

Sub Point	Organisation/Group/Agency	Full Name	PSP Property ID	Topic	Sub-Topic	Relevant Provision	Submission	VPA Submission Response	Action	Status
1.001	Mitchell Shire Council	Travis Conway	N/A	Other	Other	N/A	Council supports the amendment as exhibited	Noted	No change required	Resolved - Confirmed
1.002	Mitchell Shire Council	Travis Conway	N/A	Transport	Road Lengths	Table 5	Council supports the amendment as exhibited, except for the reference in Table 5 – Standard Levy Transport Construction Projects to road lengths. These road lengths are incorrect, and we request their removal. Road lengths do not need to be specified.	The Panel Report for Melton Planning Scheme Amendment C201 made recommendations to the VPA to incorporate specified road lengths in the ICP tables. This recommendation has been supported as part of the standard VPA template for ICPs.  The VPA is currently in the process of reviewing all of the road lengths specific in Table 5 and Table 6 of the ICP and will circulate a full description of any required amendments to the ICP at the directions hearing to be held on 31 July.	No change required	Resolved - Confirmed
2.001	CDH Properties	Heather Theodoulou	34	Land Use	Funding	Plan 3	All of land parcel #34 is currently identified to become part of a Sports Reserve SR-02 in the Beveridge Central PSP and ICP.	Noted	No change required	Resolved - Pending Confirmation
2.002	CDH Properties	Heather Theodoulou	34	Land Use	Funding	Plan 3	Request that a PAO be applied to the property or Mitchell Shire Council purchase it from the landowner under reasons of financial hardship due to the lack of development opportunity of the site and difficulty in selling the property.	The VPA and Mitchell Shire Council have addressed this matter in response to a similar request received in 2019 in relation to the same property.  As you are aware, the land is identified for a public purpose land under the Beveridge Central Infrastructure Contributions Plan forming part of Open Space Project SR-01. Because it is inside the boundary of the ICP, it is therefore inner public purpose land.  Council is the collecting agency and the development agency under the ICP. As such, Council is empowered to acquire the Land under s172D of the Planning and Environment Act 1987 when Project SR-01 is deemed necessary. In many cases the land is provided as the surrounding area is developed.  The ICP framework is considered the appropriate mechanism for acquiring land within the Beveridge Central precinct for public purposes, as opposed to a Public Acquisition Overlay (PAO). If a PAO were to be applied, the acquiring authority would be Mitchell Shire Council. As Council do not support the application of a PAO to acquire the land for the intended purpose outlined in the Beveridge Central PSP and ICP, the proposition of changing Amendment C145Smith to include a PAO over SR-01 is not supported.  This submission will be referred to Planning Panel Victoria should this response not satisfy the submitters request.	No change required	Unresolved
3.001	Melbourne Water	Laurence Newcome	N/A	Land Use	Other	N/A	Melbourne Water has reviewed the preliminary information provided in support of this ICP, and has no initial concerns with the proposed concept infrastructure outcomes	Noted	No change required	Resolved - Confirmed
4.001	N/A		12	Transport	Designs	Appendix 3 - Transport Designs, RD-08 Kelly Street	(PSP) parcel ID #12. Identified in Table 11 Public Purpose Land Credit & Equalisation Amounts, Parcel #12 has no land identified as required in Public Land Purpose columns under either Transport, Residential Community and Recreation & Open Space or Parcel Contribution – Total.  However in APPENDIX 3 – TRANSPORT DESIGNS, RD-08 KELLY STREET, the Northeast corner of our property - Parcel ID #12 has been identified as required for widening of the roundabout as can be seen in Drawing Number V181544-TR-SK-0201.  Can you please confirm if this land is required and if so the amount of land required needs to be identified and recorded in the Public Purpose Land Credit & Equalisation Amounts Table.	The VPA acknowledges that there is currently a discrepancy between the transport designs shown in Appendix 3, and the transport related Public Purpose Land requirements in shown in Tables 11 and Table 17.  The land take requirements associated with the non-arterial road and intersection designs are currently being reviewed and the VPA will circulate a full description of the required amendments to the ICP at the directions hearing to be held on 31 July.  We note that where a parcel is identified as being required to provide additional public purpose land, there will also be a corresponding reduction in the land equalisation amount to be paid at the time of development.	Change required	Resolved - Pending Confirmation
5.001	Depart of Transport	Daniel Zaslona	N/A	Other	Supports Amendment	N/A	DoT are generally supportive of the ICP document, subject to receiving appropriate clarifications and the implementation of changes identified within this response.	noted	No change required	Resolved - Confirmed
5.002	Depart of Transport	Daniel Zaslona	N/A	Transport	Infrastructure Staging	N/A	Cameron's Lane, Patterson Street and Rankin Street will form part of the State's Arterial Road network in the future. The timing of these works is not known at this time and are subject to funding availability. The priority for the timely provision of this infrastructure is understood and both RRV and Mitchell Council are advocating for construction funding	noted	No change required	Resolved - Confirmed
5.003	Depart of Transport	Daniel Zaslona	N/A	Transport	Designs	Appendix 3 - Transport Designs	DoT understand that interim road design for road RD-01 is based upon the VPAs standard templates. The delivery of the Cameron's Lane interchange will require any interim works undertaken at RD-01 to be removed entirely as it is incompatible with the interim layout concept plan prepared by RRV	noted	No change required	Resolved - Confirmed
5.004	Depart of Transport	Daniel Zaslona	N/A	Transport	Designs	Appendix 3 - Transport Designs	DoT understand that interim construction works for RD-02 to provide access to the adjoining school will be undertaken to improve its access. The Cameron's Lane concept plan also provides outlines a design for Road RD-02. DoT recommend the design of the interim construction works seek to align with the design where possible, to minimise disruption by limiting the amount of road area that would have to be removed delivery of the concept plan.	The VPA note and support DoT's objectives to ensure the interim construction of RD-02 supports detailed design for the construction of the Cameron's Lane intersection.  As you are aware, the interim design for RD-02 reflects standard outlined by the VPA Benchmark Infrastructure Report - Final April 2019. Mitchell Shire Council is the responsible authority for delivering the interim road construction and we encourage both parties to work together to reduce unnecessary demolition works associated with the ultimate design and construction of the Cameron's Lane Intersection. The VPA has referred this matter to Mitchell Shire Council for noting.	No change required	Resolved - Confirmed
5.005	Depart of Transport	Daniel Zaslona	N/A	Transport	Funding	Plan 2	Plan 2 indicates that RD-05 road (Murray Street) will be delivered up to the southern boundary of the PAO for Cameron's Lane interchange. The road will pass under the future upgrade of Cameron's lane connecting the Beveridge Central PSP area under the future Beveridge North West PSP area. DoT is seeking clarification from the VPA as to who will fund (and deliver) the road leading underneath Cameron's Lane, as it does not form part of the Cameron's Lane Interchange business plan.	The VPA considers that, given the nexus for the construction of Murray Street is development within Beveridge Central, it is appropriate for the Beveridge Central ICP to fund the full extent of RD-05 Murray Street within ICP Plan Area (which includes the section of road located within the PAO to Cameron's Lane).  The VPA will amend the ICP to update the length of RD-05 and resultant construction cost to Cameron's Lane (within the PAO).  The VPA notes that DoT and Mitchell Shire Council will need to agree to arrangements for construction and maintenance of the road once DoT takes ownership of the PAO land. The VPA has referred this matter to Mitchell Shire Council for noting.	Change required	Resolved - Confirmed
5.006	Depart of Transport	Daniel Zaslona	N/A	Planning scheme ordinance	Levy Rates	Schedule 2, Cause 45.11	Schedule 2, Clause 45.11 Monetary component for the Standard levy should be updated to ensure that the total standard levy rate payable for commercial and industrial development should reflect the amendment i.e. None Specified. This appears appropriate given that there are no commercial and industrial developments proposed within the Beveridge Central PSP.	The VPA will amend the ordinance to reflect the fact that there is no commercial or industrial component within the ICP area.	Change required	Resolved - Confirmed
5.007	Depart of Transport	Daniel Zaslona	N/A	Costings	Other	Plan 2	The ICP document (Plan 2 - Standard and supplementary levy transport construction projects) apportions 75% of road project RD-03 to the Beveridge South East PSP which has yet to commence. DoT is seeking clarification from the VPA on how this percentage figure has been calculated	The 75% apportionment for IN-06 is an approximate calculation based on the location and access provided by IN-06 and its anticipated function in supporting vehicle movements primarily for future residents of Beveridge South West, and the existing Mandalay Estate along RD-03. IN-06 has four legs, 3 of which (75%) are located outside of the ICP Plan area.	No change required	Resolved - Confirmed
5.008	Depart of Transport	Daniel Zaslona	N/A	Costings	Other	N/A	ICP Project RD-06a has the 'Beveridge Central Supplementary ICP' document identified as the apportionment funding source. DoT is seeking clarification from the VPA as to the status of the Supplementary ICP, is this the same as the interim ICP?	The VPA confirms that RD-06a is to be fully apportioned to the Beveridge Central Supplementary ICP, with 53% of contributions assumed from the Standard Levy and 47% from the Supplementary Levy. The exhibited document (the 'final' Supplementary ICP) is intended to replace the existing gazetted 'interim' Supplementary ICP.	No change required	Resolved - Confirmed