

City of Melton Federal Budget Submission 2023-2024

Strong Growth, Real Opportunity



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ACKNOWLEDGMENT OF COUNTRY

Melton City Council acknowledges Aboriginal and/or Torres Strait Islander peoples living and working in the City of Melton. Council recognises the people of the Kulin Nations as the original custodians of the land now known as the City of Melton. On behalf of the municipality, Council pays respect to their Elders, past, present, and future.

Mayor's Message

Cr Lara Carli

In partnership for economic growth

With over 57 families moving to the municipality and over 60 babies born each week, our vibrant, diverse community is growing exponentially. We all know the challenges - lack of access to health, allied health, tertiary education, jobs, infrastructure and public transport - but we want to focus on the opportunities.

We have a skilled, diverse workforce ready to embrace local jobs created through commercial investment. Our Investment Attraction Strategy 2021 highlighted the opportunity to create 120,000 new local jobs and return \$19B annually to the Victorian and Australian economy should the Federal and State governments partner with Council through investment in transformational infrastructure.

The building of the new Melton Hospital and the Western Intermodal Freight Terminal will be the catalyst for attracting commercial investment and quality, diverse jobs.

Creating local jobs is paramount to liveability and economic prosperity, along with accessibility to quality tertiary education, vocational training and transport infrastructure.

An integrated, strategic partnership will deliver this lifestyle to enable housing affordability and liveability, giving the next generation equity in opportunity.

I invite all levels of government to work with Melton City Council to create a prosperous outer west of Melbourne. This 2023/2024 Federal Government Budget Submission outlines projects that with investment, will return long term economic and social benefit for our community.



Cr Lara Carli
Mayor



Community Profile

The City of Melton offers an outstanding mix of established and growth suburbs, alongside industry that has untapped opportunity for growth.

Located 19 kilometres northwest of Melbourne’s CBD, the city covers an area of 527 square kilometres. It boasts modern housing developments, transport connections such as the Western Highway and rail lines, established warehouse and logistics centres, vibrant tourism, housing construction and manufacturing industry, and availability of land that is unmatched in metropolitan Melbourne.

The City of Melton will provide significant affordable housing for those looking for their new home. Our municipality offers the unique opportunity to establish

a new benchmark for growth and development, where services and infrastructure are planned and delivered in line with population growth.

The City of Melton is on track with growth estimations despite the effects of COVID-19 on migration and the economy, and is the third fastest growing municipality in Australia, set to grow from a population of 216,000 to over 450,000 in the next thirty years.

Last financial year 5,554 new residential greenfield lots, expected to deliver 13,400 new dwellings, were released in the City of Melton, the highest number in Victoria. In the same period the Rockbank-Mt Cottrell area had 2,138 new dwellings built, more than anywhere else in the country.

<p>3.9% annual growth: 216,000 (2022) to 450,823 (2051)</p>		<p>33 Median age in Melton, compared to 38 Victoria</p>	
	<p>160 nations speaking more than 167 different languages</p>		<p>56.2% of families have children</p>
<p>6.2% unemployment in Melton, compared to 4.6% statewide</p>		<p>\$5.71B Gross Regional Product (NEIR 2021)</p>	
	<p>17.1% Youth unemployment in Melton compared to 10.4% in Victoria</p>		<p>11,450 local businesses (ABS 2021)</p>

Urban Growth Map with employment districts

DIRECT JOBS BASED ON AREA

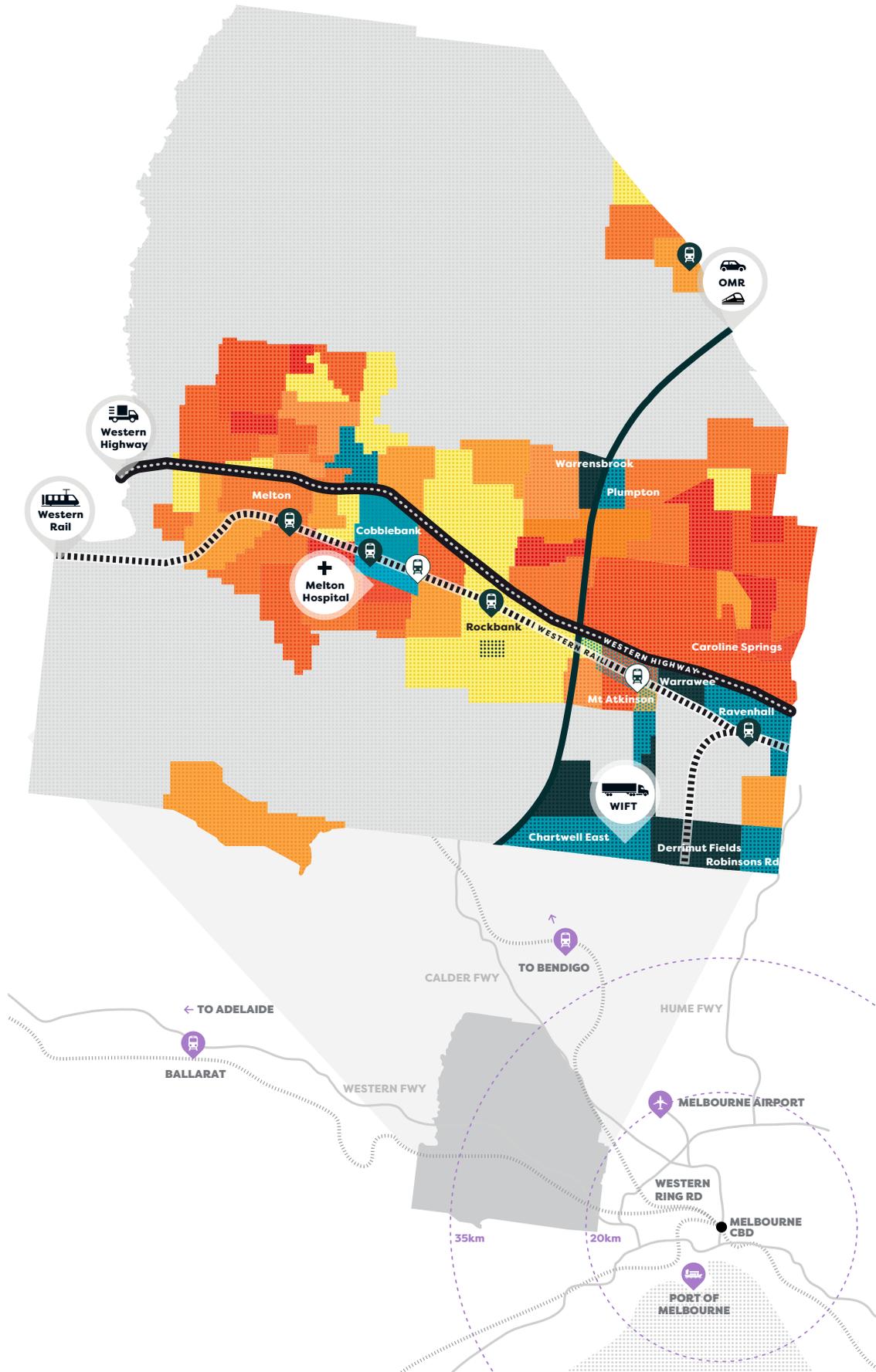
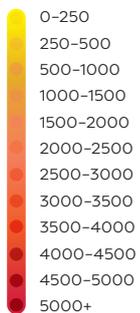
- 10,027** ● Melton Industrial (existing)
- 24,000** ● Cobblebank Metropolitan Activity Centre (includes Melton Hospital)
- 6,225** ● Mt Atkinson and \ Tarneit Plains Industrial
- 8,582** ● Chartwell East Industrial
- 5,481** ● Warrensbrook Industrial
- 11,421** ● Plumpton Major Town Centre and Industrial
- 1,854** ● Rockbank Major and \ Local Town Centre
- 3,200** ● Mt Atkinson Major Town Centre and Mixed Use Space
- 2,145** ● Warrawee Industrial
- 5,975** ● Ravenhall Industrial (existing)
- 8,128** ● Derrimut Fields Industrial
- 2,000** ● Robinsons Rd Industrial

● Employment precinct

Train Station

Planned Train Station

2031 Population / km²



Outer Metropolitan Ring

Connecting Melbourne’s outer north and west to economic and jobs growth

Funding ask

Council asks the Federal Government, in partnership with the Victorian Government, to:

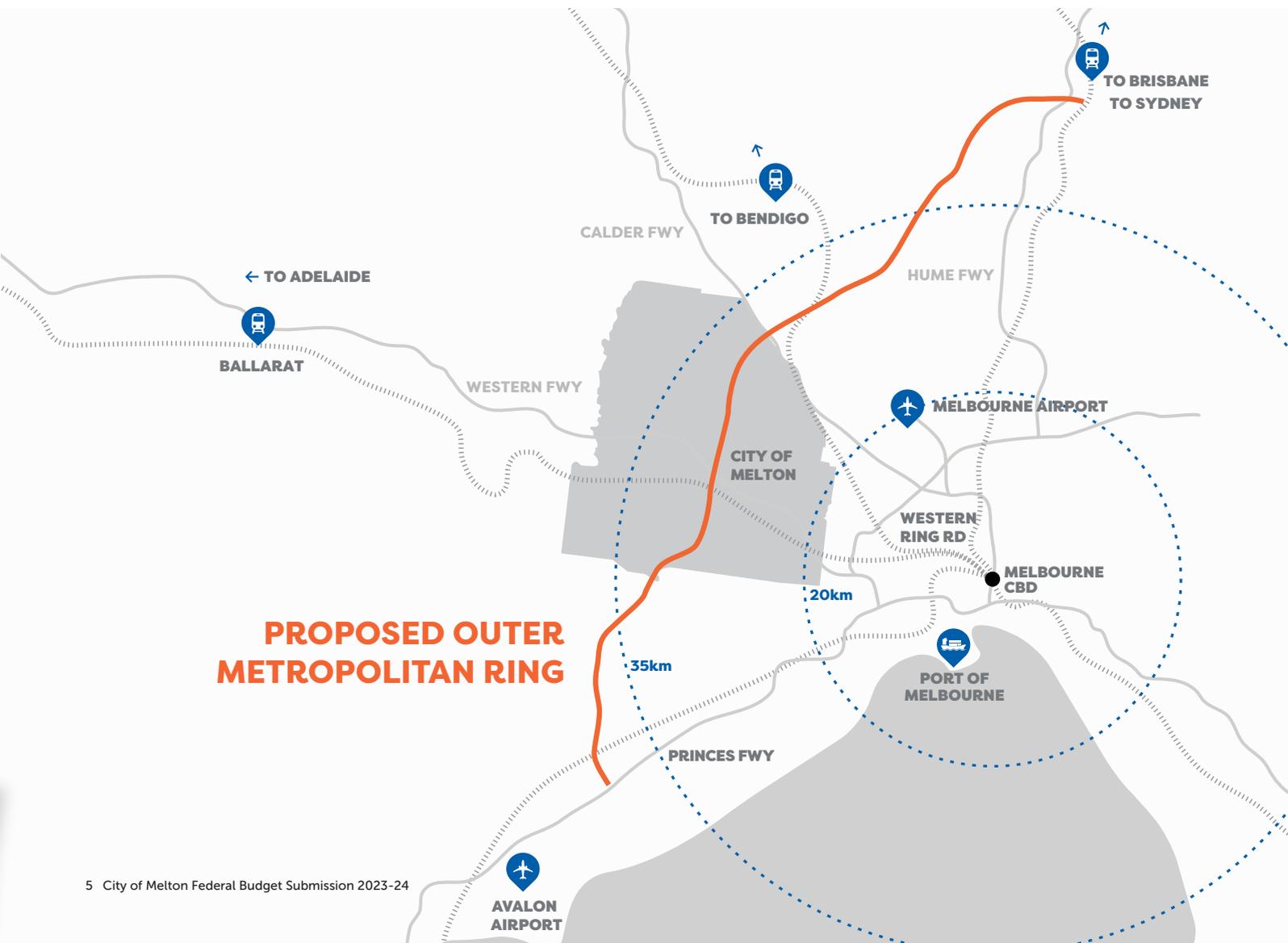
- progress land acquisition for the Outer Metropolitan Ring (OMR) corridor
- fund the construction of the OMR, including road, freight, and passenger rail services.

The Outer Metropolitan Ring is a 70-kilometre-long reservation that stretches from Little River in Melbourne’s west to Kalkallo in the north with provision for up to four rail tracks and six road lanes. This will provide an integrated transport corridor to provide reliable movement of people and freight to increase productivity.

The OMR would connect the Hume Freeway and north-south rail with the Calder Highway, Western Highway, east-west rail, Princess Highway and south-west rail. It will connect millions of residents in the growing outer municipalities of Mitchell, Whittlesea, Hume, Melton and Wyndham.

It will be the connection between key freight transport hubs and employment precincts such as Melbourne Airport, Avalon Airport, Western Interstate Freight Terminal, the Port of Geelong and regional centres, as well as completing the Melbourne component of Commonwealth Inland Rail.

Infrastructure Victoria has undertaken an assessment of the project and determined that the OMR “provides strong benefits in reducing road network congestion, reducing freight congestion, increasing access to the labour force and improving freight connectivity.”



Western Intermodal Freight Terminal

The catalyst for 39,000 local jobs

Funding ask

- Listen to industry and fund the Western Intermodal Freight Terminal (WIFT) in Truganina as the initial Melbourne freight terminal.

There is no rail freight terminal in Melbourne that can accommodate the new Inland Rail double-stacked 1,800-metre trains, expected by the mid-2020s. The WIFT is best location for this new terminal:

- It is close to over 50% of existing interstate freight rail customers and existing warehousing and logistics companies in the west.
- The two main interstate rail freight operators, with 90% of the market, want Truganina.
- It is in close proximity to the Port of Melbourne, Port of Geelong, Melbourne and Avalon Airports.
- The State Government has identified the WIFT in Truganina as the preferred location because of the existing freight demand in the West, surrounding land availability for commercial investment beyond 2040, and the proximity to ports and airports.

- It has the room to accommodate 1,800 metre long double-stacked trains.
- It has access to a further 7,200 hectares of industrial land in the Western State Significant Industrial Precinct beyond 2040.

The benefits include:

- Reduction in transit times on inland rail, Brisbane to Melbourne, from 33 hours to 24 hours
- Removal of up to 2,000 daily truck movements from Melbourne’s inner west when freight is relocated away from Dynon Terminal
- Creation of 2,000 direct jobs, and tens of thousands of jobs in the logistics and warehousing industry
- It will supplement and potentially replace Victoria’s main interstate rail freight terminal at Dynon
- It will capitalise on benefits of the Inland Rail project
- Improved efficiencies in local, national and international freight movement by bringing local warehouse precincts closer to freight terminals, and limiting the number of trucks and trains required to transport interstate freight into the Dynon Precinct in Port Melbourne.



The site is supported by the WIFT alliance which includes Australia’s biggest supply chain and logistics companies:



A Job-Ready Local Workforce

Providing training close to home

Funding ask

- Build and fund a TAFE campus to train workers for construction, logistics, health, education and community services.
- Create a Tertiary School of Medicine at the new Melton Hospital to train doctors and allied health specialists for outer metropolitan areas and regional centres.

The City of Melton’s workforce is set to triple over the next 30 years.

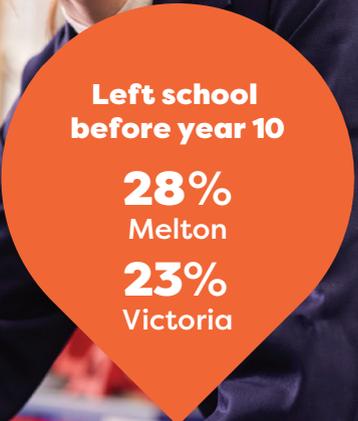
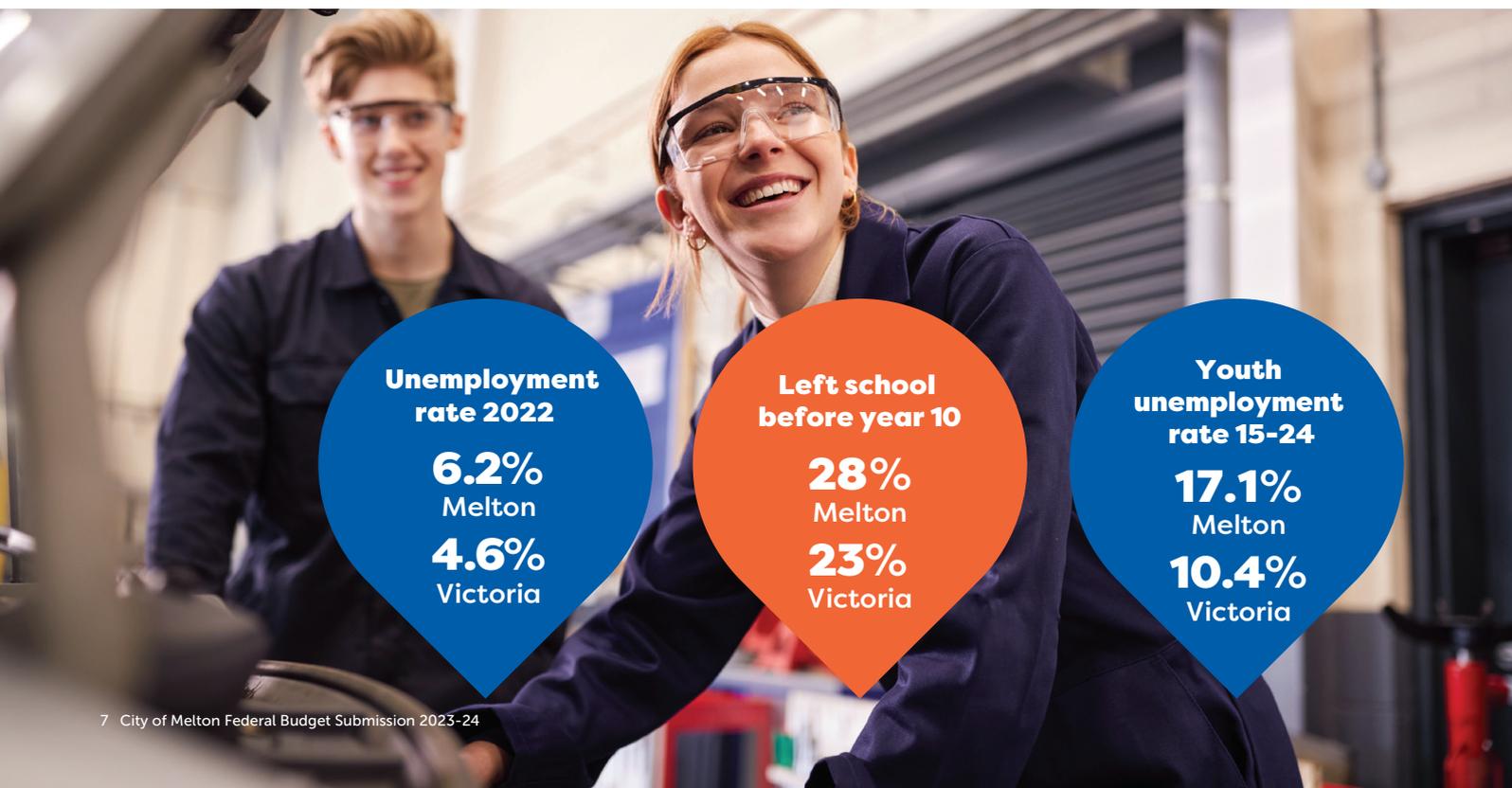
We have skills shortages right now, and with significant investments - including a new hospital, a future freight terminal and a growing construction, warehouse and logistics sector - we need a job-ready workforce for the local jobs that are quickly emerging.

- The opening of Melton Hospital in 2029 will create 3,975 direct jobs and 2,485 indirect jobs. The new hospital and a private hospital with research capability create the perfect timing for a university. A university in the outer west will train doctors and specialist health professionals for the west, north and regional centres to meet critical workforce shortages.

- Construction of 89,000 dwellings and \$1 billion of community infrastructure over the next 30 years will create an estimated 267,000 jobs. Workforce shortages can be filled through training.
- New supply chain and logistics hubs will see 39,000 jobs created over the next 30 years within the WIFT, Melbourne Business Park, Dexus 3023 Horizon Estate, Goodman Group’s Troupes Road Estate, Robinsons Road and others. Specialist technology roles will be created, requiring a skilled workforce created through tertiary education.
- Our rapidly-expanding population will see a need for maternal child health nurses, educators and at least 1,370 kindergarten teachers to support the 36,060 children who will be under five in 2051. Education for more teachers, nurses and early education is critical. The outer growth areas have significant issues in the attraction of a skilled workforce.

Currently, people living within the City of Melton do not have access to local tertiary education or a TAFE. A local TAFE and tertiary institution will help our young people get a start in a rewarding career and support many more who look to upgrading skills or changing careers.

These investments are urgently needed as there will be 40,000 people aged between 15 and 24 by 2031, and 60,000 by 2051.



Western Highway

The gateway between the regions and Melbourne

Funding ask

- Upgrade the Western Highway to urban freeway standard between the M80 and Bulmans Road, with additional lanes and new or upgraded interchanges at Bulmans, Ferris, Mount Cottrell, Paynes, Leakes, Hopkins and Christies Roads, and a new pedestrian and cycling path along its length.

The Western Highway is the second-largest freight carrier of any national highway, connecting Melbourne to Ballarat, Adelaide and Perth, and carrying more than 5,400 trucks a day.

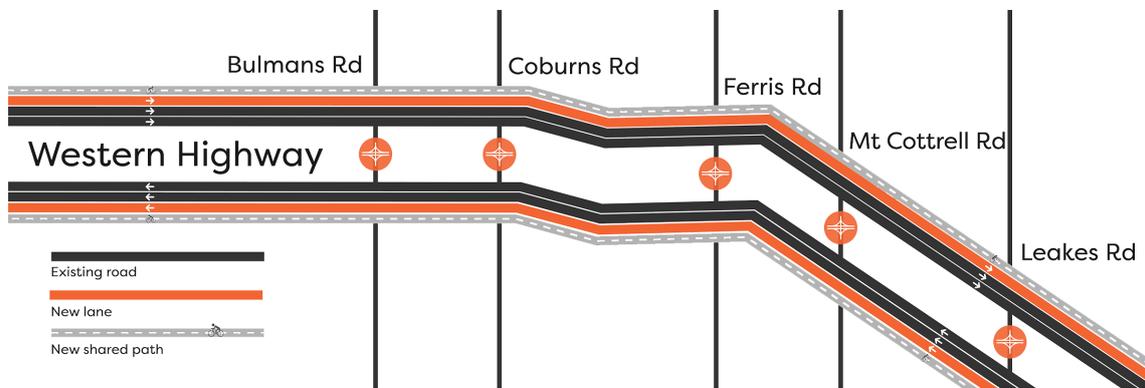
The Western Highway section within the City of Melton is an aged and rural-standard road with high traffic

volumes, often close to standstill at peak times, dangerous direct property access, and at-grade interchanges.

280,000 new residents are expected to be added along the Western Highway by 2051 in Melton alone. Traffic volumes are expected to rise from an estimated 77,000 vehicles per day currently, to over 110,000 vehicles by 2031.

In the five-year period between 2015 and 2019 (pre-COVID), there were 194 traffic accidents recorded on the Western Highway between the M80 and Bulmans Road including three fatalities, 59 serious crashes and 132 other injuries.

Upgrading this national transport link will increase freight efficiency, reduce congestion, increase safety and improve access to jobs for the growing communities living near the Western Highway.



Western Highway Upgrade Benefit Cost Ratio: 1.06



\$1.4 billion
economic benefit



343,000 hours
travel time saved



37,000 tonnes
greenhouse gas
reduction



18% or 170
crash
reductions

Independent economic analysis by Clarity Consult found that the upgrade of the Western Highway would see a positive Benefit Cost Ratio of 1.08. The estimated project cost of \$1.3 billion will result in a total economic benefit of \$1.4 billion.

Over 30 years this figure includes:

- 343,000 hours of travel time saved
- 37,000 tonnes of greenhouse gases saved
- 18% reduction in crashes or 170 less crashes.

**All values for 30 year analysis period*

Metropolitan Train Services for the Outer West

Investment in rail to increase productivity

Funding ask

- Extension of the metropolitan electrified rail network to Melton with separation from the Ballarat line and two new stations at Mount Atkinson and at Thornhill Park.
- Adopting the Melbourne Metro 2 East-West Rail Link will avoid network constraints at Footscray via a new rail connection from Sunshine to Spotswood and then underground to Fishermans Bend, Southern Cross, Flagstaff and Parkville.

Patronage along the Ballarat-Melbourne line has grown from 3.17 million passengers a year in 2013/14 to 4.9 million in 2018/19, with following years impacted by COVID-19. Over the next 30 years 183,500 people will move into the railway line corridor, and six new suburbs that are directly aligned to the rail line will bring 65,900 new dwellings. The existing rail network will not cope with this increase in population.

Independent analysis by Clarity Consult found that electrification of the Melton Line would see a Present Value of Benefits of \$910 million over 30 years. This is made up of \$529.8 million in public transport benefits, \$231.2 million in private vehicle benefits, \$9.2 million in freight benefits, and \$139.9 million in resource benefits.

By 2041 the electrification would result in:

- 12,000 less cars on the network every day
- 77,300 less private vehicle kilometres travelled every day
- 15,147 fewer trips by car per day, primarily in City of Melton
- 33,000 entries and exits every day for all stations in the City of Melton
- \$236,251 daily reduction in the ‘cost of congestion’
- 27% increase in public transport usage across Melton, with 15,000 people able to make more sustainable travel choices and using public transport options instead of driving
- 36.1% or 6,363 more bus boardings in City of Melton.

Electrification of Melton to Sunshine rail line

\$910 million benefits over 30 years

12,000 less car trips on network daily

27% or 15,000+ more local public transport trips

36.1% or 6,363 more City of Melton bus boardings

**All values for 30 year analysis period*



Plumpton Aquatic Centre

For an active community

Funding ask

- In partnership with Council, the Federal and Victorian Governments invest in a regional aquatic and leisure centre in Plumpton.

The City of Melton has only one aquatics facility, the Melton Waves Leisure Centre, to service a population of over 216,000 people spread out over 527 square kilometres.

Significant parts of Melton do not have access to a leisure and aquatic centre. A new regional leisure and aquatic centre with additional wellbeing services in Plumpton would cater for the needs of the growing community and provide a diverse range of activities that suit differing community needs. These include wellbeing, health and fitness activities and activities for younger populations such as water play areas. It is expected the centre would attract over 700,000 visits a year.

Plumpton has been identified as the best location with a catchment of more than 100,000 residents today and over 172,000 residents by 2036. There is no other leisure and aquatic facility within the 5km primary catchment zone of this location.

The City of Melton urgently needs a new facility:

- 74.3% of City of Melton residents are considered overweight or obese - the highest rate in Victoria.
- 24.9% of children use electronic media more than two hours per day.
- 24% of residents are not engaged in any physical activity.
- 15.5% of residents report a high/very high degree of psychological distress, higher than the Victorian average of 11.4%.
- 29.4% of residents record lower levels of physical activity compared to the Victorian average at 27.2%.





Pauline Hobbs
Advocacy Advisor

p 0437 826 747

e paulineh@melton.vic.gov.au

w melton.vic.gov.au