



NATIONAL Growth Areas ALLIANCE

2020-21 Pre-Budget Submission



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Executive Summary

The National Growth Areas Alliance (NGAA) is an alliance of Councils from the fast growing outer urban areas around Australia's major cities. We have a shared vision of growing communities that are resilient, liveable and thriving places. However, this vision remains unachievable while investment in vital infrastructure and services does not keep pace with our population boom.

Supporting growth areas is about equity. We believe that every Australian deserves to live in a safe, sustainable and liveable community – regardless of their postcode.

We make 13 recommendations for the Federal Budget 2020 – 21, in line with the NGAA's four guiding principles for future policy and investment decisions to support growth areas and the nation:

- Rebalance Australia's capital cities
- Invest in places for people
- Unlock economic growth
- Prioritise transport solutions

See [Appendix 1](#) of this submission for 49 specific projects under each recommendation.

SUMMARY OF RECOMMENDATIONS

Rebalance Australia's capital cities

Rebalance the spatial structure of our capital cities by distributing infrastructure, jobs and housing more evenly across metropolitan areas, including bringing new jobs closer to where the growing population lives.

1. **Population:** ensure the Centre of Population is sufficiently resourced and include outer urban growth area representatives on the *National Population and Planning Framework* and *Treasurer's Forum on Population*.
2. **Cities Policy:** fully fund commitments made in the Western Sydney City Deal, increase resources for parties in City Deal negotiations; review planning of greenfield developments in outer urban growth areas; and recognise the role and function of outer urban growth areas as distinct from capital cities and regional areas.

Invest in places for people

As we change our cities to accommodate growth, innovative place-based and neighbourhood planning and design will bring together the elements required to support productive, liveable and resilient places for people to live and work and for businesses to invest.

3. **Recreational infrastructure:** A national approach to Federal Government co-investment in sport and recreational facilities in outer urban growth areas.
4. **Health facilities and service delivery:** Prioritise the needs of current and future growth area communities and ensure funding is available for the facilities and range of services needed.
5. **Dedicated funding for community facilities:** A co-investment model, like that proposed to address the sports and recreation facilities deficit, available to local government at a quantum and scale to address the needs of outer urban growth areas.
An urgent long-term extension of the Federal Government's contribution to kindergarten funding, due to end in December 2020.
6. **Environmental and natural disaster remediation in growing urban areas:** Act to mitigate the risk of environmental changes and natural disasters in outer urban growth areas.

Unlock Economic Growth

Unlock the economic value in outer urban growth areas and support new economies by matching skilled labour to emerging industry opportunities, fostering the growth of innovation precincts for knowledge intensive and small business jobs and expanding the opportunities associated with freight and logistics.

7. **Improving freight task:** Enhance Melbourne's future freight and logistics by establishing intermodal freight terminals that will leverage the Melbourne to Brisbane Inland Rail, existing ports and airport, and planned Outer Metropolitan Ring Road
8. **Precinct development:** Provide direct funding via a co-investment model with local and state governments to accelerate precinct development and industry attraction in outer urban growth areas.
9. **Industry and jobs growth initiatives:** As part of the Federal Government's *Growth Centre Strategy*, fund a planning review which aligns targeted investments to connect growing labour markets in the outer suburbs to the Industry Growth Centre initiative, across cyber security, advanced manufacturing, food and agribusiness, medical and pharmaceuticals and Mining Equipment, Technology and Services (METS).
Implement the *Parliamentary Inquiry into the Australian Government's Role in the Development of Cities* recommendations to provide grants to projects with potential to generate significant employment growth in outer urban growth areas.
10. **Skills and education:** Improve access through decentralising vocational and university campuses and the spatial distribution of Commonwealth supported places.

Prioritise transport solutions

Improve overall transport performance to service Australia's outer urban growth areas through integrated networks which connect people and jobs and support active, shared and public transport connectivity to lessen dependence on private vehicles.

11. **Urban Congestion Fund:** NGAA recommends twelve key projects across the country that will reduce congestion and get people to work, home or study on time.
12. **Leveraging current transport investment:** NGAA recommends Federal Government funding for three major projects in NSW and WA that align with current infrastructure delivery and would enhance long-term outcomes.
13. **Transformational transport infrastructure:** NGAA recommends Federal Government focus on transformational road, rail and air transport projects, including those that may form part of current or future City Deal negotiations.

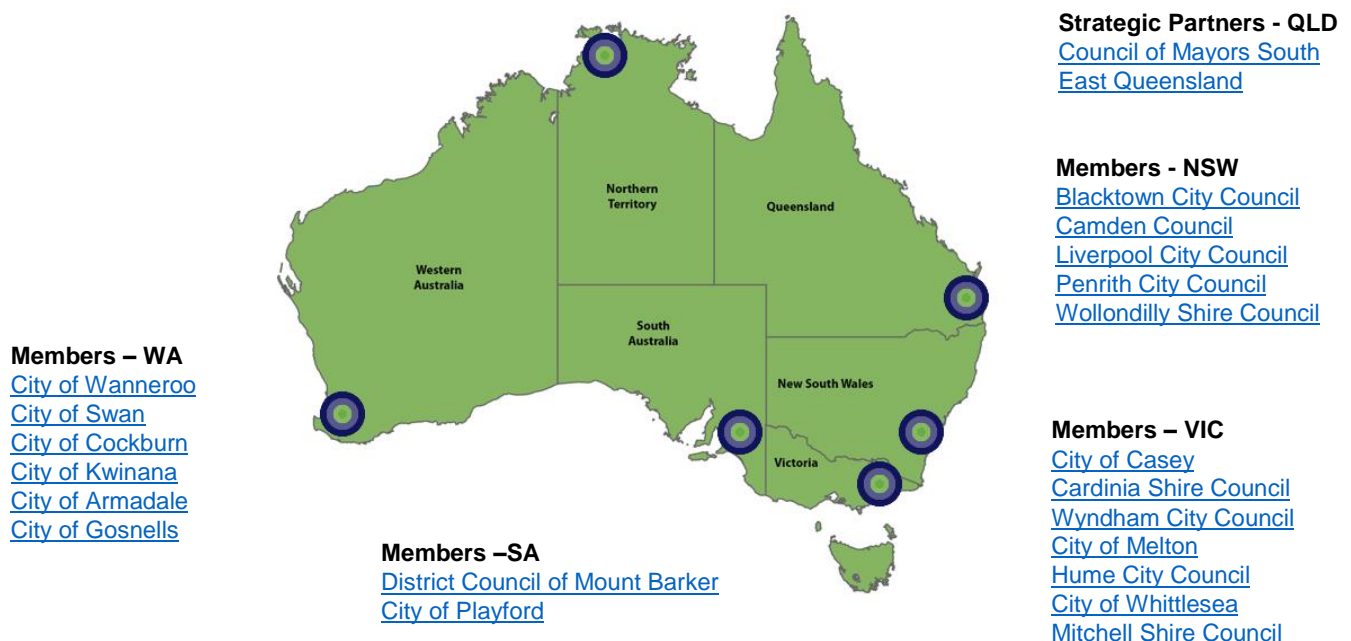
National Growth Areas Alliance

The National Growth Areas Alliance (NGAA) is an alliance of Councils from the fast growing outer urban areas around Australia's major cities. We have a shared vision of growing communities that are resilient, liveable and thriving places. However, this vision remains unachievable while investment in vital infrastructure and services does not keep pace with our population boom.

Supporting growth areas is about equity. We believe that every Australian deserves to live in a safe, sustainable and liveable community – regardless of their postcode.

NGAA member councils have first-hand knowledge of:

- the impact of unplanned population growth rates at double the national average,
- inadequate transport, health, education, community and social infrastructure to cope with increased demand, and
- lack of government focus on the health, education and employment prospects of communities in rapidly-developed greenfield suburbs.



5 Million residents of Australia's Growth Areas

Population, infrastructure, jobs, skills, education

Five million people live in just 31 municipalities in Australia's outer urban growth areas, where member Councils of the NGAA are located. The population of outer urban areas has doubled in one generation, and infrastructure provision has not kept pace with that growth.

By 2036, approximately 7.9 million people are expected to live in outer urban growth areas, making up 25% of Australia's population, up from 20% currently. The importance of the outer suburbs to Australia's population will continue to grow, driven by an average growth rate of 3.3% p.a., to Australia's 1.5% (ABS medium series).

There is significant catching up to do in terms of overall infrastructure investment in growth areas. Between 2011-16, outer urban growth areas accommodated 35% of Australia's population growth with only 13% of overall infrastructure spending.¹

The deficits in jobs, skills and infrastructure in outer urban growth areas are severe, and if left unaddressed will have significant impact on the future productivity and resilience of one fifth (soon to be one quarter) of Australia's population.

Growth Indicators – Australia compared to NGAA

Measure	Australia	Growth Areas (NGAA)	% of Australia in NGAA
Population 2018	24,981,326	4,950,082	19.8%
Growth (5 years to 2018)	+1,505,640 (+6.5%)	+675,040(+15.8%)	44.8%
Median age	38 (+1year)	34 (Unchanged)	
Language other than English	20.8% +2.7% in 5 years	24.7% + 3.9%in 5 years	22.8%
Dwellings	9,924,844 (+8.5%)	1,650,466 (+15.1%)	27.6% of dwelling growth
Unoccupied dwellings	10.5%	7.1%	
Average household size	2.55 (unchanged)	2.87 (+0.01)	NGAA households have 1/3 person more than Aust average.
Economy (2017/18)	\$1,720billion	\$207 billion	12.0%
Total jobs (2017/18)	12,580,227	1,703,589	13.5%
Employed Residents (2017/18)	12,580,227	2,425,353	19.2%

Source: National Economics, modelled series, 2017/18 update for economy.id

Looking to the Future

The demographic and economic changes that are occurring in our cities are profound. With one in every five Australian citizens living in a fast-growing city, suburb or town,ⁱⁱ the right investment in these areas will not only impact local communities, but the nation.

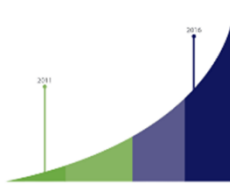
Population size (2018)



4.9 million

1 in 5 Australians live in growth areas

Population growth 2013-18



675, 040 people

15.8% growth over five years in growth areas, compared to 6.5% growth nationally

Projected Population (2036)



7.9 million

1 in 4 Australians will live in growth areas

Our vision for communities in the outer suburbs of every city is clear – resilient, liveable and productive communities. Each citizen deserves access to safe, sustainable, high amenity places with the opportunity to work and study close to home or in connected centres that are regionally accessible.

Growth Areas and the Australian Economy

Australia's next economic powerhouse

Outer Urban Growth Areas have become a major driver of economic and employment growth in Australia. The national economic significance of Growth Areas is large, accounting for 12% of GDP despite only making up just 31 (or 6%) of Australia's 537 Local Government Areas (LGA).

Economy (GRP)



\$207 billion

12% of Australia's GDP in 2018

Businesses



Grew by 7.4% (2014-16)

more than double national rate (3.4%)

Workforce 2017/18



2.45 million people

19% of Australia's total workforce

Local Jobs



1.7 million

13.5% of Australia's employment in 2018

In 2018, 1.7 million jobs were located in growth areas, (13.5% of Australia's employment, up from 9.6% in 2006), but a significant shortfall in local employment opportunities remains for the workforce 2.45 million people. There are nearly one million young people who will be looking for further study and employment opportunities within the next decade.

Growth Areas' role has become even more important as Australia's economy becomes more reliant on services and knowledge intensive activities. Growth Areas have a strong entrepreneurial culture with businesses growing at double the national average. The proposed Australian Business Growth Fund has the potential to assist further business and knowledge economy jobs in Growth Areas and we hope that there will be opportunities to advise on its implementation.

A new approach to planning and investment should be aimed at enabling the opportunities provided by Growth Areas with a focus on projects that directly influence employment and knowledge capacity.

A business as usual approach, that fails to integrate the Growth Areas with high income and high skill jobs, further embeds spatial inequalities that diminish the productivity benefits from agglomeration.

To successfully transition to the new economy, Growth Areas need transformational infrastructure that responds to the high level of existing demand for housing and jobs.

Transformational infrastructure includes transport and internet infrastructure as well as economic assets such as airports, universities and hospitals. Research by NIEIR shows that capital investment in a region, such as transport, telecommunications, universities, hospitals and cultural assets, is a core driver of economic activity and growth.ⁱⁱⁱ

Deficits impacting economic growth and national productivity

Growth Areas continue to experience significant deficits that impact the everyday life and future prospects of their five million residents:

- **Skill gaps:** 16.1% of residents aged 15+ have a bachelor's degree, compared to the national average of 22%.
- **Major shortfalls in infrastructure:** while Growth Areas support 20% of Australia's population, they only share in 13% of non-dwelling capital stocks
- **Large deficits in social infrastructure:** For example, there are only 2.5 tertiary education jobs per thousand people in the Growth Areas compared to 8.6 at the metropolitan level. This is a similar story for hospitals, cultural assets and government jobs.
- **Poor health conditions:** Due mostly to their high levels of lifestyle risk factors including high levels of obesity and psychological distress and low levels of physical activity.

Skills



Year 12 completion 44% vs 48% nationally

Bachelor degree 13% vs 18% nationally

Jobs



69 jobs for every 100 workers in 2016 – worse than 2006.

42,000 new jobs needed every year

Infrastructure



Between 2011-16:

- ▶ just 6% of Australia's local government areas
- ▶ accommodated 35% of population growth and 25% of job growth
- ▶ but only received 13% of asset growth

Building Blocks for Growth

The National Growth Areas Alliance (NGAA or the Alliance) endorses four guiding principles as building blocks for future policy and investment decisions to support growth areas and the nation:

1. Rebalance Australian Capital Cities

Rebalancing the spatial structure of our capital cities needs better planning and investment that supports distributing infrastructure, jobs and housing more evenly across the metropolitan area, including bringing new jobs closer to where the growing population lives. This is a necessary shift in traditional metropolitan planning practices in Australia.

2. Invest in Places for People

As we rebalance the structure of our cities at a metropolitan scale to accommodate growth, innovative place-based and neighbourhood planning and design will bring together the critical elements required to support productive, liveable and resilient places for people to live and work and for businesses to invest.

3. Unlock Economic Growth

Unlock the value in the fast-growing cities, suburbs and towns on the outskirts of Australian capital cities and support the growth of new economies by matching skilled labour to new and emerging industry opportunities, fostering the growth of high amenity, industry and service led innovation precincts for knowledge intensive and small business jobs and expanding the opportunities associated with freight and logistics.

4. Prioritise Transport Solutions

Improve overall transport performance to service the outer urban growth areas of Australia's capital cities through integrated transport networks which connect people and jobs and support active, shared and public transport connectivity to lessen dependence on private vehicles.

Rebalance Australian Capital Cities

Managing population growth is a responsibility that is shared between all levels of Government. Increasingly, as the closest level of government to the community, Local Governments are facing significant challenges arising from rapid and sustained population growth. Key to managing population growth is efficient spatial distribution geared towards matching infrastructure investment with the pace of growth.

Population growth projections

Over the next 30 years, Australia's population is projected to increase by 11.8 million people, with 80% of the growth in Sydney, Melbourne, Brisbane and Perth. This is equal to adding a new city, roughly the size of Canberra, each year for the next 30 years.^{iv} The 31 fastest growing cities, suburbs and towns around our capital cities are forecasted to be home to 8 million people by 2036^v, and continue to grow at 3% per annum, significantly faster than the Australian growth rate (1.7 % per annum. between 2011 and 2016.^{vi})

Implications for outer urban growth areas of unequal growth in capital cities

- *Long commutes and urban congestion:* Australia's larger capital cities are now experiencing the challenges that come with ever-expanding population and unbalanced growth distribution. The economic gains of concentrating economic activity in Central Business Districts are being outweighed by lost productivity in travel-time and congestion. In 2016, the job deficit position was 69 for every 100 workers living in the outer suburbs with up to 80% of workers across the nation commuting from the outer suburbs.^{vii}

Well planned cities - where the location of jobs, homes and their supporting infrastructure networks are coordinated to maximise accessibility and liveability - will deliver the best outcomes for communities in growth areas on the outskirts of Australia's capital cities. Interventions that better align the distribution of new jobs growth, transport and social infrastructure to growth areas will support polycentric and better performing cities, with multiple activity hubs critical for the nation's economic and social sustainability.

- *Pressure on critical infrastructure for new communities:* Beyond transport solutions, servicing the demands of a growing population for water, energy and telecommunications is placing demands on the capacity of existing national infrastructure.

New technologies and business models for provision of water, energy and telecommunications infrastructure will influence how services can be delivered to growing communities. Meeting this challenge will require governments to anticipate these changes and plan to provide the regulatory environment to ensure supply is delivered efficiently, sustainable and maintained equitably.

Future directions to reduce the burden on growth areas

Planning systems and governance frameworks: Improved planning systems and governance frameworks, such as those within the City Deal model, are critical to streamline the actions of all three levels of government. Continued reform of the responsibilities shared between the three levels of government for planning, funding and delivery of strategic transport, economic and community development infrastructure is the only way forward. Sector-led infrastructure at state level leads to uncoordinated outcomes and assets, with communities suffering from delivery lags in critical community and social infrastructure. Enhanced collaboration across and within tiers of Government provides the best chance of delivering thriving communities at scale.^{viii}

Innovative funding and financing mechanisms: With increasing budget pressure on funding competing infrastructure priorities across the nation, continued dialogue is needed at COAG and across sectors to build the capacity and mechanisms within local governments for private/public partnerships in infrastructure, including the role of developer contributions, institutional investment and value capture projects.

1. Population Recommendations 2020-21

- 1.1. As part of the Australian Government's Planning for Australia's Future Population ^{ix}, ensure the **Centre of Population is sufficiently resourced** to achieve its objectives to promote deliberate and collaborative planning for population growth and infrastructure investment, ensuring a focus on improving projections in outer urban growth areas of capital cities.
- 1.2. Include representation of outer urban growth areas in the **National Population and Planning Framework and Treasurer's Forum on Population**, to support the Federal Government's national population growth and infrastructure planning.

2. Cities Policy Recommendations 2020-21

- 2.1. Ensure commitments made in the **Western Sydney City Deal** are fully funded and the governance and review mechanisms established ensure equitable and long-term benefits for all local government participants and their communities.
 - 2.1.1. In particular, decisions on North-South Rail must be expedited to create planning certainty and must be based on the best outcomes for current and future residents and businesses.
- 2.2. Increase resources available to parties involved in City Deal negotiations, to achieve an equitable Deal in an efficient timeframe, including a **capacity-building program for collaborating local governments** to identify and prepare suitable proposals for the **South East Melbourne and North and West Melbourne City Deals**.
- 2.3. Leverage the learnings from the current City Deals to inform improved and **replicable models to enhance future deals for local government**, including, but not limited to, Planning Partnerships and Governance models.
- 2.4. In partnership with state governments (COAG) and growth area councils (NGAA) fund a **review of the planning and delivery and long-term needs of greenfield developments** in outer urban growth areas, with a focus on the alignment between forecast population growth, housing development, transport and community infrastructure and the necessary funding models, including developer contributions.
- 2.5. Give policy and funding **recognition to the cities, towns and suburbs in outer urban growth areas as geographic and demographic areas distinct from major capital cities and regional areas**; noting the role they play in providing facilities and services for regional populations, and allowing for programs such as the Building Better Regions Fund to be available to all localities in growth areas municipalities.

Invest in Places for People

As we rebalance the structure of our cities at a metropolitan scale to accommodate growth, at the local level, place-based and neighbourhood planning and design will bring together the critical elements required to support productive, liveable and resilient places for people to live and work and for businesses to invest.

The Alliance calls on federal and state governments to take a renewed focus on planning for places at the local and neighbourhood level, ensuring that metropolitan scale plans are sequenced with development to support growth^x, investing in places where people want to live.^{xi}

Shortage of public open space and sports facilities

With rapid growth there has been an historic undersupply of recreation facilities. Over time the increasing demand that is associated with fast population growth -- compounded by funding constraints of local and state government - has led to these communities having a significant shortage of public open space and sports facilities. Faced with long commutes to sporting precincts, many forego active recreation, entrenching a pattern of disadvantage, resulting in reduced quality of life and increased health costs, social isolation, lack of social cohesion, physical and mental health problems.

Co-investment in critical community, recreational and social infrastructure projects in outer urban communities is urgently required. Rapid population growth leaves residents in newly developed suburbs and towns without reasonable access to regional level sporting facilities. This results in lower participation in organised sport, high travel costs and rising government health care costs.

A significant problem for high growth areas is that the provision of facilities and services lags behind population growth and invariably never reaches the level of provision seen in established inner metropolitan areas.

Existing Federal Government funding programs are inadequate to meet the scale of investment needed for growth area sports and recreational facilities. While some funding is available for localised recreational facilities through State Government agencies and developer contributions there is practically no funding available for the regional level facilities needed to cater for current and future communities in high growth areas.

3. Recreation Infrastructure Budget Recommendations

NGAA recommends a national approach be taken to the need for Federal Government co-investment in sport and recreational facilities in outer urban growth areas.

A number of NGAA members in Perth have taken a national leadership role on this issue through the Growth Areas of Perth and Peel (GAPP) group. Those councils have presented to the Federal Government and Infrastructure Australia an evidence-base to show the national significance of the impact of poor access to facilities. They are seeking \$350 million in combination with State Government, Local Government and private investment to rectify the inequitable access to facilities experienced in their region (*NGAA Project 3.1*).

Within the GAPP proposal are ten projects, including the City of Armadale's Regional Recreation Reserve (*NGAA Project 3.2*) and the City of Gosnells' Sutherlands Park Redevelopment (*NGAA Project 3.4*). Additional funding is also required for the City of Wanneroo's Regional Northern Coastal Suburbs Swimming Pool (*NGAA Project 3.5*).

In South Australia, NGAA recommends funding for Mount Barker District Council's Regional Indoor Aquatic and Leisure Centre: Stage 1 (*NGAA Project 3.6*) to address a lack of indoor community aquatic facilities in the Adelaide Hills Region, replace existing outdoor pool which is at end of life, and cater for the current and projected population growth.

In Victoria, funding is required for a business case for the City of Whittlesea's Mernda Aquatic and Indoor Sports Centre (*NGAA Project 3.3*). The City of Whittlesea has a current shortfall of 21 indoor courts and 18 competition compliant outdoor courts – a deficit that will continue to grow as the local population increases by 69% between 2019 to 2041 (from 229,791 in 2019 to 388,417).^{xii}

Health facilities and service delivery in new and growing communities

While there are well-documented links between health behaviours and health outcomes, there is also a growing body of work suggesting that the way we are designing and building our suburbs can have a significant impact on the health outcomes of our communities.

Outer urban growth areas have relatively higher rates of obesity, death from heart disease, and psychological distress. Social isolation is also a significant concern. Loneliness can affect all ages and is exacerbated by long travel times for work or recreation.^{xiii}

These health and wellbeing outcomes are directly related to poor social and environmental conditions, and result in reduced quality of life, increased healthcare costs and increased productivity costs to local businesses.

NGAA believes health indicator deficits in outer growth areas needs to be addressed through:

- urban design to encourage active transport and social cohesion
- local job creation to reduce commute times
- provision of community and recreational facilities and
- provision of local health facilities and services.

The scale at which growth area populations are expanding – and will continue to expand in greenfield areas in coming decades – will exacerbate overcrowding in existing health facilities and cause significant problems in areas where no hospital exists

4. Health Facilities and Service Delivery Budget Recommendations

NGAA encourages Federal and State Governments to focus on and prioritise the needs of current and future growth area communities, and ensure sufficient funding is available to build the facilities required and deliver the range of services needed.

As an illustration of the need for a heightened response to growth area health needs, the City of Melton in Melbourne's west and the Shire of Wollondilly in Sydney's south west both have rapidly expanding populations and no local hospital or integrated health centre.

The City of Melton currently has a population of 165,000 - larger than most regional cities in Victoria, but does not have a hospital (*NGAA Project 4.4*). Melton's population will grow to 485,000 people by 2015 and travel times from the municipality to access public hospital services in Sunshine, Footscray and Ballarat already exceed the long-accepted general standard for 'access to hospital' for an average person of 30 minutes. A Business Case is underdevelopment for a hospital in Melton, and long term commitment to the health needs of this rapidly growing community is needed from both Federal and State Governments.

The Shire of Wollondilly's population will triple in coming decades. Recent improvements and upgrades at the neighbouring Campbelltown Hospital only cater for growth until 2024, which doesn't include any growth currently occurring at within the Shire of Wollondilly. This will place significant pressure on the existing health system. At a minimum, an integrated health care facility is required within the Wilton Growth Area, ahead of a tertiary level hospital to service Wilton and the Wollondilly Shire in the longer term (*NGAA Project 4.1*).

Similarly, the delivery of mental health services in growth areas has not kept pace with the needs of the population. Significant gaps in service delivery have emerged across health network catchment areas, leaving new and recently-established suburbs (who generally have higher a proportion of vulnerable at-risk groups compared to other LGAs in their catchment) with insufficient access to mental health services. This is particularly the case in both the City of Whittlesea (*NGAA Project 4.2*) and Mitchell Shire Council (*NGAA Project 4.3*) in Melbourne's northern suburbs where investment in mental health service delivery is urgently needed.

Dedicated Funding for Community Facilities and Services

There is a clear and significant gap in the funding available to local government to build community facilities such as playgrounds, libraries, kindergartens, arts, cultural and social facilities (in addition to recreational facilities outlined above).

Australia's outer urban growth areas are home to 1.2 million children, and thousands of babies are born every week within NGAA member councils. Due to the geographic location of their home, those children will have insufficient access to community facilities and services that will allow them to thrive.

Disengagement by youth from schooling and higher unemployment rates is a challenge for all growth area councils. In 2016, 11.6% of 15 to 24-year olds in NGAA areas were disengaged with employment and education, compared to 9.6% in Australia^{xiv}. For some growth areas like the City of Playford, South Australia, the rate is as high as 61 percent, impacted by intergenerational unemployment and poverty.^{xv}

5. Dedicated Funding for Community Facilities Budget Recommendations

NGAA recommends a co-investment model, like that proposed to address the sports and recreation facilities deficit, be made available to local government at a quantum and scale sufficient to address the needs of outer urban growth areas.

The scale of the community infrastructure deficit is felt most prominently in outer urban growth areas, where new communities are being built rapidly in greenfield sites – with no existing facilities.

NGAA also supports the Australian Local Government Association's call for Federal Government investment in community infrastructure.

Hume City Council, in Melbourne's north west has \$276 million of community infrastructure to construct including open space, early years centres, community safety initiatives, walking and cycling networks as well as sport and recreation facilities (*NGAA Project 5.2*).

The growing population in Liverpool City Council in Sydney's west, would benefit from facilities to activate the Georges River and Lighthorse Park precinct and increase utilisation of existing open space, with a pedestrian/cycleway bridge, railway overpass, playground, and informal oval lawn.

The project will provide much needed connection to a place for social gathering, active transport, passive recreation, sporting facilities. (NGAA Projects 5.3 and 5.4)

Outer urban growth area are the epicentre of Australia's baby boom, with more than 100 babies born every week within some NGAA members' communities. While this has an enormous impact on council services, the early years education prospects of those children are compromised by insecure kindergarten funding. **NGAA calls for an urgent long-term extension of the Federal Government's limited contribution to kindergarten funding which is due to end in December 2020.** (NGAA Project 5.1)

Environmental and natural disaster remediation in growing urban areas

The majority of NGAA member councils are located at the interface between metropolitan and regional areas. Many of their local economies rely on agriculture and agribusiness. The landscape is often a combination of agricultural land, state or national parks and natural bushland abutted by new housing developments.

This places many new communities in precarious situations during heatwaves, bushfires, droughts, storms and floods as structural mitigation has not yet been developed to ensure the safety of expanded populations and changes land uses.

Furthermore, the rate of new development in growth areas places pressure on the decision-making cycle within local governments, forcing rapid planning and approval cycles which can lead to removal of tree canopy, housing stock which can be poorly sited and not designed to account for local climatic factors such as flood, heat and fire and exacerbation of urban heat island on communities. Vulnerable homes –located in high risk areas and not designed to mitigate the risks of climate hazards – have poor outcomes for health and wellbeing, household running costs and are more expensive to insure. These issues impact affordability and resilience.^{xvi}

Universally, extreme heat, defined by the Climate Council as temperatures 40 degrees and over, and Urban Heat Island effect, has been prioritised as a key issue of concern for governments, organisations, businesses and communities alike. Western Sydney, a geographic area that has no sea breeze and has unprecedented urban development, is already hot and is set to get hotter. Western Sydney can be 10 degrees hotter than the city during extreme heat events, residents use 100% more energy to cool their homes than Sydney's East and there has been a 250% increase in very hot days (35+ degrees) over the past three decades.^{xvii}

How we respond to the challenge of urban heat spans the roles and responsibilities of many different organisations and public sector agencies. While local government and health providers are often closest to the community impact of urban heat on residents, they are not always empowered from a regulatory or resource perspective to develop and drive adaptation outcomes.

Part of the required response to Urban Heat Island is within the mandate of local government. NGAA members are currently exploring mitigation actions such as building materials (roof colour and material selection), paved and permeable surfaces, greening trees and other vegetation (verge widths, species selection, growing time, community attitudes) and water sensitive design.^{xviii}

6. Environmental and Natural Disaster Remediation in Growing Urban Areas Budget Recommendations

NGAA recommends specific action be taken to mitigate the risk of environmental changes and natural disasters in outer urban growth areas, where large communities are at risk, as well agricultural industries that directly support broader metropolitan populations.

The City of Playford in Adelaide's northern suburbs along with the Gawler River Flood Management Authority, is seeking funding for water management and mitigation works in the lower stretches of the Gawler River to significantly reduce the periodic flooding of property, road closures and damage to infrastructure and significant horticulture and government investment, including the \$155.6 million Northern Adelaide Irrigation Scheme (NAIS) which is currently under development. (NGAA Project 6.1)

In Penrith in Sydney's west, the Castlereagh Connection project would improve flood evacuation capacity for current and future communities as well as improve transport connectivity. Some 64,000 people will need to evacuate in a 1 in 100-year flood in the Hawkesbury-Nepean valley region, not taking into account the 30,000 additional homes proposed for North West Growth Area (NGAA Project 13.3).

Unlock Economic Growth

The shift towards a service and knowledge-based economy has a major impact on the location of jobs across Australia, with employment in large metropolitan cities accounting for almost 87% of national job growth.^{xix}

The fast-growing cities, towns and suburbs of Australia's capital cities play a pivotal role in the nation's economy by providing affordable housing to a large resident base and also employment land for export industries such as manufacturing, freight and logistics. They account for more than 12 per cent of GDP, despite making up only six per cent of Australia's LGAs.^{xx}

The jobs analysis in the *State of Australia's Fast Growing Outer Suburbs 2018*, suggests that the traditional economic role of outer urban growth areas is transitioning. Several indicators show early signs of entrepreneurial activity and an increase in knowledge intensity and high-tech job activity.^{xxi} The rate of growth of high-tech jobs in outer urban growth areas is outpacing the national average.

Health, education and professional services are driving most of the high skilled growth in the outer suburbs, with 40% of the jobs growth over the last 5 years in high skilled occupations.^{xxii} High skilled jobs are important to the outer suburbs as they offer higher incomes and generate higher economic multipliers, with other economic sectors benefitting from their activity. Given the historic reliance on population and construction-based employment and the constraints on greenfield development, it is critical to support these seeds of transition to ensure that outer urban growth areas secure a growing and equitable share of high-tech jobs. They are important catalysts for economic transition and offer better distribution of agglomeration hubs and precincts to the outer suburbs.

However there is a significant deficit in educational attainment in outer urban growth areas, with the percentage of residents who have completed Year 12 or a Bachelor degree trailing the national average^{xxiii}. Current geographic distribution of Commonwealth Supported Places for Bachelor Degrees is heavily weighted to inner city University campuses, thereby lowering the viability of new campuses being established in outer urban areas, where large numbers of university students reside and curtailing future career choices.^{xxiv}

Research by the National Institute of Economic and Industry Research (NIEIR) shows that capital investment such as transport, telecommunications, community and social infrastructure including universities, hospital and cultural assets is a core driver of economic activity and growth in a region.

Securing catalyst institutions such as universities, hospitals, recreational and cultural assets in the places where one in five Australians live is critical because they:

- attract more knowledge intensive jobs for residents
- attract higher skilled workers
- can play an ‘anchor tenant’ role in precinct development and further agglomeration – all strengthening economic performance and productivity.

Leverage Urban Freight Task for Good Growth

Looking to the expanding freight and logistics sector within outer urban growth areas, there is an increasing urban freight task. According to the *2015 Australian Infrastructure Audit* Australia’s containerised freight task is projected to increase by 165% by 2031,^{xxv} with cities and outer urban growth areas being the primary location for this growth. The outer suburbs provide freight corridors, together with first- and last-mile transport and handling operations, warehousing and storage - all of which impact the structure and function of our cities

7. Improving Freight Task Budget Recommendations

NGAA recommends the future freight and logistics capacity of Melbourne be enhanced through the establishment of intermodal freight terminals that will leverage the Melbourne to Brisbane Inland Rail, existing ports and airport, and planned Outer Metropolitan Ring Road (NGAA Projects 7.1 and 7.2)

Incentivise Precinct Development

Domestic and international evidence shows that innovation precincts are increasingly important in driving agglomeration and economic growth. The Australia Government through the *Statement of Principles for Australian Innovation Precincts* supports place-based innovation ecosystems.^{xxvi} The Alliance seeks collaboration between government, business, research and education sectors to develop precincts that support growth.

8. Precinct Development Budget Recommendations

NGAA Recommends provision of direct funding via a co-investment model with local and state governments to accelerate targeted precinct development and industry attraction in outer urban growth areas in line with the Australian Government’s *Statement of Principles for Australian Innovation Precincts*^{xxvii}:

Outer urban growth areas are significantly underrepresented in Australian precinct development, yet offer great opportunities for greenfield and brownfield developments, making use of large local workforces and adjacent residential land, and broadening the scope for innovation across a range of industries.

In Hume City Council in Melbourne’s north west, the 40-hectare Maygar Army Barracks site in Broadmeadows (owned by the Australian Government) is ideally located in the Northern State-Significant Industrial Precinct and is surrounded by Northcorp Industry Park. Future change of use of

the Broadmeadows site could see expanded industrial and employment related opportunities and be a major benefit for the local and state economy (NGAA Project 8.3).

Similarly, employment precincts in the City of Hume will be unlocked with interchange upgrades on the Hume Freeway. Employment projections anticipate 43,000 jobs will be located in Hume between 2016 and 2031, including jobs in zoned and planned new employment precincts with access to the Hume Freeway. This includes industrial precincts planned for advanced manufacturing and logistics companies, and new town centres planned for a range of health, education and professional services companies. Two new Hume Freeway interchanges (Gunns Gully Road and English Street) and a new bridge connection (Cameron Street) are required to unlock development in these precincts (NGAA Project 11.12)

Industry and Jobs Growth Initiatives

Employment in Australia's outer urban growth areas from 2011-16 grew faster (2.6%) than the national average (1.2%) but not fast enough to keep pace with population growth (3%). Similarly, business numbers grew at nearly double the national average.

Outer urban growth areas have a workforce of 2.4 million people but only 1.7 million jobs. Added to this deficit is a large cohort of nearly one million young people who will be looking for work within the next decade.

While employment growth has been strong, the job deficit position is no better than in 2006. Currently there are 69 local jobs for every 100 workers in growth areas, which leads to large number of workers commuting outside there are to employment, causing congestion and with a high economic and social cost. Local job creation and improved transport access to local jobs are key to addressing this deficit.

9. Industry and Jobs Growth Initiatives Budget Recommendations

NGAA recommends as a part of the Federal Government's industry-led Growth Centre Strategy^{xxviii}, fund a planning review which aligns targeted investments to connect growing labour markets in the outer suburbs to the Industry Growth Centre initiative, across the six industry sectors of cyber security, advanced manufacturing, food and agribusiness, medical and pharmaceuticals and Mining Equipment, Technology and Services (METS).

NGAA recommends the Federal government implement the recommendations of the *Parliamentary Inquiry into the Australian Government's role in the development of Cities*,^{xxix} to provide financial support, in the form of grants, to projects which demonstrate potential to generate significant employment growth in the rapidly expanding, outer suburban communities of Australian cities.

Investment opportunities include economic and social development through recycled water in Mount Barker District Council in Adelaide's south east, which would generate around 150 long term jobs and increase food production for export (NGAA Project 9.1).

Funding to create business incubators in outer urban growth areas shows a significant return on investment in terms of economic output and job creation. The Stretton Centre, in the City of Playford in Adelaide's north, was funded by the Suburban Jobs Program in 2015. After four years of operations, the Centre has supported local businesses to receive \$7.6M in grant funding, facilitated \$86.6M investment in northern Adelaide and created 559 new jobs. Initiatives in the west of Melbourne and Sydney have had similar impacts.

Catalyse Higher Education and Research Institutions where people live

Decisive action is required to address the skills deficit in outer urban growth areas, where residents have lower educational attainment rates and less access to vocational and higher education campuses. While the gap between growth areas and national average year 12 completion rate narrowed between 2011-16, the rate of residents with a Bachelor Degree or higher widened. To reach the national qualifications level, an extra 207,606 residents of growth areas would have to have finished a degree.^{xxx}

The skills gap between the fast growing outer suburbs and the national average is also a major economic development barrier, particularly in the new economy that favours qualified workers. Our economy is becoming more and more dependent on ideas and problem solving, with the largest increase in jobs across Australia being those that require higher-level qualifications.

10. Skills and Education Budget Recommendations

NGAA recommends improving access through decentralisation of vocational and university campuses and the spatial distribution of Commonwealth supported places, to create education student pathways close to home, grow local skills to support job growth and transition to the knowledge economy.

It is imperative that residents of growth areas are given equitable access to education opportunities and that those universities who establish campuses in outer urban areas are supported, including through the funding of Commonwealth supported places and co-investment from all levels of government.

Similarly, vocational education opportunities in many growth areas do not adequately meet the needs of the population. In the City of Armadale in Perth's south west, for example, there are currently 27 primary and 12 high schools but no Higher Education/TAFE campus. A major local higher education facility will contribute towards reducing youth unemployment rate (27%) and to address the high levels of social and economic disadvantage (SEIFA) by providing people with skill needed to find jobs. The 5 to 17 year cohort will account for 19% of the City of Armadale's projected total regional population of 209,512 by 2036 (*NGAA Project 10.1*)

Prioritise Transport Solutions

The outer suburbs of Australian cities expanded rapidly with increased private car ownership and the desire for affordable living away from inner-city congestion. However, access to services, jobs and leisure facilities is a growing challenge. New ways of working, supported by high quality digital infrastructure are starting to transform the skills and job profile of outer suburban communities, but families still rely on access to roads, rail and public transport to connect to the jobs, facilities and services far from home.

Life in most outer urban growth areas is not a 30 Minute City experience. Nationally, the story is a consistent one with up to 80 per cent of residents commuting from their suburb every day.^{xxxi} Given the gaps in public transport infrastructure and the "last-mile" challenge, community reliance on the private car to get to jobs located far from home is significant, and the demand for improved roads and road performance is now critical. As reported by the Australian Automobile Association, road performance is deteriorating nationally, with reliability and congestion worsening. The Bureau of

Infrastructure, Transport and Regional Economics estimated that congestion cost Australia \$16.5 billion in 2015. Without major policy changes, congestion costs are predicted to reach between \$27.7 and \$37.3 billion by 2030. ^{xxxii}

There are three problems with public transport for residents of outer urban growth areas, described by Infrastructure Australia's Reform Series, *Outer Urban Public Transport; Improving Accessibility in lower density areas (2018)* ^{xxxiii}. They are: lower levels of access, poor frequency and longer travel times. The Alliance firmly believes that these challenges go to the heart of the health, well-being and resilience of our communities.

Urban Congestion Fund

Outer urban growth area communities need better roads with reliable travel times, better public transport, commuter parking and pathways for active transport. Transport is critical to growing healthy and productive cities where people are connected to jobs.

11. Urban Congestion Fund Budget Recommendations

NGAA recommends the following projects that will reduce congestion and get people to work, home or study on time.

- 11.1. NSW – Wollondilly Shire Council: Appin and Picton Road Upgrades
- 11.2. NSW – Wollondilly Shire Council: Warragamba/Silverdale Road Duplication and Nepean River Crossing
- 11.3. NSW – Wollondilly Shire Council: Picton Bypass
- 11.4. VIC – Hume City Council: Bulla Bypass
- 11.5. VIC – Hume City Council: Road duplications in Hume
- 11.6. VIC – Hume City Council: Unlocking employment precincts in Hume through Hume Freeway interchange upgrades
- 11.7. VIC – City of Casey: Glasscocks Road Extension
- 11.8. VIC – City of Casey: Thompsons Road Extension
- 11.9. SA – City of Playford: Curtis Road Duplication & Intersection Upgrades
- 11.10. SA – Mount Barker District Council: Delivery of New Connector Road to Service Growth in Mt Barker
- 11.11. WA – City of Wanneroo: Advancing Whiteman Yanchep Highway construction
- 11.12. WA – City of Wanneroo: Neerabup Strategic Link- Flynn Drive Dualling

Leveraging Current Investment

The Federal Government's infrastructure pipeline includes projects that will transform the transport systems in outer urban growth areas. In line with the agreed investment, there are a range of additional projects that would increase the impact of the major infrastructure spend.

12. Leveraging Current Investment Budget Recommendations

NGAA recommends Federal Government funding for the following projects that align with current infrastructure delivery and would enhance long-term outcomes.

Planning and funding for the delivery of the entire North South Rail link in Western Sydney is vital (NGAA Project 12.3). Stage 1 of the North South Rail Link will connect the Western Sydney aerotropolis to the western line at St Marys. This section is currently subject to a business case jointly funded by the NSW and Federal Governments and announced under the Western Sydney City Deal however, corridors have not been acquired and funding has not been committed. Outer suburbs of Sydney are poorly serviced by public transport ^{xxxiv} - 42% of residents in in Outer Sydney are beyond walking access to public transport, compared with 2% in Sydney and 13% in middle ring

suburbs. Our vision for the entire North South Rail Link will connect with the North West Metro at Tallawong (Schofields) and the South West at Macarthur. North South Rail will connect important population and employment growth precincts in the city's west with the future airport as well as across the broader region and support a 30-minute city.

Improved rail services in Wollondilly Shire Council in south west Sydney (*NGAA project 12.1*) are needed to service the Wilton Growth Area that will accommodate an additional 45,000 people over the next 30 years, in addition to the already expanding urban areas of Picton, Tahmoor and Bargo, together with the future population of the Greater Macarthur Growth Area (a further 50,000 people). Current upgrades to rail infrastructure and rolling stock across the State to date have not addressed an already sub-standard commuter service on the main southern line.

In south west Perth, the METRONET railway line extension from Armadale to Byford provides the opportunity to unlock substantial development potential. **Sinking Armadale's railway station is a decisive once-in-a-generation investment that will catalase the much-needed revitalisation of Armadale's town centre** (*NGAA Project 12.3*). This joint investment by State and Federal Government provides the highest return out of all possible scenarios by creating 18,000 jobs in the future, accommodating 7,000 residents, 1,600 students, and unlocking more than \$2.2 billion worth in private investment.

Transformational Transport Infrastructure

Federal Government focus on transformational transport infrastructure projects in outer urban growth areas will improving access to employment, help to address the \$50 billion transport infrastructure deficit in growth areas^{xxxv} and bring long-term benefits for the additional 3 million people living in those areas by 2036.

13. Transformational Transport Infrastructure Budget Recommendations

NGAA recommends Federal Government focus on transformational projects, including those that may form part of current or future City Deal negotiations.

Road transport projects include:

- **Castlereagh Connection in Penrith City Council** (*NGAA project 13.3*) the corridor for which has been inditified since 1951, which would improve connectivity in Western Sydney's growing residential suburbs, improve flood evacuation capacity and safety for 60,000+ residents in the Hawkesbury and northern parts of the Penrith LGA, improve connection to regional NSW and access to existing motorway networks.
- **E6 freeway and Outer Metropolitan Transport** corridor in Melbourne's north and west, a 100-kilometre-long high-speed transport link for people and freight, which will be transformative for Melbourne and surrounding regional areas. It will create better connections to key international transport hubs such as Melbourne Airport, Avalon Airport, the Port of Geelong, and proposed Freight Terminals, as well as significant current and planned employment hubs (*NGAA Project 13.5*).
- The **Western Highway in the City of Melton** in Melbourne's west is a critical arterial road link that functions as an important economic driver at a National, State and Metropolitan level. The section of highway within Melton City Council suffers from significant levels of congestion during the peak periods. Use of stretch of road will grow considerably in the next two years with 6 new housing estates being built adjacent to the highway with 55,100 new dwellings and an estimated population of 153,400. Within Melton City Council, the Western Highway is projected to accommodate 85,000 vehicles per day by 2021 and 113,000 vehicles per day by 2031. Additional lanes and upgraded interchanges are necessary in

order to support the booming growth in population and maintain efficient freight movements in and out of Melbourne. (NGAA Project 13.10)

- The **Shire of Mitchell in Melbourne's north** is calling for early provision of comprehensive, well planned, accessible and affordable transport infrastructure in the northern growth corridor as their population rapidly expands in coming years (NGAA Project 13.12)

Rail projects include:

- In the City of Casey in Melbourne's south east, a new railway station at Berwick and active transport connection to service the **Berwick Health and Education Precinct**, a hub of knowledge, technology, health, employment, research and education for the south east (NGAA Project 13.1). Also, the **extension of the rail line from Cranbourne to Clyde** will significantly alleviate inadequate public transport services in one of Australia's fastest growth corridors and connect residents to jobs, services and their families (NGAA Project 13.10).
- The absence of a strong east-west transit connection between 2 major activity centres within the Perth Metropolitan southern suburb middle ring councils of Cockburn and Fremantle is considered an infrastructure gap impacting significant urban growth opportunities. The **Fremantle to Cockburn Transit link** is a regionally significant project and funding is sought for the preliminary route definition and scoping study (NGAA Project 13.11).
- In the **City of Gosnells in Perth's south east**, level crossing removals at Beckenham and Maddington stations would allow transit-oriented development, significantly improving traffic flow; decreasing congestion and safety risks for drivers (NGAA Project 13.7).
- The Victorian Government has invested \$50 million for detailed investigation of a **fast-rail link between Sunshine and Geelong, via Wyndham**. With \$4 billion already invested in the Regional Rail Link, Wyndham City supports calls for the Federal Government to capitalise on this opportunity and help fund this connection as a way of unlocking major employment opportunities. A 97 per cent increase in Victorian rail patronage since 2012/13 is one of the reasons provided by the Victorian Government for the need to investigate a fast-rail connection with Geelong to slash travel times between Victoria's two biggest cities, as well as creating a rail connection to Melbourne Airport. It is vital to note that Wyndham's population is already greater than Geelong's and connecting Melbourne, Geelong and Wyndham by fast rail would unlock major employment opportunities while reducing traffic congestion (NGAA Project 13.8).
- The **Wollert and Epping North areas in the City of Whittlesea** in Melbourne's north are among the fastest growing in Australia. Population is forecast to increase from 34,899 in 2019 to 95,000 in 2041. There is limited access to public transport and the consequent traffic congestion and long commute times have a serious impact on the wellbeing of families and individuals and limit job growth in adjacent employment areas. Funding is sought from the Federal Government to provide the investment necessary to start the feasibility study into transport provision along the Wollert Transport Corridor as soon as possible (NGAA Project 13.6)
- The **Maldon–Dombarton Rail Line in Wollondilly Shire Council** would improve freight connectivity between Western Sydney Airport and Port Kembla International Gateways and reduce truck movements on Picton Road, Appin Road, the F6 and the Hume Hwy (Federal Highway) (NGAA Project 13.2)

Air Transport

- The **South East Melbourne Airport project, led by Cardinia Shire Council** in Melbourne's south east, would respond to exponential population growth in the region, whereby, by 2031, over 2.5 million Victorians are projected to live closer (by travel time) to the South East Melbourne Airport than Melbourne Airport - larger than Brisbane Airport's catchment. The development of a South East Melbourne Airport will be essential to support population and employment growth in the south-east, and protect Victoria and Melbourne's liveability and competitiveness (NGAA Project 13.4).

APPENDIX 1 - NGAA Member Priority Projects 2020-21

Invest in Places for People

3. Recreation

3.1. WA – Growth Areas of Perth and Peel Group: Seeking a dedicated fund for sport and recreational facilities in high growth outer suburbs Perth-Peel.

LGA	Growth Areas Alliance Perth Peel (GAPP) – comprised of 11 WA Local Governments		
Project Name:	Seeking a dedicated fund for sport and recreational facilities in high growth outer suburbs Perth-Peel.		
Lead proponent:	Submitted by City of Wanneroo on behalf of GAPP		
Electorate	Brand, Burt, Canning, Cowan, Fremantle, Hasluck, Moore, Pearce, Swan, Tangney.		
Project Size (AUD)	\$350m	Stage	Stage one Business case with Infrastructure Australia
Problem Statement			
<p>Growth Areas Perth and Peel (GAPP) is an alliance of outer metropolitan Local Governments representing 1.2 million residents, or over half of the current population of Greater Perth. With over 75% of the Perth growth expected to be accommodated in these areas, these residents are increasingly facing a shortage of regional level sporting facilities that limits access to organised sport, resulting in high travel costs, reduced levels of participation and rising government health care costs. Access to sporting facilities is particularly important in the GAPP areas due to the lower levels of public transport provision, high reliance on private vehicles and lower socio-economic status evidenced through lower income levels, higher mortgage stress and higher unemployment.</p> <p>Travel requirements over-and-above a 10km journey threshold have been modelled to quantify this problem in a conservative manner, and are estimated to be \$80 million in 2019, increasing to \$152 million a year by 2036 if left unaddressed. The true flow-on impact of poor access to facilities has not been monetised, but is evidenced in the fact that GAPP areas have a higher proportion of people who undertook no or low exercise (65%) compared to other metropolitan areas (55%).</p> <p>To address this significant city scale problem, the GAPP is seeking Federal Government contributions of up to \$350 million in combination with State Government, Local Government and private investment. This investment will enable the delivery of a planned ten major new facilities and upgrades over the next decade and will provide significant benefits to all Perth residents by reducing travel requirements, increasing participation rates and easing capacity constraints on the full range of existing sports facility assets.</p> <p>This collective program approach recognises that residents can and will access regional facilities beyond their own jurisdiction creating significant efficiency benefits over a piecemeal approach to infrastructure provision. Once the whole program is delivered, the suite of projects will generate long-term benefits for the whole metropolitan area by addressing the needs of the GAPP population and reducing the reliance on inner metropolitan facilities.</p>			

Project Description

GAPP is asking the Federal Government to contribute up to \$350 million into a special purpose account, which would also leverage complementary investments from State Government, Local Government, and development contribution schemes.

With a cap of \$30 million for any individual project, there would be sufficient funds available to build up to 12 major sports precincts across the 11 outer metro local government areas over the next four to eight years. Once established the facilities would be operated and maintained by the Local Governments. www.gapp.org.au

3.2. WA - City of Armadale: Armadale Regional Recreation Reserve

LGA	City of Armadale		
Project Name:	Armadale Regional Recreation Reserve		
Lead proponent:	City of Armadale		
Federal Electorate	Burt		
Problem Statement			
<p>The City of Armadale is experiencing high growth with a population of 91,671 (2019) forecast to reach over 150,000 in 2040.</p> <p>There is a substantial body of evidence showing that the provision of good recreation facilities is fundamental to the development of a connected and resilient community.</p> <p>Studies undertaken by Curtin University including 'Unintended Socio-economic Consequences of Reduced Supply of Active Open Spaces in the Perth Outer Metropolitan Growth Areas' demonstrate that characteristics of areas lacking adequate facilities can be social isolation, lack of social cohesion, physical and mental health problems, low civic participation, disengaged young people and higher rates of crime and antisocial behavior.</p> <p>A significant problem for high growth areas is that the provision of facilities and services lags behind population growth and invariably never reaches the level of provision seen in established inner metropolitan areas.</p> <p>While some funding is available for localised recreational facilities through State Government agencies and developer contributions there is practically no funding available for the regional level facilities needed to cater for current and future communities in high growth areas.</p>			
Project Size (AUD)	\$90 million - \$115 million	Stage	Concept
Partners/Collaborators:	Western Australian State Government Western Australia Planning Commission Metropolitan Redevelopment Authority WA Departments of Planning, Water, Community Services, Sport and Recreation Netball WA & Basketball WA State Sporting Associations		
Project Description			
<p>The Armadale Regional Recreation Reserve will be a \$115 million multipurpose recreation hub to accommodate a wide range of outdoor and indoor sports. It will be a family friendly destination with BBQ and leisure areas, playgrounds, walking and cycling trails, and spaces for activities such as concerts, markets, community gardens and men's sheds.</p>			

Feedback from consultation with State Sporting Associations demonstrates strong support for the ARRR and is refining the functionality of the ARRR and the sports it will accommodate.

Further work is underway with Netball WA and Basketball WA to develop a business plan for a regional level Netball/Basketball centre as a key anchor facility.

Informed by a Needs Study undertaken in 2016, a concept plan has been developed that outlines how the ARRR can be constructed in stages in line with population growth and funding availability.

Delivering the ARRR will assist in meeting the recognised chronic shortfall in sporting and recreational infrastructure in a high growth area and most importantly will provide new communities with opportunities to connect and grow together.

3.3. VIC – City of Whittlesea: Mernda Aquatic and Indoor Sports Centre

LGA	City of Whittlesea		
Project Name:	Mernda Aquatic and Indoor Sports Centre		
Lead proponent:	City of Whittlesea		
Federal Electorate	McEwen		
Problem Statement	<p>The City of Whittlesea is seeking \$250,000 to develop a business case for an aquatic and indoor sports centre to be located in Mernda. A substantial contribution for Stage 2 (construction) will be sought in future.</p> <p>The rapidly growing communities of Doreen and Mernda urgently need an aquatic and indoor sports centre like those enjoyed by other communities. Our residents experience higher than average health issues yet have limited access to exercise facilities known to encourage healthier lifestyles.</p> <p>Regular physical activity is a contributor to overall good health. In Australia, 2.6 per cent of the total disease burden is due to physical inactivity.^{xxxvi} Below is a snapshot of the types of health issues experienced by City of Whittlesea residents:^{xxxvii}</p> <ul style="list-style-type: none"> • 58 per cent of our adult residents are overweight. This is significantly higher than for Victoria and is the highest rate for the North Eastern Melbourne Area. • 44 per cent of our adult residents do insufficient physical activity, the second highest rate in the North Eastern Melbourne Area. • 25 per cent of our adult residents have arthritis and 20 per cent have osteoporosis, rates that are significantly higher than for Victoria. • Seven per cent of our adult residents have Heart Disease which is the sixth highest rate in Victoria and the highest in the North Eastern Melbourne Area. • Six per cent of our adult residents have Type 2 Diabetes which is the third highest rate in Victoria and the highest rate in the North Eastern Melbourne Area (along with Darebin). 		
Project Size (AUD)	\$250,000	Stage	Business case
Partners/Collaborators:	Victorian State Government Federal Government City of Whittlesea Private Investment		

The City of Whittlesea is seeking \$250,000 to develop a business case for an aquatic and indoor sports centre to be located in Mernda. A substantial contribution for Stage 2 (Construction) will be sought in future.

A new aquatic and indoor sports centre is planned for development at 1445 Plenty Road, Mernda. The centre will include indoor aquatic facilities, health and fitness areas and indoor and outdoor sports courts. The Centre will be a community hub, offering a socially inclusive environment in which people of all ages and backgrounds can come together to participate in a diverse range of physical activity for the betterment of their health and wellbeing. It is estimated that the centre will attract 500,000 – 550,000 visits per year^{xxxviii} plus an additional 250,000 visits per year for the indoor and outdoor netball and basketball courts.

The Centre was originally identified in the 2011 *Mernda Regional Recreation Reserve Master Plan* and was a key recommendation of the 2014 *Major Leisure and Aquatic Facilities Strategy* as well as the *Indoor Sports Feasibility Study*. A *Mernda Aquatic Centre Planning Study* and a *Netball and Basketball Plan* have been completed, which all reconfirm the need for aquatic facilities and indoor / outdoor sports courts in this area. These documents outline proposals and estimated costs.

The City of Whittlesea has a current shortfall of 21 indoor courts and 18 competition compliant outdoor courts, these needs will continue to grow as our population increases by 69 per cent between 2019 to 2044 (from 229,791 in 2019 to 388,417).^{xxxix} The proposed indoor and outdoor sports court facilities for the Mernda Aquatic and Indoor Sports Centre will include competition compliant netball and basketball courts that will form part of a regional netball centre for the municipality.

In line with the City of Whittlesea’s Active Whittlesea Strategy, the Aquatic and Indoor Sports Centre will make a positive contribution to community health and wellbeing outcomes by enhancing opportunities for residents to be more physically active, through addressing barriers to active participation across a diverse range of sport and physical recreation activities and environments.

Environmental:

The closest aquatic and leisure facilities available to Mernda and Doreen residents are 20-30 minutes drive away in Mill Park, Thomastown or Epping. In addition, significant congestion on the roads further detracts from the ability to easily access sport and recreation facilities. Having a Mernda Sports Centre within a high population area will potentially reduce greenhouse gas emissions by reducing the time it takes to travel by car to a sports centre.

Economic value:

As noted above, Royal Life Saving estimates that the average pool visit generates benefits of \$26.39 in improved health outcomes and consequent reductions in health spending and absenteeism.^{xl}

3.4. WA – City of Gosnells: Sutherlands Park redevelopment

LGA	City of Gosnells
Project Name:	Sutherlands Park redevelopment
Lead proponent:	City of Gosnells
Federal Electorate	Burt

Problem Statement			
<p>Sutherlands Park Reserve was initially developed in the early 1970s, with much of the original infrastructure coming to the end of its natural life. Due to the ageing facilities, there is no capacity for any new sporting activities or clubs to be accommodated at the site or for existing groups (with existing memberships in excess of 1,800) to expand.</p> <p>The current facilities already service between three and six times the recommended catchment population and will not be able to deal with the estimated 52 per cent increase in population by 2036.</p>			
Project Size (AUD)	\$119.6 million	Stage	Concept
Partners/Collaborators:	City of Gosnells	WA State Government	
	Federal Government		
Project Description:			
<p>The City's vision is to redevelop Sutherlands Park into a regional recreation space offering significantly increased sporting and passive recreation opportunities to address a rapidly growing community's need for quality leisure opportunities.</p> <p>Sutherlands Park consists of six large sporting ovals, change rooms, kiosk facilities and a large public playground. The land is owned by the City of Gosnells.</p> <p>At 68.1 hectares in size, it is the City's largest active open space. The site was initially developed in the early 1970s, with much of the original infrastructure coming to the end of its useful life.</p> <p>The site is used by a number of well-established groups engaged in various activities with a combined membership exceeding 1,800. Due to the ageing facilities, there is no capacity for any new sporting activities/clubs to be accommodated or for existing groups to expand.</p> <p>Sutherlands Park is situated in an area of significant urban expansion in the fastest growth part of the City. The current population of adjacent suburbs is over 53,500 and is expected to grow to 81,000 by 2036. The current facilities service between three and six times the recommended catchment population and will not be able to deal with the 52% increase in population.</p>			
Benefit Statement			
Cost Benefit: Construction phase of this project will provide over 3,000 jobs. Jobs created (ongoing) after construction will be over 100.			
Social:			
<ul style="list-style-type: none"> • The reserve will service residents from Huntingdale, Canning Vale, Southern River and Gosnells. • As a regional open space the reserve will also attract users from a wide catchment area including residents of suburbs in the northern part of Armadale such as Harrisdale and Piara Waters. • Provision of new facilities for seventeen clubs currently using the facilities and reserves. • Allow room for expansion of existing user groups and clubs. • Allow for new user groups and clubs. • Allow for increased capacity for new schools which are planned or being built within the surrounding suburbs. • Provision of increased public swimming lanes within the City (currently third lowest availability in the Perth Metropolitan area). • A new aquatic centre would deliver much need facilities for the local community. 			
Environmental:			

- The Bush Forever site located at this location will be opened up for passive recreation opportunities.

Economic value:

- Provision of over 3,000 local jobs during construction phase.
- Provision of 100 jobs after construction (ongoing).

3.5. WA – City of Wanneroo: Regional Northern Coastal Suburbs Swimming Pool

LGA	City of Wanneroo		
Project Name:	Regional Northern Coastal Suburbs Swimming Pool		
Lead proponent:	City of Wanneroo		
Federal Electorate	Pearce		
Problem Statement	The City with its high population growth has agreed to bring forward the date of the planned regional pool from 2042. There is an urgent need for a well-designed pool that can be shared with educational facilities in the City. Such a facility will attract events and meet health and recreational needs for City residents and visitors from the northern regions.		
Project Size (AUD)	\$40m	Stage	Feasibility study
Partners/Collaborators:	City of Wanneroo Department of Education		
Project Description			
<p>The City of Wanneroo has brought forward from 2042 the planned development of a regional northern coastal suburbs swimming pool. This is needed to meet a range of escalating needs including:</p> <ul style="list-style-type: none"> • Continuing high population growth; there is no aquatic facility in the northern growth corridor and with the City's rapid population growth the issue will continue to impact negatively on resident's quality of life and health. By 2031 37% of the City's 325,470 forecast population will live in the northern corridor. By 2041 the City's population is expected to reach 412,996. • A high proportion of young families living in and moving to the City. • High number of planned primary and high schools needing shared access to facilities (some 35 new primary and high schools are planned up to and beyond 2025). • Improved access to health and recreational facilities for residents in particular for sports codes currently not available such as water polo. • Access to water safety and learn to swim classes for new residents from overseas (in 2016, 40.9% of people in the City of Wanneroo were born overseas). The City has some 32 kms of coastline that presents a risk for residents with no water safety skills. • The need for an economic catalyst that will attract events and support spinoff health and fitness related industries. 			
Benefit Statement			
Financial: (Net Present Value (NPV), ROI, other)			
<ul style="list-style-type: none"> • Feasibility study complete • Detailed business case being scoped 			
Social:			

Having recreational facilities close to where you live and work is known to enhance quality of life for residents. The City's Public Health Plan outlines in detail the reasons for investment in recreational facilities.

Other benefits (not quantified) in the Royal Life Saving Report include:

- Patrons enjoyment
- Increased water familiarization and improved aquatic skills
- Increased sense of community and social capital
- Increased local economic activity
- Patrons increased workplace productivity
- Improvements in property values and local tax base

Environmental:

Lower travel times and reduced CO2 emissions.

Economic value:

Royal Life Saving Australia 2017 report "Economic benefits of Australia's public aquatic facilities" showed the average aquatic facility creates \$2.7 million per year in value to the community and every year physical inactivity costs the health system \$3.7 billion and leads to death and disability costing \$48 billion.

Nearly 40% of Australians are classified as physically inactive according to WHO physical activity scale. A weekly visit to a swimming pool is enough to take most people out of the physically inactive category.

Public aquatic facilities enable Australians to engage in more than 130 million hours of vigorous exercise per year. The report estimates that the economic value equates to \$2.35 billion per year.

3.6. SA – Mount Barker District Council: Mount Barker Regional Indoor Aquatic and Leisure Centre: Stage 1

LGA	Mount Barker District Council		
Project Name:	Mount Barker Regional Indoor Aquatic and Leisure Centre: Stage 1		
Lead proponent:	MBDC		
Federal Electorate	Mayo		
Problem Statement	<ul style="list-style-type: none"> • Existing outdoor aquatic facility is at end of life • Catering for rapidly growing population (Approx >1,000 new residents / year next 40 years) • Continuing need to support healthy communities • Facility will address a lack of indoor community aquatic facilities in the Adelaide Hills Region 		
Project Size (AUD)	\$30 million	Stage	Detailed Concept Design and Detailed Business Case

Project Description

Stage 1 Regional Indoor Aquatic and Leisure Facility

- 25m x 10 lane lap pool
- Learn to swim pool
- Leisure pool
- Gym/wellness centre
- Kiosk
- Connection to trail network
- Associated car parking/services
- Warm water therapy pool not currently funded within stage 1
- Future stages to include indoor sports courts, water slides, outdoor 50m pool

Benefit Statement

Financial and economic value:

- Increase to jobs during construction (local region): 148 direct, 84 nationally
- Increase to jobs after construction (local region): 42 locally, 13 nationally

Social:

- Preventative health through a variety of aquatic and dry fitness activities
- Rehabilitation through use of warm water therapy pool
- Social connectivity through bringing a diverse range of community together

4. Health Facilities and Service Delivery

4.1. NSW –Wollondilly Shire Council: Integrated Health Care Facility for Wilton

LGA	Shire of Wollondilly
Project Name:	Integrated Health Care Facility for Wilton
Lead proponent:	NSW Health and NSW Treasury
Federal Electorate	Hume
<p>Project Description: Wollondilly Local Government Area currently has a dispersed population of approximately 52,000 residents. Wilton New Town will double the Shire population over the next 20 years, while future growth within Greater Macarthur will effectively triple the population.</p> <p>Wollondilly is one of the only LGAs in metropolitan Sydney and Greater Sydney without its own hospital. Currently, the closest hospitals are Campbelltown, Bowral or Nepean. It is noted that the recent improvements and upgrades to Campbelltown Hospital only cater for growth until 2024, which doesn't include any growth currently occurring at Wilton. This will place significant pressure on the existing health system.</p> <p>At a minimum, an integrated health care facility is required within the Wilton Growth Area, ahead of a tertiary level hospital to service Wilton and the Wollondilly Shire in the longer term.</p>	

4.2. VIC – City of Whittlesea Mental health Services – Whittlesea

LGA	City of Whittlesea		
Project Name	Mental health Services		
Lead proponent	Federal Government		
Federal Electorate	McEwen and Scullin		
<p>Problem Statement There are significant gaps in mental health services in the City of Whittlesea relative to other areas in the Eastern Melbourne Primary Health Network catchment. An uneven distribution of services across the catchment, with clustering of services in inner suburban areas leaves significant service gaps in the outer northern areas. The City of Whittlesea is the most socially disadvantaged LGA and has a higher proportion of vulnerable at-risk groups compared to other LGAs which fall within the EMPHN catchment.^{xii}</p> <p>Importantly:</p> <ul style="list-style-type: none"> • Around 15 per cent of adolescents surveyed in the City of Whittlesea reported high levels of psychological distress. This was more than for the northern metropolitan region (12.4 per cent) and state (13 per cent). Children and adolescents make up 16 per cent of Victorian Mental Health Service clients. • For people aged 18 and over we have the highest rate of high or very high psychological distress in the Eastern Melbourne Primary Health Care Network (EMPHN) catchment. This is above the Victorian average. We also have the highest rate of emergency department presentations with anxiety in the EMPHN catchment. 			
Project Size (AUD)	Not determined	Stage	Infrastructure building and ongoing service delivery

Partners/Collaborators:	Community mental health service organisations	Victorian Government
<p>Project Description</p> <p>1. Ongoing funding to establish a permanent location to house headspace in the City of Whittlesea.</p> <p>In September 2018 the EMPHN allocated funding to pilot a headspace outreach service at the EDGE youth facility in South Morang for 12 months. The 2019-20 Federal Budget included an allocation of \$402,372 in 2019-20 for establishment and ongoing service delivery funding of \$384,531 for a satellite headspace facility in Whittlesea. While the satellite service is an important step forward, demand for the service has indicated the need to secure ongoing funding for a permanent headspace to be located in the City of Whittlesea.</p> <p>2. Long-term funding for tailored, responsive and accessible mental health services and supports for young people through Neami's Yflex program</p> <p>NEAMI's Yflex program provides flexible, outreach-based support for young people with complex mental health needs but has no funding certainty after June 2020. The support is tailored, responsive and specialised to the needs of young people and meets them on their recovery journey. Since its establishment in October 2017, Yflex has supported 73 young people from the City of Whittlesea and currently has a three month wait time. Long term funding for this service is needed to meet demand and provide ongoing assurance and continuity for young people.</p> <p>3. Funding to establish a Safe Haven Café in the health precinct surrounding the Northern Hospital, in close proximity to the newly established Victorian Aboriginal Health Service (VAHS) clinic.</p> <p>Emergency Departments are busy places where mental health patients experience longer wait times. Outside of emergency departments, there are currently no safe, therapeutic spaces for mental health patients to access out of hours support. Of the services that do exist, none are staffed or supported by clinicians trained in mental health.</p> <p>The Safe Haven Café model aims to reduce social isolation for vulnerable people and helps them to maintain their mental health on an ongoing basis. The first Café was launched at St Vincent's Hospital in May 2018 through funding by Better Care Victoria. The initiative provides respite and peer support to build the resilience of people dealing with mental health issues and enhances their ability to self-manage. This in turn reduces the likelihood of needing to access an emergency department.</p> <p>The Safe Haven Café complements clinical mental health interventions and enables people to identify local services to help them maintain good, ongoing mental health. The City of Whittlesea's Safe Haven Café would be developed with input from local people with lived experience, mental health professionals and key community agencies working with vulnerable groups.</p> <p>4. Prioritisation of the City of Whittlesea for a <i>Way Back Support Service</i> as part of the \$27.1 million allocated to expand the initiative in the 2018/19.</p> <p>The <i>Way Back Support Service</i> is an innovative suicide prevention model, developed to support people during those crucial three months after they have attempted suicide. The service is currently available at nine sites nationally, with two in Victoria (Barwon/ Geelong and South East Melbourne). In the 2018/2019 Budget, the Federal Government allocated \$27.1 million to expand the <i>Way Back Support Service</i> to up to 25 sites over four years. This funding is contingent on State/Territory co-contributions.</p>		

Benefit Statement
<p>Social: With almost half of the total Australian population (45.5%) experiencing a mental health issue at some point in their lifetime,^{xliii} mental health challenges form a common social issue. Community mental health services are essential to helping people with a mental health condition with their Recovery journey, and to live a fulfilling life that holds hope for the future. Community mental health services help to alleviate strain experienced by families and carers of people experiencing mental illness by providing much needed support to those they care for.</p> <p>Economic value: Investment in community mental health services plays a significant role in preventing the escalation of mental health conditions and reliance on acute emergency services that are already under strain. Prevention through community support means enhanced wellbeing of our community members and families and their greater capacity to participate in and contribute to the overall positive progress of society.</p>

4.3. Whittlesea VIC – Mitchell Shire Council: Mental Health Priority List Whittlesea

LGA	Mitchell Shire Council
Project Name:	Mental Health Priority List
Lead proponent:	Mitchell Shire Council
Federal Electorate	McEwen and Nicholls
<p>Problem Statement</p> <p>Population surveys conducted by Mitchell Shire over a number of years continue to indicate that individuals and communities cannot access mental health services when and how they need them. More so, an analysis of the mental health sector that supports Mitchell Shire makes clear that the problems faced by individuals and the community are compounded by insufficient understanding about when to seek mental health support and a lack of understanding and knowledge in the range of services that are needed.</p> <p>Mitchell Shire Council is located immediately north of Melbourne. It is Victoria’s fastest growing Municipality. Mitchell Shire has a current population of 49,044 people. This is expected to grow by 451% to 270,000 by 2048. All parts of our Shire are projected to grow and change, however they will all grow and change differently. All towns within Mitchell Shire will see an increase in older persons aged 65 and over.</p> <p>Compared to Victoria, Mitchell Shire ranked poorly in terms of mental health, with the percentage of people within Mitchell Shire who feel valued by society (46.5%) amongst the lowest in the state. Furthermore, the percentage of people reporting high/very high psychological distress in Mitchell Shire is 14.8%, higher than the State measure of 12.6%.</p> <p>Currently, around 7% of people in Mitchell Shire are at very high risk of developing poor mental health, significantly higher than the Victorian state average (3.9%) and with 75% of mental illnesses emerging before the age of 25.</p>	
<p>Project Description</p> <p>Six priorities have been identified to respond to this commitment and the problem, through which significant benefits can be realised to individuals, families and the wider community. Mitchell Shire is seeking funding by Government for the following six priorities:</p>	

Priority 1: A wrap around mental health service for older people in Seymour, aligned to federal future direction. Headspace for young people in Seymour / Wallan
Priority 2: An Expanded Step Care Model (ESCM); a continuum mental health model of care for every individual in Mitchell Shire.
Priority 3: Youth Hub Activation and supporting mental health services in Wallan
Priority 4: Mental Health System Navigation
Priority 5: Mitchell Youth Health Initiative
Priority 6: Live4Life Program

4.4. VIC – City of Melton: Melton Hospital

LGA	Melton City Council		
Project Name:	Melton Hospital		
Lead proponent:	Melton City Council		
Federal Electorate	Gorton		
Problem Statement	<p>With a population that's expected to increase from 164,984 to 485,061 by 2051, a new public hospital in Melton is the critical piece of community infrastructure needed to ensure the ongoing health and wellbeing of our fast-growing City. Nearly two decades of rapid, sustained population growth, and increased demand on existing health services, support the case that an additional hospital in Melbourne's outer west must be operational no later than 2026.</p> <p>In the 2019/2020 Victorian State Budget, the Victorian Government committed to provide \$2.4 million for the development of a business case for a new hospital in the City of Melton.</p> <p>Strongly supported by the community, the 'Build Melton Hospital' campaign secured over 21,000 signatures.</p> <p>Research undertaken by Evaluate in 2018 identified:</p> <ul style="list-style-type: none"> • a significant increase in population to 485,061 by 2051 with a notional surgical demand for Melton in 2031 being 9,675 patients • the travel times from the municipality to access public hospital services in Sunshine, Footscray and Ballarat exceeding the long-accepted general standard for 'access to hospital' for an average person of 30 minutes. <p>Building a public hospital in Melton will improve health outcomes and quality of life for one of Australia's fastest growing municipalities and reduce pressure on hospitals in Sunshine, Footscray, Werribee and Bacchus Marsh.</p> <p>The Melton Hospital will trigger local jobs growth and investment, and be a catalyst for a major health precinct with both public and private hospital services. The ability to attract private health services in addition to public will provide a major employment hub for the outer west and into the Ballarat region.</p>		
Project Size (AUD)	TBC	Stage	Business Case in development
Partners/Collaborators:	Victorian State Government Western Health (Appointed by the State Government as the Manager of the Hospital)		

Project Description

The State Government has provided \$2.4 million in funding to develop a business case for a new hospital in Melton. Council is highly appreciative of the collective work of local members and the State Government for this significant commitment, and is keen to work across all levels of government and the private sector, to ensure our residents have access to the best health care facilities possible.

Planned to be located at Cobblebank within the Toolern Metropolitan Activity Centre, it is currently envisioned that specialist health and justice services, tertiary education facilities, accommodation, a new train station and a key employment precinct will be co-located within the Toolern Metropolitan Activity Centre. This is a holistic approach to an employment precinct delivery with skills and training available to local residents as well as neighbouring suburbs and regions.

Building a public hospital in Melton will improve health outcomes and quality of life for one of Australia's fastest growing municipalities and reduce pressure on hospitals in Sunshine, Footscray, Werribee and Bacchus Marsh. A Melton Hospital will be a trigger for local jobs and investment and be a catalyst for a major health precinct with both public and private hospital services. The ability to attract private health services in addition to public will provide a major employment hub for the outer west and into the Ballarat region.

There is an opportunity to create a hospital and health precinct of significance, where specialist or niche health needs can be accommodated. This will have the potential to create significant and diverse employment opportunities through direct health provisions services and through supply and support services.

Melton City Council is calling on the Federal Government to contribute to funding the construction of the hospital or allocate funding for the provision of specialist services that are identified as a gap in service provision.

Benefit Statement: (Bullet point key points which can be extracted and used in Budget Submission)

Financial: (Net Present Value (NPV), ROI, other)

- ROI will be calculated within the business case

Social:

- Provision of local health and human services
- Employment opportunity
- Increased health and wellbeing outcomes

Environmental:

- Lowering of congestion with localised access to services
- Less traffic on roads to deliver services

Economic value:

- Stimulate commercial investment
- Anchor key employment and tertiary education precinct
- Attract private hospital and ancillary health services accommodation

5. Community facilities and service delivery

5.1. VIC – Wyndham City Council (Lead): Kindergarten Funding – Universal Access to 15 Hours Per Week

LGA	Wyndham City Council
Project Name:	Kindergarten Funding – Universal Access to 15 Hours Per Week
Lead proponent:	Wyndham City Council
Federal Electorate	Lalor, Gellibrand, Gorton
<p>Problem Statement</p> <p>The State and Federal Governments have agreed to fund 15 hours of kindergarten per week for four-year-old children in Australia. Under this agreement, State Governments fund 10 hours per week, while the Federal Government funds the remaining five. However, considerable uncertainty exists for both service providers and Australian families as the Federal Government has only committed to funding until December 2020.</p> <p>Without a commitment from the Federal Government, local children will only have access to 10 hours of kindergarten per week, instead of 15. If this happens, families could be forced to pay an average of \$2000 extra every year and many children may fall through the gaps. In comparison, the New Zealand Government funds 20 hours of kindergarten per week, while the United Kingdom government covers 30 hours for parents who are working. Australia spends less on preschool education than most other developed countries.</p> <p>Wyndham City strongly urges the Federal Government to commit to long-term funding that guarantees 15 hours of four-year-old kindergarten per child, per week.</p>	

5.2. VIC – Hume City Council: Dedicated Community Infrastructure Fund

LGA	Hume City Council		
Project Name:	Dedicated Community Infrastructure Fund		
Lead proponent:	Australian Government		
Federal Electorate	McEwen and Calwell		
<p>Problem Statement</p> <p>We are calling for a dedicated State and Federal community infrastructure fund that will support Council in delivering much needed community infrastructure.</p> <p>Infrastructure includes preschools, arts and cultural precincts, kindergartens, sporting and community facilities.</p>			
Project Size (AUD)	\$276 million	Stage	N/A
Partners/Collaborators:	Council, Vic Gov	Private developers	
<p>Project Description:</p> <p>Council is spending \$276 million on capital works across Hume City. This includes funding of sport and recreation facilities, open space, early years centres, community safety initiatives and walking and cycling networks.</p>			

5.3. NSW – Liverpool City Council: The Georges River Pedestrian Bridge and Railway Overpass

LGA	Liverpool		
Project Name:	The Georges River Pedestrian Bridge and Railway Overpass		
Lead proponent:	Liverpool City Council		
Federal Electorate	Hughes, Werriwa		
Problem Statement	Pedestrian access from and to the river foreshore and eastern side of the Georges River		
Project Size (AUD)	\$19 million	Stage	Concept and Detailed Design
Partners/Collaborators:	Liverpool City Council Federal Government NSW State Government		
Project Description			
<p>Council is planning to construct a pedestrian/cycleway bridge over the Georges River next to the Lighthorse Park. The bridge will land to the park which will provide better public access to the planned park infrastructures in the Lighthorse Park to the eastern side of the river. A vertical lift and a railway overpass connecting to the railway concourse will also be constructed as part of this project. This will provide seamless connection to the pedestrian and cyclist from and to the Liverpool CBD and eastern part of the Georges River as well as a much-needed connection to the redeveloped Lighthorse Park that is being planned.</p>			
Benefit Statement:			
<p>Financial: Detailed financial benefit analysis and business case is yet to be developed.</p> <p>Social: The project will provide much needed connection to a place for social gathering, active transport, passive recreation, sporting facilities.</p> <p>Environmental: Improved amenities, utilization of underutilized open space and pedestrian access to the railway station will reduce significant car use.</p> <p>Economic value: Some of the economic benefits of the projects include, creation of jobs, healthy living, property appreciation and development opportunities at the eastern side of the river.</p>			

5.4. NSW – Liverpool City Council: Lighthorse Park Redevelopment

LGA	Liverpool City Council		
Project Name:	Lighthorse Park Redevelopment		
Lead proponent:	Liverpool City Council		
Federal Electorate	Hughes, Werriwa		
Project Size (AUD)	\$31 million	Stage	Masterplan

Partners/Collaborators:	Liverpool City Council Federal Government NSW State Government
Project Description:	<p>Council will undertake redevelopment of the Lighthorse Park in two stages. Stage One of the project will involve the construction of the pylon playground and the southern sporting field. The pylon playground will be a 5,000m² play space with multiple play elements designed as a vibrant, safe and protected space for children of all ages. The southern field, approximately 6,000m² will be a large informal oval lawn field that will provide space for ball sports, informal play and activities. It will complement the multi-purpose fenced roof-top courts and structured activities provided within the community facility and will enable additional recreational opportunities for visitors. New shade tree planting will frame the oval, and new pathways will connect north and south and to the riverfront.</p> <p>Stage Two of the redevelopment includes construction of new Lawn at the northern side, Community Building, Boardwalks, Pedestrian Paths and Landscaping.</p>
Benefit Statement:	<p>Financial: Master planning has been completed. Detailed benefit analysis and business case is yet to be developed.</p> <p>Social: The project will provide a place for social gathering, active transport, passive recreation sporting facilities, social bonding and networking opportunity.</p> <p>Environmental: Preservation of natural vegetation, improved water quality, improved amenities, utilization of underutilized open space.</p> <p>Economic value: Some of the economic benefits of the projects include, creation of economic activities, jobs, healthy living, property appreciation.</p>

6. Environmental and natural disaster remediation in growing urban areas

6.1. SA – City of Playford: Northern Floodway Project

LGA	City of Playford		
Project Name:	Northern Floodway Project		
Lead proponent:	Playford Council and the Gawler River Flood Management Authority (GRFMA)		
Federal Electorate	Grey, Spence		
Project Size (AUD)	\$27 million	Stage	Design and scoping for works stage to commence
Partners/Collaborators:	GRFMA consisting of 6 local government authorities State Government Federal Government		
Project Description	<p>Northern Floodway Project</p> <p>The Gawler River flows in a westerly direction across the Northern Adelaide Plains from the confluence of the North Para and South Para Rivers just downstream of the Gawler Township, to the Gulf St Vincent at Port Gawler. The catchment and floodplain lie within the local government areas of the Adelaide Hills Council, Adelaide Plains Council, the Barossa Council, Light Regional Council, Town of Gawler and the City of Playford.</p>		

Major flooding of the Gawler River in the 2016 event (ARI 20 years) highlighted the enormous impact that flooding can have to the horticultural industry of the Northern Adelaide Plains with inundation of approximately 1500 hectares of high value horticultural land (including 727 greenhouses), resulting in an estimated \$51 million in damages affecting approximately 300 primary producers in the Virginia district in the City of Playford.

Water management and mitigation works are urgently needed in the lower stretches of the Gawler River to significantly reduce the periodic flooding of property, road closures and damage to infrastructure and significant horticulture and government investment, including the \$155.6 million Northern Adelaide Irrigation Scheme (NAIS) which is currently under development.

The Northern Floodway Project, will involve a new levee system downstream of Old Port Wakefield Road and existing levee bank upgrades between Pederick Road and Port Wakefield Road as well as selective levee upgrades upstream of Pederick Road. It will protect hundreds of properties, livelihoods and reduce costly disruption to the region in a major rainfall event. It is the most cost-effective option that delivers the maximum benefit with the least impact on the fewest properties.

The Northern Floodway Project provides significant benefits to the region while balancing cost, environmental and social consequences. The proposal has been communicated to local growers, affected landholders and industry representatives with good community support subsequently being indicated. Following completion of the extensive project prospectus and receiving the green light from all six constituent councils of the Authority, the GRFMA is now seeking to implement a two-stage process to complete the \$27 Million Project.

Unlock Economic Value

7. Freight

7.1. VIC – City of Whittlesea and Mitchell Shire Council: Beveridge Intermodal Freight Terminal

LGA	City of Whittlesea and Mitchell Shire Council		
Project Name:	Beveridge Intermodal Freight Terminal		
Lead proponent:	State Government		
Federal Electorate	McEwen		
Problem Statement			
<p>Beveridge has been identified by the State Government as a prime location for Victoria's interstate freight hub. This exciting infrastructure will play a significant role in delivering efficiencies in the movement of freight, ease traffic congestion and unlock job opportunities for a rapidly expanding community.</p> <p>Whilst 1,000 hectares has been set aside for the terminal and associated industries, the facility is still only a concept and in the early stages of planning. As such, with no clear commitment or timeframes, it makes the integration of infrastructure planning with the adjoining Precinct Structure Plan very difficult.</p>			
Project Size (AUD)	\$250,000 to develop a business case	Stage	Concept
	Acquisition of land: [TBD]		
Partners/Collaborators:	Victorian State Government Federal Government City of Whittlesea Mitchell Shire		
Project Description			
<p>The Victorian Government has identified Beveridge as the preferred location for an interstate freight hub to maximise productivity in Australia's freight network.</p> <p>Over 1000 hectares of land has been identified for the proposed Beveridge Intermodal Freight Terminal and associated freight and logistics based industrial area. Once operational, the terminal will enable freight to be transferred from Victoria's two largest ports of Melbourne and Geelong to the rest of Australia.</p> <p>The proposed site is positioned east of the Melbourne-Sydney rail line and north of the E6 Freeway reservation and is strategically located to maximise links to the Melbourne- Sydney- Brisbane rail line, Hume Freeway and proposed Outer Metropolitan Ring Road.</p>			
Benefit Statement			
<p>Financial: (Net Present Value (NPV), ROI, other) Financial return studies have not been undertaken.</p> <p>Social: The confirmation and delivery of this project will have the following benefits:</p> <ul style="list-style-type: none"> An increase in local/regional employment opportunities and additional local expenditure in an area of rapid growth. 			

- The upgrade of road and transport networks will increase accessibility and assist multiple users, including freight, to navigate and travel with greater cohesiveness. This will provide a strategic advantage and includes the Outer Metropolitan Ring and E6 Transport Corridor.
- The delivery of infrastructure will encourage additional investment within the northern growth corridor, which will be vital for an area which is projected to have a population of over 150,000 in the next 30 years.
- It will support the State freight network by relieving current pressure on the freight terminal at West Melbourne (Dynton Road).

Environmental:

N/A

Economic value:

Beveridge has been identified as a key employment precinct. The development of the interstate freight terminal and supporting industries is expected to contribute 10,000 jobs to the region. Efficient intermodal terminals in Melbourne and Brisbane are critical to realising the benefits of Inland Rail and will provide broader economic benefits including improving the competitiveness of Australia's freight supply chain.

7.2. VIC – Wyndham City Council: Western Interstate Freight Terminal (WIFT)

LGA	Wyndham City Council		
Project Name:	Western Interstate Freight Terminal (WIFT)		
Lead proponent:			
Federal Electorate	Lalor, Gorton		
Problem Statement			
<p>The Western Interstate Freight Terminal (WIFT) is a significant regional infrastructure project planned for Melbourne's West in Truganina. Establishing this interstate rail freight terminal and warehousing precinct will have an extremely positive effect on local job creation and an increase in commercial productivity within the region.</p> <p>Part of the Commonwealth Inland Rail Project, the Victorian Western Growth Corridor Plan and Victorian Freight Plan–Delivering the Goods, 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 Dynton Precinct in Port Melbourne.</p> <p>Additionally, the Dynton terminals are limited in their capacity and difficult to access. The WIFT is expected to accommodate double-stacked 1,800 metre trains to support the Commonwealth Inland Rail in Melbourne.</p> <p>The WIFT is a critical infrastructure project that will be located centrally to the ports, airports, logistics warehousing and inland rail. Investment in the WIFT will also create employment and investment opportunities in warehousing and logistics in both the Cities of Melton and Wyndham and the State Significant Western Industrial Node. These industries are perfectly suited to the vast land availability and connectivity of these regions. The WIFT and the Commonwealth Inland Rail projects are expected to be operational by 2025.</p>			
Project Size (AUD)		Stage	Business Case
Partners/Collaborators:	Wyndham City Council	Brimbank City Council	
	Victorian Government		

Project Description

The proposed Western Interstate Freight Terminal (WIFT) will include the construction of an interstate rail freight terminal and warehousing precinct at Truganina and a rail link to the interstate rail freight network. Currently interstate containers bound for distribution in Melbourne are railed to terminals at Dynon, next to the Port of Melbourne, and then trucked to the outer suburbs. The Dynon terminals have limited space and capacity and can be difficult to access, contributing to traffic congestion in Melbourne.

Independent studies have confirmed that Truganina is an optimal location for the WIFT as it is close to around 50 percent of the existing interstate freight rail customers, with good road access to other parts of Melbourne.

Wyndham City supports calls for the Federal Government to fund the Melbourne component of the Melbourne to Brisbane Inland Rail to facilitate easy connection to the WIFT; fund a Port Freight Rail Shuttle between the Port of Melbourne and the WIFT and fund the Outer Metropolitan Ring Transport Corridor (as outlined above), to remove regional and interstate rail and road freight traffic from urban areas.

Benefit Statement

Financial: (Net Present Value (NPV), ROI, other)

- reduces the cost per container handled

Social:

- Creates employment
- Reduces congestion

Environmental:

- Reduce congestion and pollution
- Reduce noise from traffic in inner suburbs
- Utilises the rail network instead of the road network

Economic value:

- Economic impact of increased freight efficiency
- Job creation
- Stimulate commercial investment

8. Precincts

8.1. VIC – Hume City Council: Maygar Barracks

LGA	Hume City Council		
Project Name:	Unlocking Federal Government land at Maygar Barracks		
Lead proponent:	Australian Government		
Federal Electorate	Calwell		
Problem Statement			
<p>The 40-hectare Maygar Barracks site, which is owned by the Australian Government, was initially established as an army barracks during World War I and has since become a holding camp for refugees known as the Melbourne Immigration Transit Accommodation centre (MITA). The site is located in the Northern State-Significant Industrial Precinct and is surrounded by Northcorp Industry Park. Future change of use of the Broadmeadows site could see expanded industrial and employment related opportunities. There are also opportunities for improved connections to a potential future Campbellfield railway station and the Meadowlink strategic priority area.</p>			
Project Size (AUD)	To be determined	Stage	Statutory process for partial sale of land for road crossing to potentially commence in 2020.
Partners/Collaborators:	Australian Government		
Project Description:			
<p>The 40-hectare Maygar Army Barracks site in Broadmeadows is owned by the Australian Government. Established as the training area for the Australian Light Horse Brigade during World War I, the site has since become a holding camp for refugees and today is used as the Melbourne Immigration Transit Accommodation centre (MITA) and for defence logistics management and reserve training activities.</p> <p>The site is ideally situated in the Northern State-Significant Industrial Precinct and is surrounded by Northcorp Industry Park and opposite CSL Behring (Australia's only plasma manufacturing facility).</p> <p>Any future change of use could see expanded industrial and employment related activities on the site. Importantly, there are also opportunities for improved connections to a potential future Campbellfield railway station and the Meadowlink strategic priority area.</p> <p>Clarity on the long-term intentions for the Maygar Barracks site is required. In response, the Australian Government is investigating options to determine the long-term future use of the site.</p> <p>In addition, transport modelling to identify opportunities for enhanced connections from the Maygar Barracks site to surrounding areas, including to any future railway station at Campbellfield and to the Meadowlink strategic priority area will need to be undertaken.</p> <p>Funding will also need to be secured to deliver infrastructure priorities that will support employment growth.</p>			
Benefit Statement: (Bullet point key points which can be extracted and used in Budget Submission)			

Financial: (Net Present Value (NPV), ROI, other)

Will have an impact on Hume's annual economic output of \$37.289 billion.

Social:

Will create increased opportunities for local jobs. Place-based approaches develop and deliver local solutions to local problems. They are particularly effective for addressing intergenerational poverty, unemployment and disadvantage.

Environmental:

Local employment opportunities will mean residents will have increased access to jobs closer to home. This could mean employers can travel shorter distances to get to their place of employment and have opportunities for greener modes of travel (i.e. cycling).

Economic value:

See "Financial" benefit.

9. Industry and Jobs

9.1. SA – Mount Barker District Council: Economic & Social Development through Recycled Water

LGA	Mount Barker District Council		
Project Name:	Economic & Social Development through Recycled Water		
Lead proponent:	Mount Barker District Council		
Federal Electorate	Mayo		
Problem Statement			
<ul style="list-style-type: none"> • securement by council of a long term disposal path for recycled water; • maximise recycled water usage and limit environmental discharge; • stimulate economic growth and employment generation opportunities. • increase food produce for export; • minimise wastewater treatment costs (CAPEX & OPEX) 			
Project Size (AUD)	\$7million (excl GST) for stages 1 and 2	Stage	Preliminary concepts for construction of new recycled water storage facility.
Partners/Collaborators:	SA Government		
Project Summary			
<ul style="list-style-type: none"> • expansion of the existing recycled water precinct within the Callington region to provide ultimate supply capacity of 1.8 giga-litres per annum. • to be achieved by construction of a new recycled water storage facility and extension of the • existing pipeline to the storage facility (stage 1). • augmentation infrastructure from the storage facility to the location of the new customers (stage 2). 			
Benefit Statement:			
Financial and economic value:			
<ul style="list-style-type: none"> • Increase to GRP during construction: \$8.43m • Increase to GRP after construction and full scale production: Circa \$20m per annum • Increase to jobs during construction (local region): 40 increase to jobs after construction and full scale production (local region): circa 145 in total being both direct and indirect 			
Social:			
<ul style="list-style-type: none"> • Public health and wellbeing • Maintain environmental recreational values • Deliver on community expectations • Increase social benefits through job creation 			

10. Skills and Education

10.1. WA – City of Armadale: Armadale Higher Education Facility (new TAFE)

LGA	City of Armadale		
Project Name:	Armadale Higher Education Facility (new TAFE)		
Lead proponent:	Department of Training and Workforce Development (DTWD)		
Federal Electorate	Burt		
Problem Statement			
<p>The Armadale City Centre is one of eight designated Strategic Metropolitan Centres (SMC) in the WA State Government's Metropolitan Plan, and is the primary centre of the Southeast Metropolitan Region.</p> <p>Armadale is the only SMC in Perth Metropolitan area without a purpose built Higher Education/TAFE campus. The other centres and their respective TAFE's are:</p> <ul style="list-style-type: none"> • Cannington – South Metropolitan TAFE (Bentley) • Fremantle – South Metropolitan TAFE (Fremantle) • Joondalup – North Metropolitan TAFE (Joondalup) • Midland – North Metropolitan TAFE (Midland) • Morley – North Metropolitan TAFE (Mt Lawley) • Rockingham – South Metropolitan TAFE (Rockingham) • Stirling – North Metropolitan TAFE (Leederville) <p>It has been the Department of Training & Workforce Development long-term ambition to build a dedicated campus in Armadale's City Centre as the demand is clear for a digit technology-focus facility to provide skill for jobs of the future.</p> <p>Land has been identified and a working relationship between DTWD and the City of Armadale would result in another catalyst project for the imminent revitalisation of Armadale's City Centre.</p>			
Project Size (AUD)	\$20m Funding Needed \$4.75m Land Contribution	Stage	Business Case
Partners/Collaborators:	WA Government (Department of Training & Workforce Development) Federal Government City of Armadale TAFE		
Project Description			
<p>It has been recognised that Armadale as a district had a lower than metropolitan average cohort achieving Year 12 in high school, a similar result for access to tertiary education, higher than average youth unemployment and high level of socio and economic disadvantage in the State.</p> <p>Given there are currently 27 primary and 12 high schools in the City, with more to come, the City Centre clearly needs a pathway and improved access to higher education services for its younger citizens.</p> <p>The 18 to 24 year old cohort (7,218) in the City of Armadale accounts for 9% of our current population, and will grow by an additional 5,377 by 2041. This rapidly growing demographic requires access to higher education facilities locally to reach its full potential and contribute back to a more sustainable community.</p>			

The growth rate of those attending Primary or Secondary school was almost 40% between 2011 and 2016, a rate greater than the growth of the school aged population. This indicates the retention rate of schools is increasing in the City of Armadale. Currently these students have to travel outside the city to access tertiary education, a major deterrent to furthering their education.

A higher education facility in our City Centre is important to creating designated pathways for Armadale, and students from the surrounding region, to gain better access to higher education, and to provide aspirational learning opportunities for the region's lower socio-economic areas.

Benefit Statement:

Financial: (Net Present Value (NPV), ROI, other)

- Yet to be determined by Business Base currently being developed

Social:

- A major local higher education facility will contribute towards reducing youth unemployment rate (27%) and to address the high levels of social and economic disadvantage (SEIFA) by providing people with skill needed to find jobs.
- Armadale's growth of around 3.5% per annum will continue. Armadale's regional "catchment" of Byford and Mundijong in the Shire of Serpentine Jarrahdale are also growing rapidly, at an annual rate of over 6%.
- The 5 to 17 year cohort will account for 19% of our projected total regional population of 209,512 by 2036.
- In 2016, the proportion of the Armadale population attending Tertiary/Educational institutions was still less than average rate in greater metropolitan Perth and Western Australia.

Environmental:

- Local facilities that accommodate local students minimise the reliance in vehicles and long distance travel therefore minimizing greenhouse carbon emissions. Additionally, it further encourages the use of public transport given the proposed site which is walking distance from Armadale train station.

Economic value:

- Education is the City' second largest industry by employment (3,741 jobs) and third largest by "value-add" (\$222.1M - representing 10.4% of GRP).
- Over the past five years, Education and Training has been the top growth area in terms of job creation, an increase of a total of 1,592 jobs, with 1,176 of these jobs created in the past 33 years. The vast majority of these new jobs have been based at primary and secondary schools.

Prioritise Transport Solutions

11. Urban Congestion Fund

11.1. NSW – Wollondilly Shire Council: Appin and Picton Road Upgrades

LGA	Wollondilly Shire Council
Project Name:	Improve Appin and Picton Roads (and connection between)
Lead proponent:	Transport for NSW
Federal Electorate	Hume
<p>The Shire is seeing significant traffic volumes already occurring and highlights how Wollondilly is juxtapositioned between major metropolitan and regional centres such as the three Sydney cities, the Illawarra and Port Kembla as well as Canberra & Melbourne.</p> <p>Wollondilly is geographically situated in a nationally strategic positioned between Western Sydney Airport and Port Kembla. Traffic is set to grow with the development of the Aerotropolis and the expansion of Port Kembla plus significant residential development of the Greater Macarthur Area that will link the Wilton & Appin areas to Campbelltown.</p> <p>Wollondilly has a number of key existing transport linkages that will need to be augmented or replaced in the medium to long term, due to existing and forecasted traffic volumes. These projects are significant and beyond Council's ability to pursue under ordinary budget processes and as such will need to include a range of funding sources such as development contributions and grants. It is also noted that many of these capacity issues fall on Regional and Local Roads, fully under the care and control of Council. The networks broader Regional significance should be confirmed so that specific regional links are identified and resourced appropriately.</p> <p>An improved road linkage between Wilton and Appin is needed and not currently planned. Currently this is served by Wilton Road including a bridge crossing of the Cataract River, known as Broughton Pass. The bridge, although is in good condition, is an aging structure and narrow by current standards (single lane). During a significant rainfall event in June 2016, the South Western approach retaining wall collapsed leaving the road in-operable. The lead-in roads on either side are narrow and winding resulting in a necessary road load and length limits, preventing heavy vehicles using the road. With significant development around Wilton and Appin expected in the medium to long term this existing transport linkage will no longer be acceptable and a high level, restriction free linkage will be required. Such a crossing of the Cataract River Gorge would be significant. Development of the Greater Macarthur Region, Western Sydney Airport and Outer Sydney Orbital including links to the Illawarra, Western Parkland City and the Hume Motorway</p>	

11.2. NSW – Wollondilly Shire Council: Warragamba/Silverdale Road Duplication and Nepean River Crossing

Project Name:	Duplication of Silverdale Rd between Warragamba/Silverdale and Wallacia and/or a new link road between Silverdale to Penrith or Liverpool
Lead proponent:	Transport for NSW
Federal Electorate	Hume
<p>Project Description It is noted that initial funding was announced in August 2019 under the Local Roads Package including \$8 million for a feasibility study and upgrades to Silverdale Road.</p>	

It is also noted that further funding will be required for the duplication of Silverdale Road between Warragamba/Silverdale and Wallacia and/or a new link road between Silverdale to adjoining Local Government Areas to the east (Penrith or Liverpool)

Either project will need to address challenging terrain, the crossing of the Nepean River and floodplain and involve significant private property acquisitions. High level strategic cost estimates are in the range of \$50m but could be more dependent on feasibility studies of route options. Funding of such a project would be linked to residential development around Silverdale plus development of the Badgerys Creek Airport and associated Federal Government grant opportunities.

Not only will the connection provide these opportunities, but will also provide better resilience measures for the existing (and any new communities) in times of flood, bushfire or other major emergencies.

There is a superlative opportunity for the Shire to support agri-business and agri-tourism as part of the Aerotropolis, which the northern part of the Shire located approximately 10km from the runway! Council has been advocating for far better inclusions at the State and Federal level in planning and investment opportunities.

11.3. NSW – Wollondilly Shire Council: Picton Bypass

LGA	Wollondilly Shire Council
Project Name:	Picton Bypass
Lead proponent:	Transport for NSW
Federal Electorate	Hume
Problem Statement	Improved road linkages from Picton/Tahmoor to the Hume Motorway, including a Picton Bypass
Project Description	
<p>Funding of \$3 million has been committed at a State level for a strategic investigation of a Picton Bypass.</p> <p>Improved road linkages from Picton/Tahmoor to the Hume Motorway possibly included a Picton Bypass. Congestion of the Picton Town Centre is already occurring, particularly with the connection between Remembrance Driveway and Picton Road, and investigations have commenced to improve intersections and connectivity.</p> <p>However, it is also recognised that further development of the Picton, Tahmoor and Wilton areas will increase traffic and congestion and may limit potential development until this is addressed.</p> <p>Ultimately this will likely mean the connection between Remembrance Driveway and Picton Road needs to be augmented or supplemented with a new link, likely linking Remembrance Driveway, midway between Picton and Tahmoor, with Picton Road between Picton and Maldon.</p> <p>Such a project will need to address challenging terrain, the crossing of the Stonequarry Creek Gorge and involve significant private property acquisitions. High level strategic cost estimates are in the range of \$50m but could be more dependent on feasibility studies of route options.</p>	

It is noted that there is a substantial social, health and wellbeing cost to the existing and planned communities of Wollondilly should the project not proceed.

11.4. VIC – Hume City Council: Bulla Bypass

LGA	Hume City Council		
Project Name:	Bulla Bypass		
Lead proponent:	Victorian Government		
Federal Electorate	McEwen, Calwell		
Problem Statement			
<p>The Sunbury South and Lancefield Road Precinct Structure Plans (PSPs) have been approved enabling the development of 19,000 additional dwellings. This new housing is expected to start adding more traffic directly on to Sunbury-Bulla Road. The vehicle volumes along Sunbury Road are in excess of 26,000 vehicles per day which alone identifies Sunbury Road as requiring full duplication but population forecasts predicting Sunbury’s population will increase by 12,000 or 30% by 2020 and 70% by 2030, means the Bulla Bypass needs to be delivered sooner rather than later.</p>			
Project Size (AUD)	\$600 million +	Stage	Victorian Government planning study
Partners/Collaborators:	Co-fund with Vic Gov	Private developers	
Project Description			
<p>Sunbury Road connects Sunbury with Melbourne Airport and the Tullamarine Freeway. The road provides the most direct route between Sunbury and the Melbourne CBD and is predominately single lane from Sunbury to the Freeway.</p> <p>While there are some sections of the road north of Bulla with dual lanes, these ultimately lead to the Bulla Bridge, a single carriageway bluestone bridge which was constructed in 1869 and has not been earmarked for duplication.</p> <p>The narrow bridge and steep hills on either side of the Bulla Bridge lead to a wake of queued vehicles along the road in both the morning and evening peaks.</p> <p>The proposed Bulla Bypass is an arterial road that is critical to relieving pressure on Sunbury-Bulla Road and improving connectivity between Sunbury and the existing and future employment nodes and service centres in the Northern Growth Corridor.</p> <p>It will take vehicles off the south end of Sunbury-Bulla Road and divert traffic out of the Bulla township, which will allow for smoother traffic flow for local Bulla residents.</p> <p>To enable the planned growth of Sunbury, it is important that work to build the road commences quickly once the alignment is secured</p>			

11.5. VIC – Hume City Council: Road duplications in Hume

LGA	Hume City Council		
Project Name:	Road duplications in Hume		
Lead proponent:	Victorian Government		
Federal Electorate	McEwen, Calwell		
Problem Statement			
<p>Hume City is one of the fastest growing cities in Australia. Home to more than 200,000 residents, the population is expected to grow to 345,000 by 2041. Without duplication of key arterial roads, Mickleham Road, Somerton Road and Sunbury Road, congestion will only worsen. Ultimately, the more time people spend in their cars on congested roads lessens the time they can spend with their family and friends.</p>			
Project Size (AUD)	\$200 million +	Stage	Victorian Government funding to partially duplicate Sunbury Road. Mickleham Road and Somerton Road designs completed. No works undertaken on southern section of Sunbury Road from Bulla to Melbourne Airport.
Partners/Collaborators:	Co-fund with Victorian Government (potential PPP) Private developers		
Project Description:			
Mickleham Road			
<p>Mickleham Road is a key north-south road link in the Northern Growth Corridor. It connects established communities in southern Hume (Tullamarine) and Melbourne Airport, with the suburbs of Greenvale West and Craigieburn - two of the fastest growing communities in Australia. Mickleham Road is currently duplicated between Melrose Drive, Tullamarine and Somerton Road, Greenvale and then reverts to a single carriageway. This single carriageway has not changed since the road was constructed to service what once was a rural community in the north of Melbourne. New residential subdivisions are being established on both sides of Mickleham Road, which is placing pressure on this section of the road. Since 2015, there has been a 35 per cent increase in the number of vehicle trips along Mickleham Road north of Somerton Road, with motorists taking more than 28,000 trips along this section of the arterial road, battling congestion. This often brings the road to a standstill. This impacts on the reliability of travel throughout the area and has the potential to impact the bottom line of businesses travelling along this route - an issue that will be magnified in coming years with new major businesses to be established in Mickleham.</p>			
Somerton Road			
<p>Somerton Road (linked to Cooper Street) is an important west-east road link in the Northern Growth Corridor. It connects fast growing residential areas, such as Greenvale and Epping, with health services (including the Northern Hospital), train stations, shopping centres, the Hume Highway, the Epping Wholesale Fruit and Vegetable Market and provides an important alternative route to Melbourne Airport (via Mickleham Road). Somerton Road is currently duplicated between the Hume Highway and Roxburgh Park Drive. Vehicles and cyclists travelling further west must negotiate a single carriageway to Mickleham Road. Around 25,000 vehicles per day use this section of Somerton Road, and often bring traffic to a standstill. An undivided road also poses significant safety concerns when traffic volumes reach this level.</p>			
Sunbury Road			
<p>The section of Sunbury Road from Melbourne Airport to Bulla-Diggers Rest Road is an undivided rural road and predominantly has one lane in each direction. From the western side</p>			

of Oaklands Road there are some sections of overtaking lanes that assist somewhat with capacity. The road is becoming increasingly busy, carrying 27,000 vehicles per day. There are also serious safety concerns due to the road being undivided. The duplication of Sunbury Road between Melbourne Airport and Bulla-Diggers Rest Road will help facilitate the development potential of Sunbury's growth areas.

The additional capacity will help to better connect Sunbury residents to jobs at Melbourne Airport and within the Hume Corridor. It will also relieve pressure on the Sunbury Road and improving connectivity between Sunbury and existing and future employment nodes and service centres in the Northern Growth Corridor. It is important in the short-term to provide capacity along Sunbury-Bulla Road for future development in Sunbury's East. Duplication provides scope for improved bus service that could increase patronage from Sunbury to Melbourne Airport and Broadmeadows from around 200 trips per day currently to over 3000 trips per day.

11.6. VIC – Hume City Council: Unlocking employment precincts in Hume through Hume Freeway interchange upgrades

LGA	Hume City Council	
Project Name:	Unlocking employment precincts in Hume through Hume Freeway interchange upgrades	
Lead proponent:	Victorian Government	
Federal Electorate	Calwell	
Problem Statement	There are zoned employment areas in Hume City which require the delivery of new transport and servicing infrastructure to unlock their development potential. This includes upgrades to the Hume Freeway.	
Stage	Vic Gov employment precinct structure plans have been zoned. These include Merrifield Central Employment, Folkstone Employment Area and Craigieburn North Employment Area. Merrifield North Employment PSP in progress. \$50m Federal Government Election commitment made to upgrade Hume Freeway via Urban Congestion Fund. Vic Gov committed to Hume Freeway upgrade planning investigations in August 2017 as part of \$20m <i>Planning our Future</i> package.	
Project Size (AUD)	\$200 million +	
Partners/Collaborators:	Victorian Government	Australian Government

<p>Project Description</p> <p>Hume City, one of Australia’s fastest growing cities, supports 93,030 jobs and has an annual economic output of \$37.289 billion.</p> <p>Employment projections anticipate 43,000 jobs will be located in Hume between 2016 and 2031, including jobs in zoned and planned new employment precincts with access to the Hume Freeway.</p> <p>This includes industrial precincts planned for advanced manufacturing and logistics companies, and new town centres planned for a range of health, education and professional services companies.</p> <p>Two new Hume Freeway interchanges (Gunns Gully Road and English Street) and a new bridge connection (Cameron Street) are required to unlock development in these precincts.</p>
<p>Benefit Statement</p> <p>Financial: (Net Present Value (NPV), ROI, other) Will have an impact on Hume’s annual economic output of \$37.289 billion.</p> <p>Social: Will create increased opportunities for local jobs. Place-based approaches develop and deliver local solutions to local problems. They are particularly effective for addressing intergenerational poverty, unemployment and disadvantage.</p> <p>Environmental: Local employment opportunities will mean residents will have increased access to jobs closer to home. This could mean employers can travel shorter distances to get to their place of employment and have opportunities for greener modes of travel (i.e. cycling).</p> <p>Economic value: See “Financial” benefit. Will unlock the development potential of new employment precincts and delivery of 43,000 new jobs.</p>

11.7. VIC – City of Casey: Glasscocks Road Extension

LGA	City of Casey		
Project Name:	Glasscocks Road Extension		
Lead proponent:	City of Casey		
Federal Electorate	Latrobe		
Project Size (AUD)	\$210m	Stage	(concept, business case or other)
Project Description:			
Glasscocks Road has been identified as a future regional east-west arterial route from Officer through to the Dandenong South employment area.			
The project will comprise the construction of a 5.4km long section of duplicated arterial road, an upgraded intersection of Western Port Highway - Glasscocks Road and a new grade separated crossing of Cranbourne Railway Line.			

The cost of the connections is beyond the scope of Council to deliver due to the need for major intersection upgrades and the grade separation of the connection across the Cranbourne railway line.

Land for the route has been identified with some acquisition required. Connection across the Cranbourne Railway line will need detailed investigation and project development.

Glasscocks Road (Frankston-Dandenong Road to Cranbourne North, including grade separation of the Cranbourne railway line) and Southern Dandenong Bypass upgrades would provide essential connections to jobs for Casey. These investments will support intense development and business interaction in Dandenong South, a crucial jobs hub which includes the Dandenong National Employment and Innovation Cluster (NEIC), where more than 55,000 people are employed.

Benefit Statement:

Financial:

- Connecting freight
- Improved network resilience through new east-west route

Social:

- Connecting residents to employment opportunities
- Creating local employment opportunities which result in shorter commuting times and better mental health

Environmental:

- Provision for future public transport connections

11.8. VIC – City of Casey: Thompsons Road Extension

LGA	City of Casey		
Project Name:	Thompsons Road Extensions		
Lead proponent:	City of Casey		
Federal Electorate	La Trobe		
Project Size (AUD)	Stage 1: \$250M	Stage 2: \$100M	Business case
Partners/Collaborators:	Cardinia Shire		
Project Description:			
<ul style="list-style-type: none"> • Land and first carriageway generally being delivered in Casey section via current development • Cardinia Creek Bridge alignment concept developed by VicRoads – detailed design investigations required • Road alignment & land acquisition detail through Cardinia section requires investigation 			
Stage 1			
<ul style="list-style-type: none"> • Upgrade and duplication of existing road from Berwick – Cranbourne Road to Cardinia Creek • New bridge crossings of the Cardinia Creek • Construction of a new arterial road from Cardinia Creek to Cardinia Road 			
Stage 2			

- Construction of a new arterial road from Cardinia Road through to Koo Wee Rup Road

Key Messages

- 30km cross metropolitan high capacity route linking the South East employment, freight and residential land uses with regional connections to Gippsland (M1), South Gippsland (C422), Mornington Peninsula (M780 & M11) and EastLink (M3)
- Enabling local jobs creation by facilitating timely development of Officer South & Pakenham employment land through greater connectivity

Funding Required/Costings

A preliminary cost estimate has been prepared for a 4lane divided carriageway arterial standard road. Allowance has been made for:

- Dual Carriageway
- Land Acquisition
- Cardinia Creek Bridge & other major culverts
- Signalised intersections along the route

Stage 1: \$250Million

Stage 2: \$100Million

Total Project \$350Million

Project Estimate is based on similar State Infrastructure Projects delivered by Tier One Contractors. The estimate have been cross checked against VPA Benchmark Infrastructure Costings indicating project delivery cost range of between \$250Million and \$350Million

Benefit Statement:

Financial: (Net Present Value (NPV), ROI, other)

- Significant arterial network benefits from a continuous high standard arterial route connecting freight, employment and residential land uses from Carrum to Pakenham (30km)
- improved network resilience with an alternate parallel east - west metropolitan route to the M1; effectively linking Gippsland (M1) South Gippsland (C422) with Western Port Highway (M780), Eastlink (M3) and the Peninsula Link – Mordialloc Bypass (M11).
- an environment for jobs growth and jobs diversification to occur through improved transport links.

Social:

- decreased daily commute resulting in physical and mental health benefits for residents.
- Potential for the job opportunities in Officer South and Pakenham
- infrastructure, transport options and employment opportunities for their residents.

11.9. SA – City of Playford: Curtis Road Duplication & Intersection Upgrades

LGA	City of Playford		
Project Name:	Curtis Road Duplication & Intersection Upgrades		
Lead proponent:	Playford Council		
Federal Electorate	Spence		
Project Size (AUD)	\$100 Million	Stage	Business Case and Costings prepared and Shovel-Ready
Partners/Collaborators:	State Government Federal Government		

Project Description

Curtis Road Duplication

Curtis Road (Munno Para – South Australia) is a key arterial thoroughfare four (4) kms long that links the Northern Expressway to Main North Road, which is currently the responsibility of the Playford Council, noting that a road swap process is under consideration by the South Australian Government for State Government to take responsibility of Curtis Road. Currently a

one lane – two way road, it has the scope to be duplicated to provide a dual lane – two way road to reduce congestion and improve travel times for local people as well as visitors, transport and business vehicle movements. It is proposed to undertake the duplication in the 2021/22 financial year at a cost of approximately **\$75 million**. The option to undertake the project in stages could work to the advantage of commuters if the Main North Road to Coventry Road component is undertaken first, which includes the Curtis Road/ Gawler Line Rail Crossing. This approach presents the opportunity to upgrade the rail crossing whilst the rail line is closed (Gawler Railway Electrification project is scheduled to start in 2020 and be completed late 2021) with the possibility of the addition of an underpass/overpass (approximately **\$25 million**) to the respective projects and further augment the efficiency of the road project at the same time as the rail project. At this stage the City of Playford is seeking the financial support of the Commonwealth for the complete 4km road duplication project, however would be happy to have further discussions regarding the rail crossing component as outlined in this project summary and subject to the outcome of the road swap process include the State Government in those discussions.

Benefit Statement

Financial: Investment in the project will address the issues pertaining to congestion in Urban areas and the rising costs associated with congestion.

Social: Better roads and less congestion means more time for families to spend on leisure and well-being activities.

Environmental: Quicker travel and less congestion equates to less emissions from private vehicles and commercial freight vehicles.

Economic value: Improving connections between communities promotes productivity and employment conditions.

11.10. SA – Mount Barker District Council: Delivery of New Connector Road to Service Growth in Mt Barker

LGA	Mount Barker District Council		
Project Name:	Delivery of New Connector Road to Service Growth in Mt Barker		
Lead proponent:	Mount Barker District Council		
Federal Electorate	Mayo		
Problem Statement	<ul style="list-style-type: none"> • Rapid growth >1,100 new residents per year for the next 20+ years • New connector road is forecast to have 20,000 vehicle movements daily. • Bus route to provide access to residents in the growth area. • Construction of approved retail/commercial centres delayed pending the connector road delivery. 		
Project Size (AUD)	Approximately \$42 million (excl GST)	Stage	Approximately 56% (5.3 kilometres) of the connector road is yet to be constructed. A business case to expedite delivery of the balance is now being jointly prepared by Council and State Government.
Project Outline			
<ul style="list-style-type: none"> • Construction (not maintenance) of the remaining 5.3 kilometres of the connector road including the junctions and intersections with existing arterial and local roads. • Includes pedestrian and cyclist infrastructure. • Corridor for other required infrastructure provision e.g. potable water, sewer, energy and technology 			
Benefit Statement			
Financial and economic value:			
<ul style="list-style-type: none"> • Bring forward construction of 4 commercial/retail centres, to be located on, or in close proximity to, the connector road providing around 400 new jobs after construction (local region). • Increase to jobs during construction approximately 480 (local region) and nationally a further 100. 			
Social:			
<ul style="list-style-type: none"> • Improved community safety for road users, cyclists and pedestrians. • Access to public transport. • People will reach their destination in a shorter time. • Enhanced access and shorter response times for emergency vehicles. • Reduced congestion on the current road network 			

11.11. WA – City of Wanneroo: Advancing Whiteman Yanchep Highway construction

LGA	City of Wanneroo		
Project Name:	Advancing Whiteman Yanchep Highway construction		
Lead proponent:	Main Roads Western Australia		
Federal Electorate	Pearce and Cowan		
Problem Statement	There is an urgent need to fund this project and to bring the construction date forward from 2031		
Project Size (AUD)	Yet to be costed	Stage	Proposal under consultation to be presented to the WA Planning Commission seeking an amendment to the Metropolitan Region Scheme.
Partners/Collaborators:	WA Government	Agencies with a vested interest in this include Main Roads, Dept of Planning and Transport	
	East Wanneroo Property Developers		
Project Description			
<p>The Whiteman Yanchep Highway is a proposed new north-south route in the North-West Corridor of Perth. It is initially planned to connect Tonkin Highway and Neaves Road and this section is forecast to be required by 2031. It will eventually provide a strategic link to Mitchell Freeway in the Yanchep area when Perth's population reaches 3.5 million. Planning for the section between Tonkin Highway and Gnangara Road was undertaken as part of the NorthLink WA project.</p>			
Benefit Statement			
<p>Financial: (Net Present Value (NPV), ROI, other)</p> <ul style="list-style-type: none"> • Business Case being developed. • East Wanneroo Structure Plan draft out for public comment. <p>Social:</p> <ul style="list-style-type: none"> • Increased job opportunities through activated East Wanneroo employment hubs and Neerabup Industrial Area. • Reduced travel time and improved quality of life. <p>Environmental:</p> <ul style="list-style-type: none"> • Reduced travel time associated with improved transport network and more local job opportunities will result in reduced carbon emissions. <p>Economic value:</p> <ul style="list-style-type: none"> • Improve connectivity between planned urban development and employment centres • Facilitate the movement of regional freight and commuter traffic 			

11.12. WA – City of Wanneroo: Neerabup Strategic Link- Flynn Drive Dualling

LGA	City of Wanneroo		
Project Name:	Neerabup Strategic Link- Flynn Drive Dualling		
Lead proponent:	City of Wanneroo		
Federal Electorate	Pearce and Cowan		
Problem Statement	The City requires \$14m for the 2.4 km upgrade to dual Flynn Drive to improve connectivity and access to the Neerabup Industrial Estate. All current access routes to the estate are single carriageway limiting investment attraction and estate growth, expected to generate 20,000 jobs.		
Project Size (AUD)	\$14,4m	Stage	Ready for funding. Note, the City has applied 3 times under the Building Better Regional Fund (first was under NSRF)
Partners/Collaborators:	<p>City of Wanneroo</p> <p>The 2018 BBRF application has documented support from</p> <ul style="list-style-type: none"> • Wheat belt Development Commission • RDA Perth • Northern Growth Areas Alliance • Federal Member for Cowan • Economic Development Australia (WA) • Main Roads WA • Landcorp • City of Joondalup • City of Swan • Mindarie Regional Council • Barbagello Raceway • Klen Industries • Trandos Farms (Wanneroo, Gingin AND Broome) <p>Current business owners and stakeholders at Neerabup Industrial Area</p>		
Project Description			
<p>The project will:</p> <ul style="list-style-type: none"> • Improve access to Neerabup Industrial Area (NIA) • Improve the regional freight network, drive investment and support development of essential agribusiness processing facilities • Support long term growth and sustainability for regional agribusiness which supply local, national and international markets • Create job opportunities for growing workforce in inner and outer regional areas, and provide increased access to services for people living in regional communities <p>Currently Flynn Drive is a main east/west freight connector across the City. Substantial investment has been made by State and Federal Governments in a range of new and improved roads running north to south. Currently this main connector is only a single carriageway linking to the new dual and multi lane highways on either side. Flynn Drive is the main road for the 800 hectare Neerabup Industrial Area that is set to create thousands of local jobs. If Flynn Drive is not upgraded, safety and congestion issues will remain. The absence of appropriate road infrastructure causes freight movement issues and constraints on investment attraction and high quality early commercial development.</p>			

Benefit Statement

Financial:

- Both State and Federal Government will increase their return on the considerable investments made in improving north-south routes. The Flynn Drive upgrade is the final piece of the regional transport plan. Surrounding road infrastructure including Wanneroo Road have been upgraded, Mitchell Freeway is being extended in 2020 improving access from North through to the South of Perth as far as Bunbury. The Flynn Drive project becomes the final part of the East-West connector of this critical linkage project, significantly improving access to the Cities of Wanneroo, Joondalup and Swan and associated services (e.g. specialist and allied health services) and infrastructure.
- Having a single carriageway connecting these investments impedes this return.
- As freight volumes increase on the new Northlink route safety is an issue for commuters and workers travelling to the NIA.

Social:

- Having a better east/west road connector will enhance employment opportunities in surrounding regional economies such as Swan, Gingin, Chittering and Dandaragan. There are currently nearly 2900 Wanneroo workers travelling to the City of Swan. Nearly 6000 residents from the City of Swan travel to Wanneroo for work (2016 Id Stats).
- Improving travel safety and travel times will improve the ability of this cross regional flow of workers to be strengthened.
- Will also facilitate regional tourism – opportunities for overnight and day trip visitation.
- The Flynn Drive upgrade will improve access for community care workers to service regionally based residents requiring a range of community based services for ill, disabled, elderly or vulnerable people in the outer suburbs requiring access to metro services.

Environmental:

- Lower commute times – Leading to reduced CO2 emissions. Less congestion and improved road safety.
- The 2018 BBRF outlined in detail the approvals already held by the City for this project.
- Clearing permit valid until 19/9/2022
- Noise impact completed
- Risk management plan completed
- Archaeological investigation completed with recommendations that project could proceed.

Economic value:

The overall impact on the Australian economy is estimated in overall additional output of \$46m including \$14m in wages and salaries. The dual carriageway extension will likely result in around 160 additional permanent jobs located within the NIA by 2023/24 when compared with the single carriageway.

Direct and indirect jobs during and post construction are as follows

- Infrastructure provisioning 43
- Construction 53
- Operating 60
- Neerabup Industrial Area-jobs created and filled by workforce in adjacent regional areas 6,000

The Flynn Drive upgrade will create a major east-west arterial road between Northlink WA and Mitchell Freeway and will link Neerabup Industrial Area with the future intermodal terminal at Bullsbrook in the City of Swan. The Flynn Drive arterial road is critical to NorthlinkWA linking the

regions to Perth Airport and the proposed new port at Kwinana and has been identified in the States Perth Freight Network Plan. This opening up of Flynn drive increases the efficiency of this critical transportation route supporting long term growth and sustainability of regional agribusinesses supplying national and international markets.

12. Leverage current investment

12.1. NSW – Wollondilly Shire Council: Improved Rail Services

LGA	Wollondilly Shire Council
Project Name:	Improved Rail Services (Wollondilly)
Lead proponent:	Sydney Trains
Federal Electorate	Hume
Problem Statement	Commitment to Public Transport for a brand New Town (Upgrade and Electrification of the Southern Highlands Rail Line (Wollondilly))
<p>Project Description</p> <p>Current upgrades to rail infrastructure and rolling stock across the State to date have not addressed an already sub-standard commuter service on the main southern line. Upgrades to this line are needed to service the Wilton Growth Area that will accommodate an additional 45,000 people over the next 30 years, in addition to the already expanding urban areas of Picton, Tahmoor and Bargo, together with the future population of the Greater Macarthur Growth Area (a further 50,000 people).</p> <p>An additional station at Maldon, the rail spur line into the proposed Wilton Town Centre and future electrification are absolutely necessary for the future of the region.</p> <p>This line is currently managed by Australian Rail Track Corporation (ARTC) under lease and is a freight priority line. This prioritisation of freight frequently causes commuter chaos due to the suspension and or delay of already very limited diesel passenger services to and from major centres (City Circle, Parramatta, Campbelltown, Liverpool). This has significant knock on effects with connections at Macarthur, Campbelltown and beyond, and has significant social impacts on Wollondilly and Southern Highlands commuters. Opportunities to separate freight and passenger tracks/lines should also be investigated.</p>	

12.2. WA – City of Armadale: Sinking Armadale’s railway station for town centre revitalisation

LGA	City of Armadale
Project Name:	Sinking Armadale’s railway station for town centre revitalisation
Lead proponent:	City of Armadale
Federal Electorate	Burt
<p>Problem Statement</p> <p>WA’s State Government agency METRONET is progressing its planning for the committed railway extension from Armadale to Byford.</p> <p>However, this extension does not comprise a critical element for the City of Armadale which is the sinking of the current railway station to create a new town centre that future-proves this Strategic Metropolitan Centre currently falling behind other centres in WA.</p>	

Armadale requires this critical transport orientated intervention now to maximise diversity of land use and create jobs opportunities that other strategic centres enjoy.

Although the cost of sinking of the Armadale railway station is the highest out of all possible options, this provides the highest economic, social and environmental return to government as it is a decisive investment that maximises development potential of its town centre.

The current ground level railway station is restricting development opportunities and connectivity by physically dividing the town centre with an uninviting and not welcoming public realm.

Project Size (AUD)	\$610 million	Stage	Planning Phase
Partners/Collaborators:	WA METRONET		

Project Description

Armadale is the Strategic Metropolitan Centre of WA’s South East Corridor forecasting population growth from 91,671 to over 149,000 by 2040.

With WA’s METRONET currently planning the railway line extension from Armadale to Byford, the opportunity exists now to unlock substantial development potential. Sinking Armadale’s railway station is a decisive once-in-a-generation investment that will catalase the much needed revitalisation of Armadale’s town centre.

This joint investment by State and Federal Government provides the highest return out of all possible scenarios by creating 18,000 jobs in the future, accommodating 7,000 residents, 1,600 students, and unlocking more than \$2.2 billion worth in private investment.

In transit terms it means Armadale becoming both an origin and a substantial transport orientated destination, maximising development potential, employment, education, health, entertainment and community services in the rail station precinct.

Sinking Armadale’s railway station to revitalise the City’s town centre is the only scenario that enables Armadale to realise the vision for it to be the capital of Perth south east region. This scenario, when compared to others (e.g. above ground station option) has:

- Greatest employment capacity;
- Most development land created for sale and for financial cost offset;
- Highest transport-related environmental and efficiency outcomes;
- Positive effect on centre land values;
- Greatest construction-related employment;
- Greatest capacity to unlock the potential for private investment in the Centre;
- Most substantial contribution to the strategic and regional role of the Armadale SMC;
- Maximum benefit to rail investment.

Full Business Case is available.

Benefit Statement

Financial:

- Sinking the railway station delivers a positive economic return in present value terms of \$1.85 for every additional dollar expended on the defined public works.
- Full Benefit-Cost Analysis and Sensitivity Analysis are available in the Armadale City Centre Development Business Case (attached).

Social:

- By removing the rail barrier, it will increase employment in the Centre to 18,000 or more, putting on par with other Strategic Metropolitan Centres (SMC) in WA.

SMC Employment comparison	2016 Data
Joondalup	13,800
Midland	12,100
Armadale	4,000

- Armadale has been falling behind other Strategic Metropolitan Centre in WA as it ranks high in the Index of Relative Socio-Economic Disadvantage, it lacks employment opportunities in comparison to other centres and it currently faces the effects of a sluggish economy which translates in substantial social issues.

Environment:

- TODs are proven models that support employment self-sufficiency and promote use of public transport which in turn reduce the reliance on vehicles therefore cutting greenhouse gas emissions.
- Sinking of the Armadale railway station is the catalyst for creating TOD-style environment in the Armadale’s City Centre.

Economic value:

- Full Build-Out Yields Comparison

	Dwellings	Residents	Commercial Office Floorspace (sqm)	Retail Floorspace (sqm)	Education Floor Area (sqm)	Students	Civic Floor Area (sqm)
Sinking railway station	3,500	7,000	300,000	157,000	25,000	1,600	20,000
Ground level railway station	2,500	5,050	140,000	104,000	3,000	190	12,000

- Estimated private sector investment as a result of this project is \$2.2 billion in the form of:
 - Extended retail precinct
 - Extended commercial / office precinct
 - Hospital & Health precinct
 - Tertiary education precinct
 - Arts & cultural precinct
 - Central Civic Plaza
 - Justice Precinct
 - Tourism & short-stay sites
 - Increased residential densities

- The total assessed value of the new land unlocked and increased land value of land adjacent site as a result of sinking the railway station is \$14.17 million.

Additional Links and Resources

- Armadale City Centre Development Business Case, 2018 by Syme Marmion & Co.
- Armadale Activity Centre Plan – Structure Plan Report, 2018 by Hassell

12.3. NSW – Penrith City Council: North South Rail Line – Extending Stage 1 of Sydney Metro Greater West north to Tallawong and south to Macarthur

LGA	Penrith		
Project Name	North South Rail Line – Extending Stage 1 of Sydney Metro Greater West north to Tallawong and south to Macarthur		
Lead proponent:	Penrith City Council		
Problem Statement	Large numbers of residents in outer Western Sydney have poor access to public transport, and are travelling long distances to work, education and other services. Around 300,000 ^{xliii} people leave Western Sydney each day for work including 56% of Penrith’s residents, over 70% of those by car, resulting in road congestion, financial and health impacts. ABS Data shows that as income, qualifications and age increase so does the distance people have to commute. NSW Government forecasts (2016) indicate that, without intervention, the jobs deficit in Western Sydney will grow to more than 340,000 by 2056 however, the Centre for Western Sydney has forecast the deficit to be 416,000 by 2036. ^{xliiv} A new North South Rail Link will connect communities, support a 30 minute City for Western Sydney and support new transit oriented centres where people can live and work.		
Project Size (AUD)	Est. \$15-\$20b (NSW & Fed Gov Western Sydney Rail Needs Scoping Study ^{xliv})	Term	Stage 1 delivered by 2026 (Western Sydney Airport opening)
Collaborators:	Blacktown Council Liverpool, Campbelltown, Camden, Wollondilly Councils		
Project Description			
<p>Stage 1 of the North South Rail Link will connect the Western Sydney aerotropolis to the western line at St Marys. This section is currently subject to a business case jointly funded by the NSW and Federal Governments and announced under the Western Sydney City Deal however, corridors have not been acquired and funding has not been committed.</p> <p>Outer suburbs of Sydney are poorly serviced by public transport. ^{xlvi}42% of residents in in Outer Sydney are beyond walking access to public transport, compared with 2% in Sydney and 13% in middle ring suburbs. Our vision for the entire North South Rail Link will connect with the North West Metro at Tallawong (Schofields) and the South West at Macarthur. North South Rail will connect important population and employment growth precincts in the city’s west with the future airport as well as across the broader region and support a 30-minute city. Rail infrastructure has also been demonstrated to support higher density employment centres and diverse housing typology. In 2016-17 Penrith residents made 756,835 trips on an average weekday. More than three quarters of all trips (86%) were made in private vehicles, either as vehicle drivers (58%) or as passengers (28%).</p> <p>OUR ASK:</p> <ul style="list-style-type: none"> • Stage 1 of North South Rail Aerotropolis to St Marys to be operating by 2026 (note funding announced March 2019 for Stage 1) • Planning and funding for entire North South Rail from Macarthur to Tallawong 			
Productivity	Liveability		Resilience
(Provide Stats) Additional \$44.7bn economic output 2024-2040, reaching \$3.6bn pa by 2040	(Provide Stats) Creation of 30 minute city. Significant increase in public transport access rates. Reduced commute		Environmental benefits of reducing car travel by transitioning people to public transport networks. Improved employment self-sufficiency.

	times, support an active transport network leading to improved health outcomes.	Reduced cost of living.
Cost Benefit: Additional \$44.7bn economic output 2024-2040, reaching \$3.6bn pa by 2040		

13. Transformational Infrastructure

13.1. VIC – City of Casey: Transport to Berwick Health and Education Precinct

LGA	City of Casey		
Project Name:	Berwick Health and Education Precinct (HEP) - New Berwick Railway Station - Active Transport Connection		
Federal Electorate	La Trobe		
Problem Statement	Clyde Road level crossing removal and the significance of the HEP as a hub of knowledge, technology, health, employment, research and education for the south east. A new station will improve public transport connections, vehicle congestion and enhance the accessibility of the precinct.		
Project Size (AUD)	Berwick Railway Station \$120 million Active Transport Connection \$15 million	Stage	(concept, business case or other)
Project Description: Berwick Health and Education Precinct covers approximately 122 hectares of land on either side of Clyde Road, north of the Princes Highway and south of Berwick Village. The precinct has excellent access to transport infrastructure due to its central location near Berwick Railway Station and bus interchange, the Monash Freeway, Clyde Road and Princes Highway. The City of Casey is advocating for funding to build: <ol style="list-style-type: none"> 1. a new railway station at Berwick to better service the community's public transport needs, and 2. an active transport bridge to connect the HEP and train station to the surrounding areas and the Hallam Bypass Trail. The need for a new Berwick Railway Station has been highlighted by the scale of the funded Clyde Road level crossing removal and the significance of the HEP as a hub of knowledge, technology, health, employment, research and education for the south east. A new station will improve public transport connections, vehicle congestion and enhance the accessibility of the precinct. The proposed active transport bridge offers further transport benefits through the connection of the HEP and train station to the Hallam Valley strategic cycling network and surrounding residential areas.			
Benefit Statement:			

<p>Financial: (Net Present Value (NPV), ROI, other)</p> <ul style="list-style-type: none"> - a new station and bridge will reduce the impact of continual long-term upgrades by future-proofing the station, car parking, bus interchange and road network - an active transport bridge will complete a missing link in the Principal Bicycle Network (BPN) <p>Social:</p> <ul style="list-style-type: none"> - maximise access to and availability of public transport - encourage active modes of transport and reduce dependence on cars - creation of a strong sense of place and destination for Berwick <p>Environmental:</p> <ul style="list-style-type: none"> - reduce dependency on cars and alleviate congestion - encourage active modes of transport through the delivery of regionally significant pedestrian and cyclist paths - ensure public parks and trails are visible and accessible

13.2. NSW – Wollondilly Shire Council: Maldon – Dombarton Rail Line (MDRL)

LGA	Wollondilly Shire Council
Project Name:	Maldon – Dombarton Rail Line (MDRL)
Lead proponent:	Transport for NSW
Federal Electorate	Hume, Cunningham, Whitlam
Problem Statement	Freight connectivity between Western Sydney Airport and Port Kembla International Gateways
<p>Project Description</p> <p>Port Kembla is a significant international gateway for NSW and Australia, servicing the steel industry in the Illawarra, as well as broader supply chains in Sydney (cars), regional NSW (coal, grain and other bulk commodities) and other regions in Australia (steel and other bulk commodities). A significant proportion of freight to and from Port Kembla is transported by rail.</p> <p>The Maldon-Dombarton rail line would reduce truck movements on Picton Road, Appin Road, the F6 and the Hume Hwy (Federal Highway).</p> <p>This will reduce fuel costs for transport, reduce greenhouse gas emissions, and improve public road safety conditions. It will deliver a more sustainable and safer separation of freight and passenger rail traffic on the Sydney network (particularly between Sydney and the Illawarra) thereby improving passenger service capacity and reliability. It will support potential employment lands development in Southwest Sydney, particularly for freight related business.</p>	

13.3. NSW – Penrith City Council: Castlereagh Connection

LGA	Penrith
Project Name	Castlereagh Connection
Lead proponent:	Penrith City Council
<p>Problem Statement</p> <p>A corridor for this important link to the City of Penrith and the Motorway network has been identified since 1951. The City has grown significantly since this time, with new housing on the northern side of Penrith as well as growth in the adjoining Hawkesbury area forced to use The Northern Road, a</p>	

part dual carriageway State road with significant congestion and delays experienced by residents trying to access East-West connections and on to the centres east of Penrith. The [Hawkesbury-Nepean Valley Flood Risk Management](#) strategy also identified a need to improve flood evacuation capacity for current and future communities and that existing flood evacuation is challenged, therefore impacting planned and proposed development in Penrith's City Centre.

Project Size (AUD)	Est. \$1.2bn (M7-Northern Road) or \$1.8bn (M7-River)*	Term	
Collaborators:	Hawkesbury Council	CENTROC Group of Councils	
	Blacktown Council		

Project Description

The Castlereagh Connection follows a route identified by Transport for NSW in its Western Sydney Corridors planning. It also includes a possible extension as part of the Bells Line of Road project to connect to Central Western NSW. The Castlereagh Connection being proposed by Council to proceed to business case extends approximately 21kms between the (M7 Motorway and Castlereagh Road) entirely within the Penrith and Blacktown Local Government Areas. A high-level cost analysis commissioned by Council suggests the project would offer a Benefit Cost Ratio >4.

The corridor is largely in government ownership (almost 90%) with longstanding acquisition clauses on remnant portions. The corridor has been earmarked since 1951 as a future strategic road., running through Llandilo, Londonderry and Castlereagh that will connect to the M7 Motorway and the Motorway network as well as the future Outer Sydney Orbital and Metro Greater West line.

Future population growth in Western Sydney and investment in the Western Sydney Airport and surrounding aerotropolis will increase demand for easier movement North South and East West. The Northern Road is currently experiencing significant congestion with residents required to travel south to the Great Western Highway or M4 to then travel east. New communities in Jordan Springs have exacerbated traffic on the Northern Road and often rely on back roads for their journeys. As well as providing access for current and future residents, the Castlereagh Connection can provide much needed flood evacuation capacity for residents in the Hawkesbury as well as those living north of Penrith. Some 64,000 people will need to evacuate in a 1 in 100-year flood in the Hawkesbury-Nepean valley region and the SES believes this will be extremely challenging, with modelling showing that early evacuation will be critical in ensuring all can get out.

It will also support residents in the North West Growth Area where 30,000 additional homes are proposed.

The Northern Road has also been identified as a primary route for people travelling to the Western Sydney Airport when it opens in 2026. As a result, through the Western Sydney Infrastructure Package, significant upgrades to this road are underway, south of the Great Western Highway. Currently no upgrades are proposed for The Northern Road north of Penrith.

OUR ASK:

- **NSW Government to undertake a business case for the Castlereagh Connection (minimum 1951 corridor)**
- **Prepare and implement an acquisition plan for remainder of corridor**
- **Delivery of Connection prioritised and funded by State and Federal Government**

**In lieu of detailed design for the project, the M12 Motorway between M7 and The Northern Road has been used as a proxy. Although the M12 is motorway standard roadway, this estimate is considered appropriate given the capital costs of evacuation grade infrastructure.*

Productivity	Liveability	Resilience
(Provide Stats) Approximately 60,000 vehicles per day. Increased flood evacuation capacity that would unlock residential development in Penrith City Centre. Future connectivity to Central Western region.	(Provide Stats) Support a 30 minute city. Reduced commute times, improved health outcomes.	Flood evacuation capacity. Environmental benefits of reducing car travel by transitioning people to public transport networks. Improved employment self-sufficiency.
Cost Benefit: NPV and BCR for the project are strong at \$5660 (npv) and 4.07 (BCR) for 21km road and \$4880 and 4.98 for 14km option.		
<p>Comment: Delivering the Castlereagh Freeway would improve connectivity in Western Sydney's growing residential suburbs, improve flood evacuation capacity and safety for 60,000+ residents in the Hawkesbury and northern parts of the Penrith LGA, improve connection to regional NSW and access to existing motorway networks.</p> <p>Could support tourism/recreation at Penrith Lakes (currently impeded by flood evacuation capacity)</p> <ul style="list-style-type: none"> • Will support planned development in North West of 30,000 homes • Will service new release areas of Jordan Springs (stage 1 3500 dwellings either constructed or underway, Stage 2 up to 2000 homes). These residents are currently forced to travel on existing heavily congested roads across Penrith City (ie: The Northern Road) for >7kms to join the M4. • Could support potential redevelopment of aging suburbs around North St Marys with connection to M7 • An entry point should be in the vicinity of Londonderry Road/Northern Road/Cranebrook Road intersection as these are all major feeder roads for surrounding residential populations • Can provide flood evacuation capacity for Hawkesbury region and additional development potential by unlocking planned development in Penrith City Centre. • Can join with the current Bells Line of Road or future extension to provide additional connectivity across the mountains • Improved connectivity for residents of the Blue Mountains suburbs such as Winmalee, Springwood, Hawkesbury Heights, Yellow Rock to current M7 and future Outer Sydney Orbital • Scale: Corridor has been gazetted since 1951. • Could be initially constructed as a single lane arterial E-W with provision for future widening. 		

13.4. VIC – Cardinia Shire Council: South East Melbourne Airport

LGA	Cardinia Shire Council		
Project Name:	South East Melbourne Airport		
Lead proponent:	Cardinia Shire Council		
Federal Electorate	Latrobe, McMillan		
Problem Statement	Congestion is grinding Melbourne to a standstill – A south east Melbourne airport will rebalance the city and alleviate the need for cross city travel		
Project Size (AUD)	\$1.5B – \$3B	Stage	(concept, business case or other)
Partners/Collaborators:	South East Melbourne Councils (SEM)	Other regional Councils	

Project Description

In the next 40 years, Victoria's population is expected to grow more than double that of the last 40 years and become a state of over 10 million people, with Melbourne overtaking Sydney as the most populous city.

Most of the population growth will continue to be on the edge of the city's urban growth corridor-placing increasing pressure on Melbourne's infrastructure, services and transport routes.

Yet the majority of jobs growth is in the Melbourne CBD, with the exception of the innovation clusters around Monash and Dandenong South.

The City of Casey and Shire of Cardinia are two of the fastest growing municipalities in Victoria. Their combined population is expected to increase from 436,000 in 2014 to almost 600,000 in 2031 - 45% larger than the current population of the ACT and to 749,000 by 2041.

By 2031, over 2.5 million Victorians are projected to live closer (by travel time) to the South East Melbourne Airport than Melbourne Airport - larger than Brisbane Airport's catchment.

The development of a South East Melbourne Airport will be essential to support population and employment growth in the south-east, and protect Victoria and Melbourne's liveability and competitiveness.

Benefit Statement:

Social:

Cardinia Shire Council, with support from the City of Casey, Mornington Peninsula Shire Council, City of Greater Dandenong and Regional Development Australia, have developed the economic case for the South East Melbourne Airport as envisaged in the State's metropolitan planning strategy, *Plan Melbourne*.

The South East Region, including Gippsland, is home to around 2.5 million people, 146,700 businesses, a third of metropolitan jobs and a quarter of the city's Gross Domestic Product. Melbourne's population is growing rapidly in the municipalities of Casey and Cardinia in the south-east.

The Cardinia Shire Council has advanced the strategic planning groundwork, identified the site, started community consultation and commissioned an Economic Analysis for the Airport. It is a willing partner with the State Government to progress *Plan Melbourne's* vision for a new airport to support jobs and economic development in South East Victoria.

Economic value:

By creating up to 1,170 construction jobs per year and more than 6,000 ongoing jobs on site by 2031, the South East Melbourne Airport will provide an important jobs buffer in an industry hit by the decline in traditional manufacturing.

The Airport will support the established technology precinct based in the City of Monash, which features the Monash Medical Centre, Monash University and the Australian Synchrotron, and the freight, logistics and new manufacturing jobs in Dandenong South.

13.5. VIC – City of Whittlesea: E6 Freeway

LGA

City of Whittlesea, Wyndham City Council

Project Name:	Outer Metropolitan Transport Corridor (OMR/E6)		
Lead proponent:	Council and VicRoads		
Federal Electorate	McEwen, Scullin, Lalor		
Problem Statement	Whittlesea's communities are burdened by significant traffic congestion and long commute times that impact the health and wellbeing of our residents. Existing arterial roads are congested and operating beyond their capacity		
Project Size (AUD)	\$1 billion +	Stage	(concept, business case or other)
Partners/Collaborators:	VicRoads City of Whittlesea Transport for Victoria		
Project Description:			
<p>The Outer Metropolitan Ring Transport Corridor (OMR)/E6 is a vital infrastructure project. A 100-kilometre-long high-speed transport link for people and freight, it will be transformative for Melbourne and surrounding regional areas. It will create better connections to key international transport hubs such as Melbourne Airport, Avalon Airport, the Port of Geelong, and the proposed Western Interstate Freight Terminal.</p> <p>The OMR will provide a more direct, high speed alignment for inland rail and will also link residential and employment growth areas in Melbourne, including Wyndham.</p> <p>Infrastructure Australia has identified acquiring the land necessary for this corridor as a national priority.</p> <p>Wyndham City agrees with this analysis and is eager to work in partnership with both the State and Federal Governments to deliver this important project.</p> <p>As well as setting aside funds for land acquisition, Wyndham City believes that an Environmental Report on the OMR/E6 should also be funded.</p> <p>Construction of the 23km E6 freeway from the Hume Freeway to M80 Ring Road will provide a north-south corridor through the heart of the City of Whittlesea, connecting established suburbs and growth area suburbs and improving access to regional employment centres for residents from the outer-north. Building the E6 Freeway will:</p> <ul style="list-style-type: none"> • Increase mobility for City of Whittlesea residents • Provide an essential north-south connection for residents to community and education infrastructure • Significantly reduce traffic congestion on the existing arterial road network of Epping/High Street, Dalton Road, Edgars Road, Cooper Street, Plenty Road and Yan Yean Road • The E6 will be a catalyst for employment growth within the Cooper Street Employment Precinct, the Melbourne Wholesale Market, The Northern Hospital and Epping Central Metropolitan Activity Centre. • Providing an alternative route for heavy vehicle freight movements 			

13.6. VIC – City of Whittlesea: Wollert Transport Corridor Study

LGA	City of Whittlesea
Project Name:	Wollert Transport Corridor Study
Lead proponent:	State Government of Victoria, City of Whittlesea
Federal Electorate	Local Members:

	<ul style="list-style-type: none"> • Rob Mitchell MP, McEwen (between proposed station and Craigieburn Road). • Andrew Giles MP, Scullin (between Craigieburn Road to Kingsway Drive). <p>Ministers:</p> <ul style="list-style-type: none"> • Deputy Prime Minister, Minister for Infrastructure, Transport and Regional Development, The Hon Michael McCormack MP. • Minister for Population, Cities and Urban Infrastructure, The Hon Alan Tudge MP. 		
Problem Statement			
<p>The Wollert and Epping North areas are among the fastest growing in Australia. Population is forecast to increase from 34,899 in 2019 to 95,000 in 2041.^{xlvii} There is limited access to public transport and the consequent traffic congestion and long commute times have a serious impact on the wellbeing of families and individuals. A premium public transport service along the Wollert Transport Corridor is essential to support the business growth and development expected for Epping as a Metropolitan Activity Centre and for the Cooper Street Employment Area.</p> <p>Infrastructure Victoria's 30 Year Infrastructure Strategy (2016) recommended that a feasibility study on 'Wollert public transport links' be completed within 0-5 years.^{xlviii} The Victorian State Government supported this recommendation in its 2017 Infrastructure Plan but committed to "commencing" rather than "completing" the feasibility study within this timeframe.^{xlix} It is vitally important that the feasibility study be completed as soon as possible because:</p> <ul style="list-style-type: none"> • Wollert is one of the fastest growing areas in Australia • There is Significant lack of access to public transport in the area. • The Wollert train line is planned for and expected • The Government needs to follow through with strategic plans that influenced peoples' housing investment • The feasibility study will provide important analysis for the provision of Metro 2.¹ <p>Given our rapid population growth, this timeframe is already failing to meet the needs of our community. We have over 90 per cent of the reserve secured so we are very close to being ready to see innovative transport models as interim measures prior to the delivery of new rail to get our existing residents out of congestion.</p>			
Project Size (AUD)	\$500,000	Stage	Feasibility
Partners/Collaborators:	City of Whittlesea State Government of Victoria Transport for Victoria Public Transport Victoria		
Project Description			
<p>We are seeking a commitment from the Federal Government to provide the investment necessary to start the feasibility study into transport provision along the Wollert Transport Corridor as soon as possible.</p> <p>Options for consideration would include the construction of Heavy rail, Rapid Bus Transit, Light Rail or Trackless Tram for the 8.7 kilometres between the current Lalor train station and the Wollert Town Centre with the provision of new stations or interchanges at Epping Plaza/ Northern Hospital, Aurora South Town Centre, Aurora North Town Centre and Wollert Town Centre.</p>			
Benefit Statement			

Financial: (Net Present Value (NPV), ROI, other)

Financial return studies have not yet been undertaken.

Social:

- Opportunity for 55,736 residents in Epping North and Wollert to access a premium public transport service and 19,400 of these residents to be within a walkable catchment of a railway station or modal interchange along the Wollert Transport Corridor.
- Modelling suggests daily weekday patronage of 10,000 from Lalor to Wollert (4 stations) resulting in a reduction in traffic congestion on roads within the Epping North and Wollert precinct.
- This will result in increased accessibility for residents, workers and visitors leading to improved liveability outcomes (health and wellbeing) and equity. Increased employment opportunities and a better functioning employment market will assist in Council delivering infrastructure and services to its constituents.

Environmental:

- Currently, vehicle kilometres travelled in the morning peak will grow from 2.01 million km at 2011 to 2.6 million km at 2026. Vehicle demand will rise from 230,968 at 2011 to 304,469 at 2026 in the City of Whittlesea in the morning peak period.
- Provision of public transport options to Epping North and Wollert residents will reduce reliance on cars and associated greenhouse gas emissions (no specific studies on projected greenhouse gas emission reductions have been undertaken).
- 90 per cent of the reserve has currently been secured and there are no known environmental impediments.

Economic value:

An economic benefit to cost ratio has not yet been conducted. The City of Whittlesea preliminary business case estimates that an estimated injection of \$81 million every year into the Northern Melbourne economy, creating approximately 1,600 new jobs across the metropolitan area and taking the equivalent of 11,000 cars off the roads.ⁱⁱ

13.7. WA – City of Gosnells: Grade Separation of Road and Rail

LGA	City of Gosnells		
Project Name:	Grade Separation of Road and Rail		
Lead proponent:	City of Gosnells		
Federal Electorate	Hasluck		
Problem Statement	There are 31 vehicle level crossings on the Transperth network. Eight of three are within the City of Gosnells where they significantly impact traffic flow; increasing congestion and safety risks for drivers and preventing transit oriented development from occurring which would revitalize these local communities.		
Project Size (AUD)	\$150 - \$200 million	Stage	Concept
Partners/Collaborators:	City of Gosnells WA State Government Public Transport Authority Main Roads WA		

<p>Project Description</p> <p>The City has reviewed its land use planning around the train stations at Beckenham and Maddington where increased density could allow transit oriented development to occur. There are level crossings at each of these locations which require removal in order to facilitate development.</p>
<p>Cost Benefit: An economic benefit to cost ratio has not yet been conducted. However, grade separations at these critical locations will provide a strong basis for economic growth at these locations.</p>
<p>Benefit Statement</p>
<p>Financial: (Net Present Value (NPV), ROI, other)</p> <ul style="list-style-type: none"> • Land use and development potential. • Transit oriented development. • Stimulation of commercial activity. • Mixed use development. <p>Social:</p> <ul style="list-style-type: none"> • Improved community connectedness. • Safer, more liveable neighbourhoods. <p>Environmental:</p> <ul style="list-style-type: none"> • Reduced traffic emissions. <p>Economic value:</p> <ul style="list-style-type: none"> • Improved safety for vehicles and pedestrians. • Reduced congestion. • Land use and development potential. • Transit oriented development. • Stimulation of commercial activity. • Mixed use development.

13.8. VIC – Wyndham City Council: Geelong Fast Rail Connection, via Wyndham

LGA	Wyndham City Council
Project Name:	Geelong Fast Rail Connection, via Wyndham
Federal Electorate	Joanne Ryan, Richard Marles
Partners/Collaborators:	Vic, Federal and Local Government.
<p>Project Description</p> <p>In 2018 the Victorian Government announced plans to invest \$50 million for detailed investigation of a fast-rail link between Sunshine and Geelong, via Wyndham. With \$4 billion already invested in the Regional Rail Link, Wyndham City supports calls for the Federal Government to capitalise on this opportunity and help fund this connection as a way of unlocking major employment opportunities.</p> <p>As noted in Infrastructure Australia's recent audit, there is a disparity of transport availability and affordability between inner city and outer suburban areas, and unless this is addressed our transport networks will continue to be inequitable.</p>	

Increased rail capacity between Geelong and Melbourne, with a stop in Wyndham, is crucial to unclogging major roads and improving liveability for residents throughout Wyndham, Geelong and Melbourne.

13.9. VIC – City of Melton: Western Highway Upgrade

LGA	Melton City Council
Project Name:	Western Highway Upgrade
Lead proponent:	Melton City Council
Federal Electorate	Gorton

Problem Statement

The growth of Greater Melbourne has meant that the City of Melton now links with and forms part of the metropolitan area, even if many parts of it is still undeveloped. This population growth has been amongst the highest in Australia. In 1991 Melton's population was 35,000; in 2019 it is just over 164,984 and by 2051 it is expected to be 485,061.

The attraction to the area is housing affordability and advantageous location. However, job growth is not growing at the same rate as population growth. Melton currently has a rate of 0.61 jobs per household, which is less than half the metropolitan Melbourne average of 1.33 jobs per household. This is expected to reduce by 2031 to 0.59 jobs per household, with the metropolitan Melbourne increasing to 1.39 jobs per household over the same period. As such, there is also an ever-increasing reliance on residents needing to access employment outside of the municipality. Currently around three-quarters of working residents do so outside of the City of Melton, with just over 16% of these residents currently working within in the City of Melbourne.

The Western Highway is a critical arterial road link that functions as an important economic driver at a National, State and Metropolitan level.

Unfortunately, the section of highway within Melton City Council suffers from significant levels of congestion during the peak periods. This stretch of road is also grow considerably in the next two years with already approval for 6 new estates directly on the adjacent to the highway with 55,100 new dwellings and an estimated population of 153,400.

Within Melton City Council, the Western Highway is projected to accommodate 85,000 vehicles per day by 2021 and 113,000 vehicles per day by 2031. Traffic modelling indicates that if nothing is done, this highway will be gridlocked by 2021. The AM congestion will increase from 62kms (2018) to 152kms (2031) and in PM congestion from 72kms (2018) to 279kms (2031).

The highway corridor within the City of Melton is also characterized by aged and rural-standard freeway infrastructure including direct property accesses, at-grade interchanges and at-grade bus stops. Additional lanes and upgraded interchanges are necessary in order to support the booming growth in population and maintain efficient freight movements in and out of Melbourne.

The RACV and Western Highway Action Group have both identified the Western Highway as required works because of congestion and safety

Without action, by 2021 the Western Highway will be at over capacity. A project of this scale requires a commitment from the Federal Government. While there have been recent upgrades to road safety infrastructure along the corridor, it is concerning that funds have not yet been committed to identifying and prioritizing major infrastructure requirements such as new interchanges and additional lanes.

Project Size (AUD)	\$1,000,000,000 estimated	Stage	concept
Partners/Collaborators:	Victorian Government		

Project Description

Melton City Council is calling for planning and a commitment for construction of a full freeway upgrade to an Urban Freeway Standard from Melton to Deer Park including:

- **Upgrade the intersection of Bulmans Road to a full diamond interchange**
- **Removal of all at grade intersections, direct property access points and bus stops along the freeway, and their replacement with suitable alternatives, including cross-freeway connections.**
- Full diamond interchange at Harkness Road
- Pedestrian overpass at Arnolds Creek
- An interchange at Mt Cottrell Road
- And overpass at Paynes Road
- Increasing road capacity with additional lanes.

Bolded text indicates highest priority.

<https://www.melton.vic.gov.au/Council/About-Council/Advocacy/Western-Highway-Advocacy>

Benefit Statement

Social:

- Increased liveability by reduced congestion
- Access to education, employment, health services and sport and recreation by reduced congestion
- Improved health and wellbeing for residents who will spend less time travelling to and from work, and be better placed to participate in leisure and recreational activities
- Improved road safety

Environmental:

- Reduced traffic congestion and improved freight movements will improve emissions'

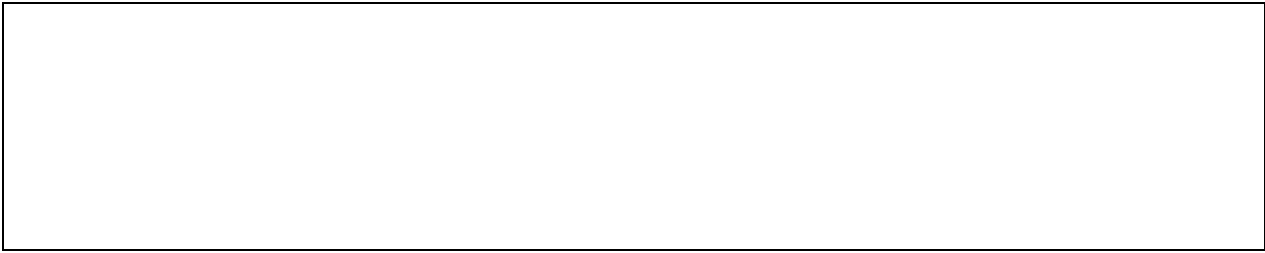
Economic value:

- Improved access to employment opportunities in regions with limited public transport connections
- Improved access to developing industrial and employment precincts including Mt Atkinson, where 19,000 jobs are estimated to be created
- Decreased congestion—with lost time and productivity estimated to cost Australia up to \$53 billion per annum by 2031 (Infrastructure Australia)
- Improved access to key regional centres including Ballarat, Ararat, Stawell, Horsham, and major tourism centres in Hepburn, the goldfields and Grampians National Park
- Improved freight access to Adelaide, country Victoria, and the proposed Western Interstate Freight Terminal (WIFT)

- Increased commercial investment leading to more local jobs Improved access and liveability, attracting new home owners and investors

13.10. VIC – City of Casey: Clyde Rail Extension

LGA	City of Casey		
Project Name:	Clyde Rail Extension		
Federal Electorate	Latrobe		
Project Size (AUD)	\$500 – 750M	Stage	(concept, business case or other)
<p>Project Description: <i>The extension of the rail line from Cranbourne to Clyde will significantly alleviate inadequate public transport services in one of Australia’s fastest growth corridors and connect residents to jobs, services and their families.</i> Between 2015 and 2016, the City of Casey experienced the largest decrease in rail and bus service provision in Victoria and is one of the most poorly serviced municipalities per capita for public transport, resulting in social isolation and low rates of public transport use. In 2016 only 8% of all trips made by public transport (Census, 2016; Monash University, 2016). The works will include grade separations with existing roads, and new stabling and maintenance facilities and two new stations at Cranbourne East and Clyde. This extension builds on the State Governments commitment to duplicate the tracks between Dandenong and Cranbourne. An extension to the network will give Casey residents much needed access to transport infrastructure. It will provide better access to jobs, support economic development and support potential future extensions of the network in the south east.</p> <p><i>If this option were deferred beyond the initial development phase of Clyde, it would result in development and land use patterns that favour private vehicles. Opportunities for higher public transport mode share would be lost, along with the potential for increased travel times and unreliability as documented issues for similar estates in Cranbourne (Infrastructure Victoria, 2016).</i></p>			
Benefit Statement:			
<p>Financial: (Net Present Value (NPV), ROI, other)</p> <ul style="list-style-type: none"> • Creation of jobs and opportunities. • Increased productivity through reducing travel times. • support economic development • Development of much needed new town centres and community services. <p>Social:</p> <ul style="list-style-type: none"> • Meeting infrastructure demand in one of Australia’s fastest growing communities - Cranbourne East population is set to more than double by 2041. • Reducing travel times. • Connection of residents to jobs, services and family. • Mental health benefits associated with finding employment close to home. <p>Environmental:</p> <ul style="list-style-type: none"> • Provision for future public transport connections and extension. • Decreased dependence on private vehicles. 			



13.11. WA – City of Cockburn: Fremantle to Cockburn Transit link

LGA	City of Cockburn
Project Name:	Fremantle to Cockburn Transit link
Lead proponent:	City of Cockburn
Federal Electorate	Fremantle
<p>Problem Statement</p> <p>The absence of a strong east-west transit connection between 2 major activity centers' within the Perth Metropolitan southern suburb middle ring councils of Cockburn and Fremantle is considered an infrastructure gap impacting significant urban growth opportunities.</p> <p>In 2018 the City of Cockburn was identified as one of 'Australia's Fast Growing Outer Suburbs' (FGOS) experiencing rapid growth. Consistent with most FGOS's, Cockburn is in transition both economically and demographically. Despite considerable growth already accommodated by greenfield and infill development over the last decade, Cockburn's population of 117,000 will expand to 148,000 by 2030 and considerable further growth is expected towards 2050.</p> <p>Significant growth requires transformational infrastructure and while Cockburn transitions it is essential for such infrastructure to support liveable neighbourhoods and ensuring employment self-sufficiency for local residents. For Cockburn, this means an additional 24,000 local jobs are required by 2031 for self-sufficiency.</p> <p>While the City has traditionally, and continues, to have 3 strategic infrastructure and industrial precincts that provide key infrastructure for businesses including the Australian Marine Complex (AMC) of which is a key industrial manufacturing precinct that provides shared infrastructure for the marine product manufacturing industry, evidence of Cockburn's evolving economy includes a sharp increase in the number of start-up businesses with 996 new businesses between 2013 and 2018.</p> <p>This shift demonstrates just one example of the importance of bringing critical infrastructure elements together to support liveable and resilient places for communities to live and work and do business within. A new transit alignment running east-west and connecting 2 major activity centres with several suburbs in between, holds the opportunity to stimulate an important urban configuration for Cockburn.</p>	
Project Size (AUD)	Total estimated cost during construction \$524m
Stage	<p>Total funding sought for \$3.5m (\$2m for route definition, demand modelling and value uplift and \$1.5m for a business case).</p> <p>Proposed in the following stages:</p> <ul style="list-style-type: none"> • Stage 1: \$300k for a preliminary route definition and scoping study to inform stage 2.

	<ul style="list-style-type: none"> • Stage 2: \$3.2m* refined route definition, demand modelling and value uplift and business case. <p>*Please note that these indicative costs are expected to be at the top end of cost estimates.</p>
Partners/Collaborators:	City of Fremantle and the South West Group of Councils.
Project Description	
<u>Regional economic justification for the project</u>	
<p>The City of Cockburn is one of six member Councils in the South west Metropolitan Region. The South West Group undertakes economic development at a strategic regional level. The South West Group has identified the transit alignment project between Cockburn and Fremantle as a regionally significant key movement enabling project within the “South West Group – Proposal for Government Investment & Partnerships (2019) http://www.southwestgroup.com.au/wp-content/uploads/2019/06/Proposal-for-Government-Investment-Parterships-lr.pdf</p>	
<u>The brief</u>	
<ul style="list-style-type: none"> • 15.5klm of heavy transit link from Cockburn Central to Fremantle. Key train stations: Fremantle, Cockburn Coast and Fremantle. • Estimated cost of construction: \$542m. • Benefits: Supported by Metronet: Closes the loop between Thornlie to Cockburn line and Cockburn and Fremantle 	
<u>Funding request details</u>	
<p>Total funding sought for \$3.5m (\$2m for route definition, demand modelling and value uplift and \$1.5m for a business case).</p>	
Proposed in the following stages:	
<ul style="list-style-type: none"> • Stage 1: \$300k for a preliminary route definition and scoping study to inform stage 2. • Stage 2: \$3.2m* refined route definition, demand modelling and value uplift and business case. 	
*Please note that these indicative costs are expected to be at the top end of cost estimates.	
Benefit Statement	
Financial and economic value:	
<ul style="list-style-type: none"> • Economic outcomes during construction: GDP \$1.16B • Jobs: 2,153 	
Social:	
<ul style="list-style-type: none"> • A desktop study suggests the potential of the alignment in opening up further infill opportunities in the range of approximately a further 15,000 dwellings. • The alignment connects several aging suburbs of which many are at a point of the built form lifecycle that many home need renewing and therefore now is an opportune time to capitalise on opportunities associated with redevelopment and meeting state government housing targets. 	
Environmental:	

- Significant reduction in car travel as a result of 2 major activity centers and several suburbs being better connected to centers not only in the southern suburbs but also direct access to the Perth CBD.

13.12. VIC – Mitchell Shire Council: Northern Growth Corridor Road Infrastructure

LGA	Mitchell Shire Council		
Project Name:	Northern Growth Corridor Road Infrastructure		
Lead proponent:	Mitchell Shire Council		
Federal Electorate	McEwen, Nicholls		
Problem Statement	The early provision of comprehensive, well planned accessible and affordable transport infrastructure and services is vital for the long-term sustainability and liveability of communities within Melbourne's Growth Areas. It is critical for economic productivity and general liveability.		
Project Size (AUD)	\$736 m	Stage	
Project Description			
Building and upgrading a series of key interconnecting intersections and roads to meet rapidly growing demands on our network. Projects include:			
1. Northern Highway Upgrade, Watson Street/Hume Freeway - Completion of diamond interchange, and the upgrade of Watson Street (in total: \$136million)			
2. Kilmore bypass (estimated at between \$200 million - \$300 million)			
3. Construction of Camerons Lane interchange (over \$200 million)			
4. Construction of Gunns Gully Road interchange (estimated at \$100 million)			
Benefit Statement:			
Social:			
Transport and mobility are also an important elements of ensuring gender equity within emerging communities. Research has highlighted the existence and growing harm of the 'spatial leash' upon women in outer Melbourne. With growing reliance upon cars as the primary mode of transport and the persistent nature of gender normative roles, women bear the majority burden of an inability to move across our city. This is disproportionately detrimental to the physical and mental health of women within growth areas. Providing accessible, affordable and appropriate public and active transport options can have far reaching positive impacts within emerging communities.			

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- ⁱ City of Whittlesea, *Our Community Urgently Needs a Train Line to Wollert*, fact sheet, updated October 2019.
- ⁱⁱ City of Whittlesea, *Securing a Train Line to Wollert, Preliminary Business Case*, August 2017.