to work or work to home on an average weekday. A journey merges all the trips made between home and a main destination. A lengthy commuting journey is one with a (one-way) journey duration of 45 minutes or more. Data is weighted so as to be representative of total in-scope population.

Source: BTRE analysis of Victorian Integrated Survey of Travel and Activity (VISTA) data for 2009-10, using VISTA's online tabulation software-in Cities – Lengthy Commutes in Australia, Research Report 144, Australian Government, Department of Infrastructure and Regional Development, Bureau of Infrastructure, Transport and Regional Economics, 2016, page 84 See https://www.bitre.gov.au/sites/default/files/rr_144.pdf

Charting Transport (2023) further confirms that **the longest commuter distances in 2021 were seen in the outer suburbs with the longest distances on the urban fringe – particularly Manor Lakes, Werribee West,**

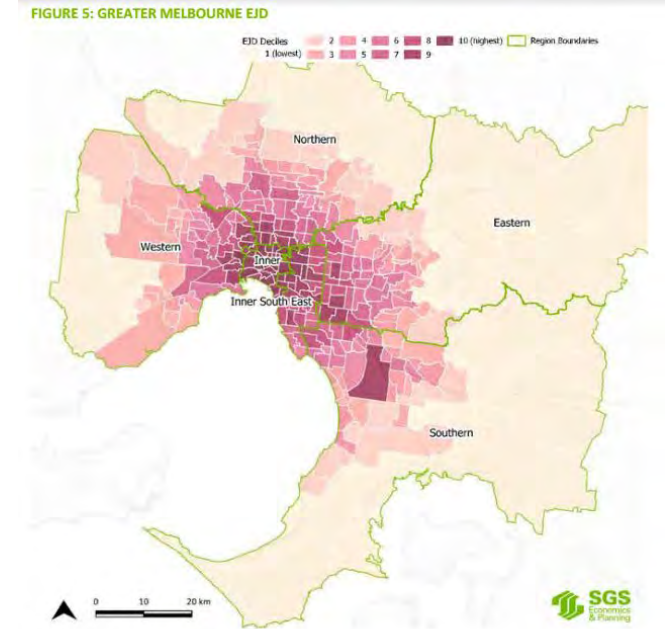
and Pakenham, the “satellite” urban areas of Melton, Sunbury, and Eynesbury, and in some towns between Belgrave and Gembrook in the east.



Source: <https://chartingtransport.com/2023/09/18/how-do-commuting-distances-vary-across-melbourne-and-victoria/>

One reason why Wyndham workers experience among the longest commuter distances in travelling to and from work is that there are insufficient local jobs in outer urban regions as shown in the below Effective Job Density (EJD) figure sourced from the SGS Report entitled “Unlocking the potential: Promoting investment in Greater South East Melbourne FINAL REPORT 2023”, which maps Effective Job Densities across metropolitan Melbourne. “EJD shows the level of concentration of jobs access in given area based on the location of jobs in the area and how long it takes to get to other jobs nearby. A high EJD score generally

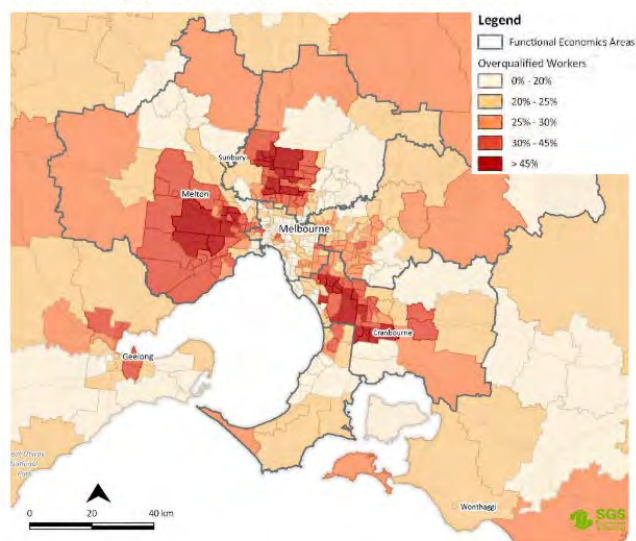
reflects a large pool of local employment opportunities and/or strong accessibility to other jobs. People who live in areas with a higher EJD score have a greater chance of matching their skills and aspirations to available jobs...EJD across Greater Melbourne clearly demonstrates that access to jobs reduces with distance from central Melbourne.



Source: SGS Economics and Planning, 2021.

Another significant reason why Wyndham workers experience among the longest commuter distances in travelling to and from work is the mismatch of skills and qualifications across the metropolitan area as shown in the following figure, also sourced from the above cited SGS report. The further that someone lives away from the centre of Melbourne, the more likely they are to be overqualified for local job opportunities.

FIGURE 6: OVERQUALIFIED WORKERS WITH A BACHELOR DEGREE OR HIGHER



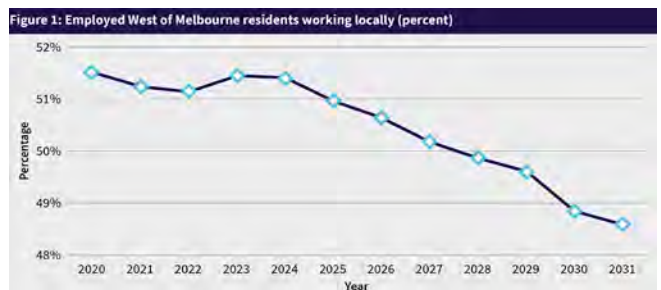
Source: SGS Economics and Planning, derived from ABS Census 2016.

As noted by SGS in the above cited report, Melbourne’s constrained urban area and relatively high property prices make it difficult for workers to relocate closer to high skilled job centres. Shifting high skill jobs, or at least creating new high skilled jobs within the polycentric arc of National Employment and Innovation Clusters, including the Werribee NEIC, may be a feasible alternative, and could contribute to reducing spatial socioeconomic disadvantage through increasing utilisation of human capital and thus enhancing productivity within middle and outer regions of Melbourne.

It is important to note that Wyndham has especially high rates of qualified workers (Bachelor or higher degree) in the areas of Williams Landing (47.7%), Point Cook 41.1%, Truganina (39.4%), Manor Lakes (39.2%) and Tarneit (37.7%) compared to the Greater Melbourne average of 32.8%. (Source: City of Wyndham id Community Profile, <https://profile.id.com.au/wyndham/qualifications?webid=120&BMID=20>) . All these suburbs are located within an easy commute to

the East Werribee Employment Precinct and Werribee NEIC (see pages 28-29).

It is imperative that Plan for Victoria addresses the current spatial imbalance of jobs in the west of Melbourne and other growth area suburbs. The implications of not doing so are depicted in the following figure from Strategies for Skills and jobs in Melbourne’s West, Victoria University and Mitchell Institute, August, 2022.



Source: <https://www.vu.edu.au/sites/default/files/strategies-for-skills-and-jobs-in-melbournes-west.pdf>

A finding of the above report is that “strong growth in local employment is necessary to support the West’s growing population. The first stage of the Skills and Jobs for Melbourne’s West project identified there will be marked growth in the West of Melbourne working age population over the coming decade compared to the rest of Australia. Modelling undertaken by Victoria University Centre for Policy Studies (CoPS) estimates that over the period 2021- 31, employment within the West of Melbourne will increase by 56,000 jobs. But this will not be enough because the jobs worked in by West of Melbourne residents will increasingly be outside the West; predominantly in Inner Melbourne. The resulting increased level of commuting has a large social and economic cost.”

Priority must be given to the development of jobs in East Werribee and the Werribee Employment and Innovation Cluster (NEIC) which leverage the high levels of qualifications and skill sets of the Wyndham

and Western Melbourne region. Bringing more jobs closer to where people can afford to live helps to mitigate current labour market inefficiencies and existing spatial socio-economic disadvantage, resulting in a more productive Victoria.

Timely Delivery of Infrastructure and Services to New Communities

The first tranche of Precinct Structure Planning has unfortunately not delivered what was intended to be delivered when the Precinct Structure Planning process was first introduced in 2008 (see extract below from the 2008-2009 Growth Areas Business Plan).

MANAGING THE SEQUENCING OF DEVELOPMENT

The GAA is committed to strengthening a whole of Government approach to the planning and prioritisation of infrastructure to facilitate timely delivery of services to newly developing communities.

In the past, new residential estates on the fringe of Melbourne have been commonly developed without full public transport and social and community services. Parks, local roads, water, sewerage, maternal and child care are provided at the time of subdivision, but services such as public transport, schools, arterial roads, and emergency services facilities can sometimes be missing initially.

It is vital that development occurring in the growth areas happens in step with infrastructure provision. Fragmented development of land without accompanying physical and social infrastructure can lead to substandard results and additional financial, environmental and social costs to local councils, the Government and the community, as service providers try to keep up with demands on multiple development fronts. This approach is at odds with the need to create more liveable and sustainable communities.

The planning system and financing of infrastructure is not working – we need to fix it

Unfortunately, the form and shape of development that has eventuated from the first tranche of PSP planning has delivered what was attempted to be averted. There is a need to fix issues of lagging infrastructure and potential underdevelopment around planned railway stations and activity centres in PSP areas along the Regional Rail Link due to the legacy of inadequate density controls in the first generation of PSPs. We also need to review current inadequacies of the Growth Areas Infrastructure Charge and the DCP/ICP process to finance the earlier delivery of State and local

infrastructure into these PSP areas. Unfortunately, under the current system of planning and financing of infrastructure, it is taking twenty years to deliver 20-minute neighbourhoods. A way of introducing earlier infrastructure could include allowing the use of DCP/ICP funds to fund transitional infrastructure.

The form of development that has eventuated from the early PSP process is akin to what Infrastructure Victoria has termed the “dispersed city” model, the outcomes of which have been described as follows:

“A dispersed city risks creating more disadvantaged places. People who live in neighbourhoods with inferior access to jobs, services and opportunities can experience locational disadvantage. This might mean they cannot get the help they need to change their life circumstances. It can lead to feelings of isolation and loneliness, particularly for people living alone. In turn, this can affect people’s mental and physical health.

Melbourne’s outer and growth suburbs more commonly have these disadvantaged places. A dispersed city shape means more people live in suburbs with less access to jobs and services. This means more people might experience locational disadvantage and risks greater social inequality.

Of our 5 city shapes, a dispersed city has the highest car ownership. Our modelling forecasts it has 154,000 more cars than a compact city. This means people spend more time in their car, the roads are more congested, and public transport is more crowded, than in any other city shape. This risks producing a lower quality of life for people living in Melbourne’s outer suburbs and growth areas.

A dispersed city makes it harder to get to work. People can reach fewer jobs within a reasonable commuting time, compared with more compact or consolidated cities. This also means a dispersed city has a less productive economy and lower wages...

It can take some time after people move into new suburbs

for the Victorian Government, local government and businesses to build infrastructure, and provide social services, public transport, retail outlets, and other commercial services. This means people often must drive to nearby suburbs to reach them. For example, delivering bus services can take up to 10 or more years. Establishing other services and facilities can take 4 or more years after the first residents move in.

Infrastructure Victoria has identified a range of proposals (some of which are outlined below) to help mitigate the above outcomes. These should be given due consideration in the Plan for Victoria:

Financial Incentives – Speed up commercial development

The Victorian Government could offer financial incentives such as land tax relief to encourage retail and commercial development in new suburbs. Development Victoria could work in partnership with local government and the private sector to speed up commercial development by buying land for temporary shops and services or developing sites to sell for profit.

Update Land Use Framework Plans – (There is a potential here to update PSPs in alignment with the new PSP Guidelines and The Wyndham Plan)

Good planning for delivery of social services and infrastructure can make a dispersed city more successful. If the government were to pursue a dispersed city, it could update the land use framework plans. The updated plans could show the new areas proposed for extra suburbs, and the accompanying revisions to planned major infrastructure and land uses. The government could then prepare new precinct structure plans for the new areas. These new plans could have more infrastructure detail than present ones, and include more types of infrastructure, like community centres, libraries, sports facilities, and kindergartens. This can identify appropriate places for these facilities and encourage early zoning of land for these uses. Precinct structure plans can also help the Victorian

and local governments identify appropriate land to buy for future infrastructure. By delivering the long-term infrastructure plans, the Victorian Government can have a clearer blueprint for development and infrastructure in these new suburbs.

Reimagine how social services may be delivered

The government might change the way it delivers social services in a dispersed city. For example, it might deliver more services digitally. It might deliver face-to-face services from multi-purpose community hubs, designed to meet many different community needs. Many of Melbourne’s growth areas have a large Aboriginal and Torres Strait Islander population. For example, the local government areas of Wyndham, Casey and Whittlesea have the largest number of Aboriginal and Torres Strait Islander people in Melbourne. The Victorian Government can co-design a plan for Aboriginal community-controlled infrastructure in growth areas to meet their future social, economic and cultural needs.

Invest in more public transport infrastructure – deliver the planned railway stations along the Regional Rail Link and Metro Line – Support the Wyndham Transport enhancement proposed by The Wyndham Plan

A dispersed city has high car ownership, long trips, heavy road congestion and high public transport crowding. For a dispersed city to have less transport congestion, the Victorian Government would need to invest in more transport infrastructure than we assumed for our modelling and costings. The government could also prioritise extending train lines into growth areas and invest in more bus services there.

It could deliver bus services earlier in new developments. It could give buses higher priority on roads, and improve other routes so buses are faster, more frequent, and reach more local destinations. It could also deliver bus rapid transit services as a cost-efficient mass transit in areas not well served by trains.

To reduce people's reliance on cars in new suburbs, the Victorian Government could work more closely with local governments to provide alternatives for short trips, like high quality walking and cycling paths. Other options, including car share, e-scooters, e-bike hire schemes and end of trip facilities at train stations, could also help people travel from train stations to their homes. It could also consider cheaper off-peak public transport fares to encourage more people on to public transport, as outlined in Victoria's infrastructure strategy 2021–2051...

The above suggestions from Infrastructure Victoria should be considered in the preparation of the Plan for Victoria.

Securing land for non-government schools in Precinct Structure Plans

It is very important that new communities can rely upon PSPs and planning controls to set land aside for non-government schools in growth areas. To ensure orderly planning through the development of a PSP, adequate provision must be made for education purposes, including non-government schools, and community infrastructure in general.

School infrastructure is vital for growing communities and significant effort is put into identifying appropriate school sites, both government and non-government, during the preparation of PSP's. The removal of a non-government school site from a PSP is therefore a matter of considerable strategic importance to growing communities. Such decisions should not be made lightly or through a non-strategic process such as a planning permit decision. The removal of non-government school sites from a PSP (an incorporated document within Planning Scheme's) should preferably only occur via a Planning Scheme Amendment process. The current planning system is too flexible to protect land set aside for non-government schools. Stronger planning tools, such as the introduction of a specific

zone for schools is required.

For some time there have also been problems with the way that non-government school sites are implemented through PSP's and their relationship to DCP's, we think that these issues should be addressed by the capacity to have a floating non-government school capacity within a PSP and any accompanying DCP/ICP that would ensure DCP's and ICP's are not diluted if additional non-government school sites are contemplated after approval of the PSP, DCP/ICP.

Land availability for government services and Not-for-Profit (NFP) organisations

We end this submission with a critical issue that has been impacting newly growing communities for some time now during the PSP era of planning. The lack of land availability for government services and Not-for-Profit (NFP) organisations.

Far too regularly in greenfield settings land is required for government services that have not been adequately planned for as part of PSP planning processes. Recent examples in Wyndham include land for local health facilities, police stations, Country Fire Authority (CFA) stations, parenting centres, and future cemeteries – whole of city and whole of life cycle services. These are uses that must be shoehorned in when little land is available. These are all land uses that have been overlooked in the planning of our new communities. A glaring omission in many PSP's is the lack of planning for government services including the provision of land for such services. This is an area where the state government could improve its planning significantly and where significant monetary savings could be generated for the state via the timely acquisition of land for these services compared to the costly and lagging land acquisitions that currently occur.

Not-for-Profit organisations such as churches, other places of worship and NFP community services also

find it exceedingly difficult to find land in greenfield settings as no land is allocated for them in PSPs. There is a significant opportunity to mandate the provision of land for such purposes through PSPs and within Urban Design Frameworks for future activity centres. We strongly encourage a review of the VPA Precinct Structure Planning Guidelines and investigation of other means to include planning tools for securing land for such organisations given the critical role they play in supporting newly growing communities.

Conclusion:

As noted above, we already know what needs to be done. The current vision, principles, and desired outcomes already enunciated in Melbourne's current metropolitan policy, Plan Melbourne, and the four pillars of the proposed Plan for Victoria present a strong foundation for defining the kind of Victoria we want. What will enable us to get there is to embrace and better understand the contribution that Melbourne's growth areas and regional Victoria can make in the Minister's quest to prepare "Victoria's first-ever state-wide plan - a plan written by Victorians for Victorians to reflect our diverse aspirations and hopes for this generation and the generations that follow". We just need to be able to marshal the energy of the whole of the state and align the resources and budgets of the three levels of government and private enterprise to achieve agreed outcomes, which can only be achieved through leadership and partnership, and deliberate government intervention where needed.

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