

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

Your details	
Name:	Mary Agostino
Organisation (if applicable):	Mitchell Shire Council
Position (if applicable):	CEO
Email:	
Phone:	
About you  Please tell us which best describes	s you:
☐ Victorian resident	
☐ Victorian business owner/opera	ator
☐ Industry professional	
☐ Community organisation repres	entative
	/e
☐ State government representative	/e
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	
☐ 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:	Housing
Recommendation name:	Build more social housing
Recommendation number:	2
Do you support this topic or recommendation?	<ul><li>☐ Yes</li><li>☐ No</li><li>☑ In part</li></ul>
2. Tell us why	Whilst any increased investment in social housing would be welcome, the sole focus on Victorias low income limits the potential benefit and fails to consider the need of a number of other key cohorts. Most notably, women and children fleeing family violence, and older women these are two of the fastest growing cohorts requiring access to social, transitional, and emergency housing. By failing to consider these needs this recommendation lacks the breadth required.  There are serious challenges and shortfalls with regards to the provision of emergency and transitional housing. In particular in new and emerging communities (those growing at more than 4%p/a) many women and children have no access to these essential support services within their community.  Along with this, context to the recommendation should include improved requirements for increasing the availability of social housing which is well located to transport and service nodes (similar to the future recommendation under recommendation 7). This should also require an increased provision of accessible housing.
Share any supporting evidence or examples	Click or tap here to enter text.
Include proposed changes and improvements	This recommendation should be amended, or a new recommendation developed which targets and considers:  - Transitional and emergency housing;  - Social housing access for women, children, and older women; and  - Locating social housing in and around transport and/or service nodes.
Topic/area:	Education

Re	commendation name:	Facilitate markets and invest in kindergarten infrastructure
Re	commendation number:	2
5.	Do you support this topic or recommendation?	☐ Yes ☐ No ☑ In part
6.	Tell us why	It is fundamentally correct that an increased investment, and structured support is required to ensure that the increase in provision of hours of kindergarten is achievable. Recommendation 2, however fails to consider two key elements: first, the central role which local government plays within this sector, and the support required to enable local government to continue this roll out, and; second, the particular challenges related to the increase in hours coupled with increase in population in new and emerging growth areas is not appropriate reviewed.
		Local Government plays a central role as both a provider of services, and the infrastructure owner of the vast majority of kindergarten facilities right across the State. In particular, growth area councils deliver kindergartens as a result of DCP/ICP requirements. Whilst the Building Blocks programs has provided vital funds to support this transition, it is insufficient in the face of rapidly escalating costs, lack of access to land, and challenges related to maintaining educational quality and educator burn-out.
7.	Share any supporting evidence or examples	Mitchell Shire is Victoria's fastest growing municipality. The Shire is commencing this growth journey just as the increase in kindergarten hours and the introduction of funded 3-year-old kindergarten have been introduced. Unfortunately, the land and funding provided in older Precinct Structure Plans substantially fails to support the significant increase in demand for infrastructure. Communities which may once have required three room kindergartens, now need six rooms, and may still suffer from a shortfall in availability.
8.	Include proposed changes and improvements	The recommendation should be amended to:  - Better reflect the central role of local government; and - Better consider the specific needs of new and emerging growth areas (areas growing at 4%/pa).
То	pic/area:	Education
Re	commendation name:	Plan and deliver expanded and new schools
Re	commendation number:	3

9.	Do you support this topic or recommendation?	<ul><li>☐ Yes</li><li>☐ No</li><li>☑ In part</li></ul>
10.	Tell us why	Melbourne's growing communities are desperately in need of new primary and secondary schools. These schools need to be delivered faster than they currently are, and in greater numbers.
		Whilst the recommendation regarding new schools is strongly supported, it is disappointing that Mitchell Shire has been misrepresented by including it within the Upper Goulburn Valley Region.
		By making the decision to represent the data in this way the Draft Strategy is misleading and appears to suggest that Mitchell Shire will have limited to no new children.
		We would also seriously question the validity and accuracy of this data. The region falls into a category of 0 - 500 new enrolments 2024 - 36. Mitchell Shire's increase in this cohort over the same time is projected to be 8,461 children. Even presuming a 70% public enrolment rate this is an increase of 5,923, far in excess of the 0 - 500 suggested in the data.
		The recommendation should also require policy shifts to support better outcomes. Notably the base planning requirements for 3,000 dwellings for a primary school and 9,000 for a secondary school in growth areas is based on outdate assumptions, and fails to appropriately reflect the important role schools play in the formation of new communities.
11.	Share any supporting evidence or examples	Click or tap here to enter text.
12.	Include proposed changes and improvements	The context and recommendation should be amended:  - To reflect the serious increase in demand for schools in Mitchell Shire; and  - Require a policy shift in the provision planning for primary and secondary schools in growth areas.
		The background data supporting the recommendation also needs to be reviewed for accuracy.

Topic/area: Education	
-----------------------	--

Recommendation name:	Expand TAFE in Melbourne's growth areas and some large regional centres
Recommendation number:	4
13. Do you support this topic or recommendation?	<ul><li>☑ Yes</li><li>☐ No</li><li>☐ In part</li></ul>
14. Tell us why	Melbourne's growth areas, especially the new and emerging growth areas are desperately short of TAFE and other tertiary education. There are great opportunities within new and emerging communities for the constructure of new TAFEs, including in and around Wallan and Beveridge. Whilst the recommendation is strong, it could be clearer in recommended the construction of new TAFEs in areas of low or no supply, particularly the outer northern growth corridor.
15. Share any supporting evidence or examples	Click or tap here to enter text.
16. Include proposed changes and improvements	The recommendation should be amended to include a recommendation to construct new TAFEs in Melbourne's growth corridors, with a particular opportunity in Beveridge/Wallan consider the utter lack of existing campuses in that area.
Topic/area:	Community Infrastructure
Recommendation name:	Build libraries and aquatic centres for Melbourne's growing communities
Recommendation number:	5
17. Do you support this topic or recommendation?	<ul><li>☑ Yes</li><li>☐ No</li><li>☐ In part</li></ul>
18. Tell us why	Melbourne's growth areas have a severe lack of aquatic and library infrastructure, and as the recommendation notes, there is limited funding available to support their delivery. The recommendation is strongly supported, however in the context Mitchell Shire is completely forgotten.  Mitchell's growth area communities of Beveridge and Wallan currently have no aquatic facilities and only one, undersized library. By 2020 there will be 45,000 pages in this area.

library. By 2030 there will be 45,000 people in this area with no access to these essential services. By 2035 this will be almost 75,000. These challenges are almost unique as every

	other growth area has at least one aquatic centre and multiple libraries.
19. Share any supporting evidence or examples	Click or tap here to enter text.
20. Include proposed changes and improvements	The context around the recommendation should be amended to reference to Mitchell Shire and the serious lack of facilities.

Topic/area:	Transport
Recommendation name:	Run faster bus services, more often in Victoria's largest cities
Recommendation number:	9
21. Do you support this topic or recommendation?	☐ Yes ☐ No ☑ In part
22. Tell us why	Faster buses, more often is an essential and fundamental reform. Whilst this strongly supported, the growth areas, and their challenges are not considered in this recommendation.  Many growth areas lack access to sufficient public transport provision. Often this can be due to the slow delivery of the PPTN and an unwillingness of providers to use interim or alternative routes until this infrastructure is in place. This results in isolated communities, lacking access to essential places of employment, services, or education.
23. Share any supporting evidence or examples	In Beveridge for example, the current community of more than 11,000 people have no train line, and only four bus services a day.
24. Include proposed changes and improvements	The recommendation should be amended to include the creation of new bus routes, particularly in new and emerging areas.

Topic/area:	Transport
Recommendation name:	Build a new bus rapid transit network
Recommendation number:	10
25. Do you support this topic or recommendation?	□ Yes □ No

	⊠ In part
26. Tell us why	Whilst the essence of the recommendation is strongly supported, the map and context only suggests extending this new network to Donnybrook. This is a poor outcome and means that the 235,000 people who will call Beveridge and Wallan home will not have access to this important transport network.
27. Share any supporting evidence or examples	Click or tap here to enter text.
28. Include proposed changes and improvements	The recommendation scope should be expanded and the proposed network include Beveridge and terminate at Wallan.

Topic/area:	Transport
Recommendation name:	Extend metropolitan trains and run more services in Melbourne's west
Recommendation number:	11
29. Do you support this topic or recommendation?	☐ Yes ☐ No ☑ In part
30. Tell us why	It is acknowledged that Melbourne's West requires extended and expanded metropolitan rail services, however just as deserving and needed is the similar expansion to Melbourne' north. It is disappointing that this expansion is only covered in a 'future option' under recommendation 43.
	Melbourne's northern growth corridor will be home to more than half a million new residents over coming decades. In Beveridge and Wallan alone, 235,000 people will reside with the Urban Growth Boundary. These communities are the only growth area communities not currently serviced by modern services which commence operation at their station. Both Bacchus Marsh and Melton have services which originate at their stations, whilst Wallan and Donnybrook stations are only serviced by trains originating at either Seymour or Shepparton.
	Beveridge has no train station. Within 10 years there will I almost 50,000 people living in Beveridge, and this report has not recommended or considered any interventions to rectify this shortfall.

It is also incorrect under the 'future option' for the northern expansion to end at Kalkallo. This completely isolates Melbourne's fastest growing suburbs of Beveridge and Wallan. This should be amended. There is a clear solution which should be included as a new recommendation: 1. Construct Beveridge station prior to 2030; 2. Commence Wallan initiating V/line services stopping at Wallan, (the new) Beveridge Station, and Donnybrook; 3. Complete the duplication of the Upfield Line; and 4. Construct and then operate the Somerton link; and 5. Extend and electrify metropolitan services to Wallan services Beveridge, Donnybrook, and Kalkallo. 31. Share any supporting evidence Click or tap here to enter text. or examples 32. Include proposed changes and A new recommendation should be included which proposes the improvements following interventions: 1. Construct Beveridge station prior to 2030; 2. Commence Wallan initiating V/line services stopping at Wallan, (the new) Beveridge Station, and Donnybrook; 3. Complete the duplication of the Upfield Line; 4. Construct and then operate the Somerton link; and 5. Extend and electrify metropolitan services to Wallan services Beveridge, Donnybrook, and Kalkallo.

Topic/area:	Education and Community Infrastructure
Recommendation name:	Help government schools share their grounds
Recommendation number:	16
33. Do you support this topic or recommendation?	□ Yes □ No ☑ In part
34. Tell us why	Whilst in principle the recommendation is supported, it fails to present two key challenges to making this a reality:  1. Local councils through Joint User Agreements currently carry the cost and risk burden, and are not financially supported to do this; and  2. There is no policy requiring access be made available, this determination is entirely one lead by a school's principal.  The ongoing maintenance and access costs related to JUAs is a significant financial burden upon local government.

	Appropriate funding should be made available to support councils to manage these costs to ensure that cost-shifting does not result in councils no longer pursuing this access.
35. Share any supporting evidence or examples	Click or tap here to enter text.
36. Include proposed changes and improvements	The recommendation should be amended to:  - Include a recommendation that there be funding identified to offset JUA costs: and  - The government should implement a policy requiring access, removing decision making from school principals.

Topic/area:	Health
Recommendation name:	Upgrade critical public hospital infrastructure
Recommendation number:	20
37. Do you support this topic or recommendation?	☐ Yes ☐ No ☑ In part
38. Tell us why	Whilst there is strong support for the need to upgrade existing infrastructure, the draft strategy fails to consider the construction of new public hospitals.
	There is only one major public hospital accessible to Melbourne's Northern Growth Corridor, the Northern Hospital. Whilst this hospital endeavours to service this rapidly growing population, residents in Wallan can be up to 45mins drive from this hospital and then face a hospital network which is servicing a catchment which will grow over the coming decades to more than 1.5 million people.
	There is no hospital, public or private, in Wallan or Beveridge. There are currently no plans to build a hospital in either Wallan or Beveridge. Now is the time to identify this opportunity and commence the planning.
	With a future population of 235,000 people, this community will require access to a public hospital and the draft strategy should both reflect this need, and identify the opportunity.
39. Share any supporting evidence or examples	Click or tap here to enter text.

## 40. Include proposed changes and improvements

A new recommendation should be included which:

- Notes the need for new public hospitals to be constructed; and
- Clearly identifies the Wallan/Beveridge corridor as a key opportunity site.

Topic/area:	Climate Change and Community Infrastructure
Recommendation name:	Better use government land for open space and greenery
Recommendation number:	26
41. Do you support this topic or recommendation?	<ul><li>☑ Yes</li><li>☐ No</li><li>☐ In part</li></ul>
42. Tell us why	A better funded, planned, and delivered utilisation of open space to support community activity and connection to nature would result in excellent community benefits.  There are two things, however, which would strengthen this recommendation:  1. Require the Precinct Structure Plans to increase the
	provision of passive and active open space; and  2. Implement streamlined processes for the delivery of regional parks including the Wallan Wallan Regional Parklands.
43. Share any supporting evidence or examples	The recent updates to the PSP guidelines saw the requirements for the delivery of active and passive open space shift from 6% and 4% respectively to 5-7% and 3-5%. This was, in essence, a no change outcome. This is despite consistently increasing densities and clearly emerging trends seeing more people living within each household. Where PSPs used to deliver at 15 dwellings/ha at 2.75 people/household in Mitchell Shire those figures are 22+ dwellings/ha and 3.1 - 3.6 people/household. However these substantially more residentially dense communities are receiving the same quantum of open space as previous areas. This has resulted in a significant reduction in per capita open space. The PSPs in Mitchell Shire are delivering by far the lowers per capita provision of open space of any growth area.
	The Wallan Wallan Regional Parklands feasibility study was recently released. This would be a significant environmental, cultural, and community open space. However, despite a

thorough and well considered feasibility study there are no

clear next steps with no existing pathway for such a

	significant project to be delivered. A clear implementation process for significant environmental and open space precincts needs to be developed. The current PSP process is too small target and isolated and is incapable of considering outcomes which stretch across large geographic areas or require funding well in excess of traditional ICP/DCP amounts.
44. Include proposed changes and improvements	Either the recommendation should be amended, or a new recommendation created which includes:  - Requirements to increase the provision of active and passive open space in PSPs; and  - Developing a clear and streamlined implementation process for significant environmental parks and projects.

Topic/area:	Climate Change
Recommendation name:	Use new flood maps to review planning schemes
Recommendation number:	28
45. Do you support this topic or recommendation?	☐ Yes ☐ No ☑ In part
46. Tell us why	Mitchell Shire, and in particular our community in Seymour and the surrounding region have twice been impacted by floods over the past four years.
	With the impacts of Climate Change becoming ever more significant the frequency and severity of events like the 2022 floods are projected to increase. It is more imperative than ever that all agencies and levels of government undertake honest reflective practice and commit to genuine and effective change in the best interest of current and future communities.
	Reviewing and implementing flood maps into planning schemes is an excellent step, however there needs to be both appropriate funding to support this to happen, and also appropriate funding to support required mitigation works. For example, floodplain management strategies should not assign responsibilities to Councils to provide more engineered structures as solutions to mitigate flooding without acknowledging and addressing Councils' and communities' financial constraints and addressing the liability provisions in the <i>Water Act</i> .

In Mitchell Shire, the 2022 review of the Floodplain Management Strategy assessed progress on identified actions. The review presented all 56 actions as complete or as part of BAU practice. While the Goulburn Broken Catchment Management Authority does have a rolling program of flood studies for implementation, there is a backlog of completed flood studies that are yet to implemented via Planning Scheme Amendments. The review noted that Action 13d (2) was being completed through \$30,000 grants available to Local Government to progress flood study outputs into Planning Scheme Amendments. Whilst this is a good initiative, the funding available is insufficient to support a streamlined Planning Scheme Amendment process.

Coupled with this, impactful flood management outcomes, whether mapping, mitigation, or other works require catchment wide planning and implementation. This requires coordination over numerous councils, regional groups, and even government regional areas. Whist the CMAs provided essential guidance and play a key role the actual implementation of planning scheme amendments, and mitigation works often falls to councils. Where one council or other authority is unable or unwilling to complete this work, the system as a whole can fail. There needs to be clearer leadership.

47. Share any supporting evidence or examples

Click or tap here to enter text.

48. Include proposed changes and improvements

The recommendation should be amended to included:

- Appropriate funding for studies;
- Appropriate funding for mitigation and other resulting works; and
- Clear identification of roles and responsibilities to avoid the 'weak link in the chain' outcome.

Topic/area:	Community Infrastructure
Recommendation name:	Reform infrastructure contributions
Recommendation number:	36
49. Do you support this topic or recommendation?	☐ Yes ☐ No ☑ In part
50. Tell us why	The current infrastructure contributions scheme is complex, and fails to deliver funding which would reasonably be considered a 'fair' contribution; however, it does have keys strengths including ensuring the supply of required

land, and providing reserved funding directly to local councils for essential local infrastructure. Whilst a review of scheme could result in good outcomes, key beneficial features and limitations on the review should be identified in the recommendation. As the last growth area council to emerge the threat of a reviewed scheme changing either the quantum or collection authority of developer contributions could result in the Mitchell Shire community being more than \$1 billion dollars worse off resulting in less kindergartens, poorer local roads, and no sporting or other recreation facilities. The recommendation should also include key areas that are not covered by the current scheme, which should be included. Of particular note the current DCP/ICP processes provide no funding for the construction of indoor recreation facilities. despite these being essential for new and emerging communities. 51. Share any supporting evidence Click or tap here to enter text. or examples 52. Include proposed changes and The recommendation should be amended to include: improvements The requirement that the review ensures that growth area councils, who are dependent upon infrastructure contributions, are not left worse of in any way; That existing arrangements are grandfathered in: That councils remain the collection authority for local infrastructure: That councils retain the receipt of land for the delivery of local infrastructure; and The review should include the consideration of key infrastructure not currently funding including indoor

Topic/area:	Transport
Recommendation name:	Create and preserve opportunities for future major infrastructure projects
Recommendation number:	43
53. Do you support this topic or recommendation?	<ul><li>☐ Yes</li><li>☐ No</li><li>☑ In part</li></ul>

recreation facilities.

#### 54. Tell us why

There is a serious need to see better long-term planning, including consideration for the implementation of major transport projects. This is particularly true for Melbourne's northern growth corridor. Road, rail, and bus infrastructure investment, both in planning and delivery, has seriously lagged other areas of Melbourne.

The OMR is a key enabling infrastructure item for the longterm sustainable development of Melbourne's North and West. Despite this, planning is almost non-existent and the project is failing to progress in any substantive way.

This also applies to northern rail upgrades. (please note Mitchell Shire Council's comments regarding recommendation 11) The expansion of services, and electrification to Wallan are essential to support Melbourne's fastest growing services.

Whilst creating and preserving opportunities is important, this needs to be coupled with funding to substantively advance the planning and implementation of these projects.

#### 55. Share any supporting evidence or examples

Click or tap here to enter text.

#### 56. Include proposed changes and improvements

The recommendation should be amended to include:

Appropriate funding to substantively advance planning and implementation of these key projects.

Please also not Councils concerns and comments regarding the limitations of the 'future option' to extend metropolitan trains to growth areas in Melbourne north and south east. In particular, the failure to include Wallan and Beveridge is a serious oversight which should be corrected.

### 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.

The Draft Strategy presents a strong and well considered range of important interventions which, if implemented would help to move Victoria towards a more sustainable and liveable future.

The recommended amendments proposed by our submission on the whole fall into three categories:

- 1. Mitchell Shire, and in particular our growth communities of Wallan and Beveridge, is seriously under-serviced by transport, social, and health infrastructure with some of the worst provisioning of State level infrastructure anywhere within Melbourne or the city's growth areas. Mitchell Shire is Victoria's fastest growing municipality. Despite this the Draft Strategy has failed to make any substantive recommendations to improve this situation, and sadly has actually removed some key outcomes which existed in the previous strategy. Of most concern, the rail line upgrades essential for our community have not only been relegated to a 'future option', but our community has been removed from these proposed interventions. On the whole, Mitchell Shire needs to be considered more carefully within this Strategy.
- 2. Local government plays a key role in supporting, funding, delivering and maintaining infrastructure. Whilst there are mentions of local government's role, the importance of this function, and the financial implications associated with this are often ignored. It is strongly recommended that there are some key points where amendments are required to acknowledge and support the role of local government.
- 3. There is a clear emphasis on upgrade, renewing and expanding. Whilst these are important and essential, for communities like Mitchell which are rapidly growing emerging communities (growing at more than 4%p/a) the real issue is construction of new. Growth area development will not stop, and despite plans to increase inner-ring density, growth areas will still grow at a rate much faster than the rest of the State. Many of the recommendations around health, education, and transport need great emphasis and support for the delivery of new infrastructure to support these emerging communities.

We support the strategy in its goals and aspirations and do believe that our proposed amendments, whilst not fundamentally changing its focus, would better position the strategy to realise its purpose.

Official

