

Brimbank City Council Submission - Victoria's draft 30-year Infrastructure Strategy (March 2025)



1. Introduction

Brimbank City Council (Council) welcomes the opportunity to provide feedback to Victoria's draft 30-year Infrastructure Strategy, March 2025 (draft Strategy).

The City of Brimbank (Brimbank) is located approximately 11 to 18 kilometres west and north-west of the Melbourne Central Business District, and south to south-west of Melbourne Airport. Covering 123 square kilometres, Brimbank is a culturally diverse community of 196,712 residents who speak over 90 different languages. Notably, 57.3% of residents speak another language other than English at home (Brimbank Profile ID 2021).

Strategically located at the centre of Melbourne's west - Australia's fastest growing region - Brimbank is characterised by dynamic industry sectors, vibrant town centres, a large multicultural population and productive industrial precincts.

2. Key feedback to strengthen the 30-year Infrastructure Strategy

This submission provides broad support to many of the recommendations made by Infrastructure Victoria, with additional commentary to strengthen and or expand several recommendations made in the table at Section 3 below. Council also highlights the following key matters that it believes are potential gaps that could strengthen the final Strategy and better address the need for increased infrastructure investment in Melbourne's west:

- 1) Delivery of Airport Rail before the operation of Melbourne Airport's Third Runway**
- 2) Prioritise State Government infrastructure investment in Priority Precincts that are Metropolitan Activity Centres**
- 3) Development of a comprehensive Integrated Transport Strategy (ITS) for Melbourne's West**

4) Delivery of a bus service connecting Brimbank to Melbourne Airport

5) A stronger focus on circular economy

6) Greater recognition of the cost burdens on councils, with more recommendations that increase funding support, and or create greater scope to ease or lift the rate cap

A further explanation is provided for each further below:

1. Delivery of Airport Rail before the operation of Melbourne Airport's Third Runway

Despite the presence of rail connections to airports in major Australian cities such as Sydney, Brisbane and Perth, Melbourne still lacks a rail connection to its international airport in Tullamarine. The Melbourne Airport Rail has been discussed over many decades and was promised by the current State Government back in 2018. Despite this, early works ceased, and the completion date delayed from 2029 to at least 2033.

The Melbourne Airport Rail will not only create better connections to Melbourne Airport for residents and tourists wanting to travel to various parts of metropolitan Melbourne, the rail alignment through Sunshine will also provide airport connections to large Victorian regional cities such as Geelong, Ballarat and Bendigo. The rail is also needed to provide much-needed public transport for employees who travel from Melbourne's west to one of the State's largest single-site employers.

Melbourne Airport is forecast to service 83 million passengers annually by 2046, more than double the current figures. The road network servicing Melbourne Airport is insufficient to sustain its long-term growth, and already experiences high levels of congestion in peak periods. Road congestion is not only increasing travel times but is also having a significant impact on the environment, air quality and general amenity. Whereas in peak periods, the Melbourne Airport Rail is expected to deliver a faster journey of only 30 minutes between Melbourne Airport and the CBD and provide an efficient, sustainable and contemporary public transport option.

The urgency for a rail connection to Melbourne Airport has been further intensified by the Federal Government's recent approval of a third runway at the Airport, scheduled to become operational by 2031, at least two years before the current completion date of the Melbourne Airport Rail project. This additional runway will result in an increased number of airline passengers and airport staff, in an already substantially growing airport precinct that also includes other developments like the 32 hectare Elite Park – set to be a new leisure, entertainment and retail destination. In the absence of an operating airport rail, the already busy road network leading to the airport will only experience worsening traffic congestion, and will reflect poorly on visitor perceptions of Melbourne and Victoria, as well as everyday Melbournians.

Council acknowledges that planning has recommenced and a memorandum of understanding recently signed by the Federal and Victorian Governments, and Melbourne Airport, committing to its delivery. However, to date there is still no firm delivery date. Council proposes that the Airport Rail project should be retained in Victoria's 30-year Infrastructure Strategy, including that it is delivered before operation of the Melbourne Airport's Third Runway, until there is a firm commitment to its delivery including a completion date which Council believes should coincide with the commencement of operations of Melbourne Airport's Third Runway.

2. Prioritise State Government infrastructure investment in Priority Precincts that are Metropolitan Activity Centres

The preparation of infrastructure sector plans to shape Victoria's cities is supported, however Council seeks a strategic approach to implementation. Priority precincts are state-significant areas identified for their potential to drive economic prosperity and population growth, focusing on creating vibrant, liveable, and sustainable communities with affordable housing and quality jobs, while capitalizing on major infrastructure investments. It is important that the State Government recognises the importance of investment, over and above transport infrastructure, to support broader precinct objectives in relation to population and economic growth, as well as liveability and wellbeing. The Sunshine Precinct is the only location in Melbourne that the Victorian Government has declared a Metropolitan Activity Centre, an Employment and Innovation area, a Priority Precinct and a Transport Super Hub. It has also been added to Infrastructure Australia's priority list of projects. The State Government's Sunshine Precinct Opportunity Statement identifies Sunshine will be the centre of Melbourne's west and has the potential to accommodate significant growth and development with a target of 45,000 jobs, 26,000 dwellings and 70,000 residents by 2051. This will require significant investment in a range of State and local infrastructure to provide appropriate services, amenities and other infrastructure like sufficient drainage, water, power, transport etc. The State Government will need to consider how it drives investment into established areas like Sunshine and prioritises investment to service the future growth and development, particularly given there are 15 priority precincts identified in Plan for Victoria. The State Government should give priority to investing in those Priority Precincts that are also Metropolitan Activity Centres - this would better reflect Plan for Victoria and accord with where city shaping investment and significant housing and jobs growth is being directed.

3. Development of a comprehensive Integrated Transport Strategy (ITS) for Melbourne's West

Melbourne's booming west is forecast to grow from just under 1 million people today, to just under 2 million by 2051, to a city the size of Perth. Melbourne's west requires comprehensive transport investment to facilitate sustainable movement and connectivity. Despite transport investment over the past 10 years, Melbourne's west lags behind the north, east and south of Melbourne yet is fastest growing region in Australia. An ITS is required for Melbourne's west to identify transport priorities, projects, and sequencing to confirm and drive funding commitments. This includes rail (Airport Rail and electrification to Melton and Wyndham Vale) bus (bus to Melbourne Airport for people working and Western Regional bus reform), State Roads (Calder Freeway including a diamond interchange at Calder Park Drive, and declaration of the Palmers Road and Taylors Road corridors) and other strategically important

investments to further inform municipal transport planning. The Transport Integration Act 2010 requires the Victorian Department of Transport to prepare and periodically revise a Victorian transport plan that defines the activities required to achieve the transport system objectives outlined in the Act. Council recognises that the draft Strategy includes recommendations that could improve transport in Brimbank, if implemented by the State Government, however, asserts that the 30-year Infrastructure Strategy must go much further to address the transport inequity that exists in Melbourne's west by identifying a strategic approach to transport investment, and prioritising further investment in public transport.

4. Delivery of a bus service connecting Brimbank to Melbourne Airport

Melbourne Airport is the largest employment precinct outside the Melbourne CBD, and operates 24/7, with many employees coming from Brimbank, including Keilor, Taylors Lakes and Sunshine. Bus services are insufficient and employees are forced to use private vehicles, further adding to traffic congestion in and around Melbourne Airport. Bus services are desperately needed that connect Brimbank and run frequently and over an extended period of time to give employees a real alternative to driving.

5. A stronger focus on circular economy

Council acknowledges that the draft Strategy has a considerable focus on emissions reductions and climate resilience however could benefit from the inclusions of recommendations that provide stronger support for circular economy outcomes. Recommendations could be included that strengthen the State Government's procurement requirements to use recycled materials, and drive investment to help build viable markets for recycled materials.

6. Greater recognition of the cost burdens on councils, with more recommendations that increase funding support, and or create greater scope to ease or lift the rate cap

Local Government delivers essential services and infrastructure to meet local and state priorities across many areas. This is in a context where costs are significantly increasing, there is pressure for increasing services, and cost shifting continues to occur through the transfer of state responsibilities to local government without adequate funding - all in an environment where councils finances are constrained by rate capping. A much greater regard and response is required by the State Government to ensure vital community infrastructure can continue to be delivered for existing and growing communities across metropolitan Melbourne and Victoria.

3. Feedback to recommendations & future options identified in the draft 30-year Infrastructure Strategy

Recommendations / Future option (FO)		Council Position	Council Policy alignment	Comments, including content to inform expanded recommendations
<i>Victorians have good access to housing, jobs, services and opportunities</i>				
1	Build more social housing Consistently invest in new social housing to provide more Victorians on low incomes with access to a secure and affordable home.	Agree	Brimbank Position Statement on Social and Affordable Housing 2022 Brimbank Advocacy Plan 2023 – 2025 Brimbank Social Justice Charter 2018	Brimbank Council recognises access to secure and affordable housing as a human right and a key determinant of health and wellbeing. Council is committed to encouraging and supporting an increased supply of social and affordable housing to meet the current and future needs of the Brimbank community.
2	Facilitate markets and invest in kindergarten infrastructure Facilitate markets for private and not-for-profit investment in kindergarten infrastructure. Share regularly updated information about the demand for and supply of kindergarten places. Publish priorities for government investment to deliver kindergartens in communities that will have the greatest need.	Partially agree It is also proposed that the recommendation could be expanded as shown in commentary.	Brimbank Community Services and Infrastructure Policy 2024	Victorian Governments Best Start, Best Life Reform will see a greater reliance on long day care for the provision of funded kindergarten places. This is a shift from sessional (stand-alone) kindergarten providing a higher proportion of places for funded kindergarten. While families will be able to access sessional kindergarten for free, they will be subject to long day care rates to attend kindergarten in a long day care setting. In areas such as Brimbank, that have high levels of socio-economic disadvantage, this has potential to impact on equity of access to kindergarten.

				The vast majority of private/for-profit providers only provide kindergarten in long day care, they do not offer free sessional kindergarten. Private providers may be more likely to charge higher rates and contribute to inequity in access for families experiencing socio-economic disadvantage. Greater not-for-profit investments in line with demand for kindergarten places is likely to result in a more equitable outcome and greater service quality. 'Need' should be assessed not only on population, but also disadvantage of the population and this should be reflected in Kindergarten Infrastructure and Service Plans.
3	Plan and deliver expanded and new schools Identify schools to expand and confirm areas that will need new schools. Fund expansions of existing schools and begin delivery of new schools. Minimise costs by expanding the built capacity of existing schools and building larger new schools.	Agree	Brimbank Lifelong Learning Strategy 2024 – 2029 Brimbank Housing and Neighbourhood Character Strategy 2024	Delivery of new and expanded schools should also consider housing targets being established for councils and where housing and development is being encouraged through municipal strategy and planning controls.
4	Expand TAFE in Melbourne's growth areas and some large regional centres Expand TAFE campuses in Melbourne's west, north and south-east growth areas, and some large regional centres, to train more students to fill skills gaps, especially in construction, energy and health.	Agree	Brimbank Economic Development Strategy 2022-2027	Substantial capacity exists to expand Victoria University TAFE campuses located in St Albans and Sunshine to meet industry demand for specialist skills and training to address local shortages and skill gaps. In the case of St Albans, there is potential to better utilise the large site and its proximity to public transport and the SHWEP and provide specialist training facilities to help service demand for health workers.

5	Build libraries and aquatic centres for Melbourne's growing communities Fund councils to plan and build libraries and aquatic recreation centres in Melbourne's growth areas.	Agree It is also proposed that the recommendation could be expanded as shown in commentary.	Brimbank Advocacy Plan 2023 – 2025	Significantly more funding is required to deliver this community infrastructure than is provided through current grant program. It would also be beneficial if funding was provided in a consistent and transparent manner. The current freeze on the funding distribution formula means State Government grants to libraries have not reflected population growth since 2018. Therefore, government funding for public libraries has decreased significantly in real terms, falling from \$37.25 per capita in 2018/19 to \$31.25 per capita in 2023/24. This represents a 14.3% drop in five years. Overtime councils have had to increase their funding, some up by 50% or more over the past 12 years. The current contribution to libraries by State Government is below 20% in many municipalities and continuing to fall, compared to the 50:50 split that existed between State Government and councils in the 1980s. Funding is also needed for community hubs that may include a range of facilities like multipurpose rooms, consulting suites, neighbourhood house programming, and early years facilities. Currently councils can only apply for the kindergarten component of a hub to be funded. The draft strategy recommends that large facilities be energy-efficient, but both new and upgraded large facilities can and should be all-electric. Consideration should also be given to the investment in upgrades to existing facilities for renewable energy, energy efficiency and climate resilience, which are significant challenges for local government currently struggling with the rising costs of maintaining these facilities.
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6	Make government infrastructure more accessible Complete priority public transport stop upgrades to meet legal accessibility requirements and fund further upgrades. Provide better public information on accessibility in government buildings.	Agree	Brimbank Social Justice Charter 2018	
7	Rezone locations near existing infrastructure for more home choices Change all relevant planning schemes to rezone for more homes in Victoria's cities and reach housing targets. More homes should be close to public transport and open space, with good access to services.	Partially agree It is also proposed that the recommendation could be expanded as shown in commentary.	Brimbank Housing and Neighbourhood Character Strategy 2024 Brimbank Advocacy Plan 2023 – 2025	The Brimbank Housing and Neighbourhood Character Strategy 2024 includes a Residential Development Framework (RDF) identifying preferred housing change areas. In principle this means the Strategy generally encourages increased and more diverse housing in the Sunshine Metropolitan Activity Centre, Major Activity Centres and along transport corridors, however in practice this is not always the case. In determining preferred change areas, Council considered opportunities like access to employment, transport, community service and retail, as well as constraints such as Major Hazard Facilities, and airport environs and heritage overlays. Council's approach resulted in a robust Strategy that is site responsive and considers the nuances profile of activity centres and transport corridors to provide a responsible housing framework that also meets the needs of our growing community. On 19 July 2024 Council wrote to the Minister for Planning seeking authorisation to prepare and exhibit Amendment C234brim. Council submits that there is no 'one size fits all' approach when considering the rezoning of land and that councils are well placed to progress this work due to their in depth understanding of local opportunities and constraints. It is considered that the Victorian Government should work with, and support councils who as the planning authority are progressing

				amendments to implement robust strategies that support housing growth and development. Ideally State Government would be sufficiently resourced to respond to amendments lodged with them either for authorisation or approval in a timely fashion. Conversely, where the State Government is progressing planning work to support housing growth and development, it should work closely with councils to ensure it responds to local opportunities and constraints, as well as current and future community needs. Brimbank Council enjoys a strong partnership with the Sunshine Precincts team, who are undertaking planning work which is underpinned by strong collaboration and partnership with Council.
FO	Mandate more affordable homes near existing infrastructure Choose a mechanism to mandate more housing that is affordable for low-income households and close to public transport, open space and services.	Agree It is also proposed that the recommendation could be expanded as shown in commentary.	Brimbank City Council Position Statement on Social and Affordable Housing 2022 Brimbank Advocacy Plan 2023 – 2025	The Brimbank Position Statement on Social and Affordable Housing recognises access to secure and affordable housing as a human right and a key determinant of health and wellbeing. The introduction of appropriate mechanisms into all planning scheme to mandate more social and affordable housing in preferred locations and suitable developments is an important step forward. The development of a mechanism/s should also recognise and respond to market fundamentals that inform the feasibility of development. In some locations the cost of some developments is not feasible and therefore currently not progressing. This in part due to the increased cost of labour, materials, and charges that already apply to development. On this basis, a mechanism will need to be carefully designed to ensure it doesn't have unintended consequence and further stall development.

FO	Phase out residential stamp duties Over the long term, phase out residential stamp duties and phase in residential land tax.	Partially agree It is also proposed that the recommendation could be expanded as shown in commentary.		While Council doesn't have a policy that addresses this specific issue, it is considered that the outcome of this recommendation is intended to make moving easier and more fairly disperse the tax burden, as landowners would pay a smaller tax annually compared to paying a large tax when buying a home. That said, the State Government is significantly increasing many of its taxes beyond CPI and on this basis, legislation should include protections for landowners from unreasonable increases overtime.
8	Extend Melbourne's trams to encourage more new homes nearby Increase services on key tram routes in activity centres that have been designated for additional housing development. Complete a detailed assessment of tram extensions in Melbourne's established suburbs. Start building extensions in areas that can support more new homes. Rezone land around the extended tram lines so more homes are built.	Partially agree It is also proposed that the recommendation could be expanded as shown in commentary.	Brimbank Transport Priorities Paper (2022) Brimbank Advocacy Plan 2023 – 2025	The draft Strategy only identifies extensions in the north, east and south-east of Melbourne, but not for Melbourne's west. Council supports the extension of Melbourne's trams and seeks that this is expanded to include investigation into: • Trams between Highpoint and Footscray to Sunshine (and beyond). • The extension of Route 59, either towards Keilor East Station or Airport West Shopping Centre. The State Government should also develop a comprehensive integrated transport strategy for Melbourne's West that sets the vision for how the transport network will facilitate movement and connectivity in Melbourne's growing west. It should also identify regional transport priorities, projects, and sequencing to confirm and drive funding commitments. This includes rail (Airport Rail and electrification to Melton and Wyndham Vale) bus (bus to Melbourne Airport for people working and Western Regional bus reform), State Roads (Calder Freeway including a diamond interchange at Calder Park Drive, and declaration of the Palmers Road and Taylors Road corridors) and other strategically important investments to further inform municipal

				transport planning. The Transport Integration Act 2010 requires the Victorian Department of Transport to prepare and periodically revise a Victorian transport plan that defines the activities required to achieve the transport system objectives outlined in the Act.
9	Run faster bus services, more often, in Victoria's largest cities Run buses more often, for longer hours, and give buses priority on the road. In stages, straighten out existing bus routes so they are fast and direct.	Agree It is also proposed that the recommendation could be expanded as shown in commentary.	Brimbank Transport Priorities Paper (2022) Brimbank Advocacy Plan 2023 – 2025	A bus network that is appealing to use and reconfigured to provide direct routes, while maintaining equitable access for all, would help increase bus patronage and benefit all road users. Extended bus coverage is required to better connect industrial and employment precincts in Brimbank with their workforce, ideally including longer operation to service large industry that operate with several shifts over a 24 hour. This includes creating a new bus route connecting Brimbank to Melbourne Airport, which also operates on a 24-hour basis and is one Melbourne's largest employment precincts. Council also asserts that the State Government should develop a comprehensive integrated transport strategy for Melbourne's west as outlined in recommendation 8.
10	Build a new bus rapid transit network Complete a detailed assessment, reserve the required land, and build a new bus rapid transit network. Start with routes that connect train stations and busy destinations in Melbourne's north, west, and south-east, and extend the new Eastern Busway along Hoddle Street.	Agree It is also proposed that the recommendation could be expanded as shown in commentary.	Brimbank Transport Priorities Paper (2022) Brimbank Advocacy Plan 2023 – 2025	Infrastructure Victoria identifies three rapid routes through Brimbank, including: 1) Melton – Keilor Plains – Airport West – Broadmeadows. 2) Point Cook – Williams Landing – Deer Park – Caroline Springs – Taylors Hill – Watergardens 3) Keilor East – Airport West – Broadmeadows – Craigieburn – Donnybrook Council is supportive of these routes, noting that they don't address the need to connect workers to Melbourne Airport and surroundings.

				Council also asserts that the State Government should develop a comprehensive integrated transport strategy for Melbourne's west as outlined in recommendation 8.
11	Extend metropolitan trains and run more services in Melbourne's west Extend and electrify metropolitan trains to Melton. Reallocate trains that serve Melton to other areas in Melbourne's west and regional Victoria. Assess delivery of a new train station at Altona North accompanied by land rezoning.	Agree	Transport Priorities Paper (2022) Brimbank Advocacy Plan 2023 – 2025	Council also asserts that the State Government should develop a comprehensive integrated transport strategy for Melbourne's west as outlined in recommendation 8.
12	Run more bus and coach services in regional Victoria Deliver more bus services in regional cities. Run more V/Line coach services to better connect small towns to regional cities. Start with routes that improve access to jobs, education and healthcare.	Agree		While this recommendation is focused on regional Victoria, Council supports in principle State Government investment in public transport to improve access, connectivity, and sustainability.
13	Make off-peak public transport cheaper and simplify regional fare zones After upgrading the myki ticketing system, charge lower fares for off-peak travel on Victoria's buses, trains and trams. Simplify fares and reduce the number of regional fare zones.	Agree	Brimbank Social Justice Charter 2018	Council supports in principle initiatives like this that promote public transport use and provides a more equitable and fair costing regime that responds to the cost-of-living crisis.

Victorians are healthy and safe				
14	Make local streets safer for children and communities Reduce speed limits to 30km/h on local streets, starting in places that children often visit including around schools, playgrounds, childcare centres and kindergartens.	No position	Brimbank Cycling and Walking Strategy (2016)	Council is yet to form a position on 30km/h streets and is developing a municipal integrated transport strategy which may include further work in relation to speed limits. Council does however appreciate that lower local speeds can create opportunities to improve the walking and cycling, which Council is encouraging through its Cycling and Walking Strategy 2016.
15	Build safe cycling networks in Melbourne and regional cities Continue building protected and connected cycle corridors across Victoria. Publish updates to the strategic cycling corridor network.	Agree	Brimbank Cycling and Walking Strategy (2016)	Brimbank works with partners such as the Department of Transport and Planning, and others, to continue to build active transport and recreational cycling connections. Government investment in key bike corridors is essential, and all Government agencies should be empowered and required to support delivery of this (including agencies like VicTrack). Government should also consider the ongoing costs of such infrastructure and develop approaches to fund maintenance and renewal. Where possible, Council supports the construction of dedicated cycling infrastructure, however notes that important role shared user paths play when this is not feasible.
16	Help government schools share their grounds Prioritise which government school sports fields and facilities could deliver the greatest benefits if they were shared with local communities outside school hours. Give these schools extra help for maintenance if they voluntarily share their grounds outside school hours. Offer funding for upgrades to incentivise shared access outside school hours.	Partially agree It is also proposed that the recommendation could be expanded as shown in commentary.	Brimbank Sports Facility Development Plan (Updated 2023)	Ideally, publicly funded infrastructure should be a requirement of all schools, both government and non-government schools. This recommendation could be expanded to consider facilities also, and could include auditoriums, indoor courts and swimming pools.

17	Invest in maintenance, upgrades and expansions of community health facilities Develop and fund 5-year priorities for Victorian Government investment in community health facilities.	Agree It is also proposed that the recommendation could be expanded as shown in commentary.	Brimbank Community Services and Infrastructure Policy 2024	Council highlights that this needs to be planned and delivered in line with demand, population vulnerability and service capability in terms of workforce to deliver service at these new community health facilities. Currently, there is a workforce shortage for Brimbank and the west more broadly, and this needs to be accounted when developing new facilities.
18	Build more residential alcohol and other drug treatment facilities Plan and start building residential rehabilitation and withdrawal facilities to meet the demand for alcohol and other drug treatment.	Agree	Brimbank Advocacy Plan 2023 – 2025 Brimbank Social Justice Charter 2018	
19	Invest in digital healthcare Expand digital healthcare to improve the quality of care and ease demand on public hospitals. Deliver a statewide medical image sharing system and a statewide virtual care service that remotely monitors suitable patients at home.	No position		Council policy doesn't specifically consider this recommendation, however investment in healthcare generally, is important and necessary to support a growing population, acknowledging that investment like this must examine and address any unintended consequences.
20	Upgrade critical public hospital infrastructure Define the scope and timeframes to upgrade the Royal Melbourne Hospital and begin the first stage of construction. Continue with upgrades at the Alfred and Austin hospitals.	No position		Council policy doesn't specifically consider this recommendation, however investment in hospitals generally, is important and necessary to support a growing population.

21	Better use prisons and invest more in health facilities and transition housing Use prison capacity to move people to facilities that meet their needs. Invest more in prison health facilities and post-release transition housing. Close old prisons that are underused and expensive to keep.	No position		Council policy doesn't specifically consider this recommendation, however investment in rehabilitation and health and post release support services is important and necessary.
Aboriginal people have self-determination and equal outcomes to other Victorians				
22	Invest in secure homes for Aboriginal Victorians Fund a 10-year program to build social homes for Aboriginal Victorians and provide secure and sustainable tenancies. Work with Aboriginal housing providers and Traditional Owner corporations to develop capacity across the Aboriginal housing and homelessness sector.	Agree	Brimbank City Council Position Statement on Social and Affordable Housing 2022 Brimbank Innovate Reconciliation Action Plan 2024 – 2026 Brimbank Social Justice Charter 2018	Council doesn't have a specific position on this recommendation; however it aligns with the intent of Council Position Statement on Social and Affordable Housing 2022 and Brimbank Innovate Reconciliation Action Plan 2024 – 2026, and the Brimbank Social Justice Charter 2018.
23	Fund better health and wellbeing infrastructure for Aboriginal Victorians Fund and start health and wellbeing infrastructure projects for Aboriginal Community Controlled Organisations (ACCOs). Provide additional annual funding to further develop the skills and capacity of health and wellbeing ACCOs to plan, develop and deliver new and upgraded infrastructure in a self-	Agree	Brimbank Innovate Reconciliation Action Plan 2024 – 2026 Brimbank Social Justice Charter 2018	Council doesn't have a specific position on this recommendation; however it aligns with the intent of the Brimbank Innovate Reconciliation Action Plan 2024 – 2026 and the Brimbank Social Justice Charter 2018.

	determined way. Establish an interim fund for minor works and repairs until a self-determined perpetual infrastructure fund is introduced.			
Victoria has a thriving natural environment				
24	Reduce greenhouse gas emissions from infrastructure Adopt carbon values and measure carbon in infrastructure projects to reduce emissions.	Agree It is also proposed that the recommendation could be expanded as shown in commentary.	Brimbank Climate Emergency Plan 2020 – 2025 Brimbank Advocacy Plan 2023 – 2025	The State Government should prioritise non-build and low-build solutions, and better use or modify existing infrastructure before building new. When it does build, the government should use more low carbon and recycled materials. The draft Strategy also an opportunity to recommend the introduction of specific targets and timelines for the adoption of low-carbon materials within State Government procurement (e.g. low carbon road materials - cement)
25	Advance integrated water management and use more recycled water Work with partners to fund and deliver integrated water management projects. Determine the costs and benefits of introducing recycled drinking water in Melbourne and Geelong and build a pilot recycled drinking water facility. Deliver a community education campaign on the need for more water sources.	Agree It is also proposed that the recommendation could be expanded as shown in commentary.	Brimbank Climate Emergency Plan 2020 – 2025	Integrated Water Management (IWM) is vital to cope with a changing climate. Keeping more water in the landscape for urban greening and cooling will help combat the urban heat island effect. Developing recycled water facilities needs to be fast tracked. Melbourne Water modelling shows that under a high climate change scenario demand could exceed supply for water as early as 2028. Planning for and investing in alternative water sources is urgent and should be prioritised in the next 5 years. Community education also needs to focus on saving water as well as the need for more water sources. IWM also needs to be a critical focus for Melbourne is increase tree canopy. Opportunity exists to rethink how stormwater runoff is captured and reused to support urban greening and reduce the heat island affect.

FO	Plan for and invest in manufactured water Plan for and invest in manufactured water. Return more water to Traditional Owners and the environment.	Partially Agree It is also proposed that the recommendation should be amended as shown in commentary.	Brimbank Climate Emergency Plan 2020 - 2025	This should be a recommendation with the Strategy rather than a future option, as planning for, and investing in alternative water sources is urgent and should be prioritised in the next 5 years. The Maribyrnong River have significant cultural value to the Wurundjeri.
26	Better use government land for open space and greenery Fund actions to better connect open spaces to each other and plant more trees and shrubs in urban areas. Give Victorians access to more public land in fast growing suburbs. Target at least 30% tree canopy and shrub cover on public land.	Agree It is also proposed that the recommendation could be expanded as shown in commentary.	Brimbank Urban Forest Strategy 2016 – 2046 Brimbank Housing and Neighbourhood Character Strategy 2024	The current approach of State Government agencies does not reflect an integrated approach. All agencies should deliver on the State Governments agenda and use of public land is a good example. The current approach of agencies, like VicRoads, and VicTrack, is to limit their actions to a very specific scope and often precludes delivering on broader government objectives. Another example is where State Government has been focused on its 'surplus' land e.g. un-used VicTrack land, to build more housing. While housing is important, a broader focus could encapsulate use of land for other purposes, i.e. open space. For example, in Albion there will likely be areas of land left over once Airport Rail and Albion Station are constructed that could be developed for open space. This recommendation could also be expanded to include protecting and enhancing biodiversity. It is also highlighted that a 30% tree canopy cover, whilst an aspiration of Council, will be difficult to achieve based on the soil types, lack of water and geographical characteristics of Brimbank which is situated on the edge of the western plains..

Victoria is resilient to climate change and other future risks				
27	Better prepare infrastructure for climate change Fund high-priority, cost-effective infrastructure adaptation actions when climate adaptation action plans are updated in 2026. Produce an energy sector adaptation plan.	Agree It is also proposed that the recommendation could be expanded as shown in commentary.	Brimbank Climate Emergency Plan 2020 – 2025 Brimbank Advocacy Plan 2023 - 2025	A government funded program, with clear criteria, to fund local government to invest in this would also assist to address this issue. The draft Strategy identifies (p94) the cost of dealing with natural disasters and weather-related damage is significant. This is already increasing costs for councils and affecting financial sustainability. Building resilience into infrastructure and shifting to adaptation spending will reduce recovery and repair costs. The Strategy should consider other infrastructure that is not State-owned. For example, there should also be recommendations specifically to improve the climate resilience of roads, footpaths, and drainage as well as buildings and green infrastructure – critical infrastructure managed by local government. State Government implementation of this recommendation, including specific measures such as funding proposals for high-risk assets and promoting nature-based approaches to adaptation, would provide a much-needed boost to local government's own local and regional adaptation initiatives.
28	Use new flood maps to revise planning schemes Produce a common set of flood projections based on the latest climate data. Use this information to update flood studies and maps and apply them in planning schemes. Minimise building in areas at high risk of flooding.	Agree	Brimbank Climate Emergency Plan 2020 – 2025	Council has declared a 'Climate Emergency' and adopted the Climate Emergency Plan 2020-2025, which acknowledges that extreme weather events, including flooding, will increase in severity and regularity. Council officers have been working with Melbourne Water on revised flood mapping to identify areas at risk of flooding and to mitigate the risks. Melbourne Water are also preparing to undertake work to identify infrastructure upgrades to reduce flood risks in some areas.

29	Coordinate faster delivery of key energy infrastructure Fast-track key energy projects and coordinate enabling infrastructure. Establish a unified energy transition project pipeline and conduct annual progress assessments. Create a central energy transition coordinator to align priorities, improve transparency and manage risks.	Agree	Brimbank Climate Emergency Plan 2020 – 2025 Brimbank Economic Development Strategy 2022-2027	Energy transition needs improved coordination both at State and Federal level. Workforce shortages are identified as a challenge to deliver the required energy transition, and there is an opportunity to work with TAFE's and Victoria Universities to address this, including Melbourne's west.
30	Improve environmental assessments and site selection for energy projects Reform environmental assessments and help energy project proponents select good sites.	Agree	Brimbank Climate Emergency Plan 2020 – 2025	Clearer guidelines for renewable energy projects on environmental assessments are required. Any changes should not weaken environmental protections.
31	Invest in home, neighbourhood and big batteries for more energy storage Create new support for home batteries and provide incentives to encourage people to join a virtual power plant. Expand the neighbourhood batteries program, or similar. Facilitate more investment in big batteries for the transmission network.	Agree It is also proposed that the recommendation could be expanded as shown in commentary.	Brimbank Climate Emergency Plan 2020 – 2025	The State Government could also continue to invest in mid-sized batteries e.g. by expanding the current neighbourhood batteries program to 2030. It should also work with distribution network businesses, retailers, battery operators and communities to trial new battery tariffs. The State Government should also keep implementing the National Consumer Energy Resources Roadmap.
32	Determine long duration energy storage needs Determine the most efficient policy or investment options to provide enough long duration energy storage to meet Victoria's needs.	Agree	Brimbank Climate Emergency Plan 2020 – 2025	Energy storage will be critical to 'keeping the lights' on as we transition away from fossil fuels. This will also require cooperation from the distribution network businesses. Demand response should also be used to manage demand peaks and could avoid over investment in storage.

33	Develop regional energy plans, guide transition from fossil gas and maintain reliable gas supply Develop an energy plan for electrification and gas use that meets each region's needs and prepare gas infrastructure decommissioning for homes and some businesses. Secure gas supplies to meet demand. Set a renewable gas target and support renewable gas production.	Agree	Brimbank Climate Emergency Plan 2020 – 2025 Brimbank Advocacy Plan 2023 - 2025	While this recommendation is partially targeted at regions, the intent align with the intent of the Brimbank Climate Emergency Plan 2020 – 2025. Regional energy plans for electrification should prioritise and seek to enhance local generation, storage and energy sharing, supported by batteries and VPNs, and strengthened distribution networks. The Victorian Government should support low-income homeowners to electrify their homes to reduce their exposure to higher gas prices.
34	Speed up household energy efficiency and electrification Require efficient electric space heating and hot water when people replace their heaters at end-of-life and support low-income households to go all-electric. Complete social housing energy upgrades, including electrification. Require Victorian homeowners to disclose the energy efficiency of their homes at the time of sale or lease.	Agree It is also proposed that the recommendation could be expanded as shown in commentary.	Brimbank Climate Emergency Plan 2020 – 2025 Brimbank Advocacy Plan 2023 - 2025	Council strongly supports the recommendation to focus on fast-tracking household electrification and increasing support for low-income households and social housing to ensure an equitable clean energy transition. State Government investment should initially focus on supporting low-income households to install solar, electrify, improve the energy efficiency and thermal comfort of their homes. Existing programs need to be better targeted to make sure that those who need it most are assisted. The recommendation for landowner disclosure of energy efficiency at the time of sale or lease could go further and have mandated minimum energy efficiency requirements.

Victoria has a high productivity and circular economy				
35	Prepare and publish infrastructure sector plans to shape Victoria's cities Agree a set of assumptions for future population, jobs and land use for more compact cities. Require each department that owns infrastructure to develop an infrastructure sector plan as soon as possible, based on these assumptions, and publish strategic-level plans. Use the finished sector plans to decide infrastructure project funding	Agree	Sunshine Priority Precinct Vision, 2050	The Sunshine Priority Precinct Vision 2050 highlights the central role Sunshine will play in the growth and prosperity of Melbourne's west. The Victorian Government's Sunshine Precinct Opportunity Statement recognises Sunshine will be the centre of Melbourne's west and has the potential to accommodate significant growth and development with a target of 45,000 jobs, 26,000 dwellings and 70,000 residents by 2051. This will be driven by unprecedented investment including Airport Rail and the construction of the Sunshine Superhub. Precinct planning of this nature requires infrastructure planning, however, State Government will also need to prioritise investment to support delivery of these plans.
36	Reform infrastructure contributions Simplify Victoria's infrastructure contribution schemes to cover all types of housing developments and reflect the cost of infrastructure in different development settings.	Agree	Sunshine Town Centre Development Contributions Plan, 2013 Brimbank Development Contributions Plan, 2016	Brimbank Council has two existing Development Contributions Plans that were developed using the needs and nexus principle, and on this basis any changes would need to consider the existence of existing schemes, and how these would work with new schemes so not to undermine their functioning. Where development is the sole driver of new infrastructure i.e. green field development or industrial land transitioning to residential, the costs for this infrastructure should be the developer's responsibility.
37	Improve asset management of all government infrastructure Fund asset managers to better understand the condition, use and performance standards of all government infrastructure. Use this information to develop asset management strategies and prioritise funding.	Agree	Local Government Act 2020	Local Government is required under legislation to develop and maintain an Asset Plan. It leads to good asset management. State Government and all of its agencies should be required to have the same. The Asset Plan should be considered as part of State Government funding allocations as well as rate capping.

38	Prepare for more recycling and waste infrastructure Identify places for new recycling and waste infrastructure and publish them in the next update to the Victorian recycling infrastructure plan. Plan for waste and recycling sites together with other commercial and industrial land. Make changes to planning controls to allow for facilities where they are needed.	Partially agree It is also proposed that the recommendation could be expanded as shown in commentary.	Brimbank Planning Scheme	New waste and recycling facilities will be required as Melbourne's operating landfills reach capacity. New facilities should prioritise resource recovery and low emissions technology. There should be suitable distribution of facilities at strategic and appropriate locations around metropolitan Melbourne and Victoria, as opposed to locating multiple facilities in one area e.g. Melbourne's west. This supports a more equitable approach, provide better access for regions of metropolitan Melbourne, and reduce transport costs. There are some existing sites that create significant impacts on residential communities in Brimbank. Careful and considered planning for any future sites is required to ensure appropriate separation from sensitive uses and minimization of amenity impacts. A circular economy is an integral part of contemporary asset management practices. There should be appropriate support provided for the various ways recycled materials can contribute to the economy and environmental sustainability.
39	Use digital technologies to better design, build, operate and maintain government infrastructure Pilot digital technologies on government infrastructure projects and report on their progress. Use building information modelling on major infrastructure and housing projects. Improve capabilities in government agencies and review procurement processes to promote greater use of digital technologies.	Agree It is also proposed that the recommendation could be expanded as shown in commentary.		Council doesn't have a policy position that addresses this recommendation directly, however appreciates that this technology can provide useful insights and it is appropriate that State Government should be a leader in this space. 3D visualizations, IoT, and Digital Twins technology and practices should also be widely funded and encouraged.

40	Use modern traffic control technology for efficient and safe journeys Further extend modern traffic control technology like sensors and cameras along arterial roads in Victoria's largest cities. Begin expanding smart motorways into Melbourne's growth area freeways.	Agree	Brimbank Transport Priorities Paper (2022)	This reflects modern traffic management. The integration of computer vision and spatial analysis can facilitate better transport outcomes.
FO	Charge people fairly to use roads Introduce road charges that help manage congestion and improve productivity. Consider options such as car parking levies, off-peak freeway tolls, congestion pricing trials, or road user charging for all motorists with lowered fixed road charges. Work with the Australian Government on road pricing options.	No position It is proposed that the recommendation consider the adjacent commentary.	Brimbank Social Justice Charter (2018)	Brimbank Council does not have a formal position on road (congestion) charges as no proposal has been presented to Council. It is highlighted that areas of low socio-economic status and transport disadvantage, which includes parts of Brimbank, may experience further disadvantage if investment into public transport remains insufficient and requires residents to rely on private vehicle transport. On this basis, the State Government needs to carefully consider unintended consequences to ensure that the system is fair and equitable and doesn't create further disadvantage where public transport is insufficient.
41	Make rail freight competitive, reliable and efficient Develop and publish a 30-year integrated rail freight network plan and fund a 10-year rail freight maintenance program. Develop a freight network coordination policy.	Agree	Brimbank Transport Priorities Paper (2022) Brimbank Climate Emergency Plan 2020 – 2025	This recommendation should also include reference to the importance of the Western Intermodal Freight Terminal at Truganina.

42	Encourage off-peak freight delivery in urban areas Prepare for growing freight volumes in urban areas by piloting an off-peak freight delivery program in a high-density area of Melbourne. If successful, expand off-peak delivery for more productive and sustainable freight movement.	Partially agree It is also proposed that the recommendation could be expanded as shown in commentary.	Brimbank Planning Scheme	Councils often receive noise complaints in relation to deliveries that occur outside business hours, particularly where a business is located adjacent to housing. On this basis delivery times are limited to maintain livability. While the intent of this recommendation is supported in principle, its implementation would need to ensure that existing dwellings are not unreasonably impacted by noise, and or consider measures to noise attenuate or compensate those impacted.
FO	Plan for more efficient and sustainable urban freight Develop a network of urban freight delivery precincts in Melbourne to improve freight productivity and reduce emissions.	Agree	Brimbank Climate Emergency Plan 2020 – 2025 Brimbank Transport Priorities Paper (2022) Economic Development Strategy 2022 - 2027	Council policy doesn't directly consider this policy, however the outcomes sought are aligned with objectives in its economic, transport and environmental policy, subject to a thorough analysis that addresses any unintended consequences.
43	Create and preserve opportunities for future major infrastructure projects Create and preserve opportunities to build major infrastructure projects which might be required in the long term. This includes expanding desalination capacity, City Loop reconfiguration, extending and electrifying metropolitan trains to growth areas in Melbourne's north and south-east, Melbourne Metro 2, the Bay West port, the outer metropolitan road and rail corridor and	Agree	Brimbank Transport Priorities Paper (2022)	Council has advocated for investment in the preliminary purchasing of necessary land for projects such as the Outer Metropolitan Ring Road.

	connecting western intermodal freight terminal.			
FO	Reconfigure the City Loop for more frequent and reliable trains Reconfigure the City Loop by splitting 2 City Loop tunnels into 2 separate cross-city train lines. Build around 3 kilometres of new train tunnels and upgrade related power and signaling. Increase service frequency on the Craigieburn, Upfield and Frankston lines.	Partially agree	Brimbank Climate Emergency Plan 2020 – 2025 Brimbank Transport Priorities Paper (2022) Response Strategy to the Western Rail Plan (2019)	This will create more space to run metro services because of Melton/Wyndham Vale electrification, which will bring greater opportunity to southern parts of Brimbank adjacent to rail and to Sunshine – Electrification of the Melton/Wyndham Vale line will also reduce diesel emissions.
FO	Extend metropolitan trains to growth areas in Melbourne’s north and south-east Extend and electrify metropolitan trains to Clyde and towards Kalkallo to support growth in new suburbs.	Support	Brimbank Climate Emergency Plan 2020 – 2025 Transport Priorities Paper (2022)	While Brimbank Council doesn’t have a policy position on this recommendation, it supports in principle increased public transport to reduce the cities reliance on private vehicles and improve the cities sustainability.