

Mt Atkinson & Tarneit Plains Infrastructure Contributions Plan



Part A (Part 2) Submission

Amendment C201 to the Melton Planning Scheme

June 2019

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1 EXECUTIVE SUMMARY

Amendment C201 to the Melton Planning Scheme (the Amendment) implements the Final *Mt Atkinson and Tarneit Plains Infrastructure Contributions Plan* (ICP), to allow funding of infrastructure identified in the *Mt Atkinson and Tarneit Plains Precinct Structure Plan* (PSP).

The preparation of the Final ICP has been an iterative process due to changes in legislation, refinement in the implementation of the new legislation, application of the newly prepared *Benchmark Infrastructure Costings* (Benchmark Costings) and resolving the scope and cost of the transport infrastructure items.

The Victorian Planning Authority (VPA) has undertaken extensive formal and informal consultation as part of the Amendment process to ensure it appropriately sought comment from relevant stakeholders on the new ICP system and newly prepared Benchmark Costings. Four submissions were received on the Amendment, and all were referred to the Panel. Following the costings conclave two of these submissions remain partially unresolved.

BACKGROUND

The ICP system came into effect in October 2016. The system is based on standard levies that are pre-set for particular class of development in order to fund the construction of basic and essential infrastructure to service the growing urban communities. This system also allows for a supplementary levy, in addition to the standard levy, if required and where certain criteria are met.

The ICP system was updated on 2 July 2018 when the *Planning and Environment Amendment (Public Land Contributions) Act 2018* (PLC Amendment) came into effect. However, the 2018 amendment did not include transitional provisions. The unintended consequence of implementation without transition was that all existing gazetted ICPs in the state Government 100,000 lots program have had to be reformatted into the new system; and that ICPs that require supplementary items must undergo a full scheme amendment process.

The unexpected re-working of the existing approved ICP, namely Mt Atkinson & Tarneit Plains and Donnybrook-Woodstock ICP (as well as others that were in the process of being prepared), would also result in delaying development until the documents were reformatted and gazetted around the end of 2019 early 2020.

TRANSITION PROGRAM TO NEW ICP SYSTEM

Fundamental changes of the PLC Amendment (set out in Section 5) include:

- improving the method of securing land for public purposes by introducing a land contribution model for the ICP system.
- introduction of a separate process to determine public purpose land values via the Valuer General of Victoria (VGV);
- prescribing the method by which the cost of providing all public land is equalised across all landowners with an ICP area; and
- providing standard monetary levies for transport and community and recreation infrastructure; and
- capping of the community and recreation levy.

Two key differences in the PLC Amendment from the 2016 ICP system are the removal of the monetary component from public purpose land and the capping of the community and recreation levy. The latter has meant that there is no longer flexibility to redirect surplus funds from one infrastructure category to another to cover shortfalls. This has resulted in a number of reformatted ICPs requiring supplementary levies.

The reformatting of existing ICPs into the new system has involved applying the new ICP system changes and:

- the development, application and review of the Benchmark Costings report to apply to provide a transparent and consistent approach to costing supplementary infrastructure items; and
- a full scheme amendment process where a reformatted final ICP included supplementary infrastructure items.

Critically, while the newly formatted final supplementary ICPs have been undergoing the planning scheme amendment process, interim supplementary ICPs have been prepared. These interim supplementary ICPs enable each council to continue to issue permits in order to allow development to continue until the final ICPs are gazetted.

In July 2018, the VPA prepared the draft Benchmark Costing to be used to inform the preparation of ICP. Since then, the VPA has been reviewing and updating the report based on feedback from outer growth Councils and industry. The Final ICPs have been subsequently updated to reflect the current final draft Benchmark Costings.

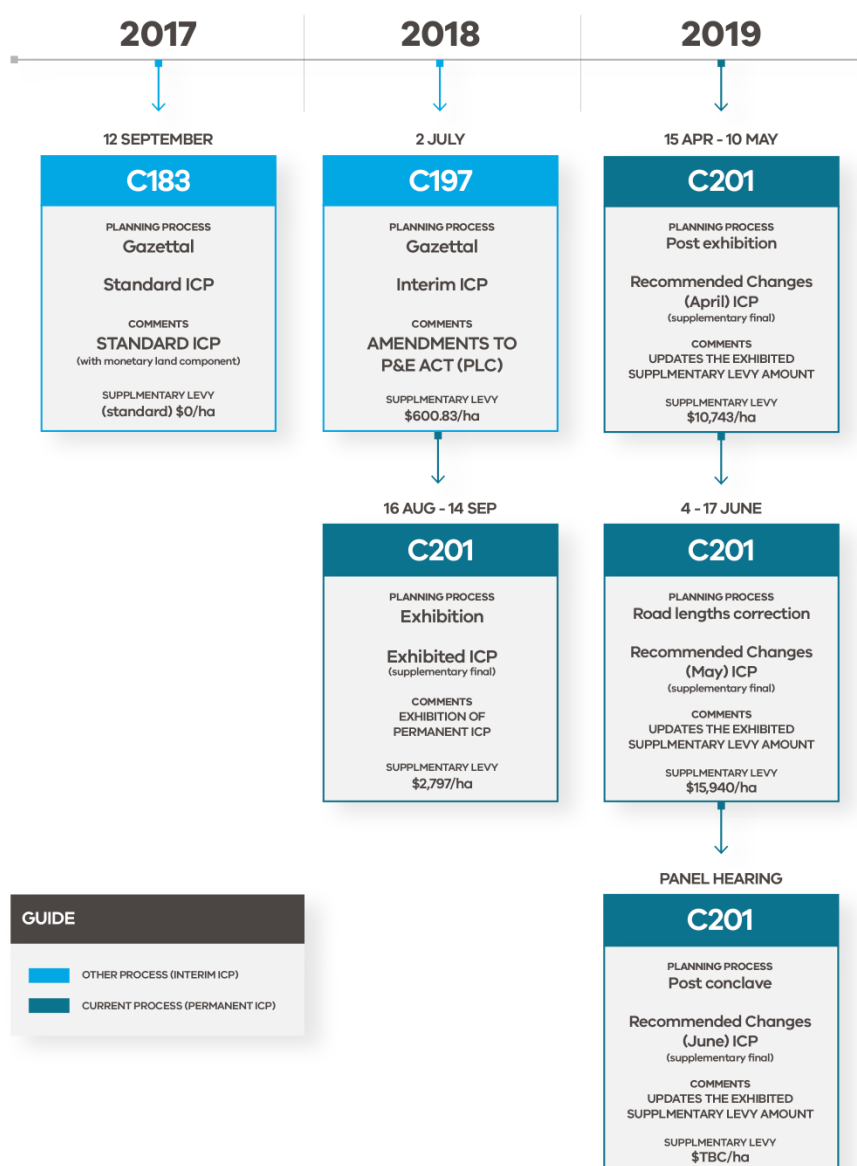
It should also be noted that as of 1 July 2019 the standard rates for transport and community recreation levies will increase and result in another change required to the Interim and Final ICPs that are enabling existing gazetted ICPs to transition.

CHRONOLOGY OF THE AMENDMENT

STANDARD ICP (C183)

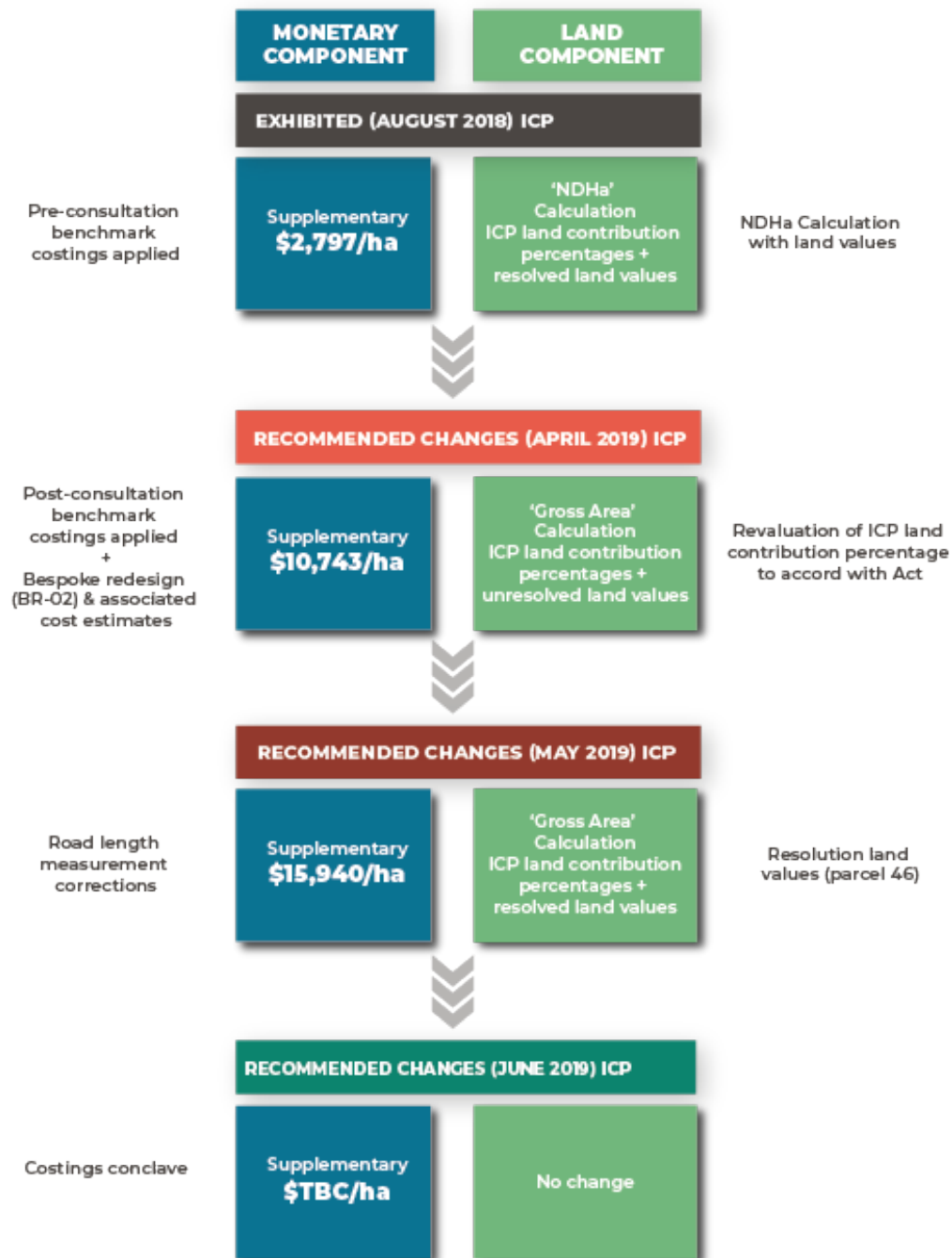
The Mt Atkinson and Tarneit Plains PSP (Amendment C162) and Mt Atkinson and Tarneit Plains Standard ICP (Amendment C183) were gazetted in September 2017 (see Figure A below).

Figure A – Mt Atkinson & Tarneit Plains PSP and ICP Timeline



The preparation of the reformatted final ICP has been part of a transition work program that has involved an iterative process from the interim ICP to the Exhibited and Recommended Changes ICP. These updates have been the result of both refinement in implementation of the PLC Amendment and resolving scope and cost of infrastructure items.

Figure B – Final Mt Atkinson & Tarneit Plains ICP Chronology



INTERIM SUPPLEMENTARY ICP (C197)

In July 2018, an Interim Supplementary ICP was gazetted (C197) to enable Melton City Council to continue to issue permits while the reformatted Final Supplementary ICP was undergoing the amendment process.

This Interim ICP included the monetary cost of supplementary ICP items and the percentages for public purpose land contributions. However, it did not include any values for the public purpose land credit or equalisation amounts as these were undergoing the valuation and dispute resolution process of the VGV.

Initial costing work highlighted that:

- Total cost of transport construction projects exceeded total standard levy funds to be collected and as a result a supplementary levy of \$600.83 per net developable hectare was required; and
- Total cost of the community and recreation projects exceeded the total levy funds by \$37,123 per net residential developable hectare to be funded by the collecting agency

There is potential for a second interim ICP to be gazetted that will include the updated supplementary levy amount following conclusion of the costings conclave. A second interim would enable Council to continue issuing permits and ensure the incorporated ICP reflects a supplementary levy amount that would be closer to the final figure. The VPA is discussing this matter with DELWP and Council.

EXHIBITED ICP

The Exhibited ICP was prepared and exhibited from August through to September 2018. This document included the same transport projects as the Interim ICP, as well as the same bespoke designs as the Standard ICP.

The pre-consultation draft Benchmark Costs were then applied which moved certain transport items beyond the standard levy into being a supplementary costed item estimated at \$2,797 per net developable hectare.

Panel Directions hearings were held in December 2018 and March 2019.

RECOMMENDED CHANGES (APRIL) ICP

Between 15 April and 10 May 2019 updates were made to the ICP based on:

- Updates to the Benchmark Costings report post-consultation. Most costs increased by 10 to 15%, and the line items under “delivery” increased by 22 to 30%.
- The intersection cost estimate type was changed from benchmark to bespoke. As well, the Hopkins Road intersection required item-specific additional line items to respond to existing conditions (namely demolition and gas pipeline protection).
- Infrastructure item BR-02 was redesigned which decreased the cost estimate from \$6,128,000 to \$5,148,000.

These updates increased the supplementary levy amount to \$10,743 per net developable hectare.

RECOMMENDED CHANGES (MAY) ICP

The Recommended Changes (May) ICP increased the supplementary levy amount to correct road lengths that were measured from the ultimate intersection leg extents as opposed to correctly being measured from the interim intersection leg extents (the former are longer where they are designed for higher speeds).

Updates have been applied to the monetary component of the ICP as the cost of infrastructure items have increased and items under the supplementary levy have been reallocated.

This resulted in increasing the supplementary levy to \$15,940 per net developable hectare.

RECOMMENDED CHANGES (JUNE) ICP

The Recommended Changes (June) to be presented at Panel will include the updates following the costings conclave including any resolution of points of potential agreements identified in the Costings Statement. A summary of the costings conclave outcomes is provided below.

STATUS	ICP Infrastructure Item cost estimates
Resolved (not contended)	BR-01 (resolved through Plumpton-Kororoit PSP process), PS-01 and PS-02
Resolved (costings conclave)	RD-01 to RD-12, IT-01 to IT-05, IT-07, IT-08, IT-13 to IT-15
Potentially resolved (costings conclave)	IT-06, IT-09 to IT-12, IT-16
Unresolved	BR-02, CU-01

CONCLUSION

Four submissions have been received and referred to Planning Panels Victoria in November 2018. Two of these submissions remain partially unresolved with the following matters to be resolved through the panel process:

- Discrepancies between benchmark costs and 'actual' costs of delivering infrastructure;
- Inappropriate use of benchmark costs for bespoke infrastructure items/ designs;
- Construction costings of infrastructure items considered too low;
- Shortfall in ICP monies collected as a result of capped standard levy rate for Community and Recreation construction projects;
- Consideration of all bridges and culvert projects to be included as supplementary items to increase the supplementary levy to cover the total cost of transport construction projects.

It should be noted that the shortfall in Community and Recreation levies to be collected as a result of capping as per the Ministerial Direction was tested at the Plumpton and Kororoit ICP Panel Hearing (Melton C195) and considered to be outside the scope of the amendment to address any shortfall.

The inclusion of all bridges and culvert projects is similarly addressed in the Ministerial Direction where the first criteria for applying a supplementary levy (clause 17(a)) directs the planning authority to consider whether the infrastructure can be wholly or partially funded from a standard levy.

TRANSITION FROM THE INTERIM TO FINAL GAZETTED ICP

The Panel asked the VPA to specifically address:

- The appropriateness of removing particular properties from the final ICP

Whilst this matter was raised by the Panel in particular to a Donnybrook-Woodstock landowner request, the VPA has provided a response below.

The VPA does not consider it appropriate to remove a property from the ICP plan area if a permit has already been issued for the property which imposes an infrastructure contribution for the following reasons:

- If an infrastructure contribution is not paid under the existing permit (because it is not acted on) and a new application for a permit is made, there would be no statutory mechanism in place to impose an infrastructure contribution on the new permit and proposed development. This would result in an unacceptable financial risk to the collecting agency and compromise the delivery of essential community and transport infrastructure to this new community.
- The proposed change would be inconsistent with the land contribution model introduced by the *Planning and Environment Amendment (Public Land Contributions) Act 2018* in July 2018. The land contribution model is based on the principle that all landowners under an ICP should contribute equally to the provision of land for public purposes. If a new application is made, the applicant would not be required to make an equal contribution to the provision of public purpose land that meets needs generated by the future development of the whole precinct structure plan area (including the subject land) and other developers would be required to make a disproportionate contribution.
- How any discrepancies in contributions paid under interim arrangements and the final approved ICPs may be dealt with

If an infrastructure contribution imposed under an interim arrangement has been discharged (paid) there is no ability for a collecting agency to impose an additional or different amount of contribution under a final ICP to be paid in respect of that development.

If the amount of the infrastructure contribution paid to a collecting agency under an interim arrangement is greater than the amount that would have been imposed under the final ICP and the difference is not expended in accordance with the ICP before the ICP expires, the collecting agency or development agency (as applicable) will need to deal with that amount in accordance with the responsibilities set out in Division 7 of Part 3AB of the *Planning and Environment Act 1987*.

2 INTRODUCTION

This Part A (Part 2) submission is made by the Victorian Planning Authority (VPA) to the Planning Panel in relation to Amendment C201 to the Melton Planning Scheme (the Amendment). The VPA is the Planning Authority for the Amendment and has prepared it in collaboration with Melton City Council and relevant authorities, stakeholders and landowners.

The Amendment seeks to implement the final *Mt Atkinson and Tarneit Plains Infrastructure Contributions Plan* (ICP), which is required to allow funding of infrastructure identified in the *Mt Atkinson and Tarneit Plains Precinct Structure Plan* (PSP).

The Amendment is the first supplementary ICP to be informed by benchmark designs and cost estimates, as is intended under the ICP system, and be heard by the Panel. The ICP system is based on standard levy rates and comprises a monetary component and a land component. The VPA commissioned the Benchmark Infrastructure Costings report to inform the preparation of the Mt Atkinson & Tarneit Plains ICP and future ICP.

The ICP system came into effect October 2016. In July 2018, it was replaced with the *Planning and Environment (Public Land Contributions) Amendment 2018* (PLC Amendment) and associated Ministerial Direction on the Preparation of and Content of Infrastructure Contribution Plans (the Ministerial Direction). As there are no transitional provisions, an interim ICP was incorporated in the Melton Planning Scheme concurrent to the introduction of the PLC Amendment. Amendment C201 seeks to incorporate a final ICP.

The VPA has worked transparently and responsively in preparing the ICP and finalising the Benchmark Costings report, including before and after the formal exhibition period from 16 August to 14 September 2018. This work entailed two further formal notification periods with landowners in the ICP area and an informal consultation on the Benchmark Costings report with the broader industry. A total of four submissions were received on the Amendment. This extensive consultation undertaken by the VPA facilitated an efficient outcome for the expert infrastructure costings conclave, as per the expert statement submitted on 14 June 2019.

The VPA submits that the conclave statement prepared and circulated demonstrates that the extensive level of engagement undertaken by both the VPA and submitters to the Amendment has served to substantially resolve many of the issues in contention.

2.1 Application of the Amendment

The Amendment applies to land within the Mt Atkinson and Tarneit Plains Precinct Structure Plan (PSP) area, which comprises a total area of approximately 1,532 hectares (and approximately 978 hectares of ICP contribution land). The PSP and ICP area is generally bound by the Western Freeway to the north, Hopkins Road to the east, Middle Road to the south and the Outer Metropolitan Ring (OMR) road reservation to the west (see Figure 1).

Figure 1 – Aerial View of the Precinct



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2.2 Formal Response to Submissions

The VPA provided a written response to all submitters between January and March 2019 regarding their matters raised, and where necessary, has also discussed matters verbally. The VPA's response to submissions formed the basis of the Recommended Changes (April) and (May) ICP.

2.3 Outstanding Issues

The VPA has worked to resolve the formal submissions where possible prior to the Panel hearing including through the costings conclave. Two of the four submissions remain partially unresolved. These are largely with regard to the PLC Amendment and implementation issues.

Insofar as these issues are within the scope of this Amendment, the VPA intends to work with stakeholders and to resolve these matters, if possible, throughout the Panel process.

2.4 Panel Directions – Preliminary Issues Raised

There have been four Panel Directions held in relation to the Amendment. The first three also pertained to Amendment GC102 to the Whittlesea and Mitchell Planning Schemes which seeks to implement the final Donnybrook-Woodstock ICP, as formal exhibition occurred concurrently and both ICP are informed by the Benchmark Costings report. The Panel has since determined that the Amendments will be heard separately in response to submitters.

The Panel Directions dated 19 December 2018 sets out matters for the VPA to address in its submissions.

- Part A (Part 1) was circulated on 1 March 2019 and, as per the Panel Directions, it focussed on providing an overview of the Benchmark Costings report including its purpose and application
- This Part A (Part 2) submission addresses the matters listed in the table below with reference to the relevant section of this report:

Table 1 – Panel Requested Matters to Consider

Matters	Section
Background to the Amendment	Section 2.0
A chronology of events covering the approval of the relevant PSPs, development of the interim ICPs and the development of the amendments before the Panel	Section 2.4
Information on how the VPA envisages the transition from the interim to the final ICPs will work, including:	Section 6.0
The appropriateness of removing particular properties from the final ICP	Section 6.1
How any discrepancies in contributions paid under interim arrangements and the final approved ICPs may be dealt with	Section 6.2
An explanation of how the supplementary levy items in each ICP meet the criteria of Clause 17 of the Ministerial Direction	Section 5.4
Identification of the issues raised in submissions and the VPA's response	Section 7.0 and Appendix 3
A record of any changes to the ICP and Amendment documentation proposed in response to submissions or otherwise, including an indication of whether any such changes could impact on other landowners	Sections 5.0 and 7.0
Any changes the VPA proposes to make to the Amendments in response to VC148	Section 3.2

2.5 Matters that are Out-of-Scope for the Panel

There are two sections of ICP content that are out of scope of the Panel:

- 1 Matters which were resolved through the gazetted PSP panel process; and
- 2 Submissions on the land equalisation amounts and land credit amounts as well as any estimate on the value of public purpose land.

2.5.1 Matters resolved through the PSP process

The Mt Atkinson & Tarneit Plains PSP document was gazetted on 12 September 2017 and, in addition to the associated Panel Report, resolved the following matters for the current ICP process:

- The strategic justification for all infrastructure items, including the need and nexus of items
- The 50% external apportionment of infrastructure item BR-01 to the gazetted Plumpton-Kororoit ICP
- Intersection designs that were settled through the expert infrastructure functional layout plan conclave held during the panel process.

2.5.2 Submissions on land equalisation and land credit amounts, as estimates on the value of public purpose land

The *Planning and Environment Act 1987* (P&E Act) states, at section 22(5)(a), that “a planning authority must not consider a submission which requests a change to (a) any land credit amount or land equalisation amount specified in an infrastructure contributions plan that is to be incorporated into a planning scheme by the amendment; or (b) any estimate of the value of public purpose land (within the meaning of Part 3AB) on which the amounts referred to in paragraph (a) are based”.

The Recommended Changes (May) ICP, as notified to ICP landowners and submitters, included land credit amounts and land equalisation amounts and resolved estimate of land values. The supporting documentation made reference to section 22(5)(a) of the P&E Act and no submissions were made on these aspects.

2.6 Whole of Government Position

The position presented by the VPA in this submission where possible represents a whole of government submission. The VPA consulted closely with Melton City Council, DELWP and affected landowners during the ICP's preparation.

The VPA received a submission from Transport for Victoria (TfV) which did not seek to change the amendment. No other submissions on the ICP were received from State government agencies or departments.

The infrastructure items as identified in the gazetted Mt Atkinson & Tarneit Plains PSP were resolved by the following state agencies and departments:

- Department of Environment, Land, Water and Planning (DELWP).
- Department of Jobs, Precincts and Regions (DJPR).
- Transport for Victoria and VicRoads (TfV).
- Department of Education and Training (DET).
- Aboriginal Victoria (AV).
- Melbourne Water (MW).
- Country Fire Authority (CFA).
- Environment Protection Authority (EPA).
- VicRoads.

Other state agencies and departments were consulted with as part of the PSP's preparation. The above list is the most relevant to infrastructure provision.

3 BACKGROUND TO THE AMENDMENT

3.1 Amendment C201 to Melton Planning Scheme

Amendment C201 seeks to:

- Amend Schedule 3 to Clause 45.11 Infrastructure Contributions Overlay; and
- Incorporate the final *Mt Atkinson and Tarneit Plains ICP* (June 2019) into the Melton Planning Scheme.

3.2 Purpose of the Amendment

The Amendment proposes to replace the interim ICP currently incorporated into the planning scheme with the final ICP to update the infrastructure item cost estimates and associated supplementary levy amount. It also seeks to amend Infrastructure Contribution Overlay Schedule 3 (ICO3) with the updated supplementary levy amount.

The Interim ICP (C197) introduced on the same day the PLC Amendment was proclaimed to ensure that the ICP incorporated in the planning scheme accorded with the new act. The Interim ICP replaced the (now initial) Standard ICP that was gazetted with the PSP.

The Final ICP will provide a clear structure of contributions required to fund transport and community and recreation infrastructure within the ICP area for residential, commercial and industrial development and will ensure the fair and equitable provision of infrastructure. The ICP includes a number of transport construction items listed under the supplementary levy amount in accordance with the Ministerial Direction.

The Final ICP and amended ICO3 will also include land contribution percentages and estimates of land value to accord with the PLC Amendment for land contribution areas. As well, updates on the timing and method of indexation has been made to accord with the Ministerial Direction.

3.2.1 Standard ICP

The Standard ICP was gazetted under the first ICP system and included a monetary land component. It applied a standard levy rate of \$334,330 per net developable hectare for residential land and \$154,600 per net developable hectare for commercial land. This ICP was based on Development Contribution Plan-style cost estimates.

3.2.2 Interim ICP

The interim ICP included the ICP land contribution percentage as per the PLC Amendment and applies a supplementary levy amount of \$600.83.

Due to the urgency to introduce the interim ICP to ensure the incorporated ICP accorded with the P&E Act, the time required by section 46GO of the P&E Act to notify landowners on the estimates of land values was not available. The interim ICP does not include land credit amounts and land equalisation amounts.

There is potential for a second interim ICP to be gazetted that will include the updated supplementary levy amount following conclusion of the costings conclave. A second interim would enable Council to continue issuing permits and ensure the incorporated ICP reflects a supplementary levy amount that would be closer to the final figure. The VPA is discussing this matter with DELWP and Council.

3.3 Formal and Informal Exhibition

The VPA has undertaken extensive formal and informal consultation as part of the Amendment process to ensure it appropriately sought comment from relevant stakeholders on the new ICP system and newly prepared Benchmark Costings. Four submissions were received on the Amendment, and all were referred to the Panel.

The exhibited ICP and exhibited version of the Benchmark Costings report underwent two concurrent processes:

- Formal exhibition with ICP landowners and affected parties on the Amendment from 16 August to 14 September 2018 as per the P&E Act. Notification letters were sent to stakeholders and the community within the notification area (see Figure 2) in addition to media releases and Government website notifications.
- Informal consultation specifically on the Benchmark Costings report with the broader industry.

The above two notifications were undertaken concurrent to the Donnybrook-Woodstock ICP. All submissions specific to the Benchmark Costings report were included in the updated version of this report.

In the interest of transparency, the VPA undertook two further notifications to affected landowners within the notification area (see Figure 3) to inform them of the Recommended Changes (April) and (May) ICP which sought to update and increase the supplementary levy amount. The April ICP document was updated in response to submissions and the May ICP document included corrections to road length measurements.

Figure 2 – Public Exhibition Notification Area

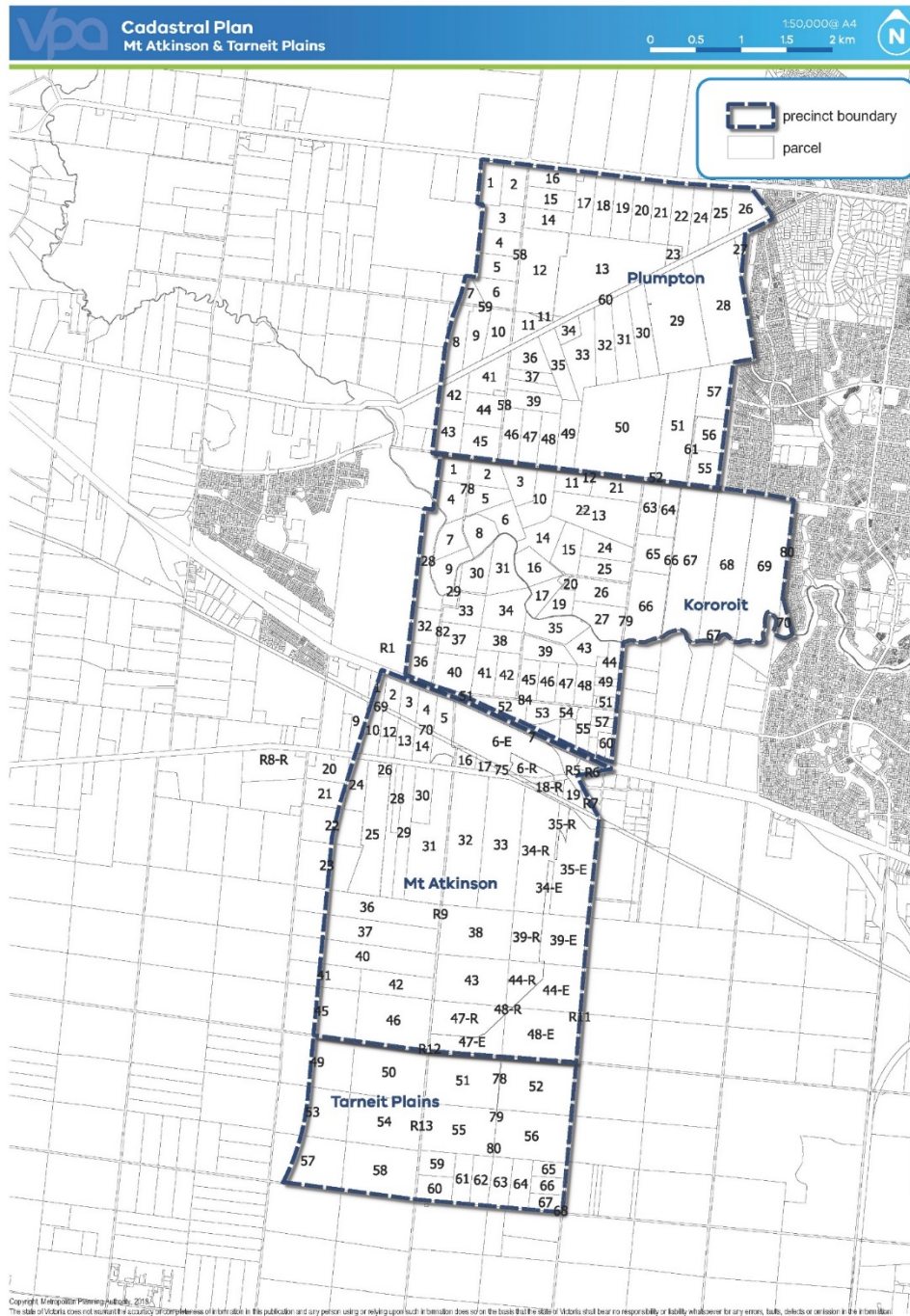


Figure 3 – Further Notification Area



3.4 Chronology of the Amendment

Table 2 provides a chronology of the gazetted PSP and associated Standard ICP, the interim ICP, the current Amendment and introduction of the PLC Amendment.

Table 2 – Chronology of Amendment C201

DATE	EVENT DESCRIPTION	ICP AND BACKGROUND DOCUMENT
12 September 2017	Gazettal of Mt Atkinson and Tarneit Plains PSP (Amendment C162) and the Mt Atkinson and Tarneit Plains Standard ICP (Amendment C183). This Standard ICP included the monetary land component.	Standard ICP (July 2017)
2 July 2018	Proclamation of The Planning and Environment Amendment (Public Land Contributions) Act 2018, introducing a land contribution model for the ICP system.	
2 July 2018	Gazettal of an 'interim' supplementary ICP via a section 20(4) amendment (C197) to include land credit and land equalisation amounts but with no estimates of land value. This interim ICP applies a supplementary levy amount of \$600.83.	Interim (supplementary) ICP (August 2018)
16 August 2018 to 14 September 2018	Formal exhibition of the (final) Mt Atkinson and Tarneit Plains ICP (Amendment C201). No land values (land credit amounts and land equalisation amounts) were included in this ICP. Formal exhibition of the (final) Donnybrook-Woodstock ICP occurred concurrently	Exhibited ICP (August 2018) Benchmark Infrastructure Report, Cardno, 23 July 2018
August to September 2018	Informal consultation on the Benchmark Costings report with the broader industry.	
12 November 2018	Formal request by the VPA for a Planning Panel and referral of submissions (resolved and unresolved).	
14 December 2018	Panel directions hearing was held.	
December 2018 to March 2019	Response to submissions to resolve matters and update the ICP and planning scheme ordinance.	Stakeholder Comments Review – Mt Atkinson & Tarneit Plains ICP, Cardno, 13 December 2018
1 March 2019	Submission of Part A (Part 1) including a revised Benchmark Costings report.	Benchmark Infrastructure Report, Cardno, 1 March 2019 Stakeholder Comments Review – Benchmark Infrastructure Costings, Cardno, 12 December 2018
22 March 2019	Panel directions hearing was held.	
March – June 2019	Formal notification to all landowners on the recalculation of the land contribution areas to accord with the P&E Act. This included landowners who are entitled to a credit payment amount as well and landowners required to pay a land equalisation amount.	
4 April 2019 to 3 May 2019	Formal notification to the landowner of parcel 46 for resolution on the estimate of land value (this parcel shifted from equalisation to credit as part of the recalculation).	
15 April 2019 to 10 May 2019	Further notification to landowners and submitters on a Recommended Changes (April) ICP by the VPA to increase the supplementary levy amount to \$10,743 in response to submissions.	Recommended Changes (April) ICP Benchmark Infrastructure Report, Cardno, 12 April 2019 Stakeholder Comments Review – Mt Atkinson & Tarneit Plains ICP, Cardno, 12 April 2019
14 May 2019	Panel directions hearing was held.	
31 May 2019 to 14 June 2019	Expert costing conclave was held and statement filed.	Conclave statement (14 June 2019)
3 June 2019 to 17 June 2019	Further notification to landowners and submitters on a Recommended Changes (May) ICP by the VPA to increase the supplementary levy amount to \$15,940 to correct road length measurements.	Recommended Changes (May) ICP
21 June 2019	Submission of Part A (Part 2) submission	Part A (Part 2) Recommended Changes (June) ICP

4 STRATEGIC CONTEXT AND ASSESSMENT

As is intended with the ICP system, the gazetted PSP provides the strategic justification for all infrastructure items to be funded through the ICP by:

- Confirming that the items are essential to the health, well-being and safety of the community;
- Ensuring that items are provided in a timely and/or orderly sequence; and
- Establishing the need and nexus of items including the external apportionments.

4.1 Ministerial Directions

The Amendment complies with the following relevant Ministerial Directions:

- *Ministerial Direction 9 – Metropolitan Strategy*
- *Ministerial Direction 11 – Strategic Assessment of Amendments*
- *Section 46GJ and 46GZI - Ministerial Direction on the Preparation and Content of Infrastructure Contribution Plans*

4.1.1 Ministerial Direction 9 – Metropolitan Strategy

The Amendment has been prepared in accordance with *Ministerial Direction 9* and in accordance with the Mt Atkinson and Tarneit Plains PSP which aligns with the Metropolitan Strategy.

4.1.2 Ministerial Direction 11 – Strategic Assessment of Amendments

The Amendment accords with *Ministerial Direction 11* by:

- implementing the objectives of planning in Victoria by providing for the fair, orderly, economic and sustainable use of land identified for urban purposes.
- Providing for infrastructure items that are not expected to have negative environmental impacts as considered during the gazetted PSP process.
- providing opportunities for positive social effects by establishing a funding mechanism to provide essential services for the future community.

4.1.3 Ministerial Direction on the Preparation and Content of Infrastructure Contribution Plans (section 46GJ)

The above Ministerial Direction applies to the preparation and content of ICPs. The Amendment has been prepared in accordance with the Ministerial Direction, as discussed throughout this Part A (Part 2) submission.

There is an erroneous omission of 'indoor sports facility' from the list of allowable public purpose items at Table 7 of the Ministerial Direction. This omission was identified during the panel process for the Plumpton Kororoit ICP. The exhibited and recommended changes Mt Atkinson & Tarneit Plains ICP includes public purpose land for an indoor sports facility (CI-01) as an allowable item. If the omission in the Ministerial Direction is not corrected by the time of adoption and submission to the Minister, the Mt Atkinson & Tarneit Plains ICP proposes to include the same clause as the VPA-adopted Plumpton-Kororoit ICP, as guided by Recommendation 2 of the Melton Planning Scheme Amendment C195 Panel Report (p. 3):

The Minister has exempted the Mt Atkinson & Tarneit Plains Infrastructure Contributions Plan from complying with Table 7 of Annexure 1 in respect of the land required for project CI-01 (Indoor Recreation Facility (Mt Atkinson Town Centre)). This exemption has been granted on the basis the 'land for indoor sports facilities was unintentionally excluded from the Ministerial Direction when it was revised as a result of the commencement of the Planning and Environment Amendment (Public Land Contributions) Act 2018.

The VPA has been informed by DELWP that the error in the Ministerial Direction will be corrected the next time there is an update to the document.

4.2 Amendment C201 prepared in accordance with Amendment VC148

The Amendment has been prepared in accordance with Amendment VC148 which introduced changes to the Victorian Planning Provisions to implement the Victorian Government's Smart Planning program.

5 ICP SYSTEM

The ICP system first came into effect in October 2016. It was updated on 2 July 2018 when the PLC Amendment was introduced. The ICP system comprises two key parts: monetary construction component and the land component.

The key change is that the initial system applied the standard levy for land also (monetary land component) and allowed the collecting agency some flexibility to move funds from one infrastructure category to another.

5.1 Components of an ICP

The infrastructure contribution to be provided by each landowner consists of either or both of the following:

- **Monetary component** – a monetary levy that may be used to fund the provision of works, services, facilities and plan preparation costs. The monetary construction component is based on standard levies that are pre-set for particular classes of development. This system also allows for, if required, a supplementary levy, in addition to the standard levy, to fund infrastructure where certain criteria are met. The levy may consist of a standard levy, a supplementary levy or both.
- **Land component** – The land component of an ICP consists of inner public purpose land and any land equalisation amount. Inner public purpose land is the land specified in the ICP as land to be set aside for public purposes (such as land for roads, parks and community facilities) and must be vested in, transferred to or acquired by collecting agency and/or development agency. The land equalisation amount is discussed below.

Figure 4 below illustrates the metropolitan greenfield growth area development setting ICP components for the two classes of development, as per the 2018-19 financial year rates.

5.2 *Planning & Environment Amendment (Public Land Contributions) Act 2018 (PLC Amendment)*

The PLC Amendment improves the method of securing land for public purposes from the initial ICP system by introducing a land contribution model. The land contribution model enables land for public purposes to be provided as part of an infrastructure contribution when land is developed, replacing the monetary land contribution.

The concept of the model is that public land is equalised across all landowners within an ICP area, meaning those providing under the average percentage pay for the land of those providing over the average percentage (calculated for each class of development). In simple terms, the “underproviders” pay the “overproviders” resulting in net zero dollars.

The PLC Amendment prescribes the equalisation method. It does this by requiring that the ICP land contribution percentages are calculated for each class of development within an ICP area, meaning the Mt Atkinson & Tarneit Plains ICP has two percentage calculations. These percentages are then used to calculate the underproviders and overproviders and distributes costs accordingly per parcel:

- The **ICP land contribution percentage** (across class of development) is expressed as a percentage of total public purpose land to total contribution land.
- If the **parcel contribution percentage** (per parcel, for the applicable class of development) is:
 - Less than the ICP land contribution percentage, a land equalisation amount is owed
 - More than the ICP land contribution percentage, a land credit amount is entitled
- The **land credit amount** (per parcel) is calculated by establishing a per net developable hectare rate for all public purpose land on that parcel, then calculating the rate of the overproviding portion (for example parcel 46 had all 1.72 hectares of public purpose land valued and then the land equalisation amount calculated to \$40,798.86 for 0.022 hectares of overproviding public purpose land).
- The **land equalisation rate** (across the ICP area) is calculated by the sum of the land credit amounts, divided by the number of hectares of underproviding land.
 - The **land equalisation amount** (per parcel) is then calculated by the land equalisation rate multiplied by the number of hectares of underproviding land (for example parcel 49 is underproviding 0.29 hectares of land, multiplied by the land equalisation rate of \$2,852,724.93 means \$827,290 is owed).

Figure 4 illustrates how land credit amounts and land equalisation amounts are calculated.

Figure 4 – ICP Components and ICP Land Contribution Percentage



5.3 Benchmark Costings Report

The VPA commissioned Cardno to prepare the Benchmark Costings report to inform the preparation of the Mt Atkinson & Tarneit Plains ICP and ICP for other precincts that prepared under the current ICP system. The purpose and content of the Benchmark Costings report, as discussed in the VPA's Part A (Part 1) submission, is to determine whether ICP under the current ICP system will be a standard levy or whether a supplementary levy is justified.

This report informs the preparation of ICP generally through establishing:

- Verified set of rates
- Benchmark (standard) designs
- Benchmark (standard) cost estimates

The Benchmark Costings report was used to inform the preparation of the Recommended Changes (June) ICP, where applicable, by (see Appendix 2 for reference to each infrastructure item) applying:

- benchmark designs where bespoke designs weren't used;
- benchmark cost estimates where applicable (mostly where benchmark designs were used); and
- the verified set of rates to inform bespoke cost estimates where applicable

6 KEY CHANGES TO AMENDMENT C201

The preparation of the Mt Atkinson & Tarneit Plains ICP has been an iterative process due to the changes in legislation, refinements to implementation of the ICP system, being the first application of the Benchmark Costings report and resolving the scope and cost estimates for transport infrastructure items.

Including the Recommended Changes (June) ICP that the VPA will submit to the Panel that will confirm outcomes of the costings conclave, there are four ICP documents that form part of the Amendment process:

- Exhibited ICP which was prepared to accord with the PLC Amendment and was informed by the Benchmark Costings report which was newly prepared.
- Recommended Changes (April) ICP which included an updated and increased supplementary levy amount in response to submissions. This ICP also included wording changes to ensure consistency with the Act. This document introduced the most significant change to the exhibited document content.
- Recommended Changes (May) ICP which included an updated and increased supplementary levy amount to correct road length measurements. Whilst a significant change to cost, the wording changes in the document were relatively minor.
- Recommended Changes (June) ICP which will be tabled at the Panel Hearing and will include an updated supplementary levy amount to include points of agreement during the costings conclave.

Figure 5 illustrates the changes to the monetary and land components of the submitted ICP documents and the changes to the supplementary levy amounts are summarised in the Table 3 below.

Table 3 – Summary of Updates to the Supplementary Levy Amount

	EXHIBITED ICP	RECOMMENDED CHANGES (APRIL) ICP	RECOMMENDED CHANGES (MAY) ICP	RECOMMENDED CHANGES (JUNE) ICP
Supplementary levy amount	\$2,797 per net developable hectare	\$10,743 per net developable hectare	\$15,940 per net developable hectare	\$TBC per net developable hectare
Supplementary levy item apportionments	0% of BR-01 0% of BR-02 100% of BR-03 64% of CU-01 0% of IT-04	31% of BR-01 100% of BR-02 100% of BR-03 100% of CU-01 0% of IT-04	50% of BR-01 100% of BR-02 100% of BR-03 100% of CU-01 68.3% of IT-04	TBC

6.1 Exhibited ICP

The exhibited ICP included all the same designs for transport items as the interim ICP, however, all the cost estimates (except for BR-01, CU-01, PS-01 and PS02) were updated as a result of being informed by the Benchmark Costings report.

The community and recreation projects were also based on the Benchmark Costings report.

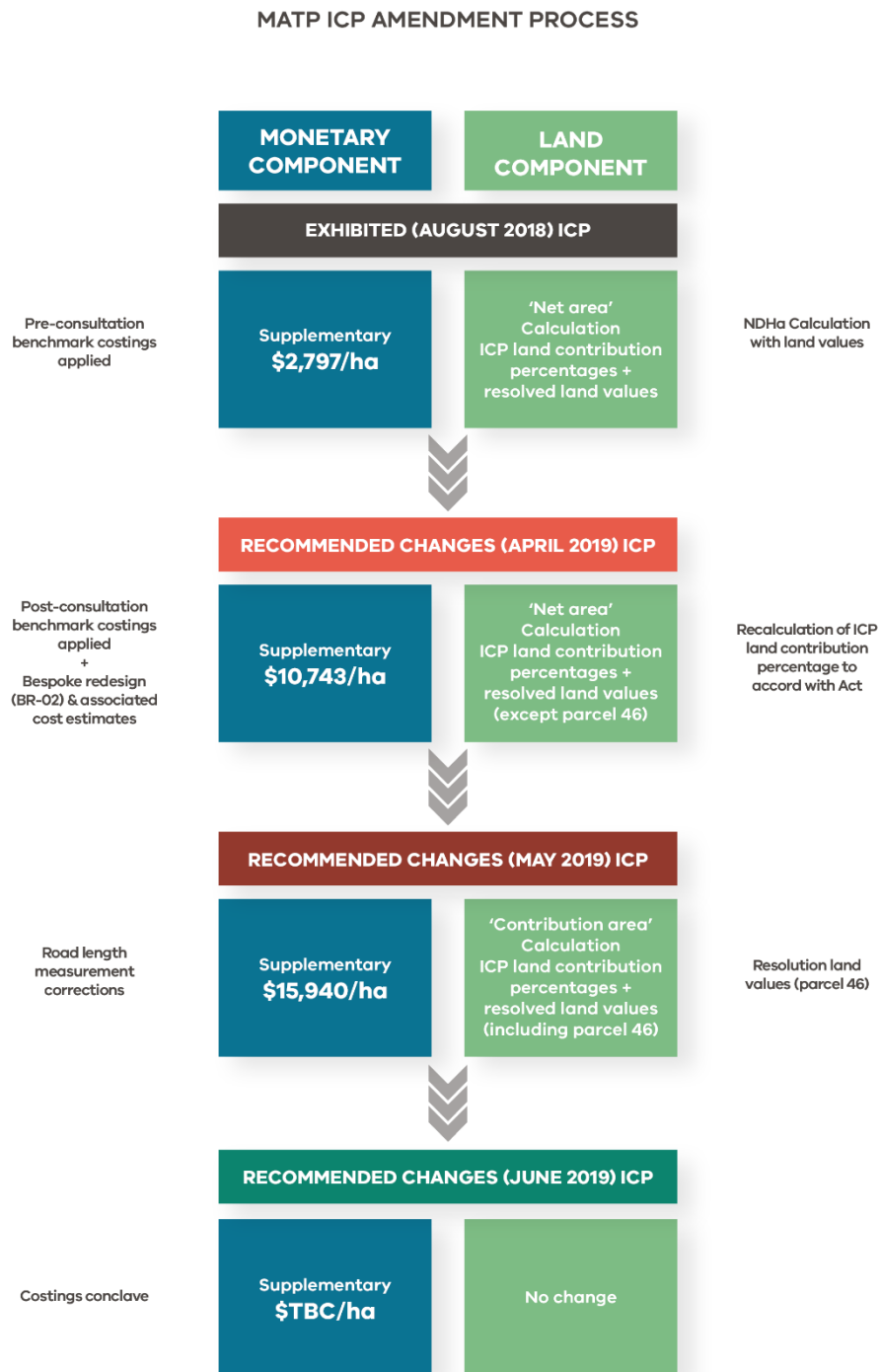
Recommended Changes (April) ICP

The Recommended Changes (April) ICP included updates in response to:

- Formal amendment submissions on the Benchmark Costings report from both Mt Atkinson & Tarneit Plains and Donnybrook-Woodstock ICPs from landowners.
- Informal submissions on the Benchmark Costings report from the broader industry (consultation undertaken concurrent to exhibition).
- Recalculation of land contribution area to accord with the P&E Act and in response to a request from the Minister for Planning to review these calculations. A land credit amount was not applied to parcel 46 which triggered notification on the estimate of land value.

Formatting changes were also included to ensure consistency with the P&E Act.

Figure 5 – Summary of Updates to the ICP



The updates to the Benchmark Costings report was the key source of the increase to the ICP supplementary levy amount. Second to this are updates to bespoke cost estimates of particular ICP infrastructure items.

There was only one infrastructure item, namely BR-02, for which the design was updated in response to submission (noting that the intersection designs were settled through the PSP process).

The Recommended Changes (April) ICP was informed by the following documents:

- Stakeholder Comments Review – Mt Atkinson & Tarneit Plains ICP, Cardno, 13 December 2018
This report summaries the engineering components of the formal submissions to the Amendment.
- Stakeholder Comments Review – Benchmark Infrastructure Costings, Cardno, 12 December 2018
This report summaries the submissions received on the Benchmark Costings report during the formal exhibition period of both the Mt Atkinson & Tarneit Plains and Donnybrook-Woodstock ICP as well as submissions from the broader industry.
- Benchmark Infrastructure Report, Cardno, 12 April 2019
This report updates the exhibited version in response to submissions.
- Stakeholder Comments Review – Mt Atkinson & Tarneit Plains ICP, Cardno, 12 April 2019
This report summarises and makes recommendations for ICP infrastructure design and cost estimates updates based on submissions. This version of the document remains valid for both the Recommended Changes (April) and (May) ICP.

The changes to the cost estimates within the Benchmark Costings report and ICP are summarised below:

BENCHMARK COSTINGS REPORT

- Most cost estimates were increased between 10 to 15% as a result of indexation. As well, all line items under “delivery” group increased by 22 to 30%.
- Where costs increased by more than 10 to 15%, these mostly relate to updated data in the cost estimates, such as new line items, increased quantities or increased P90 rates.

MT ATKINSON AND TARNEIT PLAINS ICP

- The most significant change (beyond the Benchmark Costings updates) was the intersection cost estimates. The exhibited template cost estimates were updated to bespoke cost estimates to reflect their bespoke designs. As well, the Hopkins Road intersections required item-specific additional line items to respond to existing conditions (namely demolition and gas pipeline protection).
- The other significant change was the redesign of bespoke infrastructure item BR-02 which decreased in construction cost from \$6,128,000 to \$5,148,000.

Table 4 – Recommended Changes (April) ICP Summary of Supplementary Levy Amount Updates

SECTION OF REPORT	CHANGE	IMPACT ON COST (APPROX. FIGURES)
Benchmark Costings Report		
All cost estimates	Indexation	Between 10% and 15%
Road and intersection template cost estimates	Quantities added under line item “site-preparation” (previously zero)	\$150,000 to \$300,000
	P90 rates for cycle path increased from 68 to 91 sqm	Increased from \$154,000 to \$206,000 for primary-primary intersection, for example
Road template cost estimates	Quantities added under line item “landscaping” (previously zero)	Up to \$280,000
	P90 rates for all “delivery” line items increased by 30%	Increased from \$518,000 to \$704,000 for a primary road, for example
Intersection template plans	Additional through lanes provided (as per VicRoads guidelines), increasing quantities under line item “pavement”	Increased by \$100,000 for a primary-primary intersection, for example
Intersection cost estimation templates	Quantities added under line item “sub-grade”	Up to \$40,000
	P90 rate for “drainage – sub-soil” increased from 26 to 43 per metre	Increased from \$43,000 to \$139,000 for a primary-primary intersection, for example
	P90 rates added to line item “street lighting” (previously zero)	Up to \$223,000

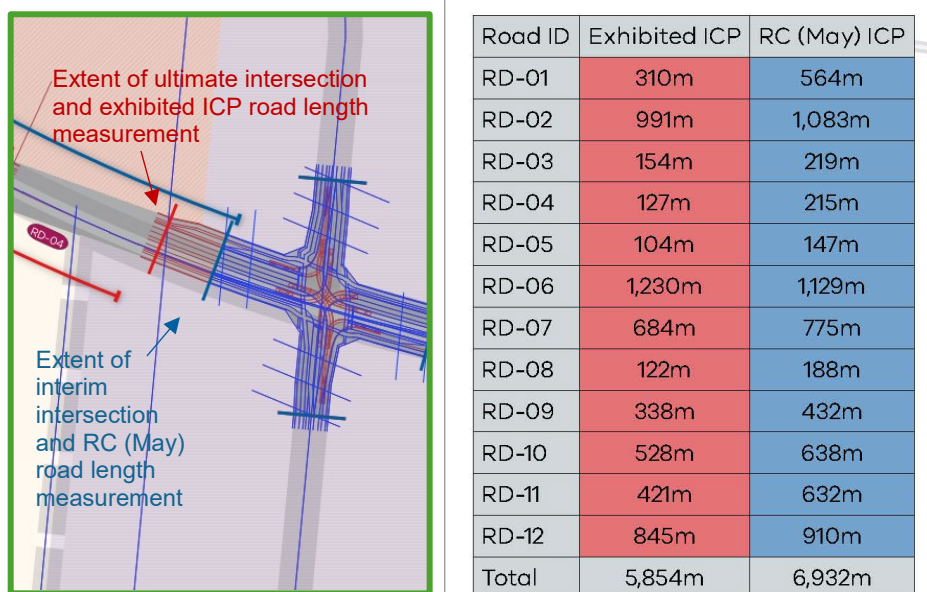
	P90 rates for all “delivery” line items increased by 22%	Increased from \$1,020,000 to \$1,303,000 for a primary-primary intersection, for example
Community facility cost estimation templates	P90 rate for “playground” increased from \$536 to \$1,131 per cubic metre	Increased from \$429,000 to \$905,000
Mt Atkinson and Tarneit Plains ICP		
All cost estimates	Updated as per Benchmark Costings report updates	See above
Intersection cost estimates	Bespoke cost estimates prepared for the bespoke designs where the exhibited version applied template cost estimates	All line item quantities revised
IT-01, IT-02, IT-03, IT-04, IT-14 and IT-16 cost estimates	New line items of “high pressure gas pipeline protection slab”	\$400,000 per intersection
IT-01, IT-02, IT-03, IT-04, IT-14 and IT-16 cost estimates	New line item of “demolition”	From \$210,000 to \$550,000

6.2 Recommended Changes (May) ICP

The Recommended Changes (May) ICP made corrections to road length measurements. The road length measurements had been previously measured from the ultimate intersection extents as opposed to correctly being measured from the interim intersection leg extents (the former are longer where they are designed for higher speeds – see Figure 6 below). The difference in measurements is an additional 1,078 m of road length translating to a cost of \$4,716,250 (being \$4,375 per linear metre of road as identified in the Benchmark Costings report).

This ICP also included estimates of land values for all parcels, including parcel 46.

Figure 6 – Road Length Measurement Corrections



6.3 Recommended Changes following Expert Witness Conclave

As directed by the Panel in its letters dated 19 December 2018 and 17 May 2019, an expert costings conclave was held on 12 June 2019 and:

- Attended by experts representing the VPA (Stephen Howe of Cardno), submitter 1 (Anthony Grodzki of Urban Design & Management) and Melton City Council (Sian McKenna of WT Partnership)
- Concluded through the filing of the statement signed by all parties and circulated 14 June 2019, with the findings set out in Table 5.

Table 5 – Summary of Changes Following Expert Witness Conclave

INFRASTRUCTURE ITEM/CATEGORY	STATEMENT REFERENCE	OUTCOME OF EXPERT WITNESS CONCLAVE
Points of agreement		
Road infrastructure items RD-01 to RD-12	1.1 (a)	Agreed on Recommended Changes (May) ICP rates on the proviso that the corrected road lengths be used by the VPA
Intersection infrastructure items IT-01 to IT-05, IT-07, IT-08, IT-13 to IT-15;	1.1 (b)	Agreed on the Recommended Changes (May) ICP cost estimates.
Bridge infrastructure items BR-03.	1.1 (b)	The latest recommended changes to ICP total cost estimates related to C201 are accepted by all parties for this project.
Points of discussion and potential agreement		
infrastructure items IT-06, IT-09 to IT-12, IT-16.	1.2 (a) (b) (c)	<p>Potential to agree on:</p> <ul style="list-style-type: none"> IT-16 providing the Recommended Changes (May) ICP cost estimate be updated from \$5.539M to \$5.329M, correcting a typographical error which occurred in translating Cardno's costing application into the ICP document IT-09 providing the Recommended Changes (May) ICP be updated from \$4.041453M to \$3.411M, correcting a typographical error which occurred in the line item for 'site preparation' in Cardno's costing application.
Points of current remaining disagreement		
BR-02	(a)	<p>Cardno will re-examine its previous cost estimate to check the amounts for the ramp portions located on embankments and re-examine and clarify design assumptions and costs for: Anti-throw screens; Bridge clearances over the rail line; Concrete substructure sizing; Superstructure Steelwork fabricated cost per tonne.</p> <p>Superstructure Steelwork cost per tonne was identified as a major source of difference between the Cardno and WT Partnership cost estimates. WT Partnership cost estimates. WT Partnership cited that the current rate was in order of \$8000 per tonne, which was approximately one third higher than the aggregate rate per tonne assumed by Cardno.</p>
CU-01	1.3 (a)	Cardno will re-examine and clarify design assumptions and costs for wing wall thicknesses, steel reinforcing rates and structural fill provision.
Other	N/A	WT Partnership agreed that if amended cost estimates resulting from these checks were within 5% of their estimates, they would be accepted as the basis of the ICP

6.4 Recommended Changes (June) ICP

The VPA will submit to the Panel a Recommended Changes (June) ICP following confirmations of the points of potential agreement from the costings conclave.

6.5 Assessment of Supplementary Levy Items Assessment Against Clause 17 of the Ministerial Direction

In its letter dated 19 December 2018, the Panel directed that the VPA include an assessment of the proposed supplementary levy items against provisions for allowable items under the Ministerial Direction. This is provided below.

Table 6 – Assessment of Supplementary Items Against Clause 17 of the Ministerial Direction

CLAUSE 17 CRITERIA	ASSESSMENT
Apportionment of ICP infrastructure item in supplementary levy	<ul style="list-style-type: none"> BR-01 is 50% supplementary levy (50% external apportionment) BR-02, BR-03 and CU-01 are 100% supplementary levy IT-04 is 68.3% supplementary levy and 31.7% standard levy
<i>17. When deciding whether to impose a supplementary levy, the planning authority must consider:</i>	
<i>(a) whether the plan preparation costs, works, services or facilities can be wholly or partially funded from a standard levy, unless the applicable Annexure to this Direction specifies those supplementary levy allowable items must not be funded from a standard levy;</i>	<ul style="list-style-type: none"> BR-01, BR-02, BR-03 and CU-01 are construction items that cannot be wholly or partially funded from the standard levy IT-04 is partially funded from the supplementary levy as it meets criteria for physical constraints as discussed below. The applicable Annexure 1 Metropolitan Greenfield Growth Areas does not restrict funding of these items from the standard levy.
<i>(b) whether the works, services or facilities are essential to the orderly development of the area</i>	<ul style="list-style-type: none"> BR-01 provides an essential pedestrian and cycling link over the Western Freeway and between the Plumpton and Kororoit and Mt Atkinson & Tarneit Plains PSP areas BR-02 provides an essential pedestrian and cycling bridge over the railway BR-03 is an essential level crossing upgrade required to ensure safe movements across the railway and along Hopkins Road CU-01 is required along Riding Boundary Road where that section of the arterial road network traverses Skeleton Creek to cater for the new drainage infrastructure associated with the Truganina Drainage Services Scheme. IT-04 is located along Hopkins Road and provides an essential upgrade to the existing intersection to accommodate projected traffic volumes.
<i>(c) whether the works, services or facilities are identified in a precinct structure plan or equivalent strategic plan applying to the land;</i>	<ul style="list-style-type: none"> All the five construction items are identified in the gazetted PSP, and BR-0-1 is also identified in the gazetted Plumpton-Kororoit PSP.
<i>(d) whether the land has particular topographical, geographical, environmental or other physical constraints or conditions that significantly affect the estimated cost of allowable items to be funded through the infrastructure contributions plan; and</i>	<ul style="list-style-type: none"> IT-04 includes a specific line item for "high pressure gas protection slab and relocation of other services". The need for these construction requirements was discussed at section 7.4 (ii) of the PSP panel report (Melton Amendment C162) in which the panel recommended to (recommendation 25, page 87): "Consider a supplementary item in the Infrastructure Contributions Plan for the additional cost of road works over the gas transmission pipeline if the additional costs are substantial."
<i>(e) any other criteria specified in the applicable Annexure to this Direction.</i>	<p>As per Table 4 of Annexure 1:</p> <ul style="list-style-type: none"> BR-01 is required to provide access across an arterial road. BR-02 is required to provide access across a railway. BR-03 forms part of the council arterial road network (Hopkins Road is RDZ1). CU-01 has an internal cross section of at least 1.75 square metres. IT-04 has "other physical conditions of the land" of a gas pipeline that requires additional construction costs.

7 TRANSITION FROM INTERIM ICP TO FINAL ICP

The Panel specifically requested that this Part A (Part 2) submission explain how the VPA envisages the transition from the interim to the final ICP will work, including:

- The appropriateness of removing particular properties from the final ICP
- How any discrepancies in contributions paid under interim arrangements and the final approved ICPs may be dealt with

These matters are addressed below.

7.1 Appropriateness of removing particular properties from the final ICP

Whilst this matter was raised by the Panel in particular to a Donnybrook-Woodstock landowner request, the VPA has provided a response below.

The VPA does not consider it appropriate to remove a property from the ICP plan area if a permit has already been issued for the property which imposes an infrastructure contribution for the following reasons:

If an infrastructure contribution is not paid under the existing permit (because it is not acted on) and a new application for a permit is made, there would be no statutory mechanism in place to impose an infrastructure contribution on the new permit and proposed development. This would result in an unacceptable financial risk to the collecting agency and compromise the delivery of essential community and transport infrastructure to this new community.

The proposed change would be inconsistent with the land contribution model introduced by the *Planning and Environment Amendment (Public Land Contributions) Act 2018* in July 2018. The land contribution model is based on the principle that all landowners under an ICP should contribute equally to the provision of land for public purposes. If a new application is made, the applicant would not be required to make an equal contribution to the provision of public purpose land that meets needs generated by the future development of the whole precinct structure plan area (including the subject land) and other developers would be required to make a disproportionate contribution.

7.2 Reconciliation of ICP contributions paid under 'Interim' ICP

If an infrastructure contribution imposed under an interim arrangement has been discharged (paid) there is no ability for a collecting agency to impose an additional or different amount of contribution under a final ICP to be paid in respect of that development.

If the amount of the infrastructure contribution paid to a collecting agency under an interim arrangement is greater than the amount that would have been imposed under the final ICP and the difference is not expended in accordance with the ICP before the ICP expires, the collecting agency or development agency (as applicable) will need to deal with that amount in accordance with the responsibilities set out in Division 7 of Part 3AB of the *Planning and Environment Act 1987*.

8 SUMMARY OF RESOLVED AND OUTSTANDING MATTERS

A total of four submissions were received on the Amendment during the exhibition and further notification periods. Two submissions are considered resolved and two submissions remain partially outstanding.

The issues raised can be summarised into the following issue categories:

- ICP infrastructure cost estimates (Submitter 1 & 2)
- Benchmark Costings cost estimates (Submitter 1);
- ICP and PSP consistency (Submitter 2);
- Administrative errors (Submitter 2); and
- ICP legislation and implementation matters (Submitter 2).

The first two categories affect the supplementary levy amount. The PSP inconsistency and administrative errors are largely typographical changes. The ICP legislation and implementation matters are largely beyond the ability for the VPA to change the Amendment as requested.

8.1 Resolved submissions

A summary of resolved matters raised by key stakeholders are noted below.

8.1.1 Submitter 3: Transport for Victoria (TfV)

Transport for Victoria did not seek to change the amendment. The TfV submission sought to clarify that it cannot be guaranteed that the State can deliver the ultimate cross-section for Hopkins Road for the crossing of the Western Freeway.

The VPA considers this submission resolved.

8.1.2 Submitter 4: Tract on behalf of the landowners of 50 Meskos Road, Rockbank

Submission 4 noted that it had referred the increased supplementary levy amounts to a civil engineer for review and sought to reserve the right to be heard at panel.

Mr Anthony Grodzki represented submitter 4 at the expert costings conclave. His witness statement referred to IT-01 only, for which costs were resolved as per the Recommended Changes (May) ICP through the costings conclave

The VPA considers this submission resolved.

8.2 Outstanding submissions

A summary of outstanding matters raised by key stakeholders and those registered to be heard are summarised below. More details are contained in Appendix 3.

8.2.1 Submitter 1: Mt Atkinson Holdings

Submission 1 provided comments on the Benchmark Costings report broadly as well as included reference to particular ICP infrastructure items.

Disparities between the exhibited ICP costs, the Benchmark Costings and actual costs of delivery were identified by submitter 1 due to the potential for a shortfall of credits when infrastructure is constructed by developers. The submission sought that the costs be up-to-date construction costs and designs to accurately reflect the scope of works. Or if this cannot be achieved, the submission sought that the benchmark costs be regarded as high-level estimates only, and that detailed designs and associated costs then be prepared to inform actual costs funded under the ICP.

The VPA's response is that the purpose of the Benchmark Infrastructure Costing report is to inform cost estimates based on concept plans for budgeting purposes, the costs are not based on detailed design. The application of the P90 rates in the Benchmark Infrastructure Costings report is to provide a 90% probability that the cost estimates will not be exceeded.

The submitted comments on particular ICP costs were in relation to CU-01, BR-03 and RD-01 to RD-12 and these items have been changed largely as requested and summarised in Appendix 3. The cost estimates for RD-01 to RD-12 and BR-03 were resolved through the costings conclave and the cost for CU-01 remains unresolved.

8.2.2 Submission 2: Melton City Council

Melton City Council submitted on a series of issues including:

- ICP infrastructure cost estimates (Submitter 1 & 2)
- ICP and PSP consistency (Submitter 2);
- ICP legislation and implementation matters (Submitter 2); and
- Administrative errors (Submitter 2).

The combination of VPA's work to resolve submissions and the costings conclave resolved most matters identified in Council's submission. The summaries are provided at Appendix 3. The matters that remain outstanding are summarised below.

Table 7 – Summary of Outstanding Matters of Submission 2

ISSUE CATEGORY	ISSUE	VPA RESPONSE
ICP legislation and implementation - cap on community and recreation levy	Melton City Council has submitted that there is a serious shortfall on the amount to be collected through the capped community and recreation levy compared to what has been identified for delivery in the ICP.	Resolved for the VPA. Clause 19.03-1S of the Melton Planning Scheme seeks to facilitate the timely provision of planned infrastructure through the implementation of ICP, noting that these documents manage "contributions towards infrastructure". It is not the purpose of the ICP to collect the total funds required to deliver infrastructure. The community and recreation standard levy is capped and set by the Minister for Planning. In his letter dated 30 March 2019, the Minister for Planning wrote to the CEOs of Melton, Whittlesea and Mitchell Shire Councils that the Victorian Government has no plan to amend the standard levy for community and recreation infrastructure, nor grant an exemption for the Mt Atkinson & Tarneit Plains and Donnybrook-Woodstock ICP to comply with the Ministerial Direction. The VPA has no ability to change the levies specified in the Ministerial Direction.
ICP infrastructure item cost estimation CU-01	CU-01 to be a supplementary levy item and Council's cost estimate applied	Partially resolved. Cost of CU-01 is being reviewed and is still to be agreed by the conclave. The VPA agrees to list CU-01 as supplementary levy item. This change accords with the supplementary levy item criteria at Clause 17 of the Ministerial Direction.
ICP infrastructure item cost estimation BR-01, BR-02 and BR-03	Three bridge projects (BR-01, BR-02 and BR-03) should be supplementary levy items and Council's cost estimate applied	Partially resolved. Cost of BR-02 is being reviewed and is still to be agreed by the conclave. The VPA agrees to list BR-01, BR-02 and BR-03 as supplementary levy items. This change accords with the supplementary levy item criteria at Clause 17 of the Ministerial Direction.
ICP infrastructure item cost estimation IT-01 to IT-16	Bespoke cost estimates should be applied to intersection projects (IT-05, IT-06, IT-07, IT-08, IT-09, IT-10, IT-11, IT-12, IT-13, IT-14, IT-15, IT-16) and Council's cost estimate applied	Partially resolved. The Recommended Changes (May) ICP included updated and bespoke cost estimates for all intersection items. The conclave agreed on these costs for: IT-01 to IT-05, IT-07, IT-08, IT-13 to IT-15. The remaining intersections are points of potential agreement, subject to Council's expert's further review.

9 RECOMMENDED CHANGES TO EXHIBITED ICP

9.1 Changes to the Amendment documentation

The changes to the amendment documentation largely pertain to updates to the cost estimation amounts and associated supplementary levy amounts identified in both ICO3 and the ICP.

It is also recommended to make updates to the wording, formatting and land contribution area calculations within the ICP document and ICO3 to accord with the P&E Act. As well, the indexation methods and timing identified in the ICO3 are proposed to be updated to also accord with the P&E Act. These changes are summarised below.

Table 8 – Summary of Recommended Changes to Exhibited Documents

EXHIBITED DOCUMENTS – SCHEDULE OF CHANGES			
EXHIBITED DOCUMENT	RECOMMENDED DOCUMENT	SECTION OF DOCUMENT FOR CHANGE	REASON FOR CHANGE
Explanatory report (August 2018)	No change	Not applicable	Not applicable
Instruction sheet (August 2018)	No change	Not applicable	Not applicable
Mt Atkinson & Tarneit Plains Infrastructure Contributions Plan (August 2018)	Mt Atkinson & Tarneit Plains Infrastructure Contributions Plan (June 2019)	Tables 1, 5, 6, 7, 8, 12, 13, 14, and 19	Updates to cost estimates for all projects excepts projects PS-01, PS-02 and BR-01 in response to submissions.
		Tables 2, 3, 4, 9, 10, 11 and 18	Update to the land contribution area calculation to accord with the P&E Act.
		Appendix 3	Updates to infrastructure schedule
		Appendix 4	Updates to infrastructure designs
		Appendix 5	Updates to infrastructure cost estimations
Clause 45.11 Schedule 3 (August 2018)	Clause 45.11 Schedule 3 (June 2019)	Clause 3.0	Updates to cost estimates for all projects excepts projects PS-01, PS-02 and BR-01 in response to submissions.
		Clause 4.0 and 5.0	Updates to the land contribution area calculation to accord with the P&E Act.
		Clause 6.0, 7.0 and 8.0	Updates to the method and timing of indexation to accord with the P&E Act and the Ministerial Direction.
Clause 72.04 (August 2018)	No change	Not applicable	Not applicable

9.2 Changes to the ICP infrastructure item cost estimates

There were five key ways in which the ICP infrastructure cost estimates were updated to response to submissions:

- 1 Reallocation of items from standard levy to supplementary levy. This affected IT-04, BR-01, BR-02, BR-03 and CU-01.
- 2 Design change. The concept plan for BR-02 was updated by Cardno and the road length measurements were corrected for RD-01 to RD-12.
- 3 Cost estimation type. The exhibited ICP applied benchmark cost estimates for all the intersection infrastructure items (all are bespoke designs) which were updated to bespoke cost estimates in the Recommended Changes (June) ICP.

- 4 Cost estimates. All cost estimates (bar BR-01, PS-01 and PS-02) were updated in response to:
 - Road infrastructure items – updated as per Benchmark Costings report updates, corrections to road length measurements.
 - All intersection infrastructure items – updates from the change of cost estimate type from benchmark to bespoke.
 - All bridge and culvert infrastructure items (bar BR-01) – updates to bespoke cost estimates.
 - All recreation facilities and sports reserve infrastructure items – updated as per Benchmark Costings report updates.
- 5 Conclave agreement. The cost estimates of the Recommended Changes (May) ICP were agreed for: RD-01 to RD-12, IT-01 to IT-05, IT-07, IT-08, IT-13, to IT-15 and BR-03.

More detail can be found in the Appendices:

- Changes matrix at Appendix 1 details the proposed amendments to the exhibited documentation
- Summary of ICP construction infrastructure items at Appendix 2 steps through the changes to the cost estimates
- Submission summary at Appendix 3 summarises and responds to the submissions

9.3 Changes to the Amendment in response to submissions

The recommended changes to the Amendment in response to submissions is summarised below and further detail is provided at Appendices 1 and 2.

Table 9 – Summary of key changes following resolution with submitters to date

SUBMITTER	PROPOSED CHANGE
Submitter 1	<ul style="list-style-type: none"> • CU-01 cost estimates has been revised. • BR-03 cost estimates has been revised and agreed at the costings conclave • RD-01 to RD-12 road length measurements updated
Submitter 2	<ul style="list-style-type: none"> • Update infrastructure item descriptions and scope to match the PSP. The PSP will also be updated to ensure it aligns with the wording in the Ministerial Direction. • Update staging of the ICP infrastructure items to reflect those set in the PSP. • Update Plan 4 to include BR-02 • Update the Benchmark Costings and associated costs in the ICP. • Update cost estimates for IT-11, IT-12, IT-13, IT-14, IT-15, IT-16 from benchmark to bespoke. • Update all cost estimates except for projects PS-01, PS-02 and BR-01 where the exhibited construction costs still apply. • Reallocate BR-01, BR-02 and BR-03, CU-01 and IT-04 to the supplementary levy. • Update community and recreation cost estimates in accordance with the updated Benchmark costs. • Add clause to allow land for an indoor recreation facility to be an allowable item
Submitter 3	<ul style="list-style-type: none"> • No changes proposed
Submitter 4	<ul style="list-style-type: none"> • No changes proposed
N/A	<ul style="list-style-type: none"> • Changes to the ICP wording, formatting and land contribution area to accord with the P&E Act

10 LIST OF APPENDICES

Appendix 1 – Key Changes Table

Appendix 2 – Summary of ICP Construction Infrastructure Items

Appendix 3 – Submission summary

Page (Exhibited)	Section	Table	Plan	Appendix	Change to ICP	Related Submissions (refer Summary of Submissions document)
Cover page						
Cover page	N/A	N/A	N/A	N/A	Update date to read June 2019	VPA (various submissions)
Table of Contents						
i-ii	N/A	N/A	N/A	N/A	Update wording to ensure consistency with the Act	VPA (to accord with the Act)
Section 1.0 Summary					Proposed changes	
1 to 4	All	All	–	–	Update wording to ensure consistency with the Act	VPA (to accord with the Act)
1	1.1	1	–	–	Update levy figures to reflect updates to the Benchmark Costings cost estimations and bespoke cost estimations and to correct road length measurements	VPA (various submissions)
1	1.2	2	–	–	Update land contribution percentages to reflect the calculation identified in the Planning and Environment Act.	VPA (to accord with the Act)
2 to 4	1.2	3	–	–	Update the land credit amounts and land equalisation amounts to accord with the Act and resolved land valuations.	VPA (to accord with the Act)
Section 2.0 Introduction					Proposed changes	
5 to 7	All	All	–	–	Update wording to ensure consistency with the Act	VPA (to accord with the Act)
5	2.2	N/A	–	–	Update Clause numbers to 45.11 and 72.04	2.16
6	N/A	4	–	–	Update the class of development area summaries to accord with the Act	VPA (to accord with the Act)
Section 3.0 Monetary Component Project Identification					Proposed changes	
8 to 21	All	All	–	–	Update wording to ensure consistency with the Act	VPA (to accord with the Act)
12 to 16	3.2	5	–	–	Update project ID, project title, project descriptions and staging infrastructure items to match the PSP and ICP	2.17, 2.18, 2.19, 2.20, 2.21, 2.22
12 to 16	3.2	5	–	–	Update estimated costs, cost apportionment and cost per ha for all road infrastructure items (RD-01 to RD-12) to reflect updates Benchmark Costings cost estimations and corrections to road length measurements	VPA (various submissions)
12 to 16	3.2	5	–	–	Update estimated costs, cost apportionment and cost per ha for all intersection infrastructure items (IN-01 to IN-16) to reflect update from Benchmark Costings template cost estimations to bespoke cost estimations	2.02
12 to 16	3.2	5	–	–	Update estimated costs for BR-02 to reflect updates to bespoke design and associated bespoke cost estimations	1.04, 2.10
12 to 16	3.2	5	–	–	Update estimated costs for CU-01 to reflect updates to bespoke cost estimations	2.11
12 to 16	3.2	5	–	–	Relocate infrastructure items BR-01 (50%), BR-02, BR-03 and CU-01 to 100% funded by the supplementary levy.	1.04, 2.10, 2.11

12 to 16	3.2	5	–	–	Reapportion part of IN-04 to be funded by the supplementary levy	VPA (various submissions)
16	3.2	5 (table note)	–	–	Relocate notes that refer to BR-01, BR-02 and BR-03 to below Table 6	1.04, 2.10
17	3.2	6	–	–	Update staging infrastructure items to match the PSP and ICP	2.23
18	3.3	N/A	–	–	Update plan to remove CI-01 as this is not a construction project	VPA
20	3.3	7	–	–	Update project title, project descriptions and staging infrastructure items to match the PSP and ICP	2.24, 2.25, 2.30
20	3.3	7	–	–	Update estimated costs, cost apportionment and cost per ha for all community and recreation infrastructure items (CI-02 to CI-04 and OS-01 to OS-03) to reflect updates to Benchmark Costings cost estimations	VPA (various submissions)
Section 4.0					Proposed changes	
24 to 36	All	All	–	–	Update wording to ensure consistency with the Act	VPA (to accord with the Act)
24	3.4		4	–	Update plan to include BR-02	2.26
25-28	4.1	8	–	Nil	Update project ID, staging and project descriptions for infrastructure items to match the PSP and ICP	2.27, 2.28, 2.29
25	4.1	8	–	–	Delete infrastructure item RD-09 as no public purpose land is required to deliver this item as it is wholly located within public land.	VPA (to correct an error)
28	4.1	8	–	–	Add note that CI-01 is exempt from Ministerial Direction to accommodate an erroneous omission of indoor recreation facility as allowable public purpose land	2.13
29	4.2	9	–	–	Update to include contribution land and public purpose land areas to accord with the Act	VPA (to accord with the Act)
29	4.2	10	–	–	Update to refer to land equalisation rate to accord with the Act	VPA (to accord with the Act)
30 to 35	4.2	11	–	–	Update the land contribution areas and percentages (and associated land equalisation and credit amounts) to accord with the Act	VPA (to accord with the Act)
Section 5.0					Proposed changes	
37 to 41	All	All	–	–	Update wording to ensure consistency with the Act	VPA (to accord with the Act)
37-38	5.4	13, 14	–	–	Update supplementary levy and total levy amounts to reflect updates to the Benchmark Costings cost estimations and bespoke cost estimations, and corrections to road length measurements	VPA (various submissions)
40	5.9.1		–	–	Update section title to refer to "Interim and Temporary Works"	2.31
41	5.12	15	–	–	Update indexation and timing requirements to accord with the Ministerial Direction	VPA (to accord with the Ministerial Direction)
Appendix 1					Proposed changes	
42	N/A	N/A	–	1	Update wording and add new definitions to ensure consistency with the Act	VPA (to accord with the Act)
Appendix 2					Proposed changes	
43 to 53	All	All	–	–	Update wording to ensure consistency with the Act	VPA (to accord with the Act)
45-46	N/A	16	–	–	Update the land budget summary to identify contribution land to accord with the Act	VPA (to accord with the Act)

47-53	N/A	17	–	–	Update the land budget to identify contribution land to accord with the Act	VPA (to accord with the Act)
Appendix 3 - Infrastructure Schedule					Proposed changes	
58	N/A	N/A	–	3	Update infrastructure schedule to reflect the updates to infrastructure item designs and cost estimations	VPA (various submissions)
Appendix 4 - Infrastructure Elements						
55	N/A	N/A	IN-03	4	Update plan for IN-03 to include ultimate kerb alignment	2.33
55	N/A	N/A	IN-04	4	Update plan for IN-04 to notate the industrial connector with a 26m cross section	2.34
55	N/A	N/A	IN-05	4	Update plan for IN-05 to notate the secondary arterial with a 34 m cross section	2.35
55	N/A	N/A	IN-09	4	Update plan for IN-09 to notate the secondary arterial with a 34 m cross section and the connector road with a 28-31m cross section	2.36, 2.37
55	N/A	N/A	IN-10	4	Update plan for IN-10 to notate the industrial connector with a 26m cross section	2.38
55	N/A	N/A	IN-11	4	Update plan for IN-11 to notate the industrial connector with a 26m cross section	2.39
55	N/A	N/A	IN-12	4	Update plan for IN-12 to notate the secondary arterial with a 34 m cross section	2.40
55	N/A	N/A	IN-13	4	Update plan for IN-13 to notate the secondary arterial with a 34 m cross section	2.41
55	N/A	N/A	IN-14	4	Update plan for IN-14 to include ultimate kerb alignment	2.42
55	N/A	N/A	IN-15	4	Update plan for IN-15 to notate the secondary arterial with a 34 m cross section	2.43
55	N/A	N/A	IN-16	4	Update plan for IN-16 to include ultimate kerb alignment	2.44
55	N/A	N/A	BR-02	4	Replace design for BR-02 with updated plan (Cardno V181544-ST-001)	2.10
Appendix 5 - Detailed Cost Sheets						
56	N/A	N/A	All bar BR-01	5	Update cost sheets to reflect updates to the Benchmark Costings cost estimations and bespoke cost estimations	VPA (various submissions)

SUMMARY OF ICP CONSTRUCTION INFRASTRUCTURE ITEMS

INFRASTRUCTURE ITEMS SUMMARY INFORMATION						APPORTIONMENTS		DESIGN TYPE		PPL (HA)		COST ESTIMATION TYPE		COST ESTIMATION AMOUNTS			COST ESTIMATION CONCLAVE OUTCOMES		FINAL POSITION RECOMMENDED CHANGE JUNE	
						EXHIBITED	RECOMMENDED CHANGE	EXHIBITED	RECOMMENDED CHANGE	EXHIBITED	RECOMMENDED CHANGE	EXHIBITED	RECOMMENDED CHANGE	EXHIBITED	RECOMMENDED CHANGE	DIFFERENCE				
SUMMARY OF CHANGES						IN-04, BR-01, BR-02, BR-03 AND CU-01 MOVED FROM STANDARD LEVY TO SUPPLEMENTARY (WHOLLY OR PART OF)		BR-02 BESPOKE RE-DESIGN RD01 TO RD-12 (IE ALL ROADS) ROAD LENGTH CORRECTIONS		NO CHANGE		IN-01 TO IN-16 (IE ALL INTERSECTIONS) UPDATE FROM BENCHMARK TO BESPOKE COST ESTIMATIONS		ALL ITEMS (BAR BR-01, PED-01 AND PED-02) UPDATED			IN-01 TO IN-05, IN-07, IN-08, IN-13 TO IN-16, BR-03 AS PER RECOMMENDED CHANGES ICP IN-06, IN-09 TO IN-12 POTENITALLY AS PER RECOMMENDED CHANGES ICP		TBC FOLLOWING THE POINTS OF POTENTIAL AGREEMENT FROM THE COSTINGS CONCLAVE	
ICP ITEM (PROJ ID)	PROJECT TITLE	DERSCRIPTION SUMMARY EG. PRIMARY TO	INTERIM OR ULTIMATE	AUTHORITY FOR ULTIMATE	SUBMISSION	EXHIBITED	RECOMMENDED CHANGES	EXHIBITED	RECOMMENDED CHANGE	EXHIBITED	RECOMMENDED CHANGE	EXHIBITED	RECOMMENDED CHANGE	EXHIBITED	RECOMMENDED CHANGE	DIFFERENCE	AGREED COST ESTIMATIONS	DIFFERENCE IN COST ESTIMATIONS	FINAL POSITION DESIGN TYPE	FINAL POSITION COST ESTIMATION
RD-01	Greigs Road: OMR to IN-05	Secondary arterial road	Interim	MCC	1, 2	100% standard	-	Benchmark (310 m)	Benchmark (565 m)	-	-	Benchmark	-	\$1,047,490	\$2,467,500	\$1,420,010	\$4,375 per m	-	Benchmark (565 m)	\$2,473,275
RD-02	Greigs Road: IN-05 to IN-06	Secondary arterial road	Interim	MCC	1, 2	100% standard	-	Benchmark (991 m)	Benchmark (1088 m)	3.29	-	Benchmark	-	\$3,348,589	\$4,738,125	\$1,389,536	\$4,375 per m	-	Benchmark (1088 m)	\$4,761,225
RD-03	Greigs Road: IN-06 to IN-07	Secondary arterial road	Interim	MCC	1, 2	100% standard	-	Benchmark (154 m)	Benchmark (227 m)	0.52	-	Benchmark	-	\$520,366	\$958,125	\$437,759	\$4,375 per m	-	Benchmark (227 m)	\$994,481
RD-04	Greigs Road: IN-07 to IN-08	Secondary arterial road	Interim	MCC	1, 2	100% standard	-	Benchmark (127 m)	Benchmark (218 m)	0.43	-	Benchmark	-	\$429,133	\$940,625	\$511,492	\$4,375 per m	-	Benchmark (218 m)	\$955,325
RD-05	Greigs Road: IN-08 to IN-03	Secondary arterial road	Interim	MCC	1, 2	100% standard	-	Benchmark (104 m)	Benchmark (140 m)	0.35	-	Benchmark	-	\$351,416	\$643,125	\$291,709	\$4,375 per m	-	Benchmark (140 m)	\$610,968
RD-06	Mt Atkinson Road: IN-06 to IN-09	Secondary arterial road	Interim	MCC	1, 2	100% standard	-	Benchmark (1230 m)	Benchmark (1157 m)	3.44	-	Benchmark	-	\$4,156,170	\$4,939,375	\$783,205	\$4,375 per m	-	Benchmark (1157 m)	\$5,063,668
RD-07	Mt Atkinson Road: IN-09 to IN-10	Secondary arterial road	Interim	MCC	1, 2	100% standard	-	Benchmark (684 m)	Benchmark (779 m)	0.68	-	Benchmark	-	\$2,311,236	\$3,390,625	\$1,079,389	\$4,375 per m	-	Benchmark (779 m)	\$3,407,206
RD-08	Mt Atkinson Road: IN-10) to Riding Boundary Road	Secondary arterial road	Interim	MCC	1, 2	100% standard	-	Benchmark (122 m)	Benchmark (197 m)	0.15	-	Benchmark	-	\$412,238	\$822,500	\$410,262	\$4,375 per m	-	Benchmark (197 m)	\$859,687
RD-09	Riding Boundary Road: IN-11 to IN-12	Secondary arterial road	Interim	MCC	1, 2	100% standard	-	Benchmark (338 m)	Benchmark (456 m)	-	-	Benchmark	-	\$1,142,102	\$1,890,000	\$747,898	\$4,375 per m	-	Benchmark (456 m)	\$1,996,225
RD-10	Riding Boundary Road: IN-12 to IN-13	Secondary arterial road	Interim	MCC	1, 2	100% standard	-	Benchmark (528 m)	Benchmark (645 m)	0.71	-	Benchmark	-	\$1,784,112	\$2,791,250	\$1,007,138	\$4,375 per m	-	Benchmark (645 m)	\$2,820,518
RD-11	Riding Boundary Road: IN-13 to IN-14	Secondary arterial road	Interim	MCC	1, 2	100% standard	-	Benchmark (421 m)	Benchmark (580 m)	0.52	-	Benchmark	-	\$1,422,559	\$2,765,000	\$1,342,441	\$4,375 per m	-	Benchmark (580 m)	\$2,537,893
RD-12	Mt Atkinson Road: IN-12 to IN-15	Secondary arterial road	Interim	MCC	1, 2	100% standard	-	Benchmark (845 m)	Benchmark (912 m)	1.15	-	Benchmark	-	\$2,855,255	\$3,981,250	\$1,125,995	\$4,375 per m	-	Benchmark (912 m)	\$3,992,537
IN-01	Hopkins Road & East-West Connector Road intersection	Primary arterial to connector road 3-way intersection and roundabout	Interim	VR	1, 2, 4	100% standard	-	Bespoke	N/A *	-	-	Benchmark	Bespoke	\$6,684,000	\$9,310,000	\$2,626,000	\$9,310,000	-	Bespoke	\$9,310,000
IN-02	Hopkins Road & East-West Connector Road intersection	Primary arterial to boulevard connector road 3-way intersection	Interim	VR	1, 2	100% standard	-	Bespoke	N/A *	0.05	-	Benchmark	Bespoke	\$4,925,000	\$5,936,000	\$1,011,000	\$5,936,000	-	Bespoke	\$5,936,000

INFRASTRUCTURE ITEMS SUMMARY INFORMATION						APPORTIONMENTS		DESIGN TYPE		PPL (HA)		COST ESTIMATION TYPE		COST ESTIMATION AMOUNTS			COST ESTIMATION CONCLAVE OUTCOMES		FINAL POSITION RECOMMENDED CHANGE JUNE	
						EXHIBITED	RECOMMENDED CHANGE	EXHIBITED	RECOMMENDED CHANGE	EXHIBITED	RECOMMENDED CHANGE	EXHIBITED	RECOMMENDED CHANGE	EXHIBITED	RECOMMENDED CHANGE	DIFFERENCE				
SUMMARY OF CHANGES						IN-04, BR-01, BR-02, BR-03 AND CU-01 MOVED FROM STANDARD LEVY TO SUPPLEMENTARY (WHOLLY OR PART OF)		BR-02 BESPOKE RE-DESIGN RD01 TO RD-12 (IE ALL ROADS) ROAD LENGTH CORRECTIONS		NO CHANGE		IN-01 TO IN-16 (IE ALL INTERSECTIONS) UPDATE FROM BENCHMARK TO BESPOKE COST ESTIMATIONS		ALL ITEMS (BAR BR-01, PED-01 AND PED-02) UPDATED			IN-01 TO IN-05, IN-07, IN-08, IN-13 TO IN-16, BR-03 AS PER RECOMMENDED CHANGES ICP IN-06, IN-09 TO IN-12 POTENITALLY AS PER RECOMMENDED CHANGES ICP		TBC FOLLOWING THE POINTS OF POTENTIAL AGREEMENT FROM THE COSTINGS CONCLAVE	
ICP ITEM (PROJ ID)	PROJECT TITLE	DERSCRIPTION SUMMARY EG. PRIMARY TO PRIMARY	INTERIM OR ULTIMATE	AUTHORITY FOR ULTIMATE	SUBMISSION	EXHIBITED	RECOMMENDED CHANGES	EXHIBITED	RECOMMENDED CHANGE	EXHIBITED	RECOMMENDED CHANGE	EXHIBITED	RECOMMENDED CHANGE	EXHIBITED	RECOMMENDED CHANGE	DIFFERENCE	AGREED COST ESTIMATIONS	DIFFERENCE IN COST ESTIMATIONS	FINAL POSITION DESIGN TYPE	FINAL POSITION COST ESTIMATION
IN-03	Hopkins Road & Greigs Road intersection	Primary arterial to secondary arterial 3-way Intersection	Interim	VR	1, 2	100% standard	-	Bespoke	N/A *	0.36	-	Benchmark	Bespoke	\$3,940,000	\$4,972,000	\$1,032,000	\$4,972,000	-	Bespoke	\$4,972,000
IN-04	Hopkins Road & east-west boulevard connector road 3-way Intersection	Primary arterial to boulevard connector road 3-way Intersection	Interim	VR	1, 2	100% standard	31.7% standard 68.3% supplementary	Bespoke	N/A *	0.33	-	Benchmark	Bespoke	\$3,663,000	\$4,765,000	\$1,102,000	\$4,765,000	-	Bespoke	\$4,765,000
IN-05	Greigs Road & north-south connector road intersection	Secondary arterial to connector road 4-way Intersection	Interim	MCC	1, 2	100% standard	-	Bespoke	N/A *	0.87	-	Benchmark	Bespoke	\$4,384,260	\$3,372,000	-\$1,012,260	\$3,372,000	-	Bespoke	\$3,372,000
IN-06	Greigs Road & Mt Atkinson Road intersection	Secondary arterial and connector road to secondary arterial 4-way Intersection	Interim	MCC	1, 2	100% standard	-	Bespoke	N/A *	1.58	-	Benchmark	Bespoke	\$5,146,000	\$4,059,000	-\$1,087,000	Potential agreement on recommended changes (May) ICP		Bespoke	tbc
IN-07	Greigs Road & north-south connector road intersection	Secondary arterial to connector road 4-way Intersection	Interim	MCC	1, 2	100% standard	-	Bespoke	N/A *	1.28	-	Benchmark	Bespoke	\$4,384,260	\$3,270,000	-\$1,114,260	\$3,270,000	-	Bespoke	\$3,270,000
IN-08	Greigs Road & north-south connector road intersection	Secondary arterial to connector road 4-way Intersection	Interim	MCC	1, 2	100% standard	-	Bespoke	N/A *	1.31	-	Benchmark	Bespoke	\$4,384,260	\$3,428,000	-\$956,260	\$3,428,000	-	Bespoke	\$3,428,000
IN-09	Mt Atkinson Road & east-west connector boulevard intersection	Secondary arterial to boulevard connector road 4-way Intersection	Interim	MCC	1, 2	100% standard	-	Bespoke	N/A *	0.78	-	Benchmark	Bespoke	\$4,384,260	\$4,042,000	-\$342,260	\$3,411,000 (TBC tabled in Cardno evidence to correct cost sheet error)	-\$631,000	Bespoke	\$3,411,000 (correct cost sheet error)
IN-10	Mt Atkinson Road & east-west connector road intersection	Secondary arterial to connector road 4-way Intersection	Interim	MCC	1, 2	100% standard	-	Bespoke	N/A *	1.08	-	Benchmark	Bespoke	\$4,384,260	\$4,088,000	-\$296,260	Potential agreement on recommended changes (May) ICP	-	Bespoke	Tbc
IN-11	Riding Boundary Road & north-south connector road intersection	Secondary arterial to connector road 3-way Intersection	Interim	MCC	1, 2	100% standard	-	Bespoke	N/A *	1.28	-	Benchmark	Bespoke	\$4,384,260	\$5,052,000	\$667,740	Potential agreement on recommended changes (May) ICP	-	Bespoke	tbc
IN-12	Riding Boundary Road & Mt Atkinson Road intersection	Secondary arterial to secondary arterial 4-way Intersection	Interim	MCC	1, 2	100% standard	-	Bespoke	N/A *	1.15	-	Benchmark	Bespoke	\$5,146,000	\$4,859,000	-\$287,000	Potential agreement on recommended changes (May) ICP	-	Bespoke	tbc

INFRASTRUCTURE ITEMS SUMMARY INFORMATION						APPORTIONMENTS		DESIGN TYPE		PPL (HA)		COST ESTIMATION TYPE		COST ESTIMATION AMOUNTS			COST ESTIMATION CONCLAVE OUTCOMES		FINAL POSITION		
						EXHIBITED	RECOMMENDED CHANGE	EXHIBITED	RECOMMENDED CHANGE	EXHIBITED	RECOMMENDED CHANGE	EXHIBITED	RECOMMENDED CHANGE	EXHIBITED	RECOMMENDED CHANGE	DIFFERENCE			RECOMMENDED CHANGE	JUNE	
SUMMARY OF CHANGES						IN-04, BR-01, BR-02, BR-03 AND CU-01 MOVED FROM STANDARD LEVY TO SUPPLEMENTARY (WHOLLY OR PART OF)		BR-02 BESPOKE RE-DESIGN RD01 TO RD-12 (IE ALL ROADS) ROAD LENGTH CORRECTIONS		NO CHANGE		IN-01 TO IN-16 (IE ALL INTERSECTIONS) UPDATE FROM BENCHMARK TO BESPOKE COST ESTIMATIONS		ALL ITEMS (BAR BR-01, PED-01 AND PED-02) UPDATED			IN-01 TO IN-05, IN-07, IN-08, IN-13 TO IN-16, BR-03 AS PER RECOMMENDED CHANGES ICP IN-06, IN-09 TO IN-12 POTENITALLY AS PER RECOMMENDED CHANGES ICP		TBC FOLLOWING THE POINTS OF POTENTIAL AGREEMENT FROM THE COSTINGS CONCLAVE		
ICP ITEM (PROJ ID)	PROJECT TITLE	DERSCRIPTION SUMMARY EG. PRIMARY TO PRIMARY	INTERIM OR ULTIMATE	AUTHORITY FOR ULTIMATE	SUBMISSION	EXHIBITED	RECOMMENDED CHANGES	EXHIBITED	RECOMMENDED CHANGE	EXHIBITED	RECOMMENDED CHANGE	EXHIBITED	RECOMMENDED CHANGE	EXHIBITED	RECOMMENDED CHANGE	DIFFERENCE	AGREED COST ESTIMATIONS	DIFFERENCE IN COST ESTIMATIONS	FINAL POSITION DESIGN TYPE	FINAL POSITION COST ESTIMATION	
IN-13	Riding Boundary Road & north-south connector road and local access road intersection	Secondary arterial to connector road/local access road 4-way Intersection	Interim	MCC	1, 2	100% standard	-	Bespoke	N/A *	1.48	-	Benchmark	Bespoke	\$4,384,260	\$4,818,000	\$433,740	\$4,818,000	-	Bespoke	\$4,818,000	
IN-14	Riding Boundary Road & Hopkins Road intersection	Primary arterial to secondary arterial 3-way Intersection	Interim	VR	1, 2	100% standard	-	Bespoke	N/A *	0.18	-	Benchmark	Bespoke	\$3,710,000	\$4,857,000	\$1,147,000	\$4,857,000	-	Bespoke	\$4,857,000	
IN-15	Mt Atkinson Road & east west connector road intersection	Secondary arterial to connector road 3-way Intersection	Interim	MCC	1, 2	100% standard	-	Bespoke	N/A *	0.76	-	Benchmark	Bespoke	\$4,384,260	\$3,627,000	-\$757,260	\$3,627,000	-	Bespoke	\$3,627,000	
IN-16	East-west connector road & Hopkins Road intersection	Primary arterial to connector road 3-way Intersection	Interim	VR	1, 2	100% standard	-	Bespoke	N/A *	0.54	-	Benchmark	Bespoke	\$3,930,000	\$5,539,000	\$1,609,000	\$5,529,000 (TBC to correct ICP typographical error)	-\$10,000	Bespoke	\$5,529,000	
BR-01	Pedestrian and cyclists bridge	Pedestrian and cycle bridge	Ultimate	MCC	-	50% standard 50% Plumpton & Kororoit ICP standard levy	50% supplementary 50% Plumpton & Kororoit ICP standard levy	Bespoke	N/A **	N/A **	N/A **	N/A **	N/A **	\$7,678,564	N/A **	N/A **	N/A **	N/A **	N/A **	Bespoke	\$7,678,564
BR-02	Pedestrian and cyclists bridge	Pedestrian and cycle bridge	Ultimate	MCC	2	100% standard	100% supplementary	Bespoke (SMEC)	Bespoke (Cardno)	0.07	-	Bespoke	-	\$6,128,000	\$5,184,000	-\$944,000	No agreement reached	-	Bespoke (Cardno)	tbc	
BR-03	Hopkins Road level crossing upgrade	Level crossing upgrade	Ultimate	MCC	-	100% standard	100% supplementary	Bespoke	-	-	-	Bespoke	-	\$938,000	\$1,005,000	\$67,000	\$1,005,000	-	Bespoke	\$1,005,000	
CU-01	Riding Boundary Road drainage culvert	Culvert	Interim	MCC	2	36% standard 64% supplementary	100% supplementary	N/A	-	-	-	Bespoke	-	\$2,491,000	\$1,171,000	-\$1,320,000	No agreement reached	-	Bespoke	tbc	
PS-01	Signalised Pedestrian Crossing	Signalised pedestrian crossing	Interim	MCC	-	100% standard	-	N/A	-	-	-	Bespoke	-	\$276,614	-	-	No tabled evidence	N/A	Bespoke	\$276,614	
PS-02	Signalised pedestrian crossing – Mt Atkinson road	Signalised pedestrian crossing	Interim	MCC	-	100% standard	-	N/A	-	-	-	Bespoke	-	\$276,614	-	-	No tabled evidence	N/A	Bespoke	\$276,614	
CI-01	Indoor recreation facility	N/A (no construction)	N/A	MCC		N/A	N/A	N/A	N/A	0.67	-	N/A	N/A	N/A	N/A	N/A	No tabled evidence	N/A	N/A	N/A	
CI-02	Indoor recreation facility	Level 2 community facility	Ultimate	MCC		100% standard	-	Benchmark	-	0.40	-	Benchmark	-	\$7,648,000	\$8,928,000	\$1,280,000	No tabled evidence	N/A	Benchmark	\$8,928,000	
CI-03	Indoor recreation facility	Level 1 community facility	Ultimate	MCC		100% standard	-	Benchmark	-	0.81	-	Benchmark	-	\$6,398,000	\$7,606,000	\$1,208,000	No tabled evidence	N/A	Benchmark	\$7,606,000	

INFRASTRUCTURE ITEMS SUMMARY INFORMATION						APPORTIONMENTS		DESIGN TYPE		PPL (HA)		COST ESTIMATION TYPE		COST ESTIMATION AMOUNTS			COST ESTIMATION CONCLAVE OUTCOMES		FINAL POSITION RECCOMENDED CHANGE JUNE		
						EXHIBITED	RECOMMENDED CHANGE	EXHIBITED	RECOMMENDED CHANGE	EXHIBITED	RECOMMENDED CHANGE	EXHIBITED	RECOMMENDED CHANGE	EXHIBITED	RECOMMENDED CHANGE	DIFFERENCE					
SUMMARY OF CHANGES						IN-04, BR-01, BR-02, BR-03 AND CU-01 MOVED FROM STANDARD LEVY TO SUPPLEMENTARY (WHOLLY OR PART OF)		BR-02 BESPOKE RE-DESIGN RD01 TO RD-12 (IE ALL ROADS) ROAD LENGTH CORRECTIONS		NO CHANGE		IN-01 TO IN-16 (IE ALL INTERSECTIONS) UPDATE FROM BENCHMARK TO BESPOKE COST ESTIMATIONS		ALL ITEMS (BAR BR-01, PED-01 AND PED-02) UPDATED			IN-01 TO IN-05, IN-07, IN-08, IN-13 TO IN-16, BR-03 AS PER RECOMMENDED CHANGES ICP IN-06, IN-09 TO IN-12 POTENITALLY AS PER RECOMMENDED CHANGES ICP		TBC FOLLOWING THE POINTS OF POTENTIAL AGREEMENT FROM THE COSTINGS CONCLAVE		
ICP ITEM (PROJ ID)		PROJECT TITLE	DERSCRIPTION SUMMARY EG. PRIMARY TO	INTERIM OR ULTIMATE	AUTHORITY FOR ULTIMATE	SUBMISSION	EXHIBITED	RECOMMENDED CHANGES	EXHIBITED	RECOMMENDED CHANGE	EXHIBITED	RECOMMENDED CHANGE	EXHIBITED	RECOMMENDED CHANGE	EXHIBITED	RECOMMENDED CHANGE	DIFFERENCE	AGREED COST ESTIMATIONS	DIFFERENCE IN COST ESTIMATIONS	FINAL POSITION DESIGN TYPE	FINAL POSITION COST ESTIMATION
CI-04	Indoor recreation facility	Level 1 community facility	Ultimate	MCC			100% standard	-	Benchmark	-	0.80	-	Benchmark	-	\$6,398,000	\$7,606,000	\$1,208,000	No tabled evidence	N/A	Benchmark	\$7,606,000
OS-01	Mt Atkinson West sports reserve	8 to 10 ha sports reserve and pavilion	Ultimate	MCC			100% standard	-	Benchmark	-	10.00	-	Benchmark	-	\$14,655,000 (correct cost is \$12,052,500)	\$12,011,000	-\$2,644,000	No tabled evidence	N/A	Benchmark	\$12,011,000
OS-02	Mt Atkinson North sports reserve	5 to 6 ha sports reserve and pavilion	Ultimate	MCC			100% standard	-	Benchmark	-	3.31	-	Benchmark	-	\$10,347,000 (correct cost is \$8,899,082)	\$9,677,000	-\$670,000	No tabled evidence	N/A	Benchmark	\$9,677,000
OS-03	Mt Atkinson East sports reserve	8 to 10 ha sports reserve and pavilion	Ultimate	MCC			100% standard	-	Benchmark	-	10.01	-	Benchmark	-	\$14,667,990 (correct cost is \$12,052,500)	\$12,011,000	-\$2,656,990	No tabled evidence	N/A	Benchmark	\$12,011,000
LEGEND																					
N/A *	Functional layout plan settled through the gazetted Mt Atkinson & Tarneit Plains PSP process																				
N/A **	Functional layout plan and cost estimations settled through the gazetted Plumpton & Kororoit ICP																				

Submitter 1: Mt Atkinson Holdings

Item No.	Issue category	Submission	Change to the amendment	Cardno Stakeholder Comments Review (13 Dec 2018)	Cardno – Results Application (12 Apr 2019)	VPA responses	Status	Costing Conclave
1.01	Benchmark Costings (cost estimates)	There are disparities in the exhibited ICP between the benchmarks and actual costs. Costs should reflect up-to-date construction costs and designs should accurately reflect the scope of works. If this cannot be achieved, suggest that the benchmark costs be regarded as high level estimates only, and that detailed design/costs will need to be prepared.	Yes	-	-	Agreed in part. The Benchmark Costings reports has been updated, including the template design and template cost estimates. The Recommended Changes (June) ICP has been updated where it has been informed by the Benchmark Costings report. In terms of the disparities between the costings within the Benchmark Costings report and actual costs: the purpose of the Benchmark Costings report is to inform cost estimates based on concept plans for budgeting purposes, not based on actual construction costs and detailed designs. The application of the P90 rates in the Benchmark Costings report is to provide a 90% probability that the cost estimates will not be exceeded.	Resolved for the VPA	-
1.02	Benchmark Costings (infrastructure designs)	Suggest that VicRoads should commit to designs so that further specifications/costs are not required at a later stage in the implementation of the PSP.	No	-	-	In its email to the Panel dated 13 May 2019, in relation to its contribution to Amendment C201 (and then Amendment GC102 for Whittlesea and Mitchell), VicRoads noted: <i>At this stage, VicRoads considers its contribution to be largely complete and intends to rely in future on the 'Whole of Government' submission being prepared by the Victorian Planning Authority for this matter.</i>	Resolved for the VPA	-
1.03 CU-01	ICP infrastructure item cost estimates	For the cost estimation for CU-01: - 'Stripping of Topsoil' (m2) appears high at \$750,000 which suggests the rate adopted (\$3,000 per square metre) is incorrect. - Line Item 'Foundation Slab 3000 x 3000 (200 mm) appears high and the rate shown (\$1,299 per square metre) incorrect.	Yes	Section 4.2, p.8	Section 2.1.2, p.7	Agreed. Cardno has updated the bespoke cost estimation for CU-01 as discussed on page 7 of Cardno's Benchmark Infrastructure Costing - Result Application Report (12 April 2019) and is costed at \$1,170,513. In response to submission particulars: - line item 'stripping of topsoil' has been revised from P50 of \$3,000 to P90 of \$4.49 - line item 'foundation slab' has been revised from P50 \$1,299 to \$243	Resolved for the VPA	1.3 a) Points of current remaining disagreement (CU-01)
1.04 BR-03	ICP infrastructure item cost estimates	BR-03 has a lump sum cost of \$500,000 for 'crossing construction/materials'. MAH question how this sum was arrived at and consider it quite high.	Yes	Section 4.2, p.8	Section 2.1.3, p.8	Agreed. Cardno has updated the bespoke cost estimation for BR-03 as discussed on page 8 of Cardno's Benchmark Infrastructure Costing – Result Application Report (12 April 2019) and is costed at \$1,004,245.	Resolved for the VPA	1.1 b) Points of agreement (BR-03)
1.05	Benchmark Costings (cost estimates)	The road cost estimates have an allowance for \$88,145 for traffic management allowed on roads that does not currently exist will not require traffic management to construct.	Yes	-	-	Agreed. Cardno has updated the road cost estimates to apply zero quantities to line item "traffic management".	Resolved for the VPA	-
1.06 RD-01 to RD-12	ICP infrastructure item cost estimates	Confirm road length measurements. The submission identified the following measurements for road lengths from RD-01 to RD-12 respectively: 556 m, 1,084 m, 213 m, 222 m, 149 m, 1,166 m, 757 m, 200 m, 436 m, 621 m, 646 m and 904 m.	Yes	Section 5.1, page 9	-	Agreed. The VPA has updated the road length measurements in the Recommended Changes (June) ICP. The VPA's initial review of the road length measurements as part of Cardno's Stakeholder Comments Review in December 2018 confirmed the exhibited road lengths as correct. However further review identified the need to correct the road lengths resulting in an additional 1,078 m of road. This correction was the subject of the further notification of the Recommended Changes (May) ICP.	Resolved as submitted	1.1 a) Points of agreement (RD-01 to RD-12)

Submitter 2: Melton City Council

Item No.	Issue category	Submission	Change to the amendment	Cardno Stakeholder Comments Review (13 Dec 2018)	Cardno – Results Application (12 Apr 2019)	VPA responses	Status	Costing Conclave
2.01	ICP and PSP inconsistency	The ICP should match the approved PSP and specifically for the following aspects of infrastructure items: staging and descriptions.	Yes	-	-	Agreed that the ICP and PSP should match for infrastructure item identification, staging, descriptions and public purpose land size. In some cases, to ensure that the ICP aligns with wording in the Ministerial Direction, the PSP will be updated.	Resolved	-
2.02	ICP cost estimates	Given that the transport projects in the Mt Atkinson & Tarneit Plains ICP are based on bespoke designs, it is inappropriate for the VPA to use benchmark costs for these projects. Council requests that the VPA use the cost estimates prepared by WT Partnership that accompany this submission.	Yes	Section 4.2, p. 5 to 7	Section 2.1.1, p.7	Agreed. The Recommended Changes (June) ICP includes updated costs for transport construction infrastructure items including: intersection cost estimates which were benchmark are now bespoke, and demolition line item has been added to intersection cost estimates where appropriate (intersection cost estimates are discussed further at 2.04 below).	Resolved for the VPA	-
2.03	Benchmark Costings (cost estimates)	WTP cost estimates for road projects should be adopted.	Yes	-	-	Agreed. The Recommended Changes (June) ICP road cost estimates, which are based on the Benchmark Costings, have been updated. The Benchmark Costings cost estimates for roads have been indexed which increased most line items by 10 to 15%. The line items that increased more than the indexation include: - at line item "site preparation" quantities added - at line item "cycle path" P90 rate increased from P90 rates from \$77 to \$92 per sqm - at line item "landscaping" quantities added - at all line items under "delivery" P90 rates increased by 30%	Resolved for the VPA	1.1 (a) Point of agreement (RD-01 to RD-12)
2.04 IN-05 - IN-10	Benchmark Costings (cost estimates)	Benchmark cost estimates applied to intersections 05/06/07/08/09/10 should be updated with WTP cost estimate review	Yes	Section 4.2, p.5	Section 2.2.1, p.7	Agreed in part. The Recommended Changes (June) ICP intersection cost estimates have been updated from benchmark to bespoke using the verified set of rates from the Benchmark Costings. Of note, the benchmark cost estimates have been updated with indexation which increased most line items by 10 to 15%. The line items that increased more than the indexation include: - at line item "site preparation" - quantities added - at line item "cycle path" P90 rate increased from P90 rates from \$77 to \$92 per sqm - at line item "landscaping" quantities added - at line item "sub-grade" quantities were added - at line item "drainage-sub-soil" P90 rates increased from \$26 to \$43 per metre - at line item "street lighting" P90 rates updated from zero to ~\$55,000 per item - at all line items under "delivery" P90 rates increased by 22%	Resolved for the VPA pending conclave outcomes	1.1 b) Points of agreement (IN-05, IN-07, IN-08) 1.2 b) Points of discussion and potential agreement (IN-09) 1.2 c) Points of discussion and potential agreement (IN-06, IN-09, IN-10)
2.05 IN-11	ICP infrastructure item cost estimation	Benchmark cost estimates applied to intersection 11 should be updated with WTP cost estimate review	Yes	Section 4.2, p.6	Section 2.2.1, p.7	Agreed in part. The Recommended Changes (June) ICP cost estimate for IN-11 has been updated from a benchmark to bespoke cost estimate to reflect its bespoke design.	Resolved for the VPA pending conclave outcomes	1.2 c) Points of discussion and potential agreement (IN-11)
2.06 IN-12	ICP infrastructure item cost estimation	Benchmark cost estimates applied to intersection 12 should be updated with WTP cost estimate review	Yes	Section 4.2, p.6	Section 2.2.1, p.7	Agreed in part. The Recommended Changes (June) ICP cost estimate for IN-12 has been updated from a benchmark to bespoke cost estimate to reflect its bespoke design.	Resolved for the VPA pending conclave outcomes	1.2 c) Points of discussion and potential agreement (IN-12)
2.07 IN-13	ICP infrastructure item cost estimation	Benchmark cost estimates applied to intersection 13 should be updated with WTP cost estimate review	Yes	Section 4.2, p.6	Section 2.2.1, p.7	Agreed in part. The Recommended Changes (June) ICP cost estimate for IN-13 has been updated from a benchmark to bespoke cost estimate to reflect its bespoke design.	Resolved	1.1 b) Points of agreement (IN-13)

2.08 IN-14 and IN-16	ICP infrastructure item cost estimation	Bespoke cost estimates applied to intersections 14 & 16 should be updated with WTP cost estimate review	Yes	Section 4.2, p.7	Section 2.2.1, p.7	Agreed in part. The Recommended Changes (June) ICP cost estimates for IN-14 and IN-16 has been updated from a benchmark to bespoke cost estimate to reflect their bespoke design. The cost estimates for these intersections also include line items for "demolition" and "high pressure gas pipeline protection slab".	Resolved for the VPA	1.1 b) Points of agreement (IN-14) 1.2 a) Points of discussion and potential agreement (IN-16)
2.09 IN-15	ICP infrastructure item cost estimation	Benchmark cost estimates applied to intersections 15 should be updated with WTP cost estimate review	Yes	Section 4.2, p.7	Section 2.2.1, p.7	Agreed in part. The Recommended Changes (June) ICP cost estimates for IN-15 in the ICP have been updated from the Benchmark Costings template cost estimates to bespoke cost estimates to reflect its bespoke design.	Resolved for the VPA	1.1 b) Points of agreement (IN-15)
2.10 BR-01, BR-02, BR-03	ICP infrastructure item cost estimation	The three bridge projects (BR-01, BR-02 and BR-03) should be supplementary levy items to ensure adequate money is collected to cover the cost of construction of the required transport projects. The supplementary levy should be increased to \$18,375 per net developable hectare to cover the cost of constructing the transport projects. Revise concept design and cost estimate for BR-02 due to constructability issues noted in feedback provided	Yes	Section 4.2, p.8	Section 2.1.3, p.8	Agreed to list BR-01, BR-02 and BR-03 as supplementary levy items. This change is in response to the reallocation of the standard levy cap and accords with the supplementary levy item criteria at Clause 17 of the Ministerial Direction. For the ICP cost estimation of BR-02, Cardno has updated the bespoke design (prepared by SMEC in the exhibited ICP and by Cardno in the Recommended Changes (June) ICP) and associated cost estimation. The updated bespoke design is discussed on page 8 of Cardno's Benchmark Infrastructure Costing - Result Application Report (12 April 2019) and is costed at approximately \$5.2 million.	Unresolved	1.1 b) Points of agreement (BR-03) 1.3 a) Points of current remaining disagreement (BR-02)
2.11 CU-01	ICP infrastructure item cost estimation	The culvert project (CU-01) should be a supplementary levy item to ensure adequate money is collected to cover the cost of construction of the required transport projects. The supplementary levy should be increased to \$18,375 per net developable hectare to cover the cost of constructing the transport projects.	Yes	Section 4.2, p.8	Section 2.1.2, p.7	Agreed to list CU-01 as supplementary levy item. This change is in response to the reallocation of the standard levy cap and accords with the supplementary levy item criteria at Table 4 of the Ministerial Direction. For the ICP cost estimation of CU-01, Cardno has updated the bespoke design and associated bespoke cost estimation. The updated bespoke design is discussed on page 7 of Cardno's Benchmark Infrastructure Costing - Result Application Report (12 April 2019).	Resolved for the VPA pending conclave outcomes	1.3 a) Points of current remaining disagreement (CU-01)
2.12	ICP legislation and implementation	Concerned that the current capped rate for the Community & Recreation Construction Levy is insufficient.	Yes	-	-	Clause 19.03-1S of the Melton Planning Scheme seeks to facilitate the timely provision of planned infrastructure through the implementation of ICP, noting that these documents manage "contributions towards infrastructure". It is not the purpose of the ICP to collect the total funds to deliver infrastructure. The community and recreation standard levy is capped and set by the Minister for Planning. In his letter dated 30 March 2019, the Minister for Planning wrote to the CEOs of Melton, Whittlesea and Mitchell Shire Councils that the Victorian Government has no plan to amend the standard levy for community and recreation infrastructure, nor grant an exemption for the Mt Atkinson & Tarneit Plains and Donnybrook-Woodstock ICP to comply with the Ministerial Direction.	Resolved for the VPA	-
2.13 CI-01	ICP legislation and implementation	Review the arrangements relating to the Mt Atkinson Indoor Recreation Centre by inserting a clause as was included in Amendment C195 (Plumpton & Kororoit ICP) to the Melton Planning Scheme.	Yes	-	-	Agreed to include the same clause that was added to the Plumpton-Kororoit ICP, as recommended by the Panel, in relation to land for an indoor recreation facility being an allowable item. This clause is to accommodate an omission in the Ministerial Direction that will be rectified with the next time the document is updated.	Resolved	-
2.14	ICP legislation and implementation	Direction to be provided to Councils on how the public land contribution system will operate: -Details to be provided on how the public land contributions will be indexed annually? -When should land equalisation be paid to Council, and when should land credit amounts be paid to landowners? -Can land equalisation money be held in an account that accrues interest?	Yes	-	-	The Ministerial Direction and Recommended Changes ICO3 sets out: - Indexation requirements, including separate indexation methods and timing for standard levy rates, supplementary levy items, community and recreation construction cap, as well as land equalisation and land credit amounts. The Recommended Changes (June) ICP has been updated to accord the Ministerial Direction on indexation. - The timing of payment of the land equalisation and land credits amounts are set out at Sections 5.7.1 and 5.8 of the Recommended Changes (June) ICP respectively. - It is intended that money collected by the collecting agency from land equalisation amounts can be held in an account that accrues interest and that all interest earned is to be spent on delivering infrastructure projects in the ICP plan area.	Resolved for the VPA	-
2.15	ICP legislation and implementation	Council recommends that DELWP work with the VPA and Councils to review the Community and Recreation construction levy, given the shortfall between the money collected and the actual cost of delivery of this infrastructure. For the Mt Atkinson & Tarneit Plains ICP area only 62% of the money required for the construction of essential community and recreation infrastructure will be collected (according to WT Partnership cost estimates on behalf of Melton	No	-	-	See response provided at 2.12 above.	Resolved for the VPA	-

		Council). The cumulative community and recreation construction shortfall for Mt Atkinson and Tarneit Plains and the Kororoit and Plumpton PSPs which are all under the ICP systems is \$57,830,894.						
2.16	Administrative errors	ICP Section 2.2 (p.5) Incorrect reference made to Clause 45.10 to the Infrastructure Contributions Overlay	Yes	-	-	Agreed to update this reference.	Resolved	-
2.17	Administrative errors	ICP Table 5 (p.12-13) The staging for road projects RD-01, RD-02, RD-04, RD-05, RD-07, RD-08, RD-11, and RD-12 do not match the staging in the approved PSP.	Yes	-	-	Agreed to update staging in the ICP to reflect the PSP, as the latter document identifies the correct staging.	Resolved	-
2.18	Administrative errors	ICP Table 5 (p.12-13) The project description for road project RD-01 does not match the description of this project in the approved PSP. Change the description of this road project to match the description in the approved PSP: Construction of a 2 lane carriageway, excluding intersections (interim treatment) within the existing Greigs Road reserve.	Yes	-	-	Agreed to update the PSP text to reflect the ICP, as the latter document identifies the correct wording and as consistent with the allowable items list in the Ministerial Direction.	Resolved	-
2.19	Administrative errors	ICP Table 5 (p.12-13) The project description for road projects RD-02, RD-03, RD-04, RD-05, RD-06, RD-07, RD-08, RD-09, RD-10, RD-11, and RD-12 do not match the description of these projects in the approved PSP. Change the description of the road projects to match the description in the approved PSP: Construction of a 2 lane carriageway, excluding intersections (interim treatment).	Yes	-	-	Agreed to update the PSP text to reflect the ICP, as the latter document identifies the correct wording and as consistent with the allowable items list in the Ministerial Direction.	Resolved	-
2.20	Administrative errors	ICP Table 5 (p.14-16) The staging for intersection projects IN-03, IN-05, IN-07, IN-08, IN-13, and IN-16 do not match the staging of these projects in the approved PSP.	Yes	-	-	Agreed to update staging in the ICP to reflect the PSP, as the latter document identifies the correct staging.	Resolved	-
2.21	Administrative errors	ICP Table 5 (p.16) The staging for culvert project CU-01 does not match the staging for this project in the approved PSP.	Yes	-	-	Agreed to update staging in the ICP to reflect the PSP, as the latter document identifies the correct staging.	Resolved	-
2.22	Administrative errors	ICP Table 5 (p.16) PS-02 the title of this project does not match the PSP. Change the project title of PS-02 to match the PSP. The title should be Pedestrian Signals – Boulevard Connector Road.	Yes	-	-	Agree. Update wording in the ICP to reflect the PSP.	Resolved	-
2.23	Administrative errors	ICP Table 6 (p17) The staging for culvert project CU-01 does not match the staging of this project in the approved PSP.	Yes	-	-	Agreed to update staging in the ICP to reflect the PSP, as the latter document identifies the correct staging.	Resolved	-
2.24	Administrative errors	ICP Table 7 (p.20) The staging for community building project CI-04 does not match the staging of this project in the approved PSP.	Yes	-	-	Agreed to update staging in the ICP to reflect the PSP, as the latter document identifies the correct staging.	Resolved	-
2.25	Administrative errors	ICP Table 7 (p.21) The staging of recreation projects OS-02 and OS-03 do not match the staging of these projects in the approved PSP.	Yes	-	-	Agreed to update staging in the ICP to reflect the PSP, as the latter document identifies the correct staging.	Resolved	-
2.26	Administrative errors	ICP Plan 4 (p.24) Land is required for the provision of BR-02 (p.27), however this is not shown on Plan 4 Plan 4 should show project BR-02	Yes	-	-	Agreed to update Plan 4 to identify BR-02 .	Resolved	-
2.27	Administrative errors	ICP Table 8 (p.25) The staging of road projects RD-02, RD-04, RD-05, RD-07, RD-08, and RD-11 do not match the staging of these projects in the approved PSP.	Yes	-	-	Agreed to update staging in the ICP to reflect the PSP, as the latter document identifies the correct staging.	Resolved	-
2.28	Administrative errors	ICP Table 8 (p.26-27) The staging of intersection projects IN-03, IN-05, 17-07, IN-08, IN-13, and IN-16 do not match the staging of these projects in the approved PSP.	Yes	-	-	Agreed to update staging in the ICP to reflect the PSP, as the latter document identifies the correct staging.	Resolved	-
2.29	Administrative errors	ICP Table 8 (p.26-27)The project descriptions for intersection projects IN-02, IN-03, IN-04, IN-05, IN-06, IN-07, IN-08, IN-09, IN-10, IN-11, IN-12, IN-13, IN-14, IN-15 and IN-16 do not match the project descriptions of these projects in the approved PSP. Simplify the project description of the intersection projects to read: Purchase of land for an intersection at an ultimate standard.	Yes	-	-	Agree. Update wording in the ICP to reflect: Purchase of land for an intersection at an ultimate standard.	Resolved	-
2.30	Administrative errors	ICP Table 7 and 8 (p.20, 27-28) The staging of community and recreation projects CI-04, OS-02, OS-03, OS-13, OS-19, OS-21, OS-25, OS-26, OS-31, OS-32, OS-33, and OS-36 do not match the staging of these projects in the approved PSP.	Yes	-	-	Agreed to update staging in the ICP to reflect the PSP, as the latter document identifies the correct staging.	Resolved	-
2.31	Administrative errors	p.40 The Mt Atkinson ICP refers to Section 5.9.1 as Temporary Works, whereas the Plumpton and Kororoit ICP refers to it as Interim and Temporary	Yes	-	-	Agreed to update the wording (now section 5.10.1) to read Interim and Temporary Works.	Resolved	-

		Works. Preference for consistency and raising issue that ICP doesn't reference temporary works. Council prefers the wording in the Plumpton and Kororoit ICP, as this is a more inclusive description.						
2.32	Administrative errors	p.52 The net developable area for property R5 in Table 17 in the ICP do not match the areas in Appendix A in the Mt Atkinson and Tarnett Plains PSP. The net developable area for R5 in Table 17 in the ICP is 3.24 hectares, whereas the PSP identifies 3.56 hectares.	Yes	-	-	Agreed to update the net developable area for R5 in the PSP to 3.24 ha to match the ICP, the latter which is correct.	Resolved for the VPA (PSP to be updated as part of the ICP adoption process)	-
2.33	Administrative errors	Appendix 4 (p.63) IN-03 the ultimate kerb alignment of the intersection is not included. IN-03 should be amended to include the ultimate kerb alignment.	Yes	-	-	Agreed to identify ultimate kerb alignment.	Resolved for the VPA (update as part of ICP adoption)	-
2.34	Administrative errors	Appendix 4 (p.64) IN-04 the industrial road width in the ICP (29.0m) does not match the cross-section in the PSP (26.0m). IN-04 should be amended to match the industrial road cross-section width in the PSP.	Yes	-	-	Agreed to update IN-04 will be relabelled from 'industrial connector' to boulevard connector. The boulevard connector has a cross section of 28m-31m, dependent on the median width.	Resolved for the VPA (update as part of ICP adoption)	-
2.35	Administrative errors	Appendix 4 (p.65) IN-05 the secondary road width in the ICP (37.5m) does not match the cross-section in the PSP (34.0m). IN-05 should be amended to match the secondary road cross-section in the PSP.	Yes	-	-	Agreed to update IN-05 to include intersection flaring of 37.5m to accommodate left turning lane. The intersection tapers to the standard secondary cross section	Resolved for the VPA (update as part of ICP adoption)	-
2.36	Administrative errors	Appendix 4 (p.69) IN-09 the secondary road width in the ICP (37.5m) does not match the cross-section in the PSP (34.0m). IN-09 should be amended to match the secondary road cross-section in the PSP.	Yes	-	-	Agreed to update IN-09 to include intersection flaring of 37.5m to accommodate left turning lane. The intersection tapers to the standard secondary cross section	Resolved for the VPA (update as part of ICP adoption)	-
2.37	Administrative errors	Appendix 4 (p.69) IN-09 the connector road width in the ICP (33.3m – 31.0) does not match the cross-section in the PSP (31.0m – 28.0m). IN-09 should be amended to match the connector road cross-section in the PSP.	Yes	-	-	Agreed to update IN-09 to include intersection flaring of 33.3m. The intersection tapers to the standard boulevard connector cross section.	Resolved for the VPA (update as part of ICP adoption)	-
2.38	Administrative errors	Appendix 4 (p.70) IN-10 the industrial connector road width in the ICP (25.0m) does not match the cross-section in the PSP (26.0m). IN-10 should be amended to match the industrial connector road cross-section width in the PSP.	Yes	-	-	Agreed to update IN-04 to identify the industrial connector street cross section as 26 metres	Resolved for the VPA (update as part of ICP adoption)	-
2.39	Administrative errors	Appendix 4 (p.71) IN-11 the industrial connector road width in the ICP (25.0m) does not match the cross-section in the PSP (26.0m). IN-11 should be amended to match the industrial connector road cross-section width in the PSP.	Yes	-	-	No change required as the industrial connector cross section for IN-11 is 26m no change required.	Resolved	-
2.40	Administrative errors	Appendix 4 (p.72) IN-12 the two secondary road widths in the ICP (37.5m) do not match the cross-section in the PSP (34.0m). IN-11 should be amended to match the secondary road cross-section in the PSP.	Yes	-	-	No change required as IN-12 includes intersection flaring of 37.5m to accommodate left turning lane. The intersection tapers to the standard secondary cross section	Resolved	-
2.41	Administrative errors	Appendix 4 (p.73) IN-13 the secondary road width in the ICP (37.5m) does not match the cross-section in the PSP (34.0m). IN-13 should be amended to match the secondary road cross-section in the PSP.	Yes	-	-	No change required as IN-13 includes intersection flaring of 37.5m to accommodate left turning lane. The intersection tapers to the standard secondary cross section	Resolved	-
2.42	Administrative errors	Appendix 4 (p.74) IN-14 the ultimate kerb alignment of the intersection is not included. IN-14 should be amended to include the ultimate kerb alignment.	Yes	-	-	Agreed to identify ultimate kerb alignment.	Resolved for the VPA (update as part of ICP adoption)	-
2.43	Administrative errors	Appendix 4 (p.75) IN-15 the secondary road width in the ICP (37.5m) does not match the cross-section in the PSP (34.0m). IN-15 should be amended to match the secondary road cross-section in the PSP.	Yes	-	-	No change required as IN-15 includes intersection flaring of 37.5m to accommodate left turning lane. The intersection tapers to the standard secondary cross section	Resolved	-
2.44	Administrative errors	Appendix 4 (p.76) IN-16 the ultimate kerb alignment of the intersection is not included. IN-16 should be amended to include the ultimate kerb alignment.	Yes	-	-	Agreed to identify ultimate kerb alignment.	Resolved for the VPA (update as part of ICP adoption)	-

Melton City Council (further notification April)

Item No.		Submission	Change to the amendment requested?			VPA response	Status	
As per 2.01 above	Administrative errors	Reiterating that the ICP and PSP should match in terms of project ID, project descriptions and project staging	Yes	-	-	See response above.	Resolved	-
As per 2.02 above	ICP infrastructure cost estimates	Use Council's estimates for the cost estimates for transport construction projects	Yes	-	-	See response above.	Resolved for the VPA	-

As per 2.10 above	ICP infrastructure cost estimates	Increase the supplementary levy amount to \$18,375 using Council's cost estimates	Yes	-	-	See response above.	Resolved for the VPA	-
As per 2.13 above	ICP infrastructure cost estimates	Include a note to exempt CI-01 from the Ministerial Direction to ensure it is an allowable public purpose	Yes	-	-	See response above.	Resolved	-
2.45	ICP implementation matters	Confirm the following on the contribution land: - What in Table 18 is included in contribution land? - Is the new methodology in accordance with the Ministerial Direction? - Will the Ministerial Direction be updated to accommodate the new methodology?	Yes	-	-	The Act defines contribution land as "the land in the ICP plan area of an infrastructure contributions plan in respect of which an infrastructure contribution is to be imposed under the plan if any of that land is developed". Contribution land comprises net developable area land plus public purpose land. The methodology for the calculation of the land contribution percentage of the Recommended Changes (June) ICP is as per the Act for the total parcel contribution percentage and as per the Ministerial Direction for the land credit amounts and land equalisation amounts.	Resolved for the VPA	-
As per 2.15	ICP implementation matters	Review the community and recreation levy cap	Yes	-	-	See response above.	Resolved for the VPA	-

Submitter 3: Transport for Victoria

Item No.	Issue Category	Submission	Change to the amendment requested	VPA responses	Status
3.01	No objection	Has no objection but wishes to clarify that the State cannot guarantee to deliver the ultimate cross section for Hopkins Road for the crossing of the Western Freeway and the Ballarat Train Line.	No		Resolved

Submitter 4: Meskos

Item No.	Issue Category	Submission	Change to the amendment requested	VPA responses	Status
4.01	No objection	Reserves the right to make a submission to the panel during the hearing	No		Resolved