

IN PLANNING PANELS VICTORIA**MELTON PLANNING SCHEME AMENDMENT C232MELT****TOOLERN DEVELOPMENT CONTRIBUTIONS PLAN REVIEW AND PRECINCT STRUCTURE PLAN REFRESH****PART A SUBMISSIONS ON BEHALF OF MELTON CITY COUNCIL****INTRODUCTION**

1. These Part A Submissions are made on behalf of Melton City Council (**Council**), the planning authority for Amendment C232melt (**Amendment**) to the Melton Planning Scheme (**Planning Scheme**). The Amendment seeks to implement Council's review of the Toolern Precinct Structure Plan¹ (**PSP**) and Toolern Development Contributions Plan² (**DCP**).
2. The Panel's directions dated 2 August 2024 require this submission to address the following matters:
 - 2.1. a summary of the physical context of the subject land and surrounds;
 - 2.2. background to the Amendment including chronology of events;
 - 2.3. a summary of the conditions of authorisation and how they have been met;
 - 2.4. a summary of the strategic context, including:
 - a. relevant planning policies and provisions;
 - b. any other recently approved or upcoming amendments that might impact on the Amendment;
 - 2.5. a summary of the issues raised in submissions, including an explanation of which (if any) of those issues have been resolved and how.
3. In addition, the Panel's directions also require Council's part B submission to provide an overview of the DCP Methodology including how:
 - 3.1. the need for infrastructure items was justified;
 - 3.2. net developable area and demand units were calculated;
 - 3.3. contribution charges were calculated, including external use and cost apportionment.
4. These matters are addressed in the paragraphs that follow.
5. In addition to this Part A Submission, Council will rely upon the expert evidence to be filed 14 August 2024³ and the Council Part B Submission to be filed on Friday 23 August 2024.

¹ The current version of the PSP incorporated into the Planning Scheme is the *Toolern Precinct Structure Plan (including Toolern Native Vegetation Precinct Plan), July 2011 (Amended February 2019)*.

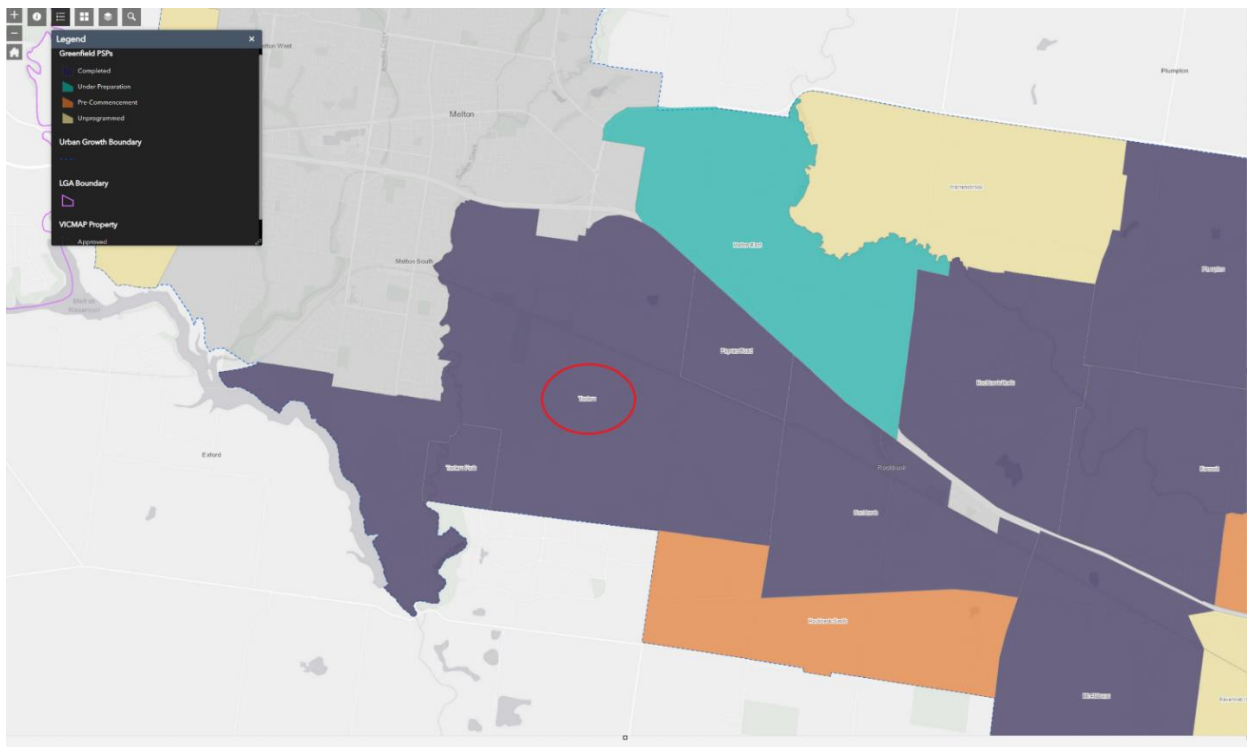
² The current version of the DCP incorporated into the Planning Scheme is *the Toolern Development Contributions Plan (Victorian Planning Authority, December 2023)*.

³ Monday 19 August in respect of infrastructure costings evidence.

SUBMISSIONS

Background – the Toolern PSP and its surrounding context

6. The Toolern Precinct Structure Plan (**PSP**) and Development Contributions Plan (**DCP**) area is located:
 - 6.1. South-east of the established areas of Melton;
 - 6.2. South-west of the Paynes Road PSP area;
 - 6.3. Surrounds the Toolern Park PSP in the south;
 - 6.4. West of the Rockbank PSP area.



7. As set out in the exhibited *Toolern Development Contributions Plan Review and Precinct Structure Plan Refresh, Planning Report* (Melton City Council, February 2024) (**Review and Refresh Report**).

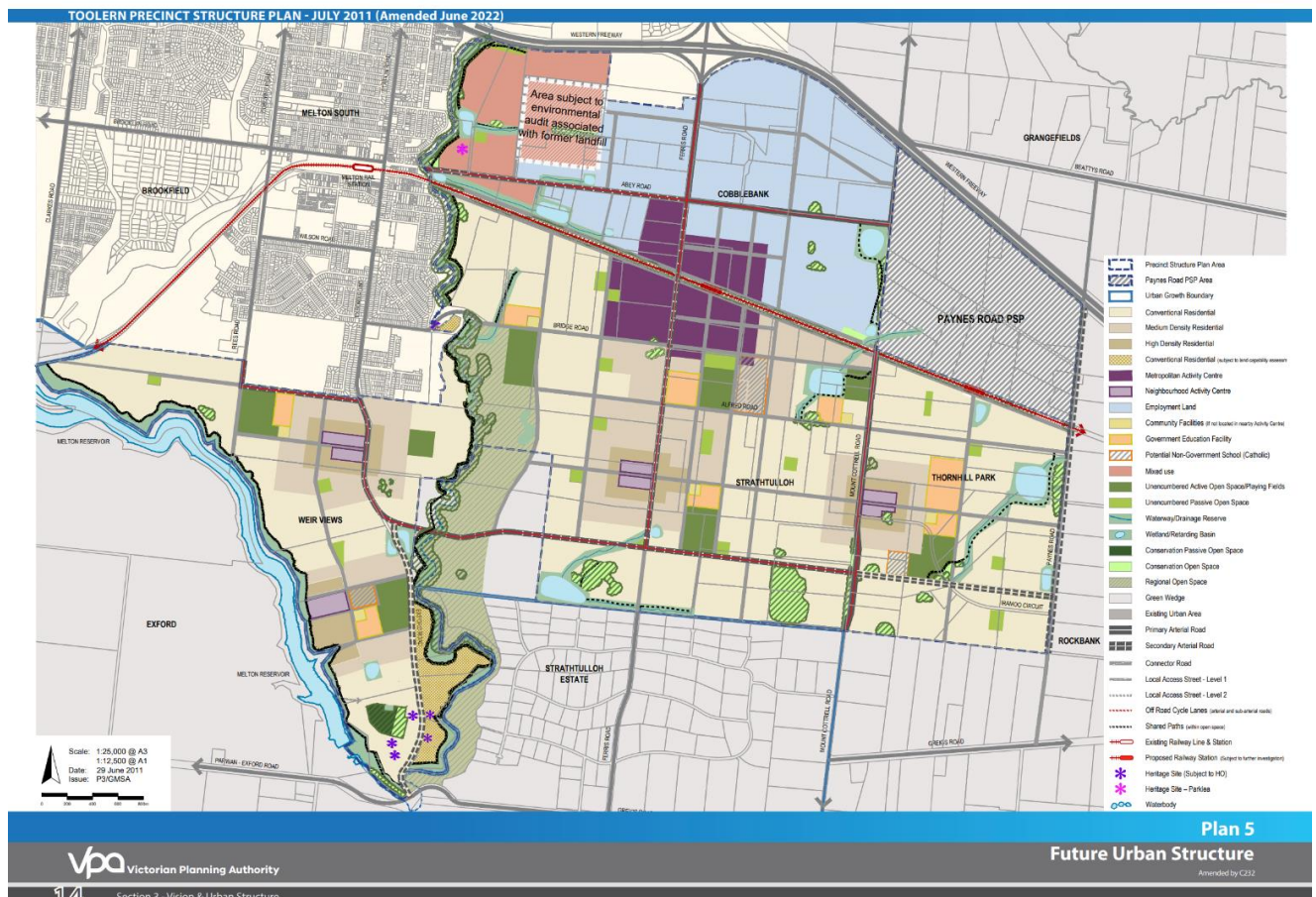
The Toolern PSP is located within the municipality of Melton and covers an area of approximately 2,200 hectares, making it one of the largest PSP areas in the State. The future urban structure was allocated based on a forecasted population of 55,000 residents who would be accommodated in around 24,000 dwellings, which include detached, semi-detached, townhouse and apartment developments. This information helped inform the identification of community and recreation infrastructure, employment areas and transport connectivity to service the future population.

The northern portion of the PSP area is identified as an employment and mixed-use precinct, with a focus on the provision of employment land. Adjacent to this precinct is the Cobblebank (Toolern) Metropolitan Activity Centre. This higher order activity centre is planned to be a catalyst for health, justice, educational, and professional services to meet demands of the wider surrounding region.⁴

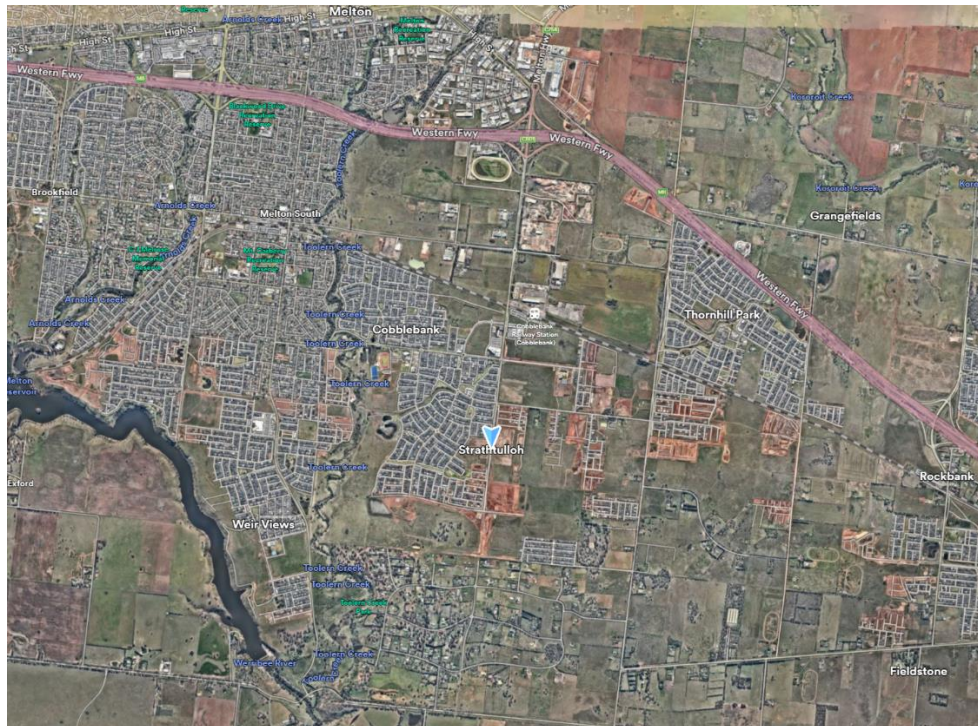
⁴ Review and Refresh Report, page 5.

8. The PSP spans the suburbs today known as Weir Views, Strathtulloh, Cobblebank and Thornhill Park.
 - 8.1. Weir Views is located in the western most part of the PSP area. The suburb presents as a southerly extension of the Melton South and Brookfield urban areas, bounded by the Melton Reservoir to the west, and separated from the balance of the PSP area to the east by the Toolern Creek.
 - 8.2. Strathtulloh forms the central part of the PSP area. Within the PSP, the suburb spans from Renaissance Drive to the south, to the Melbourne-Ballarat railway line in the north, and Toolern Creek to the west and Mount Cottrell Road to the east. Ferris Road runs north-south through the approximate centre of Strathtulloh.
 - 8.3. The suburb of Thornhill Park is the western most suburb within the PSP area. Within the PSP, the suburb is bounded by Renaissance Drive to the south, Mount Cottrell Road to the west, the Melbourne-Ballarat railway line in the north, and Paynes Road to the west.
 - 8.4. Cobblebank is the northern most suburb within the PSP area (at least following the removal of Paynes Road PSP from the Toolern PSP Area in March 2015 by amendment C161). Within the PSP the suburb spans from the Melbourne-Ballarat railway line in the south, to the Toolern Creek in the west, Western Freeway in the north, and Mount Cottrell Road to the east. The Melton Entertainment Park (harness racing complex formerly known as Tabcorp Park) is situated south-west of the diamond interchange of Ferris Road and Western Freeway and is not included in the PSP or DCP area.

9. These suburbs and key features are illustrated by Plan 5 to the exhibited PSP – the Future Urban Structure:



10. The part-developed nature of the PSP is illustrated by the following aerial image (Nearmap: 8 May 2024):



11. Further, the Review and Refresh Report records that approximately 64% of the PSP area is subject to current planning permits for the staged subdivision of land.⁵
12. This development is not evenly distributed across the charge areas, with approximately 87% of Charge Area 1 and 77% of Charge Area 2 subject to subdivision permits, while only 21% of Charge area 3 and 17% of Charge Area 4 are subject to subdivision permits.⁶
13. Figure 3 to the Review and Refresh Report depicts this development pattern:

⁵ Page 10.

⁶ Page 10.

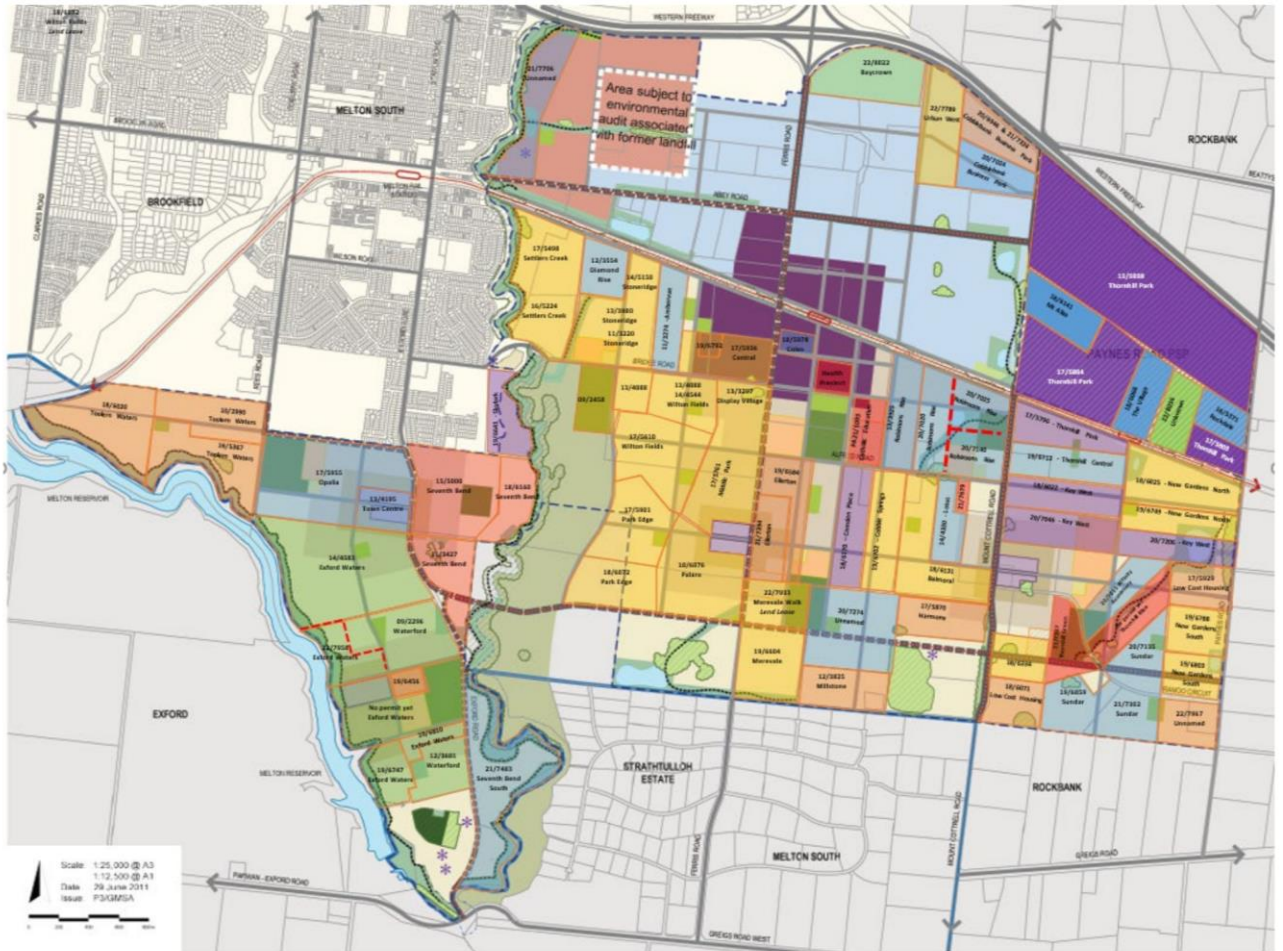


Figure 3. Estate Boundaries and Subdivision / Development Planning Permit Applications

Background to the Amendment – why is the Amendment required?

- 14. The regular review of planning schemes is a well-worn, path in strategic planning.
- 15. Despite this, and the commitment in most PSPs and DCPs (including the Toolern PSP⁷ and DCP⁸) to regular reviews, the Amendment represents a rare example of a PSP and DCP, part way through the strategic life of the plans.
- 16. The Amendment is the culmination of an extensive body of strategic work by Council to review the PSP and DCP.
- 17. The Review and Refresh Report, records the intent and outcomes of the PSP and DCP review and in turn the Amendment.
- 18. As set out in the Review and Refresh Report:

PSP guidelines prepared by the Victorian Planning Authority (VPA) state that PSP and DCP documents should be reviewed at least every five years to monitor development.

The Toolern PSP and DCP were gazetted into the Melton Planning Scheme in 2010 and have been amended many times, see Table 1 below. Parts of the PSP have changed, however, a

⁷ Toolern PSP, July 2011 (Amended December 2015, and February 2019).

⁸ Toolern DCP, July 2011 (Amended December 2023), clause 1.4.8, 3.1.7

complete review of the PSP and DCP in its entirety remained outstanding. This review seeks to understand how development of the Toolern PSP area has been progressing and whether changes are required in the strategic direction of the PSP and the levy rates within the DCP to improve its effectiveness.⁹

19. Table 1 to the Review and Refresh Report articulates the amendment history of the Toolern PSP and DCP:

Table 1. Summary of amendments to the Toolern PSP and DCP documents

Date	Amendment No.	Description
October 2010	C084 (Part 1)	Incorporated into Planning Scheme Incorporate the Toolern PSP (including the Toolern Native Vegetation Precinct Plan) and the DCP into the Melton Planning Scheme
November 2011	C084 (Part 2)	Inclusion of land centred on Abey Road Inclusion of land at Abey Road that was excluded from C084 (Part 1). Inclusion of an amenity buffer for an existing land use (Technochem Facility)
December 2015	C161	Paynes Road PSP removed Separate the Paynes Road Precinct Structure Plan from the Toolern Precinct Structure Plan. This amendment permitted the Paynes Road PSP to be used as a residential use, rather than an employment use.
February 2019	C172	Paynes Road Railway Station added Paynes Road railway station added to the Toolern PSP area
December 2023	VC249	Incorporate changes associated with small second dwelling exemption. The Toolern DCP was updated to exempt a small second dwelling from Development and Community Infrastructure Levies.

20. The above descriptions, however, highlight that the relevant amendments did not undertake a holistic review of the Toolern PSP or DCP.
21. The Review and Refresh Report identifies 3 overarching issues with the PSP and DCP as currently incorporated into the Planning scheme:
- 21.1. Funding shortfalls;
 - 21.2. Population Estimates;
 - 21.3. Development Services Schemes.
22. In respect of funding shortfalls, the Review and Refresh Report identifies:
- 22.1. That there is a shortfall in the funding to be collected from the DCP towards transport, community and recreation infrastructure due to cost sheets not having been prepared for these projects at the time the PSP and DCP were incorporated into the Planning Scheme.
 - 22.2. The absence of functional layout plans for transport projects creates uncertainty of land take and future level of service, and has led to inadequate funding being allocated to these projects.
 - 22.3. The Paynes Road and Rockbank PSPs identified new transport projects and apportioned some costs to Toolern but did not amend the Toolern DCP to collect contributions to cover that apportionment.
 - 22.4. The Cobblebank Metropolitan Activity Centre Urban Design Framework identified two bridge projects and one intersection project that are required to facilitate safe and efficient traffic movements to, and through, the Metropolitan Activity Centre, but these are not shown in the PSP or DCP, and therefore the DCP is not currently collecting money for the land acquisition for, or construction of, these projects.¹⁰

⁹ Review and Refresh Report, page 4.

¹⁰ Review and Refresh Report, page 11.

23. In respect of the Population estimates, the Review and Refresh Report states:

The Toolern DCP assumed that the conventional density areas would be delivered at a residential density of 10 to 15 dwellings per net developable hectare. This is well below the density targets identified in more contemporary PSPs, which identify a minimum development rate of 16.5 dwellings per hectare. It is noted that conventional density residential development in the Toolern PSP is achieving a density closer to 16.5 dwellings per hectare, which is resulting in a much greater population than originally forecast. Compounding this problem is the Toolern PSP assumed an unusually small household size, which has resulted in the population of the Toolern PSP area being significantly underestimated.¹¹

24. Population has a direct relationship to need particularly in respect of community facilities.

25. In respect of the Development Services Schemes, the Review and Refresh Report states:

Melbourne Water have undertaken a review of the Development Services Schemes (DSS) which apply to the Toolern PSP area. The PSP currently identifies three water catchment areas that drain to the Werribee River, the Toolern Creek, and the Kororoit Creek. The DSS review has broken the three catchments into eight DSS areas, and has identified that the drainage assets identified in the current PSP are insufficient and has created a new drainage plan that changes the size, location and function of most of the assets currently identified in the Toolern PSP.¹²

26. A significant part of Council's review involved expert engineering and costing advice, or review of other strategic work undertaken after the PSP and DCP were prepared. This work was coordinated and reviewed by a special project unit within Council, consultation with stakeholders including the (now former) Department of Environment, Land, Water and Planning (**DELWP**), the transport arm of what is now the Department of Planning and Transport, and the Victorian Planning Authority (**VPA**).

27. The consultant and agency output of the Toolern Review led to the production of the following exhibited background reports that were exhibited alongside the Amendment:

27.1. *Community Infrastructure Project Review (ASR Research, January 2021)*, which reviewed the anticipated number of dwellings and population of the PSP area and associated community infrastructure needs.

- a. The report identified that the population forecasted underpinning the current PSP and DCP underestimate both the number of dwellings and the density of population in each density. The report forecasts:

- i. 25,030 dwellings (previously assumed to be 24,000);
- ii. An average of 2.7 people living in each dwelling (previously assumed to be 2.3 persons);
- iii. A total population of 67,581 residents (previously projected to be 55,000).¹³

- b. The Community Infrastructure Project Review recommend:

- i. Revising community hubs 2, 3, 4, 5, and 7;¹⁴
- ii. Deleting land projects CI01 (library) and CI02 (leisure centre) from the DCP as these are located on land that Council does not need to acquire;¹⁵

¹¹ Review and Refresh Report, page 12.

¹² Review and Refresh Report, page 12.

¹³ Community Infrastructure Project Review (ASR Research, January 2021), page 10.

¹⁴ Page 19-21.

¹⁵ Page 22.

- iii. Adopting of VPA benchmark designs and costings for active open space development, and sporting pavilion construction, projects;¹⁶
 - iv. The design and costs of Level 1 and 2 Community centres be revised to reflect designs by HEDE Architects.¹⁷
- 27.2. *Heritage Review (Extent Heritage, April 2020)*, which reviewed the heritage significance of HO74 'Parklea' at 148-200 Abey Rd, Cobblebank (Parklea) following a fire and demolition of built heritage fabric. The Heritage Review recommended the removal of 'Parklea' from the heritage overlay.
- 27.3. *Transport Project Review (Cardno, March 2022)*
- a. Cardno were engaged by Council to review the road network design (in both the interim and ultimate configuration) and recommend intersection treatments. The report recommends changes to the PSP and DCP based on the updated designs and costings.
 - b. Cardno prepared Functional Layout Plans, bridge designs, new road cross-sections, land take plans, a land take table on a property specific basis, and project cost sheets.¹⁸
 - c. The methodology underpinning the Transport Project Review, is stated in the report as:

As part of the proposed works, the transport projects within the Cobblebank Metropolitan Activity Centre (CMAC) and Cobblebank Employment Mixed Use (CMEU) Urban Design Framework areas have been reviewed. A number of transport infrastructure items from within the CMAC and CMEU Urban Design Framework, as prepared by Council, are proposed to be included within the Toolern PSP and DCP.

Functional Layout Plans (FLPs) of all identified projects (either approved functional layouts as provided by Council or adaptation of the benchmark functional layouts as per VPA standards) have been prepared. The FLPs include road projects, intersection projects and structural (road bridge, pedestrian bridge, shared user path rail underpass and road flyover) projects. For intersection and road projects, designs for both the ultimate and interim layouts have been prepared.

The land take area for each road, intersection and bridge projects has been calculated on a property number basis.

Cost estimates for each of the nominated road, intersection and structural projects have been prepared based on VPA standard cost estimates.

Comments provided by internal and external stakeholders have been incorporated into the final designs and costings.¹⁹
 - d. Cardno recommended changes to FLPs, cross-sections, land takes, and cost estimates as set out at Appendix A-I of their report. The plans and costings were used in the FLPs and cost sheets in the exhibited revised DCP.
- 27.4. *Land Valuations (Charter Keck Cramer, May 2022)*

¹⁶ Page 23.

¹⁷ Page 23.

¹⁸ With assistance on costings from sub-contractor Currie & Brown.

¹⁹ Transport Project Review (Cardno, March 2022), page 2.

- a. Council engaged Charter Keck Cramer to undertake valuations for land acquisition projects included in the DCP.
- b. These land valuations informed the land project costs in the exhibited DCP.

27.5. *Adjoining DCPs*

- a. The *Paynes Road Development Contributions Plan (Urban Enterprise, December 2020)*²⁰ apportioned the following projects that were partly apportioned to the Toolern DCP, but the Toolern DCP was not amended to collect contributions towards this apportionment. New projects proposed to be added to the DCP because of apportionment under the Paynes Road DCP are identified at Appendix 6 of the *Review and Refresh Report* as follows:

Project ID No.	Project Name and Description
BD19	Mount Cottrell Freeway Interchange Purchase of land for the construction of a half diamond interchange at the intersection of Mount Cottrell Road and the Western Freeway corridor (ultimate standard, southern approach only)
BD20	Mount Cottrell Rail Overpass Purchase of land for the construction of a rail-road grade separation at the intersection of Mount Cottrell Road and the Melbourne - Ballarat rail corridor (ultimate standard).
BD21	Mount Cottrell Road Level Crossing Upgrade Construction of an upgrade to the level crossing at the intersection of Mount Cottrell Road and the Melbourne - Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Mount Cottrell Road level crossing will be closed upon completion of the construction of the Mount Cottrell Road Overpass (BD20).
Total	

- b. The *Rockbank Development Contributions Plan, Victorian Planning Authority, August 2016 (Amended December 2023)* apportioned the following projects that were partly apportioned to the Toolern DCP, but the Toolern DCP was not amended to collect contributions towards this apportionment. New projects proposed to be added to the DCP because of apportionment under the Rockbank DCP are identified at Appendix 6 of the *Review and Refresh Report* as follows:

Project ID No.	Project Name and Description
RD22	Paynes Road: Alfred Road (IT30) to East-West Connector Road 1 (IT31) Construction of a 2-lane arterial road (interim standard).
RD23	Paynes Road: East-West Connector Road 1 (IT31) to Exford Road (IT07) Construction of a 2-lane arterial road (interim standard).
RD24	Paynes Road: Exford Road (IT07) to East-West Connector Road 2 (IT32) Construction of a 2-lane arterial road (interim standard).
IT30	Intersection: Paynes Road and Alfred Road Construction of a signalised 4-way intersection (interim standard).
IT31	Intersection: Paynes Road and East-West Connector Road 1 Construction of a signalised 4-way intersection (interim standard).
IT32	Intersection: Paynes Road and East-West Connector Road 2 Construction of a signalised 3-way intersection (interim standard).
BD17	Paynes Road Rail Overpass Construction of a rail-road grade separation at the intersection of Paynes Road and the Melbourne - Ballarat rail corridor (interim standard).
BD18	Paynes Road Level Crossing Upgrade Construction of an upgrade to the level crossing at the intersection of Paynes Road and the Melbourne - Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Paynes Road level crossing will be closed upon completion of the construction of the Paynes Road Overpass (BD17).
Total	

27.6. *Urban design frameworks*

- a. Council identified 3 transport projects that should be added to the Toolern PSP and DCP arising from the *Cobblebank Employment and Mixed-Use*

²⁰ Note: a DCP was not prepared in respect of the Paynes Road PSP area at the time of its excision from the Toolern PSP area. An informal DCP was prepared by Urban Enterprise for Council in 2020 but has not been incorporated into the Planning Scheme. However, that plan has been implemented via section 173 agreements, as contemplated by clause 2.0 of Schedule 8 to the Development Contributions Plan Overlay.

Urban Design Framework and the Cobblebank Metropolitan Activity Centre Urban Design Framework (Tract, November 2019).

- b. The 3 additional projects all arise from *Cobblebank Metropolitan Activity Centre Urban Design Framework*, as identified at Appendix 6 of the *Review and Refresh Report* as follows:

Project ID No.	Project Name and Description
IT29	Intersection: Ferris Road and Enterprise Street Construction of a signalised 4-way intersection (interim standard).
BD15	Ferris Road Rail Overpass Construction of a rail-road grade separation at the intersection of Ferris Road and the Melbourne - Ballarat rail corridor (interim standard).
BD16	East Road Rail Overpass Construction of a rail-road grade separation at the intersection of East Road and the Melbourne - Ballarat rail corridor (interim standard).
Total	

- 27.7. Melbourne Water provided updated Drainage Services Scheme information, leading to the production of the Stormwater Asset Plan and Stormwater Asset Tables (June 2022) that are proposed to be translated into the PSP as Plan 14 and Table 9.

Overview of the Amendment – what is proposed to change?

28. The Amendment proposes changes to the PSP and DCP at both a drafting level and a higher order level.
29. These changes are articulated in the exhibited Amendment through:
- 29.1. Tracked changes versions of ordinance:
- a. Schedule 3 to Clause 37.07 Urban Growth Zone;
 - b. Schedule to Clause 43.01 Heritage Overlay;
 - c. Schedule 3 to Clause 45.06 Development Contributions Plan Overlay;
 - d. Schedule to Clause 72.04 Incorporated Documents.
- 29.2. Tracked changes (text only) versions of the PSP and DCP;
- 29.3. Tables of Changes proposed to the DCP and PSP.
30. The Amendment proposes the following changes to the Future Urban Structure:
- 30.1. Add new suburb boundaries and names in the Toolern PSP area – Cobblebank, Strathtulloh, Thornhill Park and Weir Views.
 - 30.2. Add new suburb boundaries and names outside of the Toolern PSP area – Grangefields and Rockbank.
 - 30.3. Delete Heritage site from the property on Mount Cottrell Road (deleted through Amendment C71).
 - 30.4. Add two new heritage sites - HO129 and HO130.
 - 30.5. Change the symbol for the 'Heritage Site' north of Abey Road and relabel as 'Heritage Site - Parklea' in the legend.
 - 30.6. Increase non-government school site on property 146 to 3 Ha.
 - 30.7. Increase the community centre on property 146 from 0.8 Ha to 1.0 Ha.

- 30.8. Decrease the size of the active open space on property 146 by 0.2 Ha.
- 30.9. Delete non-government primary school from properties 29, 43 and 44 and replace with medium density housing.
- 30.10. Delete non-government school from properties 33 and 34 replace with active open space
- 30.11. Expand non-government school on property 35 to extend from Bridge Road (north) to Alfred Road (south)
- 30.12. Reduce the government primary school on properties 40 and 41 from 3.7 Ha to 3.5 Ha.
- 30.13. Increase the size of the community centre on property 41 from 0.8 Ha to 1.0 Ha.
- 30.14. Stormwater / Drainage assets changed as per Melbourne Water's revised DSS plans.
- 30.15. Make section of Exford Road between Mount Cottrell Road and Paynes Road a secondary arterial road.
- 30.16. Make section of Exford Road currently shown as 'Secondary Arterial (undivided)' a 'Secondary Arterial Road'.
- 30.17. Make the following changes to the legend:
 - a. Change Major Activity Centre to Metropolitan Activity Centre;
 - b. Change Catholic Education Facility (subject to permit) to Potential Non-Government School (Catholic).
31. In addition, the key changes proposed through the Amendment are articulated in the *Review and Refresh Report*.
32. The higher order changes proposed through the Amendment the Urban Growth Zone Schedule and Schedule to the Development Contributions Plan Overlay may be summarised in brief compass as:
 - 32.1. Changes to the Schedule to Clause 37.07 to:
 - a. Reflect the template for the Urban Growth Zone as set out in the *Ministerial Direction, The Form and Content of Planning Schemes (Minister for Planning, 19 January 2022)*;
 - b. Update references to terminology such as upgrading the Major Activity Centre to a Metropolitan Activity Centre for consistency with Plan Melbourne, and replacing references to the Growth Area Authority to the VPA;
 - c. Revise clause 2.3 – Specific provisions – Use of land to:
 - i. Identify non-government schools as uses that do not require a planning permit if they are located on land identified as a Potential Non-Government School in the Toolern PSP Future Urban Structure;
 - ii. Increase the shop floor area cap from 30,000 to 70,000 square metres to reflect the floor area identified in the *Cobblebank Metropolitan Activity Centre UDF*.

- d. Revise Clause 2.4 – Specific Provisions – Subdivision in respect of the UDF areas, and to delete the permit requirement for a dwelling in the Commercial 1 Zone that stated that ‘no permit is required to construct a dwelling with a ground floor frontage greater than two metres.
 - e. Update the application requirements at Clauses 3.0 & 4.0 to reflect contemporary practice.
 - f. Revise the signage requirement at Clause 7.0 in respect of education and community promotion signs, and land and home sales signs.
- 32.2. Changes to the Schedule to Clause 45.06 to:
- a. Reflect the proposed revised Development Infrastructure Levy and community Infrastructure Levy rates;
 - b. Revise exemptions to exempt non-government schools, and dwellings that exist or are approved at the date of the Amendments’ approval.
33. In respect of project changes to the DCP the *Review and Refresh Report* summarises:
- 33.1. Changes to the location and size of drainage assets (identified by Melbourne Water).
 - 33.2. Changes to project names and descriptions at outlined at **Appendix 1** of the Review and Refresh Report. Project names and descriptions have been updated to reflect contemporary project name and description conventions used in contemporary PSPs and DCPs.
 - 33.3. New projects to be added to the Toolern DCP from the Paynes Road and Rockbank DCPs, and the UDF – **Appendix 2** of the Review and Refresh Report.
 - 33.4. Projects to be apportioned to the Paynes Road, Rockbank PSP and established areas in Melton South – **Appendix 3** in the Review and Refresh Report.
 - 33.5. Status of projects in the revised Toolern DCP (constructed / committed / deleted / skipped / not commenced) – **Appendix 4** in the Review and Refresh Report.
 - 33.6. Projects that could be deleted – **Appendix 5** in the Review and Refresh Report.
 - 33.7. The provenance of the designs and new costs from the Paynes Road and Rockbank DCPs – **Appendix 6** in the Review and Refresh Report.
 - 33.8. Constructed projects – **Appendix 7** in the Review and Refresh Report.
34. The changes to the project scope and descriptions set out at Appendix 1 to the Review and Refresh Report, are influenced by Council’s decision to rely upon the VPA’s *Benchmark Infrastructure Report, April 2019* to the extent possible, in the absence of detailed functional designs and costings in the existing DCP.
35. Council relied upon the VPA’s *Benchmark Infrastructure Report, April 2019* to design and cost all projects that had not been:
- 35.1. Deleted from the Toolern DCP;
 - 35.2. Added from the Paynes Road or Rockbank DCPs;
 - 35.3. Already constructed;

- 35.4. Already designed and construction committed to (e.g. the subject of approved road / intersection designs prepared for a specific development).
- 36. In respect of transport projects:
 - 36.1. The preparation of functional layout plans for intersections (for the purposes of costing projects and confirming land takes in the absence of equivalent plans prepared when the DCP was first drafted), was undertaken by Cardno.
 - 36.2. At the commencement of the project Cardno were provided the designs of roads, intersections and bridges that had already been constructed, or had been approved for construction by Council's engineering services team. These designs were laid out in CAD, and the surrounding transport network was designed to tie into the existing designs.
 - 36.3. The road, intersection and bridge projects that had not already been constructed or approved for construction will be referred to hereafter as the Cardno designed projects, which are identified in the table below:

Intersection	Roads	Bridges
IT01	RD02	BD03
IT02	RD03	BD04
IT03	RD04	BD05
IT04	RD05	BD06
IT05	RD06	BD07
IT06	RD07	BD08
IT08	RD08	BD10
IT10	RD11	BD14
IT12	RD14	BD16
IT13	RD15	
IT16	RD16	
IT17	RD17	
IT18	RD19	
IT20		
IT21		
IT22		
IT23		
IT25		
IT28		
IT29		

- 36.4. Council met with the Victorian Planning Authority, and the transport and planning divisions at the Department of Transport and Planning at the start of the process, where it was agreed that Council would use the VPA's *Benchmark Infrastructure Report, April 2019*, as the base for all Cardno designed transport projects and project cost sheets.
- 36.5. The decision to use the VPA's *Benchmark Infrastructure Report, April 2019*, as the base for all Cardno designed transport projects and project cost sheets is discussed in the preamble to the submission response to Submission 35 – DTP Transport.
- 36.6. Cardno use the VPA's *Benchmark Infrastructure Report, April 2019*, to determine:
 - a. The cross-section of primary arterial, secondary arterial, and connector roads;

- b. The functional layout of roads;
 - c. The functional layout of intersections;
 - d. The design of bridges.
- 36.7. Cardno subcontracted the bridge designs and project cost sheets to Currie and Brown.
- 36.8. Cardno then used VPA's *Benchmark Infrastructure Report, April 2019*, to determine what items would be costed and the unit rates for the items (P50 and P90 values).
- 36.9. The use of the VPA's *Benchmark Infrastructure Report, April 2019*, as the base for all Cardno designed transport projects and project cost sheets is a novel approach for a Development Contributions Plan. This approach was used for the following reasons:
- a. It is a system that is being used consistently in all growth areas across Metropolitan Melbourne to achieve a contribution to transport infrastructure.
 - b. The road, intersection and bridge designs are being used in all contemporary PSPs and therefore provides consistency of design to other areas being developed within the City of Melton subject to ICPs and areas being presently planned.
 - c. The use of the Benchmark designs and project cost sheets was considered a conservative decision, to adopt a recognised benchmark, in light of the traditional arguments in a DCP amendment what about what elements should be used in the design, what elements of the design should be costed, and what the unit rates of those items should be.
- 36.10. One output of the use of the VPA's *Benchmark Infrastructure Report, April 2019* has been a standardisation in road cross section widths.²¹
- 36.11. Taking the example of road projects, the VPA's *Benchmark Infrastructure Report, April 2019* has the following typologies with the following widths:
- a. Primary Arterial (41m cross section);
 - b. Secondary Arterial (34m cross section);
 - c. Connector Boulevard (31m cross section);
 - d. Connector Street (25m cross section).
- 36.12. Consistent with the standardised approach to road cross sections, and the relevant function of benchmark is proposed to revise the description and scope/width of each project. This will ensure that (compared to the existing DCP which lacks design and costing detail), the users of the DCP are able to understand the scope and design of the projects.

²¹ It is notable that Table 3-2 to the [VPA's Benchmark Infrastructure Report, April 2019](#) records the source data for that project. The source data for that table is listed a set of 26 DCPs, however 5 DCPs are identified as having 'Insufficient granularity to price'. The Toolern DCP is one of the 5 DCPs with insufficient price granularity.

- 36.13. Continuing with the example of road projects, and drawing on Appendix 1 to the Review and Refresh Report:
- a. Primary Arterial Roads (Projects RD11, RD12, RD14, RD15) are proposed to adopt a 41m typology, rather than the 45m typology stated in the existing DCP.²²
 - b. Secondary Arterial Roads (Projects RD01, RD02, RD03, RD04, RD05, RD06, RD07, RD18, RD20, RD21) are proposed to adopt a 34m typology, rather than the 38m typology stated in the existing DCP.²³

37. In respect of Community and Recreation Projects:

- 37.1. ASR Research was commissioned to review the community and recreation infrastructure in the Toolern PSP area.
- 37.2. The following infrastructure at the time of the review had not been constructed:

Community Centres	Sports Reserves	Pavilions
CI03	AR01	AR02
CI04	AR03	AR04
CI06	AR05	AR06
CI07	AR07	AR08
CI09	AR09	AR10
CI10	AR11	AR12
CI12	AR13	AR14
CI13		
CI15		
CI16		

- 37.3. As per the advice of the VPA and DTP, Council adopted the VPA's *Benchmark Infrastructure Report, April 2019*, designs and cost sheets for sports reserves and pavilions. This is outlined in pages 29 and 30 of the Review and Refresh Report.
- 37.4. ASR Research provided information to Council that the community centres in the Toolern PSP area should be large enough to accommodate four kindergarten rooms to provide for the early childhood needs of the Toolern PSP area. The additional need for kindergarten rooms being driven by the introduction of free kindergarten for 3-year olds, increased dwelling density and population per dwelling that was assumed in the existing DCP.
- 37.5. HEDE Architects were commissioned to prepare concept plans for community centres that has four kindergarten rooms. HEDE architects used the VPA's *Benchmark Infrastructure Report, April 2019*, as a base for the Level 1 and Level 2 Community Centres, but augmented these designs given the 4 room layout is not provided for in the VPA benchmark designs.
- 37.6. HEDE Architects then adapted the project cost sheets in the VPA's *Benchmark Infrastructure Report, April 2019*, to determine the construction value of these projects.

²² Project RD08 and RD19, are proposed to retain the 45m cross section from the existing DCP due to the presence of an above ground 66kv power line which cannot be undergrounded.

²³ Project RD16 and RD17 are proposed to retain the 38m cross section from the existing DCP due to water infrastructure being required on the east side of Ferris Road. Road layouts had already been approved for RD17 (south of the rail line) when the review project was commenced. RD16 (north of the rail line) has retained the road cross-section approved to the south.

- 37.7. The use of the VPA's *Benchmark Infrastructure Report, April 2019*, concept plans for community and recreation projects and project cost sheets is a novel approach for a Development Contributions Plan. This approach was used for the following reasons:
- a. It is a system that is being used consistently in all growth areas across Metropolitan Melbourne.
 - b. The community centre, sports reserve and pavilion designs are being used in all contemporary PSPs and therefore provides consistency of design to other areas being developed in the City of Melton.
 - c. The use of the Benchmark and project cost sheets was considered a conservative decision, to adopt a recognised benchmark, in light of the traditional arguments in a DCP amendment what about what elements should be used in the design, what elements of the design should be costed, and what the unit rates of those items should be.
- 37.8. The Amendment proposes the following changes to the size of Community and Recreation Projects:
- a. OS03 - Community Centre
 - i. CI06 and CI07 has been increased from 0.8 Ha to 1.0 Ha as it is a Level 2 Community Centre.
 - ii. OS03 was reduced to accommodate the increase in size of CI06 and CI07. This results in no reduction to net developable area for the landowner resultant from the increase to the community centre
 - b. OS04
 - i. There is a discrepancy in the land area specified in the description for OS04 (8.45 Ha) and the area identified in Table 2 Property Specific Land Use Budget in the existing DCP.
 - ii. Council proposes to update the description to match the land area in Table 2.
 - c. OS05
 - i. There is a discrepancy in the land area specified in the description for OS04 (8.45 Ha) and the area identified in Table 2 Property Specific Land Use Budget in the existing DCP.
 - ii. Council has updated the description to match the land area in Table 2.
 - d. OS07 and OS08
 - i. Land on properties 33 and 34 was identified as a non-government school in the existing PSP and DCP.
 - ii. The Melbourne Archdiocese of Catholic Schools have indicated they do not require this land for a school.

- iii. Council proposes to change the land use designation from non-government school to active open space, resulting in an increase in size of the active open space. This results in no change to net developable area for the landowners of properties 33 and 34.

The ‘gap’ apportioned to Council through the Amendment

- 38. A common theme running through the submissions to the Amendment is opposition to the increased Development Infrastructure Levy rate.
- 39. Commonly, DCPs in the growth area context are fully funded by contributions and apportioned costs to adjacent PSPs. It is important to note, however, that even if the Amendment were adopted today, the DCP would not provide full cost recovery to Council.
- 40. With Council reviewing the DCP mid-way through the plan’s life, and having identified that certain projects have been under costed and that levy rates were artificially lower than the ought to have been when costed at today’s values, Council determined not to recover the shortfall arising from development which has already occurred.
- 41. Through this Amendment, Council is seeking to only ensure that future development contributes to the new infrastructure required to service the emerging communities. Council is not seeking to recover make up for the ‘gap’. The ‘gap’ rests with Council.
- 42. In August 2024, Council analysed the 4 charge areas within the DCP to prepare the following table which, relevantly shows the percentage of the charge area that has been developed²⁴:

Charge Area	NDA	Area Developed	% Developed
1	311.89	206.62	66.2%
2	808.06	315.17	39.0%
3	175.05	0.00	0.0%
4	258.03	0.04	0.0%

- 43. It follows that, with 66.2% of Charge Area 1, and 39.0% of Charge Area 2 developed, Council will be unable to collect contributions at the higher (in Council’s submission, correct) levy rate from this development.
- 44. Based on this percentage data, Council has prepared the following table to identify the estimated ‘gap’ created by existing development having contributed to the DIL at lower rates, and therefore to be funded by Council. This analysis was undertaken in July 2024 dollars, reflective of the exhibited levy rates, indexed to \$2024-25 values. Council intends to use 2024-25 financial year values in the Day 1 DCP.

Charge Area	Amount Currently Being Collected in 2011 DCP	Amount Proposed to be Collected in C232melt DCP	Difference \$24/25	% Developed	\$ that cannot be recovered (externally apportioned)	\$ that can be recovered

²⁴ Noting this calculation is undertaken based on the NDA specified in the existing DCP.

	\$24/25	\$24/25			to existing development)	
1	\$111,649,057	\$165,694,675	\$54,052,869	66.2%	\$35,783,000	\$18,810,399
2	\$318,765,938	\$428,080,011	\$109,314,073	39.0%	\$42,632,488	\$66,681,584
3	\$30,101,227	\$39,157,937	\$9,056,710	0.0%	-	\$9,056,710
4	\$58,350,964	\$99,415,653	\$41,064,689	0.0%	-	\$41,064,689
	\$518,867,186	\$732,355,526	\$213,448,340		\$78,415,488	\$135,613,381

45. This analysis reveals that Council will be required to fund an estimated shortfall of \$78,415,488 in 'higher' contributions that cannot be levied against existing development.
46. It is acknowledged that this table also demonstrates an increase in the contributions to be receive by Council of \$135,613,381. In current financial year values, the impact of the Amendment revenue received by Council as collecting agency for the DCP would be to reduce the unfunded liability for DCP infrastructure from \$213,448,340 to \$78,415,488.

Part B submission matters

47. The Panel's directions require the Council Part B submission not address the following:
- 47.1. the need for infrastructure items was justified;
 - 47.2. net developable area and demand units were calculated;
 - 47.3. contribution charges were calculated, including external use and cost apportionment.
48. These matters are in the nature of background information and therefore appropriate in the context of this Amendment to be explained early in the proceeding through the Part A submission.
49. How was the need for infrastructure items justified?
- 49.1. Council has relied on earlier strategic work to justify the proposed changes to the infrastructure items included in the DCP.
 - 49.2. This strategic work includes the Toolern, Rockbank and Paynes Road PSP processes, and the relevant Urban Design Frameworks. The Toolern (PSP & DCP), Paynes Road (PSP) and Rockbank (PSP and DCP) have all been through planning processes where all the projects were considered to be strategically justified.
 - 49.3. In addition, proposed projects BD15, BD16 and IT29 were identified in the Cobblebank Metropolitan Activity Centre Urban Design Framework.
 - 49.4. In respect of projects that are proposed to be removed from the DCP:
 - a. Two road (RD09 and RD10) and two intersection projects (IT08 and IT09) are proposed to be deleted as they are located in the future Rockbank South PSP area and are appropriately dealt with in that ICP.
 - b. One rail pedestrian underpass is proposed be deleted (BD09) as it is located next to a new road over rail bridge (BD16).

- c. One rail pedestrian underpass (BD11) is being deleted as it is located next to the proposed Thornhill Park Railway Station which was added to the Toolern PSP by Amendment C172.
- d. Two pedestrian bridges are being deleted over the Toolern Creek (BD12 and BD13) as they have never been shown on the PSP / DCP plans. This was affirmed at a Victorian government department and agency workshop on 4 February 2020. Council considers that without these additional bridges, an adequate number of bridges to be provided over the Toolern Creek.
- e. Two land acquisition projects for community infrastructure (CI01 and CI02) are proposed to be removed from the DCP as Council already owns the land.
- f. CI05, CI08, CI11, CI14 and CI17 (community room in a community centre) is proposed to be deleted as Council no longer provides childcare rooms in Early Childhood Centres.

50. How were net developable area and demand units calculated?

50.1. Council has relied upon the net developable areas and charge area boundaries as reflected in the existing DCP.

50.2. A consequence of this is that the changes to the proposed levies under the amendment are driven by changes to the projects (projects added or removed from the DCP, and external apportionment) rather than changes in the charge areas or the amount of land over which the project costs are to be shared.

51. How were contribution charges calculated, including external use and cost apportionment?

51.1. Section 2.0 – Calculation of Contributions to the exhibited DCP provides the following explanation of how the levies have been calculated.

The general cost apportionment method includes the following steps:

- Calculation of the net developable area and demand units (refer Tables 1 and 2);
- Calculation of project costs (refer Table 3);
- Identification and allowance for external use (refer Table 4);
- Cost apportionment (refer Table 4); • Calculation of service catchments (refer Table 4);
- Identification of development types required to pay the levy (refer Table 4);
- Summary of costs payable by development type and precinct for each infrastructure category (refer Table 5); and,
- Finally, a charge per hectare for the 4 charge areas and each development type (refer Table 6).

51.2. The concepts of external used and cost apportionment raise two similar but separate concepts:

- a. What projects have been partly apportioned to other precincts and why?
- b. How has the cost of projects been apportioned across the 4 charge areas within the PSP?

- 51.3. What projects have been partly apportioned to other precincts and why?
- a. The apportionment of projects to the Toolern DCP works for some projects to add costs to the Toolern DCP and in other cases, remove costs from the Toolern DCP.
 - b. Transport projects currently identified in the Rockbank PSP but not currently included in the Toolern PSP or DCP are proposed to be added to the Toolern DCP. The projects falling into this category are set out at Table 4 to the Review and Refresh Report, which is extracted below.
 - i. These projects are proposed to be apportioned 50% to Toolern DCP and 50% to the Rockbank DCP – reflecting the apportionment assumption from the gazetted Rockbank DCP.
 - ii. The exceptions to this rule are BD17 and BD18 which are proposed be apportioned 25% to the Toolern PSP area, 25% to the Paynes Road PSP area and 50% to the Rockbank PSP area.

Table 14. Transport projects to be added from the Rockbank PSP

Project ID	Project Description
RD22	Paynes Road: Alfred Road (IT30) to East-West Connector Road 1 (IT31) Construction of a 2-lane arterial road (interim standard).
RD23	Paynes Road: East-West Connector Road 1 (IT31) to Exford Road (IT07) Construction of a 2-lane arterial road (interim standard).
RD24	Paynes Road: Exford Road (IT07) to East-West Connector Road 2 (IT32) Construction of a 2-lane arterial road (interim standard).
IT07	Intersection: Exford Road and Paynes Road Construction of signalised 4-way intersection (interim standard).
IT30	Intersection: Paynes Road and Alfred Road Construction of a signalised 4-way intersection (interim standard).
IT31	Intersection: Paynes Road and East-West Connector Road 1 Construction of a signalised 4-way intersection (interim standard).
IT32	Intersection: Paynes Road and East-West Connector Road 2 Construction of a signalised 3-way intersection (interim standard).
BD17	Paynes Road Rail Overpass Construction of a rail-road grade separation at the intersection of Paynes Road and the Melbourne - Ballarat rail corridor (interim standard).
BD18	Paynes Road Level Crossing Upgrade Construction of an upgrade to the level crossing at the intersection of Paynes Road and the Melbourne - Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Paynes Road level crossing will be closed upon completion of the construction of the Paynes Road Overpass (BD17).

- c. Transport projects currently identified in the Paynes Road PSP but not reflected in the Toolern PSP or DCP are proposed to be added to the Toolern DCP. The projects falling into this category are set out at Table 4 to the Review and Refresh Report, which is extracted below:

Table 15. Transport projects to be added from the Paynes Road PSP

Project ID	Project Description
BD19	Mount Cottrell Road Freeway Interchange Purchase of land for the construction of a half diamond interchange at the intersection of Mount Cottrell Road and the Western Freeway corridor (ultimate standard, southern approach only)
BD20	Mount Cottrell Road Rail Overpass Purchase of land for the construction of a rail-road grade separation at the intersection of Mount Cottrell Road and the Melbourne - Ballarat rail corridor (ultimate standard).
BD21	Mount Cottrell Road Level Crossing Upgrade Construction of an upgrade to the level crossing at the intersection of Mount Cottrell Road and the Melbourne - Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Mount Cottrell Road level crossing will be closed upon completion of the construction of the Mount Cottrell Road Overpass (BD20).

- d. A number of projects in Charge Area 1 have an external apportionment to the established / establishing areas in Melton South (CI03, CI04, AR01, AR02 and OS01). This is identified in the current DCP and are continued in the proposed revised DCP.

- e. As identified at Appendix 5 to the Review and Refresh Report, the following projects 100% apportioned to the existing Toolern DCP, are proposed to be partly cost apportioned to the Paynes Road and Rockbank DCP areas:

The following existing transport projects have been apportioned to the Paynes Road DCP, which has reduced the cost of the projects:

Project ID No.	Project Name and Description	Construction Amount Saved from the DCP \$2021/2022
RD12	Mount Cottrell Road: Western Freeway to Melbourne Ballarat Rail Line Construction of a 2-lane arterial road (interim layout). Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 41m (ultimate).	\$3,959,120 (construction component)
IT10	Intersection: Mount Cottrell Road and Shogaki Drive Purchase of land and construction of signalised 4-way intersection (interim standard).	\$666,771 (construction component)
IT19	Intersection: Mount Cottrell Road and Baxterpark Drive Construction of signalised T-intersection (interim standard).	\$535,778
Total Saving to DCP		\$5,161,669

The following existing transport project has been apportioned to the Rockbank DCP, which has reduced the cost of the project:

Project ID No.	Project Name and Description	Construction Amount Saved from the DCP \$2021/2022
IT07	Intersection: Exford Road and Paynes Road Construction of signalised 4-way intersection (interim standard).	\$2,809,888
Total Saving to DCP		\$2,809,888

- i. IT07 is proposed to be 50% apportioned to the Rockbank DCP;
 - ii. IT10, IT19 and RD12 are proposed to be 50% apportioned to the Paynes Road DCP.
- 51.4. How has the cost of projects been apportioned across the 4 charge areas within the PSP?
- a. As set out above, the DCP has been prepared based on 4 main catchment areas (**MCA**) – Areas 1, 2, 3 and/or 4).
 - b. The MCA to which each DCP project is apportioned is set out at Table 3 and Table 4 of the exhibited DCP.
 - c. In broad terms:
 - i. All transport (road, intersection and bridge) projects have been apportioned to all 4 MCAs on the basis that these provide for a holistic, integrated road network to service the entire PSP area. This reflects the assumptions included in the current DCP.
 - ii. Open space, community and indoor recreation, and outdoor recreation infrastructure projects have been allocated based on the proximity of the project to the catchment. As a result generally each project is apportioned only to 1 or 2 MCAs. The exceptions to this rule are the:
 - 'Higher Order Civic Facility (CI01) that is located within the future MAC – apportioned to MCAs 1, 2 and 3;
 - Cobblebank Indoor Recreation Centre (CI02) that is located within the future MAC – apportioned to MCAs 1, 2 and 3;
 - Cobblebank MAC Open Space (OS09) – apportioned to MCAs 1, 2, 3 and 4.
 - iii. The Toolern Creek Regional Park Trail (TR01) has been apportioned to MCAs 1, 2 and 3.

- iv. Plan preparation costs (PL01) have been apportioned to all 4 MCAs.

- d. Council has identified that Table 4 of the exhibited DCP shows all bridge projects apportioned to MCAs 1, 2, 3 and 4, while in error Table includes the words 'As required by traffic/access demand' instead of listing the relevant MCAs. Council proposes to correct this error in the Day 1 Version of the Amendment, so that Table 3 reflects the cost apportionment stated in Table 4. Given Table 4 has been used to calculate the proposed Development Infrastructure Levy, this correction will not alter the proposed levy rates.

Chronology of events

The following table provides a chronology of the key events relevant to the Amendment and the issues to be considered by the Panel.²⁵

Date	Event
November 2005	Urban Growth Boundary extended to include the Toolern PSP area. Work commences shortly thereafter on the preparation of the Toolern PSP.
October 2009	PSP Guidelines introduced by the Growth Areas Authority (now the Victorian Planning Authority). The preparation of the Toolern PSP is used as a pilot study for the new guidelines
November 2009	Amendment C84 exhibited.
June 2010	Amendment C84 planning panel report
August 2010	Urban Growth Boundary (UGB) extended to include all land between Melton Township and Caroline Springs As a result of this strategic change: <ul style="list-style-type: none"> • Melton Township and the Toolern PSP area are no longer a satellite city • The change to the UGB creates connectivity issues for Toolern PSP to the new adjoining Rockbank PSP area to the east
November 2010	Toolern PSP and DCP gazetted into Melton Planning Scheme via amendment C84 (Part 1). The Part 1 amendment incorporated the PSP and DCP to all land within the PSP area, except for '41-53 Abey Road and land to the east and south of this site generally between Abey Road Ferris Road and the railway line.' Development is now permitted in the Toolern PSP area subject to it being generally in accordance with the PSP
July 2011	Amendment C084 (Part 2) gazetted.

²⁵ See also, page 8 of the exhibited *Toolern Development Contributions Plan Review and Precinct Structure Plan Refresh Planning Report* (Melton City Council, February 2024) (**Review & Refresh Report**).

Date	Event
	<p>The permit preamble describes this change as “Amendment requested by the GAA to finalise the urban structure for the Toolern Precinct Structure Plan by rezoning 31.15 ha south of Abey Road west of Ferris Road and north of the Melbourne-Ballarat railway line Toolern from part Industrial 1 and part Urban Growth Zone to Urban Growth Zone 3 and updating relevant provisions to the Melton Planning Scheme.”</p> <p>Through this amendment, the PSP and DCP are updated to include reference to an amenity setback buffer area surrounding Technochem (a business on Abey Road).</p>
2011	<p>Work commences on the Atherstone residential estate</p> <p>Atherstone is the major residential estate in the Toolern PSP area, occupying approximately one quarter of the available residential land</p>
2012	<p>West Growth Corridor Plan released by the Growth Areas Authority</p> <p>This plan:</p> <ul style="list-style-type: none"> • Identified the Toolern Town Centre as a Principal Town Centre • Identified two future train stations in the Toolern PSP area at Ferris Road (Cobblebank) and Paynes Road (Thornhill Park) • Changed the land in the Paynes Road PSP area from employment to residential, which set the scene for the Paynes Road PSP
2012	<p>Toolern Town Centre Urban Design Framework adopted</p> <p>The UDF was prepared to identify the location of the proposed Melton Hospital and health precinct, justice precinct, and Council assets.</p>
August 2013	<p>Applied zones updated in Schedule 3 to Clause 37.07 Urban Growth Zone (C148)</p>
April 2014	<p>Melton Retail and Activity Centre Strategy adopted by Council</p> <p>The strategy:</p> <ul style="list-style-type: none"> • Identifies the Cobblebank (Toolern) Metropolitan Activity Centre as the highest order activity centre in the City of Melton • Identifies the remaining town centres in the Toolern PSP as Neighbourhood Activity Centres
May 2014	<p>The Melbourne metropolitan planning strategy released – Plan Melbourne</p> <p>In this plan, the Cobblebank (Toolern) major activity centres is identified as a Principal Activity Centre, which encourages intensified growth within the centre.</p>
October 2014	<p>Toolern Park PSP and DCP is approved via amendment C122.</p> <p>The Toolern Park PSP fills a small area that was excised from the Toolern PSP area</p>
2014	<p>Melbourne Water commences the review of all Drainage Service Schemes in the Toolern PSP area</p>

Date	Event
	Through this review, the size and location of drainage assets within the PSP area is updated. It is recommended that the area encumbered by drainage be increased.
2015	Western Business Accelerator and Centre of Excellence (BACE) opens
March 2015	<p>Paynes Road PSP is gazetted into the Melton Planning Scheme (C161).</p> <p>Through this amendment:</p> <ul style="list-style-type: none"> • The Paynes Road PSP area is removed from the Toolern PSP area • Land is converted from an employment use to a residential use, implications for DCP funding as a DCP was not prepared for the PSP. <p>A DCP was not incorporated into the Planning Scheme via amendment C161.</p>
November 2016	<p>Rockbank PSP is gazetted into the Melton Planning Scheme (C145)</p> <p>The Rockbank PSP applies to Land directly east of the Toolern PSP. Includes Paynes Road upgrade projects that are apportioned to the Toolern PSP area. The Toolern DCP, however, is not amended by C145 to capture the apportionment of projects to Toolern.</p>
2017	<p>A new metropolitan strategy for Melbourne is released - Plan Melbourne 2017-2050.</p> <p>Through Plan Melbourne, the status of the Cobblebank (Toolern) Activity Centre is upgraded from a Principal to a Metropolitan Activity Centre.</p>
August 2017	New suburb names are ascribed to the Toolern PSP area. The 4 new suburbs are Weir Views, Cobblebank, Strathtulloh and Thornhill Park, which enables community and recreation infrastructure to be renamed to reflect the suburb it is located within.
July 2018	Infrastructure Contributions Plans introduced into Planning system
October 2018	<p>Western Rail Plan project announced.</p> <p>The plan proposes electrification of the rail line to Melton and to provide separated train tracks to Ballarat. The plan also includes a new train station in Thornhill Park.</p>
February 2019	<p>Paynes Road Railway Station added to Toolern PSP and DCP.</p> <p>This change was introduced via amendment C172melt, exhibited in February 2019 and gazetted on 16 January 2020.</p>
January 2020	<p>Review of Toolern PSP and DCP commences.</p> <p>A primary focus for Council in this project is to reduce a significant shortfall in funding under the DCP that had been identified for transport, community and recreation projects,</p>
December 2020	Paynes Road DCP finalised ²⁶

²⁶ Note: a DCP was not prepared in respect of the Paynes Road PSP area at the time of its excision from the Toolern PSP area. An informal DCP was prepared by Urban Enterprise for Council in 2020 but

Date	Event
	Paynes Road DCP is prepared which separates the PSP area from the Toolern DCP. The DCP identifies project costs for road, intersection and bridge projects along Mt Cottrell Road and apportions these works to the Toolern DCP, however the Toolern DCP is not amended to reflect this apportionment.
August 2021	Minister for Planning applies the Public Acquisition Overlay to the Melton Hospital site (Amendment GC190)
October 2022	State Government announces Ferris Road level crossing will be removed by 2026.
18 March – 15 April 2022	Agency consultation of the draft amendment. As a result of this project, Land acquisition and construction costs for BD15 are proposed to be removed from the Toolern DCP.
15 August 2022	The <i>Toolern Precinct Structure Plan and Development Contributions Plan Review</i> was adopted by Council at its meeting held 15 August 2022. Council resolved to seek authorisation to prepare and exhibit the Amendment. Council resolved to: <ol style="list-style-type: none"> 1. Seek authorisation from the Minister of Planning to prepare Planning Scheme Amendment C232 to the Melton Planning Scheme to implement the findings of the <i>Toolern Precinct Structure Plan and Development Contributions Plan Review</i>. 2. Upon receipt of authorisation, prepare and exhibit Amendment C232 to the Melton Planning Scheme in accordance with the relevant requirements of the <i>Planning and Environment Act 1987</i>. 3. Authorise the Chief Executive Officer to negotiate and resolve any issues that are raised by submitters during the exhibition process prior to the amendment being reported back to Council for referral to a Planning Panel or adoption of the amendment
22 August 2022	Authorisation request for Amendment C232melt submitted to the Minister for Planning
8 December 2023	Authorisation granted by the Minister for Planning As a result of the authorisation conditions the land acquisition and construction costs for the Ferris Road Rail Overpass (BD15) are removed from the Toolern DCP.
11 April – 16 May 2024	Public exhibition of the Amendment

has not been incorporated into the Planning Scheme. However, that plan has been implemented via section 173 agreements, as contemplated by clause 2.0 of Schedule 8 to the Development Contributions Plan Overlay.

Date	Event
24 June 2024	<p>Submissions received in response to exhibition were considered at the Council meeting held 24 June 2024.</p> <p>Council resolved to:</p> <ol style="list-style-type: none"> 1. Request the Minister for Planning establish an Independent Planning Panel to consider the submissions received in response to Amendment C232melt in accordance with the <i>Planning and Environment Act 1987</i>. 2. Authorise the Chief Executive Officer to negotiate and resolve any issues that are raised during the independent planning panel process. 3. Consider the recommendations of the Independent Planning Panel at a future Council Meeting.
23 July 2024	Directions hearing

Summary of the conditions of authorisation and how they have been met

- 52. As indicted by the time between Council's request for authorisation and authorisation being granted, the Amendment was the subject of detailed review by the Department of Transport and Planning prior to exhibition.
- 53. On 8 December 2023, Council received a conditional authorisation sent by a delegate of the Minister for Planning.
- 54. The letter relevantly provided:

Under delegation from the Minister for Planning, in accordance with section 8A of the Planning and Environment Act 1987 (the Act) I authorise your council as planning authority to prepare the amendment subject to the following conditions:

1. Prior to exhibition, unless otherwise agreed in writing with DTP officers and/or the Minister for Planning, the planning authority must:
 - (a) update the amendment documentation to reflect the current planning scheme (noting that several planning scheme amendments have been approved since the authorisation request was submitted);
 - (b) update the relevant parts of the amendment documentation to reflect the current status of projects (e.g. for projects that are no longer required and/or have been provided via alternative funding mechanisms) and make consequential changes;
 - (c) update the Explanatory Report generally in line with that attached to the letter of authorisation (dated 8 December 2023);
 - (d) revise the Urban Growth Zone and Development Contribution Plan Overlay schedules to be appropriately consistent with the Ministerial Direction on Form and Content;
 - (e) update the relevant amendment documentation to reflect the subsequent approvals of the Rockbank and Paynes Road Precinct Structure Plans;
 - (f) update the Instruction Sheet (and relevant parts of the amendment) to redraft "In Overlays – Clause 43.01, delete Schedule 74" to "In Overlays – Clause 43.01, replace the Schedule with a new Schedule in the form of the attached document";

g) update and clarify the changes proposed by the amendment to address Melbourne Water related works and requirements, to ensure appropriate alignment and separation between Planning and Environment Act 1987 and Water Act 1988 matters; and

(h) make associated changes to amendment document to reflect 1(a) to 1(g) and other minor technical revisions.

55. Council worked to address the conditions of authorisation prior to exhibition.
56. In respect of condition a), *update the amendment documentation to reflect the current planning scheme (noting that several planning scheme amendments have been approved since the authorisation request was submitted)*, Council updated the workflow on the Amendments Tracking System (**ATS**) to use the current planning scheme ordinance. All exhibited documentation used the planning scheme ordinance that was current at the time of exhibition.
57. In respect of condition b) *'update the relevant parts of the amendment documentation to reflect the current status of projects (e.g. for projects that are no longer required and/or have been provided via alternative funding mechanisms) and make consequential changes'*, Council notes:

57.1. The Victorian government had made an announcement that they would fund the acquisition of land and construction of the Ferris Road Rail Overpass (Bridge 15 in Amendment C232melt). Council removed the land acquisition and construction costs of this project from the Development Contributions Plan, which resulted in a reduction in the Development Infrastructure Levy.

57.2. No other updates were required for transport, community, or recreation projects.

58. In respect of condition c) *'update the Explanatory Report generally in line with that attached to the letter of authorisation (dated 8 December 2023)'*, Council notes that the following changes were made to the Explanatory Report prior to exhibition:

58.1. The exhibited version of the Explanatory Report used DTP's revised report template.

58.2. Council rectified minor administrative errors identified by DTP in the Explanatory Report.

58.3. Council added a table that compared the existing Development Infrastructure Levy (DIL) rate (indexed to July 2021 dollars), against the proposed DIL in Amendment C232melt, and identified the resultant change to the DIL rate.

Charge Area	Existing DIL (Indexed to \$21/22)	Proposed DIL (\$21/22)	Change to DIL (\$21/22)
Charge Area 1	\$270,536	\$439,563	\$169,029
Charge Area 2	\$279,474	\$441,988	\$162,514
Charge Area 3	\$259,691	\$369,583	\$109,838
Charge Area 4	\$124,616	\$228,563	\$103,946

58.4. Council added a table that compared the existing Community Infrastructure Levy (CIL) rate, against the proposed CIL in Amendment C232melt, and identified the resultant change to the CIL rate.

Current CIL	Proposed CIL	Change to CIL
\$900 per dwelling	\$873 per dwelling	-\$27 per dwelling

58.5. Council added the following text to explain the funding shortfall:

The review found an approximate \$223.2 million (\$21/22) funding shortfall for both the Development Infrastructure Levy (DIL) and Community Infrastructure Levy (CIL), which this amendment seeks to address. The

proposed revised DIL and CIL rates will allow Council to recover approximately 79% of this funding shortfall, resulting in a reduced shortfall in funding of approximately \$46.9 million (\$21/22).

The changes to the DIL and CIL cannot be applied retrospectively to areas where the DIL and CIL have been collected.

- 58.6. Council added the following text to describe the impact of the amendment on housing affordability:

Housing Affordability

The amendment proposes increases to the Development Infrastructure Levy (DIL), which land developers will need to recover, noting that there are many costs that are borne by developers which are passed to future homeowners including land purchase and holding, planning, construction, marketing and sales, fees payable to the State Government (such as the Growth Areas Infrastructure Charge), and utility provider fees and charges.

Given the large number of costs that developers encounter when providing land for new housing, it is difficult to quantify what the changes to the DIL will mean for individual house lots in the Toolern PSP area.

The proposed increase in the DIL will likely result in similar house prices in the Toolern PSP area compared to other PSP areas in the City of Melton.

- 58.7. Council added the following text to explain the 50% apportionment of projects in the Rockbank and Paynes Road PSPs and DCPs to the Toolern PSP and DCP:

The Rockbank PSP and DCP was approved in 2016. The Rockbank DCP includes new transport construction projects along Paynes Road (shared boundary with the Toolern PSP area) that are 50% apportioned to the Toolern DCP. When the Rockbank DCP was created it did not amend the Toolern DCP to include these projects, and therefore the money intended to be collected for these projects from the Toolern DCP cannot be collected. This amendment seeks to amend the Toolern DCP so the money apportioned to these projects can be collected.

The Paynes Road PSP was approved in 2016. The Paynes Road PSP includes new transport construction projects along Mount Cottrell Road (shared boundary with the Toolern PSP area) that are 50% apportioned to the Toolern DCP. When the Paynes Road DCP was created it did not amend the Toolern DCP to include these projects, and therefore the money intended to be collected for these projects from the Toolern DCP cannot be collected. This amendment seeks to amend the Toolern DCP so the money apportioned to these projects can be collected.

- 58.8. Council added the following text to clarify that the construction values have been moderated to July 2021 dollars:

Where a project has been constructed, or is under construction, Council has retained the construction value of the project in the DCP and has indexed the value to 1 July 2021 dollars to moderate the increase to the construction costs in the DCP against increases to the Development Infrastructure Levy.

- 58.9. Council revised the Explanatory Report to improve the clarity with which changes to the planning controls were expressed.

- 58.10. Specific objectives and strategies were added to the 'How does the amendment support or implement the Planning Policy Framework and any adopted State Policy' section.
- 58.11. Information in the Explanatory Report was reordered at the request of DTP. The change to the DIL and CIL was placed first rather than the usual chronological order.
- 58.12. Council expanded the description of the changes to the drainage assets in Amendment C232melt as follows:

Melbourne Water has requested the Council make revisions to the size and location of drainage assets within the precinct to cater for growth and protect development from flooding. The council accepts this position and has determined more land is required to facilitate the drainage infrastructure.

- 58.13. Council updated the local policies section to align with the movement of these policies into the Planning Policy Framework.
- 58.14. Council clarified that comments received from State Government Departments and Agencies have informed the development of the Amendment.
- 58.15. Council expanded the text in the *Transport Integration Act 2010* section:

This amendment updates the Toolern DCP to include transport projects from the Paynes Road and Rockbank PSPs, and the Cobblebank Metropolitan Activity Centre Urban Design Framework.

The amendment includes Functional Layout Plans for transport projects and provides cost sheets for all transport projects to provide greater certainty for the infrastructure to be delivered and associated costs.

Projects which have been identified as no longer being required (by the council, the Victorian Planning Authority, the Department of Transport and VicRoads) have been removed from the Toolern PSP and DCP documents.

The proposed transport projects will ensure the transport network runs more efficiently.

The transport system will meet the following transport system objectives in Division 2 of the Transport Integration Act 2010:

- *Providing an interconnected road system that responds to the likely level of use generated by the PSP area.*
- *Enabling efficient access to existing and planned employment and services, the existing Cobblebank Railway Station, the planned Thornhill Park Station, and future extensions to bus services.*
- *Ensuring the road network minimises impacts to the site's topography, native vegetation, and water flow regimes.*
- *Designing the function and scale of roads to match the expected travel demand.*

59. In respect of condition d) '*revise the Urban Growth Zone and Development Contribution Plan Overlay schedules to be appropriately consistent with the Ministerial Direction on Form and Content*', Council:
- 59.1. Used the Urban Growth Zone Schedule and the Development Contribution Plan Overlay Schedule templates in the Ministerial Direction of Form and Content.
- 59.2. Has been collecting development contributions in the Toolern Development Contribution Plan Overlay area for more than 10 years. Prior to exhibition the Development Contribution Plan Overlay schedule has been modified to retain the infrastructure categories in the pre-amendment C232melt ordinance.
60. In respect of condition e) '*update the relevant amendment documentation to reflect the subsequent approvals of the Rockbank and Paynes Road Precinct Structure Plans*', the explanatory report and the planning report have been updated to include more information on the Rockbank and Paynes Road Precinct Structure Plans. Relevant points from the updated (exhibited) Explanatory Report are as follows
- *The Rockbank PSP and DCP was approved in 2016. The Rockbank DCP includes new transport construction projects along Paynes Road (shared boundary with the Toolern PSP area) that are 50% apportioned to the Toolern DCP. When the Rockbank DCP was created it did not amend the Toolern DCP to include these projects, and therefore the money intended to be collected for these projects from the Toolern DCP cannot be collected. This amendment seeks to amend the Toolern DCP so the money apportioned to these projects can be collected.*
 - *The Paynes Road PSP was approved in 2016. The Paynes Road PSP includes new transport construction projects along Mount Cottrell Road (shared boundary with the Toolern PSP area) that are 50% apportioned to the Toolern DCP. When the Paynes Road DCP was created it did not amend the Toolern DCP to include these projects, and therefore the money intended to be collected for these projects from the Toolern DCP cannot be collected. This amendment seeks to amend the Toolern DCP so the money apportioned to these projects can be collected.*
61. The instruction sheet was revised to address condition f) '*update the Instruction Sheet (and relevant parts of the amendment) to redraft "In Overlays – Clause 43.01, delete Schedule 74" to "In Overlays – Clause 43.01, replace the Schedule with a new Schedule in the form of the attached document"*',
62. In respect of condition g), '*update and clarify the changes proposed by the amendment to address Melbourne Water related works and requirements, to ensure appropriate alignment and separation between Planning and Environment Act 1987 and Water Act 1988 matters*', Council notes that the changes to the Toolern PSP and Toolern DCP documents take the same approach to drainage assets in contemporary PSPs. In particular:
- 62.1. The Future Urban Structure in the Toolern PSP shows the drainage assets identified in the Melbourne Water Development Service Schemes as they stood at the time of the PSP review.
- 62.2. In Plan 14 – Integrated Water Management Plan in the Toolern PSP document the following items are shown:
- a. Melbourne Water Development Service Scheme boundaries.
 - b. Melbourne Water Development Service Scheme names.
 - c. Melbourne Water Development Service Scheme drainage assets including an identification number for each asset.
- 62.3. The inclusion of a stormwater infrastructure table in the Toolern PSP that identifies:

- a. The stormwater asset identification number;
 - b. The stormwater asset type (e.g. wetland / waterway);
 - c. The width of the waterway corridor;
 - d. The area of the stormwater asset;
 - e. The properties in which the stormwater asset is located;
 - f. The name of the Melbourne Water development services scheme;
 - g. The name of the agency responsible for the stormwater asset (Melbourne Water or Council).
63. Finally, in response to condition g) '*make associated changes to amendment document to reflect 1(a) to 1(g) and other minor technical revisions*', the amendment documents were amended to reflect the changes outlined in conditions (a) – (g).

Summary of the strategic context:

64. The Panel's directions require consideration of:
- 64.1. relevant planning policies and provisions;
 - 64.2. any other recently approved or upcoming amendments that might impact on the Amendment.
65. As set out in the exhibited Explanatory Report, the Amendment makes proper use of the Victoria Planning Provisions, and planning policy.
66. In respect of the Planning Policy Framework, and State Policy, the Explanatory Report provides the following analysis:

The proposed amendment is consistent with the following clauses of the Planning Policy Framework and will assist in achieving objectives of the clauses:

- *Clause 11.01-1R Settlement – Metropolitan Melbourne:* This amendment proposes to change the name of the Major Activity Centre to a Metropolitan Activity Centre to be consistent with *Plan Melbourne 2017-2050*.
- *Clauses 11.02 Managing Growth and 11.03 Planning for Places:* This amendment proposes changes to the Toolern PSP and DCP documents to ensure adequate funds can be collected to acquire land and construct essential infrastructure required to service the growth of the precinct.
- *Clause 12.01-2S Biodiversity:* No changes are proposed to the native vegetation management identified in the Toolern PSP and Native Vegetation Precinct Plan, and therefore retains its commitment to the protection of biodiversity.
- *Clause 13.02-1S Bushfire Planning:* This amendment is within a bushfire prone area. Council is required to implement the requirements of Clause 13.02 should any applications be submitted for subdivision or development.
- *Clause 16.01-1R Housing supply – Metropolitan Melbourne:* This amendment maintains areas identified for the delivery of residential development. The proposed amendment to Schedule 3 of Clause 37.07 Urban Growth Zone will require all residential development in Commercial 1 Zone areas to require a permit if its ground floor frontage exceeds two metres. This will encourage a diversity of housing within the Metropolitan Activity Centre and Neighbourhood Activity Centres.

- *Clause 16.01-2S Housing affordability:* This amendment supports a wide diversity of housing styles and sizes that are located close to jobs, transport, and services. The Toolern PSP identifies land suitable for high, medium, and conventional densities. The increase in the Development Infrastructure Levy will not result in significant increases in housing prices.
- *Clause 17.01-1R Diversified economy – Metropolitan Melbourne:* This amendment includes the Toolern (Cobblebank) Employment Precinct and the future Toolern (Cobblebank) Metropolitan Activity Centre, which are identified as significant employment areas in the *Melbourne Industrial and Commercial Land Use Plan, April 2020*. These employment areas are significant to the municipality and the broader western region of Melbourne. There are no changes to these employment precincts to facilitate growth in employment in these areas. The regionally significant industrial precinct, the Metropolitan Activity Centre, and the four Neighbourhood Activity Centres, will provide 22,000 jobs.
- *Clause 17.02-1S Business:* This amendment proposes to increase the retail floor area in the Cobblebank Metropolitan Activity Centre from 30,000 square metres to 70,000 square metres to be consistent with the approved *Cobblebank Metropolitan Activity Centre Urban Design Framework*.
- *Clause 17.03-3R Regionally significant industrial land - Metropolitan Melbourne – Western Metro Region:* This amendment includes land identified in the *Melbourne Industrial and Commercial Land Use Plan, April 2020* as within a regionally significant industrial precinct. This land will contribute to growth as a freight, logistics and manufacturing precinct servicing the City of Melton and surrounding municipalities.
- *Clause 18.01-1S Land use and transport integration:* This amendment supports the efficient, coordinated, and reliable movement of people and goods, including walking and cycling networks and reducing reliance on private motor vehicles.
- *Clause 18.01-1L Land use and transport planning:* The amendment is consistent with the policy intention to support transit-oriented development around the Cobblebank Railway Station.
- *Clause 18.01-2S Transport system:* This amendment proposes to add transport projects to the Toolern DCP to ensure that adequate transport infrastructure is delivered to service the growth of the community. The amendment proposes to include road, intersection and bridge projects from the Paynes Road and Rockbank PSPs, and the *Cobblebank Metropolitan Activity Centre Urban Design Framework*.
- *Clause 18.02-1S Walking, Clause 18.02-2R Cycling – Metropolitan Melbourne, and Clause 18.02-3R Principal Public Transport Network:* The amendment includes walking and cycling networks to facilitate sustainable transport and has been planned to support development around the Cobblebank Train Station which is in the heart of the Cobblebank Metropolitan Activity Centre.
- *Clause 19.02-1L Health facilities:* This amendment is consistent with the local policy that supports the development of a public hospital in the Cobblebank Metropolitan Activity Centre.
- *Clause 19.03-1S Development and infrastructure contributions plans:* This amendment proposes changes to the Toolern DCP to ensure infrastructure can be delivered in a timely manner. Changes broadly include removing redundant infrastructure, adding new transport infrastructure projects, and revises the cost of infrastructure to ensure infrastructure is properly funded.
- *Clause 19.02-6R Open space – Metropolitan Melbourne:* The amendment seeks to establish the Toolern Creek Regional Park within the Toolern PSP area.
- *Clause 19.03-3S Integrated water management:* Changes are proposed to the size and location of drainage assets within the Toolern PSP to cater for future growth, minimise flooding risk, and provide an urban environment that is more resilient to the effects of climate change.

67. In respect of the Municipal Planning Strategy, the Explanatory Report provides the following analysis:

The amendment is consistent with the Municipal Planning Strategy.

- Clause 02-03-1 Settlement – Activity Centres: The amendment proposes a change to the designation of the Major Activity Centre to a Metropolitan Activity Centre and identifies it as an area suitable for transit-oriented development. This amendment proposes to increase the retail floor area in the Cobblebank Metropolitan Activity Centre from 30,000 square metres to 70,000 square metres to be consistent with the approved Cobblebank Metropolitan Activity Centre Urban Design Framework. The Cobblebank Metropolitan Activity Centre is identified as the largest activity centre in the City of Melton, which will generate and support the most significant retail, employment and business services and, civic, education and health facilities.
- Clause 02.03-6 Housing: The amendment encourages development that provides a range of housing choice and diversity to meet the needs of a growing and changing community and demand for different housing types.
- Clause 02.03-7 Economic Development: This amendment proposes to facilitate development within the Toolern PSP area to encourage economic development and maximise economic opportunities within the Toolern (Cobblebank) Metropolitan Activity Centre. It will deliver services and amenities required for the growing community, which will support economic growth.
- Clause 02.03-8 Transport: This amendment proposes to add transport projects to the Toolern DCP to ensure that appropriate transport infrastructure is delivered to service the growth of the community. The amendment proposes to add transport projects from the Paynes Road and Rockbank PSPs, and the Cobblebank Metropolitan Activity Centre Urban Design Framework. The amendment proposes changes to the land areas and project costs for most transport projects to ensure adequate money is being collected to acquire the land and construct the projects identified in the Toolern PSP and DCP.
- Clause 02.03-9 Infrastructure: This amendment includes controls that protect the Werribee River and Melton Reservoir, which form the westernmost boundary of this PSP. The Melton Reservoir is used for irrigation purposes within the City of Wyndham.

68. In respect of the Victoria Planning Provisions, the Explanatory Report provides the following analysis:

The amendment makes appropriate use of the Victorian Planning Provisions by applying:

- The Urban Growth Zone to manage development in a PSP area. This amendment proposes to amend Schedule 3 to Clause 37.07 Urban Growth Zone to reflect changes identified in the explanatory report.
- The Development Contributions Plan Overlay to collect funds for development of essential infrastructure to service the growth of the precinct. This amendment proposes to amend Schedule 3 to Clause 45.06 Development Contributions Plan to reflect changes identified in this explanatory report.

69. In respect of other amendments, Council has reviewed the planning scheme amendments introduced in the past 12 months and amendment that are currently in progress. These are set out in the table forming Appendix A to this submission.

70. Council has identified two amendments that interface with the Amendment.

- 70.1. Amendment VC249 introduced an exemption for a 'small second dwelling' from payment of the DIL and CIL. This exemption currently applies to the Toolern DCP but was inadvertently shown as removed through the exhibited Amendment. Council

proposes a change through the Day 1 version of the Amendment to reinstate the current exemption for small second dwellings.

- 70.2. Amendment VC250 was a part of a suite of reforms that support Victoria's Gas Substitution Roadmap and prohibits new gas connections to residential developments.
- a. Council has identified potential conflicts of this prohibition with the following provisions:
- i. Potential conflict with Section 4.7.1 of the Toolern PSP, which has an objective to:
- 'provide all developed lots, to the satisfaction of the relevant authority, with gas.'*
- ii. Potential conflict with Section 5.1.1 of the Toolern PSP, which has the following guidance:
- 'As part of subdivision construction works, new development must meet the cost of delivering the following infrastructure:*
- ...
- *Infrastructure as required by utility services provider including water, sewerage, drainage (except where the item is funded through a Drainage Scheme) , electricity, gas, and telecommunications.'*
- iii. Potential conflict with Section 1.4.2 of the Toolern DCP, which has the following guidance:
- 'The items listed below are not included in the DCP, as they are not considered to be higher order items. They must be provided by developers as a matter of course usually by the imposition of planning permit conditions:*
- ...
- *Water, sewerage, underground power, gas, telecommunications services.'*
- b. Council has considered these potential conflicts and considers that no change is required to these provisions. In Council's submission, these clauses continue to have utility in respect of commercial and industrial developments – being types of development for which new gas connections are not prohibited. To the extent that these provisions are inconsistent with the prohibition for new gas connections to residential developments, Council submits that the provisions may be applied practically in light of this prohibition found elsewhere in the Planning Scheme.

Comparison to other DCPs

71. Through the review process, Council considered how the proposed levy rate would compare against other DCP's.
72. The Review and Refresh Report sought to contextualise the proposed DIL rates against other contemporary DCPs within the municipality. Table 25 to that report provides as follows:

Table 25. Comparison of DIL rates in contemporary DCPs

Development Contributions Plan	Transport \$21/22	Comm & Rec \$21/22	Plan Prep \$21/22	Total DIL \$21/22
Toolern DCP – Charge Area 4	\$225,715	\$1,756	\$1,092	\$228,563
Diggers Rest DCP	\$107,120	\$153,832	-	\$260,952
Toolern DCP – Charge Area 3	\$226,486	\$141,951	\$1,092	\$369,529
Rockbank North DCP	\$203,460	\$207,186	-	\$410,646
Paynes Road DCP	\$182,856	\$249,640	\$266	\$432,763
Toolern DCP - Charge Area 1	\$226,486	\$211,985	\$1,092	\$439,563
Toolern DCP – Charge Area 2	\$226,486	\$214,410	\$1,092	\$441,988
Rockbank DCP	\$258,594	\$221,250	-	\$479,844

73. A comparison was not provided against the Kororoit, Plumpton and Mt Atkinson Infrastructure Contributions Plans due to the operation of the public land contributions model within the ICP when compared with the DCP system that includes land as DCP items.
74. Council has recently completed indexation for the DCPs in its municipality for the current financial year. The following table shows the 4 charge area of the existing Toolern DCP in context of other DCPs in the municipality:

PSP	Charge Area	24/25 DIL Rate
Rockbank	1	\$ 606,211.96
Paynes Road	1	\$ 548,521.94
Rockbank North	1	\$ 493,357.03
Taylors Hill West	1	\$ 491,176.82
Taylors Hill West	3	\$ 489,533.84
Toolern	2	\$ 396,046.49
Toolern Park	1	\$ 383,710.39
Toolern	1	\$ 357,975.75
Melton North	1	\$ 345,531.69
Toolern	3	\$ 339,934.81
Rockbank	2	\$ 322,931.77
Diggers Rest	Residential	\$ 305,364.37
Taylors Hill West	2	\$ 205,669.61
Toolern	4	\$ 171,107.16
Diggers Rest	Employment	\$ 126,368.83

75. Council has also prepared an indexed version of the exhibited DCP rates, and placed these alongside the indexed 2024-25 financial year DIL rates for other DCPs in the municipality. The results of this analysis are as follows:

PSP	Charge Area	24/25 DIL Rate
Rockbank	1	\$ 606,211.96
Paynes Road	1	\$ 548,521.94
Toolern	2	\$ 538,411.24
Toolern	1	\$ 536,026.68
Rockbank North	1	\$ 493,357.03
Taylors Hill West	1	\$ 491,176.82
Taylors Hill West	3	\$ 489,533.84

Toolern	3	\$ 447,110.49
Toolern Park	1	\$ 383,710.39
Melton North	1	\$ 345,531.69
Rockbank	2	\$ 322,931.77
Diggers Rest	Residential	\$ 305,364.37
Toolern	4	\$ 288,713.63
Taylors Hill West	2	\$ 205,669.61
Diggers Rest	Employment	\$ 126,368.83

76. These tables indicate that while the Amendment does propose to increase the DIL rate for all 4 charge areas, the increase is not disproportionate compared to other DCPs in the municipality.

Appendix B – Project Status – August 2024

77. Appendix 7 to the Review and Refresh Report identified projects that have been completed at the date of that report.
78. Council has prepared an updated and augmented analysis, set out at Appendix B to this submission.
79. Appendix B identifies each project proposed to be funded by the exhibited DCP and:
- 79.1. Identifies if the project has been constructed or if construction has commenced;
 - 79.2. Identifies if the status has changed since exhibition;
 - 79.3. Provides an aerial image of the project's location.
80. Council notes that the following projects, proposed to be added into the Toolern DCP have commenced/completed:
- 80.1. RD22 – land acquisition within the Rockbank PSP area has been completed but works in the Toolern PSP area have not commenced.
 - 80.2. RD23 – land acquisition within the Rockbank PSP area has been completed but works in the Toolern PSP area have not commenced.
 - 80.3. RD24 – land acquisition within the Rockbank PSP area has been completed but works in the Toolern PSP area have not commenced.
 - 80.4. IT29 – land not acquired, project not constructed.
 - 80.5. IT30 – land acquisition within the Rockbank PSP area has been completed but works in the Toolern PSP area have not commenced.
 - 80.6. IT31 – land acquisition the Rockbank PSP area has been completed but works in the Toolern PSP area have not commenced.
 - 80.7. IT32 – land acquisition the Rockbank PSP area has been completed but works in the Toolern PSP area have not commenced.
 - 80.8. BD16 – land not acquired, project not constructed.

- 80.9. BD17 – land in the Rockbank PSP partly acquired, land in the Paynes Road PSP has been acquired. Land in the Toolern PSP area not yet acquired. Construction not commenced.
- 80.10. BD18 – land in the Rockbank, Paynes Road and Toolern PSP areas has been acquired, the level crossing has been upgraded.
- 80.11. BD19 – land on the east side of the road is in the Paynes Road PSP area has been acquired. Land on the west side in the Toolern PSP area has not been acquired. Land required for the overpass has not been reserved in the approved subdivision.
- 80.12. BD20 – land in the Paynes Road PSP area has been acquired. Land in the Toolern PSP has been acquired. Land on the west side of the road is not required (located within the Toolern PSP area).
- 80.13. BD21 – land in the Paynes Road PSP area and Toolern PSP area has been acquired, the level crossing has been upgraded.

Summary of the issues raised in submissions, including an explanation of which (if any) of those issues have been resolved and how.

- 81. Appendix C to this submission includes a revised submission response table. This submission response table is the same as that considered at the Council meeting held 24 June 2024, but has been updated under delegation to respond to:
 - 81.1. Submission 35 – Late Submission – DTP Transport;
 - 81.2. Submission 36 – Supplementary Submission – Submitter 12 – Miravor;
 - 81.3. Submission 37 – Supplementary Submission – Submitter 17 – Australian Unity.²⁷
- 82. Council relies upon the detailed, tabular response to submissions attached at Appendix C.
- 83. Council's Part B submission will address the issues raised in submissions on a thematic basis, with the benefit of the expert evidence filed with the Panel.
- 84. Council has referred all submissions to the Panel for consideration. However, Council considers that submissions 2 (landowner), 3 (CFA), 4 (Work Safe Victoria) and 10 (landowner) do not request changes to the Amendment.
- 85. Council considers the following submissions to be resolved between the submitter and Council:
 - 85.1. Submission 4 from Council's Property and Investment Coordinator.
 - a. Submission 4 identifies a plan change that is required as a consequence of the removal of the non-government school from properties 33 and 34.
 - b. Council will in the Day 1 version of the Amendment propose a change to remove the school from properties 33 and 34 and show the local road and open space. On this basis, Council considers the submission to be resolved.
 - 85.2. Submission 7 from Council's Senior Development Contributions Accountant.
 - a. Submission 7 identifies that an incorrect DIL rate for Charge Area 3 was included in the Explanatory Report, and that projects CI01, CI07, CI10,

²⁷ The Panel's directions require a response to submission 38, however Council's records record submission 37 as the final submission received.

CI13 and CI16 are incorrectly identified as 'development infrastructure' in Tables 3, 4, 5 and 6 of the Exhibited DCP.

- b. Council will correct these issues in the Day 1 version of the Amendment. On this basis, Council considers the submission to be resolved.
- 85.3. Submission 14 from a resident in Thornhill Park queried the project code for and status of the Thornhill Park railway station. The submitter has confirmed to Council that its response as set out in the table at Appendix C has resolved their submission.
- 85.4. Submission 34 from Melbourne Water expresses support for the updates to drainage infrastructure in the exhibited amendment, subject to requests for updates to the layouts for assets 17, 22 and 23.
- a. Council proposes to make these corrections in the Day 1 version of the Amendment and considers this resolves the Melbourne Water submission.
 - b. Council notes that other aspects of the Melbourne Water submission express concerns about delivery risks of unknown cultural values, natural wetland eco-hydrology and groundwater interactions, and also the flexibility provided by development generally in accordance with the PSP land budget for drainage assets. Council does not understand these references as seeking specific changes to the amendment.

CONCLUSION

- 86. These submissions will be supplemented by expert evidence, and Council's Part B submission to be filed in accordance with the Panel's directions.
- 87. In addition, Council will file its 'Day 1' version of the Amendment prior to the commencement of the hearing.

12 August 2024

HARWOOD ANDREWS
on behalf of
MELTON CITY COUNCIL

Appendix A – Summary of Recently Approved and Exhibited Planning Scheme Amendments

Planning scheme amendments which commenced in the past 12 months

Amendment No	In Operation From	Amendment Description	Amendment Details	Impact on Amendment C232melt
VC255	3 May 2024	Amendment VC255 changes the VPP and 52 planning schemes in Victoria by correcting obvious or technical errors and by making consequential changes to local schedules to align with Amendment VC243 and Amendment VC253.	The amendment introduced references to small second dwellings in the local schedules to the Residential Growth Zone and General Residential Zone.	No impact to Amendment C232melt.
VC252	26 April 2024	Amendment VC252 changes the VPP and 64 planning schemes in Victoria by correcting obvious or technical errors and by making consequential changes to local schedules to align with Amendment VC243, VC250 and Amendment VC253.	In addition to formatting, numbering and naming updates, this amendment altered select residential zones to modify the provisions related to gas connections for small second dwellings, introduce references to small second dwellings in certain zone schedules, and remove the requirement to obtain a planning permit for a single dwelling on a lot of more than 300m2.	No impact to Amendment C232melt.
VC261	4 April 2024	The amendment expands the operation of the existing Development Facilitation Program (DFP) planning provisions that fast-track the assessment of significant economic development by enabling an application for renewable energy facility, utility installation and associated subdivision to be assessed.	Expands the fast-track of assessments for renewable energy facilities, utility installations and associated subdivision.	No impact to Amendment C232melt.
VC259	28 March 2024	The amendment changes the VPP and all planning schemes in Victoria by extending the transitional	Extends transitional arrangements for a dependent persons unit.	No impact to Amendment C232melt.

		arrangements for a dependent persons unit for a period of 12 months.		
VC256	15 March 2024	General omnibus amendment	The amendment corrects obvious or technical errors. None of the changes affect ordinance being changed by Amendment C232melt.	No impact to Amendment C232melt.
VC254	12 February 2024	The amendment makes changes the Victoria Planning Provisions and all planning schemes related to Birrarung-Bolin Framework Plan, Proof of continuous use, signs in the Transport Zone and State projects.	The amendment adds the Birrarung-Bolin Framework Plan to the Banyule and Manningham Planning Schemes. The amendment has updated Clause 63.11 (Existing Use Rights), and proposes changes to sign requirements in the Transport Zone.	No impact to Amendment C232melt.
VC249	15 January 2024	The amendment changes the Victoria Planning Provisions and all planning schemes in Victoria by exempting development for a small second dwelling from Development Contributions Plan requirements and correcting typographical errors related to small second dwellings.	<p>The amendment seeks to facilitate small second dwellings by exempting development of small second dwellings from development contributions plan requirements.</p> <p>The amendment made changes to the Toolern Development Contributions Plan. The changes introduced by this amendment are reflected in the exhibited Toolern DCP.</p>	<p>A change is required to the Amendment.</p> <p>Following amendments to the <i>Ministerial Direction on the Preparation and Content of Development contributions Plans (11 October 2016, amended 15 January 2024)</i>, a small section dwelling is directed to not be subject to DIL or CIL.</p> <p>This is reflected in the current Schedule 3 to the DCPO, but is not reflected in the exhibited clause 4.0 to the DCPO. Council proposes a change to the exhibited DCPO, to retain the current exemption:</p> <p><i>The development of land for a small second dwelling is exempt from the requirement to pay a development infrastructure levy and a community infrastructure levy.</i></p>

C242melt	11 January 2024	Corrects an error in Schedule 11 to Clause 37.07 Urban Growth Zone (Plumpton Precinct Structure Plan) following the gazettal of Amendment C208melt.	The amendment corrects an error in the Plumpton Precinct Structure Plan.	No impact to Amendment C232melt.
VC250	1 January 2024	The amendment supports Victoria's Gas Substitution Roadmap (Victorian Government, 2022) by prohibiting new gas connections for new dwellings, apartments and residential subdivisions where a planning permit is required.	<p>The amendment changes the VPP and all planning schemes by amending Clauses 15.01-2S and 15.01-3S to prohibit new gas connections.</p> <p>It amends Clauses 52.20, 53.20, 55.02, 56.09 and 58.02 to remove the optional requirement for a gas connection.</p> <p>It introduces a new particular provision at Clause 53.03 to prohibit new gas connections to new dwellings, apartments and residential subdivisions, which will apply to permit applications lodged on or after 1 January 2024.</p>	<p>Potential conflict with Section 4.7.1 of the Toolern PSP, which has an objective to:</p> <p><i>'provide all developed lots, to the satisfaction of the relevant authority, with gas.'</i></p> <p>Potential conflict with Section 5.1.1 of the Toolern PSP, which has the following guidance:</p> <p><i>'As part of subdivision construction works, new development must meet the cost of delivering the following infrastructure:</i></p> <ul style="list-style-type: none"> • <i>Infrastructure as required by utility services provider including water, sewerage, drainage (except where the item is funded through a Drainage Scheme) , electricity, gas, and telecommunications.'</i> <p>Potential conflict with Section 1.4.2 of the Toolern DCP, which has the following guidance:</p> <p><i>'The items listed below are not included in the DCP, as they are not considered to be higher order items. They must be provided by developers as a matter of course usually by the imposition of planning permit conditions:</i></p>

				<ul style="list-style-type: none"> • <i>Water, sewerage, underground power, gas, telecommunications services.'</i>
VC253	14 December 2023	Amendment VC253 introduces a new land use term and siting, design and amenity requirements for a small second dwelling into the Victoria Planning Provisions (VPP) and all planning schemes to implement Victoria's Housing Statement: The decade ahead 2024-2034 by making it easier to build a small second dwelling.	Introduces a new land use term and siting, design and amenity requirements for a small second dwelling.	
VC217	1 December 2023	The amendment changes the Victoria Planning Provisions (VPP) and all planning schemes to implement the decriminalisation of sex work.	<p>The amendment changes the VPP and all planning schemes to implement the decriminalisation of sex work.</p> <p>The Toolern PSP, the Toolern DCP, and Schedule 3 to Clause 37.07 Urban Growth Zone do not mention a brothel or sex work. Amendment C232melt does not include any controls that are contrary to VC217.</p>	No impact to Amendment C232melt.
GC230	1 December 2023	Amendment GC230 makes changes to zone schedules in 14 planning schemes to ensure alignment with Amendment VC217. Amendment VC217 implemented planning changes to support the decriminalisation of sex work in Victoria. Amendment VC217 was gazetted on 23 June 2022 and came into operation on 1 December 2023.	Amendment GC230 made changes to Schedule 1 to Clause 37.02 Comprehensive Development Zone.	No impact to Amendment C232melt.
C240melt	14 November 2023	Amendments to the Melton Planning Scheme which apply a Specific Controls Overlay and corresponding	The amendment applies Schedule 7 to the Specific Control Overlay to	No impact to Amendment C232melt.

		Incorporated Document to support the development of the New Melton Hospital.	<p>the Melton Hospital Site at 245A Ferris Road, Cobblebank.</p> <p>The Melton Hospital is located in the Toolern PSP area and as such is impacted by Amendment C232melt.</p> <p>The Department of Health / Victorian Health Building Authority were provided a copy of the amendment and provided a response (submission 13).</p> <p>This amendment does not impact the information contained within Amendment C232melt.</p>	<p>Council has not included the hospital area for property 31 in the Land Use Budgets in Tables 1 and 2 in the Toolern DCP.</p> <p>The 'New Melton Hospital Incorporated Document, DTP, June 2023' referenced in Schedule 7 to Clause 45.12 Specific Controls Overlay, at Section 5.18 excludes the hospital from paying developer contributions at Clause 45.06 of the Melton Planning Scheme.</p> <p>The loss of developable area resultant from the establishment of the hospital will result in a developer contribution collection gap that will be borne by Council.</p>
C239melt	3 November 2023	Updates the Plumpton & Kororoit Infrastructure Contributions Plan and the Infrastructure Contributions Overlay applying to land within the Plumpton and Kororoit precincts, and makes associated changes to the Melton Planning Scheme.	The amendment corrects an error in the Kororoit and Plumpton Infrastructure Contributions Plan and the Infrastructure Contributions Plan Overlay.	No impact to Amendment C232melt.
VC241	17 October 2023	The amendment removes prohibitions for specified sign types for a Freeway service centre, Service station and Open sports ground in a zone where Category 4 - Sensitive areas sign controls apply.	<p>The amendment loosens controls for Freeway service centre, service station and open sports grounds signage in a zone where sensitive area sign controls apply.</p> <p>Amendment C232melt does not propose any controls that tighten restrictions on freeway service centre or service station signage.</p> <p>Amendment C232melt in Section 7.0 Signs at Schedule 3 to Clause 37.07 Urban Growth Zone, permits</p>	No impact to Amendment C232melt.

			an advertising sign that promotes a community facility on credited open space for a period of not more than five years.	
VC247	06 October 2023	The amendment extends planning exemptions under clauses 52.07 (Emergency recovery) and 52.18 (Coronavirus (COVID 19) pandemic and recovery exemptions) and makes corrections to ordinance introduced in VC246 related to Container deposit scheme centres.	The amendment changes clause 52.07, clause 52.18 and the container deposit scheme clauses introduced in amendment VC246.	No impact to Amendment C232melt
VC246	26 September 2023	The amendment introduces new land use controls in the Victoria Planning Provisions and all planning schemes to improve facilitation of Victorias Container Deposit Scheme. The amendment introduces a new land use term, Container deposit scheme centre, nested under Transfer station. The amendment also makes corrections to ordinance.	The amendment changes the Victoria Planning Provisions to facilitate the roll out of the Victorian Container Deposit Scheme.	No impact to Amendment C232melt.
VC243	22 September 2023	The amendment makes changes to the Victoria Planning Provisions and all planning schemes to codify residential development standards, implement the Future Homes project across Victoria, remove permit requirements for single dwellings on lots of 300 square metres or more and introduce VicSmart permits for single dwellings on lots less than 300 square metres. These changes support the delivery of housing in Victoria.	The amendment modified clauses 54 and 55 to amend the operation of certain standards, and amended certain residential zones (including the General Residential Zone and Neighbourhood Residential Zone) to remove the ability for the zone schedule to require a permit to construct or extend one dwelling or construct or extend a fence within 3 metres of a street on a lot of 300 square metres or more.	No impact to Amendment C232melt.
VC242	20 September 2023	The amendment makes changes to the Victoria Planning Provisions and all planning schemes by introducing	The amendment introduced the new clause 53.22 and 53.23	No impact to Amendment C232melt.




		two new particular provisions to facilitate significant residential development and significant economic development	pathways for significant housing projects.	
VC236	14 August 2023	The amendment supports renewable hydrogen gas production and distribution and makes the Minister for Planning the responsible authority for large-scale production of hydrogen gas.	The amendment makes changes to Clauses 19.01-1S (Energy Supply), 53.05 (Freeway Service Centre), and 72.01 (Responsible Authority for the Planning Scheme) to support renewable hydrogen gas production and distribution.	No impact to Amendment C232melt.
VC238	3 August 2023	The amendment changes the Victoria Planning Provisions and all planning schemes by amending clause 52.13, Victorias container deposit scheme. The amendment changes the permit exemption threshold in clause 52.13 to enable an automated collection point to occupy 5 car spaces instead of 4 if the land contains 50 or more car spaces.	Amendment VC238 makes changes to clause 53.13 regarding container deposit collection points in car parks.	No impact to Amendment C232melt.





Other exhibited amendments



Amendment No	Status	Amendment Description	Amendment Details	Impact on Amendment C232melt
C243melt	Under Exhibition	The amendment proposes to relocate a horse-riding school operated by the Riding for Disabled Association of Victoria. The amendment relates to land in the Rockbank North PSP area.	The amendment relates to land located in the Rockbank North PSP area.	No impact to Amendment C232melt.
C231melt	Approval Under Consideration	The Amendment proposes to implement the findings of the City of Melton Heritage Assessment Project	The sites being added to the Heritage Overlay are in Kurunjang, Diggers Rest, and Toolern Vale.	No impact to Amendment C232melt.



	2020/21 by adding five places to the Schedule to the Heritage Overlay.	None of the sites are located within the Toolern PSP area.	
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Appendix B – Project Status Table (August 2024)




Project ID	Project Name	Status of Project in C232melt	Has Status Changed?	Aerial Image – May 2024
<p>RD01</p>	<p>Rees Road: Coburns Road (PSP boundary) to East West Arterial (IT01) Construction of a 2-lane arterial road (interim layout). Purchase of land to increase reserve width from 20m to 34m (ultimate).</p>	<p>Land partially acquired Road partially constructed (83.5%)</p>	<p>No Land partially acquired. Road constructed.</p>	
<p>RD02</p>	<p>East West Arterial: Rees Road (IT01) to Exford Road (IT02) Construction of a 2-lane arterial road (interim standard) Purchase of land to increase reserve width from 0m to 34m (ultimate).</p>	<p>Land acquired Construction not commenced</p>	<p>No Land acquired. Construction not commenced.</p>	
<p>RD03</p>	<p>Exford Road: East West Arterial (IT02) to East West Arterial (IT03) Re-construct existing 2-lane road to provide 2-lane arterial road (interim layout). Purchase land to increase reserve width from 20m to 34m (ultimate).</p>	<p>Land partially acquired Road partially constructed</p>	<p>No Land partially acquired. Road partially constructed</p>	

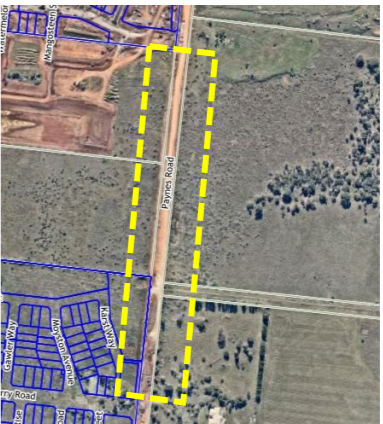
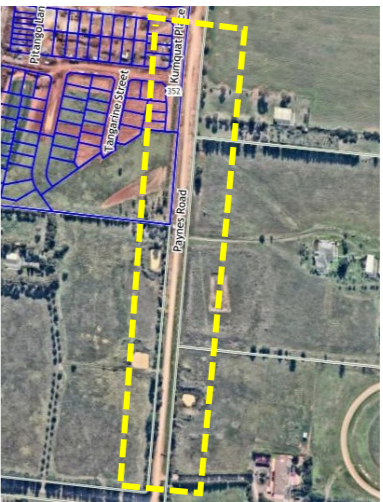


Project ID	Project Name	Status of Project in C232melt	Has Status Changed?	Aerial Image – May 2024
RD04	<p>Exford Road: Exford Road (IT03) to Greigs Road (IT04) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 20m to 34m (ultimate).</p>	<p>Land partially acquired Road partially constructed</p>	<p>No Land partially acquired. Northern section of road partially constructed</p>	
RD05	<p>East West Arterial: Exford Road (IT03) to Toolern Creek (BD03) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 0m to 34m (ultimate).</p>	<p>Land partially acquired</p>	<p>No Land partially acquired. No construction.</p>	
RD06	<p>East West Arterial: Toolern Creek (BD03) to Ferris Road (IT05) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve from 0m to 34m (ultimate).</p>	<p>Not commenced To be constructed by Lendlease Council owns the land</p>	<p>Yes Land owned by Council. Part road construction commenced.</p>	
RD07	<p>East West Arterial: Ferris Road (IT05) to Mount Cottrell Road (IT06) Construction of a 2-lane arterial road. (interim layout). Purchase land to increase reserve width from 0m to 34m (ultimate).</p>	<p>Not commenced</p>	<p>No No land acquisition. No construction.</p>	






Project ID	Project Name	Status of Project in C232melt	Has Status Changed?	Aerial Image – May 2024
RD08	<p>East West Arterial: Mount Cottrell Road (IT06) to Paynes Road (IT07) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width to 0m to 45m (ultimate).</p>	Not commenced	No No land acquisition. No construction	
RD09	Deleted – this project is in the Rockbank South PSP area	Deleted – this project is in the Rockbank South PSP area	No	
RD10	Deleted – this project is in the Rockbank South PSP area	Deleted – this project is in the Rockbank South PSP area	No	
RD11	<p>Mount Cottrell Road: Melbourne Ballarat Rail Line to PSP southern boundary Construction of a 2-lane arterial road (interim layout). Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 41m (ultimate).</p>	Land partially acquired Road partially constructed	No Land partially acquired. Northern section of road partially constructed.	





Project ID	Project Name	Status of Project in C232melt	Has Status Changed?	Aerial Image – May 2024
RD12	<p>Mount Cottrell Road: Western Freeway to Melbourne Ballarat Rail Line Construction of a 2-lane arterial road (interim layout). Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 41m (ultimate).</p>	Constructed	<p>No Land acquired. Road constructed.</p>	
RD13	Skipped Project - There is no RD13 in the Toolern DCP	Skipped Project - There is no RD13 in the Toolern DCP	No	
RD14	<p>Shogaki Drive: Ferris Road (IT13) to Industrial Connector Road (IT12) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 40m to 45m (ultimate).</p>	Not commenced	<p>No No land acquisition. No construction.</p>	



Project ID	Project Name	Status of Project in C232melt	Has Status Changed?	Aerial Image – May 2024
RD15	<p>Ferris Road: Western Freeway to Shogaki Drive (IT13) Construction of additional lane in either direction to existing 4-lane divided road to provide ultimate 6-lane divided arterial road (ultimate layout). Purchase land to increase reserve width from 34m to 45m (ultimate).</p>	Not commenced	<p>No No land acquisition. No construction.</p>	
RD16	<p>Ferris Road: Abey Road (IT13) to Melbourne Ballarat Rail Line Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 34m to 38m (ultimate).</p>	Not commenced	<p>No No land acquisition. Construction not commenced.</p>	






Project ID	Project Name	Status of Project in C232melt	Has Status Changed?	Aerial Image – May 2024
RD17	<p>Ferris Road: Melbourne Ballarat Rail Line to East West Arterial (IT05) Construction of a 2-lane arterial road (interim layout).</p>	Partially constructed Partially committed	<p>Yes</p> <p>Road construction largely completed. Construction still underway in southern section.</p> <p>No change to DCP as the project construction values were indexed 2011 values.</p>	
RD18	<p>Abey Road: Toolern Creek (BD01) to Ferris Road (IT13) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 19m to 38m (ultimate).</p>	Constructed	<p>No Land acquired. Road constructed.</p>	
RD19	<p>Shogaki Drive: Industrial Connector Road (IT12) to Mount Cottrell Road (IT10) Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 0m to 45m (ultimate).</p>	Not commenced	<p>No Land not acquired. Construction not commenced.</p>	
RD20	<p>Ferris Road: Melbourne Ballarat Rail Line to East West Arterial (IT05) Purchase land to increase reserve width from 20m to 38m, for road section on Property 30 only.</p>	Land acquired	<p>No Land acquired.</p>	
RD21	<p>Ferris Road: Melbourne Ballarat Rail Line to East West Arterial (IT05) Purchase land to increase reserve width from 20m to 38m, for balance of required land (excluding Property 30).</p>	Land owned by Council	<p>No Land acquired.</p>	



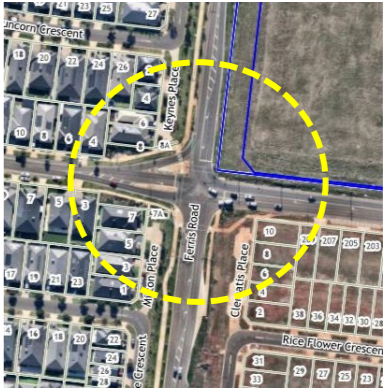
Project ID	Project Name	Status of Project in C232melt	Has Status Changed?	Aerial Image – May 2024
RD22	<p>Paynes Road: Alfred Road (IT30) to East-West Connector Road 1 (IT31) Construction of a 2-lane arterial road (interim standard).</p>	Not commenced	<p>No Developer undertaking pre-interim works to seal the unsealed road, which are not funded by DCP.</p>	
RD23	<p>Paynes Road: East-West Connector Road 1 (IT31) to East West Arterial (IT07) Construction of a 2-lane arterial road (interim standard).</p>	Not commenced	<p>No Developer undertaking pre-interim works to seal the unsealed road, which are not funded by DCP.</p>	
RD24	<p>Paynes Road: East West Arterial (IT07) to East-West Connector Road 2 (IT32) Construction of a 2-lane arterial road (interim standard).</p>	Not commenced	<p>No Developer undertaking pre-interim works to seal the unsealed road, which are not funded by DCP.</p>	
Intersection Projects				
IT01	<p>Intersection: Rees Road and East West Arterial Construction of signalised 4-way intersection (interim standard).</p>	Not commenced	<p>No Land acquired. Intersection partially constructed.</p>	

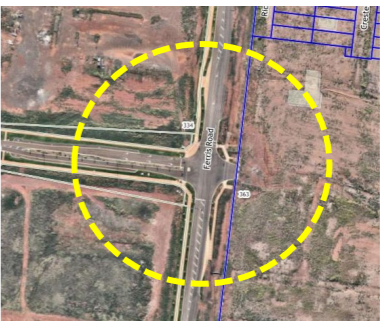



Project ID	Project Name	Status of Project in C232melt	Has Status Changed?	Aerial Image – May 2024
IT02	<p>Intersection: East West Arterial and Exford Road Construction of signalised T-intersection (interim standard).</p>	Not commenced	<p>No Land acquired. Intersection not constructed.</p>	
IT03	<p>Intersection: Exford Road and East West Arterial Construction of signalised T-intersection (interim standard).</p>	Not commenced	<p>No Land acquired. Intersection not constructed.</p>	
IT04	<p>Intersection: Exford Road and Greigs Road Upgrade of protected right-turn lane and left-turn deceleration lane, including drainage and landscaping.</p>	Not commenced	<p>No Land not acquired. Intersection not constructed.</p>	
IT05	<p>Intersection: East West Arterial and Ferris Road Purchase of land and construction of signalised 4-way intersection (interim standard).</p>	<p>Not commenced To be constructed by Lendlease</p>	<p>Yes Intersection construction underway.</p>	
IT06	<p>Intersection: Exford Road and Mount Cottrell Road Purchase of land and construction of signalised 4-way intersection (interim standard).</p>	Not commenced	<p>No Land not acquired. Intersection not constructed.</p>	


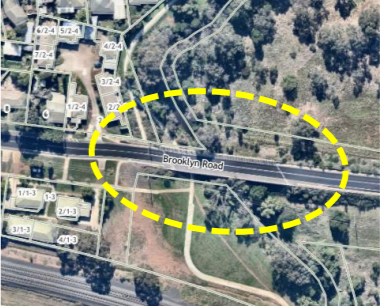
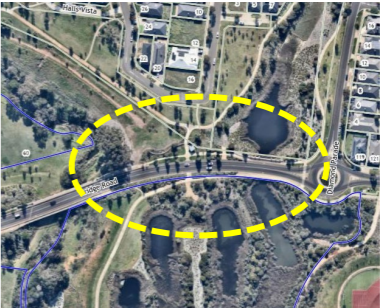


Project ID	Project Name	Status of Project in C232melt	Has Status Changed?	Aerial Image – May 2024
IT07	Intersection: Exford Road and Paynes Road Construction of signalised 4-way intersection (interim standard).	Not commenced	No Land not acquired. Intersection not constructed.	
IT08	Deleted – this project is in the Rockbank South PSP area	Project deleted as it is in the Rockbank South PSP area	No	
IT09	Deleted – this project is in the Rockbank South PSP area	Project deleted as it is in the Rockbank South PSP area	No	
IT10	Intersection: Mount Cottrell Road and Shogaki Drive Purchase of land and construction of signalised 4-way intersection (interim standard).	Partially constructed	No Land partially acquired. Intersection partially constructed.	
IT11	Skipped Project - There is no IT11 in the Toolern DCP	This project was skipped in the Toolern DCP	No	
IT12	Intersection: Shogaki Drive and Industrial Connector Road Construction of signalised 4-way intersection (interim standard).	Not commenced	No Land not acquired. Intersection not constructed.	
IT13	Intersection: Ferris Road and Shogaki Drive Purchase of land and construction of signalised 4-way intersection (interim standard).	Not commenced	No Land not acquired. Intersection not constructed.	





Project ID	Project Name	Status of Project in C232melt	Has Status Changed?	Aerial Image – May 2024
IT14	<p>Intersection: Ferris Road and Hollingsworth Drive Construction of signalised T-intersection (interim standard).</p>	Constructed	<p>No Land acquired. Intersection constructed.</p>	
IT15	<p>Intersection: Ferris Road and Bridge Road Construction of signalised 4-way intersection (interim standard).</p>	<p>Committed project Part of Bridge Road extension</p>	<p>No Land acquired. Intersection constructed.</p>	
IT16	<p>Intersection: Abey Road and Industrial Connector Road Construction of a signalised T-intersection (interim standard).</p>	Not commenced	<p>No Land not acquired. Intersection not constructed.</p>	
IT17	<p>Intersection: Abey Road and Bundy Drive Construction of signalised T-intersection (interim standard).</p>	Not commenced	<p>No Land not acquired. Intersection not constructed.</p>	
IT18	<p>Intersection: Ferris Road and Shakamaker Drive Construction of signalised 4-way intersection (ultimate standard).</p>	Not commenced	<p>No Land not acquired. Intersection not constructed.</p>	



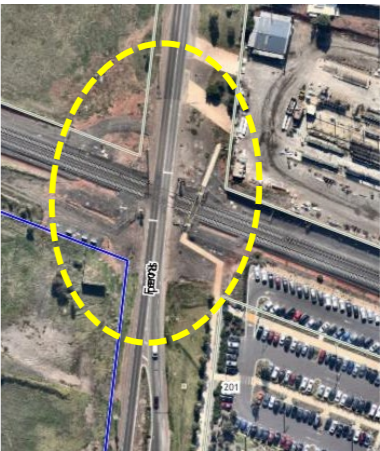
Project ID	Project Name	Status of Project in C232melt	Has Status Changed?	Aerial Image – May 2024
IT19	<p>Intersection: Mount Cottrell Road and Baxterpark Drive Construction of signalised T-intersection (interim standard).</p>	Constructed	<p>No Land acquired. Intersection constructed.</p>	
IT20	<p>Intersection: Mount Cottrell Road and Southern Connector Road Construction of signalised 4-way intersection (interim standard).</p>	Not commenced	<p>No Land not acquired. Intersection not constructed.</p>	
IT21	<p>Intersection: East West Arterial and Eastern North-South Connector Road Construction of signalised 4-way intersection (interim standard).</p>	Not commenced	<p>No Land not acquired. Intersection not constructed.</p>	
IT22	<p>Intersection: East West Arterial and Central North-South Connector Road Construction of signalised 4-way intersection (interim standard).</p>	Not commenced	<p>No Land not acquired. Intersection not constructed.</p>	
IT23	<p>Intersection: East West Arterial and Western North-South Connector Road Construction of signalised T-intersection (interim standard).</p>	<p>Not commenced To be constructed by Lendlease</p>	<p>Yes Land owned by Council. Intersection construction commenced.</p>	



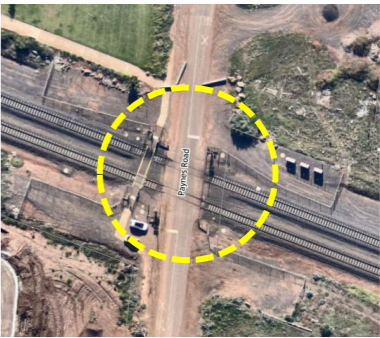
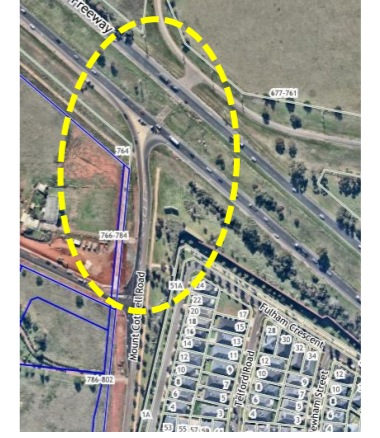
Project ID	Project Name	Status of Project in C232melt	Has Status Changed?	Aerial Image – May 2024
IT24	<p>Intersection: Exford Road and Connector Road Construction of signalised T-intersection (interim standard).</p>	Constructed	<p>No Land acquired. Intersection constructed.</p>	
IT25	<p>Intersection: Mount Cottrell Road and Bridge Road Construction of signalised T-intersection (interim standard).</p>	Not commenced	<p>No Land not acquired. Intersection not constructed. (Proposed subdivision shown in blue)</p>	
IT26	<p>Intersection: Mount Cottrell Road and Alfred Road Construction of signalised 4-way intersection (interim standard).</p>	Constructed	<p>No Land acquired. Intersection constructed.</p>	
IT27	<p>Intersection: Ferris Road and Alfred Road Construction of signalised 4-way intersection (interim standard).</p>	Constructed	<p>No Land acquired. Intersection constructed.</p>	

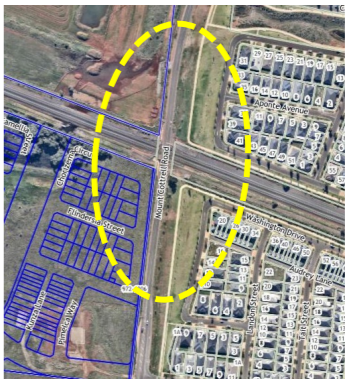
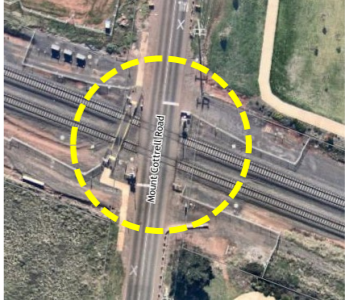


Project ID	Project Name	Status of Project in C232melt	Has Status Changed?	Aerial Image – May 2024
IT28	<p>Intersection: Ferris Road and Southern Connector Road Construction of signalised 4-way intersection (interim standard).</p>	<p>Committed To be constructed by LendLease</p>	<p>Yes Intersection partially constructed. No change to DCP as the project construction values were indexed 2011 values.</p>	
IT29	<p>Intersection: Ferris Road and Enterprise Street Construction of a signalised 4-way intersection (interim standard).</p>	<p>Not commenced</p>	<p>No Land not acquired. Intersection not constructed.</p>	
IT30	<p>Intersection: Paynes Road and Alfred Road Construction of a signalised 4-way intersection (interim standard).</p>	<p>Not commenced</p>	<p>No Developer undertaking pre-interim works to seal the unsealed road, which are not funded by DCP.</p>	
IT31	<p>Intersection: Paynes Road and East-West Connector Road 1 Construction of a signalised 4-way intersection (interim standard).</p>	<p>Not commenced</p>	<p>No Developer undertaking pre-interim works to seal the unsealed road, which are not funded by DCP.</p>	





Project ID	Project Name	Status of Project in C232melt	Has Status Changed?	Aerial Image – May 2024
IT32	<p>Intersection: Paynes Road and East-West Connector Road 2 Construction of a signalised 3-way intersection (interim standard).</p>	Not commenced	<p>No Developer undertaking pre-interim works to seal the unsealed road, which are not funded by DCP.</p>	
Bridge Projects				
BD01	<p>Abey Road Bridge Construction of an arterial road bridge over the Toolern Creek.</p>	Constructed	<p>No Bridge constructed.</p>	
BD02	<p>Bridge Road Bridge Construction of a connector road bridge over the Toolern Creek.</p>	Constructed	<p>No Bridge constructed.</p>	
BD03	<p>East West Arterial Bridge Construction of an arterial road bridge over the Toolern Creek.</p>	Not commenced	<p>No Land not acquired. Bridge not constructed.</p>	
BD04	<p>Shared Use Pedestrian Bridge 1: Toolern Creek Construction of a shared use pedestrian bridge over the Toolern Creek.</p>	Not commenced	<p>No Land not acquired. Bridge not constructed.</p>	




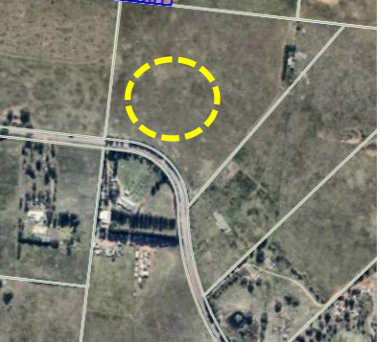
Project ID	Project Name	Status of Project in C232melt	Has Status Changed?	Aerial Image – May 2024
BD05	<p align="center">Shared Use Pedestrian Bridge 2: Toolern Creek Construction of a shared use pedestrian bridge over the Toolern Creek.</p>	Not commenced	No Land not acquired. Bridge not constructed.	
BD06	<p align="center">Shared Use Pedestrian Bridge 3: Toolern Creek Construction of a shared use pedestrian bridge over the Toolern Creek.</p>	Not commenced	No Land not acquired. Bridge not constructed.	
BD07	<p align="center">Pedestrian Underpass 1: Melbourne Ballarat Railway Construction of a pedestrian underpass.</p>	Not commenced	No Land not acquired. Bridge not constructed.	
BD08	<p align="center">Pedestrian Underpass 2: Melbourne Ballarat Railway Construction of a pedestrian underpass.</p>	Not commenced	No Land not acquired. Bridge not constructed.	
BD09	Deleted – replaced by BD16 (see Appendix 2)	Project deleted as it has been replaced by BD16	No	





Project ID	Project Name	Status of Project in C232melt	Has Status Changed?	Aerial Image – May 2024
BD10	<p>Pedestrian Underpass 4: Melbourne Ballarat Railway Construction of a pedestrian underpass.</p>	Not commenced	<p>No Land not acquired. Bridge not constructed.</p>	
BD11	Deleted – will be constructed as part of the Paynes Road Railway Station project	Project deleted as this underpass will be included in the Paynes Road Station construction project	No	
BD12	Deleted – an adequate number of bridges have been provided over the Toolern Creek	Project deleted as this underpass will be included in the Paynes Road Station construction project	No	
BD13	Deleted – an adequate number of bridges have been provided over the Toolern Creek	Project deleted as this underpass will be included in the Paynes Road Station construction project	No	
BD14	<p>Shared Use Pedestrian Bridge 4: Toolern Creek Construction of a shared use pedestrian bridge over the Toolern Creek.</p>	Not commenced	<p>No Land not acquired. Bridge not constructed.</p>	
BD15	<p>Ferris Road Rail Overpass Construction of a rail-road grade separation at the intersection of Ferris Road and the Melbourne - Ballarat rail corridor (interim standard).</p>	Not commenced	<p>No The Level Crossing Removal Authority commitment to acquire land and construct the overpass. This bridge is not funded by DCP.</p>	

Project ID	Project Name	Status of Project in C232melt	Has Status Changed?	Aerial Image – May 2024
BD16	<p align="center">East Road Rail Overpass</p> <p>Construction of a rail-road grade separation at the intersection of East Road and the Melbourne - Ballarat rail corridor (interim standard).</p>	Not commenced	<p align="center">No</p> <p>Land not acquired. Bridge not constructed.</p>	
BD17	<p align="center">Paynes Road Rail Overpass</p> <p>Construction of a rail-road grade separation at the intersection of Paynes Road and the Melbourne - Ballarat rail corridor (interim standard).</p>	Not commenced	<p align="center">No</p> <p>Land partially acquired. Bridge not constructed.</p>	
BD18	<p align="center">Paynes Road Level Crossing Upgrade</p> <p>Construction of an upgrade to the level crossing at the intersection of Paynes Road and the Melbourne - Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard).</p> <p>Note: Paynes Road level crossing will be closed upon completion of the construction of the Paynes Road Overpass (BD18).</p>	Not commenced	<p align="center">Yes</p> <p>The level crossing has been upgraded.</p>	
BD19	<p align="center">Mount Cottrell Freeway Interchange</p> <p>Purchase of land for the construction of a half diamond interchange at the intersection of Mount Cottrell Road and the Western Freeway corridor (ultimate standard, southern approach only)</p>	Not commenced	<p align="center">No</p> <p>Land on the east side of the road is in the Paynes Road PSP area and has been acquired.</p> <p>Land on the west side in the Toolern PSP area has not been acquired.</p> <p>Land required for the overpass has not been reserved in the approved subdivision on west side.</p>	






Project ID	Project Name	Status of Project in C232melt	Has Status Changed?	Aerial Image – May 2024
BD20	<p>Mount Cottrell Rail Overpass Purchase of land for the construction of a rail-road grade separation at the intersection of Mount Cottrell Road and the Melbourne - Ballarat rail corridor (ultimate standard).</p>	Not commenced	<p>Yes</p> <p>This is a land acquisition project only. The land required for this bridge has been acquired.</p>	
BD21	<p>Mount Cottrell Road Level Crossing Upgrade Construction of an upgrade to the level crossing at the intersection of Mount Cottrell Road and the Melbourne - Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Mount Cottrell Road level crossing will be closed upon completion of the construction of the Mount Cottrell Road Overpass (BD20).</p>	Not commenced	<p>Yes</p> <p>The level crossing has been upgraded.</p>	
Public Transport Projects				
PT01	<p>Bus Interchange Purchase land to provide for Local Bus Interchange (1 Hectare)</p>	Land acquired	<p>No</p> <p>Land acquired and bus interchange constructed.</p>	
Trail Projects				
TR01	<p>Toolern Creek Regional Park Trail Concrete Shared Path including pavement, drainage and landscaping (3 metres wide, length 3,250 metres)</p>	Constructed	<p>No</p> <p>Trail delivered within the regional park.</p>	
Community Facility Projects				
CI01	<p>Cobblebank Higher Order Civic Facility Higher Order Civic Facility, including a Level 3 Community Centre, located within the Metropolitan Activity Centre.</p>	Land acquired	<p>No</p> <p>Land owned by Council.</p>	





Project ID	Project Name	Status of Project in C232melt	Has Status Changed?	Aerial Image – May 2024
CI02	Cobblebank Indoor Recreation Centre Indoor Recreation Centre located within the Metropolitan Activity Centre.	Land acquired Facility constructed	No Land owned by Council. Facility constructed.	
CI03	Weir Views North Community Centre Purchase of land and construction of a multi-purpose community centre (Level 1) in Community Hub 1 - early childhood rooms component - including kindergarten and maternal health.	S173 Agreement to purchase land	Yes The land for this facility has been acquired by Council. The community centre has not yet been constructed. Construction of this facility is about to commence.	
CI04	Weir Views North Community Centre Construction of a multi-purpose community centre (Level 1) in Community Hub 1 - community rooms component.	Not commenced	Yes The community centre has not yet been constructed. Construction of this facility is about to commence.	
CI05	Deleted – Council no longer provides childcare rooms in Early Childhood Centres	Project deleted as Council does not include childcare rooms in early childhood centres		
CI06	Weir Views South Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 2 - early childhood rooms component - including kindergarten and maternal health.	Not commenced	No Land has not been acquired. Construction has not commenced.	





Project ID	Project Name	Status of Project in C232melt	Has Status Changed?	Aerial Image – May 2024
CI07	Weir Views South Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 2 - community rooms component.	Not commenced	No Land has not been acquired. Construction has not commenced.	
CI08	Deleted – Council no longer provides childcare rooms in Early Childhood Centres	Project deleted as Council does not include childcare rooms in early childhood centres		
CI09	Strathtulloh Community Centre Purchase of land and construction of a multi-purpose community centre (Level 1) in Community Hub 3 - early childhood rooms component - including kindergarten and maternal health.	Not commenced	No Land has not been acquired. Construction has not commenced.	
CI10	Strathtulloh Community Centre Construction of a multi-purpose community centre (Level 1) in Community Hub 3 - community rooms component.	Not commenced	No Land has not been acquired. Construction has not commenced.	
CI11	Deleted – Council no longer provides childcare rooms in Early Childhood Centres	Project deleted as Council does not include childcare rooms in early childhood centres		
CI12	Thornhill Park Community Centre Purchase of land and construction of a multi-purpose community centre (Level 1) in Community Hub 4 - early childhood rooms component - including kindergarten and maternal health.	Not commenced	No Land has not been acquired. Construction has not commenced.	





Project ID	Project Name	Status of Project in C232melt	Has Status Changed?	Aerial Image – May 2024
CI13	Thornhill Park Community Centre Construction of a multi-purpose community centre (Level 1) in Community Hub 4 - community rooms component.	Not commenced	No Land has not been acquired. Construction has not commenced.	
CI14	Deleted – Council no longer provides childcare rooms in Early Childhood Centres	Project deleted as Council does not include childcare rooms in early childhood centres		
CI15	Cobblebank East Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 5 - early childhood rooms component - including kindergarten and maternal health.	Not commenced	No Land has not been acquired. Construction has not commenced.	
CI16	Cobblebank East Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 5 - community rooms component.	Not commenced	No Land has not been acquired. Construction has not commenced.	
CI17	Deleted – Council no longer provides childcare rooms in Early Childhood Centres	Project deleted as Council does not include childcare rooms in early childhood centres		
CI18A	Bridge Road Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 6 - early childhood components - including kindergarten and maternal health. Area 2 contribution (60%)	Constructed	No Centre constructed.	





Project ID	Project Name	Status of Project in C232melt	Has Status Changed?	Aerial Image – May 2024
C118B	<p align="center">Bridge Road Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 6 - early childhood components - including kindergarten and maternal health. Area 3 contribution (40%)</p>	Constructed	No Centre constructed.	
C119A	<p align="center">Bridge Road Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 6 - childcare components. Area 2 contribution (60%)</p>	Constructed	No Land acquired. Centre constructed.	
C119B	<p align="center">Bridge Road Community Centre Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 6 - childcare components. Area 3 contribution (40%)</p>	Constructed	No Land acquired. Centre constructed.	
C120	<p align="center">Bridge Road Community Centre Construction of a multi-purpose community centre (Level 2) in Community Hub 6 - community rooms component</p>	Constructed	No Centre constructed	





Project ID	Project Name	Status of Project in C232melt	Has Status Changed?	Aerial Image – May 2024
Active Recreation Projects				
AR01	<p align="center">Weir Views North Sports Reserve</p> <p>Construction of a sports reserve in Community Hub 1 incorporating:</p> <ul style="list-style-type: none"> - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure 	Not commenced	No Construction has not commenced.	
AR02	<p align="center">Weir Views North Sports Reserve Pavilion</p> <p>Construction of a pavilion in Community Hub 1, including all building works, landscaping, and related infrastructure</p>	Not commenced	No Construction has not commenced.	
AR03	<p align="center">Weir Views East Sports Reserve</p> <p>Construction of a sports reserve incorporating:</p> <ul style="list-style-type: none"> - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ 	Not commenced	No Construction has not commenced.	
AR04	<p align="center">Weir Views East Sports Reserve Pavilion</p> <p>Construction of a pavilion, including all building works, landscaping, and related infrastructure</p>	Not commenced	No Construction has not commenced.	
AR05	<p align="center">Weir Views South Sports Reserve</p> <p>Construction of a sports reserve in Community Hub 2 incorporating:</p> <ul style="list-style-type: none"> - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ 	Not commenced	No Construction has not commenced.	

Project ID	Project Name	Status of Project in C232melt	Has Status Changed?	Aerial Image – May 2024
AR06	<p align="center">Weir Views South Sports Reserve</p> <p>Construction of a pavilion in Community Hub 2, including all building works, landscaping, and related infrastructure</p>	Not commenced	<p align="center">No</p> <p>Construction has not commenced.</p>	
AR07	<p align="center">Strathulloh Sports Reserve</p> <p>Construction of a sports reserve in Community Hub 3 incorporating:</p> <ul style="list-style-type: none"> - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ 	Not commenced	<p align="center">No</p> <p>Construction has not commenced.</p>	
AR08	<p align="center">Strathulloh Sports Reserve Pavilion</p> <p>Construction of a pavilion in Community Hub 3, including all building works, landscaping, and related infrastructure</p>	Not commenced	<p align="center">No</p> <p>Construction has not commenced.</p>	
AR09	<p align="center">Thornhill Park Sports Reserve</p> <p>Construction of a sports reserve in Community Hub 4 incorporating:</p> <ul style="list-style-type: none"> - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure 	Not commenced	<p align="center">No</p> <p>Construction has not commenced.</p>	


Project ID	Project Name	Status of Project in C232melt	Has Status Changed?	Aerial Image – May 2024
AR10	<p align="center">Thornhill Park Sports Reserve Pavilion</p> <p>Construction of a pavilion in Community Hub 4, including all building works, landscaping, and related infrastructure</p>	Not commenced	No Construction has not commenced.	
AR11	<p align="center">Cobblebank East Sports Reserve</p> <p>Construction of a sports reserve in Community Hub 5 incorporating:</p> <ul style="list-style-type: none"> - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ 	Not commenced	No Construction has not commenced.	
AR12	<p align="center">Cobblebank East Sports Reserve Pavilion</p> <p>Construction of a pavilion in Community Hub 5, including all building works, landscaping, and related infrastructure</p>	Not commenced	No Construction has not commenced.	
AR13	<p align="center">Cobblebank Central Sports Reserve</p> <p>Construction of a sports reserve in Community Hub 7 incorporating:</p> <ul style="list-style-type: none"> - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ 	Not commenced	No Construction has not commenced.	

Project ID	Project Name	Status of Project in C232melt	Has Status Changed?	Aerial Image – May 2024
AR14	<p align="center">Cobblebank Central Sports Reserve Pavilion</p> <p>Construction of a pavilion in Community Hub 7, including all building works, landscaping, and related infrastructure</p>	Not commenced	<p align="center">No Construction has not commenced.</p>	
AR15A	<p align="center">Bridge Road Sports Reserve</p> <p>Construction of a sports reserve in Community Hub 6 incorporating:</p> <ul style="list-style-type: none"> - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure <p align="center">Area 2 Contribution (60%)</p>	Constructed	<p align="center">No Reserve constructed.</p>	
AR15B	<p align="center">Bridge Road Sports Reserve</p> <p>Construction of a sports reserve in Community Hub 6 incorporating:</p> <ul style="list-style-type: none"> - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure <p align="center">Area 3 Contribution (40%)</p>	Constructed	<p align="center">No Reserve constructed.</p>	
AR16	<p align="center">Bridge Road Sports Reserve Pavilion</p> <p>Construction of a pavilion in Community Hub 1, including all building works, landscaping, and related infrastructure</p>	Constructed	<p align="center">No Pavilion constructed.</p>	

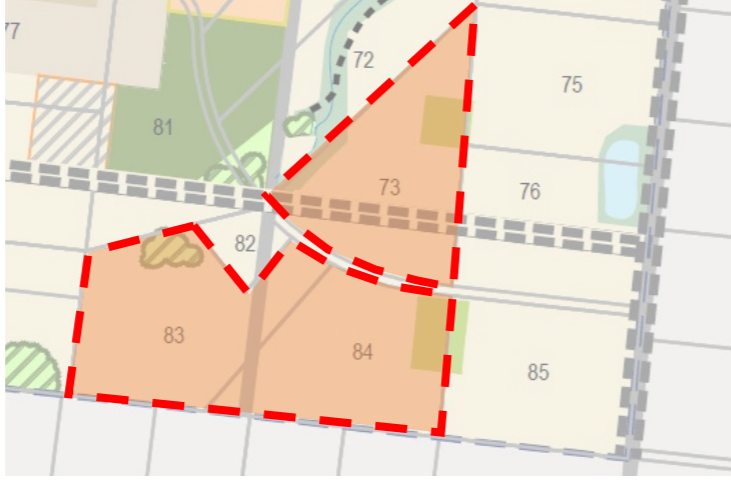
Project ID	Project Name	Status of Project in C232melt	Has Status Changed?	Aerial Image – May 2024
OS01	<p align="center">Weir Views North Sports Reserve Purchase of 9.83 hectares of land for active open space for AR01 and AR02</p>	S173 Agreement to purchase land	<p align="center">Yes Land acquired by Council</p>	
OS02	<p align="center">Weir Views East Sports Reserve Purchase of 4.00 hectares of land for active open space for AR03 and AR04</p>	S173 Agreement to purchase land	<p align="center">Yes Land acquired by Council</p>	
OS03	<p align="center">Weir Views South Sports Reserve Purchase of 8.96 hectares of land for active open space for AR05 and AR06</p>	Not acquired	<p align="center">No Land not yet acquired by Council</p>	
OS04	<p align="center">Strathtulloh Sports Reserve Purchase of 8.62 hectares of land for active open space for AR07 and AR08</p>	Not acquired	<p align="center">No Land not yet acquired by Council</p>	

Project ID	Project Name	Status of Project in C232melt	Has Status Changed?	Aerial Image – May 2024
OS05	<p align="center">Thornhill Park Sports Reserve Purchase of 8.69 hectares of land for active open space for AR09 and AR10</p>	Not acquired	<p align="center">No Land not yet acquired by Council</p>	
OS06	<p align="center">Cobblebank East Sports Reserve Purchase of 4.56 hectares of land for active open space for AR11 and AR12</p>	Not acquired	<p align="center">No Land not yet acquired by Council</p>	
OS07	<p align="center">Cobblebank Central Sports Reserve Purchase of 8.19 hectares of land for active open space for AR13 and AR14. Area 2 Contributions (60%)</p>	Not acquired	<p align="center">No Land not yet acquired by Council</p>	
OS08	<p align="center">Cobblebank Central Sports Reserve Purchase of 8.19 hectares of land for active open space for AR13 and AR14. Area 3 Contributions (40%)</p>	Not acquired	<p align="center">No Land not yet acquired by Council</p>	

Status of Projects – Amendment C232melt

Project ID	Project Name	Status of Project in C232melt	Has Status Changed?	Aerial Image – May 2024
OS09	<p align="center">Cobblebank MAC Open Space Purchase of 1.0 hectare for Metropolitan Activity Centre Public Open Space</p>	Not acquired	<p align="center">No Land not yet acquired by Council</p>	

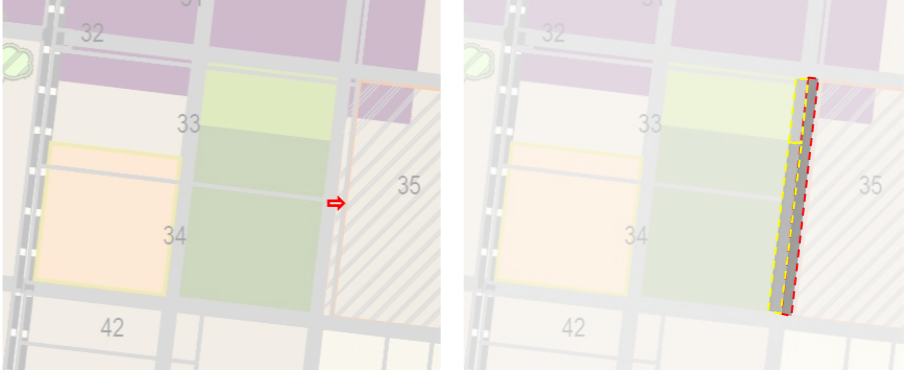
Appendix C – Submission Response Table (August 2024)


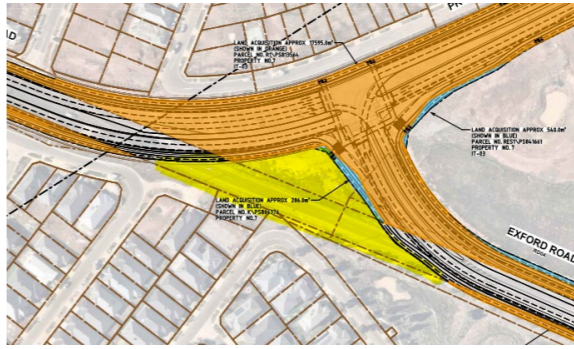
No.	Submission	Matters in Submission	Response to Submission
1	<p>Growland Level 9, 360 Collins Street, Melbourne VIC 3000</p>	<p>Developing properties 73, 83 and 84 in the Toolern PSP. The change to the DIL results in an increase of \$6.1 million for their sites alone (\$21/22).</p>  <ol style="list-style-type: none"> 1. Concerned about the quanta of the increase in the DIL and is not proportional to the increased density of the PSP, which is purported to be the substantial reason for the increase of the DIL. 2. Concerned that the increased price is largely due to the inadequate functional layout, and it is not fair or equitable to transfer this cost to developers. As the shortfall is due to poor planning by the VPA a portion of the infrastructure projects should be funded by GAIC. 3. Estimated that the change to the DIL will result in an increase of \$10,000 per lot to homebuyers which erodes housing affordability. The changes to the national construction code requiring seven star housing targets will add a further \$15,000 per lot. 4. Concerned that the changes to community centre costs are required to accommodate the revised population of the Toolern PSP area. Growland questions whether additional facilities are required to support the revised population. 5. Concerned that the Mount Cottrell Freeway Interchange is being added to the DCP and it should be paid for by GAIC. 6. Support the inclusion of RD22, RD23 and RD24 on Paynes Road as DCP items. 7. Concerned about the number of bridges in the Toolern DCP. In total the revised DCP has 19 bridge projects which is a large number for developers to fund. Growland believes all bridges over the Melton Rail Line should be funded by the state government. 8. Support the active recreation projects as shown in the plans. 9. Higher density should be permitted in the Toolern PSP area to allow more efficient and affordable housing product to be delivered. 10. Highlighted that the Toolern PSP consists of fragmented land holdings, and the absence of services (sewer and drainage) is holding back development. Concerned the increase to the DIL will place a further handbrake on development. Council should lobby Melbourne Water and Greater Western Water to create appropriate easements to unlock development that is currently stalled due to a lack of capacity in the sewer and drainage network. 11. Assistance is required to improve approval timeframes for planning, landscaping, and engineering to reduce costs and the flow of DIL to purchasers. 12. Council should acquire land for community facilities and open space early. 	<ol style="list-style-type: none"> 1. This amendment seeks to increase the Development Infrastructure Levy for the following reasons: <ul style="list-style-type: none"> • When the Toolern PSP and DCP was prepared it was not informed by the preparation of Functional Layout Plans, Project Concept Plans, or Project Cost Sheets. This has resulted in inadequate land being reserved for infrastructure projects, and inadequate money being collected to construct the infrastructure. • When the Rockbank PSP and DCP was prepared it identified road, intersection and bridge projects that need to be constructed along Paynes Road and apportioned 50% of the construction costs to the Toolern DCP. The Toolern DCP is not currently collecting money for their construction. • When the Paynes Road PSP was prepared it identified additional bridge projects that need to be constructed on Mount Cottrell Road, which are missing from the Toolern DCP. • When the Cobblebank Metropolitan Activity Centre Urban Design Framework was prepared it identified two rail overpasses and one intersection project that should be included in the Toolern DCP. <p>Council commissioned Cardno (now trading as Stantec) to prepared FLPs and Project Cost Sheets for transport projects, and Council has used the concept plans and project cost sheets from the VPA's <i>Benchmark Infrastructure Costing</i> project for community centres, pavilions, and community centres.</p> <p>Council has estimated that there is an approximate shortfall in funding of \$232 million to construct the infrastructure identified in PSPs, DCPs and UDFs that apply to the Toolern PSP area. This is in part due to a change in methodology in how contemporary PSPs / DCPs are prepared, and in part problems created when the Paynes Road and Rockbank PSPs were prepared.</p> <p>The increase to the DIL is required to ensure infrastructure identified for delivery in the DCP can be delivered at the size required to support the growing community and can be delivered in a timely manner. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP area.</p> 2. The projects being funded by the DCP are local projects and are ineligible for GAIC funding. 3. The increase to the DIL is required to ensure infrastructure identified for delivery in the DCP can be delivered at the size required to support the growing community and can be delivered in a timely manner. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP areas. 4. The work by ASR Research revealed that the VPA had assumed there would be 2.3 people per household. ASR Research have recommended that Council should assume a household size of 2.7 people (which is still less than the usual 2.8 or 3.1 people per household used in contemporary PSPs). This has increased the projected population by 13,000 people. Using Council's and VPA's provision ratios for community centres an additional community centre would be triggered, which would have resulted in land acquisition and construction costs. Council explored three options to meet the increased community need: <ul style="list-style-type: none"> - Council builds an additional centre - \$19 million increase to DCP - Council builds slightly larger centres - \$12 million increase to DCP - Council builds ICP benchmark design community centres that are too small - \$10 million increase to DCP <p>Council adopted the second option which saves \$7 million to the DCP and still meets the local community's needs.</p>

No.	Submission	Matters in Submission	Response to Submission
			<p>5. The Mount Cottrell Freeway Interchange is identified as a land acquisition only project in the DCP. The construction of this bridge will be funded by the State Government.</p> <p>6. Noted.</p> <p>7. There are 17 bridge projects identified in the revised Toolern DCP, two of which are land acquisition projects only. Two of the 'bridges' are interim upgrades to level crossings to facilitate pedestrian crossings.</p> <p>8. Noted.</p> <p>9. There is some flexibility to increase housing densities in areas identified as medium and high density areas in the Toolern DCP.</p> <p>10. Noted. Council will continue to advocate to Greater Western Water to resolve the sewerage problems in the eastern half of the Toolern PSP.</p> <p><u>Iramoo Circuit DSS</u></p> <p>Properties 75, 83 and 84 are in the Iramoo Circuit Development Service Scheme (DSS) area.</p> <p>Melton City Council and Melbourne Water acknowledge development has proceeded in an out-of-sequence manner, affecting the drainage staging and outfall works in the Iramoo Circuit DSS area in the eastern part of the Toolern PSP area.</p> <p>The Iramoo Circuit DSS requires stormwater to outfall to the Kororoit Creek through the Melton East PSP area.</p> <p>Significant drainage assets are required to convey stormwater to the Kororoit Creek and affects development in the Toolern and Rockbank PSP areas.</p> <p>The Melton East PSP is currently under preparation and is expected to provide some certainty on the outfall requirements to service the Iramoo Circuit DSS area, the proposed drainage works will enable a free draining outfall to Kororoit Creek.</p> <p>Council will continue to work with Melbourne Water and developers to identify measures to appropriately capture, retard, treat and transport stormwater.</p> <p>This is an implementation problem that this amendment cannot resolve.</p> <p>11. Noted. This is an implementation matter.</p> <p>12. Noted. This is an implementation matter.</p> <p>No change to the amendment recommended.</p> <p>Submission not resolved. Refer the submission to the Planning Panel.</p>

No.	Submission	Matters in Submission	Response to Submission
2	Landowner / Resident Weir Views	Supports the amendment.	Noted. <i>No change to the amendment required.</i> <i>Submission to be referred to the Planning Panel for consideration.</i>

No.	Submission	Matters in Submission	Response to Submission
3	Country Fire Authority PO Box 50 Melton VIC 3337	The CFA supports the amendment in its current form.	Noted. <i>No change to the amendment required.</i> <i>Submission to be referred to the Planning Panel for consideration.</i>

No.	Submission	Matters in Submission	Response to Submission
4	Melton City Council Property and Investment Coordinator	<p>The land use budget has been changed to remove the non-government school on properties 33 and 34 and replacing the non-government school with active open space.</p> <p>The plans in the PSP and DCP still show the non-government school on properties 33 and 34.</p> <p>The plans in the PSP and DCP should be updated to remove the non-government school from properties 33 and 34.</p>	<p>Agreed.</p> <p>The plans in the PSP and DCP should be updated to move the local road currently shown one house lot west of the boundary to property 35 to the boundary of property 35.</p>  <p>The road should be shown on the western boundary of property 35 (land outlined in red above), and the land currently shown as a local road near the western boundary of property 35 will be shown as open space (land outlined in yellow above)</p> <p>Recommend that Council present a panel version of the amendment to the planning panel hearing, including changes to:</p> <ul style="list-style-type: none"> • Update all plans in the Toolern PSP and DCP to remove the non-government school from properties 33 and 34. Replace the school with a local road and open space. <p>Submission resolved. Submission to be referred to the Planning Panel for consideration.</p>

No.	Submission	Matters in Submission	Response to Submission
5	Landowner / Resident Weir Views	<p>Plan 5 – Future Urban Structure</p> <ol style="list-style-type: none"> Plan 5 (image on the right below) should be consistent with the current Seventh Bend developer master plan (image on left below): <ol style="list-style-type: none"> North-south shared use path on the west side of the Toolern Creek is missing from the plan A large park is missing beside the creek A pedestrian / cyclist bridge is missing over the Toolern Creek providing access to the sports precinct and schools in the Atherstone Estate  <p>Seventh Bend Masterplan</p> <ol style="list-style-type: none"> Plan 5 should be consistent with the <i>Toolern Creek Regional Park Strategic Directions Plan</i>: <ol style="list-style-type: none"> Missing an active open space reserve Missing the existing north-south shared user path on the eastern side of the Toolern Creek The plan makes a section of Exford Road redundant and replaces it with conventional density residential zone. Could this 6,000 sqm land be used for active open space or a neighbourhood activity centre? Does this plan cater for east-west links to integrate with the Parwan Precinct Structure Plan area? <p>Plan 9 – Employment and Activity Centres</p> <ol style="list-style-type: none"> The changes to Plan 9 change the kind of employment and decreases land for employment. Melton City Council must reserve land for local and diverse job opportunities. Council should consult impacted employers such as Westcon Concrete, Boral and RCPA to ensure jobs are retained. 	<p>Plan 5 – Future Urban Structure</p> <ol style="list-style-type: none"> Plan 5 in the Toolern PSP has been guiding the development of the Seventh Bend estate in Weir Views since 2010. Amendment C232 is only making some changes to the drainage assets shown in the Seventh Bend estate at the request of Melbourne Water. There will always be differences between plans in a PSP and a masterplan prepared by a developer. Masterplans will show more detail than is possible in a PSP. <ol style="list-style-type: none"> The north-south path is shown on Plan 5 (black dashed line). The path is also shown on Cross-Section 1 on page 40 of the amended PSP. The large park on the masterplan is an area where the Toolern Creek bulges out. The land will form part of the creek corridor. Four pedestrian bridges over the Toolern Creek are missing from Plan 5 but are shown on other plans in the PSP and DCP (BD04, BD05, BD06 and BD14 on Plan 5 in the Toolern DCP). It is recommended that Plan 5 show the four pedestrian bridges over the Toolern Creek. A section of the Toolern Creek Regional Park is in the Toolern Park PSP area. It is recommended that the plans in the Toolern PSP and DCP documents be amended to identify the Toolern Park PSP area. <ol style="list-style-type: none"> The missing active open space is in the Toolern Park PSP area and is therefore not required to be shown in the Toolern PSP as it is being delivered by another PSP. The north-south shared use path in the Toolern Creek Regional Park has been delivered and is not required to be shown on the plans. A small section of Exford Road is made redundant by the proposed realignment of Exford Road at Intersection 3 in the Toolern DCP (land shown in yellow below). The land is approximately 4,000 sqm in area. Given its size and location it is unsuitable for active open space or a retail centre. The land located on the east side of Exford Road has been developed as a retarding basin.  The Parwan and Parwan Employment PSPs are in the Shire of Moorabool and is located approximately seven kilometres west of the Toolern PSP area. These PSP areas have been designed to have strong connections to the existing township of Bacchus Marsh. <p>The <i>Bacchus Marsh Urban Growth Framework</i> that has informed the boundaries of these PSP areas has not identified a need for a new road and bridge to connect these precincts to the Toolern PSP area.</p> <p>It would be cost prohibitive to construct a road bridge over the Melton Reservoir and a seven kilometre road to connect residents in the Toolern PSP area to the two PSP areas in Parwan.</p> <p>Residents in the Toolern PSP area will be able to connect to the two PSP areas in Parwan via the Western Freeway and the Exford Road.</p>

No.	Submission	Matters in Submission	Response to Submission
			<p>Plan 9 – Employment and Activity Centres</p> <p>5. Amendment C232 only makes minor changes to the amount of employment land shown in Plans 5 (Future Urban Structure) and 9 (Employment and Activity Centres). The changes relate to the size and location of drainage reserves within the employment area.</p> <p>The size and extent of the employment land is consistent with the Toolern PSP that was amended by Amendment C161melt which removed the Paynes Road PSP area. and the <i>Cobblebank Employment and Mixed Use Urban Design Framework</i> and the <i>Cobblebank Metropolitan Activity Centre Urban Design Framework</i>.</p> <p>The businesses in the Cobblebank employment area were involved in the development of the original Toolern PSP (Amendment C84melt), the amendment of the Toolern PSP (Amendment C161melt), the development of the two Urban Design Frameworks, and have been notified of Amendment C232melt.</p> <p><i>Recommend that Council present a panel version of the amendment to the planning panel hearing, including changes to:</i></p> <ul style="list-style-type: none"> • <i>Update all plans in the Toolern PSP and DCP to show the four pedestrian bridges proposed over the Toolern Creek. These are bridges BD04, BD05, BD06 and BD14 on Plan 5 in the Toolern DCP.</i> • <i>Update all plans in the Toolern PSP and DCP to identify the Toolern Park PSP area.</i> <p><i>Submission not resolved. Refer the submission to the Planning Panel.</i></p>

No.	Submission	Matters in Submission	Response to Submission
6	Landowner / Resident Thornhill Park	<ol style="list-style-type: none"> 1. Residents in Thornhill Park were promised by the developer that an interchange would be delivered at the Western Freeway. 2. The interchange has not yet been delivered and residents feel isolated and disconnected. The absence of the interchange makes it hard for access to work, schools, shops, and visiting family and friends. 3. The estate they live in has no shopping centre or entertainment. 4. Can the amendment fix the interchange? 	<ol style="list-style-type: none"> 1. The submitter lives in the Thornhill Park estate in the Toolern PSP area. Council understands that the developer has made commitments to prospective landowners that an interchange to the Western freeway would be delivered at Mount Cottrell Road in a timely manner. This interchange is the responsibility of the Victorian government to deliver and is not funded through the Toolern DCP. Council is currently advocating to the Victorian government to construct this interchange. 2. Noted. 3. A supermarket has recently opened in the Thornhill Park estate north of the railway line. Supermarkets are also available at Ferris Road and Bridge Road in Cobblebank (1.5 kilometres west of the submitter). 4. As the Mount Cottrell / Western Freeway interchange is the responsibility of the Victorian government to deliver, this amendment cannot collect money for its construction. Council will continue to advocate to the Victorian government to construct this interchange. <p>No change to the amendment recommended.</p> <p>Submission not resolved. Refer the submission to the Planning Panel.</p>


No.	Submission	Matters in Submission	Response to Submission
7	Melton City Council Senior Developer Contributions Accountant	<ol style="list-style-type: none"> 1. The proposed DIL in the Explanatory Report for Charge Area 3 has the incorrect number. It should be \$369,529 not \$369,583. 2. Projects CI04, CI07, CI10, CI13 and CI16 in Tables 3, 4, 5 and 6 of the Toolern DCP should be identified as 'community' infrastructure rather than 'development' infrastructure. 	<ol style="list-style-type: none"> 1. Agreed. The Explanatory Report has the incorrect DIL for Charge Area 3. This should be amended. 2. Agreed. <p><i>Recommend that Council present a panel version of the amendment to the planning panel hearing, including changes to:</i></p> <ul style="list-style-type: none"> • <i>Update the Explanatory Report to include the correct Development Infrastructure Levy rate for Charge Area 3. The DIL should be \$369,529 not \$369,583.</i> • <i>Projects CI04, CI07, CI10, CI13 and CI16 should be identified as 'community' infrastructure not 'development' infrastructure in Tables 3, 4, 5 and 6 in the Toolern DCP.</i> <p><i>Submission resolved. Submission to be referred to the Planning Panel for consideration.</i></p>



No.	Submission	Matters in Submission	Response to Submission
8	Work Safe Victoria PO Box 279 Geelong VIC 3220	<ol style="list-style-type: none"> 1. Work Safe Victoria supports the amendment in its current form. 2. The business at 41-53 Abey Road Cobblebank (Technochem) is a dangerous goods site storing quantities of Schedule 14 materials below the Major Hazards threshold 	<p>Noted.</p> <p><i>No change to the amendment required.</i></p> <p><i>Submission to be referred to the Planning Panel for consideration.</i></p>

No.	Submission	Matters in Submission	Response to Submission
9	Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWCHAC)	<ol style="list-style-type: none"> 1. WWCHAC regards best practice for any PSP as undertaking an Aboriginal Cultural Heritage Impact Assessment (ACHIA) and a Cultural Values Assessment (CVA) to identify Aboriginal cultural values associated with wider landscapes and devise protective measures to promote the management and preservation of Aboriginal cultural heritage, including tangible and intangible Aboriginal cultural heritage. However, it does not appear that a ACHIA and CVA have been completed for this PSP. 2. WWCHAC has developed strong relationships with many LGAs throughout the Wurundjeri RAP area. It is recommended that Melton City Council consider the efforts of other LGAs in protecting Aboriginal cultural heritage. This may include contacting bodies such as Whittlesea City Council to further discuss their efforts in Aboriginal cultural heritage, which are regarded as best practice by WWCHAC, and how a similar approach could be integrated into the Melton PSP. 3. In accordance with s.61 the Aboriginal Heritage Act 2006, WWCHAC advocate for any developer to devise protective measures for Aboriginal cultural heritage, typically through either avoidance or minimisation of harm to registered Aboriginal Places. This has been achieved via a variety of methods, including exploration of alternative construction methods, or the rearrangement of development plans to incorporate open space at the locations of Aboriginal cultural heritage and places. The Melton PSP should provide developers with the scope to protect cultural heritage and allow flexibility in changes to the PSP should Aboriginal cultural heritage and cultural values be identified. 4. The Elders have identified that HO129 is likely to be a location of Aboriginal cultural heritage significance. It is known the Staughton family developed strong relationships with Wurundjeri Woi-wurrung people during their occupation of the Exford Estate. The Elders encourage the inclusion of HO129 into the Heritage Overlay and advise that Melton City Council consider the importance of both HO129 and HO130 to the Wurundjeri Woi-wurrung community. A concern has also been raised regarding whether Aboriginal burials may be present in the vicinity of these places. 5. Further consultation around these matters is welcomed with the Cultural Heritage Unit which manages compliance with the Aboriginal Heritage Act 2006, and the Research Unit which investigates and documents Wurundjeri Woi-wurrung cultural values. Please note we have long wait times for meetings at the moment, so securing a booking with the Cultural Heritage Unit and Research Unit soon is recommended. 	<ol style="list-style-type: none"> 1. It is acknowledged that the creation of ACHIA's and CVA's is now standard practice when preparing contemporary PSPs. Unfortunately it was not common practice for PSPs developed in 2010 to be informed by an ACHIA or CVA. Given a significant percentage of the Toolern PSP has now been permitted or has planning permits under active consideration it is difficult to undertake an ACHIA or CVA now. This amendment is largely a tidy up of the Toolern Development Contributions Plan and a refresh of the Toolern Precinct Structure Plan. If Council was preparing the Toolern PSP today it would be underpinned by a more thorough examination of Aboriginal cultural values and would include improved guidance on Aboriginal cultural value management. Council faced a challenge if we rewrote the PSP, we would have an administrative challenge in having many planning permits that would be non-compliant with the new rules, and it would introduce ambiguity on whether estates that have been constructed are in compliance with the former or new PSP which would create compliance and enforcement challenges. 2. Noted. Council through the development of the Kororoit, Plumpton and Melton East PSPs have requested the Victorian Planning Authority to provide improved guidance on Aboriginal cultural heritage in the PSP and have a high regard to Aboriginal cultural heritage when preparing the Future Urban Structure. This has included walking on country with Aboriginal Elders to determine the location of bridges over the Kororoit Creek. 3. Noted. Council has largely resisted adding new requirements or guidelines in the Toolern PSP given this is a refresh amendment and not a rewrite of the PSP. We have added three new heritage guidelines to the PSP, one of which relates to Aboriginal cultural heritage: <i>Proponents undertaking development of land identified on the Victorian Aboriginal Heritage Register, and / or with high Aboriginal cultural heritage values including those on Plans 4 and 12, should liaise with the designated Registered Aboriginal Party to ascertain whether heritage interpretation is appropriate in these identified locations, and how the heritage site(s) should be incorporated into the design of the subdivision.</i> 4. Noted. HO129 and HO130 were added to the Heritage Overlay by Amendment C198melt that was gazetted on 1 September 2021. We will note that any review of Statements of Significance for places on the Heritage Overlay in the City of Melton should take into consideration the strong relationship between the former owners of the site, the Staughton family, and the Wurundjeri Woi-wurrung people. Council can add notes on the Victorian Heritage Database for these two sites to reference the strong relationship between the Staughton family and the Wurundjeri Woi-wurrung people during the occupation of the Exford estate. 5. Noted. <i>Council to add notes to the Victorian Heritage Database for HO129 and HO130 identifying the strong relationship between the Staughton Family and the Wurundjeri Woi-wurrung people during the occupation of the Exford Estate.</i> <i>No change to the amendment recommended.</i> <i>Submission not resolved. Refer the submission to the Planning Panel.</i>


No.	Submission	Matters in Submission	Response to Submission
10	Landowner / Resident Weir Views	<p>Supports the amendment for the following reasons:</p> <ol style="list-style-type: none"> 1. Provides 20-minute neighbourhoods. 2. Increases the size of community centres to cater for the increased population forecast in the Toolern PSP area. 3. Includes road projects on Rees Road which will facilitate access to the Melton Railway Station. 	<ol style="list-style-type: none"> 1. Noted. 2. Noted. 3. Noted. The Toolern PSP and DCP upgrades a section of Rees Road to facilitate access to Melton Township and the Melton Railway Station (RD01 and IT01 in the Toolern DCP). <p><i>No change to the amendment required.</i></p> <p><i>Submission to be referred to the Planning Panel for consideration.</i></p>

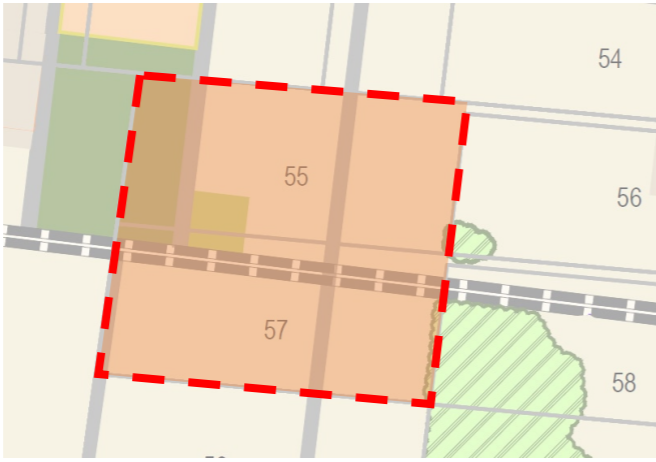
No.	Submission	Matters in Submission	Response to Submission
11	Environment Protection Authority	<ol style="list-style-type: none"> 1. EPA understands the planning scheme amendment is policy neutral. 2. EPA supports the identification of the EPA in the schedule to Clause 66.04 as a Recommending Referral Authority. 3. EPA would prefer the referral mechanism to be identified by a Buffer Area Overlay, which is consistent with the contemporary approach to buffer identification and referral mechanisms. 	<ol style="list-style-type: none"> 1. Noted. Agreed the changes to the Toolern PSP are largely policy neutral. 2. Noted. 3. The buffer areas are identified in Sections 2.3.9 (TechnoChem site) and 2.3.10 (Former Melton Landfill) of the Toolern PSP, and on Plan 4 (Precinct Features) in the Toolern PSP. The buffer areas are also identified in the following sections of the <i>Cobblebank Employment and Mixed Use Urban Design Framework</i> (CEMU UDF): <ul style="list-style-type: none"> • Section 2.5.1 Buffer Assessment (page 16) • Section 2.5.2 500-Metre Referral Buffer for the Former Melton Landfill site (page 16) • Section 2.5.7 Land Use Requirements refer to Requirements 2 and 3 (page 20) • Figure 7 – Buffers applied to existing land uses as of February 2018 (page 21). <p>The planning panel convened to consider the Toolern PSP (Amendment C84) considered submissions regarding the former Melton landfill site (Amendment C84 Part 1) and the Technochem site (Amendment C84 Part 2), and great consideration was given at that time to incorporate the appropriate controls in the Toolern PSP and its accompanying ordinance at Schedule 3 of Clause 37.07 (which is now being moved to the Schedule of Clause 66.04).</p> <p>Given this is refresh of the Toolern PSP and its controls, Council does not intend to apply the Buffer Area Overlay to TechnoChem or the former Melton Landfill. Council rather intends to continue with the current controls exhibited as part of Amendment C232melt.</p> <p>No change to the amendment recommended.</p> <p>Submission not resolved. Refer the submission to the Planning Panel.</p>

No.	Submission	Matters in Submission	Response to Submission
12	Insight Planning Consultants for Miravor	<p>Insight Planning Consultants have written this submission for Miravor which are developing properties 36, 40 and 41 in the Toolern DCP.</p>  <ol style="list-style-type: none"> <li data-bbox="647 987 1703 1050">1. Miravor supports the progression and approval of the amendment, however there are some concerns that they would like to see addressed. <ul style="list-style-type: none"> <li data-bbox="694 1060 1038 1092"><u>Indexation of proposed Levy Rate</u> <li data-bbox="647 1113 1703 1344">2. The exhibited version of the amendment provides the Development Infrastructure Levy (DIL) in 2021/2022 dollars. <p>Without knowing the 2023/2024 dollars it is difficult to determine what the full impact of the increased rate will have on the development contribution liability for the sites.</p> <p>Request that the levy rates in the DCP and DCPO3 be amended to reflect the indexed rate at the time of approval (i.e. 2024/2025).</p> <ul style="list-style-type: none"> <li data-bbox="694 1354 934 1386"><u>Infrastructure Projects</u> <li data-bbox="647 1407 1703 1638">3. Request Bridge 16 (BD16 - East Road Rail Overpass) be removed from the DCP. <p>BD16 is not essential infrastructure for the precinct and should not be included in the DCP. There are other bridges across the rail line near this bridge (Ferris Road and Mount Cottrell Road) that can be used in lieu of this bridge.</p> <p>BD16 adds \$13,833,445 million of costs to the DCP, which equates to \$17,403 per NDHA to the DIL for this project, which is an unnecessary increase in contributions.</p> <li data-bbox="647 1659 1703 1869">4. The increase in the levy rate will need to be passed on to future homeowners as increased land costs, at a time there is an affordability and housing supply crisis. Council and the State Government should be doing more to minimise the cost of developing land to facilitate increased supply. <p>GAIC should be used to deliver BD16 rather than passing this cost onto developers and future homeowners.</p> 	<ol style="list-style-type: none"> <li data-bbox="1721 210 2789 283">1. Noted. <ul style="list-style-type: none"> <li data-bbox="1768 252 2122 283"><u>Indexation of proposed Levy Rate</u> <li data-bbox="1721 304 2789 735">2. Noted. The land valuations and project cost sheets were prepared and sent to the Minister for Planning to seek authorisation to prepare the amendment. The documentation was prepared in the 2021/2022 financial year. <p>The draft amendment documentation was submitted to the Minister for Planning on 22 August 2022. Council received authorisation to prepare the amendment on 8 December 2023.</p> <p>To update the Development Infrastructure Levy to 2023/2024 Council would have needed to have land revalued, which would have further delayed the exhibition of Amendment C232melt.</p> <p>Given the delay in receiving authorisation, Council has elected to exhibit the amendment in a timely manner with 2021/2022 dollars.</p> <p>Council is open to a planning panel recommendation that the levy rates in Schedule 3 to the Development Contributions Plan Overlay being indexed at the time of approval.</p> <ul style="list-style-type: none"> <li data-bbox="1768 745 2003 777"><u>Infrastructure Projects</u> <li data-bbox="1721 798 2789 1344">3. Bridge 16 is in the Cobblebank Metropolitan Activity Centre and is proposed to facilitate north-south movement of cars, freight, buses, pedestrians, and cyclists across the railway line that bisects this centre. <p>The Growth Areas Authority prepared the <i>Toolern Town Centre Urban Design Urban Design Framework</i> in 2012, and this was superseded by work undertaken by Council in the <i>Cobblebank Metropolitan Activity Centre Urban Design Framework (CMAC UDF)</i> in 2018.</p> <p>Both Urban Design Frameworks identified the Metropolitan Activity Centre will be the home of a public hospital, a private hospital, law courts, the Melton Civic Centre, tertiary education, and the City of Melton's highest order retail centre. These uses generate large numbers of vehicle, cyclist, and pedestrian movements.</p> <p>Both Urban Design Frameworks identify BD16 (East Road Rail Overpass) is needed to distribute vehicle movements and to facilitate pedestrian and cyclist movements.</p> <p>Council has had the bridge designed and costed by Cardno (now known as Stantec).</p> <p>The CMAC UDF has recommended that the Toolern DCP be amended to include this bridge.</p> <li data-bbox="1721 1365 2789 1879">4. Noted. The increases to infrastructure project values will result in an increase to the DIL, which in turn may be passed on to future homeowners in the Toolern PSP area. <p>Council has removed some infrastructure items from the existing DCP to help defray the cost of adding new infrastructure items to the Toolern DCP.</p> <p>Both Urban Design Frameworks identify East Road will be a connector road, and therefore BD16 is not eligible for GAIC funding.</p> <ul style="list-style-type: none"> <li data-bbox="1768 1606 1884 1638"><u>Land Uses</u> <li data-bbox="1721 1659 2789 1879">5. PSPs / DCPs and Urban Growth Zone Schedules are constructed to allow some flexibility in the spatial arrangements that are approved through the planning permit process. This is referred to in PSPs as 'being generally in accordance'. <p>The PSP system allows subdivision layouts that are approved in planning permits to differ from the Future Urban Structure shown in the PSP that governs the development of the area.</p> <p>The example provided by the submitter is a good example of this in practice.</p>

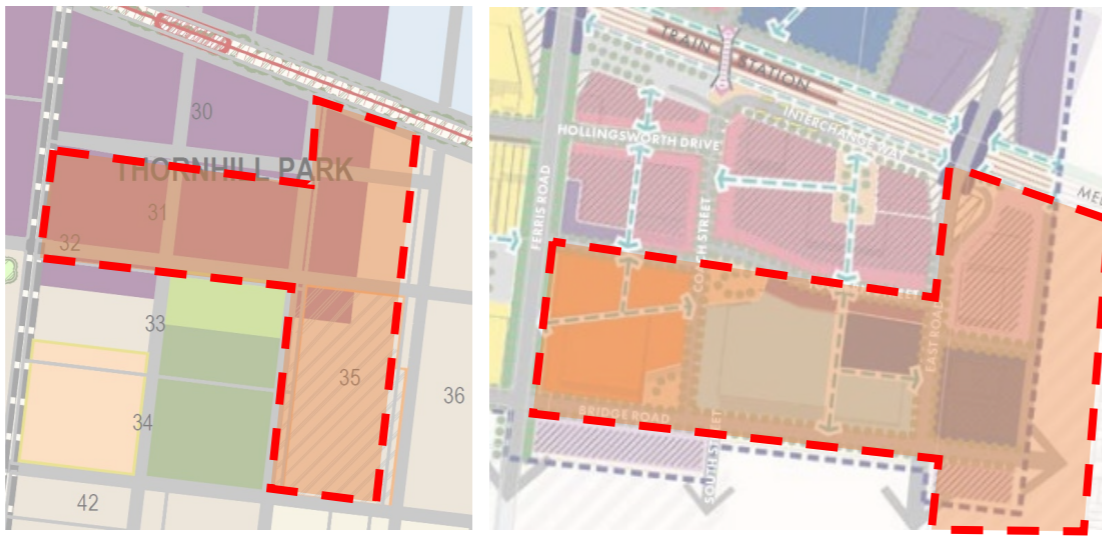
No.	Submission	Matters in Submission	Response to Submission
		<p><u>Land Uses</u></p> <p>5. The review does not reflect the development that has been approved and / or constructed on the ground to date.</p> <p>Properties 40 and 41 have adopted a different spatial arrangement of land uses than that shown in the Toolern PSP Future Urban Structure (planning permit PA2020/7140). See the spatial arrangement approved in PA2020/7140 compared to the FUS in the images below:</p>  <p>FIGURE 3: EXTRACT OF PLAN 6 (TOOLERN PSP)</p>  <p>FIGURE 4: ENDORSED PLAN PA2020/7140</p> <p>The land uses approved on properties 40 and 41 differ from that shown in the PSP. There is an opportunity for Council to amend the PSP to reflect what has been delivered to date.</p> <p>Request the future urban structure be changed to reflect the spatial arrangement approved by PA2020/7140 and request the land use budget tables be amended to reflect the land use configuration approved under the planning permit.</p>	<p>In this instance the owners of land on properties 37, 38, 39, 40 and 41 have presented to Council through their planning permit processes an alternative spatial arrangement of land uses on their properties to facilitate an improved drainage outcome that benefits all parties.</p> <p>This revised spatial arrangement is reflected in their planning permits – PA2020/7020 (Property 37), PA2020/7025 (Properties 38 and 39), and PA2020/7140 (Properties 40 and 41).</p> <p>Planning permits have been created that facilitate the revised spatial arrangement of land uses, and Section 173 Agreements are being prepared for the sites to reflect the revised spatial arrangement.</p> <p>Given that a planning solution has been found to deal with the planning permits, Section 173 Agreements, and the financial contributions to be paid by the respective landowners, Council would be reluctant to change the Future Urban Structure and the land use budgets as this could result in unintended consequences that make the delivery of these planning permits more complex.</p> <p>It is recommended that the Future Urban Structure and Property Specific Land Use Budgets remain unchanged.</p> <p>No change to the amendment recommended.</p> <p>Submission not resolved. Refer the submission to the Planning Panel.</p>

No.	Submission	Matters in Submission	Response to Submission
13	Victorian Health Building Authority	<p>1. The Victorian Health Building Authority are planning to build the Melton Hospital in the Toolern PSP area. The Amendment will not have significant consequences on the health infrastructure portfolio.</p> <p>2. Request Plan 1 in Schedule 3 to Clause 45.06 Development Contributions Plan Overlay be amended to illustrate property boundaries to show the reflected locations of applied zones and delineate where future road infrastructure is intended.</p> <p>3. References in Schedule 3 to Clause 45.06 Development Contributions Plan Overlay to the 'Department of Health and Human Services' should be updated to 'the Department of Health and / or the Department of Families, Fairness and Housing' (see proposed wording below).</p> <p><i>4.0 Land or development excluded from development contributions plan</i></p> <p><i>Land required for the following (as set out in the incorporated Toolern Precinct Structure Plan) is exempt from the provisions of this overlay:</i></p> <p><i>Housing provided by or on behalf of the Department of Health and Human Services Department of Health and / or the Department of Families, Fairness and Housing.</i></p> <p>4. The Community Facilities definition in the glossary of the Toolern DCP (page 105) should be expanded to refer to Ambulance Victoria Stations and Mental Health Facilities (see proposed wording below).</p> <p><i>Infrastructure provided by government or non-government organisations for accommodating a range of community support services, programs, and activities. This includes facilities for education and learning (e.g. government and non-government schools, universities, adult learning centres); early years (e.g. preschool, maternal and child health, childcare); health and community services (e.g. hospitals, aged care, doctors, dentists, family and youth services, specialist health services, <u>Ambulance Victoria Stations, mental health facilities</u>); community (e.g. civic centres, libraries, neighbourhood houses); arts and culture (e.g. galleries, museums, performance space); sport, recreation and leisure (e.g. swimming pools); justice (e.g. law courts); voluntary and faith (e.g. places of worship) and emergency services (e.g. police, fire and ambulance stations).</i></p> <p>5. The Community Facilities definition in the glossary of the Toolern PSP (page 110) should be expanded to refer to Ambulance Victoria Stations and Mental Health Facilities (see wording above).</p> <p>6. The Toolern PSP incorporated document in Table 8 references the Department of Health and Human Services, this should be updated to the Department of Health.</p>	<p>1. Noted. No change required.</p> <p>2. Plan 1 in the Schedule 3 to Clause 45.06 Development Contributions Plan Overlay show property boundaries.</p> <p>The property boundaries are the 147 properties that existed when the Toolern PSP and DCP was prepared in 2010.</p> <p>This plan is used by developers and planners to identify what charge area a property is in when the Development Infrastructure Levy (DIL) is to be paid.</p> <p>Since the PSP has been prepared the 147 properties have become approximately 8,300 properties. If these properties were shown the plan would become difficult to read, and it would fail to serve its purpose in clearly identifying the land for which the DIL is payable on.</p> <p>Plans 1 and 2 in Schedule 3 to Clause 37.07 Urban Growth Zone are used to identify the applied zones and identify the potential location of future roads.</p> <p>3. Agreed.</p> <p>4. Agreed.</p> <p>5. Agreed.</p> <p>6. Agreed.</p> <p>Recommend that Council present a panel version of the amendment to the planning panel hearing, including changes to:</p> <ul style="list-style-type: none"> • Update references to 'Department of Health and Human Services' to 'Department of Health and / or Department of Families, Fairness and Housing' in Schedule 3 to Clause 45.06 Development Contributions Plan Overlay. • Add 'Ambulance Victoria Stations and Mental Health Facilities' to the Community Facilities definition in the glossary of the Toolern PSP (p.110) and DCP (p.105). • Update references to 'Department of Health and Human Services' to 'Department of Health' in Table 8 of the Toolern PSP Incorporated Document. <p>Submission not resolved. Refer the submission to the Planning Panel.</p>

No.	Submission	Matters in Submission	Response to Submission
14	Landowner / Resident Thornhill Park	<ol style="list-style-type: none"> 1. What is the project code for the Thornhill Park Station? 2. What is the status of the Thornhill Park Station? 	<ol style="list-style-type: none"> 1. Project codes are given to infrastructure where Council is either the acquiring authority for land and / or will be constructing infrastructure. Projects where the State Government is acquiring the land and / or constructing infrastructure is not provided a project code in the DCP. For example, government schools are not provided with project codes in PSPs. Sometimes land acquisition for road / intersection / bridge projects are provided with a project code, as Council acquires the land to build the interim infrastructure on that land before the State Government takes ownership of the road / intersection / bridge asset. The Victorian government will be acquiring the land and constructing the railway station in Thornhill Park. The subdivisions in the three residential estates adjoining the future station are reserving the land for its acquisition by the Victorian government (current lots identified with white lines and proposed lots identified with blue lines):  As Council is not acquiring the land or constructing the station it has not been given a project code. This is the case for the Cobblebank Railway Station in this PSP, and the Mt Atkinson Railway Station in the Mt Atkinson PSP. 2. The Thornhill Park Station will be delivered by the Victorian government. At this stage the Victorian government have not provided any timelines on when the station will be constructed. <p><i>The submitter has advised Council that the above response has resolved their submission.</i></p> <p><i>Submission resolved. Submission to be referred to the Planning Panel for consideration.</i></p>


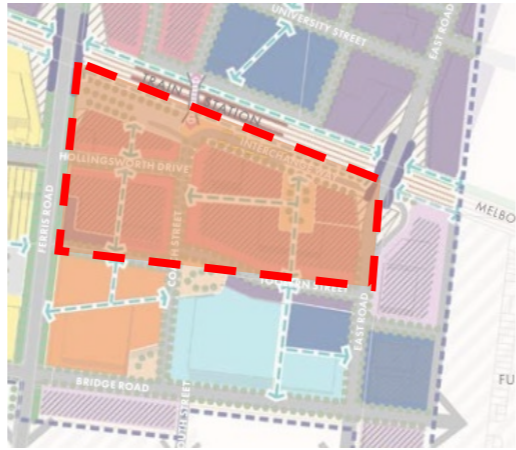
No.	Submission	Matters in Submission	Response to Submission
15	Egis Group for Swarna Estate	<p>The Egis Group are representing Mount Cottrell Project Management Pty Ltd who are developing the Swarna Estate at 1152-1154 Mount Cottrell Road, Strathtulloh (properties 55 and 57 in the PSP).</p>  <p>A planning permit was issued for their land (PA2020/7274/1) in 2021 and engineering design is well advanced for the Functional Layout Plans for the estate.</p> <ol style="list-style-type: none"> The Swarna Estate is affected by water quality allowance shortfall. In essence, there is nowhere for stormwater generated by the residential estate to outfall too. Melbourne Water have advised developers in the Melton South Drainage scheme should provide treatment on their site, until the shortfall can be met. Melton City Council have rejected proposals provided by the developer to date. The planning consultant / developer are escalating this matter with both authorities. This is delaying housing development in this part of the PSP. This development is in Charge Area 2 where the existing DIL is being increased by 58.15% using the \$21/22 listed in the amendment. It is noted that these rates will be indexed to \$24/25 if this amendment is approved. The submitter objects to the quantum of the proposed increases to the DIL rates under proposed Schedule 3 to Clause 45.06 Development Contributions Plan Overlay. Developers and landowners were extensively involved in the process leading up to the PSP being approved in 2010 and have since made financial decisions to invest / dispose / develop land based on the documents that were approved in 2010. The submitter recognises that PSP and DCP documents should be reviewed every five years, however the quantum of this increase is objected to. The Victorian Housing Statement has set an ambitious target of building 800,000 new homes by 2034. Estates like Swarna are needed to create new homes. Housing affordability is in crisis. The cost of developing land in this area has increased by 20-30% in the past 12 months. The proposed increase to DIL in this amendment will kill development and create a further burden to the delivery of housing in Victoria. 	<ol style="list-style-type: none"> Noted. It is acknowledged that there is a problem in finding a location for storm water to outfall to in this part of the Toolern PSP. <u>Melton South DSS</u> Properties 55 and 57 are in the Melton South Development Service Scheme (DSS) area. Melton City Council and Melbourne Water acknowledge there is a drainage outfall problem in the Melton South DSS area which is delaying subdivision in this part of the Toolern PSP area. The Melton South DSS requires stormwater to outfall to the Toolern Creek to the west. The ultimate drainage outfall for the Melton South DSS has not occurred in sequence. An alternate interim drainage solution for development will be required to continue in the southern part of the Toolern PSP. Significant drainage assets are required to convey stormwater to the Toolern Creek through multiple residential estates. Council will continue to work with Melbourne Water and developers to identify measures to appropriately capture, retard, treat and transport stormwater. This is an implementation problem that this amendment cannot resolve . This amendment seeks to increase the Development Infrastructure Levy for the following reasons: <ul style="list-style-type: none"> When the Toolern PSP and DCP was prepared it was not informed by the preparation of Functional Layout Plans, Project Concept Plans, or Project Cost Sheets. This has resulted in inadequate land being reserved for infrastructure projects, and inadequate money being collected to construct the infrastructure. When the Rockbank PSP and DCP was prepared it identified road, intersection and bridge projects that need to be constructed along Paynes Road and apportioned 50% of the construction costs to the Toolern DCP. The Toolern DCP is not currently collecting money for their construction. When the Paynes Road PSP was prepared it identified additional bridge projects that need to be constructed on Mount Cottrell Road, which are missing from the Toolern DCP. When the Cobblebank Metropolitan Activity Centre Urban Design Framework was prepared it identified two rail overpasses and one intersection project that should be included in the Toolern DCP. <p>Council commissioned Cardno (now trading as Stantec) to prepared FLPs and Project Cost Sheets for transport projects, and Council has used the concept plans and project cost sheets from the VPA's <i>Benchmark Infrastructure Costing</i> project for community centres, pavilions, and community centres.</p> <p>Council has estimated that there is an approximate shortfall in funding of \$232 million to construct the infrastructure identified in PSPs, DCPs and UDFs that apply to the Toolern PSP area. This is in part due to a change in methodology in how contemporary PSPs / DCPs are prepared, and in part problems created when the Paynes Road and Rockbank PSPs were prepared.</p> <p>The increase to the DIL is required to ensure infrastructure identified for delivery in the DCP can be delivered at the size required to support the growing community and can be delivered in a timely manner. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP area.</p> It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP area. This amendment is required to ensure that the infrastructure identified for delivery in the Toolern DCP, Rockbank DCP and Paynes Road DCP can be delivered in a timely manner and can be


			<p>constructed at a scale that meets the needs of the surrounding residential and business communities.</p> <p><i>No change to the amendment recommended.</i></p> <p><i>Submission not resolved. Refer the submission to the Planning Panel.</i></p>
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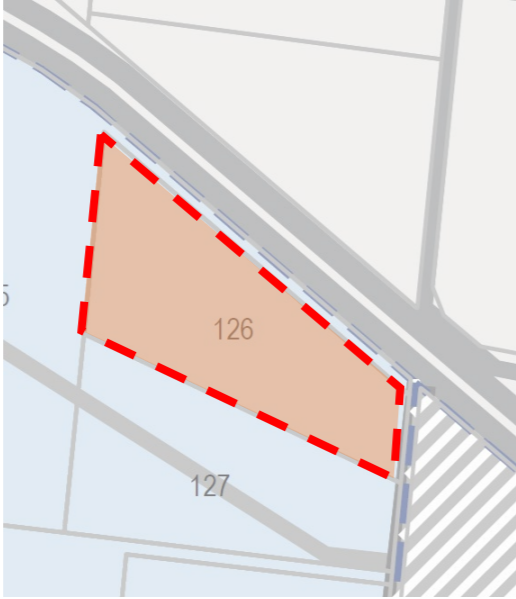
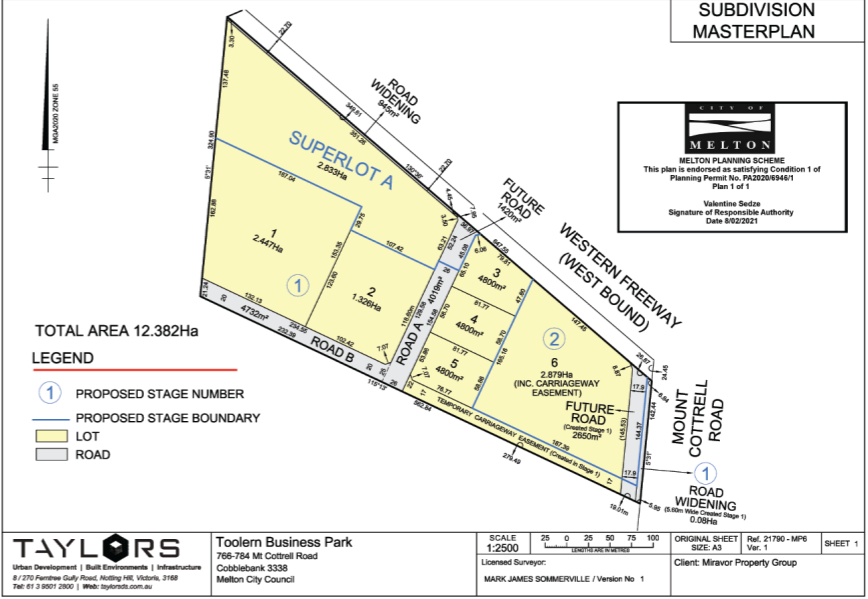
No.	Submission	Matters in Submission	Response to Submission
16	Insight Planning Consultants for the Roman Catholic Trust Corporation	<p>Insight Planning Consultants have written this submission for the Roman Catholic Trust Corporation which are own properties 31 and 35 in the Toolern DCP.</p>  <p>Extract from Toolern PSP Extract from CMAC UDF</p> <p><u>Indexation of proposed Levy Rate</u></p> <ol style="list-style-type: none"> The exhibited version of the amendment provides the Development Infrastructure Levy (DIL) in 2021/2022 dollars. Without knowing the 2023/2024 dollars it is difficult to determine what the full impact of the increased rate will have on the development contribution liability for the sites. Request that the levy rates in the DCP and DCPO3 be amended to reflect the indexed rate at the time of approval (i.e. 2024/2025). <p><u>Infrastructure Projects</u></p> <ol style="list-style-type: none"> Request Bridge 16 (BD16 - East Road Rail Overpass) be removed from the DCP. BD16 is not essential infrastructure for the precinct and should not be included in the DCP. There are other bridges across the rail line near this bridge (Ferris Road and Mount Cottrell Road) that can be used in lieu of this bridge. BD16 adds \$13,833,445 million of costs to the DCP, which equates to \$17,403 per NDHA to the DIL for this project, which is an unnecessary increase in contributions. Confirmation is required that BD16 includes only the cost of the construction of the bridge and not the land. The increase in the levy rate will need to be passed on to future homeowners as increased land costs, at a time there is an affordability and housing supply crisis. Council and the State Government should be doing more to minimise the cost of developing land to facilitate increased supply. GAIC should be used to deliver BD16 rather than passing this cost onto developers and future homeowners. <p><u>Land Uses</u></p> <ol style="list-style-type: none"> Submitter supports the changes to amount of land shown as non-government school and active open space on properties 33, 34 and 35, and supports the consolidation of properties 35A and 35B into a single property. This more accurately reflect the current land use and development of the land. 	<p><u>Indexation of proposed Levy Rate</u></p> <ol style="list-style-type: none"> Noted. The land valuations and project cost sheets were prepared and sent to the Minister for Planning to seek authorisation to prepare the amendment. The documentation was prepared in the 2021/2022 financial year. The draft amendment documentation was submitted to the Minister for Planning on 22 August 2022. Council received authorisation to prepare the amendment on 8 December 2023. To update the Development Infrastructure Levy to 2023/2024 Council would have needed to have land revalued, which would have further delayed the exhibition of Amendment C232melt. Given the delay in receiving authorisation, Council has elected to exhibit the amendment in a timely manner with 2021/2022 dollars. Council is open to a planning panel recommendation that the levy rates in Schedule 3 to the Development Contributions Plan Overlay being indexed at the time of approval. <p><u>Infrastructure Projects</u></p> <ol style="list-style-type: none"> Bridge 16 is in the Cobblebank Metropolitan Activity Centre and is proposed to facilitate north-south movement of cars, freight, buses, pedestrians, and cyclists across the railway line that bisects this centre. The Growth Areas Authority prepared the <i>Toolern Town Centre Urban Design Urban Design Framework</i> in 2012, and this was superseded by work undertaken by Council in the <i>Cobblebank Metropolitan Activity Centre Urban Design Framework (CMAC UDF)</i> in 2018. Both Urban Design Frameworks identified the Metropolitan Activity Centre will be the home of a public hospital, a private hospital, law courts, the Melton Civic Centre, tertiary education, and the City of Melton’s highest order retail centre. These uses generate large numbers of vehicle, cyclist, and pedestrian movements. Both Urban Design Frameworks identify BD16 (East Road Rail Overpass) is needed to distribute vehicle movements and to facilitate pedestrian and cyclist movements. Council has had the bridge designed and costed by Cardno (now known as Stantec). The CMAC UDF has recommended that the Toolern DCP be amended to include this bridge. Land acquisition is not proposed for the bridge as it is a connector road. Noted. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP areas. Council has removed some infrastructure items from the existing DCP to help defray the cost of adding new infrastructure items to the Toolern DCP. Both Urban Design Frameworks identify East Road will be a connector road, and therefore BD16 is not eligible for GAIC funding. <p><u>Land Uses</u></p> <ol style="list-style-type: none"> Noted. No change required. <p><u>Justice Precinct</u></p> <ol style="list-style-type: none"> Council consulted with Court Services Victoria located in the Department of Justice and Regulation in the preparation of the CMAC UDF, and they advised that they required a Level 3 Court in the Cobblebank Metropolitan Activity Centre, which would require four hectares of land as the court would be co-located with emergency services.

No.	Submission	Matters in Submission	Response to Submission
		<p><i>Justice Precinct</i></p> <p>5. The Cobblebank Metropolitan Activity Centre Urban Design Framework (CMAC UDF) shows a four Hectare (Ha) justice centre on properties 31 and 123 in the Toolern PSP. The property specific land use budget only identifies this land use on property 123 (2 Ha).</p> <p>The submitter requests information on whether the Victorian government still intend to acquire land from property 31 for justice purposes, and if so, the time associated with acquisition and confirmation of the size of the land area.</p> <p>The submitter notes that justice facilities in Sunshine are accommodated on a 1.5 Ha site and Frankston is located on a 1.2 Ha site.</p> <p><i>Tertiary Education Precinct</i></p> <p>6. Part of property 108 is shown as being required for tertiary education. There has been no interest expressed from education providers to date to use this site for this purpose. The submitter requests the PSP and UDF offer greater flexibility for alternative land uses in this location if the land is not required for tertiary education.</p> <p><u>Urban Design Framework</u></p> <p>7. The CMAC UDF contains a requirement for a review to occur every five years. Based on the approval in 2019, it is an appropriate time for the UDF to be reviewed prior to the approval of the amendment.</p>	<p>It is Council’s understanding that Court Services Victoria still intend to establish a Level 3 Court in the Cobblebank Metropolitan Activity Centre, however there are no timeframes associated with the land acquisition or construction of this facility.</p> <p>It is recommended that the justice facility land allocation be removed from property 123 in the Toolern DCP (two hectares) and relocated to Property 31 and increased to four hectares to accord with the CMAC UDF.</p> <p>It is noted that PSPs / DCPs / Urban Growth Zone Schedules and Urban Design Frameworks (UDFs) are constructed to allow some flexibility in the spatial arrangements that are approved through the planning permit process. This is referred to in PSPs as being ‘generally in accordance’.</p> <p>The PSP and UDF allow a permit application to be considered for alternate land uses and the permit application will be determined on its merit.</p> <p>If the Department of Justice indicates in the future that they have no interest in developing justice and emergency facilities on part or all the site, there is flexibility to allow alternative land uses and development on the land currently nominated as a justice facility in the UDF. Documentation would need to be provided to Council that demonstrates there are no parties interested in acquiring or developing the land for a justice or emergency service purpose.</p> <p><i>Tertiary Education Precinct</i></p> <p>6. The co-location of tertiary education facilities next to public and private hospitals is best practice for hospital delivery in Victoria. In the western region Victoria University has campuses located next to the Footscray Hospital, and the Sunshine Hospital (located atop a multi-storey car park).</p> <p>Given that the public and private hospitals have been built yet, there has been little interest from tertiary education providers to establish a tertiary education campus on property 108.</p> <p>Once the hospitals have been constructed and there is still no interest in the establishment of a tertiary education campus next to the hospitals, or a campus is established elsewhere in the activity centre, Council will hold conversations with the landowner on whether an alternative use can be considered for the site.</p> <p>It is noted that PSPs / DCPs / Urban Growth Zone Schedules and Urban Design Frameworks (UDFs) are constructed to allow some flexibility in the spatial arrangements that are approved through the planning permit process. This is referred to in PSPs as being ‘generally in accordance’.</p> <p>The PSP and UDF allow a permit application to be considered for alternate land uses and the permit application will be determined on its merit.</p> <p>If no tertiary education provider can be found for the tertiary education site when the hospitals are constructed, there is flexibility to allow alternative land uses and development on the land currently nominated as a tertiary education facility in the UDF. Documentation would need to be provided to Council that demonstrates there are no parties interested in acquiring the land.</p> <p><u>Urban Design Framework</u></p> <p>7. Council has recently prepared a review of the Melton Planning Scheme which was considered by Council at its Ordinary Meeting on the 27th of May 2024.</p> <p>The planning scheme review has considered the competing demands for strategic work to keep the Melton Planning Scheme up to date.</p> <p>The planning scheme review has found the refresh of the two Urban Design Frameworks is needed, however given the absence of some key strategies and plans, this refresh has been given a low priority and is currently unscheduled in the strategic planning work plan.</p>

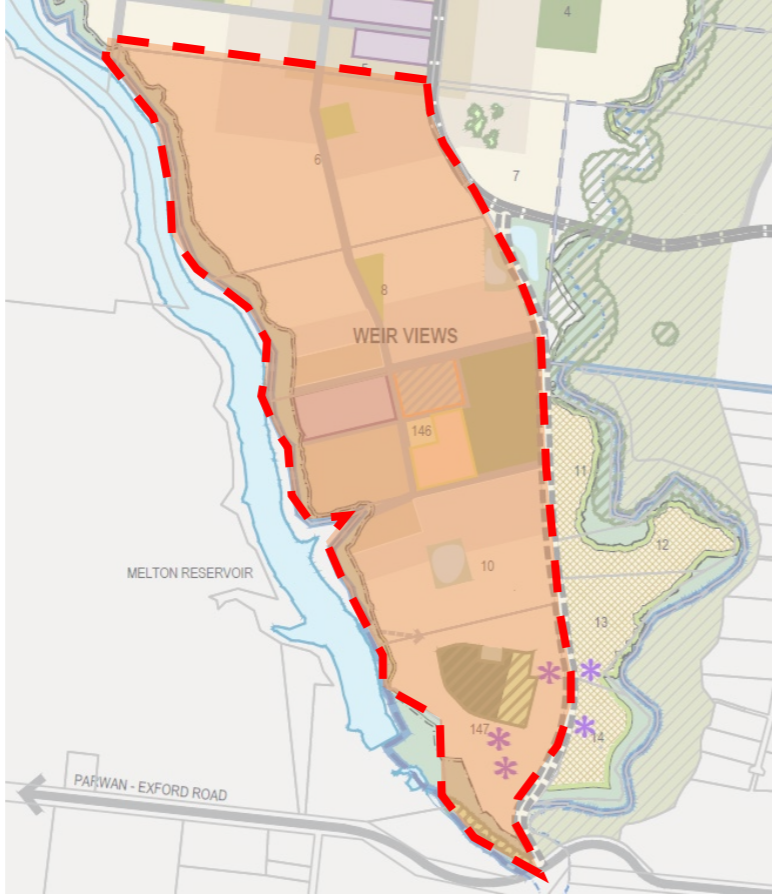
No.	Submission	Matters in Submission	Response to Submission
			<p><i>Recommend that Council present a panel version of the amendment to the planning panel hearing, including changes to:</i></p> <ul style="list-style-type: none"> • <i>Delete the justice facility from property 123 in the property specific land use budget table in the Toolern PSP and DCP.</i> • <i>Identify the justice facility on property 31 in the property specific land use budget table in the Toolern PSP and DCP. Increase the land allocation to 4 Ha to accord with the Cobblebank Metropolitan Activity Centre Urban Design Framework.</i> <p><i>Submission not resolved. Refer the submission to the Planning Panel.</i></p>

No.	Submission	Matters in Submission	Response to Submission
17	Insight Planning Consultants for Australian Unity Funds Management	<p>Insight Planning Consultants have written this submission for Australian Unity Funds Management Limited who own 2 Coach Street in Cobblebank, which is identified as part of property 30 in the Toolern DCP.</p> <div style="display: flex; justify-content: space-around;">   </div> <p>Extract from Toolern PSP Extract from CMAC UDF</p> <ol style="list-style-type: none"> Australian Unity Funds Management own land that is bounded by the Coles Supermarket to its west, the Cobblebank Railway Station to the north, and the Melton Hospital site to the south. The landowner's development intention is to develop a mixed-use precinct that includes retail, a private hospital, allied medical services and residential care uses. <ul style="list-style-type: none"> <u>Development Contribution Exemption</u> Request the development of a private hospital be exempt from paying development contributions under Clause 45.06 Development Contributions Plan Overlay. <p>The submitter notes that Government Schools and Non-Government Schools are exempted from paying Development Contributions in Clause 45.06, as is the Melton Hospital through the Specific Controls Overlay.</p> <ul style="list-style-type: none"> <u>Indexation of proposed Levy Rate</u> The exhibited version of the amendment provides the Development Infrastructure Levy (DIL) in 2021/2022 dollars. <p>Without knowing the 2023/2024 dollars it is difficult to determine what the full impact of the increased rate will have on the development contribution liability for the sites.</p> <p>Request that the levy rates in the DCP and DCPO3 be amended to reflect the indexed rate at the time of approval (i.e. 2024/2025).</p> <ul style="list-style-type: none"> <u>Infrastructure Projects</u> Request Bridge 16 (BD16 - East Road Rail Overpass) be removed from the DCP. <p>BD16 is not essential infrastructure for the precinct and should not be included in the DCP. There are other bridges across the rail line near this bridge (Ferris Road and Mount Cottrell Road) that can be used in lieu of this bridge.</p> <p>BD16 adds \$13,833,445 million of costs to the DCP, which equates to \$17,403 per NDHA to the DIL for this project, which is an unnecessary increase in contributions.</p> The increase in the levy rate will need to be passed on to future homeowners as increased land costs, at a time there is an affordability and housing supply crisis. Council and the State Government should be doing more to minimise the cost of developing land to facilitate increased supply. 	<ol style="list-style-type: none"> Noted. <ul style="list-style-type: none"> <u>Development Contributions Exemption</u> It is standard practice in Development Contribution Plans for few uses to be provided with an exemption to pay development contributions under Clause 45.06 Development Contributions Plan Overlay. <p>Exemptions have been provided for government schools and non-government schools, which is consistent with the <i>Development Contributions Guidelines (amended March 2007)</i> prepared by the Victorian government, which provides the following exemptions:</p> <p><i>The following types of new development are not subject to the requirements of a DCP:</i></p> <ul style="list-style-type: none"> <i>Development that is being undertaken by or on behalf of the Ministers for Conservation, Forests and Lands, Health and Education or their current equivalents (refer to Page 266, Victoria Government Gazette, 10 February 1988). This means that public schools and hospitals are exempt.</i> <p><i>A council also has discretion to exempt any new types of land use or development from the payment of development contribution levies. For example, on the basis that they provide a community service, a council may exempt:</i></p> <ul style="list-style-type: none"> <i>Private schools and hospitals.</i> <p>It is recommended that an exemption not be identified in Schedule 3 to Clause 45.06 for a private hospital, as it is more equitable for a wide variety of land developers to pay the Development Infrastructure Levy.</p> <ul style="list-style-type: none"> <u>Indexation of proposed Levy Rate</u> Noted. The land valuations and project cost sheets were prepared and sent to the Minister for Planning to seek authorisation to prepare the amendment. The documentation was prepared in the 2021/2022 financial year. <p>The draft amendment documentation was submitted to the Minister for Planning on 22 August 2022. Council received authorisation to prepare the amendment on 8 December 2023.</p> <p>To update the Development Infrastructure Levy to 2023/2024 Council would have needed to have land revalued, which would have further delayed the exhibition of Amendment C232melt.</p> <p>Given the delay in receiving authorisation, Council has elected to exhibit the amendment in a timely manner with 2021/2022 dollars.</p> <p>Council is open to a planning panel recommendation that the levy rates in Schedule 3 to the Development Contributions Plan Overlay being indexed at the time of approval.</p> <ul style="list-style-type: none"> <u>Infrastructure Projects</u> Bridge 16 is in the Cobblebank Metropolitan Activity Centre and is proposed to facilitate north-south movement of cars, freight, buses, pedestrians, and cyclists across the railway line that bisects this centre. <p>The Growth Areas Authority prepared the <i>Toolern Town Centre Urban Design Urban Design Framework</i> in 2012, and this was superseded by work undertaken by Council in the <i>Cobblebank Metropolitan Activity Centre Urban Design Framework (CMAC UDF)</i> in 2018.</p> <p>Both Urban Design Frameworks identified the Metropolitan Activity Centre will be the home of a public hospital, a private hospital, law courts, the Melton Civic Centre, tertiary education, and the City of Melton's highest order retail centre. These uses generate large numbers of vehicle, cyclist and pedestrian movements.</p>


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		<p>GAIC should be used to deliver BD16 rather than passing this cost onto developers and future homeowners.</p> <p>6. In the Bridge Designs at Appendix 2 of the exhibited Toolern DCP Bridge 15 (page 101) and Bridge 16 (page 102) appear to be incorrectly labelled.</p> <p><u>Land Uses</u></p> <p>7. The development of the Cobblebank Metropolitan Activity Centre plays a key role in providing amenity and services to the whole community.</p> <p>Key components in the road network should be included in the DCP.</p> <p>8. Interchange Way which is identified as an Urban Core Street C in the CMAC UDF should be included in the DCP (see image below). This road provides a bus link from the existing bus interchanges to the external road network that services the broader community.</p> <p>9. Road identified as Urban Core Street A in the CMAC UDF should be included in the DCP (see image below). This road provides a connection into the town centre from the external road network, and benefits from multiple landowners in the town centre. Funding for this should be shared by those directly benefit from its delivery. The submitter should not carry the burden of the street delivery to the benefit of others.</p>  <p>Figure 17. Street Type Hierarchy Plan</p>	<p>Both Urban Design Frameworks identify BD16 (East Road Rail Overpass) is needed to distribute vehicle movements and to facilitate pedestrian and cyclist movements.</p> <p>Council has had the bridge designed and costed by Cardno (now known as Stantec).</p> <p>The CMAC UDF has recommended that the Toolern DCP be amended to include this bridge.</p> <p>5. Noted. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP areas</p> <p>Council has removed some infrastructure items from the existing DCP to help defray the cost of adding new infrastructure items to the Toolern DCP.</p> <p>Both Urban Design Frameworks identify East Road will be a connector road, and therefore BD16 is not eligible for GAIC funding.</p> <p>6. Agreed. The bridge design on page 101 is the Ferris Road Bridge (BD15) and the bridge design on page 102 is the East Road Bridge (BD16).</p> <p>It is recommended that the DCP be amended to correct the titles of these projects.</p> <p>The title of the bridge on page 101 should be amended to read 'Bridge Type 15 – <i>East Ferris Road</i>'</p> <p>The title of the bridge on page 102 should be amended to read 'Bridge Type 16 – <i>Ferris East Road</i>'</p> <p><u>Land Uses</u></p> <p>7. It is standard practice for the land acquisition of arterial roads, and the construction of the interim layout of arterial roads to be included in a DCP in PSP areas. It is, however, unusual for connector roads and streets to be funded by a DCP.</p> <p>Section 1.4.2 of the Toolern DCP identifies the following items are not included in the DCP:</p> <p><i>All internal streets and connector streets, and associated traffic management measures (including streets on the edge of the Toolern Precinct Structure Plan).</i></p> <p>8. Figure 16 in the CMAC UDF identifies Interchange Way as an Urban Core Street, which is an internal street in the Cobblebank Metropolitan Activity Centre. It is reasonable for this street to be delivered by the landowner / developer as part of their subdivision works as it provides access to their development. It would be unusual for this to be included in a DCP.</p> <p>9. Figure 16 identifies the Urban Core Street A streets as internal streets in the Cobblebank Metropolitan Activity Centre. It is reasonable for this street to be delivered by the landowner / developer as part of their subdivision works as it provides access to their development. It would be unusual for this to be included in a DCP.</p> <p>Recommend that Council present a panel version of the amendment to the planning panel hearing, including changes to:</p> <ul style="list-style-type: none"> • Correct the titles of BD15 and BD16 in Appendix 2 of the Toolern DCP. The bridge design on page 101 should be 'Bridge Type 15 - Ferris Road'. The bridge design on page 102 should be 'Bridge Type 16 - East Road'. <p>Submission not resolved. Refer the submission to the Planning Panel.</p>

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18	Insight Planning Consultants for Miravor	<p>Insight Planning Consultants have written this submission for Miravor who are developing property 126 in the Toolern DCP.</p>  <ol style="list-style-type: none"> Miravor supports the progression and approval of the amendment, however there are some concerns that they would like to see addressed. <ul style="list-style-type: none"> <u>Indexation of proposed Levy Rate</u> The exhibited version of the amendment provides the Development Infrastructure Levy (DIL) in 2021/2022 dollars. <p>Without knowing the 2023/2024 dollars it is difficult to determine what the full impact of the increased rate will have on the development contribution liability for the sites.</p> <p>Request that the levy rates in the DCP and DCPO3 be amended to reflect the indexed rate at the time of approval (i.e. 2024/2025).</p> <u>Infrastructure Projects</u> <ol style="list-style-type: none"> RD12 is shown in the Toolern DCP as requiring an increase in land allocation from 0.08 Ha to 0.13 Ha of land, which is inconsistent with the approved permit for the site (PA2020/6946) which identifies 0.08 Ha of land for the widening. <p>Request the existing land take for RD12 be retained in the DCP.</p> <p>The amendment introduces a new transport project BD19 (Mount Cottrell Road Freeway Interchange) which identifies land required for the interchange. The FLP for BD19 shows 3,203 sqm of land is required for this interchange. This land has not been identified in the approved permit for the site (PA2020/6946).</p> <p>If the land is required for the interchange a Public Acquisition Overlay will need to be applied to this land.</p> <p>Table 3 in the Toolern DCP attributes a land acquisition value of \$750,000. The submitter identifies that the land value should be \$3.78 million.</p> <p>If land is required for BD19 the land acquisition should be funded through GAIC.</p> <p>Request BD19 be deleted from property 126 in the Toolern DCP.</p> <u>Clerical Errors</u> 	<ol style="list-style-type: none"> Noted. <ul style="list-style-type: none"> <u>Indexation of proposed Levy Rate</u> Noted. The land valuations and project cost sheets were prepared and sent to the Minister for Planning to seek authorisation to prepare the amendment. The documentation was prepared in the 2021/2022 financial year. <p>The draft amendment documentation was submitted to the Minister for Planning on 22 August 2022. Council received authorisation to prepare the amendment on 8 December 2023.</p> <p>To update the Development Infrastructure Levy to 2023/2024 Council would have needed to have land revalued, which would have further delayed the exhibition of Amendment C232melt.</p> <p>Given the delay in receiving authorisation, Council has elected to exhibit the amendment in a timely manner with 2021/2022 dollars.</p> <p>Council is open to a planning panel recommendation that the levy rates in Schedule 3 to the Development Contributions Plan Overlay being indexed at the time of approval.</p> <u>Infrastructure Projects</u> <ol style="list-style-type: none"> Council has approved a subdivision layout for property 126 in the Toolern DCP through planning permit PA2020/6946 (see endorsed plan below):  <p>The subdivision layout for PA2020/6946 was referred to Transport for Victoria (now Department of Transport and Planning) who did not request any changes to the subdivision layout to accommodate the future freeway interchange.</p> <p>PSPs / DCPs and Urban Growth Zone Schedules are constructed to allow some flexibility in the spatial arrangements that are approved through the planning permit process. This is referred to in PSPs as 'being generally in accordance'.</p> <p>The PSP system allows subdivision layouts that are approved in planning permits to differ from the Functional Layout Plans (FLPs) shown in the DCP that governs the development of the area.</p> <p>The FLP prepared for RD12 and BD19 (Mount Cottrell Road Freeway Interchange) was based on a FLP prepared for the Paynes Road PSP, and has consequently been used for the design of the upgrade of Mount Cottrell Road (see pages 81 and 113 in the Toolern DCP)</p>

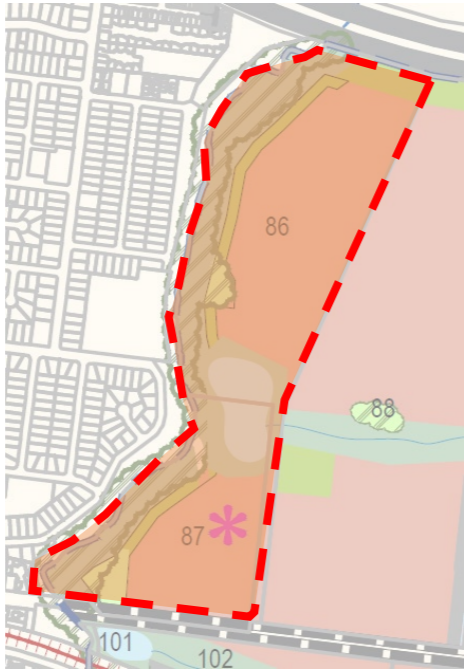

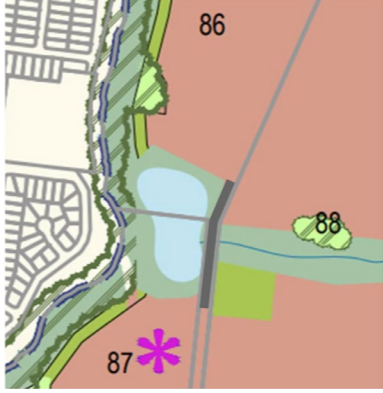
No.	Submission	Matters in Submission	Response to Submission
		<p>4. The FLP for BD19 in Appendix 1 in the Toolern DCP (page 81) identifies Property 126 as being outside of the Toolern DCP is incorrect.</p> <p>The plan should be corrected to state this is property 126 in the Toolern DCP.</p>	<p>Council has approved a subdivision outcome that differs from the FLP that has been prepared and is proposed to be incorporated into the Toolern DCP. This is to be expected as a FLP identifies land that is reasonably expected to deliver an optimal road design outcome and is used to determine land acquisition and construction costs to be incorporated into the DCP.</p> <p>It is recommended that the Functional Layout Plans and Property Specific Land Use Budgets remain unchanged.</p> <p>Discussions have been held with the Department of Transport and Planning (Transport) who have indicated that the land is needed for the freeway interchange. It is therefore recommended that a Public Acquisition Overlay should be applied to the land required for BD19 through a separate planning scheme amendment initiated by the Department of Transport and Planning.</p> <p><u>Clerical Errors</u></p> <p>4. Agreed. The FLP on page 81 for BD19 should amended to correctly identify property 126. The plan currently shows this property incorrectly as being located outside of the PSP.</p> <p>Amend Table 2 Property Specific Land Use Budget to match the FLP on Page 81. The land take for RD12 is identified as 1,277 sqm and the land take for BD19 is identified as 3,203 sqm which equates to 0.45 Ha (4,480 sqm).</p> <p>Recommend that Council present a panel version of the amendment to the planning panel hearing, including changes to:</p> <ul style="list-style-type: none"> • Correct the FLP for BD19 on Page 81 of the Toolern DCP. The FLP currently incorrectly identifies property 123 as being outside of the Toolern PSP area. • Amend Table 2 Property Specific Land Use Budget to include 0.45 Ha of land for 'arterial roads and bridges' for Property 126. <p>Submission not resolved. Refer the submission to the Planning Panel.</p>

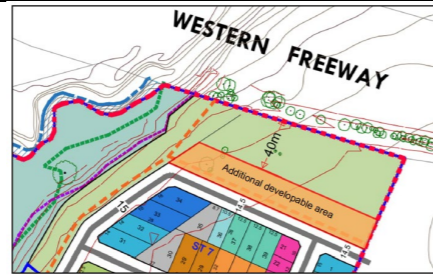
No.	Submission	Matters in Submission	Response to Submission
19	<p>Marshal for Exford Waters Estate</p>	<p>Marshal have written this submission for the Exford Waters Estate, which is located on properties 6, 8, 10, 146 and 147 in the Toolern DCP, and is subject to Charge Area 1 in the Toolern DCP.</p>  <ol style="list-style-type: none"> 1. The Charge Area 1 rates are increasing by 62.5% in \$21/22. Exford Waters has 66.81 Ha (NDA) to develop, which is estimated to be burdened by \$11.3 million in additional DCP charges. 2. The submitter has estimated that over 68% of Charge Area 1 has been developed and paid at historical low DCP rates. 3. Council has identified that the revised DCP costs have identified an approximate \$232 million shortfall in funding. The changes to the DCP and DIL is proposed to help reduce this shortfall in funding. 4. It is unfair that the remaining landowners in Charge Area 1 need to make up the shortfall in funding <p><u>New Projects being Incorporated into the Toolern DCP</u></p> <ol style="list-style-type: none"> 5. The Paynes Road PSP and Rockbank PSP include projects that should be 50% apportioned to the Toolern DCP. The submitter notes that the Paynes Road and Rockbank PSPs were approved eight years ago, and that the Toolern DCP should have been amended earlier to address these shortfalls in funding. 6. The Toolern DCP should be amended to exclude the new projects being brought into the Toolern DCP from Charge Area 1. The new projects on Paynes Road, Mount Cottrell Road, Ferris Road and East Road have minimal benefit to the properties in Charge Area 1. 7. The submitter is concerned that Charge Area 1 is disproportionately affected by increases to DIL compared to the other Charge Areas. <p><u>Project Construction Value Increase</u></p>	<ol style="list-style-type: none"> 1. Noted. 2. Noted. 3. Noted. 4. Council has prepared Functional Layout Plans, Concept Plans and Project Cost Sheets for projects that still need to be delivered in the Toolern PSP area. Land valuations have been undertaken based on the revised land take associated with transport and community projects. <p>The project cost sheets have identified that there is an approximate \$232 million funding shortfall between what the DIL is currently collecting, and the revised construction / land acquisition costs identified in the amended PSP / DCP documents.</p> <p>The new construction and land acquisition values have been applied to land that has been developed and land that is still to be developed. Where land has already been developed and DIL paid, Council will miss out receiving money from the DIL uplift. Based on current DIL receipts it is estimated that Council will not be able to recover approximately \$47 million of this shortfall.</p> <p>It is not intended by this amendment to recover all \$232 million, which would have increased the DIL significantly for land yet to be developed.</p> <p><u>New Projects being Incorporated into the Toolern DCP</u></p> <ol style="list-style-type: none"> 5. Noted. It is agreed that it would have been simpler for the VPA to amend the Toolern DCP when the Paynes Road and Rockbank PSPs were prepared, however they did not. <p>This amendment is seeking to fix this identified problem.</p> <ol style="list-style-type: none"> 6. When the Toolern DCP was prepared in 2010 all transport projects were shared across the four charge areas. Given that DIL has been collected from these charge areas it is difficult now to adopt a different methodology where some transport project charges are assigned to some charge areas and excluded from others. 7. All charge areas share the burden of transport project increases, which equates to an increase of \$103,656 per NDA (\$21/22). <p>The increase to the DIL in Charge Area 1 is \$169,029 (\$103,656 of which is for transport projects). \$65,373 of the DIL increase (\$21/22) is resultant from changes to land acquisition and construction costs associated with community and infrastructure.</p> <p>Charge Areas 3 and 4 have smaller changes to their DIL as they have limited community and recreation infrastructure located within them.</p> <p><u>Project Construction Value Increase</u></p> <ol style="list-style-type: none"> 8. Functional Layout Plans, bridge designs, and community and recreation concept plans have been provided in appendices one to six in the Toolern DCP. It is noted that these plans are based on designs in the VPA's 'Benchmark Infrastructure Report'. <p>Detailed cost sheets have been prepared for the projects that are based on the VPA's 'Benchmark Infrastructure Report'.</p> <ol style="list-style-type: none"> 9. The FLPs prepared by Cardno (now trading as Stantec) have taken the approved FLPs for RD04 and have shown these as blue linework on the Cardno FLPs. <p>It is noted that RD04 has been delivered in an interim standard only with large parts of the road not having been provided with kerb and channel, footpaths, bicycle infrastructure, nature strips or public lighting to date.</p> <p>The exhibited Toolern DCP reflects revised costings by Cardno to ensure that all the RD04 infrastructure can be delivered.</p>

No.	Submission	Matters in Submission	Response to Submission
		<p>8. The submitter is concerned that intersection costs have increased by 733%, open space project costs have increased by 427% and recreation project costs have increased by 284%.</p> <p>The submitter states the increases are excessive and further investigation is required to see what triggered the huge increases. The submitter states that the amendment material does not explain these changes sufficiently.</p> <p>9. Road Project RD04 has been partially constructed and is being increased from \$8.9 million to \$14.5 million. How has Council / Cardno considered the partial completion and reimbursement of this project in the new price estimates.</p> <p>10. Has a peer review been conducted on the proposed DIL rates, the Cardno report and Council's rate increase?</p> <p>11. How is a 900% increase to some items justified?</p> <p><u>Open Space</u></p> <p>Open Space assets OS01, OS02 and OS03 have not been purchased from developers yet according to the amendment material.</p> <p>12. Significant development has occurred around assets OS01 and OS02. Exford Waters should not bear the brunt of recent land rate increases for land that should have been procured by Council long ago.</p> <p>13. The main cost increase to Charge Area 1 is the reimbursement of projects OS01, OS02 and OS03. Why is an amendment needed for land valuations for Open Space projects that haven't increased in scope.</p> <p>14. How much of the Open Space value increase has been accounted for already in indexations since 2011 versus the 2022 DCP amendment?</p> <p>15. No certainty has been provided on when OS03 will be acquired by Council. Perimeter roads have been constructed around OS03 and it has been ready for acquisition from Council since 2022.</p>	<p>10. The transport project cost sheets have been reviewed by Council, the VPA, VicRoads and the Department of Transport and Planning (both planning and transport departments).</p> <p>The community and recreation project cost sheets have been reviewed by Council, the VPA, and the Department of Transport and Planning (planning department).</p> <p>The agency exhibition documents were peer reviewed by Chris DeSilva from Mesh and Matt Ainsaar from Urban Enterprise.</p> <p>11. This amendment seeks to increase the Development Infrastructure Levy for the following reasons:</p> <ul style="list-style-type: none"> • When the Toolern PSP and DCP was prepared it was not informed by the preparation of Functional Layout Plans, Project Concept Plans, or Project Cost Sheets. This has resulted in inadequate land being reserved for infrastructure projects, and inadequate money being collected to construct the infrastructure. • When the Rockbank PSP and DCP was prepared it identified road, intersection and bridge projects that need to be constructed along Paynes Road and apportioned 50% of the construction costs to the Toolern DCP. The Toolern DCP is not currently collecting money for their construction. • When the Paynes Road PSP was prepared it identified additional bridge projects that need to be constructed on Mount Cottrell Road, which are missing from the Toolern DCP. • When the Cobblebank Metropolitan Activity Centre Urban Design Framework was prepared it identified two rail overpasses and one intersection project that should be included in the Toolern DCP. <p>Council commissioned Cardno (now trading as Stantec) to prepared FLPs and Project Cost Sheets for transport projects, and Council has used the concept plans and project cost sheets from the VPA's <i>Benchmark Infrastructure Costing</i> project for community centres, pavilions, and community centres.</p> <p>Council has estimated that there is an approximate shortfall in funding of \$232 million to construct the infrastructure identified in PSPs, DCPs and UDFs that apply to the Toolern PSP area. This is in part due to a change in methodology in how contemporary PSPs / DCPs are prepared, and in part problems created when the Paynes Road and Rockbank PSPs were prepared.</p> <p>The increase to the DIL is required to ensure infrastructure identified for delivery in the DCP can be delivered at the size required to support the growing community and can be delivered in a timely manner. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP area.</p> <p><u>Open Space</u></p> <p>12. Noted.</p> <p>13. Noted.</p> <p>14. The annual indexations applied to the DIL rate by Council are informed by annual valuations of land. The annual indexations of the DIL include updated values of land.</p> <p>15. The submitter should make a request in writing to Council to acquire OS03. Council will then provide a response to the submitter on the likely time of acquisition.</p> <p>No change to the amendment recommended.</p> <p>Submission not resolved. Refer the submission to the Planning Panel.</p>

No.	Submission	Matters in Submission	Response to Submission
20	Human Habitats for Thornhill Gardens Estate	<p>Human Habitats have written this submission for the Thornhill Gardens Estate, which is located on properties 66, 67, 75 and 76 in the Toolern DCP. The land is in Charge Area 2 in the Toolern DCP.</p>  <p>1. The changes to Table 2 Property Specific Land Use Budget for the four properties identifies a reduction in net developable hectares of 1.71 Ha as a result in change in the size of land required for drainage.</p> <p>The area shown for drainage does not match the area approved by Melbourne Water.</p> <p>The PSP and DCP should be amended to reflect the approved / proposed drainage assets on their client's land.</p> <p><u>Development Infrastructure Levy</u></p> <p>2. The change to the Development Infrastructure Levy will result in an increase in contribution payments of approximately \$7.8 million (\$21/22), which will have a substantial impact on the viability of the Estate that is significantly progressed through the development process.</p> <p>3. The plan fails to provide transparency around the substantial increase to development contributions.</p> <p>4. The change to the DIL will have an impact on the viability of the development within the context of an already high development cost environment.</p> <p>5. The change to the DIL will have an impact on the affordability of housing product to the end purchaser.</p> <p>6. The change to the DIL will have an impact on the delivery and diversity of housing product across the Toolern DCP area.</p> <p><u>Housing Density</u></p>	<p>1. Noted.</p> <p>PSPs / DCPs and Urban Growth Zone Schedules are constructed to allow some flexibility in the spatial arrangements that are approved through the planning permit process. This is referred to in PSPs as 'being generally in accordance'.</p> <p>The PSP system allows subdivision layouts that are approved in planning permits to differ from the Future Urban Structure shown in the PSP that governs the development of the area.</p> <p>The example provided by the submitter is an example of this in practice.</p> <p>The developer of properties 66, 67, 75 and 76 have presented to Council and Melbourne Water through their planning permit processes an alternative spatial arrangement of drainage assets on their properties to facilitate an improved drainage outcome.</p> <p>This revised spatial arrangement is reflected in their approved planning permits, and planning permits that are currently being assessed.</p> <p>Given that a planning solution has been found to deal with the planning permits, Council would be reluctant to change the Future Urban Structure and the land use budgets as this could result in unintended consequences that make the delivery of these planning permits more complex.</p> <p>It is recommended that the Future Urban Structure and Property Specific Land Use Budgets remain unchanged. Noting that the planning permits trump the Future Urban Structure shown in the PSP.</p> <p><u>Development Infrastructure Levy</u></p> <p>2. Noted.</p> <p>3. This amendment seeks to increase the Development Infrastructure Levy for the following reasons:</p> <ul style="list-style-type: none"> • When the Toolern PSP and DCP was prepared it was not informed by the preparation of Functional Layout Plans, Project Concept Plans, or Project Cost Sheets. This has resulted in inadequate land being reserved for infrastructure projects, and inadequate money being collected to construct the infrastructure. • When the Rockbank PSP and DCP was prepared it identified road, intersection and bridge projects that need to be constructed along Paynes Road and apportioned 50% of the construction costs to the Toolern DCP. The Toolern DCP is not currently collecting money for their construction. • When the Paynes Road PSP was prepared it identified additional bridge projects that need to be constructed on Mount Cottrell Road, which are missing from the Toolern DCP. • When the Cobblebank Metropolitan Activity Centre Urban Design Framework was prepared it identified two rail overpasses and one intersection project that should be included in the Toolern DCP. <p>Council commissioned Cardno (now trading as Stantec) to prepared FLPs and Project Cost Sheets for transport projects, and Council has used the concept plans and project cost sheets from the VPA's <i>Benchmark Infrastructure Costing</i> project for community centres, pavilions, and community centres.</p> <p>Council has estimated that there is an approximate shortfall in funding of \$232 million to construct the infrastructure identified in PSPs, DCPs and UDFs that apply to the Toolern PSP area. This is in part due to a change in methodology in how contemporary PSPs / DCPs are prepared, and in part problems created when the Paynes Road and Rockbank PSPs were prepared.</p> <p>The increase to the DIL is required to ensure infrastructure identified for delivery in the DCP can be delivered at the size required to support the growing community and can be delivered in a timely manner. It is acknowledged that increased development costs may impact land sale prices;</p>

No.	Submission	Matters in Submission	Response to Submission
		<p>7. The average minimum density across the Toolern PSP should be increased from 15 dwellings to 20 dwellings per net developable hectare.</p> <p>This increase to housing density aligns with the Victorian Housing Strategy, would assist in offsetting the increased development contributions, and would allow for more efficient use of infrastructure across the PSP.</p>	<p>however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP area.</p> <p>4. Council acknowledges that the increase to the DIL will increase the development cost for developers in the Toolern DCP area.</p> <p>5. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP areas.</p> <p>6. Council acknowledges that some developers may seek to increase the density of housing to defray the increased DIL. Traditionally developers in the Toolern DCP area have provided three and four bedroom stock. If increased densities are provided it may result in the provision of two bedroom housing, which would improve housing diversity.</p> <p><u>Housing Density</u></p> <p>7. Council acknowledges that some developers may seek to increase the density of housing to defray the increased DIL.</p> <p>Increasing the minimum density of housing for conventional density areas will result in an increased demand for schools, community centres and open space. It could also result in more rainwater runoff which would need to be accommodated in drainage assets.</p> <p>It is noted that the PSP expresses housing density as a minimum rather than as a maximum. It is therefore possible for developers to hold discussions with our statutory planning team on the suitability of increasing residential densities in their estates.</p> <p>No change to the amendment recommended.</p> <p>Submission not resolved. Refer the submission to the Planning Panel.</p>

No.	Submission	Matters in Submission	Response to Submission
21	Breese Pitt Dixon for Ecnam Properties	<p>Breese Pitt Dixon have written this submission for the Ecnam Properties, who own properties 86 and 87 in the Toolern DCP. The land is subject to a live application for a planning permit PA2021/7706 which is under consideration for subdivision.</p>  <p>1. The amendment seeks to increase the land area for 'waterway / drainage' from 7.26 Ha to 8.65 Ha. This is a result of an increase in Drainage Asset 1 in the stormwater asset table in the PSP. This results in 1.39 Ha of net developable land (see images below).</p>  <p>The submitter requests passive open space on property 86 be reduced by 0.35 Ha to help offset the increase of the drainage asset. This could be achieved by reducing the setback of development from the Western Freeway from 60 metres to 40 metres (see image below).</p>	<ol style="list-style-type: none"> Melbourne Water have requested an increase in size to the drainage assets on properties 86 and 87 to accord with its Development Service Scheme (DSS) for the Abey Road DSS area. Council does not intend to reduce passive open space to compensate for an increase in size of the drainage asset. The decrease in setback of development from 60 metres to 40 metres would need to be considered by the Department of Transport and Planning (Transport) to determine whether this is an appropriate outcome. Agreed. The passive open space being removed by the retarding basin is approximately 600 square metres in area, which 0.06 Ha. Council agrees that the area of passive open space on property 87 in Table 2 Property Specific Land Use Budget can be decreased by 0.06 Ha. Agreed. The passive open space being removed by the retarding basin is approximately 600 square metres in area, which 0.06 Ha. Council agrees that the area of passive open space on property 86 in Table 2 Property Specific Land Use Budget can be decreased by 0.06 Ha Agreed. A local access street should be shown on the Future Urban Structure to remove doubt that property 87 will be landlocked by the retarding basin on properties 86 and 87 (see image below).  <ol style="list-style-type: none"> Noted. No change required. It appears that this is a historical problem stemming from the creation of this PSP in 2010. The Toolern Creek corridor is shown as being part of Properties 86 and 87 in the Toolern PSP. The Toolern Creek corridor is currently under the ownership of the Department of Energy, Environment and Climate Action (DECCA). It is unclear whether the creek corridor was owned by DECCA or Ecnam Properties when this PSP and DCP was first prepared. Council is inclined to not amend the PSP or DCP as changes to the PSP would necessitate the creation of a new property which will be hard to represent on the plans. It is noted that the land in the Toolern Creek corridor is encumbered land and does not alter the net developable area of either properties 86 or 87. It is unclear how the submitter has derived the revised land area for 10.18 Ha for property 87. Upon receipt on further information about the total land area for property 87 Council would be open to amending Table 2 Property Specific Land Use Budget. Given that the land shown as being in the Toolern PSP and beyond the property boundary of properties 86 and 87 is located within the Toolern Creek Corridor Council, Council sees no need to amend the plans in the PSP or the extent of the UGZ.



- Part of the increased drainage reserve is located on land that was shown as passive open space in the Future Urban Structure on property 87.

It is requested that the extent of passive open space on Property 87 be reduced in Table 2 of the Toolern DCP to eliminate the amount of passive open space now replaced with the drainage asset (see image below).

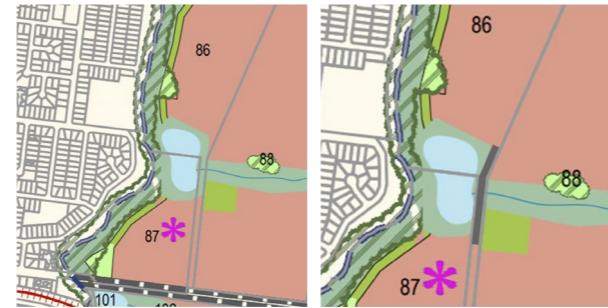


- Part of the increased drainage reserve is located on land that was shown as passive open space in the Future Urban Structure on property 86.

It is requested that the extent of passive open space on Property 86 be reduced in Table 2 of the Toolern DCP to eliminate the amount of passive open space now replaced with the drainage asset.

- The amended drainage asset on properties 86 and 87 now extends in a manner that landlocks property 86 until land to the east is developed.

It is requested that a local road be shown on the Future Urban Structure to prevent property 86 from being landlocked by the drainage basin.

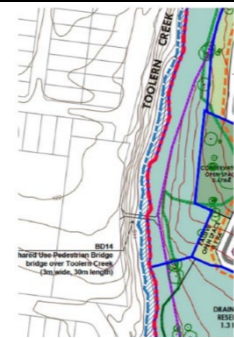


- Table 2 Property Specific Land Use Budget removes 0.55 Ha of land from Property 87 for arterial road widening. It is noted that VicRoads has acquired the land, however it should be retained on the property as it has resulted in a reduction of the net developable area.
- The land area for property 87 is incorrect it should be 10.18 Ha not 10.36 Ha.
- The plan shows variation between the correct title boundary and the PSP boundary. The image below shows the title boundary using a red dashed line and the PSP boundary in blue dashed line located further to the west.

Recommend that Council present a panel version of the amendment to the planning panel hearing, including changes to:

- Amend Table 2 Property Specific Land Use Budget in the Toolern PSP and DCP by reducing the amount of passive open space on property 86 by 0.06 Ha.**
- Amend Table 2 Property Specific Land Use Budget in the Toolern PSP and DCP by reducing the amount of passive open space on property 87 by 0.06 Ha.**
- Amend the Future Urban Structure in the Toolern PSP by adding a local access street on the eastern boundaries of properties 86 and 87 adjacent the retarding basin.**


Submission not resolved. Refer the submission to the Planning Panel.

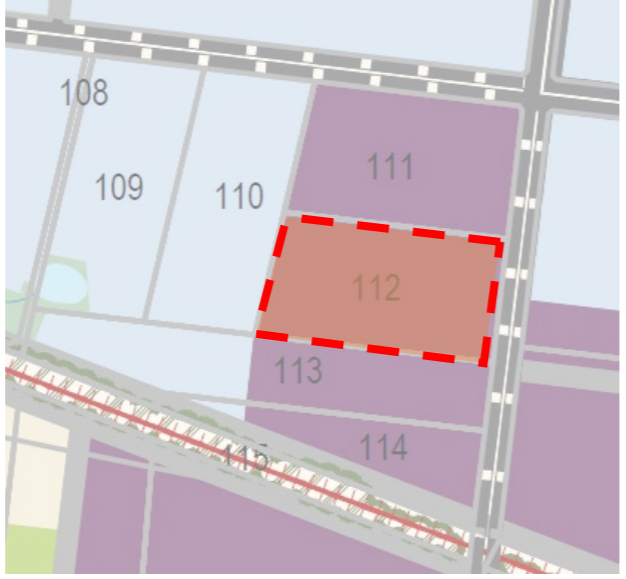



The zone map is also incorrect as it shows land within the Toolern Creek as UGZ.

No.	Submission	Matters in Submission	Response to Submission
22	Melbourne Archdiocese Catholic Schools	<ol style="list-style-type: none"> Request the vision at 3.1 be amended to include the statement Provide for non-government schools sites to meet a strategically justified need for non-government education in the area. Request the insertion of the following requirement: <i>Where the Responsible Authority is satisfied that land shown as a non-government school site is unlikely to be used for a non-government school, that land may be used for an alternative purpose which is generally consistent with the surrounding land uses and the provisions of the zone / applied zone. In order to satisfy the Responsible Authority that a site is unlikely to be used for a school, it is necessary to demonstrate that:</i> <ul style="list-style-type: none"> The application for an alternative use is not premature having regard to the extent of development in the surrounding residential area; and The school site is no longer strategically justified having regard to the provision of schools in the locality, including land not within the Precinct Structure Plan, as appropriate; and The landowner provides the responsible authority with evidence that: <ul style="list-style-type: none"> Genuine negotiations have been had with a range of educational providers regarding the use of the site as a school and the sale of the site to the educational provider/s; and The educational provider(s), do not intend to purchase the site, and use the site as a school. Request the insertion of the following requirement: <i>Schools and community facilities must be designed to front, and be directly accessed from a public street with car parks located away from the main entry.</i> Request the insertion of the following requirement: <i>Any connector road or access street abutting a school must be designed to achieve slow vehicle speeds and provide designated pedestrian crossing points as required by the Responsible Authority.</i> Request the insertion of the following guideline: <i>Schools should be provided with three street frontages where practicable.</i> The Planning Report indicates that Schedule 3 to Clause 37.07 has been amended to include a new section regarding buildings and works associated with a school. The following section cited in the planning report is missing from Schedule 3 to Clause 37.07: <i>Section 2.5 Specific provisions – Buildings and works for a school</i> <i>Introduction of a new provision that a permit is required to construct or carry out works associated with the primary or secondary school on land shown as a Potential Non-Government School unless exempt under Clauses 62.02-1 and 62.02-2.</i> 	<ol style="list-style-type: none"> The vision already identifies schools. The vision can be amended as follows: <i>Neighbourhood activity centres, offering direct access to transit, shopping, community services, government and non-government schools, parks...</i> Given that a substantial proportion of Charge Areas 1 and 2 have already had permits issued or have permits under consideration Council has resisted rewriting the Toolern PSP to include requirements and guidelines that would typically be found in contemporary PSPs. It is noted that the VPA have prepared an information sheet in 2013 'Development of Non-Government School Sites for an Alternative Purpose' which provides direction on the approach that Council should take if Council receives a request to use a site for an alternative purpose. It is recommended that Council does not amend the Toolern PSP to include this requirement. Given that a substantial proportion of Charge Areas 1 and 2 have already had permits issued or have permits under consideration Council has resisted rewriting the Toolern PSP to include requirements and guidelines that would typically be found in contemporary PSPs. It is recommended that Council does not amend the Toolern PSP to include this requirement. Given that a substantial proportion of Charge Areas 1 and 2 have already had permits issued or have permits under consideration Council has resisted rewriting the Toolern PSP to include requirements and guidelines that would typically be found in contemporary PSPs. It is recommended that Council does not amend the Toolern PSP to include this requirement. Given that a substantial proportion of Charge Areas 1 and 2 have already had permits issued or have permits under consideration Council has resisted rewriting the Toolern PSP to include requirements and guidelines that would typically be found in contemporary PSPs. It is recommended that Council does not amend the Toolern PSP to include this guideline. The omission of a buildings and works specific provision in Schedule 3 to Clause 37.07 was a clerical error and was previously exhibited in the agency exhibition documents. It is proposed that the following specific provision be inserted into Schedule 3 to Clause 37.07: <i>Section 2.5 Specific provisions – Buildings and works for a school</i> <i>A permit is required to construct or carry out works associated with the primary or secondary school on land shown as a Potential Non-Government School unless exempt under Clauses 62.02-1 and 62.02-2.</i> Recommend that Council present a panel version of the amendment to the planning panel hearing, including changes to:

			<ul style="list-style-type: none">• <i>Add a reference to 'government and non-government' schools in the vision at Section 3.1 of the Toolern PSP.</i>• <i>Adding a building and works specific provision for non-government schools in Schedule 3 to Clause 37.07.</i> <p><i>Submission not resolved. Refer the submission to the Planning Panel.</i></p>
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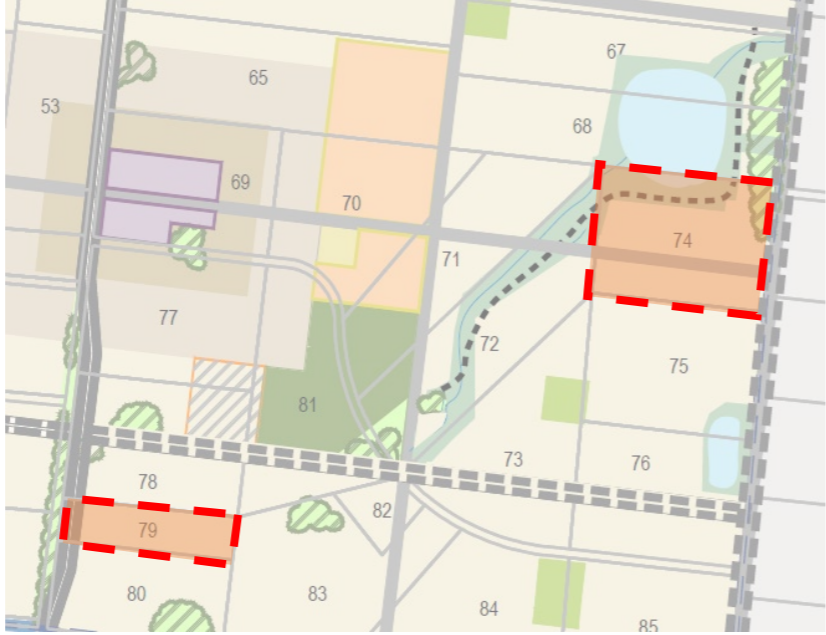
No.	Submission	Matters in Submission	Response to Submission
23	YHS Projects for Ellerton Estate	<p>The submitter is developing land at 363 Ferris Road, Strathulloh, as part of the Ellerton Estate. The property is identified as property 44 in the Toolern DCP.</p>  <ol style="list-style-type: none"> The PSP should be amended to allow the Neighbourhood Activity Centre (NAC) located on the property to the south to be expanded on to the land identified as property 44 in the Toolern DCP. This would allow land fronting Ferris Road to be used for a non-residential use, which would support high-density residential development. This would create a more appropriate pedestrian-friendly outcome. The image above shows the location of the NAC (purple polygons) in relation to the subject site (property 44). Developers should be given more freedom to create vibrant communities supported by non-residential land uses. Given the Cobblebank Major Activity Centre has been elevated to a Metropolitan Activity Centre, there is an opportunity to review the functions of a Neighbourhood Activity Centre (NAC) contained within Table 5 of the Toolern PSP. NACs should provide mixed-use living and working buildings to accommodate businesses providing goods and services to its catchment. The submitter would like an acknowledgement of the Metropolitan Activity Centre impact on the Ferris Road North NAC. 	<ol style="list-style-type: none"> The scope of this amendment did not seek to change the size or location of Neighbourhood Activity Centres in the Toolern PSP, as they have been optimally located to create 20-minute neighbourhoods. A significant portion of the residential areas in the Toolern PSP have had planning permits issued or have planning permits under active consideration. All of property 44 is identified as being suitable for medium and higher density housing. The higher density housing area is opposite the NAC. Property 44 is in the heart of a proposed neighbourhood being surrounded by a variety of non-residential uses. There is the proposed NAC over Ferris Road to the west, and a Government Primary School, Community Centre, and Active Open Space Reserve to the east. Property 44 is in walking distance to the future Cobblebank Metropolitan Activity Centre, which will contain a health precinct, a justice precinct, a large retail centre, and a large civic precinct. Property 44 is subject to the applied General Residential Zone. Schedule 3 to Clause 37.07 indicates that an office up to 100 sqm is permitted in the General Residential Zone. The amendment seeks to increase the retail floor area of the Cobblebank Metropolitan Activity Centre (CMAC) from 30,000 sqm to 70,000 sqm, recognising this centre as the highest order retail centre in the City of Melton. An Urban Design Framework has been prepared for CMAC, which identifies a wide variety of land uses including a health precinct, a justice precinct, tertiary education, 70,000 sqm of retail floor space, and a large civic precinct. CMAC will be a large centre whose catchment extends beyond the City of Melton. The NAC identified in the Toolern PSP is expected to be a lower order centre, which meets the needs of its catchment of approximately 10,000 people. Being a lower order centre the NAC on Ferris Road is unexpected to be detrimentally affected by the presence of the Metropolitan Activity Centre located 830 metres north of the NAC. The NAC will have a catchment of approximately 10,000 people located within walking distance of the NAC. The NAC will meet the everyday needs of the surrounding community, providing space for a full line supermarket, speciality shops, medical centre, and office floor area. <p>No change to the amendment recommended.</p> <p>Submission not resolved. Refer the submission to the Planning Panel.</p>

No.	Submission	Matters in Submission	Response to Submission
24	Human Habitats for Awesome Deer Park Pty Ltd	<p>Human Habitats have written this submission for Awesome Deer Park Pty Ltd, who own property 112 in the Toolern DCP. The land is in Charge Area 3 in the Toolern DCP.</p>  <p>1. The changes to Table 2 Property Specific Land Use Budget for the property identifies an increase in the net developable area of 0.02 Ha as a result in change in the size of land required for arterial roads.</p> <p>This change to the net developable area is supported.</p> <p><u>Development Infrastructure Levy</u></p> <p>2. The change to the Development Infrastructure Levy will result in an increase in contribution payments of approximately \$500,000 (\$21/22), which will have a substantial impact on the viability of the development that is proposed on this land.</p> <p>3. The plan fails to provide transparency around the substantial increase to development contributions.</p> <p>4. The change to the DIL will have an impact on the viability of the development within the context of an already high development cost environment.</p> <p>5. The change to the DIL will have an impact on the affordability of housing product to the end purchaser.</p> <p>6. The change to the DIL will have an impact on the delivery and diversity of housing product across the Toolern DCP area.</p>	<p>1. Noted.</p> <p><u>Development Infrastructure Levy</u></p> <p>2. Noted.</p> <p>3. This amendment seeks to increase the Development Infrastructure Levy for the following reasons:</p> <ul style="list-style-type: none"> • When the Toolern PSP and DCP was prepared it was not informed by the preparation of Functional Layout Plans, Project Concept Plans, or Project Cost Sheets. This has resulted in inadequate land being reserved for infrastructure projects, and inadequate money being collected to construct the infrastructure. • When the Rockbank PSP and DCP was prepared it identified road, intersection and bridge projects that need to be constructed along Paynes Road and apportioned 50% of the construction costs to the Toolern DCP. The Toolern DCP is not currently collecting money for their construction. • When the Paynes Road PSP was prepared it identified additional bridge projects that need to be constructed on Mount Cottrell Road, which are missing from the Toolern DCP. • When the Cobblebank Metropolitan Activity Centre Urban Design Framework was prepared it identified two rail overpasses and one intersection project that should be included in the Toolern DCP. <p>Council commissioned Cardno (now trading as Stantec) to prepared FLPs and Project Cost Sheets for transport projects, and Council has used the concept plans and project cost sheets from the VPA's <i>Benchmark Infrastructure Costing</i> project for community centres, pavilions, and community centres.</p> <p>Council has estimated that there is an approximate shortfall in funding of \$232 million to construct the infrastructure identified in PSPs, DCPs and UDFs that apply to the Toolern PSP area. This is in part due to a change in methodology in how contemporary PSPs / DCPs are prepared, and in part problems created when the Paynes Road and Rockbank PSPs were prepared.</p> <p>The increase to the DIL is required to ensure infrastructure identified for delivery in the DCP can be delivered at the size required to support the growing community and can be delivered in a timely manner. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP area.</p> <p>4. Council acknowledges that the increase to the DIL will increase the development cost for developers in the Toolern DCP area.</p> <p>5. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP areas. Noting that this site is in the Cobblebank Metropolitan Activity Centre and is subject to the applied Commercial 2 Zone where dwellings are a prohibited use.</p> <p>6. Council acknowledges that some developers may seek to increase the density of housing to defray the increased DIL. Traditionally developers in the Toolern DCP area have provided three and four bedroom stock. If increased densities are provided it may result in the provision of two bedroom housing, which would improve housing diversity.</p> <p>No change to the amendment recommended.</p> <p>Submission not resolved. Refer the submission to the Planning Panel.</p>

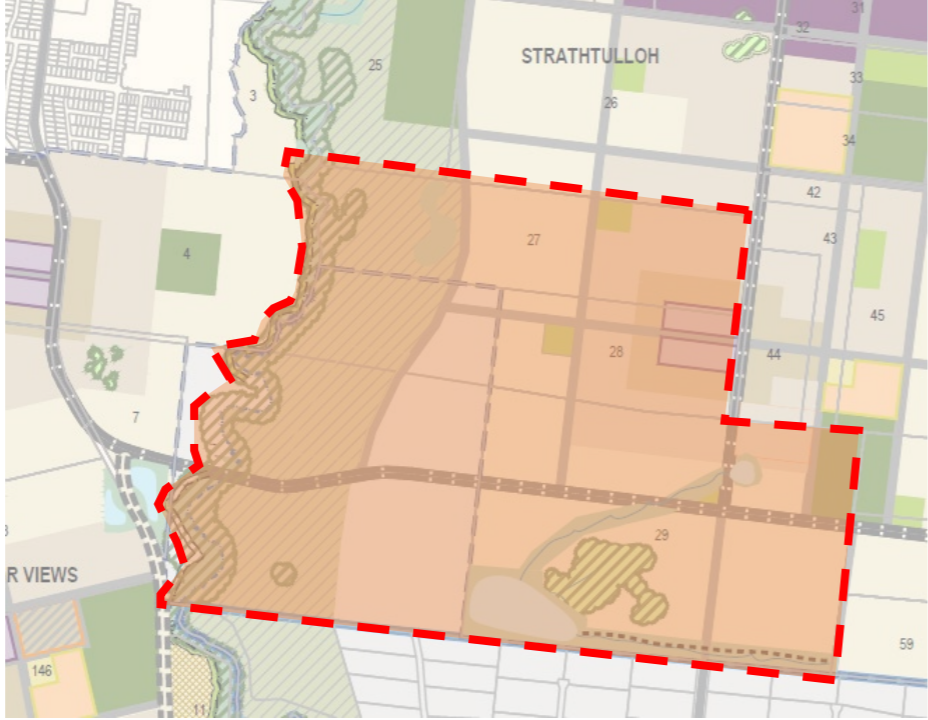
No.	Submission	Matters in Submission	Response to Submission
25	Human Habitats for Burke Leading Pty Ltd	<p>Human Habitats have written this submission for Burke Leading Pty Ltd, who are developing the Thornhill Central Estate on property 63 in the Toolern DCP. The land is in Charge Area 2 in the Toolern DCP.</p>  <ol style="list-style-type: none"> 1. The changes to the PSP and DCP consolidate two properties 63A and 63B into one property 63 2. The changes to Table 2 Property Specific Land Use Budget for the four properties identifies a reduction in net developable hectares of 0.77 Ha as a result in change in the size of land required for arterial roads and intersections. The submitter has stated that 0.29 Ha is needed for arterial road widening and 0.81 Ha is required for an intersection. Submitter is concerned that Table 2 has an error as it states that there is a loss of 0.14 Ha but it should be 0.77 Ha by the submitters calculations. <u>Development Infrastructure Levy</u> 3. The change to the Development Infrastructure Levy will result in an increase in contribution payments of approximately \$2.73 million (\$21/22), which will have a substantial impact on the viability of the Estate that is significantly progressed through the development process. 4. The plan fails to provide transparency around the substantial increase to development contributions. 5. The change to the DIL will have an impact on the viability of the development within the context of an already high development cost environment. 6. The change to the DIL will have an impact on the affordability of housing product to the end purchaser. 7. The change to the DIL will have an impact on the delivery and diversity of housing product across the Toolern DCP area. <u>Housing Density</u> 8. This amendment should increase housing densities to better align with the Victorian Housing Strategy, would assist in offsetting the increased development contributions, and would allow for more efficient use of infrastructure across the PSP. 	<ol style="list-style-type: none"> 1. Noted. 2. The FLP prepared for RD11 and IT26 on page 86 shows 0.18 Ha of land is required for IT26, and 0.29 Ha is required for RD11. These numbers are replicated in Table 2 Property Specific Land Use Budget in the Toolern DCP. This results in a loss of net developable land of 0.14 Ha not 0.77 Ha. <u>Development Infrastructure Levy</u> 3. Noted. 4. This amendment seeks to increase the Development Infrastructure Levy for the following reasons: <ul style="list-style-type: none"> • When the Toolern PSP and DCP was prepared it was not informed by the preparation of Functional Layout Plans, Project Concept Plans, or Project Cost Sheets. This has resulted in inadequate land being reserved for infrastructure projects, and inadequate money being collected to construct the infrastructure. • When the Rockbank PSP and DCP was prepared it identified road, intersection and bridge projects that need to be constructed along Paynes Road and apportioned 50% of the construction costs to the Toolern DCP. The Toolern DCP is not currently collecting money for their construction. • When the Paynes Road PSP was prepared it identified additional bridge projects that need to be constructed on Mount Cottrell Road, which are missing from the Toolern DCP. • When the Cobblebank Metropolitan Activity Centre Urban Design Framework was prepared it identified two rail overpasses and one intersection project that should be included in the Toolern DCP. <p>Council commissioned Cardno (now trading as Stantec) to prepared FLPs and Project Cost Sheets for transport projects, and Council has used the concept plans and project cost sheets from the VPA's <i>Benchmark Infrastructure Costing</i> project for community centres, pavilions, and community centres.</p> <p>Council has estimated that there is an approximate shortfall in funding of \$232 million to construct the infrastructure identified in PSPs, DCPs and UDFs that apply to the Toolern PSP area. This is in part due to a change in methodology in how contemporary PSPs / DCPs are prepared, and in part problems created when the Paynes Road and Rockbank PSPs were prepared.</p> <p>The increase to the DIL is required to ensure infrastructure identified for delivery in the DCP can be delivered at the size required to support the growing community and can be delivered in a timely manner. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP area.</p> 5. Council acknowledges that the increase to the DIL will increase the development cost for developers in the Toolern DCP area. 6. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP areas. 7. Council acknowledges that some developers may seek to increase the density of housing to defray the increased DIL. Traditionally developers in the Toolern DCP area have provided three and four bedroom stock. If increased densities are provided it may result in the provision of two bedroom housing, which would improve housing diversity. <u>Housing Density</u> 8. Council acknowledges that some developers may seek to increase the density of housing to defray the increased DIL.

No.	Submission	Matters in Submission	Response to Submission
			<p>Increasing the minimum density of housing for conventional density areas will result in an increased demand for schools, community centres and open space. It could also result in more rainwater runoff which would need to be accommodated in drainage assets.</p> <p>It is noted that the PSP expresses housing density as a minimum rather than as a maximum. It is therefore possible for developers to hold discussions with our statutory planning team on the suitability of increasing residential densities in their estates.</p> <p><i>No change to the amendment recommended.</i></p> <p><i>Submission not resolved. Refer the submission to the Planning Panel.</i></p>


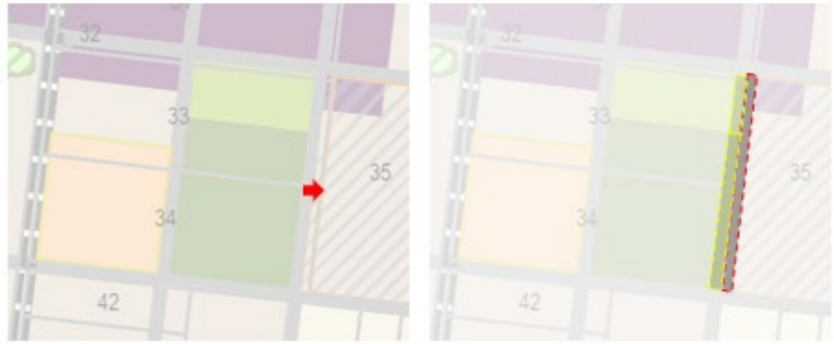
No.	Submission	Matters in Submission	Response to Submission
26	Homes Victoria	<p>1. The Ministerial Direction on the preparation and content of DCPs states <i>A development contributions plan must not impose a development infrastructure levy or a community infrastructure levy in respect of the development of land for housing provided by or behalf of the Department of Health and Human Services.</i></p> <p>This should be reflected in the Toolern DCP.</p> <p>Section 2.2.5 should be amended to include a section on social and affordable housing.</p> <p>2. In Schedule 3 to Clause 45.06 Development Contributions Plan update the reference to 'Department of Health and Human Services' to 'Department of Families, Fairness and Housing'</p>	<p>1. Agreed. Add the following text in Section 2.2.5 of the Toolern DCP: <i>SOCIAL AND AFFORDABLE HOUSING</i></p> <p><i>The development of land for social and affordable housing by or for the Department of Families, Fairness and Housing is exempt from the requirement to pay a development infrastructure levy or a community infrastructure levy. This also applies to social and affordable housing delivered by and for registered housing associations.</i></p> <p>2. Agreed.</p> <p>Recommend that Council present a panel version of the amendment to the planning panel hearing, including changes to:</p> <ul style="list-style-type: none"> • Add an exemption for social and affordable housing in Section 2.2.5 of the Toolern DCP. • Change reference to the 'Department of Health and Human Services' to 'Department of Families, Fairness and Housing' in Schedule 3 to Clause 45.06 Development Contributions Plan Overlay. <p>Submission not resolved. Refer the submission to the Planning Panel.</p>

No.	Submission	Matters in Submission	Response to Submission
27	Low Cost Housing	<p>Low Cost Housing are developing two residential estates on properties 74 and 79 in the Toolern DCP. The land is in Charge Area 2 in the Toolern DCP.</p>  <ol style="list-style-type: none"> The submitter has had development delayed by Council's and Melbourne Water's failure to provide an adequate drainage outfall and / or clear direction on how the sites can be developed. The submitter has been waiting five – six years for a resolution on the drainage outfall problem. The submitter is concerned that the increase to DIL will result in approximately \$3.4 million cost for development on their two sites. <p>It is unreasonable for Council to impose such a dramatic increase in DIL when the delays in development have been created by Council.</p> <p>Council should be working cooperatively with developers to release much needed housing to the local community rather than hindering development and imposing inflated additional levies.</p>	<ol style="list-style-type: none"> Noted. It is acknowledged that there is a problem in finding locations for storm water to outfall to in this part of the Toolern PSP. <ul style="list-style-type: none"> <u>Iramoo Circuit DSS</u> <p>Property 74 is in the Iramoo Circuit Development Service Scheme (DSS) area.</p> <p>Melton City Council and Melbourne Water acknowledge development has proceeded in an out-of-sequence manner, affecting the drainage staging and outfall works in the Iramoo Circuit DSS area in the eastern part of the Toolern PSP area.</p> <p>The Iramoo Circuit DSS requires stormwater to outfall to the Kororoit Creek through the Melton East PSP area.</p> <p>Significant drainage assets are required to convey stormwater to the Kororoit Creek and affects development in the Toolern and Rockbank PSP areas.</p> <p>The Melton East PSP is currently under preparation and is expected to provide some certainty on the outfall requirements to service the Iramoo Circuit DSS area, the proposed drainage works will enable a free draining outfall to Kororoit Creek.</p> <p>Council will continue to work with Melbourne Water and developers to identify measures to appropriately capture, retard, treat and transport stormwater.</p> <p>This is an implementation problem that this amendment cannot resolve.</p> <u>Melton South DSS</u> <p>Part of Property 79 is in the Melton South Development Service Scheme (DSS) area, and part is located in the Iramoo Circuit DSS area.</p> <p>Melton City Council and Melbourne Water acknowledge development has proceeded in an out-of-sequence manner, affecting the drainage staging and outfall works in the Melton South DSS area in the southern part of the Toolern PSP area.</p> <p>The Melton South DSS requires stormwater to outfall to the Toolern Creek to the west.</p> <p>Significant drainage assets are required to convey stormwater to the Toolern Creek through multiple residential estates.</p> <p>Council will continue to work with Melbourne Water and developers to identify measures to appropriately capture, retard, treat and transport stormwater.</p> <p>This is an implementation problem that this amendment cannot resolve.</p> This amendment seeks to increase the Development Infrastructure Levy for the following reasons: <ul style="list-style-type: none"> When the Toolern PSP and DCP was prepared it was not informed by the preparation of Functional Layout Plans, Project Concept Plans, or Project Cost Sheets. This has resulted in inadequate land being reserved for infrastructure projects, and inadequate money being collected to construct the infrastructure. When the Rockbank PSP and DCP was prepared it identified road, intersection and bridge projects that need to be constructed along Paynes Road and apportioned 50% of the construction costs to the Toolern DCP. The Toolern DCP is not currently collecting money for their construction. When the Paynes Road PSP was prepared it identified additional bridge projects that need to be constructed on Mount Cottrell Road, which are missing from the Toolern DCP. When the Cobblebank Metropolitan Activity Centre Urban Design Framework was prepared it identified two rail overpasses and one intersection project that should be included in the Toolern DCP. <p>Council commissioned Cardno (now trading as Stantec) to prepared FLPs and Project Cost Sheets for transport projects, and Council has used the concept plans and project cost sheets from the</p>

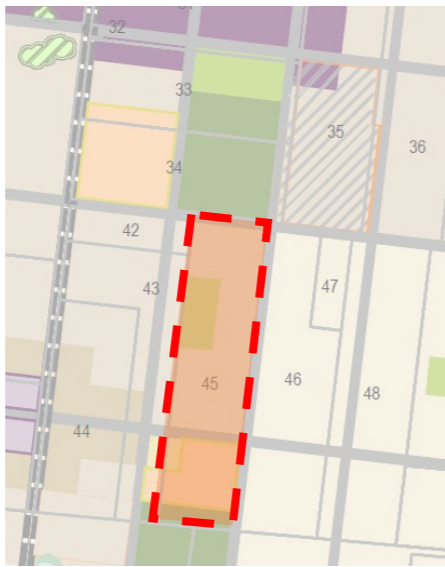
No.	Submission	Matters in Submission	Response to Submission
			<p>VPA's <i>Benchmark Infrastructure Costing</i> project for community centres, pavilions, and community centres.</p> <p>Council has estimated that there is an approximate shortfall in funding of \$232 million to construct the infrastructure identified in PSPs, DCPs and UDFs that apply to the Toolern PSP area. This is in part due to a change in methodology in how contemporary PSPs / DCPs are prepared, and in part problems created when the Paynes Road and Rockbank PSPs were prepared.</p> <p>The increase to the DIL is required to ensure infrastructure identified for delivery in the DCP can be delivered at the size required to support the growing community and can be delivered in a timely manner. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP area.</p> <p><i>No change to the amendment recommended.</i></p> <p><i>Submission not resolved. Refer the submission to the Planning Panel.</i></p>

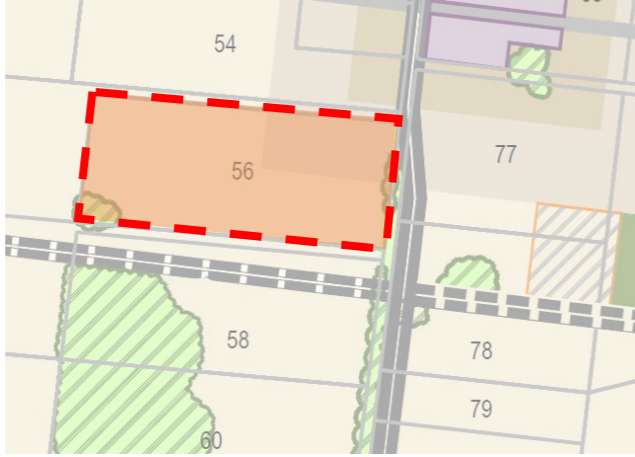
No.	Submission	Matters in Submission	Response to Submission
28	Lendlease for Atherstone Estate	<p>Lendlease are developing the Atherstone residential estate on properties 27, 28 and 29 in the Toolern DCP. The land is in Charge Area 2 in the Toolern DCP.</p>  <ol style="list-style-type: none"> The submitter is generally supportive of the exhibited amendment and requests several changes to the amendment documentation. <ul style="list-style-type: none"> <u>Intersection 23</u> Intersection 23 should be amended to include a southern leg. <ul style="list-style-type: none"> <u>Extension of Ferris Road south of IT05</u> RD17 should be extended south of IT05 to the boundary of the PSP. This road is currently identified as developer works in the Toolern DCP. <ul style="list-style-type: none"> Ferris Road extends to Greigs Road south of the Toolern PSP through the Strathtulloh estate. This leg of Ferris Road will be a main thoroughfare for traffic travelling north-south to the Cobblebank Metropolitan Activity Centre. The traffic volumes warrant inclusion in the Toolern DCP. Lendlease can prepare a traffic impact assessment to support this assertion. <u>Melton South Development Service Scheme Assets</u> Melbourne Water and Lendlease have changed the alignment and location of drainage assets from what is shown in the Future Urban Structure in the Toolern PSP. <ul style="list-style-type: none"> Lendlease have requested the Toolern PSP and DCP be amended to show the revised drainage asset layout. <u>Passive Open Space Contribution</u> The method of annual cost escalation may have an impact on the future cash contribution in lieu of land required under Clause 53.01 of the Melton Planning Scheme. <ul style="list-style-type: none"> It is requested that the wording of Section 4.5.2 of the Toolern Precinct Structure Plan be changed to allow Melton City Council to accept additional credited open spaces (at their discretion) over 	<ol style="list-style-type: none"> Noted. <ul style="list-style-type: none"> <u>Intersection 23</u> The Functional Layout Plan that has been prepared for Amendment C232melt showing three legs to this intersection is consistent with the intersection design in the Toolern PSP and DCP dating from 2010. <ul style="list-style-type: none"> Council considers the strategic justification has not been established for including the fourth leg of the intersection in the Toolern DCP. Given the large number of submissions concerned about the increase to the Development Infrastructure Levy (DIL), Council would be reluctant to amend a project that further increases the DIL. Access to the Billeroy estate can be facilitated through IT01 in the Toolern Park PSP and IT05 in the Toolern PSP. <u>Extension of Ferris Road south of IT05</u> The exclusion of this section of road from the Toolern DCP is consistent with the road network in the Toolern PSP and DCP dating from 2010. <ul style="list-style-type: none"> Council considers the strategic justification has not been established to include the section of Ferris Road south of IT05 as a DCP project. The section of Ferris Road located between IT05 and the southern boundary of the Toolern PSP is identified as a connector road in the Toolern PSP and DCP documents. It is reasonable for this street to be delivered by the landowner / developer as part of their subdivision works. It would be unusual for this to be included in a DCP given its designation as a connector road. <u>Melton South Development Service Scheme Assets</u> Noted. PSPs / DCPs and Urban Growth Zone Schedules are constructed to allow some flexibility in the spatial arrangements that are approved through the planning permit process. This is referred to in PSPs as 'being generally in accordance'. <ul style="list-style-type: none"> The PSP system allows subdivision layouts that are approved in planning permits to differ from the Future Urban Structure shown in the PSP that governs the development of the area. The example provided by the submitter is an example of this in practice. In this instance the developer of property 29 has come to an agreement with Council and Melbourne Water to develop an alternative spatial arrangement of drainage assets on their property to facilitate an improved drainage outcome. It is recommended that the Future Urban Structure and Property Specific Land Use Budgets remain unchanged. <u>Passive Open Space Contribution</u> The Toolern PSP and DCP has been in operation since 2010, and a significant number of planning permits have been issued or are under active consideration. <ul style="list-style-type: none"> The changes to the way Council have approached passive open space provision has been guided by the Toolern PSP and DCP documents for 14 years.


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		<p>and above the requirements specified in Table 3, and that the endorsed additional credited land is included within the required 3.97% contribution.</p> <p><u>Reconciliation of NDA</u></p> <p>6. The drainage and regional park areas within Property 27 appear to be double counted. The new 2.2 Ha drainage reserve is located within the regional park, however, there has not been a decrease in the regional park to account for the reserve.</p> <p>The NDA figures should reflect this discrepancy.</p> <p><u>Southern Neighbourhood Activity Centre</u></p> <p>7. The original intention of the NAC on property 28 has changed due to the upgrade of the Cobblebank Principal Activity Centre to a Metropolitan Activity Centre.</p> <p>Lendlease seeks flexibility over land uses in the NAC located on Ferris Road, and assurances that Council will consider the highest and best usage at the time of development.</p> <p><u>Cost Escalation Methodology</u></p> <p>8. Lendlease seeks information on how cost escalation will occur. Will the annual cost escalation for the DCP use the Rawlinsons index or the VPA ICP indexing?</p> <p><u>Location of BD04</u></p> <p>9. The location of the pedestrian bridge BD04 is in a steep gorge at the same location of a drainage outfall into the Toolern Creek.</p> <p>Lendlease recommends that this pedestrian bridge should be deleted.</p>	<p>Council does not support this proposal to change the approach to passive open space contribution as this could have unintended consequences on planning permits that have been issued, passive open space that has been provided, and planning permit applications that are in-flight.</p> <p>The proposed change to wording could result in developers seeking financial compensation from Council for providing additional passive open space, which would have a negative impact on Council's financial position as it would distort the equalised provision of public open space contributions in land and cash.</p> <p>Given this would be a major change to how passive open space is delivered, Council does not intend to make changes to the passive open space contribution wording in Section 4.5.2 of the Toolern PSP.</p> <p><u>Reconciliation of NDA</u></p> <p>6. Agreed.</p> <p>The current Table 2 Property Specific Land Use Budget identifies the following land areas for Property 27:</p> <table border="1" data-bbox="1774 779 2528 888"> <thead> <tr> <th></th> <th>Drainage</th> <th>Regional Park</th> </tr> </thead> <tbody> <tr> <td>Current DCP</td> <td>-</td> <td>15.66</td> </tr> <tr> <td>Amendment C232</td> <td>2.20</td> <td>15.66</td> </tr> </tbody> </table> <p>It is recommended that the extent of Regional Park on property 27 be amended to 13.46 Ha.</p> <p><u>Southern Neighbourhood Activity Centre</u></p> <p>7. No changes are proposed to the location or size of Neighbourhood Activity Centres (NAC) through this amendment. This NAC is still needed to meet the local everyday good and service needs for a catchment of approximately 10,000 people and contributes to this PSP being made of 20-minute neighbourhoods.</p> <p><u>Cost Escalation</u></p> <p>8. As per Section 3.1.6 of the Toolern DCP indexation of construction costs in the DCP will continue to be via the <i>Rawlinsons Australian Construction Handbook</i>.</p> <p><u>Location of BD04</u></p> <p>9. There is some flexibility in the location of pedestrian bridge BD04. It does not need to be constructed in the exact location that it is shown on the plans in the Toolern DCP, as the generally in accordance principle applies to this piece of infrastructure.</p> <p>This pedestrian bridge is required to connect the residents of Weir Views to the Toolern Creek Regional Park.</p> <p>Recommend that Council present a panel version of the amendment to the planning panel hearing, including changes to:</p> <ul style="list-style-type: none"> Amend the area identified as regional park on property 27 in Table 2 Property Specific Land Use Budget from 15.66 Ha to 13.46 Ha. <p>Submission not resolved. Refer the submission to the Planning Panel.</p>		Drainage	Regional Park	Current DCP	-	15.66	Amendment C232	2.20	15.66
	Drainage	Regional Park										
Current DCP	-	15.66										
Amendment C232	2.20	15.66										


No.	Submission	Matters in Submission	Response to Submission
29	Landowner Cobblebank	<p>The submitter owns property 34 in the Toolern DCP.</p>  <p><u>Background</u></p> <p>The Toolern PSP has identified a government secondary school and an active open space reserve on the property.</p> <p>The site will be acquired by relevant government agencies at its market value, based on its highest and best use at the time of acquisition.</p> <p>Submitter is concerned that the proposed changes to the Toolern PSP and DCP will reduce the value of their land and negate the collection of correct funds from the development contributions at the time of acquisition.</p> <p>The Minister for the Crown administering the Education and Training Reform Act 2006 has compulsorily acquired 0.2927 Ha of land for an intersection at Ferris Road.</p> <p>The Minister for the Crown administering the Education and Training Reform Act 2006 has compulsorily acquired 5.093 Ha of land for a government secondary school, and 0.0254 Ha for the widening of Alfred Road.</p> <p><u>Submission</u></p> <ol style="list-style-type: none"> The amendment seeks to increase the size of the active open space reserve on their land by 0.21 Ha (this was formerly shown as a non-government school). It is noted that part of the active open space would be bisected by a north-south road. The submitter requests the north-south road be moved to the western boundary of the non-government school. Normally road infrastructure is developed by the party subdividing the land. The submitter is concerned that they will be required to build the two north-south roads shown on their land. The submitter is concerned that the increase in the Development Infrastructure Levy will impact house and land values, which in turn would impact land values, which could result in a decreased value of his land being acquired by Council. 	<ol style="list-style-type: none"> Agreed. Amendment C232melt has removed the non-government school from properties 33 and 34, however this is not reflected in the PSP and DCP plans. The plans in the PSP and DCP should be updated to move the local road currently shown one house lot west of the boundary to property 35 to the boundary of property 35.  <p>The road should be shown on the western boundary of property 35 (land outlined in red above), and the land currently shown as a local road near the western boundary of property 35 will be shown as open space (land outlined in yellow above)</p> <ol style="list-style-type: none"> Council will negotiate with the landowner on whose responsibility it is to deliver the two local north-south roads on their property. This will be conducted as part of the land acquisition negotiations for the active open space reserve. This amendment seeks to increase the Development Infrastructure Levy for the following reasons: <ul style="list-style-type: none"> When the Toolern PSP and DCP was prepared it was not informed by the preparation of Functional Layout Plans, Project Concept Plans, or Project Cost Sheets. This has resulted in inadequate land being reserved for infrastructure projects, and inadequate money being collected to construct the infrastructure. When the Rockbank PSP and DCP was prepared it identified road, intersection and bridge projects that need to be constructed along Paynes Road and apportioned 50% of the construction costs to the Toolern DCP. The Toolern DCP is not currently collecting money for their construction. When the Paynes Road PSP was prepared it identified additional bridge projects that need to be constructed on Mount Cottrell Road, which are missing from the Toolern DCP. When the Cobblebank Metropolitan Activity Centre Urban Design Framework was prepared it identified two rail overpasses and one intersection project that should be included in the Toolern DCP. <p>Council commissioned Cardno (now trading as Stantec) to prepared FLPs and Project Cost Sheets for transport projects, and Council has used the concept plans and project cost sheets from the VPA's <i>Benchmark Infrastructure Costing</i> project for community centres, pavilions, and community centres.</p> <p>Council has estimated that there is an approximate shortfall in funding of \$232 million to construct the infrastructure identified in PSPs, DCPs and UDFs that apply to the Toolern PSP area. This is in part due to a change in methodology in how contemporary PSPs / DCPs are prepared, and in part problems created when the Paynes Road and Rockbank PSPs were prepared.</p> <p>The increase to the DIL is required to ensure infrastructure identified for delivery in the DCP can be delivered at the size required to support the growing community and can be delivered in a timely manner. It is acknowledged that increased development costs may impact land sale prices;</p>

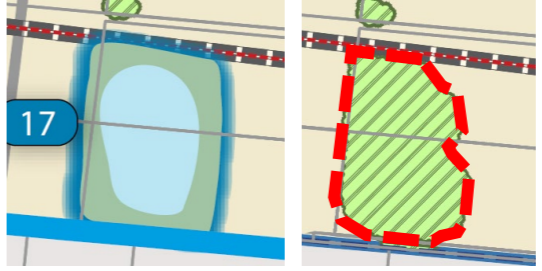
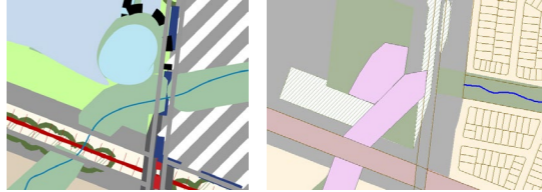
No.	Submission	Matters in Submission	Response to Submission
			<p>however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP area.</p> <p>It is unclear what impact the change to the DIL will have on land values in the DCP area.</p> <p>Recommend that Council present a panel version of the amendment to the planning panel hearing, including changes to:</p> <ul style="list-style-type: none"> • Update all plans in the Toolern PSP and DCP to remove the non-government school from properties 33 and 34. Replace the school with a local road and open space. <p>Submission not resolved. Refer the submission to the Planning Panel.</p>

No.	Submission	Matters in Submission	Response to Submission
30	Landowner Strathtulloh	<p>The submitter owns property 45 in the Toolern DCP.</p>  <p><u>Background</u></p> <p>Property 45 has been designated for residential development, passive open space, part of a community facility, part of a government primary school and part of an active open space reserve.</p> <p>The submitter is concerned about how surrounding development will integrate with their property.</p> <p><u>Submission</u></p> <ol style="list-style-type: none"> The submitter is concerned that the east-west road show on their land may move north, which could result in an increase in size of the school and active open space. This would reduce their net developable area. If the road on properties 33 and 34 is relocated to the east (see submission 29) it could result in the north-south road shown on their property being relocated too. This could affect property's 45 development layout and restrict access to their land. The PSP and DCP has nominated an over provision of passive open space on their land which reduces the available land for future development and potential land value. Opposes the increase to the Development Infrastructure Levy. 	<ol style="list-style-type: none"> The amendment to the Toolern PSP and DCP does not propose a change to the size or location of the east-west road on property 45, or the size or location of the government primary school or the active open space reserve. Council has approved the location of the north-south road in the adjoining estate subject to planning permit PA2022/8039. <p>The relocation of the north-south road on properties 33 and 34 (submission 29) does not impact the location of the north-south road shown on the boundary of properties 45 and 46.</p> <p>At this stage property 45 has not put forward an application to subdivide and develop their land. All estates being developed along Alfred Road gain access to their estates through local roads being created from Alfred Road. The changes to the location of the north-south road on properties 33 and 34 will not impact access to property 45.</p> <ol style="list-style-type: none"> This amendment does not propose any change to the size or location of the passive open space on property 45. This amendment seeks to increase the Development Infrastructure Levy for the following reasons: <ul style="list-style-type: none"> When the Toolern PSP and DCP was prepared it was not informed by the preparation of Functional Layout Plans, Project Concept Plans, or Project Cost Sheets. This has resulted in inadequate land being reserved for infrastructure projects, and inadequate money being collected to construct the infrastructure. When the Rockbank PSP and DCP was prepared it identified road, intersection and bridge projects that need to be constructed along Paynes Road and apportioned 50% of the construction costs to the Toolern DCP. The Toolern DCP is not currently collecting money for their construction. When the Paynes Road PSP was prepared it identified additional bridge projects that need to be constructed on Mount Cottrell Road, which are missing from the Toolern DCP. When the Cobblebank Metropolitan Activity Centre Urban Design Framework was prepared it identified two rail overpasses and one intersection project that should be included in the Toolern DCP. <p>Council commissioned Cardno (now trading as Stantec) to prepared FLPs and Project Cost Sheets for transport projects, and Council has used the concept plans and project cost sheets from the VPA's <i>Benchmark Infrastructure Costing</i> project for community centres, pavilions, and community centres.</p> <p>Council has estimated that there is an approximate shortfall in funding of \$232 million to construct the infrastructure identified in PSPs, DCPs and UDFs that apply to the Toolern PSP area. This is in part due to a change in methodology in how contemporary PSPs / DCPs are prepared, and in part problems created when the Paynes Road and Rockbank PSPs were prepared.</p> <p>The increase to the DIL is required to ensure infrastructure identified for delivery in the DCP can be delivered at the size required to support the growing community and can be delivered in a timely manner. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP area.</p> <p>It is unclear what impact the change to the DIL will have on land values in the DCP area.</p> <p>No change to the amendment recommended.</p> <p>Submission not resolved. Refer the submission to the Planning Panel.</p>

No.	Submission	Matters in Submission	Response to Submission
31	1156 Harmony Estate Pty Ltd Part Harmony Estate	<p>1156 Harmony Estate Pty Ltd are developing a residential estate on property 56 in the Toolern DCP. The land is in Charge Area 2 in the Toolern DCP.</p>  <ol style="list-style-type: none"> The submitter has had development delayed by Council's and Melbourne Water's failure to provide an adequate drainage outfall and / or clear direction on how the sites can be developed. Should an outfall had been delivered and / or clear direction provided the site would have been developed by now. The developer has been waiting six years for answers from Council. The submitter opposes the increase to the Development Infrastructure Levy (DIL). It is unreasonable for Council to impose such a dramatic increase in DIL when the delays in development have been created by Council. Council should be working cooperatively with developers to release much needed housing to the local community rather than hindering development and imposing inflated additional levies. 	<ol style="list-style-type: none"> Noted. Property 56 is in the Melton South DSS area. <u>Melton South DSS</u> Melton City Council and Melbourne Water acknowledge development has proceeded in an out-of-sequence manner, affecting the drainage staging and outfall works in the Melton South DSS area in the southern part of the Toolern PSP area. The Melton South DSS requires stormwater to outfall to the Toolern Creek to the west. Significant drainage assets are required to convey stormwater to the Toolern Creek through multiple residential estates. Council will continue to work with Melbourne Water and developers to identify measures to appropriately capture, retard, treat and transport stormwater. This is an implementation problem that this amendment cannot resolve. This amendment seeks to increase the Development Infrastructure Levy for the following reasons: <ul style="list-style-type: none"> When the Toolern PSP and DCP was prepared it was not informed by the preparation of Functional Layout Plans, Project Concept Plans, or Project Cost Sheets. This has resulted in inadequate land being reserved for infrastructure projects, and inadequate money being collected to construct the infrastructure. When the Rockbank PSP and DCP was prepared it identified road, intersection and bridge projects that need to be constructed along Paynes Road and apportioned 50% of the construction costs to the Toolern DCP. The Toolern DCP is not currently collecting money for their construction. When the Paynes Road PSP was prepared it identified additional bridge projects that need to be constructed on Mount Cottrell Road, which are missing from the Toolern DCP. When the Cobblebank Metropolitan Activity Centre Urban Design Framework was prepared it identified two rail overpasses and one intersection project that should be included in the Toolern DCP. <p>Council commissioned Cardno (now trading as Stantec) to prepared FLPs and Project Cost Sheets for transport projects, and Council has used the concept plans and project cost sheets from the VPA's <i>Benchmark Infrastructure Costing</i> project for community centres, pavilions, and community centres.</p> <p>Council has estimated that there is an approximate shortfall in funding of \$232 million to construct the infrastructure identified in PSPs, DCPs and UDFs that apply to the Toolern PSP area. This is in part due to a change in methodology in how contemporary PSPs / DCPs are prepared, and in part problems created when the Paynes Road and Rockbank PSPs were prepared.</p> <p>The increase to the DIL is required to ensure infrastructure identified for delivery in the DCP can be delivered at the size required to support the growing community and can be delivered in a timely manner. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP area.</p> <p>No change to the amendment recommended.</p> <p>Submission not resolved. Refer the submission to the Planning Panel.</p>

No.	Submission	Matters in Submission	Response to Submission
32	Investment Experts Aus 1165 Pty Ltd Part Harmony Estate	<p>Investment Experts Aus 1165 Pty Ltd are developing a residential estate on property 78 in the Toolern DCP. The land is in Charge Area 2 in the Toolern DCP.</p>  <ol style="list-style-type: none"> The submitter has had development delayed by Council's and Melbourne Water's failure to provide an adequate drainage outfall and / or clear direction on how the sites can be developed. Should an outfall had been delivered and / or clear direction provided the site would have been developed by now. The developer has been waiting six years for answers from Council. The submitter opposes the increase to the Development Infrastructure Levy (DIL). It is unreasonable for Council to impose such a dramatic increase in DIL when the delays in development have been created by Council. Council should be working cooperatively with developers to release much needed housing to the local community rather than hindering development and imposing inflated additional levies. 	<ol style="list-style-type: none"> Noted. Property 78 is in the Melton South DSS area. <u>Melton South DSS</u> Melton City Council and Melbourne Water acknowledge development has proceeded in an out-of-sequence manner, affecting the drainage staging and outfall works in the Melton South DSS area in the southern part of the Toolern PSP area. The Melton South DSS requires stormwater to outfall to the Toolern Creek to the west. Significant drainage assets are required to convey stormwater to the Toolern Creek through multiple residential estates. Council will continue to work with Melbourne Water and developers to identify measures to appropriately capture, retard, treat and transport stormwater. This is an implementation problem that this amendment cannot resolve. This amendment seeks to increase the Development Infrastructure Levy for the following reasons: <ul style="list-style-type: none"> When the Toolern PSP and DCP was prepared it was not informed by the preparation of Functional Layout Plans, Project Concept Plans, or Project Cost Sheets. This has resulted in inadequate land being reserved for infrastructure projects, and inadequate money being collected to construct the infrastructure. When the Rockbank PSP and DCP was prepared it identified road, intersection and bridge projects that need to be constructed along Paynes Road and apportioned 50% of the construction costs to the Toolern DCP. The Toolern DCP is not currently collecting money for their construction. When the Paynes Road PSP was prepared it identified additional bridge projects that need to be constructed on Mount Cottrell Road, which are missing from the Toolern DCP. When the Cobblebank Metropolitan Activity Centre Urban Design Framework was prepared it identified two rail overpasses and one intersection project that should be included in the Toolern DCP. <p>Council commissioned Cardno (now trading as Stantec) to prepared FLPs and Project Cost Sheets for transport projects, and Council has used the concept plans and project cost sheets from the VPA's <i>Benchmark Infrastructure Costing</i> project for community centres, pavilions, and community centres.</p> <p>Council has estimated that there is an approximate shortfall in funding of \$232 million to construct the infrastructure identified in PSPs, DCPs and UDFs that apply to the Toolern PSP area. This is in part due to a change in methodology in how contemporary PSPs / DCPs are prepared, and in part problems created when the Paynes Road and Rockbank PSPs were prepared.</p> <p>The increase to the DIL is required to ensure infrastructure identified for delivery in the DCP can be delivered at the size required to support the growing community and can be delivered in a timely manner. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP area.</p> <p>No change to the amendment recommended.</p> <p>Submission not resolved. Refer the submission to the Planning Panel.</p>

No.	Submission	Matters in Submission	Response to Submission
33	Landowner Strathtulloh	<p>Submitter owns property 60 in the Toolern DCP area.</p>  <p>1. The submitter objects to the increase to the Development Infrastructure Levy</p>	<p>1. This amendment seeks to increase the Development Infrastructure Levy for the following reasons:</p> <ul style="list-style-type: none"> • When the Toolern PSP and DCP was prepared it was not informed by the preparation of Functional Layout Plans, Project Concept Plans, or Project Cost Sheets. This has resulted in inadequate land being reserved for infrastructure projects, and inadequate money being collected to construct the infrastructure. • When the Rockbank PSP and DCP was prepared it identified road, intersection and bridge projects that need to be constructed along Paynes Road and apportioned 50% of the construction costs to the Toolern DCP. The Toolern DCP is not currently collecting money for their construction. • When the Paynes Road PSP was prepared it identified additional bridge projects that need to be constructed on Mount Cottrell Road, which are missing from the Toolern DCP. • When the Cobblebank Metropolitan Activity Centre Urban Design Framework was prepared it identified two rail overpasses and one intersection project that should be included in the Toolern DCP. <p>Council commissioned Cardno (now trading as Stantec) to prepared FLPs and Project Cost Sheets for transport projects, and Council has used the concept plans and project cost sheets from the VPA's <i>Benchmark Infrastructure Costing</i> project for community centres, pavilions, and community centres.</p> <p>Council has estimated that there is an approximate shortfall in funding of \$232 million to construct the infrastructure identified in PSPs, DCPs and UDFs that apply to the Toolern PSP area. This is in part due to a change in methodology in how contemporary PSPs / DCPs are prepared, and in part problems created when the Paynes Road and Rockbank PSPs were prepared.</p> <p>The increase to the DIL is required to ensure infrastructure identified for delivery in the DCP can be delivered at the size required to support the growing community and can be delivered in a timely manner. It is acknowledged that increased development costs may impact land sale prices; however this infrastructure is strategically justified to support residents and businesses in the Toolern PSP area.</p> <p>No change to the amendment recommended.</p> <p>Submission not resolved. Refer the submission to the Planning Panel.</p>

No.	Submission	Matters in Submission	Response to Submission
34	Melbourne Water	<p>Melbourne Water supports the amendment subject to the following changes:</p> <ol style="list-style-type: none"> Melbourne Water supports the updates to the size and location of drainage assets within the PSP, however there are some assets which require change. Asset 14 on plan 14 in the Toolern PSP needs its polygon changed to accord with the shape file provided to Council on 17 June 2021. Assets 22 and 23 are not consistent with the shape file provided to Council on 17 June 2021. Page 12 of the Planning Report states 'The DSS Review has broken the three catchments into eight DSS area'. This should be changed to The DSS Review has broken the three catchments into seven eight DSS area'. <p>The following should be noted:</p> <ol style="list-style-type: none"> Melbourne Water acknowledges that the scope of the PSP update is confined to key matters such as drainage and development contributions, and there is limited / nil scope for any environmental updates. Although Melbourne Water supports the amendment, it is recognised there are delivery risks in relation to gaps in knowledge of Cultural Values, natural wetland eco-hydrology and groundwater interactions for the PSP area. These issues and risks have been highlighted through existing stages of development of the Toolern PSP. The stormwater asset information implemented by Council in this update of the Toolern PSP was provided by Melbourne Water in 2020/21. Melbourne Water notes that urban development has progressed within the Toolern PSP since the time the PSP was gazetted (2010), and since Melbourne Water provided its updates in 2020/21, and there are developments/proposals that are not entirely consistent with the PSP land areas for stormwater assets. Melbourne Water will continue working with all stakeholders to support the delivery of safe and suitable drainage outcomes that support the PSP while working towards optimum social, cultural, and ecological outcomes. 	<ol style="list-style-type: none"> Noted Council will amend the polygon to be consistent with the advice provided to Council on 17 June 2021 for Asset 17. The advice on 17 June 2021 was the polygon would be applied to the conservation area (see red dashed line in the image to the right).  <p>Plan 14 – Toolern PSP Conservation Area – Plan 5 – Toolern PSP</p> Council will amend the polygon to be consistent with advice provided to Council on 17 June 2021 for Assets 22 and 23 – see purple polygons below.  <p>Plan 5 – FUS – Toolern PSP Polygons for Assets 22 and 23 provided by Melbourne Water</p> Plan 14 Integrated Water Management Plan shows eight catchment areas in the Toolern PSP. There are seven named strategy areas, and one catchment in the north-west which is unnamed. Recommend no change to the planning report. Noted. It is acknowledged that if the Toolern PSP was prepared today it would have been informed by an Aboriginal Cultural Heritage Impact Assessment and a Cultural Values Assessment. Given that a significant proportion of the PSP has been permitted it is not possible to make significant changes to the Toolern PSP. Noted. PSPs / DCPs and Urban Growth Zone Schedules are constructed to allow some flexibility in the spatial arrangements that are approved through the planning permit process. This is referred to in PSPs as 'being generally in accordance'. The PSP system allows subdivision layouts that are approved in planning permits to differ from the Future Urban Structure shown in the PSP that governs the development of the area. The example provided by the submitter is a good example of this in practice. In many instances the developers of properties have come to an agreement with Council and Melbourne Water to develop an alternative spatial arrangement of drainage assets on their property to facilitate an improved drainage outcome. It is recommended that the Future Urban Structure and Property Specific Land Use Budgets remain unchanged. Noted. Recommend that Council present a panel version of the amendment to the planning panel hearing, including changes to: <ul style="list-style-type: none"> Update Plan 14 in the Toolern PSP to show a revised polygon for Asset 17. The extent of the polygon will be reduced to only apply to the conservation area. Update all plans in the Toolern PSP and DCP to show an amended layout for Assets 22 and 23. <p>Melbourne Water have confirmed that the above changes resolve their submission. Submission to be referred to the Planning Panel for consideration.</p>

Late submission that has requested a change to Amendment C232melt

Preamble

When the review of the Toolern PSP and DCP commenced developers, Council's engineers, and Victorian government agencies (through the Victorian Planning Authority, VicRoads North-West Metro Region, and the Department of Transport) informed Council that the transport network planning for the Toolern PSP was not fit for purpose for the following reasons:

- No Functional Layout Plans had been prepared.
- No land take plans had been prepared.
- The road cross-sections were out of step with sections in contemporary PSPs.
- No bridge designs had been prepared.
- No project cost sheets had been prepared.

Victorian Government Workshop 2015

A meeting was held with Victorian government agencies on 22 April 2015 with representatives from the Victorian Planning Authority (VPA), VicRoads, Public Transport Victoria, VicTrack and Melbourne Water. At this meeting the following approach was agreed upon:

- All secondary arterial roads would be amended from 38 metres to 34 metres as per current designs and standards. VicRoads agreed to this in the meeting.
- All primary arterial roads would be amended from 45 metres to 41 metres as per current designs and standards. VicRoads agreed to this in the meeting.
- Road 8 (East West Arterial) would be reduced to a four lane road to match the road cross section in the Rockbank PSP area to the east. VicRoads agreed to this in the meeting
- Road 9 and 10 would be deleted as they are outside the PSP area. VicRoads agreed to this in the meeting.
- Intersections 8 and 9 would be deleted as they are outside the PSP area. VicRoads agreed to this in the meeting.
- Bridge 9 (pedestrian bridge) would be deleted within the Cobblebank Metropolitan Activity Centre.
- Bridges 12 and 13 (pedestrian bridges over the Toolern Creek) would be deleted as their locations are not specified on the plans. It was noted that there were sufficient pedestrian and road bridges over the Toolern Creek to provide connection.
- East Road Bridge over the railway line should be DCP funded was advanced by the VPA and VicRoads.
- The Paynes Road intersection and road projects should be included in the Toolern DCP. They will use the design and project cost sheets in the Rockbank PSP. All the land required for widening would come from the Rockbank PSP side. VicRoads agreed to this in the meeting.

The project was placed on hiatus at the request of Melbourne Water who had not yet finalised the Development Service Schemes in the Toolern PSP area.

Toolern Review Project Recommended 2019

In 2019, when the review recommenced, Council met with the VPA where it was agreed that Council would utilise the VPA's benchmark road cross-sections, FLPs, bridge designs and project cost sheets as the base for the transport projects in the revised Toolern PSP and DCP.

Cardno Appointed to Review the Transport Projects

In 2019, Council prepared a request for tender for a transport consultant to prepare the following work for Council:

- Prepare Functional Layout Plans (FLPs) for the Toolern PSP area:
 - Utilise the approved FLPs in the Toolern PSP and overlay them on aerial photographs.
 - Adapt the VPA's benchmarking FLPs for the remaining road and intersection projects and overlay them on aerial photographs.
- Prepare revised road cross-sections.
- Prepare land take plans.
- Prepare a property specific land take table for each transport project.
- Prepare bridge designs.
- Prepare project cost sheets.

Council appointed Cardno (now trading as Stantec) to undertake this work for Council.

Victorian Government Workshop 2020

On 4 February 2020, a workshop was held with Cardno, Council's engineers, the VPA, Road projects Victoria, Bus Service Planning Department of Transport, and VicRoads (North West Metro Region team). At this meeting the following was discussed:

- A road layout plan was shown which identified transport projects where FLPs had been prepared by developers and approved, and the transport projects where FLPs would be prepared by Cardno.
- The decision to downgrade RD08 from a primary arterial road to a secondary arterial road was reaffirmed by all parties.
- The decision to delete RD09, RD10, IT08 and IT09 was reaffirmed by all parties.
- It was agreed that the VPA's benchmark road cross-sections, FLPs, bridge designs and project costs would be adapted for all projects where designs were required to be created.
- It was agreed that Ferris Road and East Road rail overpasses should be added to the Toolern PSP and DCP documents. These projects are identified in the Cobblebank Metropolitan Activity Centre Urban Design Framework (CMAC UDF). It was agreed that East Road rail overpass would be a DCP item.
- It was agreed that the Ferris Road intersection at Enterprise Street would be added to the Toolern PSP and DCP documents. This project is identified in the CMAC UDF.

First Draft FLPs

FLPs and Bridge Designs were prepared by Cardno and sent to the VPA, VicRoads, and the Department of Transport (DoT) on 13 July 2020. Comments were received that requested changes by Council's engineers, the VPA, VicRoads and DoT. The rail overpass designs were referred to the Level Crossing Removal Authority.

Council instructed Cardno to amend the FLPs to respond to the comments made by Council's engineers, the VPA, VicRoads and DoT.

Second Draft FLPs

The revised FLPs prepared by Cardno were sent to the VPA, VicRoads, and DoT on 10 December 2020. Comments were received from Council's engineers, the VPA, VicRoads and DoT.

Council instructed Cardno to amend the FLPs to respond to the comments received.

FLPs Finalised

The FLPs were finalised on 24 May 2021. The FLPs were finalised after they had responded to the comments made by Council's Engineers, DoT, VicRoads, and the VPA.

First Draft Project Cost Sheets

On 1 July 2021, bridge project cost sheets, intersection project cost sheets, road project cost sheets, road cross-sections and land take plans were circulated for comment to DoT, VicRoads, and the VPA.

VicRoads and the VPA indicated on 23 July 2021 that they had no major issues with the material and had no comments to make on the collateral.

Transport Review Finalised

On 18 March 2022, a final report was prepared by Cardno which included the following information:

- Road Network Plan.
- Functional Layout Plans.
- Land Take Plans.
- Land Take Table.
- Road Cross Sections.
- Bridge Designs.
- Intersection Project Cost Sheets
- Road Project Cost Sheets
- Bridge Project Cost Sheets.

The report was made available on Council's webpage and has been used for the last two years by developers.

Agency Exhibition

On 18 March 2022, Council released the Toolern PSP Refresh and DCP Review for agency validation.

The documents released for agency validation included:

- A planning report that described the scope of the review, a description on how the review was undertaken, and summarised the changes made to the Toolern Precinct Structure Plan (PSP), the Toolern Development Contributions Plan (DCP), and its planning scheme ordinance.
- A marked-up version of the Toolern PSP that showed all the proposed changes to the PSP and comments on why the changes were being made.
- A marked-up version of the Toolern DCP that showed all the proposed changes to the DCP and comments on why the changes were being made.
- Marked-up plans for the Toolern PSP and DCP documents that showed all the proposed changes to the future urban structure.
- Marked-up versions of the schedules to the Urban Growth Zone and Development Contributions Plan Overlay.
- Background reports that included the Cardno review of the Transport Projects in the Toolern PSP and DCP documents.

Council received submissions from 13 Victorian government departments and agencies, including the VPA.

The Department of Transport did not make a submission to the documents released for agency validation.

Council was able to resolve all the submissions made by agencies and updated the documentation to form the basis of Amendment C232melt.

Request Authorisation to Prepare Amendment C232melt

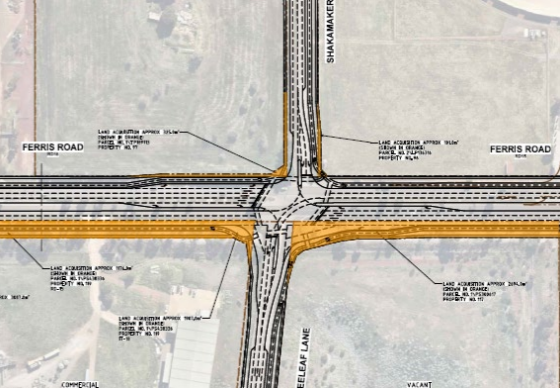
On 15 August 2022, Council considered the planning scheme amendment documentation prepared for Amendment C232melt and resolved to seek Authorisation from the Minister for Planning to prepare Amendment C232melt to the Melton Planning Scheme.

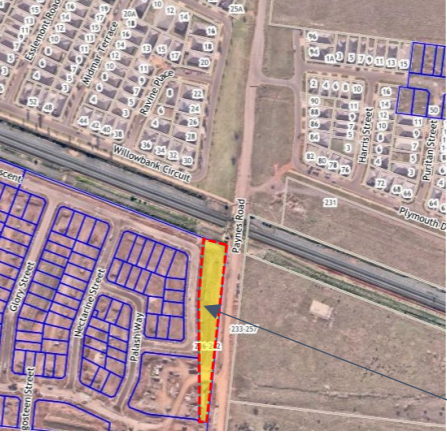
Authorisation was received from the Minister for Planning on 8 December 2023, and the amendment was released on exhibition from 11 April to 16 May 2024.

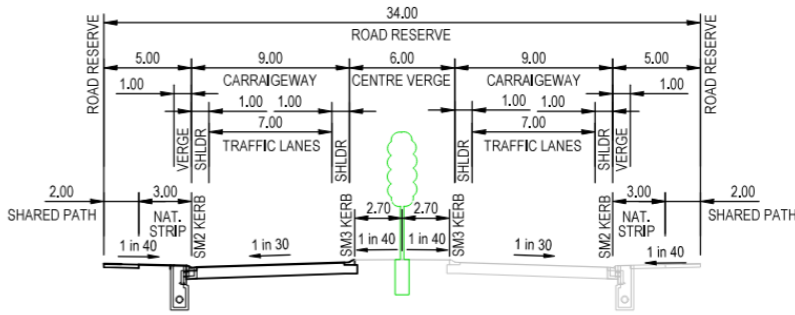
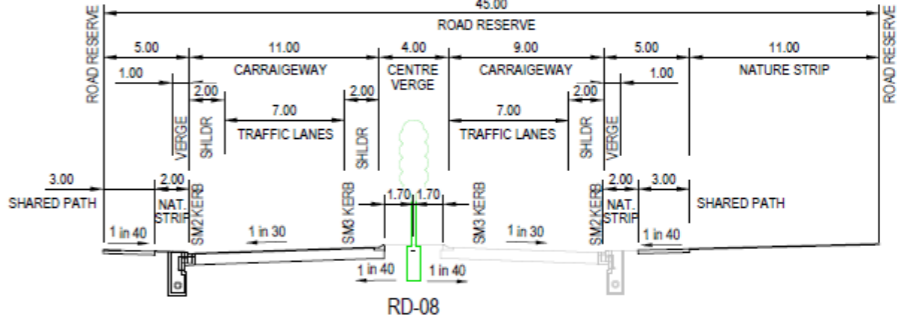
The submission from the Department of Transport and Planning (Transport) was received on 14 June 2024.

No.	Submission	Matters in Submission	Response to Submission
35	Department of Transport and Planning - Transport	<p>The submission is made by the Department of Transport and Planning (DTP) and includes information from Major Road Projects Victoria (MRPV) and the Level Crossing Removal Authority.</p> <ol style="list-style-type: none"> The inclusion (and removal) of projects and associated costs, including roads, bridges and intersections from the Paynes Road PSP, Rockbank PSP, and Cobblebank Metropolitan Activity Centre Urban Design Framework (CMAC UDF) is generally supported. Further clarification is required on what has been included in these projects is required. Changes to road widths and cross-section elements requires further consideration. DTP does not support the reductions in some road widths. 	<ol style="list-style-type: none"> Noted. Noted.
General Comments			
		<p><i>Western Freeway Upgrade</i></p> <ol style="list-style-type: none"> MRPV are preparing a business case to upgrade the Western Freeway. MRPV has identified the designs and land set aside within the PSP and DCP documents are not sufficient to meet current design standards. 	<p><i>Western Freeway Upgrade</i></p> <ol style="list-style-type: none"> Noted. The Toolern PSP includes three projects that interact with the Western Freeway: <ul style="list-style-type: none"> BD19 – Mount Cottrell Road Freeway Interchange RD12 – Mount Cottrell Road RD15 – Ferris Road <p><u>BD19 – Mount Cottrell Freeway Interchange</u></p> <p>The land take for Bridge 19 (Mount Cottrell Road Freeway Interchange) was determined in the Paynes Road Precinct Structure Plan process and has not been reinterrogated through this Amendment. DTP was given three opportunities to comment on the adequacy of the land take shown in Amendment C232melt (through the two rounds of FLPs and agency exhibition).</p> <p><u>RD12 - Mount Cottrell Road</u></p> <p>Meetings were held with VicRoads, DTP and the VPA in 2015 and 2020 where it was agreed by all parties that Council would reduce the road cross-section for RD12 from 45 metres to 41 metres.</p> <p>DTP was given three opportunities to provide comments on the reduced land take shown in Amendment C232melt (two rounds of FLPs and agency exhibition). No concern was raised through these processes to reduce the road cross-section from 45 metres to 41 metres.</p> <p>The road width for RD12 is generally consistent with the approach taken by the VPA in contemporary PSPs where a primary arterial road is afforded a 41 metre road cross-section.</p> <p><u>RD15 - Ferris Road</u></p> <p>Meetings were held with VicRoads, DTP and the VPA in 2015 and 2020 where it was agreed by all parties that Council would reduce the road cross-section for RD15 from 45 metres to 41 metres.</p> <p>DTP was given three opportunities to provide comments on the reduced land take shown in Amendment C232melt (two rounds of FLPs and agency exhibition). No concern was raised through these processes to reduce the road cross-section from 45 metres to 41 metres.</p> <p>The road width for RD15 is generally consistent with the approach taken by the VPA in contemporary PSPs where a primary arterial road is afforded a 41 metre road cross-section. RD15 (Ferris Road) has a modified cross-section of 41.8 metres.</p>
		<p><i>Mount Cottrell Road</i></p> <ol style="list-style-type: none"> Inadequate land has been identified for the Mount Cottrell Road Freeway Interchange. Adequate land needs to be provided for the future intersections between Shogaki Drive and the Western Freeway. The reduction of RD12 from 45 metres to 41 metres is not supported. A minimum 45 metres is required to deliver the ultimate primary arterial corridor configuration. 	<p><i>Mount Cottrell Road</i></p> <ol style="list-style-type: none"> The land take for Bridge 19 (Mount Cottrell Road Freeway Interchange) was determined in the Paynes Road Precinct Structure Plan process and has not been reinterrogated through this Amendment. <p>DTP was given three opportunities to comment on the adequacy of the land take shown in Amendment C232melt (through the two rounds of FLPs and agency exhibition).</p> <p>Planning permit PA20/6946 has permitted a subdivision that has not reserved land for BD19 (Mount Cottrell Road / Western Freeway Interchange). This subdivision was referred to DTP</p>

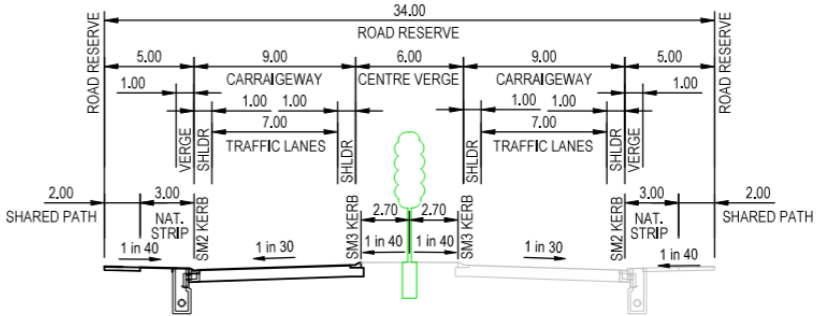
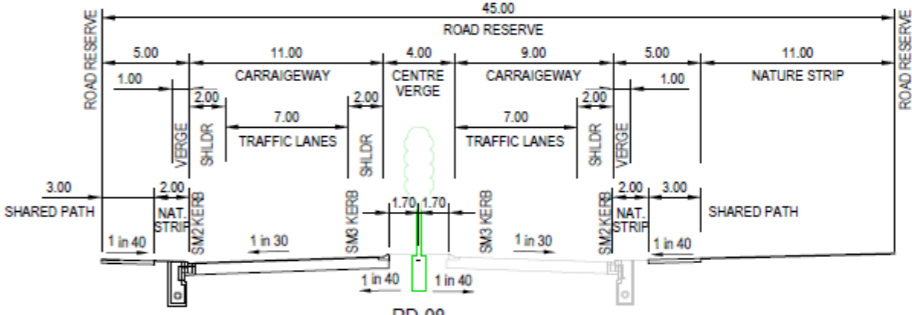
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			<p>(Transport for Victoria) and no request was made to reserve land for the interchange. As discussed in submission 18, it is recommended that DTP apply a Public Acquisition Overlay to the land required for the interchange.</p> <p>4. Intersections on Ferris Road between IT10 (Shogaki Drive) and BD19 (Freeway Interchange) are not Toolern DCP items. Any land for these intersections, which are left-in and left-out arrangements, are to be surrendered by the developer and are not subject to reimbursement from the DCP.</p> <p>5. Meetings were held with VicRoads, DTP and the VPA in 2015 and 2020 where it was agreed by all parties that Council would reduce the road cross-section for RD12 from 45 metres to 41 metres. DTP was given three opportunities to provide comments on the reduced land take shown in Amendment C232melt (two rounds of FLPs and agency exhibition). No concern was raised through these processes to reduce the road cross-section from 45 metres to 41 metres.</p> <p>The road width for RD12 is consistent with the approach taken by the VPA in contemporary PSPs where a primary arterial road is afforded a 41 metre road cross-section.</p>
		<p><i>Shogaki Drive</i></p> <p>6. A sewer pumping station is currently located within the land identified for the extension of Shogaki Drive.</p> <p>7. The sewer pumping station would need to be relocated or protected. This will have an impact on the project cost and / or design of Shogaki Drive.</p> <p>8. Discussions have been held with Council to reduce Shogaki Drive from a six-lane arterial road to a four-lane arterial. Why is the amendment showing a six-lane road?</p>	<p><i>Shogaki Drive</i></p> <p>6. Noted.</p> <p>7. Council's engineers have advised that the first two lanes of Shogaki Drive can be constructed to avoid the sewer pumping station and that there is no need to modify the location or design of the Shogaki Drive FLP to account for this existing infrastructure.</p> <p>When Shogaki Drive is duplicated (to four-lanes) and triplicated (to six-lanes) the location of the sewer pumping station will need to be addressed, however this is not a matter that needs to be resolved by Amendment C232melt.</p> <p>The cost of relocating the sewer pumping station will be borne by the authority upgrading the road.</p> <p>8. The FLPs and Project Cost Sheets were prepared in 2020.</p> <p>Discussions have been held between Council engineers and MRPV / DTP on the construction of Shogaki Drive. Our engineers have confirmed that the discussions were that the extension of Shogaki Drive would use an interim arrangement of two- or four-lanes. However, the road would still need to be six-lanes in its ultimate state.</p> <p>Council's engineers have confirmed that a 41m road reservation will need to be retained to accommodate six-lanes in its ultimate state.</p>
		<p><i>Ferris Road</i></p> <p>9. Inadequate land has been reserved for the intersection of Ferris Road and Treeleaf Lane / Shakamaker Drive. The intersection does not adhere to current road design standards.</p> <p>10. DTP does not support the reduction of Ferris Road from 45 metres to 41.8 metres. A minimum 45 metres is required to deliver the ultimate primary arterial corridor configuration.</p>	<p><i>Ferris Road</i></p> <p>9. Multiple discussions were held with the VPA, DTP and VicRoads regarding the design of IT18 (Ferris Road and Treeleaf Lane / Shakamaker Drive) during the preparation of the FLPs.</p> <p>A staggered intersection is proposed which reflects the current location of the Treeleaf Lane which provides access to the Melton Recycle Facility and Shakamaker Drive which provides access to Tabcorp Park (see image below).</p>

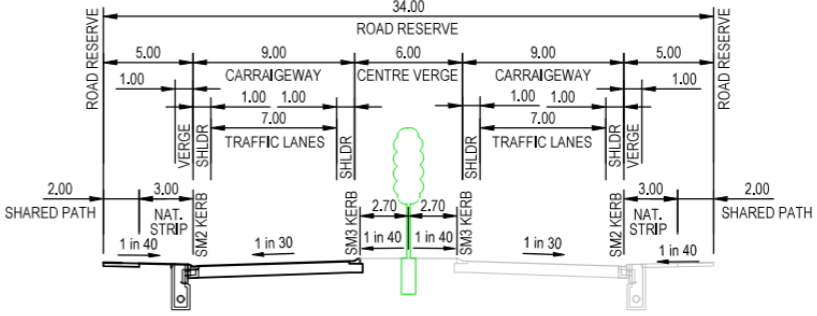
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			 <p>The presence of a deep quarry hole restricts the Treeleaf Lane leg moving to the north, and the land ownership restricts Shakamaker Drive moving to the south.</p> <p>Changes were made to the design of IT18 at the request of Council's engineers, DTP, VicRoads and the VPA during the two referral rounds for the FLP. In the end all parties agreed that the design adopted in Amendment C232melt best responded to the existing site constraints.</p> <p>10. Meetings were held with VicRoads, DTP and the VPA in 2015 and 2020 where it was agreed by all parties that Council would reduce the road cross-section for RD12 from 45 metres to 41 metres. DTP was given three opportunities to provide comments on the reduced land take shown in Amendment C232melt (two rounds of FLPs and agency exhibition). No concern was raised through these processes to reduce the road cross-section from 45 metres to 41 metres.</p> <p>The road width for RD12 is generally consistent with the approach taken by the VPA in contemporary PSPs where a primary arterial road is afforded a 41 metre road cross-section. RD15 (Ferris Road) has a modified cross-section of 41.8 metres.</p>
		<p><i>Rail Corridor Interface</i></p> <p>11. DTP seeks clarification on how land requirements for the Paynes Road and Ferris Road road-over-rail grade separations will be delivered.</p> <p>It is noted that these grade separations have not been included in the PSP or DCP.</p> <p>12. Bridge 11 (BD11) has been removed under the assumption that a connection will be provided with the construction of the Thornhill Park Railway Station.</p> <p>There is no commitment from DTP to build this as part of any station upgrade. This crossing should be reinstated.</p>	<p><i>Rail Corridor Interface</i></p> <p>11. <u>Ferris Road Rail Overpass</u></p> <p>The land for the Ferris Road road-over-rail bridge will be acquired by the Victorian government through the Ferris Road level crossing removal project. The land is shown in the Toolern PSP and DCP documents as being required for the bridge. No money being collected through the DCP for the land acquisition as this is being acquired by the Victorian government.</p> <p><u>Paynes Road Rail Overpass</u></p> <p>The land required for the Paynes Road road-over-rail bridge is identified in bridge design (BD17) in the Toolern DCP. This design was prepared for the Rockbank PSP and DCP.</p> <p>Planning Permit PA18/6025 has been granted permitting the subdivision of the Thornhill Gardens estate. The subdivision has created a road reserve for the BD17 (see subdivision below).</p>

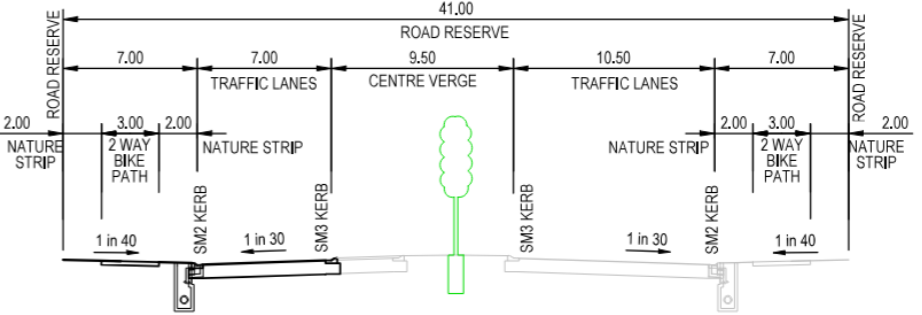
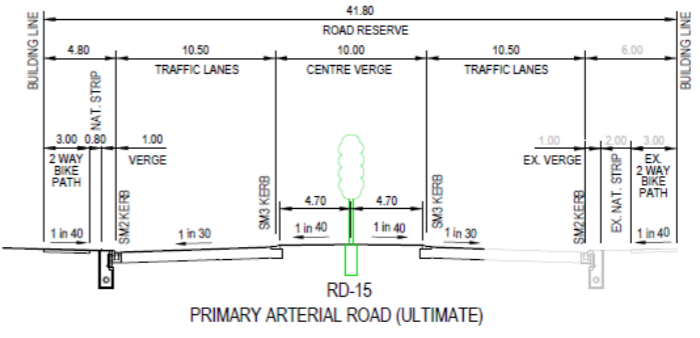
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			 <p data-bbox="2249 583 2656 613">Land for the future Paynes Road Bridge</p> <p data-bbox="1724 632 2763 968"> 12. The Toolern PSP and DCP documents were amended to include the Thornhill Park Railway Station by Amendment C172 in February 2019. Bridge 11 (BD11) is located at the site of the future Thornhill Park Station. Railway Stations on the Melton railway line all include an underpass or overpass arrangement that provides access to platforms located on both sides of the rail line and provide access for commuters to platforms from both sides of the lane. BD11 would duplicate access that would normally be provided at the station and would add an additional cost for developers in the Toolern DCP. It is recommended that BD11 continue to not be included in the Toolern PSP or DCP documents. </p>
		<p data-bbox="691 989 1205 1018"><i>Melton Line Upgrade and Level Crossing Removals</i></p> <p data-bbox="649 1035 1605 1064">13. The Ferris Road Level Crossing removal is being constructed by the Victorian government.</p> <p data-bbox="649 1073 1679 1131">14. The Melton Line will be upgraded to introduce 9-car VLocity trains. A new train stabling facility is being investigated in Cobblebank.</p>	<p data-bbox="1765 989 2279 1018"><i>Melton Line Upgrade and Level Crossing Removals</i></p> <p data-bbox="1724 1035 1843 1064">13. Noted.</p> <p data-bbox="1724 1073 1843 1102">14. Noted.</p>

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		<p>Specific Comments</p> <p>1. The east-west arterial road (Exford Road / Toolern Road) is being reduced to a secondary arterial road east of Mount Cottrell Road. This is supported by DTP.</p> <p>The off-road cycle lane is being removed from this section. The off-road cycle path should be reinstated to align with the Rockbank PSP.</p>	<p>This section of the east-west arterial road is known as RD08 in the Toolern PSP and DCP documents.</p> <p>At the advice of the Victorian government, a decision was made at the start of the review to use the VPA's <i>Benchmark Infrastructure Costings</i> report and methodology for the design of bridges, road cross-sections, road FLPs and intersection FLPs.</p> <p>The VPA <i>Benchmark Infrastructure Costings</i> report identifies secondary arterial roads should be provided with shared paths on both sides of the road within the 34-metre road cross-section (see image below).</p>  <p>The VPA cross-section does not include on-road bicycle lanes or dedicated off-road bicycle paths on secondary arterial roads.</p> <p>The cross-section used in Amendment C232melt has modified the VPA's secondary arterial road cross-section to widen the two two-metre shared use paths to three-metre paths and has reduced the centre verge from six metres to four metres (see image below).</p>  <p>Given the cross-section is based on the VPA <i>Benchmark Infrastructure Costings</i> report, no change is recommended to the cross-section or the FLPs.</p>
		<p>2. Plan 7 in the Toolern PSP should be revised. 'North West Mixed Use Precinct' should be amended to read 'North West Precinct Urban Design Framework Area'.</p>	<p>There is no requirement to prepare an Urban Design Framework for the north-west mixed use precinct for area C15 on Plan 7 in the Toolern PSP.</p> <p>It is noted that Council has added two new character areas that relate to the two Urban Design Framework areas:</p> <ul style="list-style-type: none"> • C16 – Cobblebank Employment and Mixed Use Precinct • C17 – Cobblebank Metropolitan Activity Centre <p>It is recommended no change be made Plan 7 in the Toolern PSP.</p>
		<p>3. Section 2.2.5 in the Toolern PSP refers to the Outer Metropolitan Ring. This section states 'The OMR is shown in the West Growth Corridor Plan... and continues to be a committed project in Plan Melbourne 2017-2050'.</p> <p>DTP notes this is a planned project and is not a committed project.</p>	<p>Agreed. Change the wording in Section 2.2.5 of the Toolern PSP as follows:</p> <p><i>The Outer Metropolitan Ring is shown in the West Growth Corridor Plan, Growth Areas Authority (GAA), 2012 and continues to be a committed potential future project in Plan Melbourne 2017-2050. DELWP, 2017.</i></p>

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		DTP requests the words 'committed' be replaced with 'potential future'.	
		<p>4. Section 3.2.5 in the Toolern PSP refers to a road-over-rail project at Ferris Road, however 4.1.5 references a high quality rail underpass.</p> <p>The underpass wording should be replaced with an overpass.</p>	<p>Agreed. In Table 3 of the Toolern PSP update the wording for Character Area 8 as follows:</p> <p><i>Provide a well-designed and high-quality rail underpass overpass.</i></p> <p>In Section 4.6.3 update the following wording:</p> <ul style="list-style-type: none"> • <i>Ensure the Mount Cottrell Road underpass overpass accommodates heavy trucks, buses and freight movement.</i> • <i>Maximise capacity on Ferris Road and Mount Cottrell Road before construction of underpass overpass.</i>
		<p>5. Changes have been made to the Development Service Scheme by Melbourne Water.</p> <p>DTP requests a comparison plan so DTP can understand if there are any transport network impacts.</p>	<p>Council has provided a copy of the DSS plan to DTP on 17 June 2024 as requested. This plan has been prepared by Melbourne Water.</p>
		<p>6. The Road Network Plan (Plan 15 in the Toolern PSP) shows 'two lane vehicular bridges' for grade separated crossings on arterial roads. This wording is ambiguous and should instead reflect the ultimate cross-sections of the respective road corridors. Some overpasses will be four- or six-lanes.</p>	<p>Plan 15 will be amended to change the description of vehicular bridges in the legend as follows:</p> <p>Two-Lane Vehicular Bridge</p>
		<p>7. Some of bridges 17, 18, 19 and 20 are shown as interim projects, and some are shown as ultimate projects.</p> <ul style="list-style-type: none"> • Paynes Road and Mount Cottrell Roads are shown as interim only. • Ferris Road and East Road are shown as ultimate projects. <p>Clarity is sought on why different arrangements have been shown, as well as the rationale for removing level crossings with gates.</p>	<p>Council acknowledges that the designs for BD17, BD18, BD19 and BD20 are different:</p> <ul style="list-style-type: none"> • The design for BD17 (Paynes Road Rail Overpass) is from the Rockbank PSP and DCP and shows the interim arrangement only. Land has been reserved within the Rockbank PSP area for the future duplication of the bridge to the east. • The design for BD18 (Paynes Road Level Crossing Upgrade) is for the construction of automatic pedestrian gates and is taken from the Rockbank PSP and DCP. • The design for BD19 (Mount Cottrell Road and Western Freeway Interchange) is from the Paynes Road PSP and shows the interim and ultimate arrangements. • The design for BD20 (Mount Cottrell Road Rail Overpass) is from the Paynes Road PSP and shows the interim and ultimate arrangements. <p>The Paynes Road PSP and Rockbank PSP have both identified these as projects where the level crossings will be removed and have reserved land for the road-over-rail bridges.</p>
		<p>8. Why has Paynes Road rail overpass been identified as a construction project only?</p> <p>Why is Mount Cottrell Road rail overpass a land project only?</p> <p>Why is Ferris Road rail overpass included with no funding?</p> <p>This appears to be an inconsistent approach by Council.</p>	<p>Council acknowledges that the Toolern PSP and DCP documents have taken different approaches to BD15 (Ferris Road Rail Overpass), BD17 (Paynes Road Rail Overpass) and BD20 (Mount Cottrell Road Rail Overpass).</p> <p><u>Ferris Road Overpass (BD15)</u></p> <p>BD15 (Ferris Road Rail Overpass) is currently being funded through the level crossing program.</p> <p>As the land acquisition and construction of this project is being funded by the Victorian government, neither the land acquisition nor construction costs are proposed to be included in the Toolern DCP.</p> <p><u>Paynes Road Overpass (BD18)</u></p> <p>BD18 (Paynes Road Rail Overpass) is a project that is identified as a construction project in the Rockbank PSP and 25% of the construction costs of this bridge is attributed to the Toolern DCP in the Rockbank DCP.</p> <p>This is identified as a future Council (secondary arterial) road. Council is proposing to amend the Toolern DCP to collect money for the construction of this bridge. The land has been excluded as the land has been reserved under planning permit application PA18/6025.</p> <p><u>Mount Cottrell Road Overpass (BD20)</u></p> <p>BD20 (Mount Cottrell Road Rail Overpass) is a future DTP (primary arterial) road.</p>

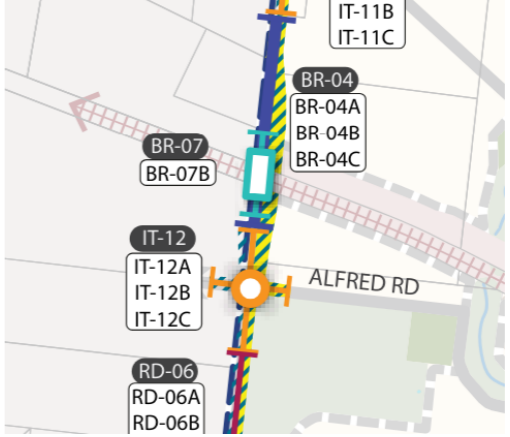
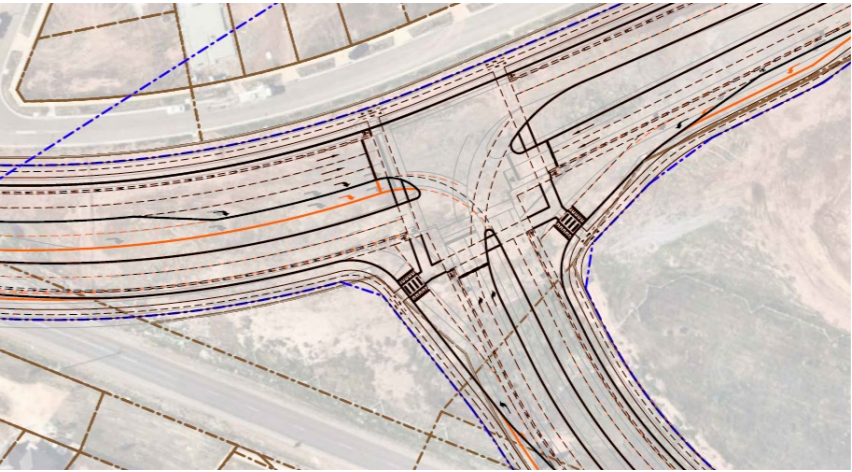
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			<p>Discussions with DTP, VicRoads and the VPA in 2015 and 2020 identified that the construction of this overpass should be excluded from the DCP, however land acquisition should be included in the Toolern DCP.</p>
		<p>9. Why are bridges 9, 11, 12 and 13 being removed? It is not clear from the old or updated documents where bridges 12 and 13 were meant to be located.</p>	<p>Bridge 9 (BD09) is identified in the current Toolern PSP as a pedestrian rail underpass. BD09 is being removed as it is located next to a new vehicle bridge (BD16 – East Road). Only one pedestrian crossing is required in this location, and therefore it was recommended that BD09 be deleted from the DCP.</p> <p>Bridge 11 (BD11) is identified in the current Toolern PSP as a pedestrian rail underpass. BD11 is located next to the future Thornhill Park Railway Station. As Railway Stations typically provide an underpass or an overpass to link the platforms on both sides of the track it was determined that BD11 is no longer required.</p> <p>Pedestrian bridges 12 and 13 (BD12 and BD13) were not shown in the Toolern PSP and DCP documents when it was prepared. Meetings were held with Victorian government departments and agencies in 2015 and 2020, where it was agreed that the Toolern PSP provided sufficient pedestrian and vehicular bridges over the Toolern Creek and that BD12 and BD13 could be removed from the amended Toolern DCP.</p>
		<p>10. RD08 cross-section is not consistent for both carriageways. Why is there a six-metre shoulder included in the cross-section, when the original sections had no shoulders. Recommend reducing the shoulder width and providing additional width on the shared user path (or dedicated cycling path).</p>	<p>This section of the east-west arterial road is known as RD08 in the Toolern PSP and DCP documents.</p> <p>At the advice of the Victorian government, a decision was made at the start of the review to use the VPA's <i>Benchmark Infrastructure Costings</i> report and methodology for the design of bridges, road cross-sections, road FLPs and intersection FLPs.</p> <p>The VPA <i>Benchmark Infrastructure Costings</i> report identified secondary arterial roads should be provided with shared paths on both sides of the road within the 34-metre road cross-section (see image below).</p>  <p>The VPA cross-section does not include on-road bicycle lanes or dedicated off-road bicycle paths on secondary arterial roads.</p> <p>The cross-section used in Amendment C232melt has modified the VPA's secondary arterial road cross-section to widen the two two-metre shared use paths to three-metre paths and has reduced the centre verge from six metres to four metres (see image below).</p> 

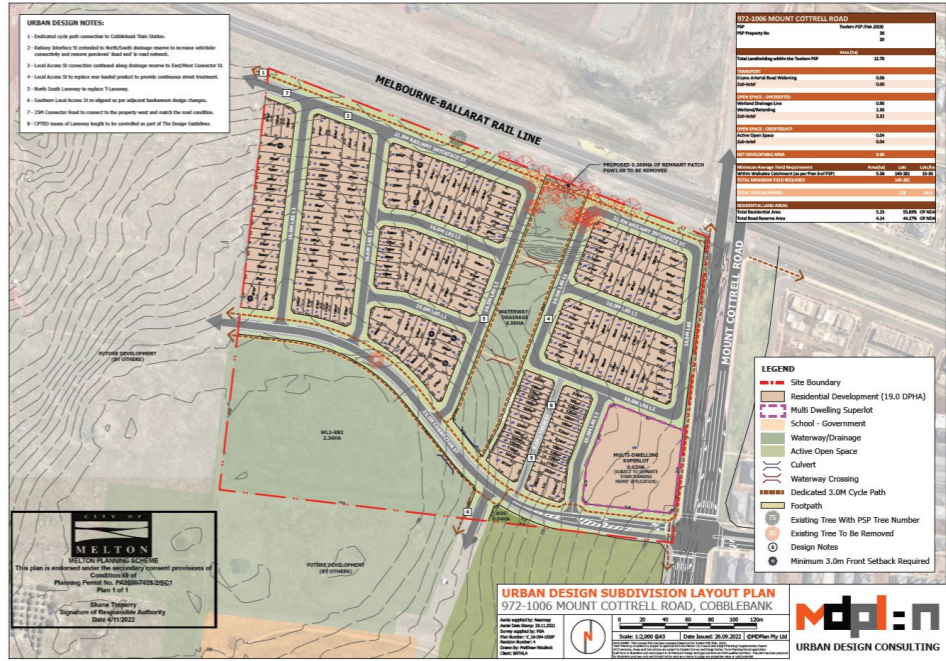
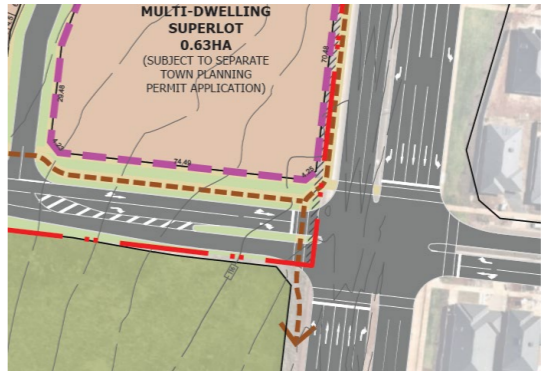
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			<p>Cardno have redistributed the four one-metre wide shoulders into three two-metre wide shoulders.</p> <p>Given the cross-section is based on the VPA <i>Benchmark Infrastructure Costings</i> report, no change is recommended to the cross-section or the FLPs.</p>
		<p>11. Why has RD08 reduced the number of lanes but retained the same cross-section width. What is the purpose of the 11 metre nature strip?</p>	<p>This section of the east-west arterial road is known as RD08 in the Toolern PSP and DCP documents.</p> <p>RD08 was originally identified as a primary arterial road in the Toolern PSP and DCP documents with a 45 metre cross-section.</p> <p>When the FLPs were being prepared Council had received planning permit applications for some of the properties containing RD08 which had based their subdivisions on a 45-metre road cross-section.</p> <p>The FLP has preserved the 45-metre road reservation to ensure that the planning permit applications lodged with Council were not prejudiced.</p>
		<p>12. Shared use paths on Strategic Cycling Corridors (SCC) do not meet the target level of service for a SCC. Feedback in 2020 asked for separated facilities on SCC. Council's response in 2020 was a 0.5 metre chevron line marking would be used. DTP is concerned that this does not provide adequate physical separation.</p>	<p>Council has instructed Cardno to use the VPA's <i>Benchmark Infrastructure Costings</i> report when preparing road cross-sections and FLPs.</p> <p>The road cross-sections and FLPs are generally consistent with the VPA's <i>Benchmark Infrastructure Costings</i> report.</p>
		<p>13. Most of the secondary arterial roads include unprotected bicycle lanes in the shoulders of the road with a 60 km/h speed limit (see RD01, RD02, RD03, RD04, RD05, RD06, RD07, RD08, RD16, RD17 and RD18). This is not supported.</p>	<p>At the advice of the Victorian government, a decision was made at the start of the review to use the VPA's <i>Benchmark Infrastructure Costings</i> report and methodology for the design of bridges, road cross-sections, road FLPs and intersection FLPs.</p> <p>The VPA <i>Benchmark Infrastructure Costings</i> report identified secondary arterial roads should be provided with shared paths on both sides of the road within the 34-metre road cross-section (see image below).</p>  <p>The VPA cross-section does not include on-road bicycle lanes or dedicated off-road bicycle paths on secondary arterial roads.</p> <p>The road cross-sections prepared for Amendment C232 melt accordingly do not include on-bicycle lanes, rather bicycles are provided with a three-metre wide shared use path on both sides of the road.</p> <p>Given the cross-section is based on the VPA <i>Benchmark Infrastructure Costings</i> report, no change is recommended to the cross-section or the FLPs.</p>
		<p>14. RD15 cross-section shows 41.8 metres but is shown as 45 metres in Table 10 of the Toolern PSP. The cross-section for RD15 doesn't include any facilities for pedestrians.</p>	<p>At the advice of the Victorian government, a decision was made at the start of the review to use the VPA's <i>Benchmark Infrastructure Costings</i> report and methodology for the design of bridges, road cross-sections, road FLPs and intersection FLPs.</p> <p>The VPA <i>Benchmark Infrastructure Costings</i> report identified primary arterial roads should be provided with two-way bicycle paths on both sides of the road within the 41-metre road cross-section (see image below).</p>

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			 <p>The VPA cross-section does not include pedestrian paths on secondary arterial roads, as they will be in development adjoining the road reserve.</p> <p>The primary road cross-sections used in Amendment C232melt have modified the VPA's primary arterial road cross-sections. See the road cross-section for RD15 below:</p>  <p>Given the cross-section is based on the VPA <i>Benchmark Infrastructure Costings</i> report, no change is recommended to the cross-section or the FLPs.</p>
		<p>15. What is the justification of reducing Mount Cottrell Road from 45 metres to 41 metres?</p> <p>The reduction in the cross-section provides a pedestrian path on one side of the road only.</p> <p>The cross-section should be amended to include the footpaths along frontage roads (outside of the 41 metre cross-section).</p> <p>DTP does not support the reduction in the cross section width.</p>	<p>Meetings were held with VicRoads, DTP and the VPA in 2015 and 2020 where it was agreed by all parties that Council would reduce the road cross-section RD15 from 45-metres to 41-metres.</p> <p>DTP was given three opportunities to provide comments on the reduced land take shown in Amendment C232melt (two rounds of FLPs and agency exhibition). No concern was raised through these processes to reduce the road cross-section from 45-metres to 41-metres.</p> <p>The road width for RD15 is consistent with the approach taken by the VPA in contemporary PSPs where a primary arterial road is afforded a 41-metre road cross-section.</p> <p>The cross-section for RD15 is consistent with the VPA's <i>Benchmark Infrastructure Costings</i> report, which identifies pedestrian paths are located outside of the 41-metre road cross-section and is provided in the adjoining development.</p>
		<p>16. The Mount Cottrell Road cross-sections (RD11 and RD12) includes a four-lane interim arrangement and an ultimate six-lane arrangement.</p> <p>Given the DCP includes a two-lane interim arrangement, why is there a four-lane and a six-lane arrangement shown?</p> <p>This also applies to Shogaki Drive (RD14 and RD19).</p>	<p>In PSP areas the evolution of a road from a two lane road arrangement to a four lane road arrangement is described below:</p> <ul style="list-style-type: none"> • Interim-interim arrangement – road upgraded to two lanes of urban road. Construction of these two lanes is funded by the DCP. • Interim arrangement – Council builds the second two lanes of urban road. Construction of these two lanes is not funded by the DCP. • Ultimate arrangement – Council or DTP builds the final two lanes of urban road. Construction of these two lanes is not funded by the DCP. <p>No change to FLPs or road cross-sections recommended.</p>
		<p>17. Why are there so many secondary arterial roads?</p> <p>What modelling has been undertaken to understand the volumes of these roads?</p>	<p>The review has maintained the road hierarchy that was established for the Toolern PSP.</p>

No.	Submission	Matters in Submission	Response to Submission
		<p>If any of these roads need to be declared as state arterial roads this will involve significant cost as these will not be constructed to an adequate standard.</p> <p>Modelling undertaken as part of the development of the PSP is likely to be outdated and incorrect.</p>	<p>One change has been recommended that RD08 be downgraded from a primary arterial road to a secondary arterial road, given the continuing sections of this east-west road to the east and west are secondary arterial roads.</p> <p>Council has prepared the Melton Integrated Transport Model (MITM) which shows the road network will operate efficiently with the road hierarchy set out in the Toolern PSP area.</p>
		<p>18. The Abey Road bridge over the Toolern Creek shared use paths should be increased from 2.5 metres to three metres.</p> <p>The design does not include the second bridge to widen the road from two lanes to four lanes.</p> <p>Confirmation is needed that the road reservation for RD18 (Abey Road) reserves enough land for the second bridge.</p>	<p>The Abey Road bridge has been constructed, and no design has been included in the Toolern PSP or DCP documents for this bridge.</p> <p>There is no design for the duplicated Abey Road bridge in the Toolern DCP as the DCP is not funding the bridge duplication.</p> <p>There is sufficient room in the Abey Road road-reserve for the approach to duplicated Abey Road bridge.</p>
		<p>19. RD03 (Exford Road north of the East West Arterial Road) includes a sub-standard 2.5 metre shared use path.</p> <p>Update the cross-section to ensure the shared use path minimum width is met.</p>	<p>The road cross-section for RD03 reflects the as-built conditions of the road, where the shared use path on the east side of Exford Road are 2.5 metres in width</p> <p>This reflects the challenges of preparing FLPs in a live environment where permits have already been issued, and sections of road have already been constructed.</p>
		<p>20. RD05 (Exford Road from IT03 to Toolern Creek) is not included in the road hierarchy table (Table 10 in the Toolern PSP).</p> <p>DTP request Table 10 be updated to include RD05.</p>	<p>Amend the row for RD06 and RD07 in Table 10 to include RD05.</p> <p>An examination of Table 10 in the Toolern PSP has identified some errors in the column labels.</p> <p>It is recommended that the following changes should be made to Table 10:</p> <ul style="list-style-type: none"> Relabel the 'indicative vehicles per day' column to 'traffic lanes' Relabel the 'traffic lanes' column to 'median' Relabel the 'median' column to 'posted speed' Relabel the 'posted speed' column to 'bus' Relabel the 'bus' column to 'property access and parking' Relabel the 'property access' column to 'on road cycle lane' <p>It is recommended that the following columns be deleted as they are not needed for the operation of the Toolern PSP:</p> <ul style="list-style-type: none"> Delete the 'ultimate road width' column as this information can be found in the road cross-sections. Delete the 'access management policy' column as this is column does not provide detail that is needed for the operation of the Toolern PSP. Delete the 'on road cycle lane' column, as this is a duplicated column
		<p>21. BD10 is identified as an underpass. All the other rail crossings are overpasses.</p> <p>DTP request confirmation on why this is shown as an underpass rather than an overpass.</p>	<p>BD08 and BD10 are identified in the current Toolern PSP and DCP documents as a pedestrian underpass.</p> <p>Amendment C232melt retains BD08 and BD10 as pedestrian underpasses.</p> <p>DTP was given three opportunities to provide comments on BD08 and BD10 being shown as pedestrian underpasses in Amendment C232melt (two rounds of FLPs and agency exhibition). No concern was raised through these processes to make these pedestrian underpasses as overpasses.</p>
		<p>22. BD11 has been removed as it will be constructed as part of the future Thornhill Park Railway Station project. This is pushing the cost to the Victorian government.</p> <p>BD11 should be retained within the Toolern PSP and DCP.</p>	<p>Bridge 11 (BD11) is identified in the current Toolern PSP and DCP documents as a pedestrian rail underpass. BD11 is located next to the future Thornhill Park Railway Station. As Railway Stations typically provide an underpass or an overpass to link the platforms on both sides of the track it was determined that BD11 is no longer required.</p>
		<p>23. The Road Hierarchy Table (Table 10 in the Toolern PSP) uses the title 'Access Management Policy' for column three, however the tracked changes document uses 'Indicative Vehicles per Day'.</p> <p>The indicative vehicles per day are far less than the capacity of primary and secondary arterial roads, and what these roads are likely to see.</p>	<p>An examination of Table 10 in the Toolern PSP has identified some errors in the column labels.</p> <p>It is recommended that the following changes should be made to Table 10:</p> <ul style="list-style-type: none"> Relabel the 'indicative vehicles per day' column to 'traffic lanes' Relabel the 'traffic lanes' column to 'median'


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		DTP request justification on the indicative vehicle per day figures.	<ul style="list-style-type: none"> Relabel the 'median' column to 'posted speed' Relabel the 'posted speed' column to 'bus' Relabel the 'bus' column to 'property access and parking' Relabel the 'property access' column to 'on road cycle lane' <p>It is recommended that the following columns be deleted as they are not needed for the operation of the Toolern PSP:</p> <ul style="list-style-type: none"> Delete the 'ultimate road width' column as this information can be found in the road cross-sections. Delete the 'access management policy' column as this is column does not provide detail that is needed for the operation of the Toolern PSP. Delete the 'on road cycle lane' column, as this is a duplicated column
		<p>24. RD06 uses the phrase 'create road reserve 34m (ultimate)', which is different to 'purchase land...' used for other corridors.</p> <p>Why has different terminology been used for RD06?</p>	<p>Agreed. This is a clerical error.</p> <p>Some of the descriptions in tables in the Toolern PSP and DCP have used inconsistent wording for RD06:</p> <p>Table 11 in the Toolern PSP states:</p> <ul style="list-style-type: none"> <i>Create road reserve 34m (ultimate).</i> <p>Tables 3, 4, 5 and 6 in the Toolern DCP state:</p> <ul style="list-style-type: none"> <i>Create road reserve 34m (ultimate).</i> <p>The table in Section 1.4.3 in the Toolern DCP states:</p> <ul style="list-style-type: none"> <i>Purchase land to increase reserve width from 0m to 34m (ultimate)</i> <p>Update the description for RD06 in Table 11 in the Toolern PSP to read:</p> <ul style="list-style-type: none"> <i>Create road reserve 34m (ultimate).</i> <i>Purchase land to increase reserve width from 0m to 34m (ultimate)</i> <p>Update the description for RD06 in Tables 3, 4, 5 and 6 in the Toolern DCP to read:</p> <ul style="list-style-type: none"> <i>Create road reserve 34m (ultimate).</i> <i>Purchase land to increase reserve width from 0m to 34m (ultimate)</i>
		25. RD08 is referred to as East-West Arterial Road, Exford Road, and Toolern Road in the PSP and DCP documents. A consistent name should be used in all documents.	<p>Agreed. This is a clerical error.</p> <p>Update all references in the Toolern PSP and DCP documents for RD05, RD06, RD07 and RD08 to 'East-West Arterial'.</p>
		26. RD14 should read 'Ferris Road (IT13) to Industrial...' in Table 11 in the Toolern PSP.	<p>Agreed. This is a clerical error.</p> <p>Amend the description of RD14 in Table 11 in the Toolern PSP as follows:</p> <ul style="list-style-type: none"> <i>Shogaki Drive – Ferris Road (#F14) (IT13) to Industrial Connector Road (IT12)</i>
		<p>27. Table 10 (Toolern PSP) and cross section 18 refer to a cross-section of 40 metres, whereas Table 11 (Toolern PSP) states 38 metres.</p> <p>DTP recommend the road width in all tables should be consistent.</p>	<p>It is recommended that the following columns be deleted from Table 10 in the Toolern PSP as they are not needed for the operation of the Toolern PSP:</p> <ul style="list-style-type: none"> Delete the 'ultimate road width' column as this information can be found in the road cross-sections. Delete the 'access management policy' column as this is column does not provide detail that is needed for the operation of the Toolern PSP. Delete the 'on road cycle lane' column, as this is a duplicated column
		<p>28. It is unclear whether the entirety of Paynes Road north of Alfred Road is fully covered under BD17 and IT30.</p> <p>There is no road number for this project and no cross-section is provided for this section of road.</p>	<p>Below is an extract from the Rockbank Development Contributions Plan, which shows the Transport Projects funded by the DCP:</p>

No.	Submission	Matters in Submission	Response to Submission
			 <p>The Rockbank DCP does not include a road project between the Paynes Road Rail Overpass (known as BD17 in the Toolern DCP and BR-04 in the Rockbank DCP) and the Paynes Road / Alfred Road Intersection (known as IT30 in the Toolern DCP and IT-12 in the Rockbank DCP).</p>
		29. Why is the widening of Paynes Road (RD22, RD23 and RD24) not included? The PSP and DCP identified the road is being widened from 21 metres to 34 metres.	The widening of Paynes Road from 21 metres to 34 metres is occurring to the east within the Rockbank PSP / DCP area.
		30. All intersections are included as interim (except IT18). DTP request confirmation that land is being reserved for the ultimate configuration.	<p>The intersection designs as per the VPA's <i>Benchmark Infrastructure Costings</i> report.</p> <p>The interim designs acquire the land required for the ultimate configuration.</p> <p>The interim designs typically use wide central medians that will accommodate future turning lanes that will be constructed when traffic volumes merit their construction.</p> <p>An example of an intersection design is shown below (the interim design is shown in black linework, and the ultimate design is shown with orange linework):</p> 
		31. Tables explaining the bridge projects should identify the number of lanes being constructed.	<p>Naming conventions in contemporary PSPs and DCPs / ICPs do not normally identify how many lanes are being delivered in bridge projects.</p> <p>No changes to the description of bridge projects are recommended.</p>
		32. Where bridges are being constructed under interim arrangements, can Council confirm they will provide the ultimate arrangement on arterial roads that will be retained under Council's responsibility.	It is standard practice for a DCP to fund the first bridge, and the duplication of the bridge is either funded by Council (for secondary arterial roads) or the Victorian government (for primary arterial roads).
		33. DTP request confirmation that all bridge designs have identified the land required for the ultimate bridge designs.	The FLPs that have been prepared for the Paynes Road PSP, the Rockbank PSP, and the amended Toolern PSP have all included land take for the ultimate bridge structures.


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		<p>34. Previous correspondence shows IT25 would be removed due to its vicinity to the rail corridor and the future grade separation.</p> <p>The interim design was as discussed however the signalisation has been removed from the PSP and DCP.</p> <p>Council has not tested whether the surrounding road network will accommodate the traffic movements if this intersection is removed.</p>	<p>The FLP for IT25 has been prepared on the assumption that the intersection would be an interim arrangement which would be made redundant when the Mount Cottrell Road Rail Overpass is constructed, and therefore the intersection would be removed when BD21 is constructed.</p> <p>Council has approved a varied location of IT25 through planning permit PA20/7025 which will enable the intersection to be retained when the Mount Cottrell Road Rail Overpass is constructed.</p> <p>Council has permitted the varied location of this intersection as it is 'generally in accordance' with the Toolern PSP and DCP.</p> <p>IT25 will be constructed as a signalised intersection as per the approved planning permit:</p>  <p style="text-align: center;">Approved Subdivision in PA20/7025</p>  <p style="text-align: center;">Intersection approved in PA20/7025</p>
		<p>35. BD16 (East Road) is a non-existing road that will be a future Council road. The PSP identifies DTP as the lead agency. Council should be nominated as the lead agency for this project in Table 11 in the Toolern PSP.</p>	<p>Agreed.</p> <p>In Table 11 of the Toolern PSP amend the lead agency for BD16 to Council.</p>
		<p>36. There is a lack of consistency between Table 11 of the Toolern PSP and what is included in the Toolern DCP.</p>	<p>Agreed.</p> <p>Council to amend Table 11 in the Toolern PSP to ensure that the projects are consistent with Tables 3, 4, 5 and 6 in the Toolern DCP.</p>
		<p>37. IT07 does not include the purchase of land in the DCP but is included in Table 11 of the Toolern PSP.</p>	<p>Agreed.</p>

No.	Submission	Matters in Submission	Response to Submission
		<p>DTP request confirmation that sufficient land is being provided for the ultimate intersection.</p> <p>The wording in the PSP and DCP should be updated accordingly.</p>	<p>Council to amend the description of IT07 in Section 1.4.3 and Tables 3, 4, 5 and 6 in the Toolern DCP to read:</p> <p><i>Purchase of land and construction of signalised 4-way intersection (interim standard)</i></p>
		<p>Recommend that Council present a panel version of the amendment to the planning panel hearing, including changes to:</p> <ul style="list-style-type: none"> • In Section 2.2.5 of the Toolern PSP change status of the Outer Metropolitan Ring from a <i>'committed project'</i> to a <i>'potential future project'</i>: <i>The Outer Metropolitan Ring is shown in the West Growth Corridor Plan, Growth Areas Authority (GAA), 2012 and continues to be a committed potential future project in Plan Melbourne 2017-2050. DELWP, 2017.</i> • In Table 3 and Section 4.6.3 of the Toolern PSP change references to the Ferris Road and Mount Cottrell Road <i>underpasses</i> to <i>overpasses</i>. • In Table 10 of the Toolern PSP make the following changes: <ul style="list-style-type: none"> ○ Delete the 'ultimate road width' column ○ Delete the 'access management policy' column ○ Delete the 'on road cycle lane' column ○ Relabel the 'indicative vehicles per day' column to 'traffic lanes' ○ Relabel the 'traffic lanes' column to 'median' ○ Relabel the 'median' column to 'posted speed' ○ Relabel the 'posted speed' column to 'bus' ○ Relabel the 'bus' column to 'property access and parking' ○ Relabel the 'property access' column to 'on road cycle lane' • In Table 10 of the Toolern PSP amend the row for RD06 and RD07 to include project RD05. • In Plan 15 of the Toolern PSP change the description of <i>'2 Lane Vehicular Bridge'</i> to <i>'Vehicular Bridge'</i> • Council to amend Table 11 in the Toolern PSP to ensure the project names and consistent with Tables 3, 4, 5 and 6 in the Toolern DCP, including (but not limited to) the following updates: <ul style="list-style-type: none"> ○ Update the description for RD06 in Table 11 in the Toolern PSP to read <i>'Create road reserve 34m (ultimate). Purchase land to increase reserve width from 0m to 34m (ultimate)'</i> ○ Update the description for RD06 in Tables 3, 4, 5 and 6 in the Toolern DCP to read <i>'Create road reserve 34m (ultimate). Purchase land to increase reserve width from 0m to 34m (ultimate)'</i> ○ Amend the description of RD14 in Table 11 in the Toolern PSP to read <i>Shogaki Drive – Ferris Road (IT14) (IT13) to Industrial Connector Road (IT12)</i>. ○ Amend the lead agency for BD16 in Table 11 in the Toolern PSP as <i>'Council'</i>. • Update all references in the Toolern PSP and DCP documents for RD05, RD06, RD07 and RD08 to <i>'East-West Arterial Road'</i>. • In Section 1.4.3 and Tables 3, 4, 5 and 6 of the Toolern DCP update the description of IT07 to read <i>'Purchase of land and construction of a signalised 4-way intersection (interim standard)'</i>. <p>Submission not resolved. Refer the submission to the Planning Panel.</p>	

Supplementary submissions to Amendment C232melt

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36	Insight Planning Consultants for Miravor	<p>Insight Planning Consultants have written this supplementary submission for Miravor which are developing properties 36, 40 and 41 in the Toolern DCP.</p>  <p>The submitter retains their submission that the Development Infrastructure Levy is too high.</p> <p>Residential densities should be increased in accordance with the VPA's PSP Guidelines (October 2021).</p> <p>The density of housing should be increased as follows:</p> <table border="1"> <thead> <tr> <th></th> <th>Density in 2010 PSP</th> <th>Requested Change</th> </tr> </thead> <tbody> <tr> <td>Conventional Housing</td> <td>10 to 15</td> <td>20</td> </tr> <tr> <td>Medium Density Housing</td> <td>15 to 30</td> <td>30</td> </tr> <tr> <td>High Density Housing</td> <td>30+</td> <td>40</td> </tr> </tbody> </table>		Density in 2010 PSP	Requested Change	Conventional Housing	10 to 15	20	Medium Density Housing	15 to 30	30	High Density Housing	30+	40	<p><u>Housing Density</u></p> <p>If this PSP was to be prepared today it would use the residential densities in the VPA's PSP Guidelines (October 2021), and the infrastructure to support the development would be designed to cater for the population generated by the increased densities.</p> <p>Increasing the minimum density of housing for conventional density areas will result in an increased demand for schools, community centres and open space, which has not been factored into the design of this PSP or the review.</p> <p>The review of community and recreation infrastructure by ASR Research found that the increase in population from 55,000 to 68,000 (due to the changes to the household size and using a conventional housing density of 18 dwellings per net developable hectare) will place pressure on the community and recreation assets that were designed for 55,000 people. The review found if the PSP was to be designed today with a population of 68,000:</p> <ul style="list-style-type: none"> • Additional government primary schools would have been provided. • An additional community centre would have been provided. • An additional 17 Ha of Active Open Space would have been provided (using Council's 1.3 Ha per 1,000 people rate) <p>Consultation was held with Council, the Department of Education, and the Melbourne Archdiocese of Catholic Schools during this review, where all parties agreed they could make their community and recreation assets work harder to accommodate the additional 13,000 people.</p> <p>The review by ASR Research identified adaptations that could be undertaken to community and recreation infrastructure that could be undertaken so it could accommodate the additional 13,000 people forecast by Amendment C232melt.</p> <p><u>Revised Dwelling and Population Numbers</u></p> <p>If the PSP was to be changed to mandate an increased number of dwellings it would increase the number of dwellings and the population of the PSP and would place additional pressure on community and recreation infrastructure that was not designed to cater for the new mandated population increase.</p> <p>Council has prepared a table that shows what the entire Toolern PSP area would look like if the dwelling minimums advanced by the submitter were applied:</p> <table border="1"> <thead> <tr> <th></th> <th>Conventional</th> <th>Medium</th> <th>High</th> <th>Apartments</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Density</td> <td>20</td> <td>30</td> <td>40</td> <td></td> <td></td> </tr> <tr> <td>Area (Ha)</td> <td>830</td> <td>230</td> <td>58</td> <td></td> <td></td> </tr> <tr> <td>Dwellings</td> <td>16,600</td> <td>6,900</td> <td>2,320</td> <td>37,750</td> <td>29,570</td> </tr> <tr> <td>Household Size</td> <td>3.1</td> <td>2.5</td> <td>1.8</td> <td>1.8</td> <td></td> </tr> <tr> <td>Population</td> <td>51,460</td> <td>17,250</td> <td>4,176</td> <td>6,750</td> <td>79,636</td> </tr> </tbody> </table> <p><i>Areas and household sizes from Toolern PSP Review Background Report, ASR Research, July 2020</i></p> <p>Council has used the provision ratios identified by ASR Research in the table below to highlight the community and recreation infrastructure provided in the current PSP, Amendment C232melt, and the number needed if the revised densities were used:</p> <table border="1"> <thead> <tr> <th>Infrastructure</th> <th>Provision Ration (Population based)</th> <th>No. provided in Toolern PSP</th> <th>No. needed for 68,000 people 25,000 dwellings</th> <th>No. needed for 80,000 people 30,000 dwellings</th> </tr> </thead> <tbody> <tr> <td>Community Centre</td> <td>1 per 10,000 people</td> <td>6</td> <td>7</td> <td>8</td> </tr> <tr> <td>Govt Primary</td> <td>1 per 3,000 dwellings</td> <td>6</td> <td>8.3</td> <td>10</td> </tr> <tr> <td>Govt Secondary</td> <td>1 per 10,000 dwellings</td> <td>2</td> <td>2.5</td> <td>3</td> </tr> <tr> <td>Active Open Space</td> <td>1.3 Ha per 1,000</td> <td>75.1 Ha</td> <td>88.4 Ha</td> <td>104 Ha</td> </tr> <tr> <td>Indoor Courts</td> <td>1 court per 10,000 people</td> <td>6</td> <td>6.8</td> <td>8</td> </tr> </tbody> </table> <p><i>Provision ratios from Toolern PSP Review Background Report, ASR Research, July 2020</i></p>		Conventional	Medium	High	Apartments	Total	Density	20	30	40			Area (Ha)	830	230	58			Dwellings	16,600	6,900	2,320	37,750	29,570	Household Size	3.1	2.5	1.8	1.8		Population	51,460	17,250	4,176	6,750	79,636	Infrastructure	Provision Ration (Population based)	No. provided in Toolern PSP	No. needed for 68,000 people 25,000 dwellings	No. needed for 80,000 people 30,000 dwellings	Community Centre	1 per 10,000 people	6	7	8	Govt Primary	1 per 3,000 dwellings	6	8.3	10	Govt Secondary	1 per 10,000 dwellings	2	2.5	3	Active Open Space	1.3 Ha per 1,000	75.1 Ha	88.4 Ha	104 Ha	Indoor Courts	1 court per 10,000 people	6	6.8	8
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			<p>If the increased dwelling densities were mandated there would be the following impact on community and recreation infrastructure:</p> <ul style="list-style-type: none"> • Demand for additional community centre facilities (maternal and child health facilities, kindergarten rooms and community meeting space). • Demand for additional government primary school space. • Demand for additional government secondary school space. • Demand for additional active open space (using Council’s population based provision ratio). • Demand for additional indoor courts. <p>Council does not support the proposal to increase housing densities as this would result in additional demand for community and recreation infrastructure that cannot be provided in the Toolern PSP area.</p> <p>It is noted that this change to housing densities would have an impact on planning permits that are in-flight.</p> <p><u>Toolern PSP Already Allows Increased Densities</u></p> <p>Council acknowledges that some developers may seek to increase the density of housing to defray the increased DIL.</p> <p>The PSP expresses housing density as a minimum rather than as a maximum. It is therefore possible for developers to hold discussions with our statutory planning team on the suitability of increasing residential densities in their estates, and each application to increase density would be considered on its merits.</p> <p>Based on the above Council would prefer the dwelling densities remain unchanged in the Toolern PSP.</p>

No.	Submission	Matters in Submission	Response to Submission																																																																														
37	Insight Planning Consultants for Australian Unity	<p>Insight Planning Consultants have written this supplementary submission for Australian Unity which are developing property 30 in the Toolern DCP.</p>  <p>The submitter retains their submission that the Development Infrastructure Levy is too high.</p> <p>Residential densities should be increased in accordance with the VPA's PSP Guidelines (October 2021).</p> <p>The density of housing should be increased as follows:</p> <table border="1"> <thead> <tr> <th></th> <th>Density in 2010 PSP</th> <th>Requested Change</th> </tr> </thead> <tbody> <tr> <td>Conventional Housing</td> <td>10 to 15</td> <td>20</td> </tr> <tr> <td>Medium Density Housing</td> <td>15 to 30</td> <td>30</td> </tr> <tr> <td>High Density Housing</td> <td>30+</td> <td>40</td> </tr> </tbody> </table>		Density in 2010 PSP	Requested Change	Conventional Housing	10 to 15	20	Medium Density Housing	15 to 30	30	High Density Housing	30+	40	<p><u>Housing Density</u></p> <p>If this PSP was to be prepared today it would use the residential densities in the VPA's PSP Guidelines (October 2021), and the infrastructure to support the development would be designed to cater for the population generated by the increased densities.</p> <p>Increasing the minimum density of housing for conventional density areas will result in an increased demand for schools, community centres and open space, which has not been factored into the design of this PSP or the review.</p> <p>The review of community and recreation infrastructure by ASR Research found that the increase in population from 55,000 to 68,000 (due to the changes to the household size and using a conventional housing density of 18 dwellings per net developable hectare) will place pressure on the community and recreation assets that were designed for 55,000 people. The review found if the PSP was to be designed today with a population of 68,000:</p> <ul style="list-style-type: none"> • Additional government primary schools would have been provided. • An additional community centre would have been provided. • An additional 17 Ha of Active Open Space would have been provided (using Council's 1.3 Ha per 1,000 people rate) <p>Consultation was held with Council, the Department of Education, and the Melbourne Archdiocese of Catholic Schools during this review, where all parties agreed they could make their community and recreation assets work harder to accommodate the additional 13,000 people.</p> <p>The review by ASR Research identified adaptations that could be undertaken to community and recreation infrastructure that could be undertaken so it could accommodate the additional 13,000 people forecast by Amendment C232melt.</p> <p><u>Revised Dwelling and Population Numbers</u></p> <p>If the PSP was to be changed to mandate an increased number of dwellings it would increase the number of dwellings and the population of the PSP and would place additional pressure on community and recreation infrastructure that was not designed to cater for the new mandated population increase.</p> <p>Council has prepared a table that shows what the entire Toolern PSP area would look like if the dwelling minimums advanced by the submitter were applied:</p> <table border="1"> <thead> <tr> <th></th> <th>Conventional</th> <th>Medium</th> <th>High</th> <th>Apartments</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Density</td> <td>20</td> <td>30</td> <td>40</td> <td></td> <td></td> </tr> <tr> <td>Area (Ha)</td> <td>830</td> <td>230</td> <td>58</td> <td></td> <td></td> </tr> <tr> <td>Dwellings</td> <td>16,600</td> <td>6,900</td> <td>2,320</td> <td>37,750</td> <td>29,570</td> </tr> <tr> <td>Household Size</td> <td>3.1</td> <td>2.5</td> <td>1.8</td> <td>1.8</td> <td></td> </tr> <tr> <td>Population</td> <td>51,460</td> <td>17,250</td> <td>4,176</td> <td>6,750</td> <td>79,636</td> </tr> </tbody> </table> <p><i>Areas and household sizes from Toolern PSP Review Background Report, ASR Research, July 2020</i></p> <p>Council has used the provision ratios identified by ASR Research in the table below to highlight the community and recreation infrastructure provided in the current PSP, Amendment C232melt, and the number needed if the revised densities were used:</p> <table border="1"> <thead> <tr> <th>Infrastructure</th> <th>Provision Ration (Population based)</th> <th>No. provided in Toolern PSP</th> <th>No. needed for 68,000 people 25,000 dwellings</th> <th>No. needed for 80,000 people 30,000 dwellings</th> </tr> </thead> <tbody> <tr> <td>Community Centre</td> <td>1 per 10,000 people</td> <td>6</td> <td>7</td> <td>8</td> </tr> <tr> <td>Govt Primary</td> <td>1 per 3,000 dwellings</td> <td>6</td> <td>8.3</td> <td>10</td> </tr> <tr> <td>Govt Secondary</td> <td>1 per 10,000 dwellings</td> <td>2</td> <td>2.5</td> <td>3</td> </tr> <tr> <td>Active Open Space</td> <td>1.3 Ha per 1,000</td> <td>75.1 Ha</td> <td>88.4 Ha</td> <td>104 Ha</td> </tr> <tr> <td>Indoor Courts</td> <td>1 court per 10,000 people</td> <td>6</td> <td>6.8</td> <td>8</td> </tr> </tbody> </table> <p><i>Provision ratios from Toolern PSP Review Background Report, ASR Research, July 2020</i></p>		Conventional	Medium	High	Apartments	Total	Density	20	30	40			Area (Ha)	830	230	58			Dwellings	16,600	6,900	2,320	37,750	29,570	Household Size	3.1	2.5	1.8	1.8		Population	51,460	17,250	4,176	6,750	79,636	Infrastructure	Provision Ration (Population based)	No. provided in Toolern PSP	No. needed for 68,000 people 25,000 dwellings	No. needed for 80,000 people 30,000 dwellings	Community Centre	1 per 10,000 people	6	7	8	Govt Primary	1 per 3,000 dwellings	6	8.3	10	Govt Secondary	1 per 10,000 dwellings	2	2.5	3	Active Open Space	1.3 Ha per 1,000	75.1 Ha	88.4 Ha	104 Ha	Indoor Courts	1 court per 10,000 people	6	6.8	8
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			<p>If the increased dwelling densities were mandated there would be the following impact on community and recreation infrastructure:</p> <ul style="list-style-type: none"> • Demand for additional community centre facilities (maternal and child health facilities, kindergarten rooms and community meeting space). • Demand for additional government primary school space. • Demand for additional government secondary school space. • Demand for additional active open space (using Council's population based provision ratio). • Demand for additional indoor courts. <p>Council does not support the proposal to increase housing densities as this would result in additional demand for community and recreation infrastructure that cannot be provided in the Toolern PSP area.</p> <p>It is noted that this change to housing densities would have an impact on planning permits that are in-flight.</p> <p><u>Toolern PSP Already Allows Increased Densities</u></p> <p>Council acknowledges that some developers may seek to increase the density of housing to defray the increased DIL.</p> <p>The PSP expresses housing density as a minimum rather than as a maximum. It is therefore possible for developers to hold discussions with our statutory planning team on the suitability of increasing residential densities in their estates, and each application to increase density would be considered on its merits.</p> <p>Based on the above Council would prefer the dwelling densities remain unchanged in the Toolern PSP.</p>