



City of
Melton
Advocacy
Priorities



The City of Melton is one of Australia's fastest growing municipalities. That growth represents exciting opportunities, but also significant immediate and emerging challenges. Melton City Council calls on all levels of government to partner in delivering essential infrastructure and services to support a vibrant, diverse and growing community.

Melton City Council vision

"A thriving community where everyone belongs."

About the City of Melton

The City of Melton is within a comfortable driving distance 35kms north west of Melbourne's Central Business District (CBD). Its residential population is currently concentrated in Melton's township and eastern corridor. These areas are rapidly being connected by identified growth areas.

The City of Melton is one of Australia's fastest growing municipalities offering a unique mix of urban and rural lifestyles. The residential population has grown from 52,029 in 2001 to an estimated 151,410 in 2017. The population is expected to reach 381,987 residents by 2041. Ultimately, it will have a population greater than 400,000, equivalent to the current population of Canberra.

Council's traditional population centre, Melton township, comprises Melton, Melton West, Melton South, Kurunjang, Harkness and Brookfield. It is centred around Melton's activity centre which is about 35kms north west of Melbourne's CBD. The township continues to grow while still preserving features of its rural heritage.

The City of Melton's eastern corridor is centred around the major activity centre of Caroline Springs, which is about 19kms north west of Melbourne's CBD. The eastern corridor includes Burnside, Burnside Heights, Caroline Springs, Hillside, Fraser Rise and Taylors Hill. Most of the City's population growth over the past two decades has been in this corridor.

The current focus of development and growth is in Diggers Rest, Aintree, Cobblebank, Deanside, Strathtulloh, Eynesbury, Rockbank, Truganina, Weir Views and Thornhill Park.

Most new arrivals to the City of Melton are young couples with or intending to have young children, making the City's population one of the youngest in Victoria. These new families will grow up in the municipality and as a result their needs will change over time.



The population increase in the City of Melton over the last 15 years matches the total current population of regional cities Ballarat or Bendigo.

Councillors and wards

The City of Melton comprises three wards, each represented by democratically elected Councillors to serve for a four year period.

City of Melton Councillors are:

COBURN WARD



Mayor, Cr Bob Turner

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Deputy Mayor, Cr Ken Hardy

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Cr Melissa De Santis

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Cr Sophie Ramsey

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CAMBRIDGE WARD



Cr Steve Abboushi

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Cr Goran Kesic

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Cr Kathy Majdlik

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WATTS WARD



Cr Lara Carli

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Cr Michelle Mendes

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












Urban Growth Map

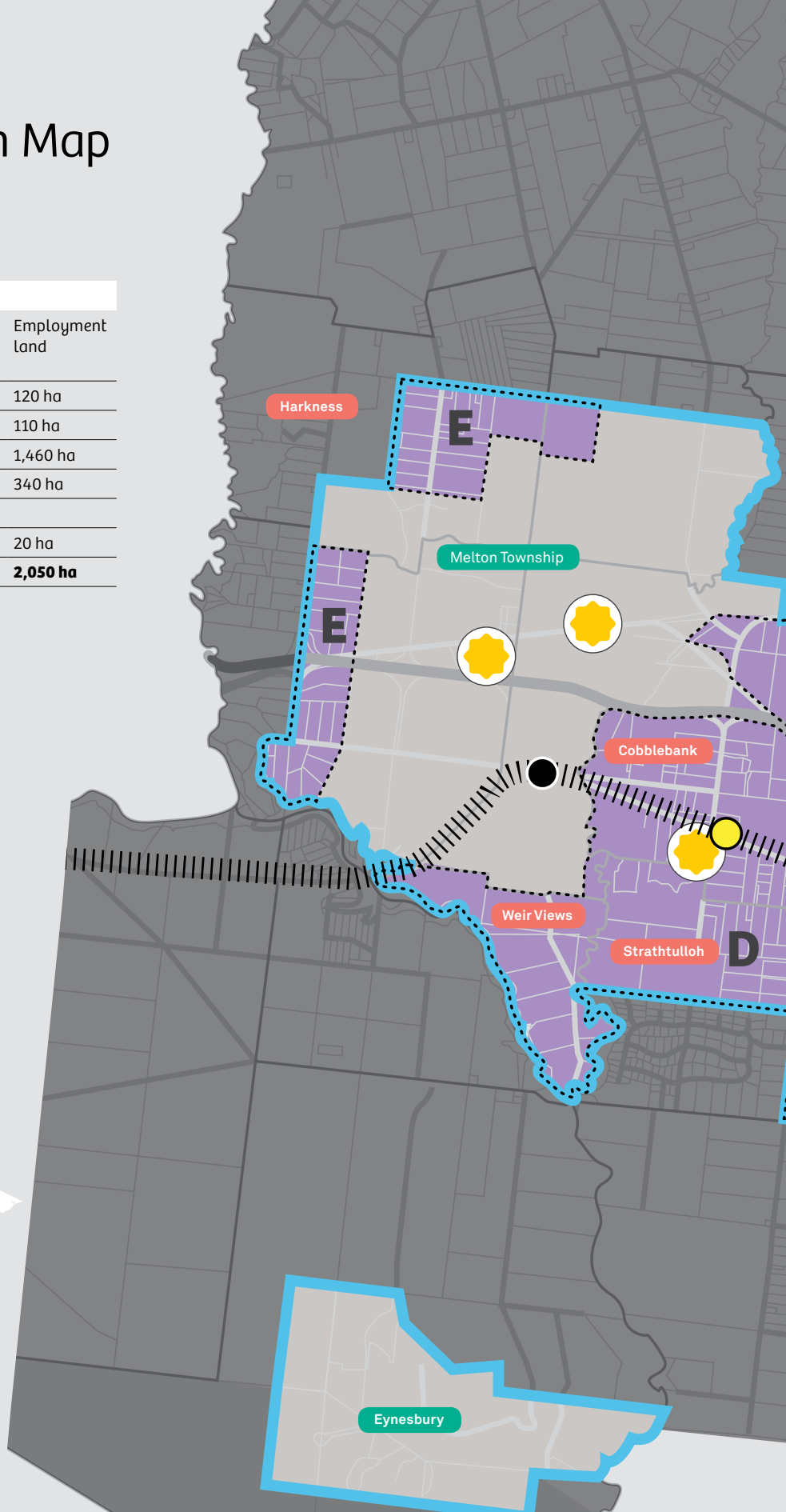
Growth Areas

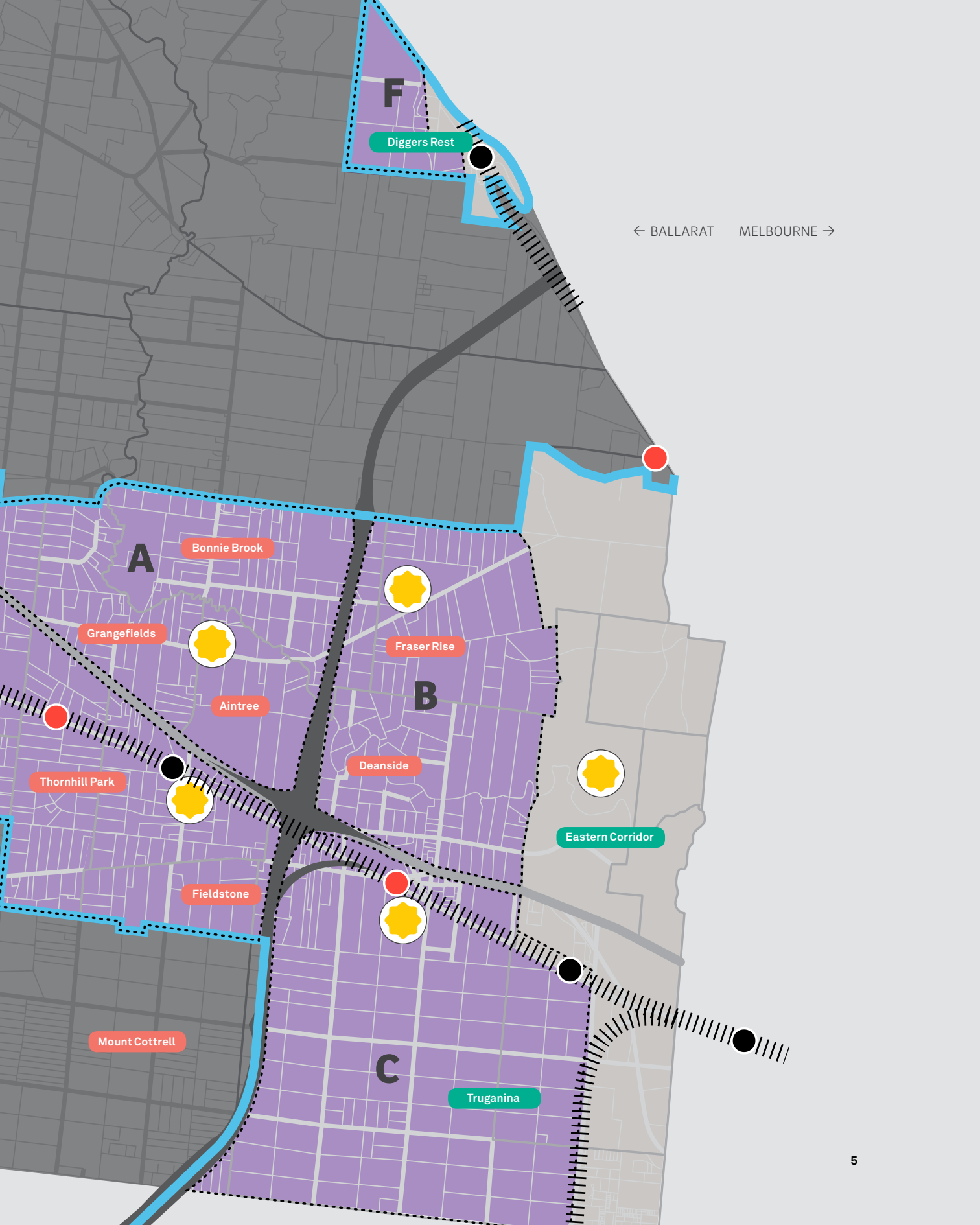
	Projected residential population	Projected residential dwellings	Employment land
A	62,400	22,700	120 ha
B	52,200	22,200	110 ha
C	22,400	8,000	1,460 ha
D	108,000	38,900	340 ha
E	20,600	9,200	
F	11,970	4,275	20 ha
Total	277,570	105,275	2,050 ha

-  Urban growth boundary
-  Growth areas
-  Non-Urban Area
-  Established urban area
-  Future urban area
-  Rail Station
-  Potential Station
-  Recently Funded Station (November 2017)
-  Activity Centres
-  New suburb



35km north west of Melbourne's CBD





F

Diggers Rest

← BALLARAT MELBOURNE →

A

Bonnie Brook

Grangefields

Aintree

Thornhill Park

Fieldstone

Mount Cottrell



B

Fraser Rise

Deanside



Eastern Corridor

C

Truganina

Growth

The 2016 National Census shows the makeup of our municipality and how we have changed since the last census in 2011.

The City of Melton is situated between Wyndham City Council, Brimbank City Council, Hume City Council, Macedon Shire and Moorabool Shire. It covers an area of 528 square kilometres and embraces a number of townships and communities. The larger townships include Caroline Springs (19kms west of Melbourne's CBD) and Melton (35kms west of Melbourne's CBD), with the City's current residential population, split roughly halfway between the two locations.

The suburb of Cobblebank (in the Toolern Metropolitan Activity Centre) is a core area of development occurring within the municipality. This site is of strategic importance and will include a new train station, metropolitan activity centre, major town centre and a mix of residential and higher order employment precincts. This site has been specified as the second highest ranking activity centre by the State Government, surpassed only by Melbourne's CBD.

The projected population of the City of Melton by 2041 is expected to be 381,987 with an ultimate population of over 400,000 people. With little transport provision and few employment opportunities currently within the municipality, 81 per cent of residents leave the municipality for work. Many use their vehicles and spend over two hours a day travelling to and from work.

33

Median Age

Greater Melbourne	36	↑
Victoria	37	↑
Australia	38	↑

\$1,538

Median weekly household income

Greater Melbourne	\$1,539	↑
Victoria	\$1,416	↓
Australia	\$1,431	↓

43%

Couples with children

Greater Melbourne	33%	↓
Victoria	31%	↓
Australia	30%	↓

16%

Older couples without children

Greater Melbourne	17%	↑
Victoria	18%	↑
Australia	19%	↑

12%

Medium and high density housing

Greater Melbourne	33%	↑
Victoria	27%	↑
Australia	27%	↑

50%

Households with a mortgage

Greater Melbourne	34%	↓
Victoria	33%	↓
Australia	32%	↓

\$310

Median weekly rent

Greater Melbourne	\$355	↑
Victoria	\$330	↑
Australia	\$339	↑

20%

Households renting

Greater Melbourne	29%	↑
Victoria	28%	↑
Australia	29%	↑

25%

Non-English speaking backgrounds

Greater Melbourne	27%	↑
Victoria	22%	↓
Australia	18%	↓

4%

University attendance

Greater Melbourne	6%	↑
Victoria	5%	↑
Australia	5%	↑

Source: ABS 2016 Census / .id community profile

The 2016 census data paints a growth area community on the rise, with many young families moving into these areas with high expectations. People are moving into the City of Melton for a number of reasons, but primarily because the area allows for people to buy into the Australian dream of owning a house. With house and land packages selling at a number of development sites across the City of Melton for approximately below \$400,000, the municipality will see a high number of new people living in the area in coming years. In the City of Melton, 43 per cent of households were made up of couples with children in 2016, compared with 33 per cent in Greater Melbourne.

New residents moving into the area are largely aspirational. The largest non-English speaking country of birth in the City of Melton was India, which accounted for 3.8 per cent of the population, or 5,118 people.

Managing rapid growth will always be a struggle for Governments and policy makers. Residents that need assistance from Government agencies and services will also need to be planned for. 6,614 people or 4.9 per cent of the population in the City of Melton in 2016, reported needing help in their day-to-day lives due to a severe or profound disability. The City of Melton's disability statistics relate directly to need for assistance due to a severe or profound disability. As a result, enabling infrastructure is required to ensure that access to healthcare, schools and public transport is planned and funded for now rather than when the area is built up.

.....

India

The largest non-English speaking country of birth in the City of Melton.

.....

4.9%

of the population in the City of Melton in 2016 reported needing help in their day-to-day lives due to disability.

.....

Census 2016 – second release

Employment and travel

Employment

There were 64,973 people who reported being in the labour force, of these:

- 59.4%** were employed full time (Australia 57.7%)
- 28.0%** were employed part-time (Australia 30.4%)
- 7.6%** were unemployed (Australia 6.9%)

Industry of employment

The most common occupations in Melton included:

- 15.8%** Clerical and Administrative Workers (Australia 13.6%)
- 14.8%** Technicians and Trades Workers
- 14.8%** Professionals (Australia 22.2%)
- 11.0%** Community and Personal Service Workers
- 10.7%** Machinery Operators and Drivers

Census data showed some notable trends in different occupations

- Nationally, the largest overall occupation category was Professionals –which accounted for 21 per cent of the nation's workforce (Melton 14.8)
- Community and Personal Service Workers on the rise

Travel to work

- 78.2%** used car (either as driver or as passenger) (Australia 68.4%)
- 5.1%** Train (Australia 4.6%)
- 2.7%** Worked at home (Australia 4.7%)

Melton construction achievements

Melton City Council is regularly recognised by government officials for its community infrastructure projects. These projects have been acknowledged as being innovative in design, delivered on time and well constructed.

The City of Melton recognises the potential benefits the Growth Areas Infrastructure Contribution (GAIC) fund, which is used by the State Government to help build State infrastructure, has on a community. For this reason we call for all GAIC funding sourced from within the City of Melton to be reinvested into the municipality at the earliest possible opportunity.

Across all liveability indicators, the City of Melton and the broader western region catchment area have a recognised need for a greater focus and investment in community resourcing, infrastructure funding and development.

The construction of new projects paves the way for opportunities and innovation. Designing spaces for incidental interactions and shared experiences will help with the development of community connections, friendships, shared values and instil investment and lasting attachments in each other and the space.

Melton City Council would welcome the opportunity to work with Government to deliver projects for the future either through joint use arrangements or through public private partnership agreements. Council is willing to discuss solutions with State and Federal Government partners for the timely delivery of community infrastructure and services across the municipality.

As a peri-urban municipality, the northern, western and south-western boundaries face regional Victoria. Significant populations and townships including Lancefield, Gisborne, Ballarat and others are well within reach. The City of Melton is uniquely positioned to service these rural and regional communities.

Pride of Melton

The \$14.3 million staged-project includes a number of street upgrades and beautification works, a new and revitalised town square, a cultural and community events space (amphitheatre) and open space.



Caroline Springs Leisure Centre extension and sub-regional tennis facility

The \$11 million infrastructure project will see Caroline Springs Leisure Centre improved with the addition of two internal basketball courts, toilet amenities, store rooms, coaching offices and a change room, community room and commercial kitchen. Twelve tennis courts will be constructed at the tennis facility that will be available for public and club use. A competition sized netball court will also be constructed. The project is a joint partnership between Melton City Council and the State Government which will deliver essential sporting infrastructure to meet the needs of a growing Melton community and encourage greater participation in active sports. The project is expected to be completed in 2018.



Bridge Road Regional Play Space

The Bridge Road Regional Play Space in Strathulloh is an exciting new playground situated in the newly developed Atherstone Estate. This \$1.569 million partnership project between Melton City Council, Lendlease and the State Government's Growing Suburbs Fund has set the benchmark of new design. The high quality regional play space provides a play area for all abilities which complements the adjacent Bridge Road Children's and Community Centre (completed 2015) and sporting facilities such as the athletics track, hockey fields and pavilion at the Bridge Road Recreation Reserve (completed early 2016).

Development of the Bridge Road Regional Play Space includes:

- earthworks to provide mounding and topography
- slides, trampolines, flying fox, swings, climbing structures and other play fixtures
- textured concrete, sand, soft-fall rubber, and mulch surfaces
- a water feature, integrated art, timber decking, rockwork, and planting landscaping features
- toilets, barbecues, seating, and water fountains.

Key features of the play space include a walkway and bridge feature, water play area, sensory garden and integrated artworks.



Kenswick Drive Reserve

The \$450,000 project (jointly funded by Melton City Council, and the State Government through the Growing Suburbs Fund) in Hillside, sees the construction of a new playground for young children and families. The reserve's exercise equipment, turf and soccer goals will help locals of all ages stay active, year round.



Melton Central Community Centre redevelopment

The State Government in November 2017 provided \$2 million through the Growing Suburbs Fund. Council will contribute the remaining \$2 million to the final project cost. The project will promote social cohesion, learning and employment outcomes for Melton's diverse community. The redeveloped centre will serve as a catchment for a range of services including family violence support services for the community. The Melton Central Community Centre redevelopment will become a beacon of hope for vulnerable community members.



Economic opportunities

Strategically located on the urban fringe of Melbourne's west, the City of Melton has untapped potential to contribute much more to the state and national economies.

With large expanses of easily accessible industrial and commercial land, there are a wealth of options to accommodate some of Australia's leading employers, particularly in logistics and warehousing, advanced manufacturing, professional services and population driven industries such as education and health, construction and accommodation and food services.

Over recent years the City of Melton has proved particularly popular with medium to large logistics and e-commerce businesses which have relocated due to growth within their businesses. While this trend is positive, we need State and Federal Governments to support the economic opportunities the City of Melton offers to local and international businesses to ensure the trend continues.

The National Growth Areas Alliance (NGAA) in 2017 released a report into growing outer suburbs and found that fast-growing outer suburbs account for over 11 per cent of Australia's GDP.

The City of Melton, as part of Melbourne's West, plays a significant role in Melbourne's business ecosystem and acts as an important transit hub for regional businesses such as those in the cities of Ballarat, Geelong and Bendigo.

A developing issue facing outer growth areas, including the City of Melton, is how to bridge the skills gap compared to the national average. To participate within the new economy which favours qualified workers, the City of Melton calls for more investment in tertiary education and training facilities to help up-skill residents in preparation for future employment opportunities.

Further enabling and enhancing employment opportunities and economic growth, roads and transport infrastructure is widely recognised as performing a critical function. This booklet outlines an outer-roads package and transport priority list that addresses these advantages.

Strategic advantages

As part of Melbourne's West, few other Australian regions can match a rapidly growing, highly qualified and diverse labour force, proximity to the CBD, airports and ports, major road and highway network, flexible planning scheme, stock of sites available for development and growing major infrastructure portfolio. These inherent advantages offer significant potential for the development of a powerful and diverse economy with significant capacity. The challenge for government partners is to stimulate economic growth through appropriate and timely investment.



Toolern Metropolitan Activity Centre

The Metropolitan Activity Centre (MAC) at Toolern will become the key regional centre for the Melton community and the pinnacle of the activity centre network in the municipality. MACs are intended to have the broadest mix of uses and to be a location for many higher order activities that deliver services to the whole region. MACs plan for inclusion of major health services, higher educational institutions, recreation, entertainment and dining venues, corporate and government headquarters, as well as major retailers.

Western Interstate Freight Terminal

Melton City Council calls on the State and Commonwealth Government to fund the immediate construction of the Western Interstate Freight Terminal (WIFT). The WIFT will move freight more efficiently by providing modern terminal facilities closer to the large industrial cluster in Melbourne's west, reducing the time and length of truck trips. This will also reduce freight traffic through the inner west, potentially removing up to 2,000 truck movements daily, by removing the need for trains and trucks to bring interstate freight into the Dynon precinct.

26,139

people work in the City of Melton

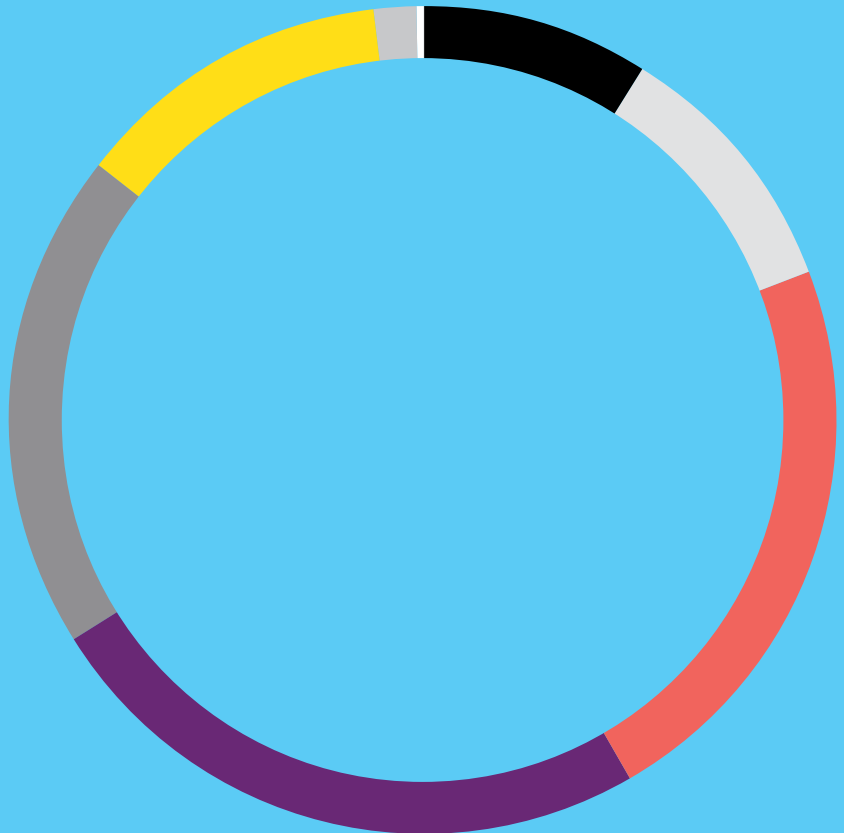
22.4%

of people living in the City of Melton are aged between 22–34

People working in Melton – by age (all Industries)

- Age 15–19
1,984
- Age 20–24
2,828
- Age 25–34
6,288
- Age 35–44
6,442
- Age 45–54
5,324
- Age 55–64
2,844
- Age 65–4
426
- Age 75+
18

Total 26,139





City of Melton advocacy priorities

The population in the City of Melton has continually grown over the past fifteen years.

That means more pressure on health services, local education facilities, public transport and roads.

This booklet details what is needed to manage this and anticipated future population growth. The priority projects and services identified within have been developed in conjunction with our community and a broad range of key stakeholders across private and public sectors.

Melton City Council held a range of community consultations in 2016 and 2017 about the new Community Vision and Council and Wellbeing Plan 2017-2021, which has now been adopted.

There were numerous My City, My Say community consultation forums held throughout the municipality. At these forums, community members were invited to interactive stations to discuss and provide feedback on local issues with Council staff. This feedback has informed both the new Council and Wellbeing Plan and a range of other key Council strategic documents.

Councillors have been instrumental in reviewing and advising on the key priorities in this booklet. Their intimate knowledge of local issues has been critical to having the community's priorities reflected.

The City of Melton is one of Australia's fastest growing municipalities in one of the country's fastest growing regions. Council calls on State and Federal Governments to support the City of Melton as it manages this growth.



The City of Melton has a once in a lifetime opportunity to provide state of the art education facilities for the next generation of residents. Families are moving from cities like Sydney to the municipality to live the great Australian dream.

Issues

All schools in Melton are growing rapidly, are in extreme demand and are exceeding their intended capacity.

By 2018, the City of Melton will be home to 17,991 primary school children. Population growth estimates show that by 2023, this figure will rise to 19,929 and to over 26,547 in 2028. The growth means an increase of 8,556 more primary school children across the municipality. In 2017, the number of portable classrooms across the municipality stood at 153 and the number of primary schools needed to manage the growth by 2023 currently stands at 40.2. With development fast outpacing primary school buildings the issue of more school sites within the municipality has become critical.

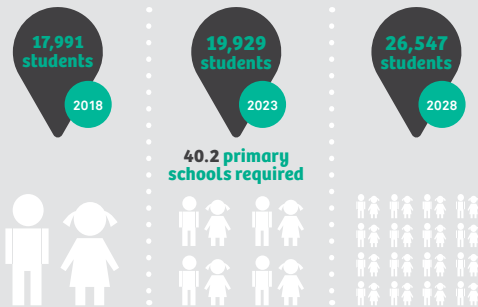
Existing schools do not have the capacity to absorb growth being forecast for the municipality.

Key findings from the Australian Early Development Census (AEDC) results for the City of Melton show that more children than the state average were developmentally vulnerable:

Physical health and wellbeing 8.7%
(Victoria 7.9%)

Social competence 9.5%
(Victoria 8.7%)

Language and cognitive skills 7.3%
(Victoria 6.3%)



A Case Study

As at January 2018, Parkwood Green Primary had 1,063 enrolments and 36 on site portable classrooms. The school was originally built to provide for approximately 500 students. This overcrowding affects the recreation and physical activity of students, and contributes to health and wellbeing issues like obesity which is a national issue.

Rationale

To meet the current and projected demand, it is estimated that the State Government needs to deliver an average of two primary schools every three years. Education increases a person's ability to achieve an adequate level of income and job satisfaction.



Opportunities

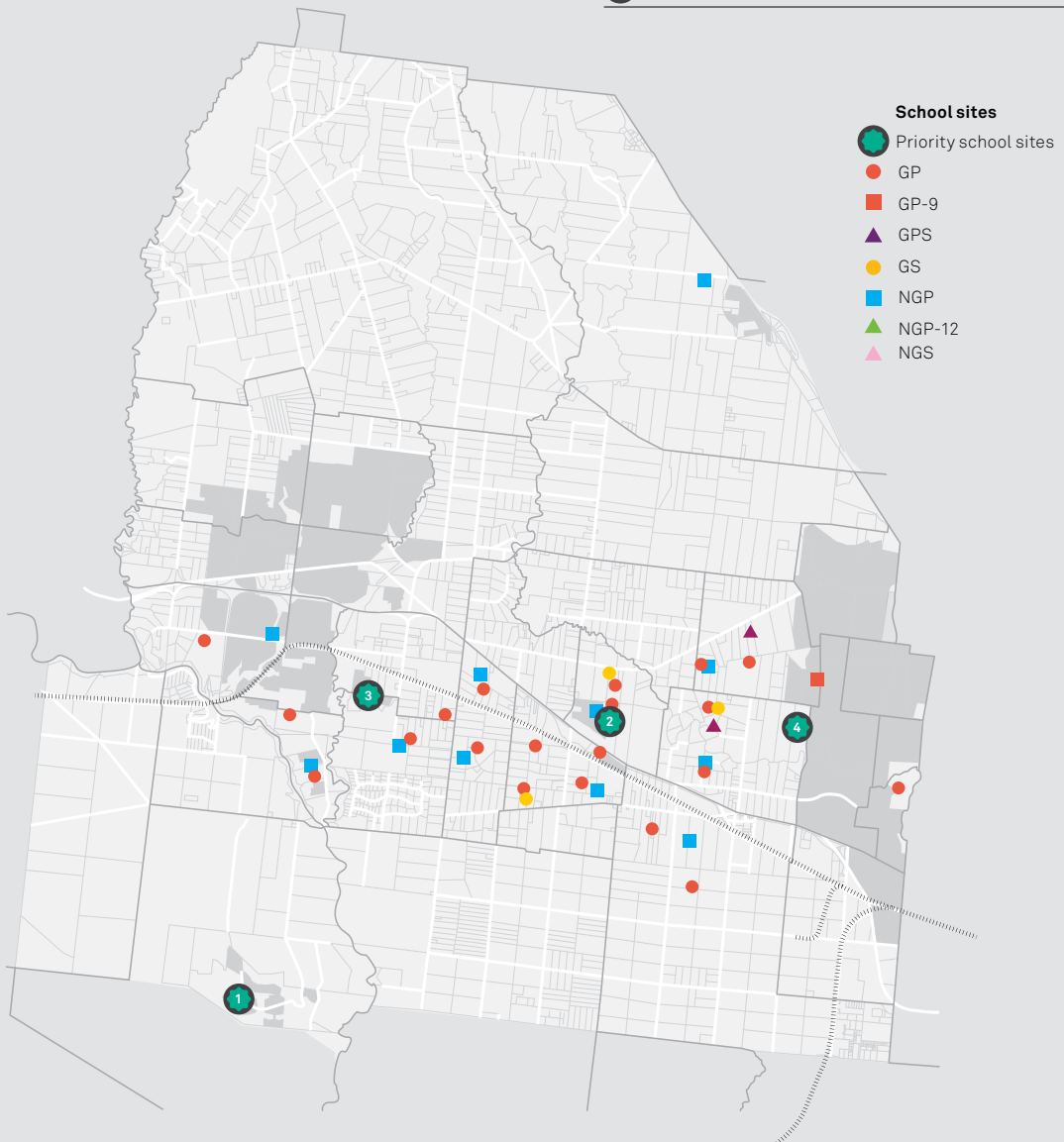
Many future government school sites are located near Council infrastructure such as community centres, ovals and kindergartens. Council works closely with the Department of Education and Training (DET) to jointly prioritise future school sites. Council supports joint planning of future sites and encourages DET and other partners to engage in early discussions to identify and secure future potential site opportunities. In precinct structure plans adopted for Melton's growth areas, the Victorian Planning Authority has identified sites for more government schools.

Key priorities

Council calls on the State Government to invest in new primary schools within the City of Melton to ensure that existing schools are not put under further pressure and future growth is adequately planned.

Council has identified the following sites (in order of priority) that require new government schools:

- 1 Eynesbury (P-9)
- 2 Aintree (P-6) (Woodlea Development)
- 3 Bridge Rd, Toolern (P-6)
- 4 Deanside, Kororoit PSP (P-6)





The upgrade of the Western Freeway within the City of Melton to an urban freeway standard is a key safety priority.

Issues

The Western Freeway is the major road between Melbourne and Adelaide, providing for major freight transport both interstate and regionally. It carries the second most freight of any national highway, yet the Melton section of this major road is clearly sub-standard.

The section of the Western Freeway between Caroline Springs and the Melton township (within the City of Melton), is a major transport corridor for residents to access education, employment and leisure activities.

This section of the freeway contains key roads with direct access to it, which require:

- an interchange at Mt Cottrell Road
- an overpass at Paynes Road, and
- removal of at grade access to the freeway.

The section of the freeway within the West Melton area requires improved connections for:

- an interchange at Harkness Road
- access ramps at Bulmans Road, and
- a pedestrian overpass bridge at Arnolds Creek.

Melton City Council considers the lack of interchanges and overpasses in this section of the Western Freeway present a significant safety risk to all road users.

Rationale

More than **55,000** vehicles per day travel on the Western Freeway within the City of Melton.

The township of Melton is projected to have a population of **72,596** by 2026. More than 80 per cent of residents leave the municipality for work, yet Melton township only has two interchanges to access the Western Freeway.

RACV in their 2017 Victorian State budget submission identified a backlog of over 150 projects in the outer suburbs, worth over \$7 billion. It noted that municipalities like the City of Melton are poorly supported even though they serviced areas of the city.

With projected growth within the catchment of the Western Freeway set to soar to over **400,000** people, exceeding the current population of Canberra, this situation is only going to get worse, not only for City of Melton residents but it will have a detrimental impact on freight movements across the state.

The existing traffic volumes on the Western Freeway within the City of Melton, combined with the forecast population growth expected in this growth corridor, make the removal of at grade intersections a key safety priority for the City of Melton.

55,000 

vehicles per day on Western Freeway within the City of Melton

381,987

projected population of the City of Melton by 2041



Opportunities

In addition to the immediate safety benefits of removing at grade crossings on a four lane national freeway carrying 55,000 vehicles per day, with speed limits between 90 and 110 km/h, this project:

- completes the creation of a freeway-standard road between Melbourne and Ballarat, and
- supports development of existing and planned communities in the Western Growth Corridor, enabling them to safely access opportunities both within and outside the City of Melton.

Commissioned a decade ago, a consultant report (SKM) into the economics of upgrading the Western Freeway returned a Benefit Cost Ratio (BCR) of 2.2, or \$2.20 worth of benefits for every dollar invested. Today, it is anticipated that the BCR would remain positive, since population, traffic and economic growth has outstripped even the most optimistic of estimates.



Key priority

Council calls on both the State and Federal Governments to fund the upgrade of the Western Freeway within the City of Melton to an urban freeway standard. Through the construction of overpasses and interchanges,

road safety within this section of the Western Freeway will be greatly enhanced, for the benefit of both existing road users and future populations within the fast growing Western Growth Corridor.



The Western Freeway is the major road corridor between Melbourne and Adelaide, providing for major freight transport both interstate and regionally.



Melton Railway Station was built in 1884, as part of a regional rail line that serviced a sparse local population.

Issues

In recent decades, Melton’s population has grown exponentially, as has patronage of the rail service. To cater for this growth, additional car parking has been incrementally added in the absence of an overarching precinct plan. The station and its surrounds look bleak, and were last renovated 20 years ago. There are limited plantings, colour or urban design features on site, and large areas of the car park have no trees.

Rationale

The ultimate electrification of the rail line to Melton will include a full re-build of Melton station and some of its surrounding areas. In the meantime, there are a range of low cost project opportunities available to revitalise the amenity of the station precinct.

There are also a number of recent, current or imminent projects that need an integrated approach to the revitalisation of the precinct, including:

- + Adding 270 car spaces (VicTrack)
- + The recent upgrade of the adjacent northern shopping centre (Coles)
- + Upgrading the Ballarat Line (MMRA)
- + Beautifying the public realm (Council)
- + Preparation and implementation of a structure plan for Melton South (Council)



Opportunity

Melbourne's growth planning is focussed on public transport. The quality of rail services and stations in growth areas is crucial to improving access to public transport.

Car use in Melton is still high, and opportunities to increase rail patronage exist.

The duplication of the line will lead to further public demand for rail services. It is important that this demand is managed appropriately.

The railway station is a key anchor point for the Melton township, and also draws residents from a number of nearby rapidly growing greenfield estates. Currently, Melton Railway Station is the only rail transit point for the western part of the municipality.

No precinct masterplan, which would ensure that works carried out over time contribute towards a shared vision for the entire precinct, has ever existed. This has led to reactive improvements with limited urban design, planning or investment, and created a fragmented unattractive station precinct.

Key priorities

- Form a joint working group to oversee integrated planning within the precinct.
- Undertake a precinct master planning process relating to the upgrade of the line (stabling, new station, etc), that factors in interim and ultimate plans for the overall site.
- Propose and prioritise a suite of short term public realm projects that will lift the general amenity of the precinct.
- Identify and negotiate funding sources for proposed works.

Potential project partners

Melton City Council

VicTrack

Coles

PTV

MMRA

Victoria Police

Justice Services

Building Melton South community group

Kirrip Aboriginal Corporation

CaLM



Perception of **safety** is a key factor in influencing rail patronage.



As one of Melbourne’s fastest growing municipalities, the City of Melton needs a more frequent and better connected bus network.

Issues

The City of Melton is a car dependent community, with 65.9 per cent of our households owning two or more motor vehicles (compared to the Victorian average of 54.4 per cent).

81 per cent of employed people in the City of Melton leave the municipality for work, and 74.4 per cent of employed people get to work by car exclusively.

Many people in our municipality live more than a ten minute walk from a bus stop. Those who live near a bus stop have a bus service that runs infrequently and connects poorly to other public transport services.

Melton's bus network is impractical in its current form and offers a substandard service to the communities being built in Rockbank, Eynesbury, Melton South and Diggers Rest.

Access to reliable, safe, affordable and simple to use bus services are important to reduce the vulnerability of households to increases in mortgage, petrol and inflation expenditure.

The bus network should provide frequent services to places where residents most often visit.

Rationale

A more integrated bus network would support active transport usage as a means of connecting people with one another.

The bus network in the City of Melton is operating from a schedule that has not kept up with population growth.

There are large gaps in the current network. Many communities have no access to bus services.

Buses offer the community a practical way of commuting to places of employment, education, health facilities and shops.

Opportunities


Melton City Council calls on the State Government to provide an improved bus network that operates for more of the day, is more frequent, and is accessible to more of our residents.



Key priorities

Melton City Council calls on Public Transport Victoria:

- + to review and expand the existing bus network
- + service new estates without bus routes such as those within the suburbs of Brookfield, Weir Views, Cobblebank, Thornhill Park, Rockbank and Aintree
- + extend existing route 453 (Melton – Melton Station via Brookfield)
- + extend existing route 459 (Arnolds Creek - Melton Station via Westlake)
- + increase the frequency of existing route 455 (Micasa Rise/Roslyn Park – Melton Station)
- + increase the frequency of existing route 462 (Watergardens – Caroline Springs)
- + explore with the State Government opportunities to create a Park and Ride bus service in the City of Melton
- + establish the following new bus routes
- 🚌 Melton – Melton South – Eynesbury
- 🚌 Melton Station – Woodgrove – High Street
- 🚌 Melton Station – High Street – Toolern (Cobblebank)
- 🚌 Bacchus Marsh – Melton – Watergardens
- 🚌 Caroline Springs – East Werribee
- 🚌 Woodgrove – High Street – Caroline Springs Town Centre
- + improve bus and train connections at Melton, Rockbank, Caroline Springs and Diggers Rest railway stations.



The bus network should provide frequent services to places where residents most often visit.



According to the Australian Bureau of Statistics, Victoria has the fastest population growth in Australia, largely driven by overseas migration. With this, comes the demand to live in affordable housing areas. All sides of politics should support the construction of secondary schools and specialist schools in growth municipalities such as the City of Melton.

Issues

Student numbers in secondary schools across the City of Melton are growing rapidly. The increased population of young families moving into the municipality requires planning – now. At present, the City of Melton has three K-9 schools all in the eastern corridor of the municipality. There is also one 10–12 senior college and three secondary colleges.

The municipality only has one specialist school to cater to some of the state’s most vulnerable children.

Population forecast data indicates that there are 2,413 11 year old primary school age children across the municipality. This figure represents the equivalent size of one state run secondary school in Victoria (Balwyn High School 2,083.9).

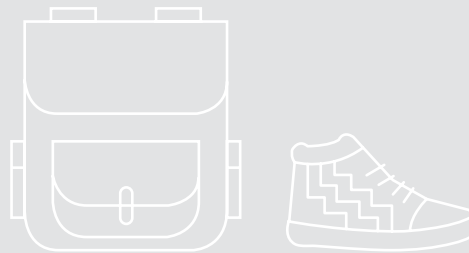
Student population modelling done by Council indicates that by 2023, Melton township will have an estimated student over footprint of more than 300 per cent. With fewer secondary and specialist schools compared to other municipalities, local students are at risk of not reaching their full potential academically, socially and personally.

The social infrastructure secondary schools bring to a community should not be underestimated. Social integration and increased self-esteem are some of the outcomes attributed to schools that are built within communities.

Rationale

More government secondary schools are required not only in the City of Melton, but across all growth areas to meet the State’s growing population.

The Association for Children with a Disability states; *‘That your child has the right to attend the nearest specialist school for which they are eligible’*. With a growing population and an increasing number of children in the municipality with mild, moderate and profound intellectual disabilities, one specialist school is insufficient for the future.



2,000⁺ grade 6 students across the municipality



1

the equivalent size of one state run secondary school in Victoria



Opportunities

Many future government secondary school sites are located on plans adjacent to Council infrastructure such as community centres and ovals and kindergartens. Council works closely with the Department of Education and Training (DET) to jointly prioritise future school sites. Council supports joint planning of future sites and encourages DET and other partners to engage in early discussions to identify and secure any future potential site opportunities.



Universal access to education is a fundamental right to every resident living within the municipality.

The social infrastructure secondary schools bring to a community should not be underestimated.

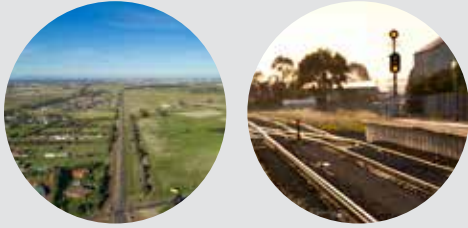
Key priorities

Council calls on the State Government to invest in new secondary schools and a new specialist school within the City of Melton to ensure that existing schools are not put under further pressure and future growth is adequately planned for.

Council urges the State Government to increase the government secondary schools and specialist school allocation in growth corridors like the City of Melton.

Council has identified the following areas where development is occurring and where growth is projected to increase. The sites are still under construction and therefore, site allocations are subject to preparation of Precinct Structure Plans (PSP) with the State Government:

- 1 Rockbank North PSP Area
- 2 Toolern PSP Area
- 3 Specialist School (Eastern Corridor)



Future rail stations provide vital connection points for existing and future residents moving into the area. Rapid growth along the rail corridors has increased the need for the State Government to update and construct rail stations.

Issues

The City of Melton currently has a population of 151,410 (31 December 2017).

Over the next 40 years, the City of Melton is projected to almost treble to a population of more than 400,000 people (approximately the size of Canberra today). The State Government needs to ensure that residents in the City of Melton, have alternative modes of transport options available to them.

Most of the growth is proposed to occur along the Melton / Ballarat rail corridor between Caroline Springs and Melton township.

This rail corridor currently has three railway stations (Caroline Springs, Rockbank and Melton), which are unable to cope with this enormous increase in population.

With the recent announcement of Toolern Station being built using funds from the Growth Areas Infrastructure Contribution (GAIC), State politicians have recognised the need to develop stations for future residential growth across the City.

Two new stations on the Ballarat rail-line Hopkins Road Station (otherwise known as Mt Atkinson), and Paynes Road Station – are needed to provide improved travel options for the City of Melton's rapid, sustained population growth.

When constructed, the three new train stations will each service approximately 60,000 people.

The Bendigo rail line also serves the City of Melton. An additional station is required in the vicinity of Calder Park to serve the Hillside area.

Rationale

Melton City Council wants to encourage current and future residents to use alternative modes of transportation.

Across the globe, rail plays a prominent role in urban life. The economic and cultural importance of stations is fundamental to people's way of life.

Future rail stations need to be flexible and high quality. Stations should be integrated into their environment, socially contributing to their surrounding area.

Opportunities

The development of stations now, before the projected influx of large numbers of residents, will ensure financial savings to the Victorian Government and reduce disruptions to commuters.

The Ballarat rail duplication program (2017-2019) should consider the location of the three new railway stations and ensure that works do not prejudice the development of these stations. This would result in saving the Victorian Government money in duplication of work and labour.

Key priorities

- + Hopkins Road Station (Mt Atkinson)

- + Paynes Road Station

- + Calder Park/ Hillside

Existing and proposed train stations within the City of Melton





Council urges the State Government to provide a university and TAFE within the municipality.

Issues

In the next 10 years, in the City of Melton, the number of 12–17 years olds will increase from 11,879 to 17,215 (around 40 per cent). The tertiary education choices within the municipality, for students who leave secondary school at either year 10 or in year 12, are not being catered for by the government.

Data from the Victorian Department of Education and Training indicates that six months after leaving high school in 2016, 43.7 per cent of the municipality’s students commenced a bachelor degree. This downward trend of 6 per cent since 2012 may partially be attributed to the lack of a local tertiary campus in the municipality.

Globally, education facilities are creating tertiary hubs. The critical issue facing the City of Melton is that there is no tertiary hub experience available to aspiring students. As a result, school leavers in the municipality are missing out.

Rationale

The global impact of education facilities lifting the economic standing of communities is visible in:

- 1 Bordeaux in France

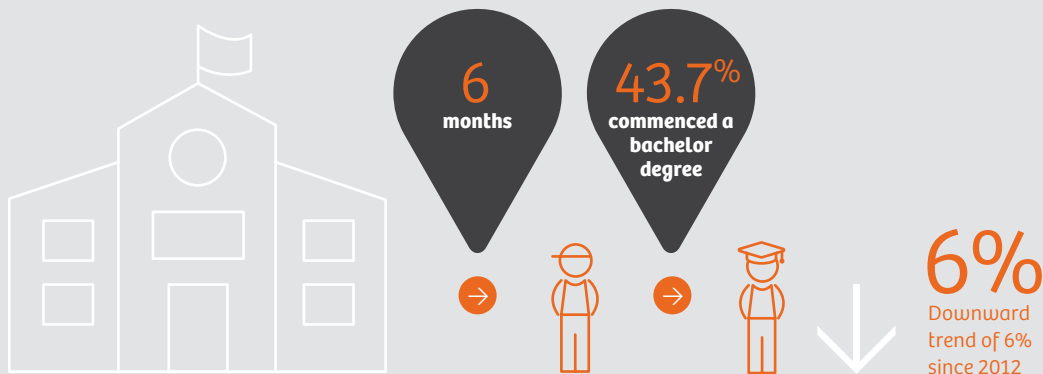
- 2 The University of Tasmania

- 3 La Trobe University in Bundoora and Bendigo

- 4 Deakin University in Geelong

The City of Melton is in a unique position. As a growth centre in Victoria, we are being continually shaped by the expectation of existing and new residents.

In 2015 we were awarded status as a member of UNESCO’s Global Network of Learning Cities (GNLC). As a result, Melton City Council is committed to making lifelong learning a fundamental part of life across the municipality.



Opportunities

A research paper from the University of Oxford, '*International Trends in Higher Education 2015*', finds that leading universities and tertiary providers are establishing teaching centres and branch campuses across the globe.

The City of Melton offers an abundance of land and opportunity to attract leading national and international tertiary providers to the region. Melton City Council is home to a state of the art library and learning centre that, with funding support from the State and Commonwealth, could be expanded to create a tertiary hub for school leavers.

The immediate construction of a modern tertiary facility that embraces digital and future employment trends would support school leavers who want to undertake vocational and skill based learning locally instead of travelling to facilities outside the area.

Melton City Council supports a progressive tertiary experience that includes online, flipped, virtual and blended learning experiences. These innovative learning models are the future of contemporary education experiences and Melton is the ideal incubator to enable these concepts further in Victoria.

Key priorities

Council calls on the State and Commonwealth governments to invest in creating a tertiary experience within the City of Melton to ensure that existing school leavers can reach their potential.





The State Government managed arterial road network serving the City of Melton needs investment to ensure key roads and intersections are capable of handling safe, efficient access to support current and forecast growth.

Issues

The declared arterial road network (the road network managed by VicRoads on behalf of the State of Victoria) is critical in linking the City of Melton to the greater metropolitan area and adjoining regional areas, enabling the efficient movement of people and goods.

Growth within the City of Melton is putting pressure on the existing declared arterial road network. 63 per cent of households in the City of Melton had access to two or more vehicles, compared to 51 per cent in Greater Melbourne. This growth means there is a need for the State Government to expand and upgrade the existing network to ensure safety and enable efficient movement.

Opportunities

Melton Highway

Duplication of the Melton Highway, including upgrade of the Leakes Road intersection.

Christies Road

Duplication of Christies Road between Caroline Springs Railway Station and Ballarat Road.

Taylors Road

Declaration from Brimbank to Caroline Springs Boulevard and duplication of the carriageway, including intersection upgrades.

Palmers Road Corridor (Robinsons Road, Westwood Drive and Calder Park Drive)

Declaration of the entire corridor from the Western Freeway to Calder Freeway and duplication of the carriageway, including intersection upgrades.

Key arterial road intersections requiring upgrade are:

- + High Street and Coburns Road, Melton – upgrade the intersection with traffic signals

- + High Street and Norton Drive, Melton – upgrade the intersection with traffic signals

- + Gisborne-Melton Road and Kirkton Drive, Kurunjang – upgrade the intersection with a roundabout

- + Gisborne-Melton Road and Minns Road, Kurunjang – upgrade the intersection with a roundabout



Paynes Road



An outer suburban arterial roads package for the City of Melton, aligns with Plan Melbourne's 2017-2050 policy initiative of improving arterial roads for all road users.

Roads won't build themselves. Investment from State and Commonwealth governments is the only way to move forward.



The City of Melton is one of Melbourne’s fastest growing municipalities, but ranks lower than inner city areas across a range of health and wellbeing indicators. Government investment in locally provided healthcare is essential.

Rationale

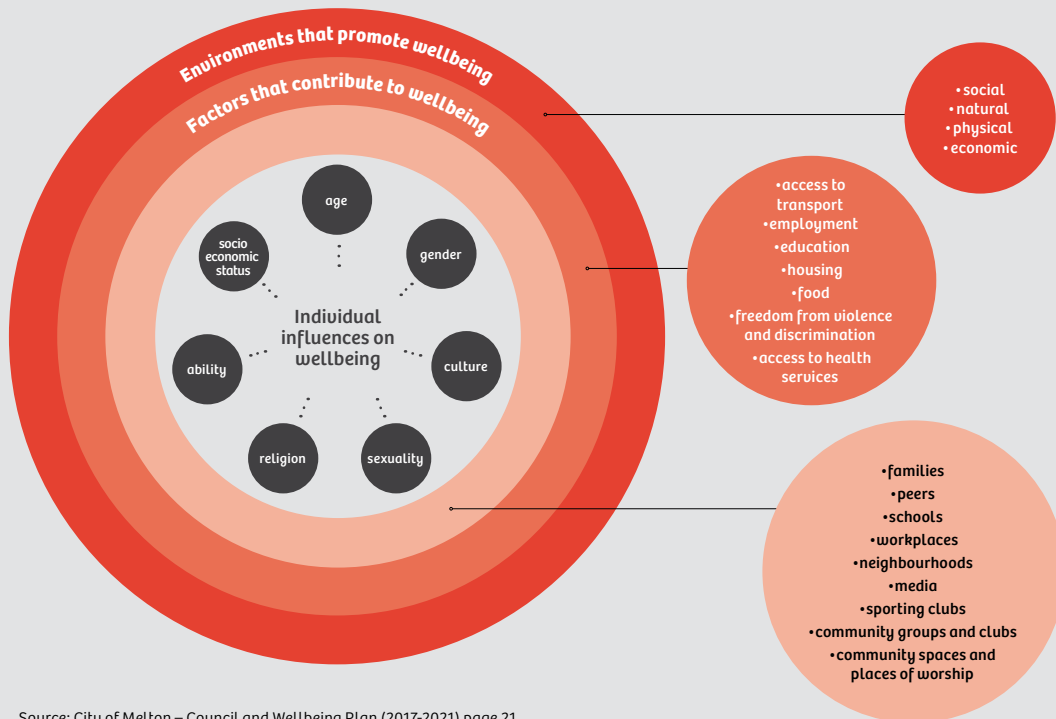
There are a number of factors that contribute to positive health outcomes. These include access to transport, employment, education, housing and food, freedom from violence and discrimination and access to health services. The City of Melton’s Health and Wellbeing Profile (2016) identified that residents across the municipality are some of the most vulnerable in Victoria.

Local disadvantage

The City of Melton has a number of suburbs that score less than the benchmark for net advantage (1,000) on the Socio-Economic Indexes for Areas (SEIFA) chart. The degree of relative disadvantage is indicated by lower scores.

City of Melton SEIFA scores:

Melton South	893.8	Diggers Rest	973.2
Melton	899.5	Melton West	984.7
Kurunjang	972.1		



Source: City of Melton – Council and Wellbeing Plan (2017-2021) page 21.

Comparative Case Study

Compared to the City of Liverpool in Sydney, the City of Melton lacks health facilities that can accommodate growth occurring across the municipality. As of 30 June 2016, the official population of Liverpool City was 210,113. The City of Melton is projected to accommodate 212,501 residents by 2026. The City of Liverpool has one of Australia's leading government funded health precincts catering to a range of primary health care services for its residents. The City of Melton has no such precinct. The residents of South Western Sydney have Blacktown Hospital, Campbelltown Hospital, Liverpool Hospital, Camden Hospital, Carrington Centennial Hospital and Fairfield Hospital all close by which all house significant medical infrastructure to cater for a range of illnesses. The City of Melton's sole equivalent hospital is Footscray Hospital – Western Health, which is more than 30km away for residents.



+ 24.3% of City of Melton residents engaged in no physical activity during the week (defined as inactive) compared to 18.9% in Victoria



+ 4.9% of residents have disabilities causing profound or severe restrictions of communication, mobility and self-care



+ 24.2% of residents identified as being at risk of short-term harm from alcohol



+ Melton residents are significantly more likely to be obese



+ 46.5% of residents experience at least one chronic disease

Opportunities

- 1** The construction of a State Government funded public hospital is the City of Melton's number one priority.
- 2** With the construction of the hospital as Council's number one priority, Melton City Council calls on the State Government to fund new allied health services into the municipality.

As detailed in the Toolern Precinct Structure Plan, that precinct in time will accommodate major retail, commercial, civic and justice precincts; this is the obvious place for a Hospital and allied services in the health precinct that will serve a direct population of 120,000 people and an eventual city catchment of 400,000. The area will also be serviced by major transport routes, including the future Toolern Train Station.

Key priority

Melton City Council calls on the State Government to fund and construct a public hospital.





As one of Melbourne’s fastest growing municipalities, the City of Melton needs a metropolitan standard rail service.

Issues

The existing V/Line diesel rail service has a low passenger-carrying capacity, and although State Government funding has been allocated to the duplication of the rail line, population figures will soon outstrip the capacity of the rail service.

Data from the Department of Economic Development, Jobs, Transport and Resources states that 45 per cent of work journeys from residents were to Melbourne and Brimbank Council areas.

Since 2006, commuters from the municipality have increased by 1,537 to 4,416. It is expected that the number of commuters using the rail service will continue to rise as new estates are constructed.

Many trains currently operating at peak period on the Ballarat rail line are overcrowded.

It is expected that with the massive growth occurring in the City of Melton, V/Line service will be unable to cope with the projected increase in patron numbers.

Rationale

The increased patronage on the Ballarat rail line, combined with population growth in the City of Melton, make the need for more carrying capacity on the Melton rail line urgent.

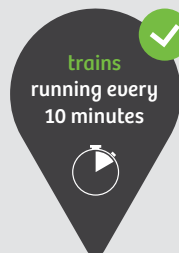
Opportunities

Melton City Council calls on the State Government to commit by 2020 to electrify the Melton rail line, and provide more frequent train services.

The upgrade of the rail line will benefit the regional and local community by increasing access to surrounding areas and access to Melbourne’s CBD.

The upgrade of the Melton rail line will allow CBD bound commuters from Ballarat to have less than 60 minute travel times to Southern Cross Train Station. It will also improve connectivity running the other way, drawing city based business and investment to Melton and the Toolern Metropolitan Activity Centre.

Electrification will make it possible for train frequency to double so that trains can run during peak times every 10 minutes. Electrification will also enable the addition of new train stations, as proposed in Plan Melbourne 2017-2050.



Furthermore, the immediate electrification of the Melton train line will:

- + increase mobility and access to education, employment, training and leisure opportunities
- + reduce traffic volumes and associated road accidents, noise and disruption
- + reduce the number of passengers driving to the Sunbury line to access metropolitan services, and
- + release capacity via Regional Rail Link tracks for additional services from regional centres.

The construction of nominated new train stations along the line is also seen as crucial, particularly within the Toolern Metropolitan Activity Centre where the station is seen as a key economic growth enabler.

Key priority

Council calls on the State Government to ensure that electrification is in place to coincide with the increased capacity that the metro rail system will have when the metro tunnel project is completed.

Council calls on the State Government to undertake any feasibility or business case in the next three years.

The Ballarat Rail Strategy for the line must identify the package of services, infrastructure and rolling stock upgrades and improvements to connecting bus networks that will deliver the standards of service required by communities served by the line.



*A thriving community where
everyone belongs.*

