

Submission Item No.	Full Name	Organisation/group/agency	Submission	VPA Proposed Submission Response	VPA Proposed Action	VPA Proposed Status
1.1	Kerry Balci	Stockland	Land valuation methodology and Notification under Part 3AB of the PE Act - The valuation methodology and its interpretation needs to be addressed before Amendment C29 is gazetted. The ICP proposes to revalue land every three years, the valuations should be more frequent to ensure land equalisation payments are reflective of actual market conditions. No opportunity for an under provider to contest the land equalisation rate either through the land valuation process or the final ICP.	Submission Withdrawn.	No change required	Withdrawn
1.2	Kerry Balci	Stockland	Method of calculating estimated value of IPPL - Contests the methodology of calculation behind the land equalisation rate. The method of calculating estimate value of IPPL within paragraph 31 Annexure 1 of the Ministerial Directions suggests land should be values as being 'zoned and ready for development' where as the land equalisation rate disclosed in this instance at circa \$2.9 million per hectare suggests the land valuation has been misinterpreted and in fact value as 'already developed'. Therefore, the valuation of the IPPL in the Minta ICP is unsound and the equalisation amount in the ICP is incorrect.	As per the letter sent by Mark Beaufoy to the Panel on 19 June 2020 this submission item has been withdrawn.	No change required	Resolved
1.3	Kerry Balci	Stockland	Changes to the Gazetted Precinct Infrastructure Plan - 1.3.1 - The exhibited ICP contains a different list of infrastructure projects to those contained in the PSP. The ICP proposes a different and more costly means of delivering Bells Road and alters the scope of the associated infrastructure projects.  1.3.2 - The Minta Farm PSP Plan 13 identifies five intersections along Bells Road (IN-01, IN-02, IN-03, IN-04 and IN-05), four road projects fund the construction of Bells Road between each intersection extent (RD-01, RD-02, RD-03 and RD-04). The ICP Plan 2 depicts new road project (RD-01-04) which appears to be a combination of the construction components of RD-01, RD-02, RD-03 and RD-04. Given these significant changes, further amendments should be made to the PSP as part of Amendment C269.	1.3.1 - The PSP document will be updated to make minor corrections to the ultimate land for north/south as required, and also correct the PIP table to delete RD01,RD02,R03 which are no longer required as a result of the updated 60km interim plans.  1.3.2 - The inclusion of early delivery works financing and refinements to intersection designs to satisfy DoT design requirements submitted at the PSP panel hearing resulted in a group of early delivery works items EDW-01 (IN-01, IN-05 and a interim road in each direction between IN-01 and IN-05): Refinements to intersection IN-03 and IN-04 absorbed RD-03. Following approval of the final ICP, the PSP document will be updated to reflect the necessary changes to the road network and PIP table accordingly.	No change to ICP / Minor corrections to PSP as part of separate amendment.	Resolved

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1.4	Kerry Balci	Stockland	Apportionment of Bells Road - On various occasions, Bells Road has been noted as an arterial road that services the wider road network and surrounding precincts. The change in VPA's approach to the delivery of Bells Road, early financing costs and the change in scope demonstrates the regional significance of the road. The proposed regional based road projects should be removed from the PSP PIP and the ICPs it is unjust for a localised precinct to fund regional/state based road infrastructure.	The planning for essential infrastructure includes the provision of interim arrangements for arterial roads and intersections. The Precinct Infrastructure Plan in the PSP was supported by the Panel. This issue was discussed and resolved at the PSP Panel. An underlying principle of ICPs is the land and first carriageway principle for arterials. i.e. the ICP shall provide the ultimate land required for the arterial and construct the first carriageway of an arterial in that PSP. This was also the case for DCPs previously, so nothing has changed with respect to the VPA approach. Duplication works and any additional widening would subsequently be undertaken by road authorities, with the State Government funding projects if the existing arterial road is declared as a State Arterial road. However, there is currently no road in existence and one needs to be built to provide access to development. At some point in future, the road will be duplicated and potentially considered for declaration as a State Arterial.	No change required	Unresolved

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1.5	Kerry Balci	Stockland	Selection of projects funded by the Standard vs Supplementary Levy - Bells Road is a regional road and unsuitably classified as standard or supplementary levy items in the Minta ICP. This is supported by traffic modelling undertaken by AECOM in July 2014 for Thompsons Road, Clyde Creek and Casey Fields South (Residential) PSPs which shows Bells Road as the primary north south route to support surrounding PSP areas and growth east of Berwick-Cranbourne Road.	Response as per Item 1.4	No change required	Unresolved
1.6	Kerry Balci	Stockland	Project Design and Costings - Stockland are undertaking a review of the costings and intersection designs made available by the VPA and present findings at the upcoming Panel hearing.	Design and Costing Expert Witness Meeting Statements have been issued. VPA have identified in the changes the list of changes table, the changes to the design and costings as a result of the Expert Witness Meeting. Of note the costing Expert Witness Meeting includes a V2 of IN02 & IN03. VPA supports the V1 of IN02 & IN03.  The arterial network undergoes a staged construction process with the ICP funding the initial basic and essential construction to facilitate access and development, with authorities responsible for upgrades due to surrounding development. The connector legs of the intersections should be constructed wholly by the ICP as the only (overwhelming majority) traffic using them is locally based (due to development). The scale of the intersections is driven by the assumed density of development and in this case, the constrained access provisions on the eastern approach. These constraints include the freeway and Cardinia Creek, which limits access options.	Change required	Unresolved
1.7	Kerry Balci	Stockland	General matters for review - The Land Use Budget in the PSP contains errors and does not reflect the Land Use Budget in the exhibited ICP.	Noted. The Parcel Specific Land Use Budget within the PSP will be amended to reflect the figures as detailed within the ICP.	Change required	Resolved
1.8	Kerry Balci	Stockland	General matters for review - The draft Infrastructure Contributions Plan Guidelines (June 2019) state that ICPs will not necessarily fund the full cost of infrastructure to be provided through an ICP. The exhibited ICP appears to have been drafted on a full cost recovery basis, at odds with the Guidelines.	This matter relates to submission 1.4. The ICP includes a proposed interim provision of transport infrastructure to support development of the site and access to the broader movement network. Under this approach a supplementary contribution amount is required to support provision of these interim items based on their cost estimates.	No change required	Unresolved
1.9	Kerry Balci	Stockland	General matters for review - 1.9.1 - Section 5.10 of the exhibited ICP should be strengthened to ensure that Works in Kind (WIK) credit is equal to the costs contained in the exhibited ICP (taking into account indexation). This will provide certainty to both the Council and landowners. It should also be stated that credit for WIK will be applied irrespective of whether the works are funded by the standard or supplementary levy.	1.9.1 - This matter was discussed and raised at the Mt Atkinson Panel Hearing and also the Donnybrook Woodstock Panel Hearing, the Panel having the same response on both. The Panel accepted that Council as the Collecting Agency bears the risk of projects being underfunded. Therefore, it is appropriate that the Collecting Agency has the flexibility to negotiate the value of WIK as part of its acceptance of these works. The Panel agreed with Council that if a Collecting Agency could not negotiate the value of the works, it could be less inclined to agree to the WIK, possibly resulting in the loss of the shared benefit of early infrastructure delivery. On this basis, the Panel did not accept the changes submitted by Mt Atkinson Holdings and agreed that the value of WIK should be negotiated. VPA considers the conclusion of the Mt Atkinson and Donnybrook Woodstock Panel is relevant here and therefore no further changes are required.	No change required	Unresolved

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1.10	Kerry Balci	Stockland	<p>1.9.2 - The inclusion of EDW-01 assumes Council will deliver these works and the ICP will continue to collect funds for the project even if the works are delivered by a landowner as WIK. There needs to be a provision made to enable this project to be 'switched off' or distributed to the entity delivering the infrastructure otherwise it may result in a contribution of unnecessary funds. Switching off the project can only be achieved through deletion of the item in the ICP though an amendment. Text should be included in the ICP to support an early review of this item in the event that it is not required and acknowledged that refunds or credits may be provided against payments made.</p>	<p>1.9.2 - Noted. Table 6 of the document will be amended to split EDW-01 into individual parts as per the Borrowing Cost assessment report, each of the items will be listed as a new line item in the table (e.g. EDW RD01-04, EDW IN-01, EDW IN-05). EDW-01 would then become the subtotal adding up to the total borrowing costs of \$8 million as per the exhibited ICP. The Borrowing Cost report will be attached as an appendix. The following text will also be included under Table 6 to provide clarity:</p> <p>The rate of each of the components of the Supplementary Levy as set out in Table 6 as relate to early works projects is subject to adjustment downwards by the Collecting Agency in the following circumstances:</p> <ul style="list-style-type: none"> <li>.Where the Collecting Agency does not borrow funds for the purpose of providing any or all of projects EDW RD01, EDW IN-01, EDW IN-05; and</li> <li>.The Development Agency enters into an agreement for the works in kind provision of any or all of the projects which were intended to be financed by early works funding and that agreement does not require the Development Agency or the Collecting Agency to procure a loan of funds for the purpose of satisfying its obligations to the person undertaking the works in kind under the works in kind agreement.</li> </ul>	Change required	Unresolved

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2.1	Luke Connell	Cardinia Shire Council	Monetary component - Under Table 1 under Standard Levy the levy to be paid, the figures do not appear correct. For example: 1. Residential $144.70 \times \$213,862 = \$30,945,831$ instead of $\$30,944,820$ .  2. Commercial $65.44 \times \$124,344.00 = \$8,137,071$ instead of $\$8137,544$ . There is a difference of $\$538.00$ in the subtotal.	There has been a procedural practice to apply up to four decimal points in the ICP calculation spreadsheet. The perceived error visible is a result of rounding, however the figures contained within the ICP excel spreadsheet match the current numbers within the ICP document. A position has been made that future ICPs will round to two decimal points only.	Change required	Resolved
2.2	Luke Connell	Cardinia Shire Council	Monetary component - Under Table 1 under Supplementary Levy the levy to be paid, the figures do not appear correct. For example: 1. Residential $144.70 \times 105,267 = \$15,232,134$ instead of $\$15,231,668$ .  2. Commercial and Industrial $65.44 \times 105,267 = \$6,888,672$ instead of $\$6,889,087$ . There is a difference of $\$51.00$ in the subtotal.	As above in 2.1 response	No change required	Resolved
2.3	Luke Connell	Cardinia Shire Council	Monetary component - Under Table 1 under Total Monetary Component the levy to be paid, the figures do not appear correct. For example: 1. Residential $144.70 \times \$319,129 = \$46,177,966$ instead of $\$46,176,488$ . 2. Commercial and Industrial $65.44 \times \$299,611 = \$15,025,743$ instead of $\$15,026,630$ . There is a difference of $\$591.00$ in the subtotal.	As above in 2.1 response	No change required	Resolved
2.4	Luke Connell	Cardinia Shire Council	Land component - Under Table 3 the Land Credit and Equalisation Amounts (column 3) the subtotal and total figure should be $\$18,327,234$ instead of $\$18,327,233$ .	As above in 2.1 response	No change required	Resolved

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2.5	Luke Connell	Cardinia Shire Council	Area to which this ICP applies - Under Table 4: Development Classes & Areas, it would decrease confusion by inserting the total Precinct Structure Plan area of 285 ha and identify the amount of land exempt from the ICP (ICP Plan Area), being schools and encumbered land totalling 44.63 ha not applicable to the ICP Plan Area.	Noted. The first line of text under Section 2.5 which currently states that the ICP applies to 240.37 total hectares of land will be amended to state that the ICP applies to a total area of 285 hectares of land as shown in Plan 1.	Change required	Resolved
2.6	Luke Connell	Cardinia Shire Council	Area to which this ICP applies - Areas and classes of development, update the legend of Plan 1 to assist easily identifying what is residential and what is employment	Noted. The legend within Plan 1 is to be amended to reflect the fill colour of residential and employment land as shown within Plan 1 map.	Change required	Resolved
2.7	Luke Connell	Cardinia Shire Council	Monetary Component Project Identification - Concerns over future funding for Grices Road and construction into Officer South Employment PSP. In the Minta Farm PSP - Page 50 the land and construction of Grices Road is apportioned from the Clyde North DCP. Grices Road is shown as secondary arterial 4 lane (34 metre) in PSP connecting to Officer Employment PSP. The Clyde North DCP it demonstrates on Plan 4, Section 1.5.1 Transport that: 1. RD03 - 100% purchase of land for Grices Road; and 2. RDO6 - Construction of a 2-lane road (interim treatment) for Grices Road.  There is a section of Grices Road near Cardinia Creek that is not highlighted in the DCP to form part of the construction costs. Casey City Council have advised it does not form part of the DCP construction costs and there is no nexus for a developer to construct it. Based on this advice the Officer South Employment PSP/ICP will need pay for the construction of this road. Council argues that Minta Farm ICP, the Clyde North DCP and the Officer South Employment PSP should all contribute a monetary amount to the construction of this road based on need and nexus. Cardinia Shire Council also argues that a PAO should be placed on this section of road.	The Panel Hearing for the Minta Farm PSP considered there not to be a sufficient nexus for the Minta Farm precinct to require interim infrastructure arrangements towards the east of the precinct. This was further supported by the removal of a proposed signalised intersection item at Grices Road.  The Clyde North DCP (RD03) provides contributions toward Grices Road (East). This includes land required and construction of a 34-metre road reserve between the north south arterial IN-05 intersection and Ferdinand Drive (Clyde North).  As both hearings have concluded and a movement precedent has been set for Minta Farm and Clyde North, it is anticipated that the Officer South Employment Precinct will need to test the contribution toward interim arrangements for a bridge over Cardinia Creek and road connections with Grices Road.	No change required	Unresolved

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2.8	Luke Connell	Cardinia Shire Council	Graces Road and Grices Bridge over Cardinia Creek - There is no information in the Clyde North DCP or Minta Farm ICP that the road bridge from Grices Road over Cardinia Creek is State Infrastructure. A statement to this effect would prohibit the costs being allocated to the Officer South Employment PSP.	VPA considers that Grices Road will be a 4 lane arterial road and is unlikely to be declared as a State arterial. There is limited nexus to the Minta Farm PSP. Similarly, there is considered to be limited nexus to Officer South Employment PSP. Both PSPs can develop satisfactorily without the bridge. However, the Grices Road bridge over the Cardinia Creek is considered to be strategic infrastructure that the State Government <u>may</u> consider for funding in the future. In the same way that there is no certainty regarding the declaration and consequent funding of any individual arterial road, there can be no guarantees provided with respect to the funding of this bridge. MP 31/7/2020	No change required	Unresolved
2.9	Luke Connell	Cardinia Shire Council	Monetary Component Project Identification - Update Plan 2 to identify in the legend what is open space, community facilities etc. similar to what is already shown in the PSP on Plan 13 Precinct Infrastructure Plan (page 48)	Plan 2 of the ICP depicts the standard and supplementary levy transport construction projects only. Therefore, no further action is required to depict public open space and community facilities. These items are identified in Plan 3	No change required	Resolved
2.10	Luke Connell	Cardinia Shire Council	Transport Construction Projects 2.10.1 - The Culvert project CU-01 is identified within Table 6 - supplementary Levy Transport Construction Projects. It is noted that on Plan 2 a pedestrian bridge is also identified and in the legend the bridge also says bridge/culvert project. Cardinia Shire Council wish to clarify if culverts are proposed with the pedestrian bridge and if they have been costed as part of the pedestrian bridge or need to be costed separately. At present this information is not clearly identified in the ICP.  2.10.2 - The construction of a shared pedestrian and cyclist bridge over Cardinia Creek BR-01 is identified. Cardinia Shire Council understands 50% is paid by ICP and an external apportionment will be paid by the future Officer South Employment PSP. Cardinia Shire Council is unable to form a view of the costs associated with the pedestrian bridge until the width of the pedestrian bridge is confirmed. The width of the bridge will determine if Melbourne Water can utilise the bridge for vehicle maintenance purposes and what rate loading is applicable and amount of pylons and members the bridge requires which influences the cost of the bridge.	2.10.1 - No pedestrian bridge is proposed as part of CU-01. Table 6 - Supplementary Levy Transport Construction Projects identifies item CU-01 to only provide for the construction of a culvert crossing over the constructed waterway.  2.10.2 - BR - 01 is intended to be a 4 metre wide pedestrian and cyclist bridge only consistent with the benchmark costing for item 24 - Pedestrian 80m Long Super T Bridge Ultimate. No further action required.	No change required	Unresolved

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2.11	Luke Connell	Cardinia Shire Council	Pedestrian Bridge over Cardinia Creek - BR-01 is identified to provide for the construction of a shared pedestrian and cyclist bridge over Cardinia Creek. It is understood that 50% is to be paid by the ICP and an external apportionment will be paid by the future Officer South Employment ICP. The following additional information is requested: - The bridge is identified as 4 metres wide. The width proposed encourages vehicles to drive on it. Seeking clarity if the bridge is intended to be pedestrian or whether Melbourne Water have requested/required 4 metres as they want it for maintenance access. If this is the case, further load rating may be required which could result in extra costings than as identified in the present ICP.	BR-01 is intended to be a pedestrian bridge only consistent with the standard cross section and costing of item 24 - Pedestrian 80m Long Super T Bridge Ultimate.	No change required	Resolved
2.12	Luke Connell	Cardinia Shire Council	Community and Recreation Construction Projects -In the third paragraph it states ' Under the Minister Direction on the Preparation and Content of Infrastructure Contributions Plans, the amount of the total standard levy rate for residential development that may be used for community and recreation construction must not exceed \$88,627 per net developable hectare in the 2018/2019 financial year. The amount indicated does not match the total capped community and recreation levy per hectare \$89, 518.00 as indicated in Table 7: Table 7 Standard Levy Community & Recreation Construction Costs. Clarity on the correct amount would be helpful	Noted. The third paragraph under the Community and Recreation Construction Projects section will be amended to reflect the indexed contribution amount at the time of adoption as stated within the Ministerial Direction. The figure within the exhibited version reflects the 2018-2019 indexation amount, VPA will amend to reflect indexation amount at the time of adoption.	Change required	Resolved
2.13	Luke Connell	Cardinia Shire Council	Public Purpose Land Provision - 2.13.1 - Under Table 8: Inner Public Purpose Land, there is no description of the pedestrian bridge, the land area required for the pedestrian bridge or staging timeframe for the pedestrian bridge over the creek.  2.13.2 - Under Table 9 Public Purpose Land Summary the total contribution land (ha) is shown. It would decrease confusion by inserting the total Precinct Structure Plan area of 285 ha and identifying the amount of land exempt from the ICP (ICP Plan Area), being schools and encumbered land totalling 44.63 ha not applicable to the ICP Plan Area.	2.13.1 - Noted. The land area required for the pedestrian bridge forms part of the future conservation area and as a result has not been included within the IPPL calculations. The timing of the bridge has been reflected by table 6 as medium to long term.  2.13.2 - The format of Table 9 forms part of a standard template used for all ICPs. Table 16 is used to illustrate the detail of land areas exempt from the ICP area for the purposes of school and encumbered land.	No change required	Resolved
2.14	Luke Connell	Cardinia Shire Council	Social Housing - It is understood that DHHS housing is exempt from paying ICP's. Council seeks advice on housing provided by the Housing Association for social housing.	In addition to the classes of development exempt from an infrastructure contribution under Clause 9 of the Ministerial Direction, the Minister for Planning may also exempt a Housing Association provider for social housing from making infrastructure contributions in certain circumstances in accordance with Clauses 9 and 29 of the Ministerial Direction. The request and Ministers decision is administered through DELWP.	No change required	Resolved

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3.1	Jessica Kaczmarek	Norton Rose Fulbright on behalf of Mutual Trust and Ian Marshall Baillieu	IN-01 and O'Shea Road Upgrade - IN-01 has been costed as an interim connection to the Beaconsfield Interchange. The IN-01 forms the southern leg of the O'Shea Road extension from Soldiers Road to the Beaconsfield Interchange which forms part of the Monash Freeway Upgrade package of works. Land required for the O'Shea Road extension has been compulsorily acquired by the Department of Transport. Concern that IN-01 is overfunded due to the inclusion of works (such as through lane legs in O'Shea Road) which is part of the upgrade works. Clarification sought whether the updated works have been considered in the design costings for IN-01.	The Design and Costs for IN01 have been agreed as part of the design and costing Expert Witness Meeting.	No change required	Resolved
3.2	Jessica Kaczmarek	Norton Rose Fulbright on behalf of Mutual Trust and Ian Marshall Baillieu	Public Acquisition Overlay - Concern whether the alignment of the PAO is accurate (having regard to VicRoads design standards) and provides for sufficient land take for the required transport construction projects given the O'Shea Road extension has now been designed. The PAO is required to facilitate access through the subject land (100 and 118S Soldiers Road, Berwick) in order for the construction of the north-south road. Clarification is sought on the accuracy of the PAO alignment, having regard to the current intersection designs and the planning upgrade works.	The PAO incorporates a design by Cardno that was designed to DOT (VicRoads) standards. The PAO has been reviewed by DoT & MRPV. The Cardno costing evidence provided additional land within IN01 to accommodate battering due to the fall in the land, albeit detailed survey information is not available. VPA will seek Panel recommendations to update the PAO to accommodate this additional land in IN01 and also, as agreed at the Expert Witness Meeting to update the PAO to reflect the one mile grid alignment in the north and the stockland permit in the south.	Change required	Resolved
3.3	Jessica Kaczmarek	Norton Rose Fulbright on behalf of Mutual Trust and Ian Marshall Baillieu	Functional Layout Plans - Undertaking a review of the functional layout plans and associated costings included within the exhibited Amendment and seeking input from consultants as necessary.	Design and Costing Expert Witness Meeting Statements have been issued and agreed to. Of note the costing Expert Witness Meeting includes a V2 of IN02 & IN03. VPA supports the V1 of IN02 & IN03. VPA understands this submitter does not oppose the V1 option.	Change required	Resolved

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3.4	Jessica Kaczmarek	Norton Rose Fulbright on behalf of Mutual Trust and Ian Marshall Baillieu	GAIC Liability - Concern regarding all non-developer landholders triggering GAIC liability through the subdivision of land.	<p>The application of GAIC for the precinct is administered by the SRO. Casey has a role in S35 applications but not general GAIC</p> <p>City of Casey have advised of correspondence provided to you regarding the matter noting their intent to consider the use of a Section 35 plan to minimise the impact of GAIC through the subdivision.</p> <p>This includes:</p> <ul style="list-style-type: none"> <li>-Council and the landowner enter a deed prior to the processing of a Section 35 subdivision for land required for road infrastructure. The deed sets out that the landowner will provide Council with a bond or bank guarantee of an amount approximate to the value of GAIC payable on the land to be excised (the road/intersection land).</li> <li>-Within 60 days of approval of the Section 35 plan, the landowner will contact the SRO to pay GAIC as it applies to the excised land and receive the relevant certificate.</li> <li>-Upon receipt of this certificate, Council releases the bond/bank guarantee back to the landowner.</li> </ul> <p>This has the benefit of ensuring GAIC is appropriately paid on land vested in Council without triggering GAIC on a wider parcel of land.</p>		
3.5	Jessica Kaczmarek	Norton Rose Fulbright on behalf of Mutual Trust and Ian Marshall Baillieu	Amendment C201 - Melton Planning Scheme, ICP Guidelines - The Panel report - Amendment C201 to the Melton Planning Scheme (Mt Atkinson & Tarneit Plains ICP). It is noted that VPA may need to give consideration to IN-03 and whether the whole project sits within the standard or supplementary levy.	<p>IN-03 is considered to meet the test for transport construction supplementary levy allowable items due to additional number intersections above the standard , the intersection design treatment is required above the standard to support anticipated traffic movements, and that the construction costs cannot be wholly funded through the Standard levy due to the limited precinct NDA to fund construction as per the Ministerial Direction.</p> <p>The Minta Farm ICP has not applied a 'line item' or a sub-component of the project to the supplementary levy; rather the item has been split to ensure that all of the standard levy is allocated before applying a supplementary levy. This approach was confirmed in the Donnybrook Woodstock panel.</p>	No change required	Unresolved

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4.1	Chay Garde	Department of Transport (DEDJTR)	<p>O'Shea Road Upgrade/Extension - The Monash Freeway Upgrade Stage 2 (MFU2) also includes funding to upgrade the O'Shea Road Corridor between Clyde Road and Princess Freeway into a six-lane divided arterial. An extra \$367 million has been committed to the project (in addition to the previous funding of over \$700 million). The upgrade of the O'Shea Road Corridor includes upgrading the existing Clyde Road Intersection, widening the existing O'Shea Road between Clyde Road and Soldiers Road to six lanes, extending O'Shea Road from Soldiers Road to the Princess Freeway as a new six lane divided road (abutting the Minta Farm Precinct), and a new fully directional interchange with the Princess Freeway.</p> <p>Projects interfacing with Osha Road in the ICP (and associated layout plans) need to be reviewed and be based on the design of the O'Shea Road corridor to be built as a divided six lane arterial as part of the MFU2.</p>	<p>VPA has considered the design for O'Shea Road as part of the development of plans for Minta Farm ICP. The O'Shea Road design has been assumed to be an existing condition and the design for the North South arterial and IN-01 has been based on design plans sourced from MTIA. Cardno has included additional land for batters in IN01 to accomodate the fall in the land, albeit there are no detailed survey plans available. VPA will seek a Panel recommendation the realign the PAO.</p>	Change required	Resolved
4.2	Chay Garde	Department of Transport (DEDJTR)	<p>Application of Public Acquisition Overlay - The Public Acquisition Overlay (PAO) included in the amendment to protect land and to provide certainty around the delivery of the North-South Arterial will need to be confirmed to ensure that the area covered by the PAO accurately reflects the agreed ultimate layout plans for the road corridor including its connection to O'Shea Road.</p>	<p>See 4.1 and 4.4 VPA proposes to realign the PAO to include Batters as per the costing Evidence, and also to reflect the Stockland Plans, as raised at the design Expert Witness Meeting. VPA will also seek a panel recommendation to realign the North - south arterial as per the one mile grid alignment.</p>	Change required	Resolved
4.3	Chay Garde	Department of Transport (DEDJTR)	<p>Interim Intersection Layouts - The revised ICP includes both ultimate and interim intersection layout plans. It was assumed that the interim lane configurations for road intersecting with the north-south arterial reflect their ultimate configurations. It is recommended that the ultimate lane configurations for intersecting roads be adopted in the interim, noting that the intersections are being constructed to their ultimate standard. Whilst not forming part of MFU2, tender documentation includes an option for the construction of O'Shea Road with the north-south arterial .</p>	<p>The PSP and ICP accommodates the ultimate land take for transport infrastructure requirements, however can only provide for interim transport construction outcomes.</p>	Change required	Resolved

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4.4	Chay Garde	Department of Transport (DEDJTR)	Ultimate Intersection Layouts (IN-02) - Layout plan is missing a north to east left turn slip lane (it incorrectly shows a left turn stand-up lane), which is inconsistent with the accompanying traffic assessment. The plan should be updated to include a slip lane, size appropriately to support the future inclusion of a bus queue jump lane extending from the left-turn lane.	The interim and ultimate plans were updated to include the Slip lane which will also be included within the PAO. This was part of the design evidence by Cardno and Traffix. Design at IN-02 now includes a slip lane on north east corner. It is considered that bus stops will fit within the ultimate land, however the queu jump lanes are not required given the north south road has green light priority.	Change required	Resolved
4.5	Chay Garde	Department of Transport (DEDJTR)	Ultimate Intersection Layouts (IN-05) - Departure side bus lanes (with indented bus bays) are missing on Grices Road west and east legs. There appears to be sufficient space on the south-west corner to accommodate the treatments. The plans should be updated to include the departure side lanes and bus stops.	Pending resolution.	No change required	Pending
4.6	Chay Garde	Department of Transport (DEDJTR)	Ultimate Intersection Layouts (All North-South Arterial Intersections) - As per previous advice, departure side short merge lanes with indented bus stops should be provided on all north and south departures to accommodate bus stops and bus priority. Plans should be updated for all intersections accordingly.	Pending resolution	No change required	Pending

Submission Item No.	Full Name	Organisation/group/agency	Submission	VPA Proposed Submission Response	VPA Proposed Action	VPA Proposed Status
5.1	Kathryn Seirlis	City of Casey	Section 2.4 Timeframe & Plan Review Period - The Minta Farm PSP envisions a 25-year development period. The subsequent ICP should apply the same timeframe as infrastructure delivery follows the development of land. A specific expiry date should be included in the ICP which is required to conclude a completed plan (Sections 46GZD and 46GZE, PE Act 1987). Suggested wording: 'The ICP's expiry date is 31 December 2045.'	Supported. The ICP infers a general end date through its standard text within Section 2.4 'This ICP adopts a long-term outlook for development. It takes into account planned future development in the area. This ICP commences on the date of incorporation into the Casey Planning Scheme. This ICP will end when development within the ICP area is complete, which is projected to be 20 years after gazettal, or when this ICP is removed from the Casey Planning Scheme.' Noting the view that the Minta Farm PSP adopts a 25-year outlook, Section 2.4 will be updated to reflect a 25-year expiry.		
5.2	Kathryn Seirlis	City of Casey	Section 2.5 Area to which this ICP Applies - The first sentence under this section reads 'This ICP applies to 240.37 total hectares of land as shown in Plan 1.' If referring to Plan 1, showing the Minta Farm precinct boundary, the total land area that this ICP applies to is 284.49ha while 240.37ha refers to the 'contribution land' only. Recommend amending this section to improve clarity.	Noted. The wording within Section 2.5 which refers to 240.37 total hectares is to be amended to 284.49 hectares.		
5.3	Kathryn Seirlis	City of Casey	Section 3.2 Transport Construction Projects - Supports the applied costings to the transport infrastructure items and welcomes the inclusion of a supplementary levy to account for financing costs. Councils deems the construction and financing costs to support early delivery of the proposed interim north-south arterial appropriate.	Noted. No further action required.		



