

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

Your details

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Organisation (if applicable):	Halvard Dalheim City Planning Advisory Service Pty Ltd
Position (if applicable):	Director
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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
<input checked="" type="checkbox"/> Across sectors	<input type="checkbox"/> Regional Victoria
<input type="checkbox"/> Circular economy	<input checked="" type="checkbox"/> Urban growth areas
<input checked="" type="checkbox"/> Cities	<input checked="" type="checkbox"/> Melbourne
<input type="checkbox"/> Climate change	
<input checked="" type="checkbox"/> Community infrastructure	
<input checked="" type="checkbox"/> Education	
<input type="checkbox"/> Energy	
<input checked="" type="checkbox"/> Freight	
<input checked="" type="checkbox"/> Health	
<input checked="" type="checkbox"/> Housing	
<input checked="" type="checkbox"/> Infrastructure for Victoria's First Peoples	
<input checked="" type="checkbox"/> Transport	
<input checked="" type="checkbox"/> Water	

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.

Halvard Dalheim Submission Details

The Victorian Government's housing targets outline the need for 1,360,000 dwellings within the established area of metropolitan Melbourne by 2051. To comprehend the significance of this scale of growth, there is a benefit in examining the totality of what it implies in terms of city development and planning. That is, considering the subsequent implied population and their employment, retailing, services, community facilities, health, and education needs as well as transport implications. Utilising the projected 2051 household size of 2.43, the total housing target for the established area of metropolitan Melbourne equates to a population of 3,304,800. This is well above the estimated residential population for Perth (2024) at around 2.38 million (ABS) and below that for South East Queensland (SEQ) at around 3.8 million. Statistics for Perth show that there are just over 500 public schools and daily car trips of 4.2 million.

The ability to accommodate the projected scale of activity, literally squeezing Perth, plus a lot more, into the existing established area of metropolitan Melbourne requires a new paradigm in how development and infrastructure are coordinated and delivered. A central task will be the need to maximise the opportunity for households to utilise public transport, walking and cycling as their primary means of transportation. When this challenge is considered in the context of the draft recommendations in *Victoria's draft 30-year infrastructure strategy*, several observations stand out regarding the thirteen recommendations in the chapter titled – *Victorians have good access to housing, jobs, services and opportunities*:

- Firstly, as presented, the 13 recommendations in this chapter are essentially single-issue proposals, with the potential exception of recommendations 7 & 8. That is, there is little indication of the need for their integrated consideration linked to development outcomes (the Government's spatial objectives for housing targets)
- Secondly, in terms of accommodation, a community greater than that of Perth today, it is suggested that there should be recommendations that cover health, culture, open space, playgrounds, centres (retail-supermarkets), transportation, and community facilities.
- Most importantly is the need for a recommendation that seeks to optimise rail corridors and rapid bus networks as a focus for residential development, and jobs, integrated with the timely delivery of the required economic, social and foundational community infrastructure to support the community with an explicit transport objective of maximising the opportunity for public transport, walking and cycling trips. A supporting recommendation would be the need to enhance the quality of walking and cycling networks. In this instance, economic, social and foundational community infrastructure covers major health facilities, tertiary education, schools, centres, cultural facilities, community facilities, including pools, recreation centres, and libraries, local parks, playgrounds, local health facilities and supermarkets.

In terms of what this means in the context of an urban structure, it implies a rethinking of the concept of nodes of activities on rail corridors or rapid bus networks to that of linear transit cities. That is, re-imagining residential development from the perspective of the potential to access all the goods, services, and jobs a household needs along a transit corridor(s) within an acceptable time frame.

Soon-to-be-published research, which I have undertaken, shows that across the rail networks of Melbourne and Sydney, there are significant differences in the level of economic, social and foundational community infrastructure assets along individual rail corridors. In addition, the distribution of the assets along any given corridor is not even. In terms of what is accessible within 30 minutes by public transport, within an 800 metres catchment of a station, for Sydney, only 51 of the 183 stations provide access to all the aforementioned economic, social and foundational community assets. Noting that a 30-minute trip by public transport is measured as 20 minutes by train and 5 minutes walking at each end. Moreover, the 51 stations are revealed as a series of ‘bands’ that could be described as linear transit cities. The results for Melbourne are still being measured.

The implications of the projected growth for Melbourne, together with this research, suggest the following additions to *Victoria’s draft 30-year infrastructure strategy*:

- Explicit recognition of the scale of projected residential development out to 2051 as outlined in the Victorian Government’s housing targets.
- A recommendation that requires agencies to work collaboratively in the planning for additional development (residential and jobs) together with the delivery of the required economic, social, and foundational community infrastructure assets to support it, together with the explicit objective of maximising public transport, walking and cycling as the principal mode of transport to access all these assets.
- A recommendation for each of the relevant agencies responsible for the planning and/or delivery of major health facilities, tertiary education, schools, centres, cultural facilities, community facilities, including pools, recreation centres, and libraries, local parks, playgrounds, local health facilities and supermarkets. to prepare 20-year infrastructure strategies. In some areas, collaboration with local government is likely to be required.

References

Daily car trips Perth (Circa 2022) <https://www.infrastructureaustralia.gov.au/map/perth-active-transport-improvements#:~:text=Perth%20has%20one%20of%20the,key%20strategic%20centres%20in%20Perth.>

Population of SEQ (2023) https://www.planning.qld.gov.au/_data/assets/pdf_file/0024/86145/shapingseq-2023-Low.pdf

Public schools in Perth (2025) <https://www.education.wa.edu.au/perth-metropolitan#:~:text=With%20516%20public%20schools%20serving%20over%20249%2C052,for%20staff%20to%20enjoy%20an%20ideal%20lifestyle.&text=With%2076.8%20of%20public%20school%20students%20enrolled,the%20future%20of%20Perth%20and%20Western%20Australia.>

Victoria in Future 2023, https://www.planning.vic.gov.au/_data/assets/pdf_file/0022/703453/DTP0552-Victori-in-Future-2023-report.PDF

Victorian Housing Targets, <https://www.planning.vic.gov.au/planforvictoria/housing-for-all-victorians/housing-targets>

