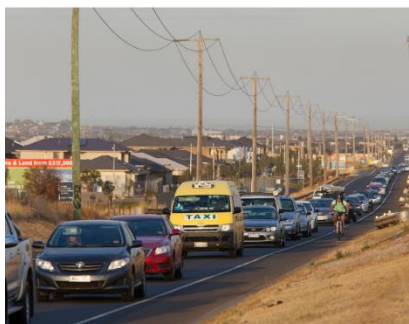




NATIONAL Growth Areas ALLIANCE

2022-23 Pre-Budget Submission



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NATIONAL GROWTH AREAS ALLIANCE

More than five million people live in an outer urban growth area around our major cities – that’s 20% of Australia’s population. The National Growth Areas Alliance (NGAA) represents Councils from these fast-growing areas whose populations have been growing twice as fast as the national average. NGAA members have a shared vision of growing communities that are resilient, liveable, and thriving. However, this vision is unachievable until investment in vital infrastructure and services matches the size of the growth areas population.

Every Australian deserves to live in a safe, sustainable, and liveable community – regardless of their postcode. Yet, with population growth rates at double the national average, NGAA member councils and their communities are impacted by:

- inadequate transport, health, education, community, and social infrastructure to cope with increased demand, and
- a lack of government focus on the health, education, and employment prospects of communities in rapidly developed greenfield suburbs.



Members – WA
[City of Wanneroo](#)
[City of Swan](#)
[City of Cockburn](#)
[City of Kwinana](#)
[City of Armadale](#)
[City of Gosnells](#)

Members –SA
[District Council of Mount Barker](#)
[City of Playford](#)

Strategic Partners - QLD
[Council of Mayors South East Queensland](#)

Members - NSW
[Blacktown City Council](#)
[Camden Council](#)
[Liverpool City Council](#)
[Penrith City Council](#)
[Wollondilly Shire Council](#)

Members – VIC
[City of Casey](#)
[Cardinia Shire Council](#)
[Wyndham City Council](#)
[City of Melton](#)
[Hume City Council](#)
[City of Whittlesea](#)
[Mitchell Shire Council](#)

TWO REASONS FOR INCREASED URGENCY FOR GOVERNMENT ACTION IN GROWTH AREAS

1. Unequal COVID impact on growth areas

The Covid -19 pandemic has disproportionately impacted growth area communities in Sydney and Melbourne. Growth area councils have been dealing with the impacts of high infection rates, lower vaccination rates due to lack of nearby vaccination hubs and a shortage of GPs and culturally sensitive services.

Victorian and NSW growth area communities have borne the brunt of Covid infection. As growth continues, many NGAA councils, especially in the eastern states have the added pressure of highly impacted services and communities, and the ongoing cost of recovery. Government focus has been on the impact of the pandemic on Sydney and Melbourne CBDs, but the impact on outer suburban councils is high and hidden.

The impact of the Covid-pandemic in Victoria and NSW has fallen disproportionately on growth area communities. NGAA members including Hume, Wyndham, Whittlesea and Liverpool have some of the highest rates of infection in Australia. They also had lower than average vaccination rates and long wait times for access to vaccinations until more recent, targeted programs to improve vaccination rates in the communityⁱ – a service that was also delivered by councils alongside state hubs and GP.

The growth areas sit low on the SEIFA index with large numbers of workers in casualised jobs, or essential worker roles such as aged care nurses and security guards. Casualised, insecure employment forces people to hold multiple jobs to earn a living wage. They are more likely to go to work if they've got symptoms because they don't have sick pay. This increases the risk of transmissionⁱⁱ. Many growth areas have large migrant populations that experience other barriers such as language, low health literacy and poor access to health services per head of population including culturally appropriate health servicesⁱⁱⁱ

In WA and SA the Covid impact has been different. Growth area councils report the labour shortages due to closed borders have impacted many businesses including professional services, manufacturing and construction^{iv}. As state borders open, SA and WA Councils are likely to experience an increase in infections. Targeted health services are necessary to achieve high vaccination rates and address health inequality in 'hard-to-reach' communities in growth areas^v where language barriers and distance are an issue.

2. Government stimulus means another outer suburban population boom is imminent

Outer suburban growth areas continue to boom, and record numbers of residential building approvals will see unprecedented numbers of people moving to new suburbs in outer metropolitan areas over the next few years.

Until March 2020, Australia had one of the highest population growth rates in the OECD. This was evident in NGAA councils on the outskirts of Australia's capital cities with population growth rates year on year growth that were double the national average.

The break in international migration means high rates of growth in outer suburban growth areas decreased in late 2020/early 2021. All indications are that lower growth rates were a temporary response to the uncertainty of the pandemic. Record numbers of building and subdivision permits over the past three quarters show growth is continuing and looks to be increasing^{vi}. NGAA member Councils are saying it has never been busier.

Residential building approvals

Year (ending June 30)	Growth Area LGAs			Annual change		
	Houses	Other	Total	Houses	Other	Total
2021-22 Nov FYTD	25,254	6,023	31,277			
2020-21	64,104	11,412	75,516	+19,747	+2,946	+22,693
2019-20	44,357	8,466	52,823	-727	-3,249	-3,976
2018-19	45,084	11,715	56,799	-7,492	-3,675	-11,167
2017-18	52,576	15,390	67,966	+4,897	-55	+4,842
2016-17	47,679	15,445	63,124	+694	+2,862	+3,556
2015-16	46,985	12,583	59,568	+537	+855	+1,392
2014-15	46,448	11,728	58,176	+6,094	+2,401	+8,495
2013-14	40,354	9,327	49,681	+990	+1,390	+2,380
2012-13	39,364	7,937	47,301	+14,248	+4,122	+18,370

Source: Australian Bureau of Statistics, Building Approvals, Australia (8731.0). Compiled and presented in profile.id by .id (informed decisions)

<http://www.id.com.au>



'From Paddocks to Postcodes' is not a catch-phrase – it is the real, daily experience of growth councils dealing with hundreds of new people moving into their municipality every week, all requiring infrastructure and services to support their daily lives.

Growth is still occurring – whilst the *rate* of growth that has fallen over the last two years, all indicators are that very high rates of growth are returning and will increase with an open international border.

There are multiple drivers of housing demand that will contribute to above average rates of growth in outer suburban growth areas for the foreseeable future.

Government stimulus targeted to new homes and low interest rates

Government stimulus as a pandemic response has triggered high demand. Land sales in outer suburbs surged off the back of Home Builder grant^{vii}. The Federal government provided the New Home Guarantee which enables first home buyers to purchase with only a 5 per cent deposit. Interest rates are at record lows. As an economic measure it has been successful but impacts on housing affordability and infrastructure are also a consequence.

Internal demand for larger houses and new working arrangements

Significant migration to outer suburbs from inner cities is occurring as families seek larger houses and more open space to enable families to be comfortable at home and accommodate increased options for working from home^{viii}.

Net overseas migration

Young skilled migrants who form families and purchase homes in outer suburban growth areas have been a significant source of housing demand and growth. Australia has a labour shortage which will attract new migrants. As international migration resumes with borders opening, new migrants are expected to continue to choose outer suburban areas to purchase a home due to the (relative) affordability of housing, existing migrant communities and lifestyle opportunities. Expats returning to Australia are also stimulating demand and this may increase as the border opens.

FOUR CALLS TO ACTION

1. National Leadership to change the way Growth Areas are planned, built, supported and maintained

An urgent national response to growth area inequities and Covid recovery needs to be led by a Minister for Growth Areas. Our capital cities need better planning and investment that supports distributing infrastructure, jobs and housing more evenly across the entire metropolitan area. National and State infrastructure advisory bodies have called for a focus on growth areas (ix and x) and with the Homebuilder boom taking effect, national coordination and leadership is urgently needed.

The new Growth Areas portfolio is in recognition of the 5.2 million Australians who live in outer urban growth areas, and the millions more who depend on growth area workers and industries. It will coordinate an urgent national response to that inequities that are distinct to fast-growing outer metro areas which have long been visible, but which have been highlighted during the pandemic.

Our capital cities need better planning and investment that supports distributing infrastructure, jobs and housing more evenly across entire metropolitan areas.

Growth areas need assurance that Commonwealth infrastructure investment will be allocated based on greatest need and greatest impact; and that City Deals will be revitalised with sufficient leadership and engagement at the Federal level to drive reforms and deliver transformational infrastructure.

Priority Projects

See accompanying project spreadsheet for details

Finance for Growth Areas	A return of Financial Assistance Grants to 1 per cent of Commonwealth taxation revenue in order to support local governments and our communities.
North and West Melbourne City Deal	Agreement and delivery of a North West Melbourne City Deal

2. Infrastructure to transform

There is a new looming infrastructure crisis in growth areas exacerbated by the high take-up of Homebuilder grants, which has seen record building approval rates in all growth area LGAs across the country. This unplanned and uncoordinated exponential growth in land sales will see development occur long before vital infrastructure is planned and funded, let alone delivered.

If lessons are not taken from the population boom of the last 10 years, and the resulting social inequities highlighted during the pandemic, vast new populations will find themselves without access to the transport, health, education, employment and community infrastructure all Australians are entitled to.

Existing funding and financing mechanisms at Federal and State level will not meet this demand. Strong leadership is required at Federal level to address this national crisis.

A financing mechanism to secure current and future infrastructure delivery, and a strong role for national and state infrastructure bodies, are the long-term solutions we need - not ad hoc infrastructure funding announcements.

There are already around a million young people in growth areas who will need work or higher education in the next 5-10 years. Add in the new populations arriving from the homebuilder boom, and it becomes clear that major infrastructure projects must focus now on creating the skills and jobs Australia needs for economic recovery.

Growth area communities' infrastructure needs

NGAA has a proud history of advocating for the infrastructure and service needs of outer suburban growth areas. These growth areas have consistently experienced double the national growth average, often off a rural base. Former 'country towns' are now busy and thriving suburbs, or in the process of transitioning – but the infrastructure needed to support the growth is years behind.

Outer suburban growth areas are under immense pressure – and they are under the radar of the Australian Government. Growth area councils are a cohort with distinct characteristics and specific needs. Investment in growth areas increasingly reflects political dynamics rather than a response to evidence-based need across growth area communities.

This means infrastructure is underfunded and the communities are woefully under serviced. Their voices are not represented in debates about capital cities, and they are not rural or regional.

In summary the needs of growth area councils and the communities they serve are under-represented at the Federal level and this needs to change.

NGAA Member Councils are united by their shared experiences of:

- Population growth rates at double the national average
- Inadequate infrastructure to cope with the increased demand
- Long-term strategic Federal government under investment in roads, public transport and essential services.
- Inadequate federally funded services

Commit long term to fund outer suburban infrastructure

Resources are scarce and demand is high. NGAA endorses Infrastructure Australia's call for place-based planning to unlock the potential of every outer suburban growth area in Australia^{xi}. A place-based approach to planning with targeted funding will make sure money goes to where it is needed, and gives confidence to the community that taxpayer's money is being spent well.

Growth area Councils need long term infrastructure investment commitments. Too often Federal and state funding grants and funding rounds require councils to find money to co-invest quickly and with no respect for existing council budgets, capital works programs and statutory obligations.

Integrated strategic infrastructure planning is needed so growth area councils can manage their capital works programs without projects coming from left field from other levels of government. Councils would welcome the opportunity to sit and jointly plan for the medium to long term and advise what their infrastructure needs will be. Growth area councils know their communities, understand changing demographics and need, and can inform and support cost-effective, well planned investment in their communities.

Address transport inequity in growth areas

Access to transport remains a critical social equity consideration for the outer suburbs of Australia's cities. These areas generally have an undersupply of transport services (especially public transport) and of local employment options^{xii}.

Research for the NGAA indicates the annual cost for long distance commuting paid by workers in the outer growth suburbs is \$5.6 Billion. The cost savings across households due to changed travel patterns because of the pandemic is money that can be spent locally^{xiii}. Reduced commuting time supports time with families – and enables people to participate in sport and community activities that improve their health and wellbeing.

In 2015 avoidable congestion costs in Melbourne alone were estimated at \$4.6 billion^{xiv}. Under-developed infrastructure in growth areas contributes to congestion, pollution and costs in time to people who live in the outer suburbs.

Well maintained paths support people without a car or good access to public transport, to access services and improves a community's overall health. Upgrade of the road network in growth areas is crucial for people and businesses to move around. Even with a more integrated approach to transport planning, and an emphasis on public and active transport, ongoing investment in a safe arterial road network and upgrade of rural roads is essential.

Heavy rail is expensive but the benefits accrue immediately to growth areas communities and over decades in avoided congestion, an alternative to purchasing a second or third cars in a household and opening land use for more intense development near train station. Recognising the long-term benefits of early delivery of heavy rail, governments should examine debt options to bring forward investment in heavy rail for growth areas.

Commuters in outer growth suburbs face the double challenge of distance from jobs and poor road infrastructure. This can make even a short commute time-consuming for car commuters and unattractive for a mode shift to buses that also get caught in congestion. For most commuters from outer growth suburbs, commuting by car is the only choice because public transport options are limited^{xv} or slow. Road infrastructure must be delivered with a focus on providing attractive and quick alternatives to the car such as high frequency buses operating in bus lanes separated from general traffic, so people have a genuine transport choice and can access services.

Paths and trails for local connections and sustainable transport alternatives

Australian Government funding has focused on roads and growth area councils recognise the benefits for their communities, but a road-heavy focus from state and federal governments and their planning agencies is leading to unsustainable outer urban communities. Road upgrades are needed but there is an opportunity for national leadership for sustainable communities with a focus on active transport infrastructure as well as roads.

Typical Australian households in metropolitan areas are spending a record 14.9 per cent of their income on transport which equates to a yearly transport expenditure of \$20,520^{xvi}. With further distances to travel to work and study, tolls and poor public transport this amount is likely to be higher for households in growth areas.

Active transport infrastructure is an investment in the health of people in outer suburban areas. Research shows higher levels of diabetes, obesity and other health conditions are associated with lack of exercise. Active transport infrastructure can support improved health and wellbeing outcomes in communities who are time poor due to demographics and long commutes.

Recent research shows that inadequate bikeways in urban areas, unsafe conditions for cyclists and lack of connections to major transport hubs are significant barriers to increasing the number of cycling trips each week.^{xvii}

Priority Projects

See accompanying project spreadsheet for details

Penrith City Council	Castlereagh Connection	NSW Government to undertake a business case for the Castlereagh Connection (minimum 1951 corridor), Prepare and implement an acquisition plan for remainder of corridor, Delivery of Connection prioritised and funded by State and Federal Government
Wollondilly Shire Council	Maldon – Dombarton Rail Line (MDRL)	The Maldon-Dombarton rail line would reduce truck movements on Picton Road, Appin Road, the F6 and the Hume Hwy (Federal Highway). It will support potential employment lands development in Southwest Sydney, particularly for freight related business
Wollondilly Shire Council	Maldon – Improved Rail Services	Upgrades to this line are needed to service the Wilton Growth Area that will accommodate an additional 45,000 people over the next 30 years, in addition to the already expanding urban areas of Picton, Tahmoor and Bargo, together with the future population of the Greater Macarthur Growth Area (a further 50,000 people).
Wollondilly Shire Council	Picton Bypass	Funding of \$3 million has been committed at a State level for a strategic investigation of a Picton Bypass. A route is currently on display. High level strategic cost estimates are in the range of \$50m but could be more dependent on feasibility studies of route options. It is noted that there is a substantial social, health and wellbeing cost to the existing and planned communities of Wollondilly should the project not proceed.

City of Playford	Curtis Road transfer and duplication	We are currently working with State Government on transferring the care and control of the road from Council to State Government. Council is seeking the commencement of planning for the duplication of Curtis Road as soon as possible. Infrastructure SA have identified the need to develop a business case for the duplication of Curtis Road. An indicative cost is \$150m, for the duplication and construction of grade separated railway crossing at the Gawler-Adelaide Railway line.
Cardinia Shire Council, VIC	South East Airport	Cost summary <ul style="list-style-type: none"> • \$100m - Purchase of the Airport site (1800Ha) • \$5m- Development of a land side infrastructure business case • \$1.2m- Undertake a planning scheme amendment process • \$500,000 -Development of a South East Airport Master plan • \$600,000 - Project management and governance to support multi agency coordination over 3 years
Cardinia Shire Council, VIC	Safer Roads Package	Cost Summary <ul style="list-style-type: none"> • \$700m - Thompsons Rd Establishment and duplication from Clyde Rd to Koo Wee Rup Rd • \$850m - A1 Princes Hwy The missing piece of the National Hwy - Four highway grade separated interchange from Nar Nar Goon to Longwarry • \$25m Lang Lang bypass Sand trucks away from schools and pedestrian crossings and town centre activity • \$0.5m - Upper Beaconsfield Rd intersection upgrade safety improvements
City of Casey and Cardinia Shire Council	Thompsons Road upgrade and extension	The City of Casey and Cardinia Shire Council consider the upgrade and extension of Thompsons Road as one of the region's highest transport priorities. Total estimated cost \$60m
Hume City Council	Bulla Bypass	Council is calling for the joint delivery of the Bulla Bypass (\$1 billion) by the Australian and Victorian Government.
Hume City Council	Outer Metropolitan Ring Road	Council is calling for the joint delivery of the OMR (\$30 billion) by the Australian and Victorian Government.
Hume City Council	Hume Freeway upgrades	Council is calling for investment in Hume Freeway upgrades including delivery of the Gunns Gully Road Interchange (now being delivered by Stockland via GIAC WIK), Cameron Street bridge, half diamond at English Street and measures to address access and noise through Kalkallo Township. (Cost TBD)
Melton City Council	Western Intermodal Freight Terminal	In the 2021/2022 Federal Budget, the Federal Government committed \$2B for the construction of an Intermodal Freight Terminal in Melbourne without the identification of a preferred location. The State Government has identified the WIFT as the preferred option because of long term economic impact,

Wyndham City Council		overwhelming support by major industry, its proximity to the existing freight movements and proximity to ports existing and planned. We seek the Federal Government to make an announcement with the State Government supporting the investment to be directed to the WIFT and for the Victorian State Government to match the funding. A business Case has been developed and is currently sitting with the relevant Ministers in the Federal and State Governments so seeking funding for works, planning and land acquisition to commence urgently to provide surety of delivery by 2030. This will enable the completion of the Melbourne section of the Commonwealth Inland Rail and will enable rail freight to go to Port on double-stacked 1800 metre trains without the need to transport in inner Melbourne on trucks.
Melton City Council Wyndham City Council	Outer Metropolitan Ring	In the 2021/2022 Federal Budget, the Federal Government committed \$10 m for the additional planning of the OMR. We seek the matched investment by the State Government and the commitment to build the OMR by both the State and Federal Governments. The OMR is the obvious connection between the North and West of Melbourne and will have long term economic benefits to both regions for productivity and efficiencies of traffic and rail movements. It would be an obvious significant project for the North West City Deal
Melton City Council	Western Highway	Melton City Council seeks a commitment from both the State and Federal Governments to fund the upgrade of the Western Highway to an urban freeway standard, within the City of Melton. <ul style="list-style-type: none"> • Fund a business case to upgrade the corridor from Melton to Caroline Springs • Construct Bulmans Road interchange • Construct a pedestrian overpass at Arnolds Creek • Remove direct property access and turning lanes within the central median strip from the Western Highway • Plan for capacity improvements to reduce congestion.
Melton City Council Wyndham City Council	Western Rail Plan	The Australian Government has committed \$30 million and the Victorian Government \$130 million towards the project. In the 2021/2022 budget \$94 million was committed on the Melton and Wyndham Vale corridors to enable higher capacity trains, including 9-car VLocity trains. Whilst these longer trains will increase capacity by up to 50 per cent during peak periods, this will not meet the needs of the growing community. .
Mitchell Shire Council	Cameron's Lane – Hume Freeway Diamond Interchange	A full diamond interchange is needed to support the construction of over 30,000 homes and the development of the Beveridge Intermodal Freight Terminal.

Mitchell Shire Council	Beveridge Intermodal Freight Terminal	Beveridge has been identified as a key employment precinct. The development of the interstate freight terminal and supporting industries is expected to contribute 18,800 jobs to the region. Efficient intermodal terminals in Melbourne and Brisbane are critical to realising the benefits of Inland Rail and will provide broader economic benefits including improving the competitiveness of Australia's freight supply chain.
Wyndham City Council	Westlink (road project)	Federal and State funding for completion of the Ison Rd rail overpass bridge and freeway connection (both have commitments in 2021-22 Federal and State budgets for initial stages).
Wyndham City Council	Rail project integration - supporting connection to regional growth and jobs (including the Geelong Fast Rail with a stop in Wyndham)	A commitment to an integrated approach to capture the collective benefits of the Geelong Fast Rail, Western Rail Plan and Airport Rail that connects the National Employment , Innovation Clusters of Sunshine and Werribee, health services and education.
City of Armadale	Service & Road Upgrades to support Rowley Road Industrial Estate	Seamless connections to Tonkin Highway from Westport and Kwinana Intermodal are a high priority, and Rowley Road will form part of the primary freight route required. Accordingly, Rowley Road will be classified as a strategic freight road and, with Stock Road, will form part of Western Australia's proposed future National Land Transport Network.
City of Cockburn	Rockingham Road road/rail crossing - improvements	The City has an Interface Agreement with the rail operator and Main Roads for level rail crossings. Rockingham Road railway crossing specifies the road manager is the City and the rail infrastructure is the operator (then known as Brookfield, now Arc Infrastructure) This agreement has been in place for several years. To bring these works forward in the program of works would require another funding source.
City of Cockburn	North Lake Road road/rail crossing - grade separation	The City has an Interface Agreement with the rail operator and Main Roads for level rail crossings. North Lake Road railway crossing specifies the road manager is the City and the rail infrastructure is the operator (then known as Brookfield, now Arc Infrastructure). Conceptual design work has been undertaken previously to grade separate this road/rail crossing. With the North Lake Road bridge connection soon to be open, this will channel additional traffic between Cockburn Central and other employment centres such as Fremantle and Bibra Lake. This bridge is also directly adjacent to the City of Cockburn's growth corridor (Treeby) and the adjacent growth in the City of Armadale.
City of Cockburn	Delivery of Westport	Development of a modern port to meet Perth and surrounding regions future growth for the next 50-100 years.

City of Cockburn	South West Metro Rapid Transit Route	Providing an efficient and well-connected public transport system that connects activity and employment centres.
City of Swan	Benara Road Dual Carriageway	\$20.3 million Dual Carriageway of four kilometres of Benara Road from West Swan Road to the City's boundary at Danube Avenue. Benara Road connects the Swan Valley to the residential areas of Caversham and Beechboro. Expecting traffic volumes exceeding 16,000 vehicles per day.
City of Swan	Daviot Road Extension	\$30 million for Construction of a new link road connecting Benara Road to Morley Drive is part of a greater project to improve traffic flow for residents of the Urban Growth Corridor suburbs of Caversham, Brabham and Dayton driving through to the Perth CBD
City of Swan	Gnangara Road upgrades	\$7.25 million to duplicate Gnangara Road between Pinaster Road and Henley Brook Avenue in alignment with duplications works currently funded east of Henley Brook Avenue. The City also plans to connect the Principal Shared Path (PSP) between Tonkin Highway and Pinaster Parade at an estimated \$2.96 million.
City of Wanneroo	Neerabup Strategic Link.	Flynn Drive dualling has been funded by State and Federal Governments for \$22.5m which is a key investment. However, there is a call to accelerate the planned roading infrastructure of Whiteman Yanchep Highway, Neaves Road a realignment as well as the Whitfords Gnangara Road intersection upgrade.

3. Revitalise Australia's economic engine room

Australia's future prosperity depends on our vast growth areas workforce. The outer suburbs are the engine room of our economy – if they stop working, Australia stops working.^{xviii}

Growth areas are a key economic asset, with a 2.2 million-strong workforce, large tracts of land ready to be transformed into industrial, manufacturing and high employment zones and a strong track record of business growth well above the national average. A growth areas-led economic recovery needs a two-pronged approach: open up opportunities for new jobs and support small and medium-sized business.^{xix}

Communities need time and space to create their own special place. We can truly realise the vision of the sustainable 20-minute neighbourhood by building on the positive unexpected changes that have come from the pandemic such as home or local employment as a hybrid option, and an alternative to long commutes. The productivity gains with new models of working and education will directly address barriers experienced by many outer suburban residents.

The workforce in outer suburbs is 2.21 million. That is 18.7 per cent of the total Australian workforce, up from 14 per cent in 2006. It is also the heart of diversity in Australia. The economic potential of growth areas is great – what is needed is clever, targeted investment to help unlock long term, sustainable economic growth that builds off the population growth, provides long term viable economic activity rather than the 'sugar boost' of short-term construction jobs building housing.

Research shows employment is unevenly distributed with higher unemployment for youth. A tight 'spatial leash' results in women less willing to travel long distances for work due to caring responsibilities which contributes to the perpetuation of traditional gender roles and reduces economic security for women^{xx}. The pandemic has given governments, employers and the community a basis to reset economic geographies. Realising productivity opportunities for residents in outer suburbs and growth areas will support more people to more fully participate in the economy.

Working from home has been proven - it can work when employers put in place support and understand the value of flexible work. NGAA is calling for the government and all businesses to, where they can, support work arrangements that enable people who live in growth areas to finally achieve a better balance between working and family life. A recent Productivity Commission report highlights the benefit of working from home

“Avoiding the commute reduces the 'cost' of working, and this is expected to induce an increase in labour supply. This may include more work opportunities for people who face barriers to labour force participation. This includes carers, parents of young children, some people with disabilities, as well as people living in remote or regional areas where there are often fewer job opportunities in close physical proximity. Working from home policies can also promote a more gender-balanced workforce”^{xxi}

Flexible working at offsite locations such as coworking hubs, can protect and bolster local economies. Local work encourages disposable income to remain in growth areas and can fast track the establishment and expansion of local services and businesses.

Unlock labour productivity in growth areas.

The shift to working from home has had the strongest, most positive impact on people who live in growth areas. NGAA research found that residents of growth areas who switched to working from home during COVID-19 were saving up to three hours per day commuting. This additional time was being used to exercise, spend time with family or for study or

professional development. The average daily cost to get to and from work in outer growth suburbs is \$58.64 by car^{xxii}. For the benefit of commuters and growth area economies, encouraging local jobs close to where people live must be a focus for all levels of government.

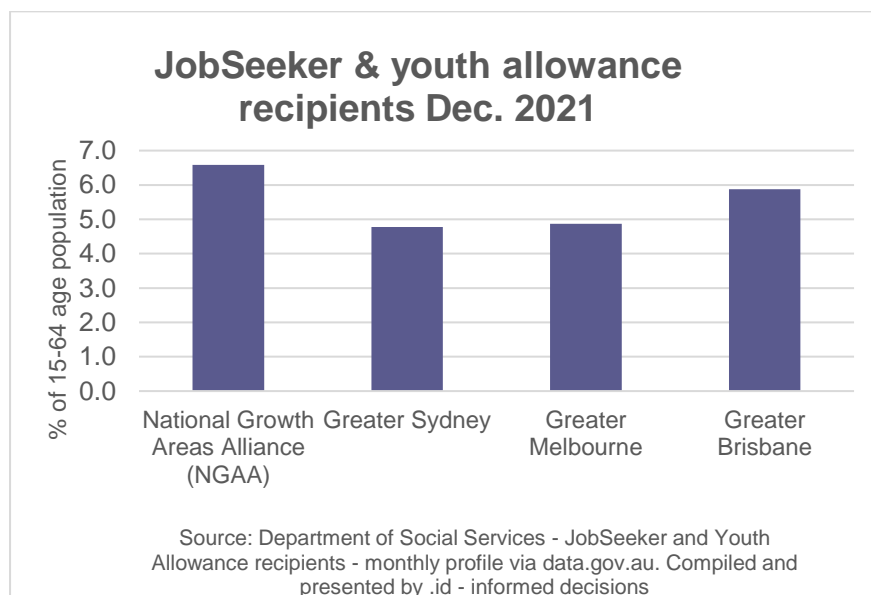
Growth area demographics are an economic resource that is underutilised. Growth areas are filled with talented and diverse migrant communities with an energy and enthusiasm that is valued by all Australians. They are home to highly educated women who, due to family commitments, are often under employed in lower skilled jobs closer to home. Growth areas also have large numbers of young people looking to study and work close their families and contribute to the economy.

All of these working age cohorts are under-utilised and a focus on reducing barriers will help to realise productivity gains as well as improve people's lives.

Growth area residents need local access to tertiary education providers with courses that qualify them to work in jobs that support growth area communities. Labouring and trades, services and retail, aged and disability care, health care, and the primary and secondary teachers are all in high demand and sources of employment in growth areas. Better matching tertiary qualifications with these jobs would help address the disconnect in the labour market in growth areas.

Focus on reducing unemployment and underemployment in growth areas

At July 2020, the rate of jobseeker and youth allowance recipients in growth areas was at 11.1% compared to 5.1% the previous year in June 2019 (.id.2020). NGAA research found that if jobs were made available to working from home or at a local coworking hub, residents not in the workforce would be likely to reenter the workforce. In growth areas, under 40s not currently in the workforce were significantly more likely to seek part-time employment if they were able to work from home some of the time (64%), and those with children aged under 5 in the household were also more likely to seek part-time work (65%) (Quantum, 2020).



Understand the barriers to employment for women that live in growth areas

Research shows that women in growth areas are educated, underemployed and constrained by barriers to employment. For many parents, and especially women, with school aged children or elderly parents, the impacts on family life of jobs far from home are too great.

Research by SGS for the City of Whittlesea shows women in growth areas are more likely than men to be tertiary educated, but almost twice as many men as women are working full time. Job prospects for these women are constrained in growth areas, with a loss to the economy as a whole^{xxiii}. Across capital cities, between 53 and 58 per cent of part-time workers who live in the outer suburbs have long commutes over 10kms^{xxiv}. This is a significant financial and time burden on people working part-time who may also have caring responsibilities or other commitments.

The rise in female employment since 1974 has been estimated to result in a 22 per cent increase in economic activity^{xxv}. Projections by KPMG indicate that if the labour force gap between men and women was halved, Australia's annual GDP would increase by \$60 Billion in 20 years with cumulative living standards increasing by \$140 Billion^{xxvi}. The productivity gains of being able to work closer to home, or in the home, especially for women and less mobile employees is tremendous. NGAA calls for all levels of government to understand the lived experience of working parents in growth areas, especially women with caring responsibilities, and the challenges they face to enter employment, increase their hours or commit to full time work while trying to manage the care of children or elderly parents. Support for women to increase their participation in the workforce, and access professional jobs, including part time work closer to home will increase national productivity and support economic growth^{xxvii}.

Young people in growth areas need support

Poor access is the greatest barrier to young people in growth areas taking up education opportunities and employment. Poor access to jobs, poor or no access to public transport, poor affordable housing options and poor access to tertiary and vocational education. Car usage is high in growth areas. The cost of running a car for young people who are generally low-income workers, can be prohibitive alongside the costs of education. The challenges for young people in outer suburban growth areas include fee debt, low Austudy payments, transport costs, along with lack of local work and lack of diverse, smaller housing options.

These factors combined pose significant challenges and 'risky transition' when young people in growth areas either need to move away from home or face a long and costly commute to their place of study. In families already struggling, income support from within the family is not an option. Long commutes for education make part-time work difficult to access. These factors of themselves and combined place young people at risk of homelessness, mental health issues or disengagement from education. For example, research in the City of Armadale indicates youth unemployment and disengagement around 26-27 per cent, a high Aboriginal youth population, around 20 per cent of children developmentally vulnerable and low educational levels^{xxviii}.

Support micro, home-based and small local businesses

Growth areas are a crucible of entrepreneurship and jobs diversity. Many small businesses are started in response to poor employment opportunities and the need for flexible work for parents with caring responsibilities.

Small businesses are the engine rooms of the economy and small business in growth areas is booming. In 2018 the Victorian local government areas with the largest growth in small businesses were Wyndham (17.7 %), Melton (13.1% increase) and Hume (11.8 %) ^{xxix} increase. Many small businesses have been severely impacted by the pandemic.

Conversely, some local businesses have thrived because of the increase in people shopping

locally. Targeted support for small businesses to recover and evolve their businesses will help them to stabilise after the pandemic, expand and provide more local jobs.

Growth areas are home to thriving home based and micro businesses, many set up by women. Programs directed through Council economic development teams can provide mentoring and support to home based and micro businesses, connect them with each other and support an entrepreneurial community to grow local jobs. In Kwinana WA, the council with the support of Small Business WA, has focused on reducing the regulatory burden on home-based business to support their economic potential^{xxx}. Financial support from the Federal government for Councils to deliver programs for micro, small and home-based businesses means programs can be tailored for local economic characteristics than programs designed and delivered nationally or even at state-level.

The Federal Government's stimulus investment supported the large-scale residential construction industry. This benefited the 'big end of town' and favours male-dominated construction jobs rather than the thousands of smaller businesses that employ locally. Cash grants for councils to deliver smaller infrastructure projects such as parks, playgrounds, cultural centres and sports facilities can be designed to support Council procurement from local construction businesses, craftspeople, artists, manufacturers and service providers with direct support for growing local jobs.

Working close to home - grants for educational and co-working hubs in growth areas

Disparity of access is not just an issue for rural and remote students. Students from growth areas are already less likely to attend university than their inner-city peers because of cost and transport barriers. Family household size or financial circumstances mean many young people are unable to access a quiet space for school or university work. This is also a challenging situation for families with parents managing work from home. Growth area councils are trialling innovative ways to progress digital equity.

Local educational hubs can accommodate university and vocational learning by remote learning. Funding for Council community facilities, such as libraries and community hubs to be developed or upgraded with dedicated study rooms and spaces for students to study online would support young people to undertake tertiary study close to home and reduce barriers to successful study. Secondary students will also benefit, with evidence that many high school students in growth areas use library and youth facilities for a space to do their homework after school. The Covid pandemic has highlighted the additional disadvantage students from lower socio-economic households experience with online learning, including limited technology and ICT resources and restricted parental capacity to provide support^{xxx}.

Coworking hubs can support people not in the workforce to seek part-time or full-time work opportunities or start their own businesses and build a network. NGAA research found that 33 per cent of surveyed residents in growth areas were somewhat to very likely to take up entrepreneurial or new business activity if coworking space was made available. Two thirds of residents surveyed in growth areas said they'd consider working in a coworking hub to provide a more flexible and social approach to working locally^{xxx}.

Residents were more likely to use local services if they were working from home or in local hub. The economic impact of each growth area resident purchasing their morning coffee locally is a \$1.4B across Australia per year. Commuters travelling from growth areas pre-COVID-19 were spending on average \$58.64 every day travelling to work by car (which is 74.5% of commuters in growth areas). This includes petrol, tolls and parking as well as car running costs. The total impact of this is \$6.9B per year across Australia^{xxx}. Diverting

disposable income from commuting costs to local services boosts local economies and especially small businesses in growth areas.

Coworking models come in multiple forms and local governments can pilot several versions in existing premises. However, there is some financial assistance required to run a coworking hub, namely the hub host, who is generally employed by the council. Coworking hubs are more successful if a host is employed to encourage collaboration and networking.

Growth areas can invest in flexible work accommodation such as coworking hubs, satellite offices, neighbourhood co-ops and incubators to take advantage of this shift. This is largely because of the ready and available skilled labour residing in growth areas. With a halt on skilled migration due to COVID-19, these workers will be in greater demand than ever before. Before the pandemic Pre-COVID, growth areas experience an exodus of students and young people to inner cities each year for study and work opportunities. Connecting remote learning, remote professional development and working from home can allow young people to remain in and enter the work force in growth areas.

In 2020, COVID-19 related reductions in car and public transport commutes in the Greater Sydney Metropolitan Area saved an estimated \$5.6 billion in annual travel time costs. Much of this saving can be attributed to decreases in congestion^{xxxiv}

Priority Projects

See accompanying project spreadsheet for details

Liverpool City Council	Liverpool City Centre Transformation	The Liverpool City Centre Public Domain Master Plan (Master Plan) is Liverpool City Council's 10-year vision and improvement plan for public spaces within the Liverpool City Centre, as it continues to develop into Sydney's 3rd CBD, and gateway city to the new Western Sydney (Nancy- Bird Walton) International Airport and Aerotropolis. \$32.55 million high priority projects, \$64.08 million all projects.
City of Playford	Protect our \$355M Horticulture Region from Flooding	Council is seeking support from the State Government and Federal Government to secure funding to construct the Northern Floodway. The Current cost estimate for the Northern Floodway is \$27-42m. It is anticipated that the business case will provide accurate costings for the Northern Floodway.
City of Playford	University and Learning Hubs	We are currently working with the University of Adelaide to expand their presence into the City of Playford and seek Federal and State Government support in progressing the establishment of a university in our City.
City of Playford	Lyell McEwin Health Precinct Economic outcomes and	Council seeks a commitment from State Government to drive the development of the Lyell McEwin Health Precinct as a key state economic initiative. Council seeks continued investment in the Lyell McEwin Hospital through physical upgrades,

	increased health services	clinical improvements and increasing community-based support services.
City of Whittlesea	MFIX	Advance the Melbourne Food Innovation and Export Hub (MFIH) as a transformational project for the northern region of Melbourne and provide the infrastructure needed to enable the development.
Wyndham City Council	East Werribee Employment Precinct	Federal support for development of the Werribee National Employment and Innovation Cluster (NEIC).
Wyndham City Council	Enhanced Employment Programs	Federal support for a collaborative approach with state and local government to enhanced employment programs for disadvantaged jobseekers and complementary funding of local jobs programs.
City of Cockburn	Delivery of Latitude 32 – Regional Employment Centre	Funding to develop regional employment centre.
City of Cockburn	Australian Marine Complex - High Wide Load route	HWL corridors are built to standards which accommodate large indivisible loads linking key heavy fabrication centres and the AMC in the Perth metropolitan area with mine sites, refineries and other industrial factories that require large machinery and plant equipment.
City of Cockburn	Australian Marine Complex	Upgrading the AMC waterfront, northern and southern harbours.
City of Kwinana	Outer Harbour	Thomas Road is a single lane carriageway for most of the area east of the Freeway as it approaches Byford. The road is a significant freight corridor as well as a major east-west connector for the growth areas of Byford and Kwinana and a connector to the Tonkin Highway terminus.
City of Swan	Swan Valley Visitor Centre	\$6 million to construct a regional visitor's centre to promote the local viticulture and agri-tourism.
City of Wanneroo	Neerabup Waste Innovation Hub	\$250k required to complete feasibility stage.

4. Investment to aid community recovery, build resilience and support social capital

The social capital of growth communities has been tried and tested over the past two years and prior to the pandemic with communities impacted by fires, storms, floods and record heat.

The pandemic has thrown great challenges to growth area councils but has also highlighted the strengths of growth area communities which are young, dynamic and diverse. Outer suburban planning and design must evolve to support large populations living and working locally and generating local economic value.

The SEIFA average for growth areas is considerably lower than the Australian average and household income is generally below the average of the major capital cities^{xxxv} with the average number of children in each household higher^{xxxvi}.

Community leadership in migrant and diverse communities within growth areas, has helped with health messaging amongst non-English speakers especially older people, and encouraged vaccination. The diversity of growth areas communities is one of their greatest strengths and should be celebrated and supported. Growth area councils are working on resilience and climate change adaptation plans to support their communities. However the built form of new suburbs is unsustainable and potentially disastrous for communities that are already vulnerable.

Recognise that timely social infrastructure is essential to support quality of life in outer suburbs

Social infrastructure is the facilities, spaces, services and networks that support the quality of life and wellbeing of communities. Social infrastructure assets are the buildings and spaces that support delivery of social services by governments and other service providers. Social infrastructure networks play a nationally significant role in supporting Australia's economy, liveability and sustainability^{xxxvii}. NGAA welcomes Infrastructure Australia broadening its understand of the important role social infrastructure plays in building community. Outer suburban growth areas are experiencing rapid population growth, but often without commensurate social infrastructure and services needed to support communities and maintain liveability.

The cost of land and competition for space means employment buildings and residential housing are being delivered without sufficient access to social infrastructure, such as green space. Infrastructure Australia notes the timely delivery of new and upgraded social infrastructure is integral to the success of Australia's cities as they grow. It also observes that sector-based planning, funding and governance structures limit the incentives for different infrastructure sectors to work together to improve benefits to communities. This is especially the case in growth areas where lack of forward, coordinated infrastructure planning and delivery results in poor community outcomes. Growth area councils are continually seeking to engage with state and federal infrastructure planners to better sequence delivery of services with development, but generally with limited success.

Australian Government funded health services have not kept pace with population growth

The South East Melbourne and North West Melbourne Primary Health networks between them support over 3.2 million people (2016 data). These two PHNs far exceed in population other PHNs and the population data is well out of date. As an example, the Primary Health Network Needs Assessment for South East Melbourne shows low rates of screening for

cancers, high rates of avoidable deaths from various health issues and diseases and high rates of people engaging in risky behaviours^{xxxviii}.

The undersupply story is similar for GPs. Growth in demand for GP services in urban areas has grown significantly in the 5 years and a significant undersupply is forecast to 2030. There is an existing undersupply of GPs in urban areas of 5.7 per cent with the largest deficit of GPs in 2030 forecast in Victoria (3,900 FTE GPs) and NSW (3,400 FTE GPs) and Queensland (1,500 FTE GPs) with the deficit most pronounced in urban areas^{xxxix}.

Growth areas have lower than average numbers of GPs per 1000 people already compared to metropolitan averages. For example, Melton Council has 6 GPs per 1000 people compared to the Greater Melbourne average of 10 per 1000. Blacktown has 8 per 1000 compared to a central Sydney average of 19 per 1000 and a Greater Sydney average of 10 per 1000.

Growth area councils have been dealing with the impacts of high infection rates, lower vaccination rates due to lack of nearby vaccination hubs and a shortage of GPs and culturally sensitive services. At the same time, the communities in growth areas, especially amongst migrant and religious groups have shown incredible leadership^{xl}. Migrant women in Melbourne's west have helped hard to reach women access vaccinations in a culturally safe way.^{xlii}

Mental health services are vastly inadequate for the current population in outer suburban growth areas. There are multiple variables that point to a need for a significant increase in mental health facilities and services in growth areas. Financial stress, the size of the youth cohort, high youth unemployment, communities that have escaped trauma and high incidence of family violence reports demonstrates that access to mental health services is significantly underprovided. Secure crisis facilities are almost non-existent in growth areas meaning people at risk of suicide or self-harm are taken to facilities far away from their support networks. Families may not be able to visit due to poor public transport or long distances.

Protect against mounting vulnerability in outer urban areas

The JobSeeker subsidy was a life saver for many vulnerable communities in growth areas. The rate of residents on Newstart or Austudy has more than doubled in the previous 12 months (as of July 2020). The percentage of people on Jobseeker or Austudy is higher than the average across Sydney, Melbourne, Perth, Brisbane and Adelaide^{xliii} The SEIFA average for growth areas falls well short of the Australian average and household income is generally below the average of the major capital cities, despite the average number of children in each household being higher.

The JobSeeker payment helped weather the initial impact of COVID-19 related job losses, but it is a band-aid for the existing disadvantage experienced in growth areas due to lack of social services and local job prospects. Many residents living in growth areas are on temporary visas, including international students and working visa holders. Research suggests up to 90 per cent of international students have lost their part-time or casual work^{xliiii} and many were not entitled to government support. These visa holders are not captured in the above figures and therefore the total number of residents requiring some form of assistance is much higher than reported. NGAA member councils and community groups have shouldered the burden to assist these residents with food and support services, before they fall into poverty and homelessness.

The pandemic has aggravated existing vulnerabilities and inequities^{xliv} (O'Sullivan, et al., 2020). As such, there is opportunity to stimulate local economies by investing in local services (such as allied health and mental health provision) and address existing disadvantage.

Priority Projects

See accompanying project spreadsheet for details

Blacktown City Council	Community resource and recreation hub, Riverstone Town Centre	Federal funding of \$33m is required to construct a new community resource and recreation hub consisting of a community centre, library, children and family services facility, youth centre, arts and function centre, informal indoor recreation facility and civic plaza in the Riverstone Town Centre on Council owned the land. The community hub is identified in a 2017 approved Masterplan for the Town Centre that was prepared following extensive consultation and collaboration with the community, stakeholders and NSW Government agencies. Planning approval will be required for the construction of the facility if funding is available.
Blacktown City Council	Community Hub, Schofields Town Centre	Federal funding of \$6m is required to construct a community resource and recreation hub to provide for children/family services, youth and district level community centre in the Schofields Town Centre. The need for the community hub was identified by the NSW Department of Planning, Industry and Environment in the Schofields Precinct Plan in 2012. Funding has not been available to deliver the hub. Planning approval will be required for the construction of the facility if funding is available.
Blacktown City Council	Tree planting in the North West Growth Area	\$20m of Federal funding to Blacktown City Council to invest in tree planting in the North West Growth Area. The money will be used to plant trees in the public domain, including streetscapes and parks to reduce the effects of urban heat in Western Sydney.
Liverpool City Council	Woodward Place	\$30m Stage 1A, \$85 m Stage 1B to transform Woodward Park, a 28-hectare site on the western edge of the city centre, into Woodward Place – a bespoke lifestyle precinct with premier cultural festivities, state-of-the-art regional facilities and high-value leisure and recreational spaces.
Liverpool City Council	Light Horse Park	\$45m The Light Horse Park improvement works provides the opportunity to improve the connection of the Liverpool City Centre to the Georges River, improve the presentation and arrival experience of the City Centre from Newbridge Road, and improve the function and aesthetics of the riverfront parklands, reflecting its values and attributes that make it unique and befitting a Regional City in south western Sydney.

Liverpool City Council	Casual Powerhouse Arts Centre and Parklands Enhancement	\$9m for construction of Environment Education Centre and completion of Levels 3 and 4 of the Casula Powerhouse Arts Centre.
Liverpool City Council	Carnes Sporting Facility, Carnes Hill	\$76.3 million for construction of the Carnes Hill Recreation Precinct Stage Two. Carnes Hill Recreation Precinct is one of the finest community and recreation precincts in the Liverpool LGA.
Liverpool City Council	Renewal of Social Infrastructure in Miller	\$119 million for realisation of the Miller Social Infrastructure Masterplan. Consolidation of existing community facilities and the development of a new multi-purpose community hub integrated with surrounding public open spaces at Miller Town Centre (to be conducted in three key stages), including a staged redevelopment of Michael Wenden Aquatic Leisure Centre.
Liverpool City Council	Sinozich Park in Edmondson Park	\$1m concept and design, \$16 m construction. Sinozich Park is a significant recreational space along Cabramatta Creek in the newly established suburb of Edmondson Park. Sinozich Park is identified for active recreation i.e grass sports fields, associated amenities building and children's playground within the Liverpool Contributions Plan 2008-Edmondson Park.
Wollondilly Shire Council	Integrated Health Care Facility for Wilton	Wollondilly is one of the only LGAs in metropolitan Sydney and Greater Sydney without its own hospital. The closest hospitals are Campbelltown, Bowral or Nepean. It is noted that the recent improvements and upgrades to Campbelltown Hospital only cater for growth until 2024, which doesn't include any growth currently occurring at Wilton. This will place significant pressure on the existing health system. At a minimum, an integrated health care facility is required within the Wilton Growth Area, ahead of a tertiary level hospital to service Wilton and the Wollondilly Shire in the longer term. A NSW Parliamentary enquiry into Current and future provision of health services in the South-West Sydney Growth Region has confirmed the significant service gap
Cardinia Shire Council,	Cardinia Life Aquatics and Recreation facility	\$85m to improve indoor courts, aquatics, and health and fitness areas, opportunities for children, young people and female participation
Cardinia Shire Council,	Multicultural Hub	\$32m (with the addition of \$1m for the proposed roof top community garden)
City of Casey	Headspace for Casey's growth suburbs	A new Headspace satellite service centre is desperately needed in the City of Casey within the city's significant growth area catchments of Cranbourne and Clyde. Currently the City of Casey is home to only one Headspace Centre, located in Narre Warren and it sees a caseload of twice the national average.

		<p>Overflow for demand is being redirected to Council. Both services are at capacity and there is not adequate funding to keep up with the demand.</p> <p>Project costs \$750,000 for the first year - establishment of satellite location (incl. capital expenditure) \$450,000 per annum thereafter - ongoing running costs.</p>
City of Whittlesea	Aboriginal Gathering Place	<p>\$10m purpose-built Aboriginal Gathering Place in Quarry Hills Regional Park, South Morang before 2025</p> <ul style="list-style-type: none"> • an investment of \$5m from the State Government and \$2.5m from the Federal Government. The City of Whittlesea will also contribute \$2.5m in funding.
City of Whittlesea	Adolescent Mental Health	<p>1. Provide funding to establish a full headspace facility in the northern part of the City of Whittlesea. 2. Commit to long term funding to the Yflex program, to provide tailored, responsive and accessible mental health services and supports for young people.</p>
City of Whittlesea	Mernda Sports Hub	Seeking an investment from both levels of govt to construct facility.
Melton City Council	Melton Hospital	Melton City Council is seeking for the Melton Hospital to be fully funded and constructed.
Wyndham City Council	Sports Infrastructure	Federal and state funding for sports and recreation infrastructure across Wyndham, including a major new indoor facility. A range of potential federal and state funding sources apply.
Wyndham City Council	Connected neighbourhoods	Funding stream for a range of projects to improve local liveability and livelihoods including active transport routes (seeking 50/50 State/local funding), being active locally and supporting local business.
City of Armadale	Armadale Regional Recreation Reserve	The Armadale Regional Recreation Reserve will be a \$115 million multipurpose recreation hub to accommodate a wide range of outdoor and indoor sports.
City of Cockburn	Wally Hagen/ Dixon Reserve	<p>New build: facility for six indoor courts suitable for State Basketball League requirements - plus associated car parking</p> <p>Local government plus DCP13 funding (up to ~\$3m) Additional funding sought to deliver the level of facility appropriate to the popularity of the sport</p>
City of Cockburn	C Y O'Connor Beach - Coastal protection measures for Cockburn Coastline	Construction of coastal protection structures (such as offshore groynes or similar) planned in accordance with state planning policy guidance and designed by expert coastal engineers to mitigate current and future coastal erosion hazards. The design study is currently underway for a structural solution that maintains and useable sandy beach whilst adequately mitigating erosion and shoreline recession to protect nearby assets. A construction cost in the order of \$5m

		has been estimated. The needed works are consistent with and are identified within the City of Cockburn's adopted Climate Change Strategy (2020) and the City's Coastal Adaptation plan.
City of Gosnells	Langford Indoor Netball Centre	The project is estimated to cost \$11.25m. In addition to contributions by Southern District Netball Association and the City of Gosnells, funding is being sought for the project, estimated at: - \$2m from State Government - \$5m from Federal Government.
City of Gosnells	Aboriginal (Noongar) Cultural Centre	The cost of designing and developing the centre would require a minimum of \$10m funding support from Government, \$5m from the City of Gosnells and approximately 14,000sqm of vacant Crown Land from the WA Planning Commission.
City of Gosnells	Gosnells Oval Redevelopment	The improvement plan is expected to cost \$8.4m
City of Kwinana	Mandogallup Regional Sporting Facility	\$70 million Federal Funding. The region has a shortage of active playing fields and facilities. This site would co-locate a range of facilities into a single large site that would service the shortage of recreation facilities in the south-west corridor of Perth
City of Swan	Bullsbrook Drinking Water Security	Residents and landowners to the west and south-west of the RAAF base Pearce have been impacted by recently identified PFAS and PFOA contamination to their soil and drinking water. Many residents in this area use the groundwater for household purposes including drinking and bathing. To resolve the issue of land and water contamination the City is calling on the Federal and State Governments to install a reticulated water supply to the western portion of Bullsbrook.
City of Swan	Whiteman Sports Precinct	\$350 million to implement Masterplan (funded) for the future Regional Open Space adjacent to Whiteman Park. Located on over 200ha of land, the facility will be the sports capital of Perth's entire northern region, catering to indoor and outdoor sports, aquatic and health needs.
City of Swan	Youth and Social Services	The City of Swan is seeking Federal and State agencies to establish permanent outreach services throughout the growth corridor and the Ellenbrook area.
City of Wanneroo	Alkimos Aquatic and Recreation Centre	Ask \$30m. Whilst the City has received contributions from developers and both State and Federal Government plus its own funding the gap between what it could build now and what the community has identified now and for future growth is \$30m.

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^{viii} www.realestate.com.au/news/the-cost-of-space-as-aussie-buyers-crave-bigger-homes-post-covid/

^{ix} "If they are to thrive, outer suburbs must be supported by appropriate infrastructure that is delivered in alignment with development." P156, Australian Infrastructure Plan, Infrastructure Australia https://www.infrastructureaustralia.gov.au/sites/default/files/2021-09/2021%20Master%20Plan_1.pdf

^x "Population growth is rapidly outstripping demand for vital social infrastructure in Melbourne's seven fastest growing local government areas" <https://www.infrastructurevictoria.com.au/wp-content/uploads/2021/09/Background-paper-Social-infrastructure-in-Melbournes-new-growth-areas.pdf> Infrastructure Victoria, 7 Oct 2021 and <https://www.heraldsun.com.au/news/victoria/families-in-growth-suburbs-missing-out-on-pools-libraries/news-story/9cbc414f3157ad98ec2184ceeb17ce16>

^{xi} Infrastructure Plan 2021, Infrastructure Australia.

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- xiii Jobs and Commuting in Outer Growth Suburbs, Astrolabe for NGAA 2020
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- xv Jobs and Commuting in Outer Growth Suburbs, Astrolabe for NGAA, July 2020
- xvi <https://www.aaa.asn.au/transport-affordability-index-q2-2021/>
- xvii The Australian Cycling Economy, EY for We Ride Australia 2021 p11
- xviii Dr Andy Marks, the assistant vice-chancellor at Western Sydney University, said the region was estimated to contribute between \$180 billion to \$2 billion to the national economy annually – with those frontline jobs never as important as now. “They’re the engine room. If they stopped working than Sydney and NSW stops working,” he told The Telegraph. 24 Aug 2021, Daily Telegraph, *Covid NSW: Sydney’s west vital to keep city operating amid lockdown* <https://www.dailytelegraph.com.au/coronavirus/covid-nsw-sydneys-west-vital-to-keep-city-operating-amid-lockdown/news-story/d4291130ee0f1624e437bc6127eb9396>
- xix “If western Sydney was a standalone city it would be the fourth biggest city in Australia and the third biggest economy,” Mr Fletcher said, adding construction was due to begin mid-2022. “This powerhouse region deserves a world-class airport and world-class infrastructure....” Paul Fletcher, Federal Minister for Infrastructure, 3 November 2021, <https://www.smh.com.au/national/nsw/cycleway-30-metre-high-sculpture-and-parks-for-new-sydney-airport-motorway-20211102-p595ao.html>
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