INFORMATION

Reform initiatives and best practice	Comments on what is available and link to data
• any of your existing reform initiatives we may have missed from appendix A	• Updated version of Appendix A provided in track changes. • Refer to **Attachment 1** - UPDATED Appendix A - PC_Victorian information

• planned future initiatives	• **Implementation of reforms to the Planning and Environment Act 1987 (PE Act):** Work is currently underway to implement changes arising from the review of the PE Act. Two key changes that will be implemented to streamline processes over the next 12 months include:
	  ◦ establishing three pathways for planning scheme amendments that are proportionate to complexity, risk and the potential impact of a given amendment
	  ◦ establishing three planning permit assessment streams to ensure alignment with the risk, complexity and impacts of any given application
	• **Apartment standards:** DTP is currently considering options to implement 'deemed to comply standards' for 10 of 22 standards for apartments.
	• **Expansion of VicSmart:** On 2 September 2026 the Victorian Minister for Planning gave notice of the preparation of an amendment to the Victoria Planning Provisions, in accordance with section 4K(1) of the *Planning and Environment Act 1987*, to extend the VicSmart 10 day fast track assessment pathway to four dwellings on a lot for all residential zones in established urban areas across the State. See webpage link here.
	• **Small second dwellings:** On 7 September 2026 the Victorian Minister for Planning gave notice of the preparation of an amendment to the Victoria Planning Provisions, in accordance with section 4K(1) of the *Planning and Environment Act 1987*, to change requirements for Small Second Dwellings to increase the allowable floor area to 80 square metres and provide clarity on other matters that would improve operation.
	• **Garden area reforms:** On 8 September 2026 the Victorian Minister for Planning gave notice of the preparation of an amendment to the Victoria Planning Provisions, in accordance with section 4K(1) of the *Planning and Environment Act 1987*, to better balance neighbourhood garden character with infill housing development recognising that all outdoor unroofed areas, including driveways and car spaces, form part of the garden area of a lot. This reform will enable the benefits of the Townhouse and Low-Rise Code to be maximised by providing greater design flexibility for infill housing.

• any underlying work (such as modelling) that was done to inform which reform initiatives to implement and progress	**TTZACP Comments** Plan for Victoria has set out housing targets for every local government area across Victoria, specifying their share of the target for 2.24 million new homes by 2051. As one of the key initiatives of Plan for Victoria, the Train and Tram Zone Activity Centres Program (TTZAC Program) has prepared planning system changes to create capacity for 360,000 homes across 60 locations. The changes were implemented in several planning scheme amendments, which have explanatory and background reports that may be useful to the Commission. The links to these are below: 1. 10 Pilot Program Centres 2. Stage 1 3. Stage 2 4. Inner Melbourne Train and Tram Zone There are also technical reports, factsheets and plans in the TTZAC Resource Library that may be of interest. Additional information will be available once the Infrastructure Contribution Plans are finalised later in 2026.
• evidence of progress made or outcomes achieved for the reform initiatives. – Evidence could include cost benefit analysis or program estimates completed prior to an initiative's implementation, or evaluation of implemented reforms. – If the evidence cannot be published, it could be considered confidentially by the PC team. Its existence could be noted in our assessment without specifics being published	**TTZACP Comments** The methodology and strategic approach to the TTZAC Program are available in the TTZAC Resource Library. The housing capacity estimates for each TTZAC cluster and local government area have been released to councils through HCAP.

• a specific case study for 1-2 reform initiatives that you think align with best practice or where lessons could be learned.	**Townhouse and Low-Rise Code** 12 months after the introduction of the Townhouse and Low-Rise Code, Victoria has experienced a significant increase in townhouse and low-rise housing applications. Applications increased by almost 50 per cent, from approximately 4,800 homes to around 7,000 homes in a single year. Planning permit approvals in Melbourne's middle suburbs increased from approximately 2,000 homes to more than 3,000 homes over the same period. The benefits are also being realised across regional Victoria. Greater Geelong recorded 664 homes through the pathway, representing an 83 per cent increase, while Greater Bendigo recorded 166 homes, representing a 207 per cent increase. Link to website: Townhouse and Low-Rise Code **Greenfield Subdivision Concierge** DTP's Greenfield Subdivision Concierge was launched on 30 June 2025 and is working with councils and industry to unlock constrained zoned land by investigating and helping resolve issues preventing greenfield development where possible. The Greenfield Concierge has facilitated resolution of issues delaying decision making for greenfield subdivision planning permits and post permit matters, unlocking approximately 3,918 residential lots, and 31.1 hectares of employment land. The design and delivery of road and drainage infrastructure are the most common issues delaying projects submitted to the Greenfield Concierge. Link to website: Greenfield Subdivision Concierge

Infrastructure and strategic planning	**Comments on what is available and link to data**
What is the process in Victoria for ensuring undeveloped residential land is infrastructure-enabled and ready for new housing to be built? Who is responsible for each part of the process?	10-year plan for Melbourne's Greenfields • The 10-year plan for Melbourne's Greenfields (10-year plan) was released in October 2024 and provides a framework for industry to deliver 180,000 homes. • The 10-year plan sets out a pipeline for planning new precincts that will be better sequenced and coordinated with infrastructure delivery so that industry and government agencies can plan and invest with certainty.

	• Transport access to new homes is a key consideration in sequencing the commencement of PSPs within the 10-year plan. Government continues to invest in road and transport infrastructure in growth suburbs, reducing congestion and improving accessibility and safety for growing communities. • The 10-year plan introduces stronger staging arrangements to better align housing and jobs growth with the delivery of required infrastructure. In February 2025, DTP publicly released a guidance note for Infrastructure and Development Staging for PSPs to provide stakeholders with clarity on why staging is needed and how it will be implemented.

How do you monitor how much undeveloped residential land is already supported by housing enabling infrastructure (ready for housing construction) and how much of this land is waiting on housing-enabling infrastructure to proceed with housing construction? How much land in Victoria falls into each of these categories?	• DTP monitors greenfield residential land supply in Melbourne and major regional centres through the Urban Development Program (UDP). This includes estimating the residential yield on englobo land by planning status, either:
	  ○ zoned for residential use or
	  ○ unzoned requiring a structure plan proposed
	• Residential lots are identified as either:
	  ○ Proposed – currently in subdivision process
	  ○ Titled - subdivision ready for construction
	• The 'proposed' and 'titled' categories give an indication of development readiness with 'proposed' having lot level infrastructure connected and 'titled' having all infrastructure.
	• Data is not currently available to categorise the englobo zoned and unzoned land by its access to infrastructure.

What are the main constraints that you face in coordinating infrastructure with housing (i.e. to prevent a situation where residential land sits undeveloped while awaiting supporting infrastructure)?	• Fragmented landownership and landowner intentions can lead to out-of-sequence development and challenges associated with infrastructure network delivery and upgrades to service development areas (new or redeveloping). • There are no powers to compel development on sites required for delivering infrastructure, with powers limited to land acquisition where government has responsibility for infrastructure delivery, negotiated purchase where government wishes to act as a catalyst land developer, or narrow powers to access property for maintenance or works necessary to maintain public safety (e.g. temporary drainage outfall to stop neighbouring properties from flooding). • Tight fiscal environment means that government investments to catalyse development (e.g. where infrastructure is necessary to enable development subjected to stage gates) are limited and competitive, often rely on partnerships and funding arrangements across government and with industry which can be complex. This includes competition between states for Commonwealth funding. • Labour market shortfalls and competition with major infrastructure projects (also required to facilitate and service growth) mean that the capacity to deliver essential infrastructure (including skills and capability) is limited/competitive. • Infrastructure demands and technical requirements may change between strategic planning and later design and delivery due to evolving needs, updated standards, new projects, or site-specific investigations that identify feasibility issues. As a result, infrastructure identified in a strategic plan may no longer be supported by the relevant authority,

	requiring negotiation of an alternative design. This additional work can increase costs and delay project delivery for both parties. Greenfield Concierge • DTP is working with councils and industry to unlock constrained zoned land, launching the Greenfield Concierge on 30 June 2025 to investigate and help resolve issues preventing greenfield development where possible. • The design and delivery of road and drainage infrastructure are the most common issues delaying projects submitted to the Greenfield Concierge. • The Greenfield Concierge coordinates with authorities and developers to identify solutions and facilitate approvals. • The State is working closely with the Commonwealth to leverage Commonwealth funding for vital trunk and enabling infrastructure to support unlocking sites for development of housing, which otherwise may sit undeveloped.

OTHER DATA

Approvals data	**Comments on what is available and link to data**
• Is it possible for you to share with us the raw data for the Planning permit activity reporting dashboard?	• **Planning Permit Activity Reporting** is publicly available on DTP's website: Link. • Data dictionary available on website: Link here • **Please note: PPARS data is reported in calendar days**. Therefore, timeframes will include additional non-statutory time where applicants are responding to Requests for Further Information. This timing is out of the responsible authority's control and at the discretion of the applicant as to how long it takes to provide the information. The Productivity Commission's Interim Report incorrectly reported that Victoria's application timeframes were reported in Business Days and this should be amended for the Final report.
• We would appreciate any additional data or information you could provide on other approvals (e.g. rezoning approvals, subdivision approvals, building approvals).	• **Subdivision approvals data** available via SPEAR (Surveying and Planning through Electronic Applications and Referrals). Link: SPEAR : Home • **Building Permit Data** is publicly available on the Building and Plumbing Commission website: Link here • **Rezoning approvals** information is available via the Amendment Tracking System (ATS): Link

Developer contribution arrangements	Comments on what is available and link to data

Do you have data you can share on the annual size of local and state collections of development contributions, and the proportion of housing-enabling infrastructure that is funded through development contributions as opposed to other funding channels?	• Infrastructure funding in Victoria is shared and allocated based on its scale, with major catalytic infrastructure (e.g. major public transport and motorway networks, hospitals, schools) typically the domain of the State with funding support from the Commonwealth, while essential precinct-scale infrastructure tends to be the subject of cost-sharing schemes administered by government and contributed to by developers (Development Contributions Plans and Infrastructure Contributions Plans). Localised site infrastructure required to facilitate the orderly and functional development of individual sites is typically the sole responsibility of the development that is triggering the need for that infrastructure, though local governments sometimes pick up some costs associated with these works through their capital works program.
	• The State recoups a small proportion of its costs through the Growth Area Infrastructure Contribution (GAIC) (a hypothecated fund which can only be spent in and adjacent to the areas where it is collected), and more recently, reforms to the ICP system for high-change infill areas such as suburban activity centres. Windfall Gains Tax provides the state with value capture from land rezoning, which contributes to the consolidated fund.
	• The extension of the ICP system (introduced a decade ago but subject to ongoing reforms) to additional development settings has sought to standardise contribution frameworks to increase the speed of preparation, standardise the content, and provide greater certainty around scope and cost, culminating in recent reforms to cap contributions for infill areas set on sliding scale between Melbourne CBD expansion areas (Fishermans Bend and Arden)/major metropolitan centres (Suburban Rail Loop) and infill activity centres (Train and Tram Zone Activity Centre Program).
	• Collecting and development agencies (usually the municipal council) are required to report annually to the Minister for Planning on DCP and ICP revenue.
	• The total infrastructure contributions provided during the 2024-25 financial year is as follows:
	  ○ $164,378,966.21 of monetary component levies, value of works, services or facilities accepted in part or full satisfaction of the monetary component, and land equalisation amounts.
	  ○ 69.53 hectares of inner public purpose land.
	• Total amount of the development contribution levies paid, during the 2024-25 financial year is $461,035,462.57 of levies and value of land, works, services or facilities accepted in part or full satisfaction of the amount of levy payable.
	• GAIC (Growth Areas Infrastructure Contribution) is collected in seven local government areas containing Melbourne's expanding suburbs to fund infrastructure development. GAIC financial performance is reported annually and funded projects mapped.
	• From 1 July 2025 to 30 June 2026, GAIC collected $167.40 million in cash revenue.
	• As at 30 June 2026, 82% of all GAIC revenue collected has been committed to infrastructure projects.
	• Total remaining funds available for allocation (including interest earned) is $387.59 million.
	• The distribution of funds is as follow:

	Approximately $306 million remains in the GATF for allocation Approximately $82 million remains in the BNCF for allocation • Link: Infrastructure Contributions • Link: Growth areas infrastructure contributions

Land use reform decision making	**Comments on what is available and link to data**
Do you have data you can share on how commercial feasibility of possible developments is or has been factored into decisions to upzone or otherwise change land-use controls to facilitate an increase in zoned capacity?	• **Refer to earlier comments in relation to the TTZACP and associated amendments and link to the Resources Library.** • The Housing Capacity Assessment Platform (HCAP) assesses the capacity of planning schemes for new homes. The 'theoretical' capacity of planning schemes is discounted depending on how well-located a site is, or the basis that less well-located areas are likely to attract less development. The discounting uses a measure developed by the Department: ATOS, Access To Opportunities and Services. Further information is available in DTP's Practice Note on Planning for Housing available here: PPN90: Planning for Housing
How much zoned residential undeveloped land does Melbourne have in supply? Please provide a response in years, dwellings and area. – What is the share of your jurisdictions land supply for development that comes from greenfield versus brownfield or other commercial or residential redevelopment?	• Urban Development Program 2025 - Melbourne

Melbourne Greenfield Land

Melbourne	Proposed (being subdivided)	Zoned eglobo	**Total zoned supply**	Unzoned englobo	**Total supply**	2021-2025 average lots titled	Approx. years zoned supply	Approx. years total supply
	a	*b*	***c=a+b***	*d*	***e=c+d***	*f*	*c/f*	*e/f*
Residential lots	39,812	165,671	**205,483**	128,536	**334,019**	18,449	11	18
Residential area (ha)	1,349	8,600	**9,949**	9,596	**19,545**	n/a	n/a	n/a

Source: DTP - Urban Development Program 2025 - data as of January 2025

• The urban development program also monitors projects in established areas of Melbourne of 10 or more dwellings. These can be large scale brownfield developments or residential redevelopments. In 2024 there were 11,888 dwellings completed in these projects and as of January 2025 there were 25,371 dwellings under construction with a further 133,162 dwellings in planning or identified as future developments

	• The share of net dwellings in established vs greenfield areas of Melbourne for 2025 was 46% established and 54% greenfield. Over the long term since 2017 the share has been 51% established and 49% greenfield (Source: analysis of ABS building approvals at SA2)
Do you have any evidence on which land-use controls might be the greatest constraint on housing supply in Victoria?	• There are a number of overlays that apply on residential land and while these are not aimed at determining or limiting land uses, many relate to design and development outcomes and vegetation protection that would potentially put some limitations on the level of development able to occur and can lead to greater complexity and longer decision-making timeframes. • We do not have information available to quantify the impact of such overlays, but we do know that across Victoria approximately 30 per cent of all residential land is affected by one or more of these overlays.
Are you able to share parcel-level planning data in a consolidated format?	• Download link to be provided separately due to large size of data set.
Are you able to share any spatial models of your planning system that can help test potential reforms? If you have a model but are unable to provide it to us, can you provide us with an explanation of how the model works, including any key assumptions?	• HCAP model - supports planning authorities to estimate housing capacity under different residential zoning scenarios. Methodology is publicly available. Further information is available in DTP's Practice Note on Planning for Housing available here: PPN90: Planning for Housing Access to the HCAP model is currently limited to local councils as the tool is refined.