

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

Your details

Name:	Anthony Tassone
Organisation (if applicable):	Casey Residents and Ratepayers Association
Position (if applicable):	Vice President
Email:	[REDACTED]
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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:	Circular economy
Recommendation name:	Prepare for more recycling and waste infrastructure
Recommendation number:	38
1. Do you support this topic or recommendation?	☒ Yes ☐ No ☐ In part
2. Tell us why	It is essential that we manage our waste effectively with a growing population and ensure that any waste management facilities are not located near homes, schools and hospitals as pointed out in the recommendation. This should be made clearer and included in planning schemes so that distance separation guidelines from EPA for odour and dust management are strictly adhered to.
3. Share any supporting evidence or examples	The EPA recently refused a development license application from Veolia Recycling Pty Ltd for a proposed waste transfer station at 290 Hallam Road, Hampton Park that would have been only 250m from nearby homes. As part of their reasoning for refusing the development license application, EPA Victoria stated in their release on 9th April 2025: “There are unacceptable risks to human health and the environment from the proposal, primarily from odour and noise emissions. Due to the close proximity of the proposed waste transfer station to residential homes and other sensitive receptors, EPA has determined that these risks cannot be reduced to acceptable levels.” Having an Infrastructure Victoria strategy document would have better informed the local council, City of Casey to not approve the planning permit application subject to a risk assessment from the applicant.
4. Include proposed changes and improvements	Provide greater clarity of the respective roles of the Victorian state government, local government and the EPA in terms of the planning process and consideration of development and construction licenses for waste management facilities.

Topic/area:	Transport infrastructure
Recommendation name:	Create and preserve opportunities for future major infrastructure projects

Recommendation number:	Click or tap here to enter text.
5. Do you support this topic or recommendation?	☐ Yes ☐ No ☒ In part
6. Tell us why	The extension and electrification of the Cranbourne train line to Clyde should be prioritised to be a recommendation for action in the immediate term and not designated as a future option.
7. Share any supporting evidence or examples	The evidence is within the DRAFT strategy document from Infrastructure Victoria in terms of population growth, number of additional train boardings and access to employment within 45 minutes commute. There is nothing within the DRAFT strategy document that suggests it should only be a ‘future option’ and not prioritised for action within the next 5 years. In a previous city-wide community survey by the City of Casey that informed a pre-budget submission to the Federal government showed overwhelming support for Clyde Rail Link/Cranbourne line extension: – Overall, 97% of residents support the Clyde Rail Link project – 96% support the rail line and stations to be elevated above the road – 72% say that they’ d use public transport more often if Casey area had a more reliable public transport network. Young people under 30 are 80% more likely – 48% are unhappy about the accessibility of trains and buses – 71% say they’ d be more likely to vote for a political party who commits to funding roads, public transport and other infrastructure projects in Casey. In the City of Casey, nearly 90% of residents rely on cars as their main mode of transport. The average number of motor vehicles per household is 1.8. Almost 65% of households own two or more cars, making Casey the municipality with the highest percentage in Melbourne. The population of Casey is expected to grow to over 549,000 by 2041. The Clyde Road corridor will serve a population exceeding 240,000 by 2041
8. Include proposed changes and improvements	The extend metropolitan trains to growth areas in Melbourne’ s north and south-east should be elevated from a future option to a priority recommendation. (This is to particularly prioritise the extension of the Cranbourne train line to Clyde with the four train stations to be built as part of this extension).

Topic/area:	Click or tap here to enter text.
Recommendation name:	Click or tap here to enter text.
Recommendation number:	Click or tap here to enter text.
9. Do you support this topic or recommendation?	☐ Yes ☐ No ☐ In part
10. Tell us why	Click or tap here to enter text.
11. Share any supporting evidence or examples	Click or tap here to enter text.
12. Include proposed changes and improvements	Click or tap here to enter text.

Topic/area:	Click or tap here to enter text.
Recommendation name:	Click or tap here to enter text.
Recommendation number:	Click or tap here to enter text.
13. Do you support this topic or recommendation?	☐ Yes ☐ No ☐ In part
14. Tell us why	Click or tap here to enter text.
15. Share any supporting evidence or examples	Click or tap here to enter text.
16. Include proposed changes and improvements	Click or tap here to enter text.

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.

