

Submission form: Victoria's draft 30-year infrastructure strategy

Your details

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About you

Please tell us which best describes you:

☐ Victorian resident
☐ Victorian business owner/operator
☒ Industry professional
☐ Community organisation representative
☐ Local government representative
☐ State government representative
☐ Researcher
☐ Other (please specify): Click or tap here to enter text.

Your focus areas

Select the topics or regions you are providing feedback on (select all that apply):

Topics	Regions
☐ Across sectors	☐ Regional Victoria
☐ Circular economy	☒ Urban growth areas
☐ Cities	☐ Melbourne
☐ Climate change	
☐ Community infrastructure	
☐ Education	
☐ Energy	
☐ Freight	
☐ Health	
☒ Housing	
☐ Infrastructure for Victoria's First Peoples	
☒ Transport	
☐ Water	

Your feedback

Add as many sections as you need to provide all your feedback in this submission.

Topic/area:	'Victorians have good access to housing, jobs, services and opportunities'
Recommendation name:	Build More Social Housing
Recommendation number:	1
1. Do you support this topic or recommendation?	☐ Yes ☐ No ☒ In part
2. Tell us why	The recommendation to provide new social housing to accommodate more low-income Victorians reflects the current housing crisis and the associated long waiting list for social housing. As noted in the Strategy, "over 51,000 households were on the waiting list for social housing in June 2024". This demonstrates a clear need for additional social housing. However, the recommended provision of "around 4,000 social homes each year" to be funded by the Victorian Government over 15 years does not meet the current needs of the population nor the anticipated increase in demand as the cost of living rises and more Victorians find themselves in housing stress. It is understood that budgetary and land supply matters will have an impact on the ability of the Victorian Government to expedite the delivery of social housing. However, it is submitted that the Government initiative could be partnered with requirements placed on developers to deliver affordable housing, both of which can be supported by unlocking land and speeding up approvals. Refer to item 4 below for further discussion.
3. Share any supporting evidence or examples	The proposal to deliver 4,000 social homes each year falls short of the number needed to bring Victoria in line with the percentage of social housing provided in other states. As is noted within the Strategy, social housing currently makes up 2.8% of the homes in Victoria. The national average is 4%. A 2020 report by the Housing Peaks Alliance found that in order to reach the (at the time) average of 4.5% of homes, 6,000 dwellings would need to be built every year, for ten years. The November 2023 'Inquiry into the rental and housing affordability crisis in Victoria', which reviewed the 2020 report and several other reports, inquiries and research papers, recommended that 60,000 social homes be built by the Victorian Government by 2034, with 40,000 of these to be built by 2028. Given the timing of the report, this requires the construction of 8,000 social homes each year from 2024-2028, double that proposed by the current strategy.

	Based on the above, the proposed delivery of 4,000 social homes per year is considered insufficient to meet the demand for social housing.
4. Include proposed changes and improvements	The delivery of social homes and affordable housing to meet current and future demand should be addressed via both the Government and private sectors. Where it is not feasible for the Government to meet social housing targets, private development should be required to provide affordable housing. In Recommendation 7 “Rezone locations near existing infrastructure for more home choices” it is noted that rezonings alone do not guarantee development of housing. The Strategy goes on to note “the government can offer incentives to developers in rezoned locations”. This is then built upon in the ‘Future Option’ to “mandate more affordable homes near existing infrastructure”. This would include requiring developers to “return the some of the benefit of higher land values” resulting from rezoning via the delivery of affordable housing. By requiring developers to provide affordable housing, it is submitted that more Victorians will be able to move out of housing stress. The current Development Facilitation Program is noted within the Strategy, and provides fast track approvals to developments which include 10% affordable housing. It is not clear from the strategy whether the DFP has resulted in an increased supply of affordable housing, but it is submitted that mandating a contribution for developers within targeted rezoned areas would make a significant contribution to addressing the housing crisis. It is suggested that this “Future Option” therefore be made as a recommendation, with consideration given to expanding requirements beyond newly rezoned areas. In addition to the above, in order to bring Victoria in line with the percentage of social housing in other states, it is considered that policies to unlock land for social housing development (and delivery of developer led affordable housing) should be prioritised. This includes increasing the speed at which growth areas are unlocked via a streamlined Precinct Structure Plan process, as well as fast-tracking planning scheme amendments (including rezonings) to increase residential land supply in areas with existing infrastructure.
Topic/area:	Victoria has a high productivity and circular economy
Recommendation name:	Extend metropolitan trains to growth areas in Melbourne’s north and south-east
Recommendation number:	Future Option
5. Do you support this topic or recommendation?	☐ Yes ☐ No

	☒ In part
6. Tell us why	The 'Future Option' to extend metropolitan trains to growth areas in Melbourne's north and south-east is supported in principle, however it is submitted that this 'Future Option' should be reconsidered as a recommendation. This submission speaks particularly to extension of the Cranbourne train line. As noted within the Strategy, the north and south-eastern growth corridors sit just behind the western growth corridor as the fastest growing areas in greater Melbourne. The Strategy also notes that, based on transport modelling, "between 25% and 40% of major roads will be congested during morning peak hours by 2041". Advice received from south-eastern suburbs Councils and developers within the area would suggest that many roads within Casey (and Cardinia) are already significantly congested in peak times. Currently, there are five incomplete Precinct Structure Plans within the City of Casey. Three of these (Croskell, Casey Fields South and the Devon Meadows PSPs) are in preparation, whilst another two (Clyde South and Cardinia Creek South Part 2) are in the due diligence and pre-commencement phases respectively. The Gazettal of these PSPs, added to the remaining undeveloped land within the Casey growth areas, will only continue to contribute to increased demand for public transport options. The timely delivery of the Cranbourne railway station is considered critical to support the anticipated growth within the area. Recommendations 9 and 10 also do not provide immediate public transport improvements in the southeastern growth areas, with the redesign of bus networks proposed to commence in the north and north east, and the recommended rapid transit bus network to extend only as far as Dandenong South. Upgrades to bus services could serve to reduce congestion and improve traffic in the area while the rail network is extended.
7. Share any supporting evidence or examples	The improvement and expansion of public transport services in the southeast will encourage and support growth in the areas of Clyde, Clyde North and Cranbourne East. For instance, development of the Clyde Station would facilitate the development of the Clyde Major Town Centre, which will then in turn create the opportunity for different housing typologies in that area. This, combined with policies around social and affordable housing, will assist in ensuring housing targets for the state and local area can be met.
8. Include proposed changes and improvements	It is proposed that this 'Future Option' be considered as a recommendation, alongside Recommendation 11. To accommodate the existing population and to promote and support future growth, the Clyde extension should run to a similar delivery program as that in the west. The current timeline of 2030 / after the commencement of other rail projects provides too little certainty about the future of the rail extension, preventing housing development from taking advantage of the proposed infrastructure.

More feedback (optional)

Tell us about infrastructure challenges, gaps or opportunities not covered by the draft strategy. This can include things you think we should add to an existing recommendation, or suggestions for a new recommendation.

Please provide evidence for your suggestions. This can include data, specific examples, cost benefit analyses, surveys, or program evaluations. Also, explain how your suggestions align with the objectives of our draft strategy (see page 11 of the draft strategy).

Suggestions for new recommendations should point towards infrastructure opportunities that can deliver long-term benefits for Victorians. They should also be areas where the Victorian Government has a leading role.

Click or tap here to enter text.

