



17 December 2020

Victorian Planning Authority
Level 25, 35 Collins Street
MELBOURNE VIC 3000

Sent via email: amendments@vpa.vic.gov.au

**Submission to the Craigieburn West PSP
Satterley Property Group on behalf of Satterley Mickleham Pty Ltd, 1960-2090 Mickleham Road,
Mickleham**

Satterley Property Group Pty Ltd (Satterley) acts on behalf of Satterley Mickleham Pty Ltd in relation to 1960 and 2040 Mickleham Road, Mickleham (the Lindum Vale properties) which comprises the majority of the land subject to the Lindum Vale Precinct Structure Plan (PSP) and Infrastructure Contribution Plan (ICP). The Lindum Vale properties have recently obtained a Planning Permit (P22453) for 387 lots extending north from Mt Ridley Road. Satterley intends to commence development immediately via the construction of the interim ICP intersection (IN-03) from Mount Ridley Road with the first stage (Stage 13) of this new neighbourhood. This approval has a further trigger for the delivery of the major upgrade to the existing intersection at Mickleham and Mt. Ridley Roads (IN-02) with the fourth stage (Stage 16) of this neighbourhood.

As adjoining landowners to the Craigieburn West PSP area, we provide below our submission on the proposed Amendment and we wish to be consulted with during the submissions process in relation to the outcomes of our submission and any changes that may be proposed to the PSP which would affect our landholding.

The primary focus of our submission relates to the provision of infrastructure noting that there are several infrastructure projects which are apportioned between the Lindum Vale PSP and Craigieburn West PSP areas.

We have purposefully kept our submission brief, as we expect that most matters may be resolved via discussions with the VPA and Council in the lead up the Standing Advisory Committee hearing. Our key submission matters are outlined over the following pages:

1. Funding of Intersections through Craigieburn West and Lindum Vale ICP

Table 5 of the Lindum Vale ICP sets out the following transport infrastructure items noting that IN-02 and IN-03 include apportionment to the Craigieburn West ICP:

ICP PROJECT ID	PROJECT TITLE & DESCRIPTION	STAGING	INTERNAL APPORTIONMENT	APPORTIONMENT FUNDING SOURCE
ROAD PROJECTS				
RD-01	Mount Ridley Road: 6 lane arterial from Mickleham Road (IN-02) to Eastern PSP Boundary Construction of first carriageway – interim configuration	L	100%	N/A
INTERSECTION PROJECTS				
IN-01	Mickleham Road and boulevard connector Construction of signalised T-intersection – interim configuration	S	100%	N/A
IN-02	Mount Ridley Road and Mickleham Road Construction of signalised 4-way intersection – interim configuration	M-L	50%	Craigieburn West ICP
IN-03	Mount Ridley and boulevard connector Construction of signalised T-intersection – interim configuration (ultimate to be signalised 4-way intersection)	S	75%	Craigieburn West ICP

In relation to the above, we note the following:

- **RD-01:**
 - This comprises road widening on the northern side of Mt Ridley Road being an upgrade from rural to urban standard.
 - 100% apportioned to Lindum Vale ICP.
- **IN-01:**
 - Entry T-intersection into Satterley landholding off Mickleham Road.
 - 100% apportioned to Lindum Vale ICP.
 - Intersection triggered by subdivision outside Satterley Permit P22453 area and will be delivered via a separate Works-in-Kind (WIK) agreement associated with a future subdivision permit.
- **IN-02:**
 - Major four-way intersection upgrade at Mickleham and Mt Ridley Roads.
 - 50% apportioned to Lindum Vale ICP.
 - 50% apportioned to Craigieburn West ICP.
- **IN-03:**
 - 3-way signalised T-intersection providing entry into Satterley Permit P22453 area off Mt Ridley Road.
 - 75% apportioned to Lindum Vale ICP (being the 3-way signalised T-intersection).
 - 25% apportioned to the Craigieburn West ICP (being the 3-way signalised T-intersection).
 - By extension, 100% of the 4th leg (ultimate) is to be funded by the Craigieburn West ICP.

To facilitate the development of our first planning permit area, it will be necessary to construct the two interim intersections along Mount Ridley Road as per the Lindum Vale ICP (IN-03 and IN-02). On behalf of Satterley, Traffix Group and Spiire have prepared design drawings and costings for these two intersections and we are in discussions with Council in relation to these items and their delivery via a works-in-kind (WIK) agreement.

During the design process, we have become aware of relevant background reports which we understand were commissioned by the VPA as input into the preparation of the Lindum Vale PSP and ICP. The two reports we refer to are Cardno's Traffic and Transport Assessment Report (2014) and the Parsons Brinckerhoff's Infrastructure Costing Strategy (2016). Each report provides intersection designs (with significant variations between the two) and we are unclear which report has been relied upon by the VPA in the preparation of the standard levy for the Lindum Vale ICP.

It is critical that there is differentiation between intersection design and costing assumptions made by the VPA in relation to each of the transport infrastructure items as part of the preparation of the standard Lindum Vale ICP. As there is a finite levy to be raised through the Lindum Vale ICP for transport items (circa \$12.7M), it is important that there is a clear understanding of the design and cost assumptions which informed the preparation of the Lindum Vale ICP and which will then impact on the levies required from the Craigieburn West ICP for the apportioned items set out above.

We are unaware whether the VPA have commissioned any further assessments in relation to the Craigieburn West infrastructure items to inform the PIP and ICP or whether the VPA intends to rely on one of the above mentioned, earlier reports prepared for the Lindum Vale PSP.

We understand that the Craigieburn West ICP itself does not form part of this planning scheme amendment¹ and it will be prepared based on the projects identified in the Precinct Infrastructure Plan (PIP) in the PSP. However, there needs to be a reasonable confidence that there are sufficient levies available in both contributing ICPs for the delivery of the intersections, based on an assumed design and cost and the principles of fair and orderly planning.

As Satterley is undertaking detailed design and costings of the intersections, we recommend that the VPA, Council, Satterley and the respective engineers undertake a review of the VPA costings for the apportioned intersection projects against the recent work undertaken by Traffix/Spiire to determine any gaps or differences in the assumptions that would impact the timely delivery of the transport items via a WIK agreement.

It is critical that there is clear understanding and consistency between the Lindum Vale ICP and Craigieburn West ICP. On that basis, it is our submission that the VPA clarify the following matters through the preparation of the Craigieburn West PSP:

- What inputs were relied upon in the preparation of the Lindum Vale ICP in relation to the transport items. What are the base designs and costs on which parties ought to rely in preparing a WIK agreement to construct items within the standard levy.
- What the status of the two above mentioned reports are and which takes precedence.
- Whether the base designs and costs in those reports will be carried through to the preparation of the Craigieburn West ICP.

2. Construction of Mt Ridley Road

The construction of the first carriageway of Mount Ridley Road to an interim configuration is a project included in the Lindum Vale ICP (RD-01). The ICP does not provide for any external apportionment for this project to the Craigieburn West ICP, despite it clearly having benefit to both Lindum Vale and Craigieburn West Precinct. The project is also the road which connects the two intersection (IN-02 and IN-03) which are apportioned to each precinct and therefore has a direct nexus with the Craigieburn West PSP area.

It is our submission that the VPA should amend the Craigieburn West PIP on grounds of equity to include a 50% apportionment of RD-01 from the Craigieburn West PSP area given both precincts will utilise and benefit from the upgrades to Mount Ridley Road.

Recommended Change: Amend the Craigieburn West PIP to include a 50% apportionment of RD-01 to the Craigieburn West PIP (and future ICP).²

¹ We understand that the intention is for the ICP to be approved via a 20 (4) amendment.

² We acknowledge that it will also be necessary to amend the Lindum Vale ICP to reflect the external apportionment, but it would be possible for this to be undertaken as an administrative amendment.

3. Descriptions of IN03

The description of the intersection of Mount Ridley Road/Connector Street in the Craigieburn West PIP is incorrect and does not reflect the description within the approved Lindum Vale ICP.

The Lindum Vale ICP includes the following description of IN-03:

“Construction of signalised Mt Ridley Road and Boulevard Connector - Signalised T-intersection – interim configuration - 75% internal apportionment.”

Craigieburn West ICP is listed as the external apportionment funding source.

The Lindum Vale ICP therefore provides a contribution from the Craigieburn West Precinct of 25% of the 3 way signalised T-intersection. The addition of the 4th leg to create a 4-way intersection is a cost which is to be funded through the Craigieburn West ICP.

The PIP in the draft Craigieburn PSP includes the following description of IN-03:

“Construction of a 4 way intersection – 25% apportionment.”

This description does not align with the approved Lindum Vale ICP and has the effect of removing the 25% apportionment to the signalised T intersection project and transferring it to cover the cost of delivering the 4th leg. This wording needs to be corrected.

Recommended Change: Align wording in the Craigieburn West PIP (and future ICP) with the approved wording in the Lindum Vale PIP and ICP for IN03.

4. Staging of Infrastructure Items

It is our submission that the VPA ought to review the staging indicated in the PIP for some of the infrastructure items to more closely align with the likely timing or need for the delivery of projects as follows:

- IN-02 is shown as M-L which aligns with the Lindum Vale PIP. However, the recent work undertaken by the Satterley consultant team indicates that this intersection will be required in the short to medium term. Given the delivery of this intersection requires land acquisition (outside of the ICP area), it would be beneficial for the Craigieburn West PIP (and future ICP) to indicate the more likely timing of S-M.



The community and recreation projects (CL-01 and SR-01) included within the Craigieburn West ICP include 50% apportionment from the Lindum Vale ICP for their construction. We support the location of the facilities shown on the Place Based Plan (Plan 4) as they are in walkable catchment to part of the Lindum Vale community.

Given their importance to both the Craigieburn and Lindum Vale areas, we submit that the PIP should identify a S-M timeframe for their delivery.

Recommended Change: Update wording in CW PSP to show IN-02 as S-M

Recommended Change: Amend timeframes for delivery of community and recreation projects CL-01 and SR-01 in the Craigieburn West PIP to S-M

We would be pleased to discuss this submission in further detail. Please contact the undersigned should you have any questions.

Yours sincerely

Andrew Jones

Andrew Jones

State Development Manager