

Our Ref: 20725/P
 Doc Name: Sunbury South and Lancefield Road ICP Submission
 SJL/mla

9 June 2020

Victorian Planning Authority
 Level 25
 35 Collins Street
 Melbourne 3000

Dear Sir/Madam

**Amendment C243 to the Hume Planning Scheme
 Sunbury South and Lancefield Road Infrastructure Contributions Plan
 Submission on behalf of Resi Ventures Pty Ltd**

Taylors acts on behalf Resi Ventures Pty Ltd.

Our client is generally supportive of Amendment C243hume and the associated Sunbury South and Lancefield Road Infrastructure Contributions Plan (ICP). There are a few items that they do object to and they are laid out below.

Our Client is the owner of the following parcels of land:

ICP Property Identifier	Address
SS17	20 Watsons Road, Diggers Rest
SS18	24 Watsons Road, Diggers Rest
SS19	30 Watsons Road, Diggers Rest

We note that the Sunbury South and Lancefield Road ICP sets out the infrastructure that is required at Section 3.7 of the Sunbury South Precinct Infrastructure Plan (SSPSP) and Section 3.6 of the Lancefield Road Precinct Infrastructure Plan (LRPSP). Plan 13 (SSPSP) and Plan 13 (LRPSP) sets out the key roads, intersections, community facilities and local sports reserves.

This provides the basis for the ICP which appears to include the same scope of items. Our client generally supports this approach.

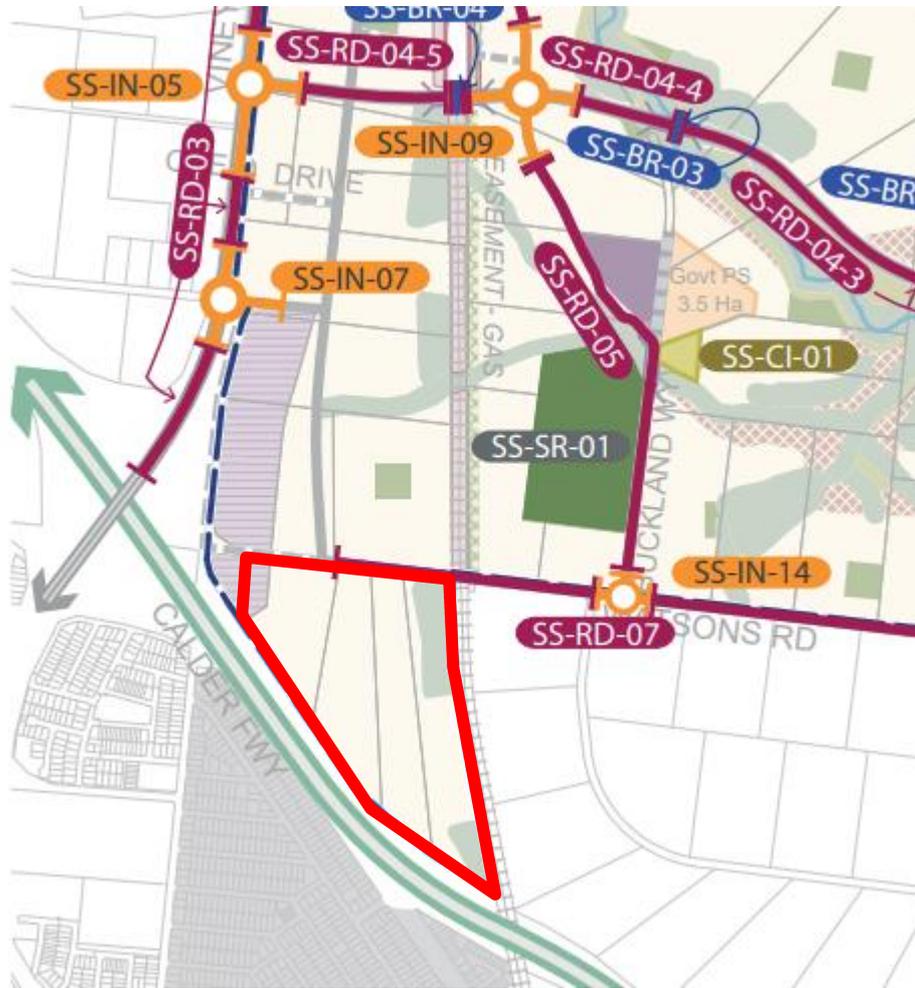


Figure 1 - Sunbury South PSP Excerpt



Figure 2 – ICP Excerpt

Old Vineyard Road

We understand Old Vineyard Road (connects to western end of Watsons Road and provides access to Vineyard Road) is to be discontinued. Old Vineyard Road provides important links from the site to Sunbury to the north and the Calder Freeway to the south; its discontinuation would cause significant site access issues, particularly until the eventual upgrade of Watsons Road to the east and construction of the future north-south connector road north of the site. We wish to confirm/request that Old Vineyard Road remain open until such a time that the north-south connector road is constructed.

External Apportionments

Our client's major concern is with external apportionments. It is acknowledged that infrastructure items are necessary and beneficial to the relevant PSPs however it is submitted that where infrastructure items will serve the community beyond the PSPs, external apportionment or further apportionment should apply.

Bridges LR-BR-01 & SS-BR-01

Our client is concerned with the two bridges known as LR-BR-01 and SS-BR-01. It is acknowledged that both bridges are necessary and beneficial infrastructure items that benefit both PSPs. It is noted that 74% of the cost has been apportioned *internally* with \$76M and \$30M being added to the cost of this ICP.

The remaining 26% of the cost is being apportioned to the Sunbury North and Sunbury West PSPs.

It is submitted that these bridges will serve the community beyond these four PSPs. These bridges are needed to provide connectivity not only for these PSPs but to assist with overall traffic flow in the Sunbury region. The current road network provides limited opportunities for north-south and east-west movement given historic decisions that force the majority of the traffic via the town centre and surrounding roads.

It is our client's view that a proportion of the funding for both of these bridges should be sourced from general Government revenue, perhaps GAIC funding. These bridges are key elements that provide, in part, a benefit to the State. LR-BR-01 provides an important east-west connection across Jacksons Creek connecting into the northern part of Sunbury. SS-BR-01 provides a critical north-south connection over Jacksons Creek linking the Lancefield Road/Sunbury Road intersection with Watsons Road, Crinnion Road and the Calder Freeway beyond. The bridges will facilitate movements that benefit traffic in the region and will relieve traffic movements through the Sunbury township.

SS-RD-08 and SS-IN-11

This road upgrade is entirely outside of the ICP area and yet is 100% apportioned to the ICP. We submit that a proportion of its use will be external.

Rail Line Crossings (over / under pass)

Rail line crossings via over/under pass should be part externally apportioned as this infrastructure will benefit the broader community of rail users. Item LR-BR-03 (Construction of 2 lane road overpass of rail line) is 100% apportioned to the ICP.

At this point we do not have a suggested proportion that should be applied external to the ICP. We would like to engage in discussions with the VPA in this regard and will provide further work to justify our position in due course.

Yours faithfully



MATTHEW LAW
Urban Development Planning Manager