

APPENDIX B: RESPONSE TO THE REGIONAL JURY

If you are interested in more detail on why an option has been recommended in full, in part, or not at all in the draft strategy, we encourage you to read the *Draft options book version two*. We also note that the jury's recommendations were made based on the options in first version of the *Draft options book*. The description of some options changed based on feedback received through consultation and an internal review of the options conducted by Infrastructure Victoria. Where the scope of an option has been materially changed it is noted here.

Need 1. Address infrastructure demands in areas with high population growth

Option	Support	Priority	Infrastructure Victoria's response
Subregional infrastructure planning (SIP)	Yes	Yes 5 votes	This option has been included in the draft strategy. It has been renamed Integrated government service and infrastructure planning. As per the jury's comments we have clarified this is no longer specific to Melbourne and removed the term subregional. See Recommendation – Government service/infrastructure planning (1.5.1, 2.4.1 and 11.1.2).

Need 2. Address infrastructure challenges in areas with low or negative growth

Option	Support	Priority	Infrastructure Victoria's response
Health care alternative delivery options (HCA)	Yes	Yes 2 votes	This option has been further developed and is now part of the option for Digital health embedded across new health system (EEA) and Technology enabled health care (TEH). Both options are included in the draft strategy. See Recommendations – Health care ICT systems (3.1.1 and 12.1.5) and Health care delivery through technology (2.2.3, 3.1.2 and 12.1.6). We note the jury's concern about maintaining facilities for rostering specialists which would be considered under option Health infrastructure coordinated planning (HIC), which is included in the draft strategy's base case. See response below.

Need 3. Respond to increasing pressure on health care, particularly due to ageing

Option	Support	Priority	Infrastructure Victoria's response
Health infrastructure coordinated planning (HIC)	Yes	Yes 7 votes	This option has now been included in the base case for the draft strategy, given existing work being undertaken by the Department of Health and Human Services which has recently been made public. The option remains in the <i>Draft option book</i> and has been renamed Health infrastructure coordinated planning (HIC).
Health care patient subsidised travel program extension (HCP)	Yes	No	As this program is reviewed and revised on a biannual basis, this option is now part of the base case for the draft strategy.
Health care smart facilities (HCS)	Yes	No	This option has been incorporated into the new option Health service modernisation and expansion (HIM). This option has been recommended in part in the draft strategy. Under a business as usual model of health service delivery, we estimate that our health infrastructure would need to increase by about 1.5 times the current infrastructure to meet population growth over 30-years. The recommendation, therefore, has focuses on how we can maintain our existing quality of health services within a constrained funding environment, through new models of care, and responding to developments in technology and advancements flowing from medical research to use Victoria's facilities more effectively. See Recommendation – Acute/sub-acute health facilities (3.2.2). We also agree with jury's comments that this needs co-ordinated planning and funding from all level of government and this is reflected in the options.
Aged care and mental health residential care investment (ACM)	Yes	No	These are two significant areas, and therefore we have split these two areas into separate options. Mental Health and Alcohol and other drug (AOD) Acute and Community Facilities (MHA) and Aged care facility expansion (ACF). MHA is included in Recommendation – Mental health/AOD facilities (3.3.2). While we agree ACF is important, we consider the current system of residential aged care delivery is evolving and meeting service requirements adequately. As such we have not included a recommendation for state government intervention in the provision of aged care. We do recognise that there is an issue for private providers building aged care facilities in established neighbourhoods and have included a review of Urban Planning and Approvals Processes for health facilities (UPA) in the draft strategy. See Recommendation – Aged care facility approvals (3.4.1).

Option	Support	Priority	Infrastructure Victoria's response
Health care delivery role change (HCD)	Yes	No	This option is not recommended in the draft strategy because we have determined that changes to health care delivery roles are beyond the scope of an infrastructure strategy. The option could lead to a more efficient health system that will in turn enable better use to be made of existing infrastructure and enable investment in new build solutions. It may be a policy worth considering as part of a broader health policy focus.
Preventative health care awareness (PHC)	No		We agree. This option is not recommended in the draft strategy because we have determined that preventative health care is beyond the scope of an infrastructure strategy. Like HCD above, it may be a policy worth considering as part of a broader health policy focus.

Need 4. Enable physical activity and participation

Option	Support	Priority	Infrastructure Victoria's response
Active lifestyle infrastructure provision (ALP)	Yes	No	This option has been recommended in part in the draft strategy with the focus being on delivering lockers in all metro train stations and major regional stations. Other aspects of the option (locker rooms and shower facilities, public toilets, weather protection, water bubblers) are considered more appropriately delivered at a local level. See Recommendation – Active lifestyle facilities (4.2.2).
Bicycle and walking path separation (BWP3)	Yes	No	This option has been recommended in part in the draft strategy with a focus on state government roads and land, and areas of state significance. See Recommendation – Cycling corridors/walking improvements (4.1.3 and 10.3.2).
Sport and recreational facility investment framework (SRF)	No	No	The jury did not recommend this option as they felt it was closer to Community shared use agreements (CSS1). The option has since been developed to clarify that this option focuses on strategic planning for sporting and recreation facilities to ensure they are multi-purpose, shared and there is a network of facilities across the state. While shared use is one aspect of this option, it has a broader statewide focus. This option has been recommended in part in the draft strategy. See Recommendation - Community sport/recreation facilities (4.3.2).
Bicycle and vehicle accident fault allocation (BVA)	No	No	We agree. This option has not been recommended in the draft strategy.

Need 5. Provide spaces where communities can come together

Option	Support	Priority	Infrastructure Victoria's response
Community space shared use agreement (CSS1)	Yes	No	This option has been included in the draft strategy. See Recommendation – Community space shared use agreements (1.4.2, 2.3.1 and 5.2.2).
Community and public space utilisation deregulation (CSU)	Yes	No	This option has been included in the draft strategy with a focus initially on state government land. See Recommendation – Public space utilisation (1.4.1 and 5.2.1).
Community space	Yes	No	This option has been recommended in part in the draft strategy in the draft strategy. The

Option	Support	Priority	Infrastructure Victoria's response
refurbishment or rationalisation (CSR)			recommendation focuses on the establishment of fund linked to criteria that would require ineffective assets to be divested or refurbished. See Recommendation – Community space refurb/rationalisation (1.4.4, 2.3.2 and 5.4.2).

Need 6. Improve accessibility for people with mobility challenges

Option	Support	Priority	Infrastructure Victoria's response
Public transport accessibility (PTV)	Yes	Yes 3 votes	This option has been included in the draft strategy. See Recommendation – Public transport accessibility (6.1.3).

Need 7. Provide better access to housing for the most vulnerable Victorians

Option	Support	Priority	Infrastructure Victoria's response
Government owned and managed social housing provision to increase stock (GOM)	Yes	Yes 1 vote	This option has been incorporated into Affordable private rental stock provision and social housing stock expansion (SHE). This option has been recommended in part in the draft strategy. While we have not specified a target for government, we have recommended further investment beyond existing commitments. See Recommendation – Affordable rental housing provision (7.4.3).
Social housing asset rationalisation and refresh (SHA)	Yes	Yes 1 vote	This option has been included in the draft strategy under the new title Public housing asset rationalisation and refurbishment (SHA). See Recommendation – Public housing refurb/rationalisation (7.2.1).
Affordable housing sector regulatory amendment (SHS1)	Yes	No	This option has been included in the draft strategy and renamed Affordable housing sector planning system amendment. See Recommendation – Affordable housing approvals (7.3.1).

Need 8. Address increasing demand on the justice system

Option	Support	Priority	Infrastructure Victoria's response
Justice and human services co-location (JCS)	Yes	Yes 2 votes	This option has been included in the draft strategy. It has been retitled Justice and human services integrated planning and delivery. See Recommendation – Justice/human services integrated planning (8.1.1).
Justice case management system (CSC)	Yes	Yes 2 votes	This option has been included in the draft strategy. See Recommendation – Justice case management ICT system (8.2.3).
Justice and human services joint planning (JHS)	Yes	No	This option has been combined with JCS, which has been included in the draft strategy. See Recommendation – Justice/human services integrated planning (8.1.1).
Justice delivery in regional areas (MJC)	Yes	No	This option has been incorporated into option Justice delivery in areas of growth (JDG) with a focus on regional cities such as Geelong and Bendigo. See Recommendation – Courts in high growth areas (8.1.3).
Justice family violence response (JFV)	Yes	No	This option has now been incorporated into option JCS, which has been included in the draft strategy. See Recommendation – Justice/human services integrated planning (8.1.1).

Need 9. Provide access to high-quality education infrastructure to support lifelong learning

Option	Support	Priority	Infrastructure Victoria's response
TAFE recapitalisation (TAF)	Yes	Yes 4 votes	This option has been included in the draft strategy. See Recommendation - Community use of TAFE assets (9.4.2).
School and tertiary education cooperation (STE)	Yes	Yes 3 votes	This option has been included in the draft strategy. See Recommendation - Tertiary education/VET in schools (9.4.1).
Lifelong learning hubs (LLH)	Yes	Yes 2 votes	This option has been further developed and renamed 21 st century libraries. It has been included in the draft strategy. See Recommendation - Public libraries (1.4.5, 5.4.3 and 9.4.3).

Option	Support	Priority	Infrastructure Victoria's response
School boundary enrolment (SOO)	No		This option has been further developed, noting the concerns raised by the jury about imposing boundaries. The primary focus of this option is on making sure existing schools are well utilised before new schools are built in adjacent areas. It looks at developing mechanisms to lift the performance of an entire network of schools such as improvements to the sharing of resources within local areas. This option has been included in the draft strategy and has been renamed School demand management. See Recommendation – School network planning (9.1.1).

Need 10. Meet growing demand for access to economic activity in central Melbourne

Option	Support	Priority	Infrastructure Victoria's response
Transport network price regime (TNP)	Yes	Yes 5 votes	This option has been included in the draft strategy. See Recommendation – Transport network pricing (10.2.2 and 13.1.2).
Employment outside central city incentivisation (EOC)	Yes	Yes 2 votes	Although this was a high priority option for the jury, it has not been recommended in the draft strategy. There is limited evidence to demonstrate such incentive programs produce a net benefit in jobs for these regions. Ultimately the focus of the draft strategy is on the enabling role played by infrastructure in economic development, rather than subsidies and incentives to shift the location of economic activity.
Melton rail electrification (MRE1)	Yes	Yes 1 vote	This option has been included in the draft strategy. See Recommendation – Melton rail electrification (1.3.6 and 10.8.3).
Advanced Traffic Management (ATM)	Yes	No	This option has been included in the draft strategy. See Recommendation – Traffic management systems (10.6.2 and 13.2.1).
Growth area train station upgrade and provision (GAT)	Yes	No	We recognise the need to construct new stations and upgrade existing stations in high growth areas. Where required we have included new and upgraded stations in the scope of the rail extensions and capacity upgrades such as Wallan rail extension (WRE1) and Geelong and Werribee rail upgrade (GWR). See Recommendations – Wallan rail electrification (1.3.7 and 10.8.4) and Geelong/Werribee/Wyndham rail (1.3.4, 10.8.2 and 12.3.1).
Gippsland – Pakenham rail shuttle (GPR)	Yes	No	This option has not been included in the draft strategy. We agree with the jury that it warrants further consideration over the longer term given its benefits to reducing crowding and increasing service frequency. Infrastructure Victoria has recommended that the trigger

Option	Support	Priority	Infrastructure Victoria's response
			points that would require a major uplift in capacity on the Dandenong rail corridor be identified in the short-term. This option is one potential solution to future capacity constraints on this corridor and further work is required to determine the optimal combination of projects and service changes for a long-term solution.
Increased telecommuting (ITT)	Yes	No	This option has not been included in the draft strategy as the contribution to meeting the need was found to be low. In addition, the role for government is considered to be limited. We have however developed and recommended a new option Enhanced telecommunications performance (ETP), which would enable increased telecommuting. See Recommendation – ICT infrastructure (12.1.3 and 19.1.2).
Real time public transport information (TNI)	Yes	No	This option has been included in the draft strategy. See Recommendation – Public transport real-time information (10.4.1).
High Capacity Trains – 7 car (HCT3)	Yes	No	This option has been recommended in part in the draft strategy. We recognise that there is an existing rolling stock strategy in place, and we have assumed purchase of new rolling stock will continue to occur as a business as usual activity. The recommendation is targeted at a more strategic level in building on the existing work to institute an asset management based approach to procurement that supports the continuous build of new rolling stock, avoiding the small-order, stop-start procurement of recent decades. See Recommendation – Metropolitan rolling stock (10.5.1).
Regional Rail eastern corridor dedicated rail track (RRE1)	No	No	We note the jury's concerns about the cost of the project. Rather than recommending implementation Infrastructure Victoria has recommended that the trigger points that would require a major uplift in capacity on the Dandenong rail corridor be identified in the short-term. This option is one potential solution to future capacity constraints on this corridor and further work is required to determine the optimal combination of projects for a long term solution. We will continue to monitor demand on this corridor to determine whether this might need to be brought forward. See Recommendation – Regional rail eastern corridor (12.3.3 and 13.5.4).

Need 11. Improve access to middle and outer metropolitan major employment centres

Option	Support	Priority	Infrastructure Victoria's response
Melbourne Airport heavy rail (MAH)	Yes	Yes 5 votes	This option has been included in the draft strategy. See Recommendation – Melbourne Airport rail link (10.9.2 and 11.3.2).
Mass transit public transport system tailored for each employment centre (MTN)	Yes	Yes 1 vote	This option has been included in the draft strategy and has been renamed Employment centre mass transit network. See Recommendation – Employment centre mass transit (11.4.4).
Public Transport timetabling (PTT)	Yes	No	This option has been included in the draft strategy and has been renamed Public transport train timetabling. See Recommendation – Train timetabling (10.4.2).
Water taxis, buses, ferries to the central city (WTB)	No		We agree. This option was filtered out in <i>All things considered</i> . New evidence has not been brought forward in support of the need for this service and the role for government. As a result the initial assessment remains unchanged.
Car parking management (CPM)	No		We agree. This option has not been included in the draft strategy.

Need 12. Improve access to jobs and services for people in regional and rural areas

Option	Support	Priority	Infrastructure Victoria's response
Access to services through technology and ICT (AST)	Yes	Yes 13 votes	Government transactions are increasingly transitioning to online platforms. The Victorian Government's recently announced <i>Information Technology Strategy</i> , charges Service Victoria with modernising the delivery of high volume government transactions, with the aim of setting a new standard for customer service in Victoria. As such this has been included in the draft strategy's base case. We note however that the jury's comments focussed on provision of improved mobile and internet connectivity. The option Enhanced telecommunications performance (ETP), which has been included in the draft strategy goes some of the way to addressing internet connectivity issues. We have recommended that the government improve ICT connectivity across Victoria by using the state's existing communications infrastructure base and significant purchasing power to maximise benefits from the NBN roll-out (and other Commonwealth initiatives) and

Option	Support	Priority	Infrastructure Victoria's response
			ventures by private sector telecommunications providers. See Recommendation – ICT infrastructure (12.1.3 and 19.1.2).
High speed rail from Sydney to Melbourne (HSR)	Yes	Yes 8 votes	While we recognise this as an important issue, we have not recommended the implementation of the option within the 30-year timeframe of the draft strategy. The moderate benefits the project provides were judged to be outweighed by the very high costs - resources that could be better deployed on other pressing needs across the state. We will continue to monitor the development of this project to determine if the timeframe should be revised in future iterations of the strategy. Should the federal government or private sector seek to pursue such a scheme, the state government would need to be an active participant, including input to the alignment and guiding any land use development.
Health care patient subsidised travel program extension (HCP)	Yes	No	As this program is reviewed and revised on a biannual basis, this option is now part of the base case for the draft strategy.
Central regional rail control centre (CRR2)	Yes	No	This option has been included in the draft strategy. See Recommendation – Transport control centres (19.2.4). We note the jury's specific comment about improved passenger rail from Shepparton to Melbourne. This would be considered under the new option Regional train links upgrades (RTL), which has been included in the draft strategy. See Recommendation – Long-distance rail services (12.2.9).
Community space statewide event planning (CSS2)	Yes	No	Relevant parts of this option that relate to better utilisation of community spaces are picked up in Community space refurbishment or rationalisation (CSR) and Community and public space utilisation deregulation (CSU). These have both been included in the draft strategy. See Recommendations – Community space refurb/rationalisation (1.4.4, 2.3.2 and 5.4.2) and Public space utilisation (1.4.1 and 5.2.1).
Regional bus upgrades (RBU)	Yes	No	This option has been included in the draft strategy. See Recommendation – Regional city local buses (12.2.7).
Regional rolling stock expansion (RRS)	Yes	No	This option has been recommended in part in the draft strategy. We recognise that there is an existing rolling stock strategy in place, and we have assumed purchase of new rolling stock will continue to occur as a business as usual activity. The recommendation is targeted at a more strategic level in building on the existing work to institute an asset management based approach to procurement that supports the continuous build of new

Option	Support	Priority	Infrastructure Victoria's response
			rolling stock, avoiding the small-order, stop-start procurement of recent decades. See Recommendation – Regional rolling stock (12.2.3).
Regional highway upgrades (RHU)	Yes	No	This option has been recommended in part in the draft strategy with a focus on developing a transparent framework for the prioritisation of upgrades to regional highways. As noted by the jury safety needs to be a key criterion in determining priority projects. See Recommendation – Regional highways (2.1.1, 12.2.5 and 13.4.1).

Need 13. Improve the efficiency of freight supply chains

Option	Support	Priority	Infrastructure Victoria's response
High productivity freight vehicles network completion (HPF)	Yes	No	This option has been included in the draft strategy. See Recommendation – High Productivity Freight Vehicles (13.4.3).
North-East link (NEL)	Yes	No	This option has been included in the draft strategy. See Recommendation – North-East Link (11.4.6 and 13.5.1).
Amended New Port (NCP) – Options to include Portland, Bay west and Hastings	Yes	No	We agree consideration needs to be given to a new port, however, the option does not include specific locations. The government has requested Infrastructure Victoria's advice on the preferred location for a future port location assessment. Portland is not part of the terms of reference for the port location assessment and as such will not be part of Infrastructure's Victoria's port work for containers. Portland will continue to be an important bulk port for Victoria and is a crucial asset in a number of large supply chains across Western Victoria.
Amended Melbourne to Brisbane freight rail line (MBF) – Accelerate the construction of the Melbourne – Brisbane rail freight line	Yes	No	This option has not been included in the draft strategy because it not clear that any action is required by the Victorian Government at this time (i.e. any involvement in governance arrangements or corridor protection). We do not believe there is a role for the government to accelerate the project at this time. We will monitor this project as it develops and provide updated advice in the next iteration of the 30-year strategy.

Need 14. Manage threats to water security, particularly in regional and rural areas

Option	Support	Priority	Infrastructure Victoria's response
Water delivery efficiency in irrigation (WDE)	Yes	Priority 2 votes	This option has been included in the draft strategy. See Recommendation – Irrigation water delivery (14.1.3).
Recycled treated waste water for drinking (RWW)	Yes	No	This option has been included in the draft strategy for further investigation as one of the possible technologies for future major water supply augmentation. See Recommendation – Major water supply augmentation (14.3.1).
Stormwater harvesting and reuse for non-potable uses (SRH)	Yes	No	This option has been included in the draft strategy and has been renamed Stormwater reuse and harvesting. See Recommendation – Stormwater harvesting (14.2.2 and 17.2.1). Following the consultation phase, this option was updated to omit the limitation to non-potable household use to allow water businesses and the community to discuss fit-for-purpose uses for stormwater harvesting. This can include meeting a range of outdoor and indoor water demands depending on the level of treatment.
Recycle treated water for non-potable peri-urban agricultural use (TWR)	Yes	No	This option was combined with Recycled treated wastewater for non-potable agricultural use (RTA). The option RTA was not included in the draft strategy. There are uncertainties about the location of agricultural activity in Victoria over the next 30 years and the possible variations in agricultural products. As a result, there is a risk in developing a large-scale recycled water solution to supplementing existing supplies could lead to infrastructure redundancies. There are some small scale initiatives successfully using recycled water for agriculture at a smaller scale. There may be scope for more localised solution and we will continue to monitor the scope of this option.

Need 15. Manage pressures on landfill and waste recovery facilities

Option	Support	Priority	Infrastructure Victoria's response
Recycled material usage in building construction (RMU)	Yes	Yes 4 votes	This option has been included in the draft strategy. See Recommendation – Recycled materials in construction (15.1.1).
Household waste disposal fees (HWD)	Yes	No	This option has been included in the draft strategy as a possible option for consideration as part of a review of waste pricing mechanisms. See Recommendation – Waste pricing (15.1.3).

Need 16. Help preserve natural environments and minimise biodiversity loss

Option	Support	Priority	Infrastructure Victoria's response
Riparian fencing investment (RFI)	Yes	Yes 3 votes	This option has been recommended in part in the draft strategy targeted to priority areas. See Recommendation – Riparian fencing (17.1.2).
Environment water delivery infrastructure (EWD)	Yes	No	This option has been recommended in part in the draft strategy with a focus on identifying areas of high environmental values. Further research is likely required to identify these sites. See Recommendation – Environmental water delivery (16.3.3 and 17.2.2).
Habitat corridor link expansion and improvement (HCL)	Yes	No	This option has been included in the draft strategy. See Recommendation – Habitat corridors (16.3.2).

Need 17. Improve the health of waterways and coastal areas

Option	Support	Priority	Infrastructure Victoria's response
Waterway infrastructure remove pollutants (WIR)	Yes	No	This option has now been addressed through Stormwater quality management (SRQ) which has been included in the draft strategy. See Recommendation – Stormwater quality (17.1.1).

Need 18. Transition to lower carbon energy supply and use

Option	Support	Priority	Infrastructure Victoria's response
Wind and solar energy generation large scale investment (WSE)	Yes	Yes 13 votes	Following the State Government's announcements of a competitive auction process to assist in meeting the Victorian renewable energy targets this option is now considered as part of the base case. We consider that wind and solar technologies, both of which are mature and cost effective to implement at a large scale, are highly likely to be adopted through the announced scheme.
Ageing coal generation asset transition (ACG)	Yes	Yes 4 votes	This option has been addressed through Brown coal licenses (BCL), which is included in the draft strategy as a possible mechanism for further investigation to assist in a smooth transition to low carbon energy supply. See Recommendation – Brown coal transition (18.2.1).
Organic waste to energy (OWE)	Yes	Yes 1 vote	This option has been addressed through Energy generation from waste (EGW). There is merit in this proposal, however on further investigation we could not find a clear role for state government other than ensuring planning processes and pricing mechanisms are clear. As such as have recommended a review of waste pricing to clarify the most appropriate mechanism. See Recommendation – Waste pricing (15.1.3). The market should then respond to cost effective opportunities for innovation in waste management.

Need 19. Improve the resilience of critical infrastructure

Option	Support	Priority	Infrastructure Victoria's response
Data centre location diversification (DCD)	Yes	Yes 1 vote	This option has not been recommended in the draft strategy. There is a need to ensure that data centre locations are diversified to ensure they are not susceptible to catastrophic events. Determining a suitable site for a data centre is subject to industry standards, there is a limited role for state government to encourage such diversification. The option has been renamed Data centre location planning.

New options recommended

Option	Needs	Priority	Infrastructure Victoria's response
Increase availability of ICT via statewide fibre rollout. Locally owned fibre across Vic communities with local govt being the carriers; also using VicTrack's fibre network	1, 2, 3, 9, 12	Yes 13 votes	We note the jury's concerns and have created and recommended a new option Enhanced telecommunications performance (ETP). The option seeks to improve internet and mobile connectivity across Victoria, particularly in major economic centres and rural and regional areas, by leveraging off the state-owned communications infrastructure base and services purchasing power. It recommends a group will need to be set up to analyse and manage these types of initiatives, without nominating a particular initiative. All levels of government and the private sector will need to work together to improve coverage.
Upgrades of passenger rail services in regional Victoria.	2, 12	Yes 8 votes	In response to this recommendation and other stakeholder feedback we have created option Regional train link upgrades (RTL). There is a need for further work to identify the priorities and an investment strategy. In the first instance we have recommended a focus on delivering five services five days per week on the long distance lines to Warrnambool, Bairnsdale, Albury-Wodonga, Echuca, Swan Hill and Shepparton. See Recommendation – Long-distance rail services (12.2.9).
Develop an integrated transport plan for the state of Victoria, with an emphasis on public transport	1, 12, 13	Yes 7 votes	Responsibility for an integrated transport plan for Victoria is specified in the <i>Transport Integration Act (2010)</i> . As such an integrated transport plan is considered part of the base case.
Expand tertiary education in regional areas for example by increasing student accommodation		Yes 7 votes	Expansion of tertiary education in regional areas can be achieved through School and tertiary education cooperation (STE) by utilising school campuses. See Recommendation – Tertiary education/VET in schools (9.4.1). Densification of centres through Compact urban development (UDC) can also enable more diverse housing. See Recommendation – Development in established areas (1.1.1 and 10.1.1). We do not, however, have a specific option for student accommodation.
Hubs for local renewable energy self-sufficiency		Yes 2 votes	There is merit in this option, but we have not identified it as a priority in the draft strategy. We have, however, recommended that better guidance is provided for uptake of small scale solar (SSE). See Recommendation – Small scale solar (18.2.3). One of the advantages the jury highlighted about this proposal is that it could increase the community's involvement in renewable energy. We have made a recommendation in support of

Option	Needs	Priority	Infrastructure Victoria's response
			<p>electricity tariff reform which could increase the general community's awareness of their energy consumption and support behaviour change. See Recommendation – Energy pricing (18.1.1). It's broader than the community group involvement proposed by the jury, but reflects a similar point.</p> <p>We also considered Community windfarms (CWF) in <i>All Things Considered</i> (and it appeared in the first version of the options book) but it was filtered out because while it would increase the use of low carbon emission technology, the potential scale means it would make a low contribution.</p>
<p>Encourage the development of cities where water resources are available</p>	<p>12, 14, 1</p>		<p>Considering the existence of the current water grid, recommendations to increase resilience through recycling water, stormwater harvesting and water trading and recommendations to improve long term planning in the water sector, Victoria should be well placed to improve water security while accommodating growth and development.</p>
<p>Shared working spaces in regional/rural centres for remote workers. Eg ICT capable office hubs fitted with up to date computer and video conferencing facilities to use to reduce the number of commuter trips to Melbourne</p>	<p>1, 2, 3, 9, 12</p>		<p>The development of shared working places through improved technology coverage has been recommended through 21st century libraries (LLH) and ETP, which have been included in the draft strategy. See Recommendations – Public libraries (1.4.5, 5.4.3 and 9.4.3) and ICT infrastructure (12.1.3 and 19.1.2).</p>
<p>Grow/promote regional cities by locating government departments and services to regional hubs</p>	<p>1, 2</p>		<p>As with the response to Employment outside central city incentivisation (EOC) there is limited evidence in to show the true costs and benefits of decentralising government jobs to regional centres.</p>

Options that the jury was not able to reach a consensus on

Option	Infrastructure Victoria’s response
Social housing government role change (SHG)	This option has not been included in the draft strategy as we believe the outcomes required from an infrastructure perspective can be achieved without major restructuring taking place. This may be a policy worth considering as part of a broader housing policy focus but it needs to be led from a policy perspective, not an infrastructure strategy.
Social housing private provision to increase stock (SHP1)	This option was poorly titled which created confusion. Social housing is made up of public housing and community housing. By definition social housing is funded by government (not the private sector), hence the way the option was framed confusingly. We have restructured the options in version two of the <i>Draft options book</i> to avoid this confusion. Specifically the main intent of SHS1 is now covered in ARH, which has been recommended in the draft strategy. See Recommendation – Affordable rental housing provision (7.4.3).
Social housing stock transfer model (SHS3)	This option has been included in the draft strategy, however we have clarified that this should be adopted where appropriate, but not across the board for all housing stock. We have recommended that an asset management plan is developed for all existing public housing to determine a long term strategy for each asset, which would also include an assessment of their suitability for stock transfer.
Bendigo Ballarat Geelong Rail Revival (BBG)	This option has not been included in the draft strategy. This option was filtered out in <i>All things considered</i> based on evidence that this route could be serviced by buses. No additional evidence has been brought forward in support of this option and therefore it has not been included in the draft strategy. We do, however, caution against sale of land to ensure this transport corridor is left open for future generations.
Eastern Freeway to City Link (EWE)	We have recommended that planning for this link be undertaken to ensure this option is not precluded, as it may be needed in the latter part of the strategy’s 30-year horizon. We agree with the jury’s recommendation that NEL be implemented before this project.

Concepts which warrant further investigation

Option	Infrastructure Victoria’s response
Change developer contribution plans to ensure that developers contribute to all hidden costs of their developments including increased need for arterial roads	As part of our funding advice we have recommended a range of new opportunities where government could use developer contributions to help meet infrastructure needs, including for arterial roads. The Government is currently implementing a new Victorian Infrastructure Contributions system. The new system aims to provide flexibility for planning authorities to levy additional developer charges where the standard charges cannot adequately fund the required local infrastructure or where additional infrastructure is required to unlock the growth capacity of the area.
Regional East-West Link Upgrade - Rail connecting major regional hubs in line with current transport corridors - Connecting high population areas such as Geelong, Ballarat, Bendigo, Mildura, Echuca, Shepparton, Benalla, Wodonga, Gippsland etc.	During the development of the draft strategy, we have looked at the Bendigo-Ballarat-Geelong rail service (BBG) and the Mildura passenger rail restoration (MPR) but ultimately have not recommended them in the draft strategy given limited evidence that the benefits will outweigh the costs. We recognise that the option for a regional East-West link upgrade (BBG) should be kept open and caution against the sale of this land. We have also made a recommendation that includes Regional train link upgrades (RTL) to provide additional rail services to regional and rural areas.
Increase the role of Youth justice group conferencing in dealing with juveniles in trouble.	Justice and human services integrated planning and delivery (JCS) will support better approaches to youth justice, through improved connections between support services.
Regional air freight intermodal terminal – inland port for air freight and rail large enough to support demand. Suggested location Murray Darling basin	There is limited information available to indicate a regional air freight intermodal terminal is required at this point in time. We understand there is currently a private proposal for such a terminal. As such we believe the private sector is better placed to address this concept.
Replace pine plantations with native hardwoods and softwood	As the jury notes this concept is outside the scope of an infrastructure strategy. Ultimately this is a consideration for government’s regional development policy.
Limit high rise development in Melbourne suburbs to four storeys, based on the European model	The draft strategy makes recommendations for increasing density in selected areas across Melbourne where there is existing infrastructure. See Recommendation – Development in established areas (1.1.1 and 10.1.1), which includes the option Compact urban development (UDC). The jury notes that in recommending limiting heights to four storeys this may work against the intention of UDC. There is limited evidence to suggest

Option	Infrastructure Victoria's response
	<p>prescribing a height of four storeys will deliver better urban development outcomes and we have not recommended this approach. The height and density appropriate to an area should be determined according to a range of criteria to ensure that it contributes to liveable neighbourhoods. A 2014 study by the Heart Foundation highlighted that higher density and high amenity neighbourhoods located close to public transport and a mix of services encourage walking and healthy lifestyles.</p>