



For the  
*community*  
*creators*

An aerial photograph of a modern cable-stayed bridge with a prominent orange tower and white cables, crossing a wide river. The city skyline of Perth, Australia, is visible in the background under a clear blue sky.

# UDIA WA 2026-27 Pre-Budget Submission

Deliver the homes we need, faster  
December 2025

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The UDIA WA acknowledge the Traditional Custodians of the land on which we are located, the Whadjuk People of the Noongar Nation. We also recognise Traditional Custodians continuing connection to the land and waters where our members operate across the state of Western Australia.

We wish to acknowledge the strength of their continuing culture and offer our respects to elders past, present and emerging

# From the CEO

On behalf of the Urban Development Institute of Australia (UDIA WA), I am pleased to present our 2026-27 Pre-Budget Submission to the WA State Government. Western Australians continue to feel the very real pressures of increasing cost of living, declining housing affordability and lack of options for a place to call home. Acknowledging the Cook Government's efforts to date, now and for our future, the 2026-27 State Budget presents an opportunity to build on key investments and prioritise new strategically important initiatives to leverage industry to deliver the homes we need, faster.

UDIA WA was encouraged by Labor's housing policy before and during the State Election campaign, including several commitments that aligned directly with UDIA WA's advocacy. The first budget of the newly re-elected Cook Government focussed on translating these commitments into funded initiatives and we now look to the 2026-27 State Budget to prioritise further investments that will meaningfully accelerate much-needed housing choice and supply.

Despite the challenges experienced in delivering much needed housing supply, WA remains well-positioned to create diverse living options in thriving, connected communities. With the private sector delivering approximately 95% of all housing supply across Australia, our industry remains a crucial delivery partner. UDIA WA and our members have welcomed the State Government's willingness to work collaboratively in exploring and co-designing fit-for-purpose solutions. By the State Government continuing to effectively support and leverage the industry, we can deliver the homes we need, faster.

For housing choice and affordability for buyers and renters, we need a balanced approach to housing supply in new and existing areas across Perth and Peel, and in regional centres.

Across the nation, greenfield areas continue to accommodate a large share of population growth in our cities. These areas can accommodate housing delivery at greater pace and scale than infill locations, and they typically attract and cater for the needs of a broad demographic (including through delivering housing options at or below median house prices).

An increased focus on urban intensification through boosting support for medium and higher density infill development in the right locations, towards a more compact and connected city, is essential. However, targeted urban expansion will also continue to have an important role for housing supply and affordability, and in supporting Perth's broader economic prosperity.

UDIA WA continues to advocate for a strategic approach to accommodate our rapidly growing population that removes unnecessary barriers and costs to development, streamlines approval processes, and ensures infrastructure is delivered where and when it is needed. This must be underpinned by a whole-of-government commitment to deliver on a shared vision for

accommodating future population growth in Perth and Peel, and WA, and culture, policy and practice within agencies that facilitates this. It is essential that well-intentioned policies and initiatives do not create unintended consequences and implementation is effective, to avoid negatively impacting housing affordability and choice for Western Australian families.

This State Budget presents a critical opportunity to build additional momentum for addressing WA's ongoing housing supply challenges. The investment recommendations outlined in this submission seek to:

- Make it easier to create the homes we need;
- Help keep the cost of homes down; and
- Plan for our housing needs, now and for our future.

UDIA WA appreciates the positive and collaborative relationship we have with the State Government and we and our members stand ready to continue working together to create great places and housing choice to enable Western Australians to live better lives.

Together, we can deliver the homes we need, faster.



A handwritten signature in blue ink, appearing to read 'Tanya Steinbeck'.

**TANYA STEINBECK**  
CEO  
UDIA WA

# Priorities for the 2026–27 State Budget

UDIA WA's Pre-Budget Submission presents a series of 'asks', that we believe should be funded as a priority in the 2026–27 State Budget to deliver the homes we need, faster. These reflect UDIA WA's ongoing advocacy, seeking to respond to our current housing crisis and to help position WA for a better housing future.

It remains imperative that the State Budget is prepared through a housing supply and affordability lens, cognisant of the following guiding policy goals:

- Facilitate housing choice through supporting a development ready supply pipeline and implementing measures to boost project viability, across the housing continuum.
- Ensure a planning-led, collaborative, and integrated design and approvals framework.
- First, do no harm. Avoid further layering of regulation, policy, taxes or charges that adversely impact feasibility and the affordability of the supply of new housing, rightsizing to release capacity, and investment to increase rental availability.
- Seek to level the playing field on taxation to support infill development and Built to Rent.
- Ensure an increase in funding and resourcing within the infrastructure and service agencies to facilitate the timely delivery of housing supply.
- Shift from a 'just in time' to an 'at the right time' approach to infrastructure planning, coordination, and funding.

- Allocate funding from the Metropolitan Region Improvement Fund to enable the acquisition and reserving of land, and support the acceleration of associated planning, for the provision of critical enabling infrastructure requirements. In regional WA, it is essential Royalties for Regions funds are spent in an effective and timely way on infrastructure associated with housing.
- Prioritise infrastructure funding commitments to those areas and items which will deliver the highest dwelling yields.
- Maximise the construction industry's capacity to deliver housing now and into the future through ensuring WA can attract and retain an appropriately skilled workforce and facilitate innovation.
- Ensure a collaborative and outcome-focussed culture, and supporting governance and procedural frameworks that facilitate cross-Government commitment and accountability to deliver on the State Government's growth aspirations for Perth & Peel @ 3.5 Million.

Our recommendations focus on crucial investments that should be allowed for in the next State Budget to be handed down in June 2026, as opposed to required policy or legislative reforms. The latter will however continue to form part of our ongoing engagement and broader advocacy with the State Government.

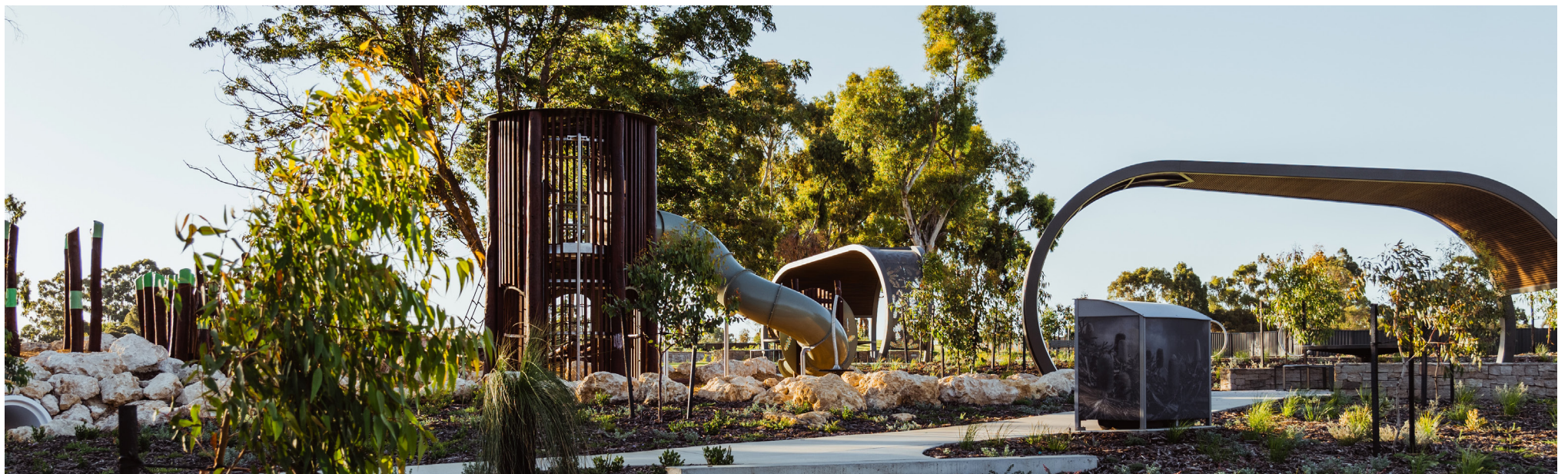


**We recommend that the State Government makes provisions in the 2026–27 State Budget and Forward Estimates to:**

Ask	Estimated funding required	Responsible Department/Agency
<b>Make it easier to create the homes we need</b>		
Commit additional funding for Water Corporation to ensure adequate CAPEX budgets for capital works, preventing delays and supporting residential land development.	\$100m	Water Corporation
Invest funding and collaborate with the Federal Government and industry to accelerate regional (environmental) planning for Perth and Peel (prioritising key growth areas), which considers both matters of State and national significance.	\$4m	Department of Water and Environmental Regulation
Resource the development of a strategic plan and fund for offsets and rehabilitation, particularly for the Swan Coastal Plain (SCP), leveraging opportunities through the national environmental law reforms.	\$3.36m	Department of Water and Environmental Regulation
Commit additional funding to enable increased hydrology expertise and resourcing within DWER to progress water planning and management advice and approvals, particularly for growth areas.	\$2.07m	Department of Water and Environmental Regulation
<b>Help keep the cost of homes down</b>		
Extend the Infrastructure Development Fund (IDF) beyond its current expiry of 31 December 2025, increase the per dwelling amount and expand it to allow a broader range of statutory fees and charges on infill development to be recouped.	\$30m	Department of Planning, Lands and Heritage
Commit to resource a comprehensive review of property taxes and implement a fairer and more efficient system in this term of Government.	To be determined	Department of Treasury
In the interim of broader reform, make the OTP transfer duty concession permanent and inclusive of survey strata and ensure the concession and dwelling value caps reflect market trends for average apartments and townhomes.	\$11m	Department of Treasury
Remove or at least freeze for two years the Foreign Buyers Surcharge to help boost rental stock and make WA more attractive to workers from overseas.	\$56m	Department of Treasury
Boost the viability of medium and higher density projects through creating a facility for low interest mezzanine finance loans and underwriting of stock.	\$450m	Keystart
Create a fund to provide low interest loans to help address construction cost challenges and support and accelerate the delivery of housing in regional centres.	\$400m	Keystart

Ask	Estimated funding required	Responsible Department/Agency
<b>Plan for our housing needs, now and for our future</b>		
Allocate funding for a comprehensive review of how DPLH forecasts land supply for the delivery of new homes, to ensure an accurate picture of the forward pipeline and enable better integrated land use and infrastructure planning.	\$100k	Department of Planning, Lands and Heritage
Allocate funding to scope and progress the development of a comprehensive online platform for WA's planning and development system (incorporating supply monitoring and forecasting, as well as the management of planning applications and approvals).	\$30.5m	Office of Digital Government (DPLH, Transport Portfolio, Water Corporation, Western Power, DWER)
Establish and resource a centrally controlled mechanism / body with a clear mandate to coordinate and facilitate strategically important infrastructure priorities focused on enabling housing supply.	\$2.76m	Department of Treasury
Build on the initial investment in the \$400m Housing Enabling Infrastructure Fund (HEIF) and boost capacity for long lead infrastructure items to be 'Made in WA', to catalyse residential development in identified growth areas.	\$300m	Department of Planning, Lands and Heritage (Water Corporation, Western Power, Main Roads)

Further details on these are set out in the following pages.



# Make it easier to create the homes we need

We need the State Government to continue cutting unnecessary red and green tape and addressing friction points to reduce approval timeframes and costs from delays, to deliver the homes we need, faster.

Approval authorities are operating with stretched resources, for example in urban water planning and management, while infrastructure service agencies have more projects than their operational budgets can handle. We must focus on easing these pressure valves to release near term lot supply for new homes in areas earmarked for development.

In addition to responding to these operational challenges, Government must ensure a holistic and planning-led approach to deliver on its growth aspirations for Perth and Peel, and key regional centres, and to support achievement of WA's share of the National Housing Accord target.

The State Government has progressed important initiatives to facilitate housing delivery, such as implementing several recommendations of the Vogel-McFerran Review, the comprehensive WAPC and planning reforms and establishment of the governance structure for infrastructure funding through the HEIF. However, to maximise the benefits, there are opportunities to further streamline and enhance the effectiveness of the planning and environmental approvals systems. UDIA WA has been working with members and the State Government to identify and progress 'quick win' (cultural, regulatory, policy, process, procedural, structural) changes relating to the functions of the Department of Planning, Lands and Heritage (DPLH), seeking to improve assessment approvals timeframes. We welcome this ongoing engagement and solutions focus.

Further, the current State and Federal environmental approvals systems, while essential for protecting our natural environment, impede both optimal environmental outcomes and housing delivery through excessive complexity, contradictory requirements, and extended timeframes. UDIA WA has long advocated the development of a strategic plan and funding model for offsets and rehabilitation, particularly for the Swan Coastal Plain (SCP), and regional planning to provide more certainty around what areas can be developed and what and how other areas should be protected and rehabilitated.

In the interim, UDIA WA advocated for and strongly supports the EPA working collaboratively with the WAPC to provide environmental advice earlier in the land use planning process, at District Structure Plan stage. This should continue.



**UDIA WA recommends that the State Government makes provision in the 2026–27 State Budget to:**

Ask	Estimated funding required
<p><b>Commit additional funding for Water Corporation to ensure adequate CAPEX budgets for capital works, preventing delays and supporting residential land development.</b></p> <p>The HEIF was welcomed as a response to UDIA WA's advocacy around enabling infrastructure requirements for key growth areas. It is the industry's expectation that this Fund will be used to kick-start planning and delivery of identified crucial enabling infrastructure items/packages to accelerate housing delivery in key growth areas, including North Ellenbrook and Bullsbrook, East Wanneroo, Mundijong and Wellard. However, there remains concern around its use to top up CAPEX budgets for BAU capital works or on servicing for existing growth areas. The agencies must be adequately resourced to do this important work, but this should be from separate funding and this additional allocation should not result in increased developer funded headworks charges.</p>	<p><b>\$100m</b></p> <ul style="list-style-type: none"> <li>• FY26-27 - \$25m</li> <li>• FY27-28 - \$25m</li> <li>• FY28-29 - \$25m</li> <li>• FY29-30 - \$25m</li> </ul> <p><i>This is additional funding to the developer constructed capital works program and for the HEIF.</i></p>
<p><b>Invest funding and collaborate with the Federal Government and industry to accelerate regional planning for Perth and Peel (prioritising key growth corridors), which considers both matters of State and national significance.</b></p> <p>This must duly consider the Federal overlay and State relevant matters to avoid duplication as part of any further progression of the EPBC Act / national environmental law reforms, and utilise the research and work undertaken for the Strategic Assessment of Perth and Peel Region. This is crucial to provide more certainty for industry now, and in the longer term, as well as to enable a more holistic response to environmental management. It should at a minimum, be done on a growth corridor basis, with engagement with industry to identify the order of priority.</p>	<p><b>\$4m</b></p> <ul style="list-style-type: none"> <li>• FY26-27 - \$1.5m</li> <li>• FY27-28 - \$1.5m</li> <li>• FY28-29 - \$1m</li> </ul>
<p><b>Resource the development of a strategic plan and funding model for offsets and rehabilitation, particularly for the Swan Coastal Plain (SCP), leveraging opportunities through the national environmental law reforms.</b></p> <p>This could:</p> <ul style="list-style-type: none"> <li>• Involve a staged approach, with the coordination of land access for offsets and restoration being the first priority, followed by the establishment of an independent body within the State Government coordinating the delivery of works associated with offset and restoration sites;</li> <li>• Be underpinned by the establishment of a strategic plan and funding model, addressing State and Federal requirements, to enable the consolidation of contributions from proponents (with other government funding as relevant) to create lasting, scalable environmental benefits; and</li> <li>• Be informed by the precedent of a similar regional offset framework in place within WA, notably the Pilbara Environmental Offsets Fund, but seek to ensure the governance around the model delivers enhanced transparency, accountability and outcomes</li> </ul>	<p><b>\$3.36m</b></p> <ul style="list-style-type: none"> <li>• FY26-27 - \$960k</li> <li>• FY27-28 - \$980k</li> <li>• FY28-29 - \$700k</li> <li>• FY29-30 - \$720k</li> </ul> <p><i>Based on 4 FTE at approx. \$660k/annum and consultancy expenses at \$600k plus CPI at 3%. Further implementation funding will be required when the plan is developed.</i></p>
<p><b>Commit additional funding to enable increased hydrology expertise and resourcing within DWER to progress water planning and management advice and approvals, particularly for growth areas.</b></p> <p>With growth areas such as East Wanneroo and North East Baldivis, as well as North Ellenbrook, being water constrained areas, ensuring appropriate resourcing to support the assessment and approvals process for district and local urban water management strategies and the provision of advice to Local Governments on urban water management plans is critical.</p> <p>Currently, there is only a small Urban Water team within DWER performing this function and there is a lack of integration with the Land Use Planning team. While the newly established Priority Approvals team operates as priority customer pathway concierge service (with housing being a priority area), they too would benefit from hydrology expertise to help facilitate these regulatory functions.</p> <p>There should be an increase in funding to enable either an additional 2 x FTE within Urban Water team and an additional 1 x FTE in the Priority Approvals team or to supplement in-house expertise with consultant support.</p>	<p><b>\$2.07m</b></p> <ul style="list-style-type: none"> <li>• FY26-27 - \$495k</li> <li>• FY27-28 - \$510k</li> <li>• FY28-29 - \$525k</li> <li>• FY29-30 - \$540k</li> </ul> <p><i>Allowing for equivalent to ~3 x FTE/annum plus CPI.</i></p>

# Help keep the cost of homes down

We need the State Government to take a serious look at taxes, fees and charges impacting housing diversity and affordability and to provide support to boost feasibilities, to deliver the homes we need, faster.

It has been and continues to be extremely challenging to make infill developments, particularly higher density apartment projects, stack up in Perth's current market conditions. These market realities have been the driving force behind the constrained infill supply and slow progress towards the 47% infill target set in Perth and Peel @ 3.5 million. Lack of tier 1 and 2 builders, labour constraints and productivity challenges, layering of government taxes and charges, high pre-sales requirements, high cost of mezzanine finance and escalating and volatile construction costs have all adversely impacted the viability of delivering the infill and density we need.

Housing delivery in regional centres also remains extremely challenging for many of the same reasons, compounded by high material and transport costs and condensed periods when construction is possible.

From a construction cost perspective, according to ABS data, house construction costs have risen by 37 per cent in WA from March 2020 (pre-COVID) to June 2025. However, based on UDIA WA member insights, in Perth's apartment sector the increase has been more significant, with some projects seeing increases of more than 70%.

These cost increases impact buyers and ultimately renters. To increase housing choice and aid affordability, we need Government support to boost the viability of medium and higher density infill projects in the right locations, as well as housing supply in regional centres.

There must also be a commitment to 'first, do no harm' and not exacerbate the current challenges with increases to taxes, fees or charges or policy reforms that add to the cost of delivering diverse housing supply.

Our current property tax settings are inequitable and are negatively impacting the delivery of and access to diverse housing options for many Western Australians. While the State Government's introduction and extension of the off-the-plan duty concession to try to create more of a level playing field between buying an apartment and buying a house and land package has been welcomed and is having a positive impact in terms of affordability and supply, there are opportunities for improvement. Further, a complete review of property taxes is needed, and long overdue.

Further, Keystart is a key player in helping more Western Australians to access a home. With the transition to a GTE and newly legislated commercial property finance function, Keystart has a unique capability to support 'unlocking' much needed supply to further this goal. Providing commercial products that would assist in bridging the feasibility gap for medium and higher density infill projects that otherwise may be stalled, and housing in regional areas, could offer the unique opportunity for Keystart to play an important role in the delivery of greater housing choice and increased supply.

It is essential that the State Government continues to deliver on existing commitments (such as the Housing Innovation Fund supporting modern methods of construction) and other initiatives to support the delivery of housing in regional WA. This should include enabling projects delivering diverse and affordable options such as key worker accommodation and Land Lease Communities, as well as critical enabling and servicing infrastructure through expenditure of Royalties for Regions funding for example.



UDIA WA recommends that the State Government makes provision in the 2026–27 State Budget to:

Ask	Estimated funding required
<p><b>Extend and expand the Infrastructure Development Fund (IDF) to boost the viability of medium and higher density residential projects.</b></p> <p>It is positive to see that since the IDF launched, funding has been allocated through the Apartment Rebate to 112 projects that are expected to provide 8,021 dwellings across 55 suburbs. However, as at early November 2025, only 2,204 of these dwellings (~28%) had commenced construction thus far. Further, while there has been an overallocation of IDF funds, many projects will not receive their full allocation because the headworks costs are lower.</p> <p>Extending the IDF beyond its current expiry of 31 December 2025, as well as increasing the per dwelling amount to at least \$20,000 and expanding it to allow a broader range of statutory fees and charges on infill development to be recouped will aid project feasibilities. With infill supporting significant infrastructure savings for Government<sup>1</sup>, providing increased IDF support should be viewed and framed through this broader economic and infrastructure–efficiency lens.</p> <p>An enhanced IDF should:</p> <ul style="list-style-type: none"> <li>• Support projects of 20+ dwellings (e.g. apartments, townhouses, BTR), in metropolitan infill areas (relaxing current locational restrictions). Consideration could also be given to tiering to support infill in strategic areas, allowing smaller projects (e.g. delivering 5+ dwellings) to be eligible but for smaller contributions.</li> <li>• Allow the developer to apply for reimbursement of a range of statutory fees and charges imposed on development, particularly land tax from DA to construction completion and headworks (consideration should also be given to local government charges such as public art, POS cash-in-lieu contributions, development contributions, council rates and building license fees).</li> <li>• Be structured to provide sufficient certainty to developers and financiers to account for the funding in project feasibilities and kick start construction while also reducing the risk to government. This could include:             <ul style="list-style-type: none"> <li>• Applications to be made once a DA is approved.</li> <li>• Construction to commence within two years of approval and complete within four years, with the potential for a 12-month extension (as per the current Fund).</li> <li>• Costs being paid on issue of a building license.</li> </ul> </li> <li>• Seek to secure a matched funding commitment from the Federal Government.</li> </ul> <p>As a budget neutral measure, extension and expansion of the Fund should be supported by an audit of the funds allocated to date, including confirmation of the actual headworks costs and the likelihood of projects being progressed by the successful applicants, with a view to reallocating funding which will not be spent and/or where sites for unviable projects are being on-sold and will not comply with the planning approval.</p>	<p><b>\$30m</b></p> <ul style="list-style-type: none"> <li>• FY26–27 – \$15m</li> <li>• FY27–28 – \$15m</li> </ul> <p><i>This, and a reallocation of funds unlikely to be spent, could boost viability of some approved projects as well as new ones, especially when coupled with low cost financing support and a reallocation of unspent funds.</i></p>

<sup>1</sup>NSW Productivity Commission (2023). *Building more homes where infrastructure costs less.*

Ask	Estimated funding required
<p><b>Commit to resourcing a comprehensive review of property taxes and implement a fairer and more efficient system in this term of Government.</b></p> <p>WA's property tax settings are inequitable and negatively impacting the delivery of and access to diverse housing options for many West Australians. UDIA WA's longstanding advocacy position is that a complete review of property taxes is needed, and long overdue. Consideration should be given to splitting the general tax rates to incentivise new housing supply and to ensuring a level playing field for infill development with house and land. A fair and efficient taxation system will support housing delivery, improve affordability, enable home ownership and right sizing, and attract greater investment in the WA housing market to increase rental supply.</p>	<p><b>To be determined</b></p>
<p><b>Make the OTP transfer duty concession permanent and inclusive of survey strata and ensure the concession and dwelling value caps reflect market trends for average apartments and townhomes.</b></p> <p>In the interim of such broader property tax reform, making the OTP (pre-construction and under construction) duty concession permanent is essential to ensure there is not a disincentive to purchasing apartments and grouped dwellings. The current imbalance, with house and land purchasers only taxed on the land component, undermines efforts to promote infill development and making the concession permanent would send a clear signal that the State Government is committed to supporting infill and housing diversity.</p> <p>The current concession settings are working well for more affordable product and helping make project delivery more feasible. They provide the greatest incentive to those who take the biggest risk in buying off-the-plan, while being effective in helping projects sustain consistent sales momentum from launch through to completion. However, the current concession thresholds and exclusion of survey strata developments are dampening the potential benefits that could otherwise be unlocked with higher price point, larger apartments, as well as townhomes.</p> <p>The current settings should be amended to:</p> <ul style="list-style-type: none"> <li>• Capture survey strata (both survey and built strata, where a deposit is paid and settlement is on completion, should be treated the same) and</li> <li>• Ensure the dwelling value price and concession threshold caps are regularly reviewed / indexed to reflect market trends.</li> </ul>	<p><b>\$11m</b></p> <ul style="list-style-type: none"> <li>• FY28-29 - \$3.5m</li> <li>• FY29-30 - \$7.5m</li> </ul> <p><i>Estimate based on additional loss revenue (above the \$23.7m increase in the 2025-26 State Budget for 2025-26-2028-29), projected forward at the 2027-28 peak level.</i></p>



Ask	Estimated funding required
<p><b>Remove or at least freeze for two years the Foreign Buyers Surcharge to help boost rental stock and make WA more attractive to workers from overseas.</b></p> <p>The Foreign Buyers Surcharge is discouraging overseas investment in apartments and negatively impacting the State Budget. When announced in May 2018, Government projections estimated it would make the State \$128 million to 2021-22 but from the declared revenues<sup>2</sup>, it had only generated half of that (\$64 million). In 2025-26 Budget Year it was expected to decrease to \$14m, from an estimated actual of \$26m in 2024-25.</p>	<p><b>\$56m</b></p> <ul style="list-style-type: none"> <li>• FY26-27 - \$20m</li> <li>• FY27-28 - \$36m</li> </ul> <p><i>Estimated based on lost revenue based on FY25-26 WA Budget Taxation Revenue Forecasts.</i></p>
<p><b>Boost the viability of medium and higher density projects through creating a facility for low interest mezzanine finance loans and underwriting of stock.</b></p> <p>Keystart providing low interest mezzanine finance as part of the capital stack (at ~15-30% or ~\$10m-\$20m loan availability per project) would help to bridge the feasibility gap for shovel-ready projects, getting more supply on the ground quicker. Coupling the loans with underwriting of stock to help achieve pre-sales requirements would further assist feasibilities, with Keystart having the option to buy unsold dwellings at cost + agreed margin. Such initiatives would deliver benefit to Keystart through commercial returns in the form of cash and/or stock.</p> <p>Key considerations in the design of such initiatives include:</p> <ul style="list-style-type: none"> <li>• Not being overly restrictive when it comes to property price caps, to support diversity of product, and ensuring caps are reviewed over time to reflect market conditions.</li> <li>• Ensuring loan value is not tied to the eligible product value, rather Keystart should apply criteria around requiring diversity of product for projects to be eligible to apply for the loan.</li> <li>• Providing interest rates parity with the banks.</li> <li>• Providing support from project commencement through to completion (e.g. a three year loan period).</li> <li>• Securing certainty projects will progress to construction within a reasonable timeframe e.g. with security under pre-sale commitments, release of the loan could potentially be at building licence stage.</li> <li>• Replenishing and recycling funds, with returns and repayment of loans to Keystart as projects are completed. The capital size of the Fund will be important to ensure it is successful and scalable.</li> </ul> <p>This support would complement the State Government's IDF, enhancing the viability of approved projects that have not been able to progress to construction.</p>	<p><b>\$450m</b></p> <ul style="list-style-type: none"> <li>• FY26-27 - \$200m</li> <li>• FY27-28 - \$200m</li> <li>• FY28-29 - \$50m + replenished funds</li> <li>• FY29-30 - replenished funds</li> </ul> <p><i>There should be flexibility to move funds between the metropolitan and regional funds based on demand.</i></p>

<sup>2</sup>From WA State Budget Papers and Hansard.

Ask	Estimated funding required
<p><b>Create a fund to provide low interest loans to help address construction cost challenges and support and accelerate the delivery of housing in regional centres.</b></p> <p>There is an opportunity for Keystart to offer direct low-interest construction loans, and with civil lot construction stages and home building being interlinked for delivery of dwellings both should be offered as part of such a finance offering. For a regional project delivering around 50 lots per year, the loan availability would need to be in the order of around \$10m-\$25m per project.</p> <p>Such a Fund could be designed to:</p> <ul style="list-style-type: none"> <li>• Allow flexibility in loan arrangements on a project-by-project basis to help address challenges in different regional settings;</li> <li>• Not have minimum pre-sale requirements so projects can move to construction sooner;</li> <li>• Allow higher loan to value ratios or cheaper debt where a stage is delivering more affordable lots (with affordability defined by the immediate local market);</li> <li>• Cover infrastructure headworks relevant to the stage; and</li> <li>• Support diverse and affordable products such as in Land Lease Communities and key worker housing options, noting their role in supporting right-sizing and unlocking established stock.</li> </ul>	<p><b>\$400m</b></p> <ul style="list-style-type: none"> <li>• FY26-27 - \$200m</li> <li>• FY27-28 - \$200m</li> <li>• FY28-29 - replenished funds</li> <li>• FY29-30 - replenished funds</li> </ul> <p><i>There should be flexibility to move funds between the metropolitan and regional funds based on demand.</i></p>





# Plan for our housing needs, now and for our future

For the benefit of current and future residents, the next State Government must plan, invest and work together with industry and the community to deliver the homes we need, faster.

Currently there is a lack of commitment and accountability across government to deliver on a shared vision for accommodating the future population growth of Perth and WA. There is a need for the State Government to think and act more holistically when it comes to delivering housing supply across the continuum, with all departments and agencies pulling in the same direction and doing their part.

UDIA WA has also long advocated for the re-establishment of the leadership role of DPLH as a central government agency and the need to look holistically across land use, infrastructure and environmental considerations and align agencies and service authorities to prioritise planning, streamline approvals, seek to ensure appropriately balanced outcomes and enable greater certainty for all.

We eagerly await the outcomes of the Perth & Peel @ 3.5 million 'health check' and what we expect will be a renewed focus on driving implementation.

To inform decision-making and better integration of land use and infrastructure planning, it is imperative we have an accurate and timely picture of near term and forward land and housing supply.

The Urban Growth Monitor is a useful tool for macro-scale analysis of zoned land stocks and a theoretical estimation of total supply potential over a long-term outlook and the Urban Land Development Outlook provides useful insights over the short and medium terms but is not published frequently enough. Neither adequately consider challenges impacting land availability and readiness for development. There is an opportunity to build on the detailed spatial analysis being undertaken in UDIA's National Housing Pipeline, and undertake engagement with industry, to ensure a more robust approach to forecasting.

Working collaboratively to proactively plan, coordinate and deliver strategically important infrastructure 'at the right time' has also never been more crucial to bring forward and support development for the creation of new homes.

The 'just in time' approach of service agencies and the State Government's failure to set out key strategic infrastructure projects and signal support and funding commitment is a problem. It does not consider development intentions, enable early planning for residential projects or aid the securing of funding from the Federal Government and will continue to constrain land supply for housing.

The commitment to the HEIF and establishment of the associated governance model has been welcomed and is making progress but there remains a need for a formalised centrally controlled mechanism / body within the State Government to drive cross-government accountability for infrastructure coordination, planning and delivery focused on enabling housing supply.

UDIA WA recommends that the State Government makes provision in the 2026-27 State Budget to:

Ask	Estimated funding required
<p><b>Allocate funding for a comprehensive review of how DPLH forecasts land supply for the delivery of new homes, to ensure an accurate picture of the forward pipeline and enable better integrated land use and infrastructure planning.</b></p> <p>This should involve commissioning a consultant to undertake the review and should seek to ensure appropriate engagement with industry and to build on UDIA's National Housing Pipeline analysis for Perth and Peel. Additional funding may be required to implement any systems changes, etc. to facilitate the new forecasting approach.</p>	<p><b>\$100k</b></p> <ul style="list-style-type: none"> <li>• FY26-27 - \$75k</li> <li>• FY27-28 - \$25k</li> </ul>
<p><b>Allocate funding to scope and progress development of a comprehensive online platform for WA's planning and development system.</b></p> <p>This platform should incorporate dwelling and land supply monitoring and forecasting, as well as functionality for the management and streamlining of planning applications and approvals to drive efficiencies and cost savings. There would be value in looking at learnings from examples in other jurisdictions such as the South Australian Government's Land Supply Dashboard and broader PlanSA portal (understood to have been rolled out over two years at a cost of ~\$27m).</p> <p>The Infrastructure WA (IWA) State Infrastructure Strategy highlighted the importance of access to current, high-quality and fit for purpose data in underpinning sound infrastructure planning, policy and investment decision-making. Further, it emphasised 'application of consistent planning assumptions, availability of data and forecasts at suitable geographies, and access to data analytics, visualisation capabilities and modelling tools..' as being important in 'developing evidence-based, aligned and integrated infrastructure plans and major infrastructure proposals'. To facilitate this, it included a recommendation to develop digital capabilities within state agencies and government trading enterprises.</p> <p>There is an opportunity to integrate planning, infrastructure and environmental land uses, applications and approvals through such an online platform.</p>	<p><b>\$30.5m</b></p> <ul style="list-style-type: none"> <li>• FY26-27 - \$500k</li> <li>• FY27-28 - \$20m</li> <li>• FY28-29 - \$10m</li> </ul> <p><i>Full costs would need to be determined following scoping.</i></p>



Ask	Estimated funding required
<p><b>Establish and resource a centrally controlled mechanism / body with a clear mandate to coordinate and facilitate strategically important infrastructure priorities focused on enabling housing supply.</b></p> <p>The recently established, multi-layered governance model for the HEIF project identification and assessment process (which included the establishment of the Priority Corridors Working Group) has been a welcome step in the right direction. The State Development Bill 2025 and proposed functions of the Coordinator General are also positive but do not extend to projects that are primarily residential.</p> <p>There remains a need for a formalised centrally controlled mechanism, ideally with reporting to Cabinet, driving the coordination and facilitation of planning and delivery of strategically important infrastructure priorities to ensure appropriate multi-agency resourcing, prioritisation, and funding.</p>	<p><b>\$2.76m</b></p> <ul style="list-style-type: none"> <li>• FY26-27 – \$660k</li> <li>• FY27-28 – \$680k</li> <li>• FY28-29 – \$700k</li> <li>• FY29-30 – \$720k</li> </ul> <p><i>Based on 4 FTE plus CPI.</i></p>
<p><b>Build on the initial investment for the \$400m Housing Enabling Infrastructure Fund and boost capacity for long lead infrastructure items to be ‘Made in WA’, to catalyse residential development in identified growth areas.</b></p> <p>On top of further allocations of the currently committed funding, this should include an extension of funding commitment out through the forward estimates, as well as additional funding over the next two years to boost upfront support for the procurement of critical, long lead infrastructure items. As a ‘Made in WA’ initiative, the latter could include increasing local capability and capacity to manufacture transformer lines and substation infrastructure, increasing supply, reducing timeframes and creating jobs.</p> <p>Infrastructure prioritised through HEIF must be supported to continue through to delivery, with additional funding being allocated as required.</p>	<p><b>\$300m</b></p> <ul style="list-style-type: none"> <li>• FY26-27 – \$50m</li> <li>• FY27-28 – \$50m</li> <li>• FY28-29 – \$100m</li> <li>• FY29-30 – \$100m</li> </ul> <p><i>Additional to the \$400m already committed.</i></p>





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