



Submission to Infrastructure Victoria On the Draft 30-Year Infrastructure Strategy (March 2025)

From: Lynbrook Residents Association (LRA)
Date: 28th April 2025

Introduction We thank Infrastructure Victoria for the opportunity to provide feedback on the Draft 30-Year Infrastructure Strategy. As a representative voice for residents in Melbourne's south-east growth corridor, the Lynbrook Residents Association (LRA) supports long-term infrastructure planning that is inclusive, equitable, and environmentally responsible.

We welcome the strategy's focus on resilience, sustainability, and inclusive growth. However, we wish to raise serious concerns and propose specific considerations regarding key recommendations that have direct impacts on our community.

Recommendation Number: 38 Prepare for more recycling and waste infrastructure.

Do you support this topic or recommendation? ☒ In part (but with major concerns)

Tell us why:

While we support the need for better waste and recycling infrastructure planning, Recommendation 38 raises concerns about the potential impacts on communities and the environment.

Key Concerns:

- EPA's Separation Distance Guideline must be properly enforced to protect communities and allow future growth.
- Market-driven waste planning has already led to poor community outcomes.
- Funding and consultation processes are inadequate.
- Expansion of Waste-to-Energy facilities must be addressed under Recommendation 29, ensuring that no project proceeds without an independent environmental and human health impact review, and that all facilities are located far away from residential communities and sensitive locations.

Critical Point: Any new recycling or waste facility must be **strategically located well away from residential communities and sensitive locations**.

Supporting Evidence:

- EPA separation distance guidelines must be strictly enforced.



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- Buffer Area Overlay protections have been inconsistently applied.
- Strategy admits past waste planning failures have caused negative outcomes for communities.

Concerns Specific to Hampton Park Waste Transfer Station

The **Hampton Park Waste Transfer Station** is currently the largest in Victoria but fails to meet contemporary community protection standards:

- Only **54 metres** from homes.
- Processes **550,000 tonnes** of waste per year.
- Heavy A-double trucks running every **15 minutes**.
- Located next to an **active methane-emitting landfill**.
- No alternative sites or social impact assessments were considered.
- Operated by Veolia with a track record of non-compliance and Supreme Court findings.

This demonstrates the real consequences of poor planning. Future policies must mandate **minimum buffer distances** and **full social impact assessments** before siting waste infrastructure. It must also be acknowledged that the EPA has refused the development licence for the Hampton Park Waste Transfer Station proposal due to unacceptable risks to human health and the environment. Despite this, Veolia is seeking to appeal the EPA's decision through the Victorian Civil and Administrative Tribunal (VCAT), further highlighting the need for robust, community-focused infrastructure planning.

Rail Infrastructure Expansion – Clyde Topic/Area: Transport Infrastructure

Recommendation Number: 45 (Future Option)

Do you support this topic or recommendation? We strongly support the extension of the Cranbourne line to Clyde, as proposed under Recommendation 45 (Future Option).

Key Concerns and Submission:

- The Clyde and Clyde North corridor is one of the fastest growing areas in Melbourne, yet remains critically under-serviced by rail.
- Extending the Cranbourne line to Clyde, with four new stations (Dandenong South, Cranbourne East, Casey Fields, and Clyde), would significantly improve access to jobs, education, and essential services.
- Reliable public transport is critical to liveability, reducing car dependence, easing congestion, and supporting equitable infrastructure access.
- Without expansion, traffic congestion will worsen, impacting productivity and quality of life for residents.



Recommendation:

- Urgent prioritisation of detailed planning, funding, and delivery of the Cranbourne to Clyde extension.
- Incorporate best practice urban integration, including safe and efficient bus-train interchange designs.
- Ensure the expansion aligns with land use planning to support a sustainable and connected growth corridor.

Recommendation Number: 39 Digital Infrastructure – Internet in Clyde and Clyde North

- High-speed internet is **essential infrastructure**.
- Infrastructure Victoria's strategy must prioritise identifying and closing digital connectivity gaps.

Do you support this topic or recommendation? We support greater use of digital technologies to enhance the design, building, operation, and maintenance of government infrastructure projects.

- Building Information Modelling (BIM) should be mandated on major infrastructure and housing projects to improve design quality, reduce errors, and achieve long-term savings.
- The use of robotics, artificial intelligence, advanced imaging, and geospatial technologies must also be explored systematically across transport, housing, education, and water sectors.
- Pilot programs must be expanded and assessed transparently. Digital pilots should not just be internal trials but involve external expert review and public reporting to encourage broader adoption.
- Investment in improving government digital capabilities must also be matched with addressing digital inequities in high-growth areas like Clyde and Clyde North to ensure all communities benefit from technological advancements.

The adoption of digital technologies must be driven by transparency, efficiency, and inclusivity.

Recommendation 29 (Coordinate faster delivery of key energy infrastructure)

Do you support this topic or recommendation? We support faster delivery of renewable energy infrastructure but emphasise:

- **All energy infrastructure facilities must be appropriately located away from residential communities and sensitive land uses.**
- Buffer protections and transparent, community-led site selection must be incorporated.
- Avoid siting key projects where cumulative risks (e.g. existing industrial operations) are high.
- Investment in recycling, composting, and waste reduction initiatives must occur in parallel, not after, WTE rollouts.



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- WTE facilities must only proceed after independent environmental and human health assessments.
- WTE facilities must be located far away from residential communities and sensitive locations.

Expansion:

Draft Recommendation 29 proposes the establishment of a central energy transition coordinator to fast-track critical renewable energy projects. This is supported in principle; however, it must be implemented with stronger safeguards. Infrastructure Victoria should draw on international best practices:

- Overseas experience highlights that fast-tracking must not bypass community protections. Proper separation distances from residential areas, health risk assessments, and transparent community consultation processes are crucial.
- A live pipeline of projects must be publicly available, regularly updated, and allow clear community visibility and participation.

Victoria should avoid repeating past mistakes by ensuring that rapid project delivery **does not compromise community health, safety, or trust**.

Clear safeguards must be incorporated to prevent energy infrastructure from replicating mistakes seen with waste infrastructure.

What We Support

- Integration of infrastructure with population growth projections.
- Investment in resilient, sustainable, and equitable infrastructure across Victoria.
- Evidence-based planning and future-proofing against demographic and climate changes.

Conclusion

Infrastructure planning must evolve to genuinely prioritise community health, safety, and liveability alongside achieving broader environmental and economic goals. The LRA supports Infrastructure Victoria's efforts to strengthen long-term resilience, but calls for a stronger commitment to:

- Mandating that all waste, energy, and major infrastructure projects are located at safe distances from residential communities and sensitive areas.
- Ensuring transparent, early, and meaningful community engagement for all significant projects.
- Mandating appropriate siting distances from residential and sensitive areas.
- Enforcing genuine early community engagement.
- Prioritising health, safety, and environmental protection equally alongside economic efficiency.
- Prioritising sustainable infrastructure development that reduces reliance on landfill and avoids over-dependence on waste-to-energy solutions.



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- Accelerating investment in critical transport and digital infrastructure to close the equity gap for growth areas like Clyde, Clyde North, and Cranbourne.
- Embedding best practices from interstate and international examples to ensure fast-tracked infrastructure delivery does not compromise health, safety, or public trust.

We urge Infrastructure Victoria to strengthen Recommendations 29, 38, 39, and 45 accordingly and ensure that future infrastructure decisions achieve a genuine balance between environmental sustainability, community protection, and equitable growth.

We appreciate the opportunity to contribute and remain open for further consultation.

Yours sincerely,

Vernadette Dickson

Treasurer

Lynbrook Residents Association