

Traffix Group

Traffic Engineering Evidence

Toolern PSP and DCP

Amendment C232 to the Melton Planning Scheme

Growland Pty Ltd

Instructed by
Best Hooper Lawyers

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STATEMENT TO PLANNING PANELS VICTORIA BY HENRY TURNBULL, TRAFFIC ENGINEER

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Executive Summary

Introduction

- 1 I have been retained by Best Hooper Lawyers on behalf of Growland Pty Ltd (**Growland**) in July 2024 to undertake traffic engineering assessments and prepare traffic evidence in relation to Amendment C232 to the Melton Planning Scheme, which seeks to update the Toolern Development Contributions Plan (**DCP**), update the Toolern Precinct Structure Plan (**PSP**) and revise Schedule 3 to the Urban Growth Zone, Schedule 3 to the Development Contributions Plan Overlay and other operational provisions to facilitate the delivery of infrastructure within the Toolern precinct.
- 2 In preparing this report, I have relied upon the facts, matters and assumptions detailed in the text.

Qualifications and Experience

- 3 Appendix A contains a statement setting out my qualifications and experience, and the other matters raised by "Planning Panels Victoria – Planning Panels – Expert Evidence".
- 4 Appendix B contains my CV.

Summary of Opinions

- 5 Having undertaken traffic engineering assessments of the proposed Amendment C232 to the Melton Planning Scheme, I am of the opinion that:
 - a) The proposed supplementary levy figure for Toolern DCP is higher than all other DCP's in the surrounding area and accordingly, if the DCP is to be reviewed, in light of the significant additional cost proposed to be imposed on this land compared with surrounding areas, the need for all projects (including previously identified projects) should be reconsidered.
 - b) Part of DCP Items BD03, RD05, RD06 should be allocated as external to the Toolern Park PSP area for the following reasons:
 - BD03 is entirely located within the Toolern Park PSP area,
 - RD05 and RD06 are located partially within the Toolern Park PSP area,
 - properties within the Toolern Park PSP benefit from the road and bridge projects, and
 - the Toolern Park DCP charge rate is lower than the proposed amended DCP charge rates for Toolern PSP.
 - c) DCP Item BD07 should be deleted for the following reasons:
 - there is an existing rail underpass on west side of Toolern Creek which was recently upgraded with the duplication of the railway line (and this should be shown on the PSP as an existing underpass), and

- removal of BD07 will not adversely impact on the walkability of the adjacent Toolern PSP residential neighbourhood.
- d) DCP Item BD15 should be deleted for the following reasons:
- Ferris Road is currently on the list for level crossing removal (State Government funded) with commencement planned later in 2024 and completion expected in 2026, and
 - no dollar amount is listed for either land or construction for this project in the proposed amended DCP so its inclusion is redundant.
- e) DCP Item BD17 (Paynes Road railway grade separation) should be deleted for the following reasons:
- Paynes Road is an existing railway level crossing, similar to Ferris Road and Mount Cottrell Road and all three projects should be treated in the same way,
 - level crossing removal should be on the Big Build State Government project list, not funded by DILs,
 - DCPs are intended to fund the basic necessary infrastructure, and level crossings meet that purpose, and
 - railway grade separation is over and above the basic, necessary local infrastructure and has been introduced as part of a State Government level crossing removal initiative which was introduced after the Toolern PSP was gazetted.
- f) DCP Items BD20 and BD21 (Mount Cottrell Road level crossing upgrade and overpass) should be reviewed, and any costs associated with land acquisition required for grade separation should be removed from the proposed Toolern DCP for the following reasons:
- Mount Cottrell Road is an existing level crossing,
 - level crossing removal should be on the Big Build State Government project list, not funded by DILs, and
 - railway grade separation is over and above the basic, necessary local infrastructure and has been introduced as part of a State Government level crossing removal initiative which was introduced after the Toolern PSP was gazetted.
- g) Bridges and underpasses providing a grade-separated crossing of the railway line should be partially funded by GAIC or other State Government funds for the following reasons:
- the bridges under a single railway line were known, costed and gazetted in the Toolern DCP before the railway duplication project was undertaken, and
 - railway duplication has increased the length (and cost) of the bridge projects.
- h) DCP Item BD19 (land acquisition for Western Freeway half diamond interchange at Mount Cottrell Road) should be deleted for the following reasons:
- there is an existing access to the Western Freeway at Mount Cottrell Road (currently left-in/left-out),
 - the construction of a half-diamond interchange constitutes an upgrade to an existing State Freeway interchange and is not a new freeway access point, and

- the land acquisition should be provided by way of a Public Acquisition Overlay (PAO) and acquired by the Road Authority.
- i) In the alternative to h) above, if infrastructure item BD19 is not removed from the PSP:
 - DCP Plan 5 (proposed amended DCP) should be updated to include the location of project BD19, and
 - DCP Table 4 should be amended to allocate 50% as external usage to the Paynes Road DCP.
- j) DCP Item IT19 (Mount Cottrell Road/Baxterpark Drive) should be deleted from the Toolern PSP for the following reasons:
 - IT19 is a signalised T-intersection providing access to the Paynes Road PSP area only,
 - there is no western leg shown on the Toolern PSP road network plan at this location and land on the western side of IT19 is earmarked for conservation, preventing the addition of an access to the Toolern PSP land from this intersection, and
 - 100% of IT19 should be allocated to the Paynes Road PSP.
- k) A number of the proposed amended DCP intersection costings vary significantly from the VPA Benchmark Costings for the nominated intersection type. Further review and justification where proposed intersection costs significantly exceed the benchmark is warranted in the context of the substantial supplementary levies being sought retrospectively for this gazetted and partially built-out existing PSP.
- l) DCP Item IT32 should be deleted from the Toolern PSP for the following reasons:
 - this proposed signalised four-way cross-intersection includes a connector road along the southern boundary of the Toolern PSP area which is entirely within the PSP area but only allows for dwellings to be developed on the north side within the affected Property,
 - the adjacent Property to the south within the future Rockbank South PSP area benefits from the construction of the connector without paying for its construction,
 - the Toolern PSP does not show a connector road in this location,
 - the Toolern PSP does not require a connector road in this location from a traffic capacity perspective,
 - the Toolern PSP was gazetted prior to the Rockbank PSP and the location of arterials and connectors along the western boundary of the Rockbank PSP adjacent to the Toolern PSP were already set,
 - the Rockbank PSP should not have nominated a new connector in the Toolern PSP after the Toolern PSP had already been gazetted, and
 - the Rockbank South PSP has not yet been completed and there is opportunity to relocate this intersection and connector road.
- m) The Rockbank PSP should be amended to relocate IT14 one block depth to the south of the Toolern PSP so that the costs can be shared 50/50 between Rockbank DCP and Rockbank South DCP, allowing the affected developer on the west side of the intersection to develop dwelling lots on both sides of the intersection.

Amendment C232

- 6 Amendment C232 to the Melton Planning Scheme has been prepared by Melton City Council and applies to land within the boundaries of the Toolern PSP. The PSP boundary is shown in Figure 1 below and is divided into four charge areas. The Growland parcels are located within DCP Area 2.

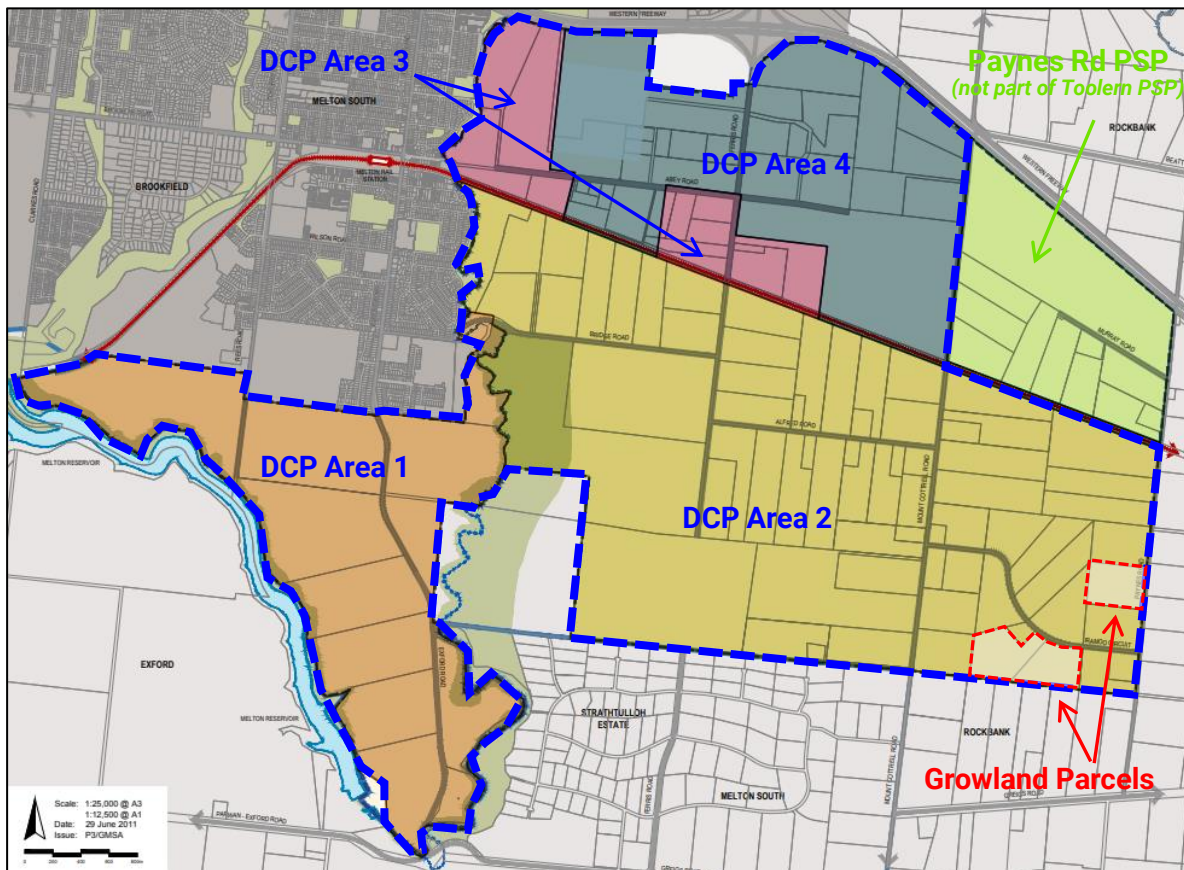


Figure 1: Toolern PSP Boundary – Land to which Amendment C232 Applies

- 7 The Amendment proposes to implement the recommendations of the Toolern Development Contributions Plan Review and Precinct Structure Plan Refresh, February 2024 by updating the Toolern Precinct Structure Plan, July 2011 (amended February 2019) and the Toolern Development Contributions Plan, July 2011 (amended December 2023).
- 8 Specifically, Schedule 3 to the Development Contributions Plan Overlay proposes to introduce revised charges to the Development Infrastructure Levy (**DIL**), which is paid by developers, and the Community Infrastructure Levy (**CIL**), which is paid by new homeowners.
- 9 The proposed changes to the DIL based on 2021/22 dollars as presented in the Amendment C232 explanatory report are summarised in Table 1 below.

Table 1: Amendment C232 Proposed Changes to DIL

Charge Area	Existing DIL (indexed to \$21/22)	Proposed DIL (\$21/22)	Change to DIL
Charge Area 1	\$270,536	\$439,563	+ 62%
Charge Area 2	\$279,474	\$441,988	+ 58%
Charge Area 3	\$259,691	\$369,583	+ 42%
Charge Area 4	\$124,616	\$228,563	+ 83%

- 10 The CIL amount payable by each dwelling is proposed to be reduced slightly from \$900 per dwelling to \$873 per dwelling.
- 11 The proposed changes to road, intersection and bridge projects are summarised in Appendix C. In summary, in addition to word changes, there are updated designs and costings as follows:
- Secondary arterial road projects (RD01, RD02, RD03, RD04, RD05, RD06 and RD07) are proposed to have a reduced land purchase to provide a 34m reservation instead of the originally proposed 38m reservation.
 - Projects which fall outside of the PSP area have been deleted (R09, R10, IT08, IT09).
 - New road and intersection projects which have been identified in the Rockbank PSP and the Cobblebank Metropolitan Activity Centre Urban Design Framework (**UDF**) have been allocated or partially allocated to the Toolern DCP (RD22, RD23, RD24, IT29, IT30, IT31, IT32).
 - Pedestrian Underpass 3 (BR09) has been deleted and replaced with BD16.
 - Pedestrian Underpass 5 (BR11) has been deleted as it is delivered as part of the Paynes Road Railway Station Project.
 - New bridge projects which have been identified in the Cobblebank UDF, Rockbank PSP and Paynes Road PSP have been allocated or partially allocated to the Toolern DCP (BR15, BR16, BR17, BR18, BR19, BR20).
 - Project BR21 (Mt Cottrell Road Level Crossing Upgrade) has been added.
- 12 The Melton Planning Scheme Amendment C232 Explanatory Report states the following in relation to why the Amendment is required:
- *The PSP (July 2011, amended February 2019) and DCP (July 2011, amended December 2023) were prepared by the Growth Areas Authority (now Victorian Planning Authority) and incorporated into the Melton Planning Scheme via Amendment C84 (Part 1), gazetted on 11 November 2010 and updated on 24 November 2011 (C84 Part 2). The PSP provides direction for growth within the precinct and reflects the strategic direction of Melbourne 2030 (replaced by Plan Melbourne 2017-2050).*

- *The PSP anticipated the development of 24,000 dwellings and a population of 55,000 people. To service this new population, the PSP identifies a Major Activity Centre (replaced by a Metropolitan Activity Centre), four Neighbourhood Activity Centres, a regional employment and industrial precinct, roads, education and community facilities, public recreation areas, a regional park on the Toolern Creek, and conservation areas.*
- *The Toolern Development Contributions Plan, July 2011 (amended December 2023) (DCP) establishes the monetary contributions required for transport, and community and recreation infrastructure to facilitate growth within the PSP area.*
- *There has been significant development within the precinct area since the implementation of the PSP and DCP in the planning scheme in November 2010.*
- *The Toolern Development Contributions Plan at Clause 3.1.7 states the DCP should be reviewed every five years (or more if required). Council commenced the review of the Toolern Development Contributions Plan and the Toolern Precinct Structure Plan in 2021.*
- *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 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.*
- *The Toolern (Cobblebank) Major Activity Centre was elevated to a Metropolitan Activity Centre in 2017 (Plan Melbourne 2017-2050). The Cobblebank Metropolitan Activity Centre Urban Design Framework was adopted by Council in December 2019, which identified several transport projects that should be added to the Toolern DCP.*
- *The number of dwellings being delivered and the household size in the PSP area have been higher than forecast, resulting in increased demand for community and recreation infrastructure.*
- *Developers and the council have encountered difficulties in delivering transport projects as Functional Layout Plans had not been prepared for the transport network, which has resulted in the Toolern PSP and DCP providing insufficient land for transport projects.*

- Developers have reported to the council that the transport project costs have been significantly underestimated, as project cost sheets had not been prepared for transport projects.

13 The proposed amended Toolern PSP future urban structure is shown in Figure 2 below.

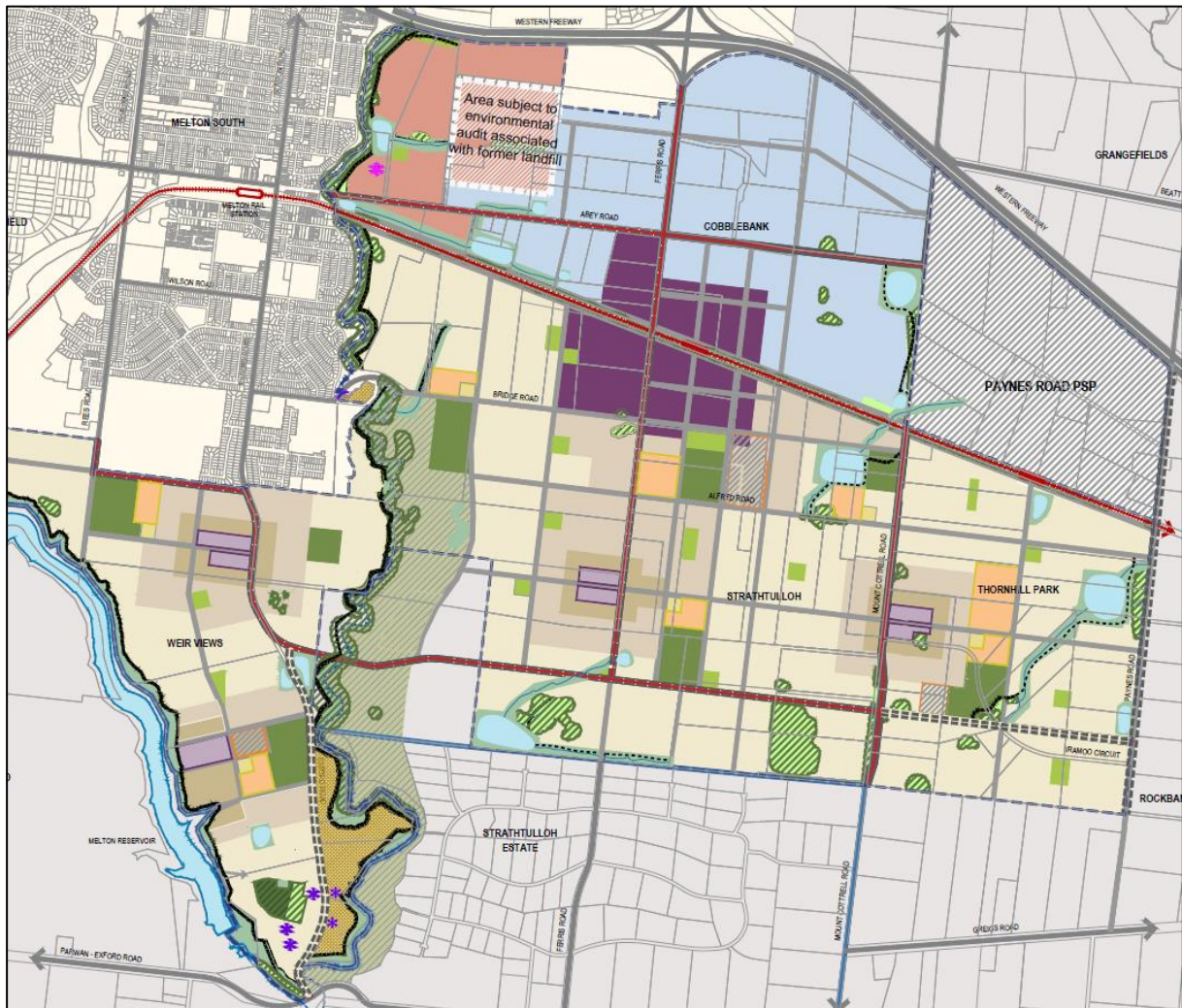


Figure 2: Proposed Amended Toolern PSP – Future Urban Structure

14 The proposed amended Toolern PSP road network plan is shown in Figure 3 below, and identifies the proposed road, intersection and bridge projects.

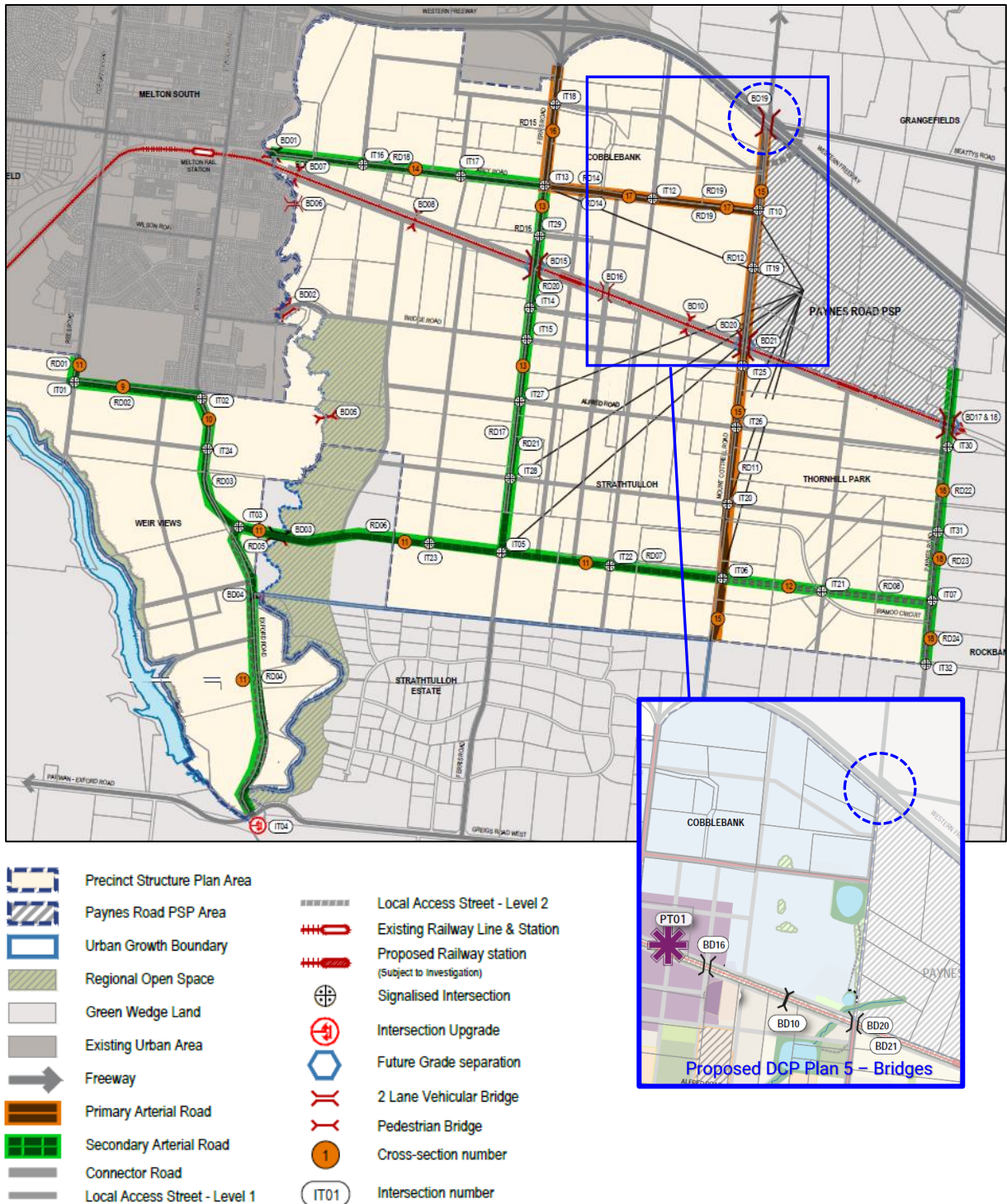


Figure 3: Proposed Amended Toolern PSP – Road Network

- 15 It is noted that proposed bridge project BD19 is shown in the proposed amended PSP road network plan but is not shown in the proposed bridge projects plan (amended DCP plan 5).

Subject Site

- 16 Best Hooper Lawyers act on behalf of Growland Pty Ltd, which owns land located at 4, 2/6 and 7 Iramoo Circuit in Thornhill Park (**Subject Site**) within the Toolern PSP area. The extent of the Growland land is identified at Figure 4 below.

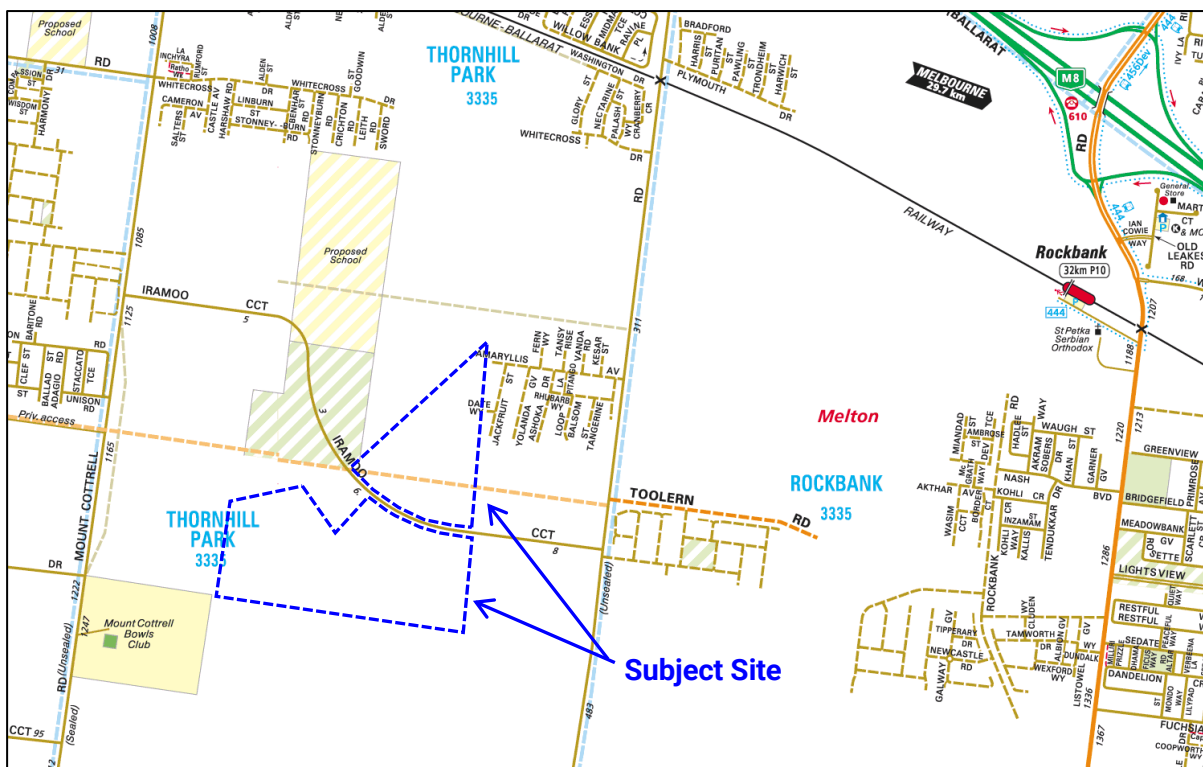


Figure 4: Subject Site

- 17 The Growland parcels are identified as Parcels 73, 83 and 84 in the DCP.
- 18 The overall site area 38.91 hectares of which 34.0 hectares is identified as net developable land.

Current Precinct Structure Plans (PSPs)

Toolern PSP

- 19 The current Toolern PSP was approved in part by the Minister for Planning in October 2010 (Amendment C084 Part 1 to the Melton Planning Scheme). Part 2 was gazetted in November 2011. The Toolern PSP was amended in December 2015 and further amended in February 2019.
- 20 The Development Contributions Plan (DCP) for the Toolern Precinct (July 2011) was amended in December 2023 as a result of Amendment VC249 which came into effect on 15 January 2024. VC249 exempts development for a small second dwelling from existing development contributions plans.
- 21 The future urban structure for the current Toolern PSP is shown in the figure below.

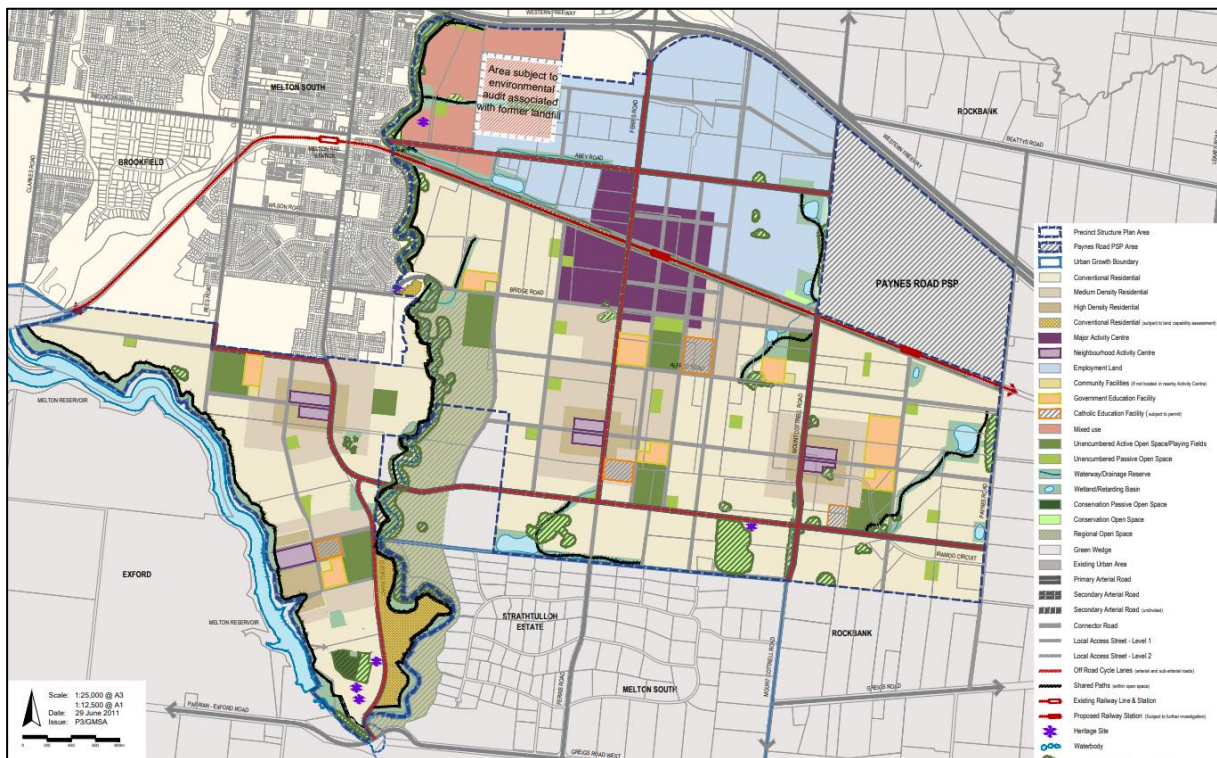


Figure 5: Current Toolern PSP – Future Urban Structure

- 22 Figure 5 shows a major activity centre centred around Ferris Road and the railway line, incorporating a new railway station (Cobblebank), mixed-use and employment land to the north of the railway line, and residential land south of the railway line centred around four neighbourhood activity centres.
- 23 Key features of the precinct are the Werribee River along the south-western boundary, Toolern Creek running north-south through the precinct, the Melbourne-Ballarat Railway Line running

east-west through the precinct and the Western Freeway along the northern edge of the Precinct.

24 The figure below shows the road network for the Toolern PSP.

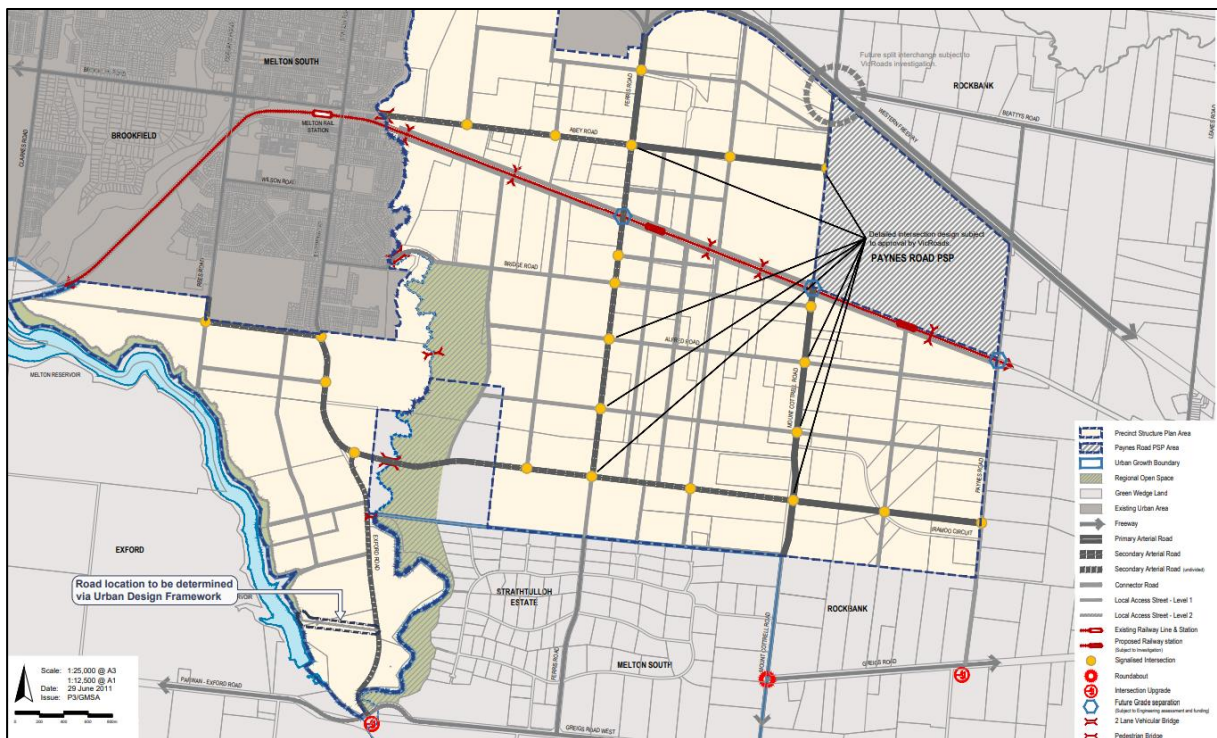


Figure 6: Current Toolern PSP –Road Network

- 25 Figure 6 shows the north-south arterial road network consists of Mount Cottrell Road, Ferris Road and Exford Road. Paynes Road is shown as a connector.
- 26 The east-west arterial road network consists of Abey Road and a new reservation close to Iramoo Circuit.
- 27 There are three road bridge crossings of Toolern Creek shown at Abey Road, the new east-west arterial and Bridge Road. Bridge Road is shown as a connector road.
- 28 The road network plan identifies future grade separation subject to engineering assessment and funding at the railway level crossings at Ferris Road, Mount Cottrell Road and Paynes Road.

Rockbank PSP

- 29 The Rockbank PSP area is located immediately adjacent to the east of the Toolern PSP, and was approved by the Minister for Planning and gazetted on 17 November 2016 under Amendment C145 to the Melton Planning Scheme.
- 30 The road network plan for the Rockbank PSP is shown in the figure below.



Figure 7: Rockbank PSP – Road Network

- 31 Figure 7 identifies Paynes Road as a four-lane arterial road, which differs from its classification in the Toolern PSP, and also nominates four signalised intersections along the Toolern PSP interface. Only one of these signalised intersections (Paynes Road/Toolern Road) was identified in the Toolern PSP.
- 32 The east-west arterial road in the Toolern PSP which intersects Paynes Road to the north of Iramoo Circuit is proposed to continue east within the Rockbank PSP as Toolern Road.
- 33 The planned Outer Metropolitan Ring Transport Corridor (OMR) is located at the eastern boundary of the Rockbank PSP area, with a major freeway-to-freeway interchange planned at Western Freeway. Toolern Road is downgraded to a boulevard connector to the east of Rockbank Road and terminates at Troups Road North (within the Rockbank PSP). It does not continue east across the OMR corridor.

Paynes Road PSP

- 34 The Paynes Road PSP area is located immediately adjacent to the Toolern PSP to the northeast, and was approved by the Minister for Planning and gazetted on 17 March 2016 under Amendment C161 to the Melton Planning Scheme.
- 35 The Paynes Road PSP area was originally part of the Toolern PSP. Amendment C161 included changes to the Toolern PSP and DCP and associated planning scheme ordinances to distinguish the new Paynes Road PSP area from the Toolern PSP area.
- 36 The transport and movement network plan for the Paynes Road PSP is shown in the figure below.

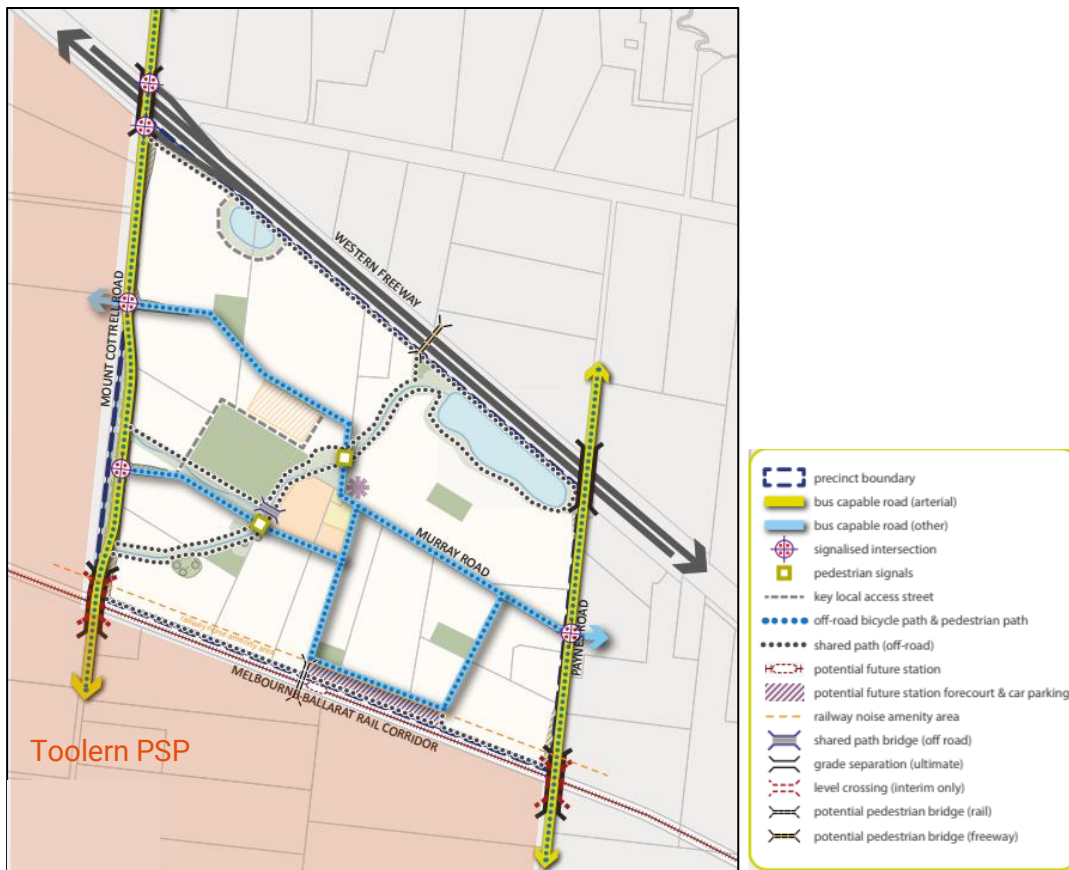


Figure 8: Paynes Road PSP – Transport & Movement Network

- 37 The Paynes Road PSP interface with the Toolern PSP occurs along Mount Cottrell Road, which is identified as a bus capable arterial road with an off-road bicycle path. Widening for Mount Cottrell Road is shown on the east side within the Paynes Road PSP area.
- 38 The southern interface with the Melbourne-Ballarat Rail Corridor includes a potential future railway station midway between Mount Cottrell Road and Paynes Road, and a potential pedestrian bridge (rail) on the west side of the proposed station. This is the opposite side to where a pedestrian bridge was identified in the Toolern PSP.

Toolern Park PSP

- 39 The Toolern Park PSP area is surrounded by the Toolern PSP on three sides, and was approved by the Minister for Planning and gazetted on 23 October 2014 under Amendment C122 to the Melton Planning Scheme.
- 40 The road network plan for the Toolern Park PSP is shown in the figure below.

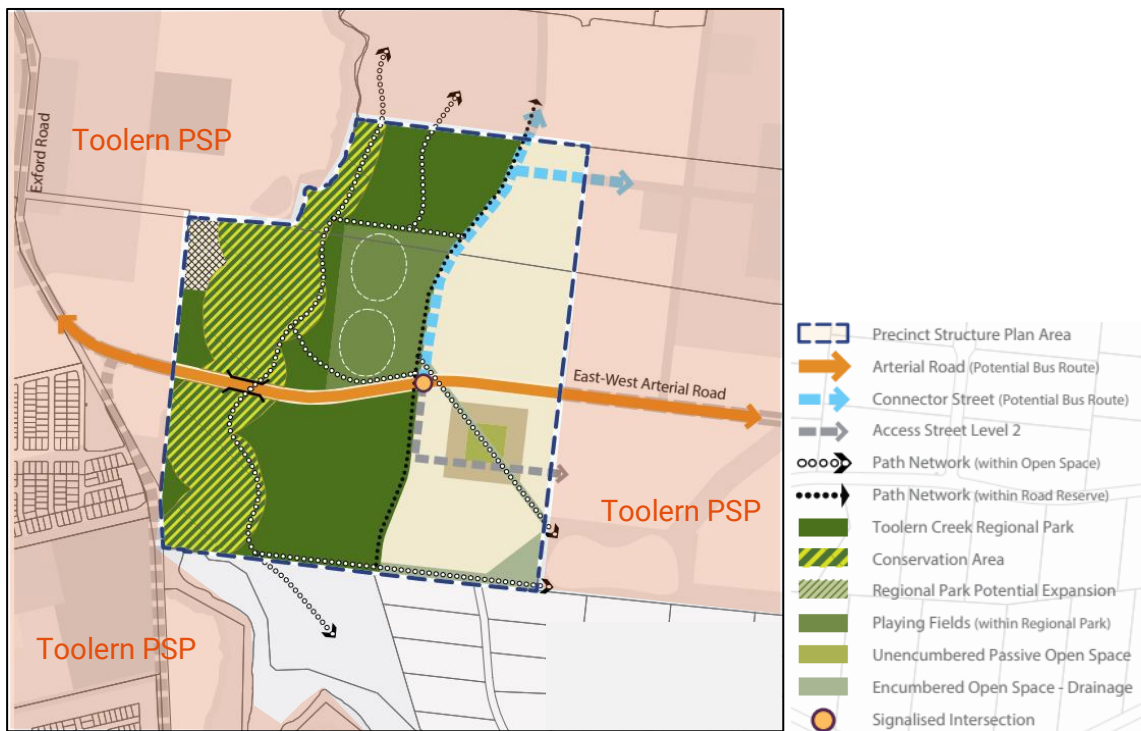


Figure 9: Toolern Park PSP – Road Network

- 41 Figure 9 shows an arterial road running east-west through the Toolern Park PSP area with a bridge crossing of Toolern Creek. A single signalised intersection is proposed in the centre of the precinct.
- 42 It is noted that under both the existing Toolern DCP and the proposed amended Toolern DCP, the east-west arterial which runs through the Toolern Park PSP is 100% allocated to the Toolern PSP, including the cost for acquiring the land to create the road reserve, and the cost of the road bridge across Toolern Creek.

Cobblebank Urban Design Framework (UDF)

- 43 The Cobblebank Metropolitan Activity Centre (CMAC) (formerly the Toolern Town Centre) UDF (22 November 2019) was prepared by Melton Shire Council to guide the development of the town centre.
- 44 The CMAC Framework Plan is shown in the figure below.

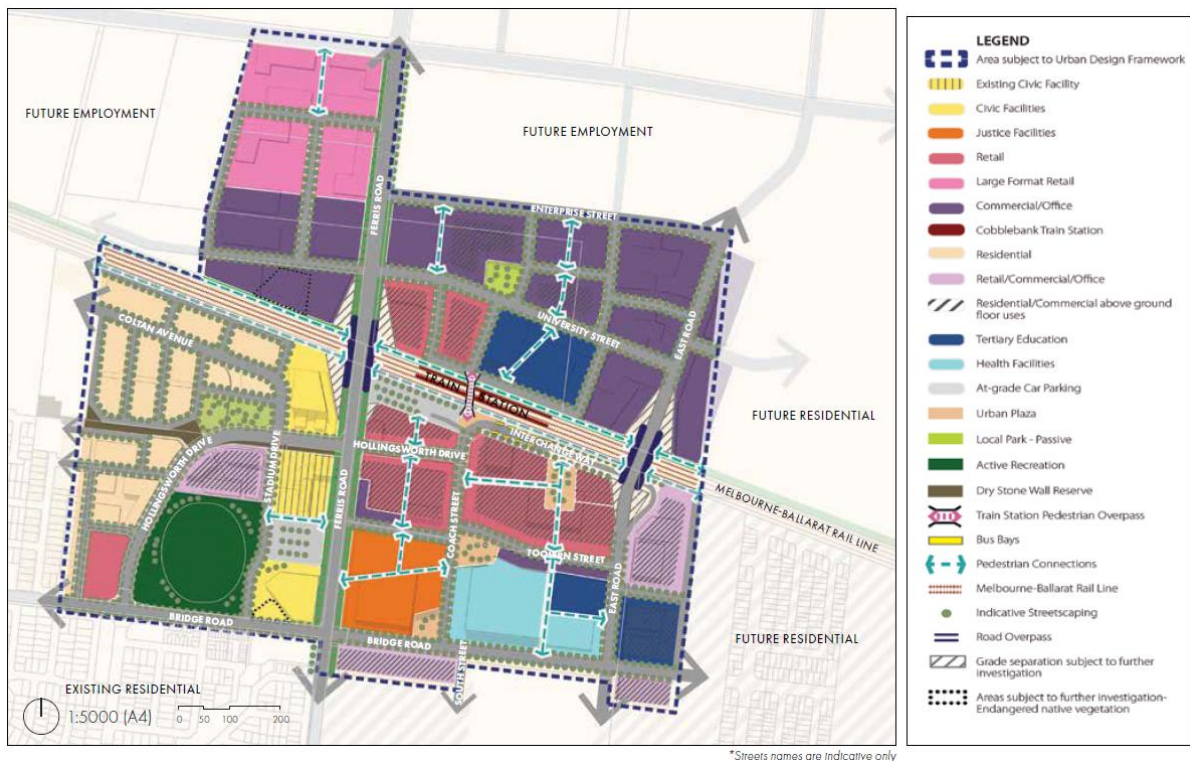


Figure 10: CMAC Framework Plan

- 45 Figure 10 identifies grade separation (road over rail) at Ferris Road and “East Road” subject to further investigation. The grade-separated East Road connection across the railway line shown in the CMAC UDF differs from the current (gazetted) Toolern PSP, which doesn’t show any grade-separated road/rail crossings between Ferris Road and Mount Cottrell Road.
- 46 A train station pedestrian overpass is also shown approximately 200m east of Ferris Road. The Cobblebank Railway Station and pedestrian overpass were completed on 1 December 2019.
- 47 The CMAC UDF Vehicle Movement Plan is shown in Figure 11 below.

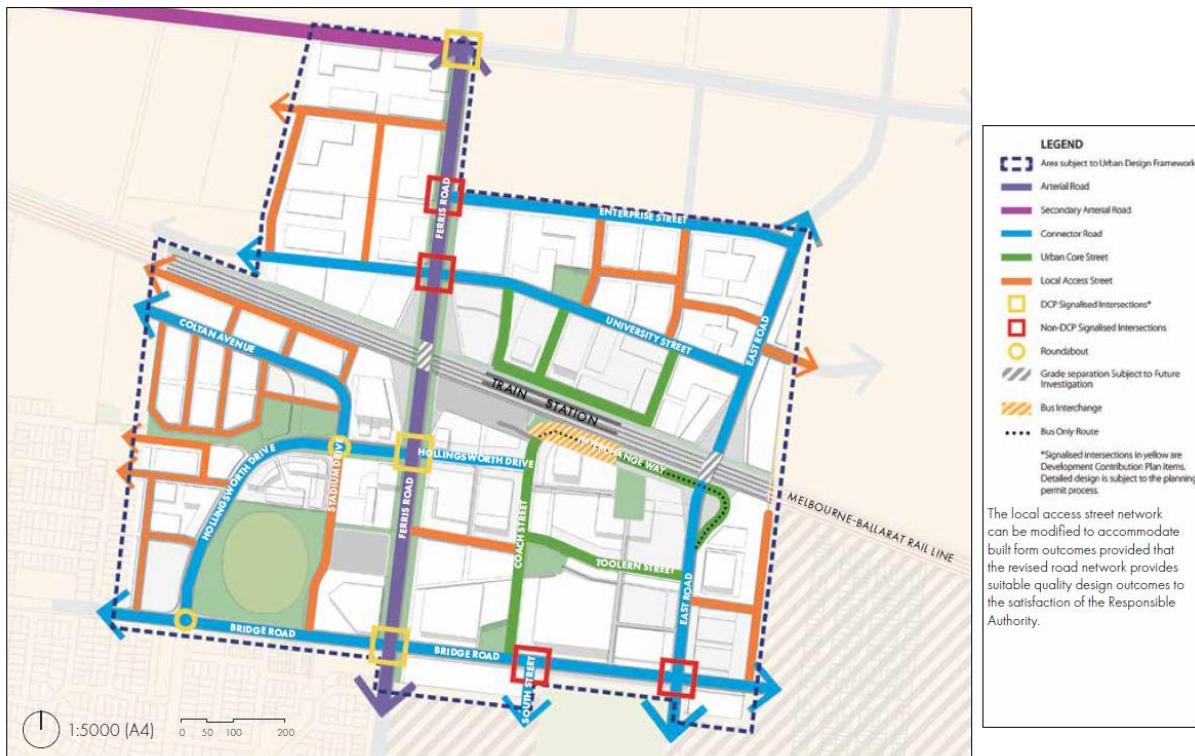


Figure 11: CMAC Vehicle Movement Plan

- 48 The CMAC Vehicle Movement Plan identifies three signalled intersections along Ferris Road which are funded within the Toolern DCP (IT13, IT14 and IT15), as well as two additional signalled intersections along Ferris Road which are nominated as non-DCP signalled intersections.
- 49 Under the proposed amended Toolern PSP, one of these non-DCP signalled intersections (Ferris Road/Enterprise Street) has been added as intersection IT29.

Growland Submission

- 50 Growland made a submission (9 April 2024) to the exhibited Amendment C232. The issues raised by Growland are broadly summarised as follows:
 - The increase of \$162,514 per hectare, corresponding to approximately \$6.1 million for Growland’s three sites is not proportional to the increased density of the PSP and will have negative impacts on housing affordability.
 - If the shortfall is due to inadequate detail/planning by the VPA it is not fair and equitable to transfer the cost onto developers, and should instead be funded by the GAIC.
 - Higher optional density limits should be provided in the PSP to allow more efficient and affordable product to be delivered.

- The proposed freeway interchange at Mount Cottrell Road is a State Infrastructure Project. The majority of the Paynes Road PSP has been delivered and funds have already been collected at the lower rate. The interchange should be fully funded directly from GAIC.
- Growland supports the inclusion of Paynes Road sections R22, R23 and R24 as DCP items.
- There are a total of 19 bridges in the precinct (including deletion of two and increase of five new bridges). There are more bridges than necessary crossing Werribee River. A large proportion of the proposed bridges relate to rail crossings. These bridges were an oversight in the delivery of the recent Ballarat rail upgrade completed in 2021 (completed after the implementation of the Toolern PSP) and should have been State funded. They should now be funded by GAIC collected from the precinct.

51 The transport related submission items and Council's responses are provided in Table 2 below.

Table 2: Growland Submission and Council Response

Submission	Response
Concerned about the quanta of the increase in the DIL and is not proportional to the increased density of the PSP.	<p>Council has estimated an approximate shortfall in funding of \$232 million, 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>It is acknowledged that increased development costs may impact land sales prices, however the infrastructure is strategically justified to support residents and businesses.</p> <p>No change.</p> <p>Unresolved.</p>
Concerned that the increased price is due to inadequate functional layout, and it is not fair or equitable to transfer this cost to developers. As the shortfall is due to poor planning, a portion of the infrastructure projects should be funded by GAIC.	<p>The projects being funded by the DCP are local projects and are ineligible for GAIC funding.</p> <p>No change.</p> <p>Unresolved.</p>
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.	<p>The work by ASR Research revealed that the VPA had assumed 2.3 people per household, ASR now recommends an assumption of 2.7 people, increasing the projected population by 13,000.</p> <p>No change.</p> <p>Unresolved.</p>

Submission	Response
Concerned that the Mount Cottrell Freeway Interchange is being added to the DCP and it should be paid for by GAIC.	The Mount Cotrell 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. No change. Unresolved.
Support the inclusion of RD22, RD23 and RD24 on Paynes Road as DCP items.	Noted.
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 Railway Line should be funded by the state government.	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. No change. Unresolved.
Higher density should be permitted in the Toolern PSP area to allow more efficient and affordable housing product to be delivered.	There is some flexibility to increase housing densities in areas identified as medium and high-density areas in the Toolern PSP. No change. Unresolved.

Traffic Engineering Opinion

Standard and Supplementary Levies

- 52 The VPA fact sheet #4 on Infrastructure Contributions Plan states that ... *"the standard levy is designed to provide a fair and reasonable budget for funding the infrastructure that is basic and essential for new urban development ... a supplementary levy is only intended to be used in limited circumstances"*.
- 53 The Minister for Planning has issued the Ministerial Direction on the Preparation and Content of Infrastructure Contributions Plans (ICP) under section 46GJ of the Planning and Environment Act 1987 (the Act) and reporting requirements for ICPs under section 46GZI of the Act.
- 54 The Ministerial Direction specifies the basic and essential infrastructure that may be funded from a standard levy and/or a supplementary levy to provide certainty about what plan preparation costs and infrastructure may be funded (referred to as "allowable items").

- 55 The standard levy is designed to provide a fair and reasonable budget for funding the infrastructure that is basic and essential for new urban development. A supplementary levy is an additional levy that may be used to fund 'non-standard' infrastructure or costs. It is intended to be used in limited circumstances only.
- 56 Standard levy rate for residential development (\$20/21):
- \$91,050 per net developable hectare for community and recreation construction
 - \$126,713 per net developable hectare for transport construction
 - \$217,763 per net developable hectare – total standard levy rate.
- 57 Transport construction standard levy allowable items include:
- **Arterial roads** consisting of two lanes in one carriageway in a road reservation with a width of either 34m or 41m, including upgrading existing local roads to an arterial road standard, new arterial roads and provision of walking and cycling infrastructure on each side of new or upgraded roads.
 - Signalised **intersections** or roundabouts at the intersection of arterial roads or arterial/connector road intersections.
 - Off-road **walking and cycling infrastructure** (other than infrastructure normally provided by a developer) and signalised pedestrian and cyclist crossings.
 - Arterial road **bridges**, including underpasses, overpasses or similar, and culverts.
- 58 The Ministerial Direction notes that pedestrian and cyclist bridges and accessways are an allowable item for the purpose of a supplementary levy in the following circumstances:
- *The item must provide access across a railway, arterial road, waterway corridor, major easement or other major obstacle.*
- 59 Accordingly, the Ministerial Direction permits the inclusion of pedestrian and cyclist bridges across Toolern Creek and the railway corridor as a supplementary levy item.
- 60 Growland's holdings are in Charge Area 2, which is proposed to have a total DCP charge of \$441,988. This figure is roughly double the maximum allowable "standard levy" rate, which is a significant variation.
- 61 There was already a supplementary levy built into the DCP charges in the Toolern PSP area because the total DCP levy amount exceeded the maximum allowable standard levy. For Charge Area 2, the supplementary levy was previously in the order of \$61,711 and has increased by 363% to \$224,225.
- 62 I note that this figure is higher than all other DCP's in the surrounding area and accordingly, if the DCP is to be reviewed, in light of the significant additional cost proposed to be imposed on this land compared with surrounding areas, the need for all projects (including previously identified projects) should be reconsidered.

Bridge Merits

- 63 The PSP Guidelines: New Communities in Victoria (October 2021) sets out Target 8 as follows:
- *Pedestrian and cyclist crossings provided every 400-800m, where appropriate, along arterial roads, rail lines, waterways and any other accessibility barriers.*
- 64 The PSP Guidelines note that ... *“innovative approaches to crossings should aim to increase permeability and walkability while recognising where a crossing is unfeasible or results in unacceptable environmental or landscape impacts, or where the connection offers limited practical community use”.*
- 65 The current Toolern DCP (July 2011, Amended December 2023) identifies 14 bridge projects, with a total cost of \$20.8 million. No external usage has been assumed, i.e. 100% cost allocation to the Toolern PSP.
- 66 The three most expensive projects are road bridges (BD01, BD02 and BD03). Two of these (Abey Road and Bridge Road) have already been constructed. The third road bridge project (BD03) which is yet to be constructed is located within the Toolern Park PSP area. There are also six pedestrian bridges proposed over Toolern Creek and five railway underpasses.
- 67 The proposed revised DCP identifies 16 bridge projects, with a total cost of \$76.6 million of which 84% (\$64.6 million) is attributable to the Toolern PSP. This represents a three-fold increase in the Development Infrastructure Levy (DIL) for bridge projects.
- 68 For the period 2009 to 2022, inflation rose approximately 36%. The estimated cost of the bridge projects has risen by substantially more than inflation.
- 69 The figure below shows the current and proposed Toolern Creek crossing projects and approximate distances to the nearest crossing.

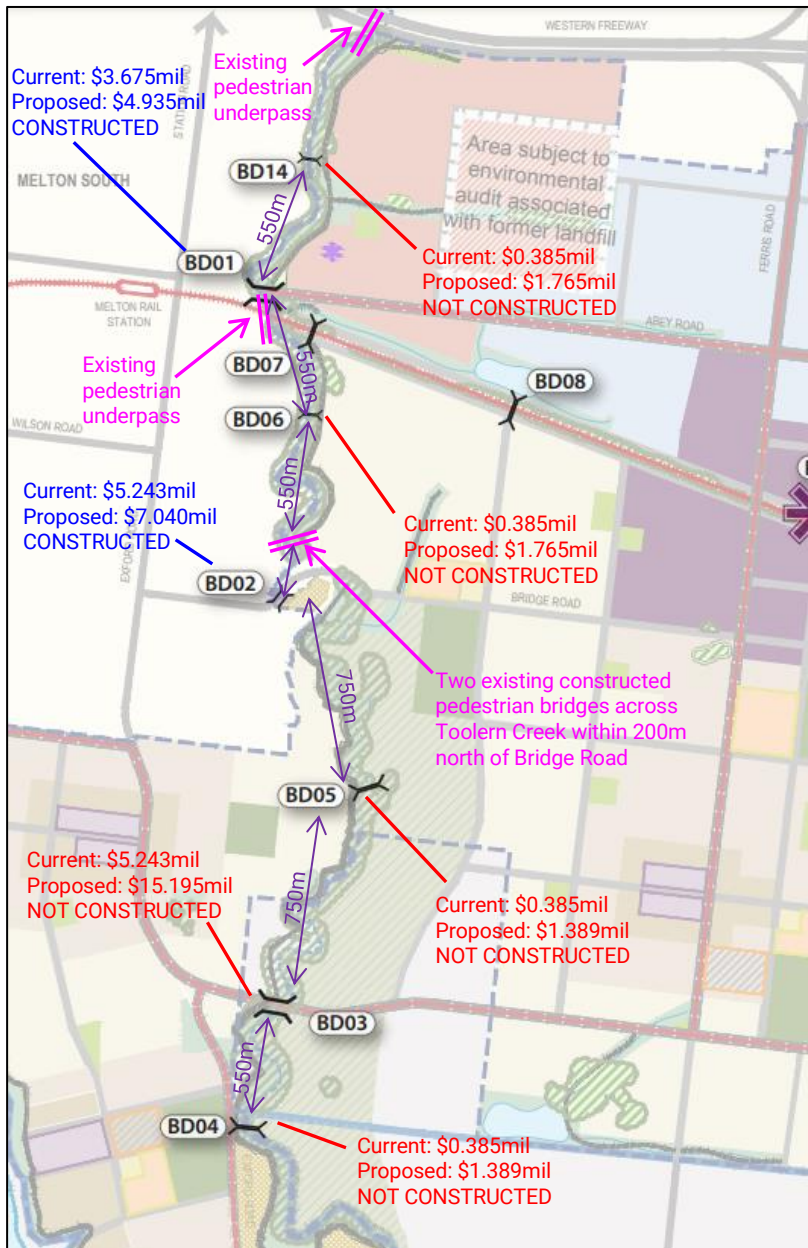


Figure 12: Toolern Creek Crossings (Current DCP Projects & Proposed Changes)

- 70 The location of existing and proposed bridge crossings along Toolern Creek are generally in accordance with Target 8 of the PSP Guidelines, being generally spaced every 400m – 800m apart.
- 71 Two existing pedestrian bridges have been constructed across Toolern Creek since before 2010 (based on aerial photography) within approximately 200m to the north of Bridge Road (between BD02 and BD06), as shown in the figure below. Neither of these bridges are shown on the PSP despite being in place when the PSP was gazetted.



Figure 13: Existing Pedestrian Bridges Across Toolern Creek (not in DCP)

- 72 These existing bridges provide pedestrian crossing opportunities between Bridge Road and the railway line.
- 73 There is also an existing underpass of the Melbourne-Ballarat Railway Line on the west side of Toolern Creek as shown in Figure 14 below which is not shown on the PSP.



Figure 14: Existing Rail Underpass – West Side of Toolern Creek

- 74 The combination of this underpass and the Abey Road vehicle and pedestrian bridge provides pedestrian connectivity in this part of the PSP across Toolern Creek and the railway line.

Railway underpass BD07 (which has increased in cost from \$868,000 to \$3.76 million since the DCP was originally drafted) should therefore be deleted.

- 75 It is noted that the residential area to the east of Toolern Creek south of the railway line can utilise BD06 and the existing pedestrian underpass on the west side of Toolern Creek, and there will not be any significant change to walking times from this area in the absence of BD07.
- 76 Decoupling the Toolern Park PSP area from the Toolern PSP which surrounds it on three sides has potentially created an inequitable distribution of costs for the east-west arterial road which runs through the Toolern Park PSP and road bridge project BD03. The estimated costs for the bridge (BD03) have almost tripled since the Toolern DCP was created in 2011 (from \$5.243 million up to \$15.195 million). BD03 is more than double the cost of road bridge BD02 and more than triple the cost of road bridge BD01. The cost of BD03 has been 100% allocated to the Toolern PSP. Toolern Park PSP properties benefit from this arterial road and bridge, but no “external usage” component has been allocated to account for the Toolern Park PSP benefit.
- 77 It is noted that the Toolern Park DCP costs per net developable hectare are lower than the proposed costs for the revised Toolern DCP.
- 78 It is recommended that that an external proportion be allocated to RD05, RD06 and BD03 to account for Toolern Park PSP usage. Toolern Park PSP should also be amended to pick up its share of the cost.
- 79 The existing PSP includes BD07, BD08, BD09, BD10, BD11 (5 pedestrian underpasses), with an estimated cost of \$868,000 per project (\$4.34 million in total for the five underpasses). The proposed amended DCP:
- replaces pedestrian underpass BD09 with road-over-rail bridge BD16 within the CMAC (East Road) in roughly the same location, and
 - removes BD11 which was to be located to the east of a potential future railway station between Mount Cottrell Road and Paynes Road.
- 80 The cost of the three remaining underpasses is estimated to have increased to \$3.762 million per overpass (total of \$11.287 million for three underpasses), which is nearly three times the amount originally allowed for five underpasses.
- 81 The spacing of the proposed underpasses is generally in accordance with Target 8 of the PSP Guidelines, being approximately 800m apart between arterial road crossing opportunities.
- 82 As previously noted, I am of the opinion that one of these underpasses (BD07 adjacent to Toolern Creek) could be removed given that there is an existing railway underpass on the opposite side of Toolern Creek.
- 83 The increase in cost from \$868,000 per underpass to \$3.762 million per underpass is substantially more than inflation over the same time period. Design and costing of railway underpasses is outside of my area of expertise, however given the significant change and impacts on the DCP, the design and costs should be reviewed.

- 84 I note that the Deer Park to Ballarat Rail Line Upgrade was completed in early 2021 and include duplication of the railway line through the Toolern PSP area, which increases the length of the proposed underpasses and would have significantly impacted on the cost of construction.
- 85 Given that these pedestrian underpasses were within existing DCPs and were known at the time that the railway line was duplicated, with substantial parts of the PSP having already contributed DILs for these projects, it would not have been unreasonable for the railway duplication project to fund the shortfall that was not included in the DCPs.
- 86 The largest proposed increase in bridge costs to the DCP results from the inclusion of additional road bridge projects as outlined in Table 3 below.

Table 3: New Bridge Projects Proposed to be Included in the Toolern DCP

Project ID	Description	Cost	Apportionment to Toolern DCP	Comments
BD15	Ferris Road Rail Overpass – construction of a rail-road grade separation at the intersection of Ferris Road and the rail corridor (interim standard).	Land: \$0 Construction: \$0	100%	This project is \$0, because the Ferris Road level crossing removal project is being undertaken by the State Government as part of Victoria’s Big Build. The project will be completed by 2026.
BD16	East Road Rail Overpass – construction of a rail-road grade separation at the intersection of East Road and the rail corridor (interim standard).	Land: \$0 Construction: \$13.833 million	100%	This local connector road crossing of the rail corridor costs in the order of 16 times the original pedestrian only underpass that it replaces, and is close to four times the current cost estimate of a pedestrian-only underpass.
BD17	Paynes Road Rail Overpass – construction of a rail-road grade separation at the intersection of Paynes Road and the rail corridor (interim standard).	Land: \$0 Construction: \$14.877 million	25%	Paynes Road is an existing at-grade railway level crossing on the existing road network. Similar to Ferris Road, grade separation should be a State Government project (level crossing removal authority). While a grade-separated

Project ID	Description	Cost	Apportionment to Toolern DCP	Comments
				crossing is nice to have, it is not basic and necessary infrastructure that should be funded in a DCP, especially when the PSP was gazetted before the level crossing removal program was established.
BD18	Paynes Road level crossing upgrade – construction of an upgrade to the level crossing at the intersection of Paynes Road and the rail corridor including automatic gates and pedestrian crossings (ultimate standard).	Land: \$0 Construction: \$628,070	25%	Note – this project becomes redundant when BD17 is completed. I am of the opinion that this interim at-grade crossing project should remain, and that BD17 should be deleted.
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 rail corridor (ultimate standard).	Land: \$225,000 Construction: \$0	100% ⁽¹⁾	Similar to BD17, I note that while a grade-separated crossing is nice to have, it is not basic and necessary infrastructure that should be funded in a DCP. The PSP was gazetted before the State Government railway level crossing removal program was established. Any purchase of land for grade separation should be undertaken as part of the level crossing removal program by way of a Public Acquisition Overlay (PAO).

Project ID	Description	Cost	Apportionment to Toolern DCP	Comments
BD21	Mount Cottrell Road level crossing upgrade – construction of an upgrade to the level crossing at the intersection of Mount Cottrell Road and the rail corridor including automatic gates and pedestrian crossings (ultimate standard).	Land: \$1 million Construction: \$534,196	75%	It is unclear why there is a \$1 million land component for this. Automatic gates and a pedestrian crossing have already been constructed on the east side. If the land costs include land for future grade separation, then this should be removed from the DCP and acquired by way of a PAO.

Note (1): The “summary of changes” document indicates that 50% is allocated to the Paynes Road PSP. However, there is no DCP for Paynes Road currently, and Table 4 of the proposed amended DCP indicates that there is 0% external allocation for this project.

- 87 Bridge project BD16 (East Road over rail) has been proposed in the CMAC UDF, and a road crossing at this location was not part of the original Toolern PSP.
- 88 The UDF notes the following relevant key design measures for the Cobblebank Town Centre:
- low speed vehicular traffic throughout the core,
 - prioritise pedestrians over vehicles,
 - minimise vehicle access points and crossovers within the core of the centre,
 - include traffic calming measures and narrow lanes (‘streets for people’), and
 - the road network circulating the centre will provide opportunities for cars to park away from the busy ‘main street’ zones in the core of the centre and reduce ‘in-centre’ vehicle movements.
- 89 It is noted that East Road provides that “periphery” vehicle movement function along the eastern side of the Cobblebank future town centre and is important to the function of the future town centre.
- 90 The need for this peripheral road connection however has come about in part due to the grade separation of Ferris Road. The current PSP shows local frontage roads along the railway line on both sides, which could have had left-in/left-out access to Ferris Road with an at-grade rail crossing. The revised DCP does not allow for access to Ferris Road from local roads adjacent to the railway line, and the amended bridge design only provides for pedestrian access east-west across Ferris Road adjacent to the railway line, not road access.

- 91 Given that East Road is a local road, it would not be unreasonable to include the road over rail bridge as a DCP item if the PSP was prepared after the State Government introduced the railway level crossing removal program. However, since the PSP was gazetted first, and a substantial proportion of DCP funds within the Toolern precinct have already been collected based on the original version of the DCP, inclusion of new projects with significant cost implications at this point in time is not equitable, and alternative funding sources should be considered if it is determined that the project is required.
- 92 The Victorian Government is removing (and funding the removal of) 110 existing level crossings by 2030 as part of Victoria's Big Build. Ferris Road grade separation (BD15) has been included in the revised DCP as a new bridge project (not in the current DCP), but with a cost of \$0. This has perhaps occurred as a result of the funding announcement being made after the revised DCP was drafted. It is slated for completion by 2026.
- 93 The Mount Cottrell Road overpass (BD20) has been allocated \$0 for construction in the proposed revised DCP. It is an existing road and existing level crossing. Accordingly, the level crossing removal will be the responsibility of the State Government, similar to other level crossing removal projects including Ferris Road.
- 94 Paynes Road is also an existing road with an existing level crossing. Grade separation (estimated \$14.877 million) has been included in the revised DCP (BD17), with 25% allocated to the Toolern PSP. As this is an existing level crossing, similar to Ferris Road and Mount Cottrell Road, this grade separation project should be undertaken by the State Government as part of the level crossing removal projects and should not be included in the revised DCP.
- 95 Project BD19 funds the purchase of land to construct a half diamond interchange (city-bound) at the intersection of Mount Cottrell Road and the Western Freeway corridor (ultimate standard). Currently Mount Cottrell Road operates left-in/left-out at the Western Freeway (outbound carriageway access only).
- 96 It is noted that the DCP indicates that the land acquisition costs relate to the southern approach only, and 100% is allocated to the Toolern PSP, with no external usage component.
- 97 There is existing access to the Western Freeway at Mount Cottrell Road, so the land acquisition would be for an upgrade to an existing State Freeway interchange, not a new freeway access point. The land acquisition should reasonably be provided via a PAO, especially since it wasn't included in the existing Toolern PSP.
- 98 Alternatively, 50% of the cost should have been allocated to the Paynes Road PSP on the east side of Mount Cottrell Road¹. The Melton Planning Scheme currently indicates that there is no DCP for Paynes Road, and most of it has been built out already. The Paynes Road PSP was originally part of the Toolern PSP and DIL's may have already been collected from this area at a much lower rate than is now being imposed on the Toolern PSP.
- 99 It is also noted that Project BD19 is not labelled on Plan 5 of the revised DCP.

¹ It is noted that the "summary of changes" document states that 50% of BD19 is apportioned to the Toolern PSP, identified in the Paynes Road PSP, but this doesn't match Table 4 of the proposed revised Toolern DCP (exhibited version) which states 100% of BD19 is apportioned to Toolern PSP.

100 The bridge project recommendations are summarised as follows:

- Allocate part of BD03 as external (to Toolern Park PSP).
- There are two existing pedestrian bridges crossing Toolern Creek north of Bridge Road already and these should be shown on the PSP as existing bridges.
- Delete BD07 (\$3.76mil) – there is an existing rail underpass on west side of Toolern Creek which was recently upgraded with the duplication of the railway line. The PSP should show the existing underpass. In addition, the provision of the creek crossing BD06 adequately fulfils the need for pedestrian access: you don't need both.
- Delete BD15 (\$0) – Ferris Road is currently on the list for level crossing removal (State Government funded).
- Delete BD17 (\$14.877 mil, \$3.72 mil allocated to Toolern PSP) – Paynes Road is an existing level crossing, similar to Ferris Road and Mount Cottrell Road. Level crossing removal should be on the Big Build State Government project list, not a DCP item. DCP should be funding the basic necessary infrastructure. Level crossing meets that purpose. Grade separation is over and above this, and is part of the State Government level crossing removal initiative which was introduced after the Toolern PSP was gazetted.
- Review BD20 and BD21 and take out any land acquisition required for grade separation. Mount Cottrell Road is an existing level crossing. Level crossing removal (and any associated land acquisition) should be on the Big Build State Government project list, not a DCP item, especially given the State Government level crossing removal initiative was introduced after the Toolern PSP was gazetted.
- Bridges and underpasses providing a grade-separated crossing of the railway line should be partially funded by GAIC or other State Government funds as the bridges under a single railway line were known and gazetted in the Toolern DCP before the railway duplication project was undertaken and railway duplication has increased the length (and cost) of the bridge projects.
- Project BD19 (land acquisition for Western Freeway half diamond interchange at Mount Cottrell Road) should be deleted as the land acquisition would be part of the provision of the freeway interchange included in the Western Freeway Upgrade Project.

The land acquisition should reasonably be provided via a PAO. Alternatively, if BD19 is not removed, DCP Plan 5 (proposed amended DCP) should be updated to show the location of project BD19, and DCP Table 4 (proposed amended DCP) should be amended to allocate 50% as external usage (Paynes Road DCP).

Intersection Projects

- 101 Most of the DCP-funded intersection locations have remained consistent in the proposed DCP with the original DCP for Toolern PSP. The proposed changes are:
- two low-cost projects (IT08 and IT09) which are located outside of the PSP area have been deleted,
 - one new four-way signalised intersection (IT29) has been included on Ferris Road between Abey Road and the railway line, providing access to the activity centre, and
 - three new four-way signalised intersections (IT30, IT31 and IT32) have been included along Paynes Road, with these projects identified as IT12, IT13 and IT14 in the adjacent Rockbank DCP.
- 102 In addition, projects IT07, IT10, IT19, IT30, IT31 and IT32 are located on the PSP boundary and are proposed to be partially allocated to the adjacent DCPs.
- 103 The intersection projects in the current version of the DCP total just over \$24 million with 100% of all projects allocated to the PSP. The proposed amended DCP includes just under \$177 million in intersection projects, of which \$163.85 million is allocated to the DCP.
- 104 While overall inflation has increased by approximately 36% for the period 2009 to 2022, some of the DCP intersection project cost estimates have increased more than ten-fold over the same period.
- 105 One example is IT12 which had a 2009 cost of \$1.008 million and is proposed to have a 2022 cost of \$12.6 million, of which \$10.1 million is the estimated construction cost and the remainder is land acquisition. This project is a four-way interim standard signalised intersection at Shogaki Drive and Industrial Connector Road.
- 106 Another example is IT-06 (Exford Road/Mount Cottrell Road intersection) which is a four-way interim standard signalised intersection. The current DCP allocates \$1.1 million in 2009 dollars, comprising \$1.008 million for the construction and the remainder for land acquisition. The proposed DCP costs the same intersection at \$16.2 million of which \$11.7 million is for construction and the remainder is land acquisition.
- 107 The figure below shows IT06, which is to be constructed entirely to the east of the existing Mt Cottrell Road reservation. This is consistent with the existing DCP, however I cannot directly compare the current and proposed “interim” construction which has been costed, because the current DCP doesn’t include plans on which its costings were based.

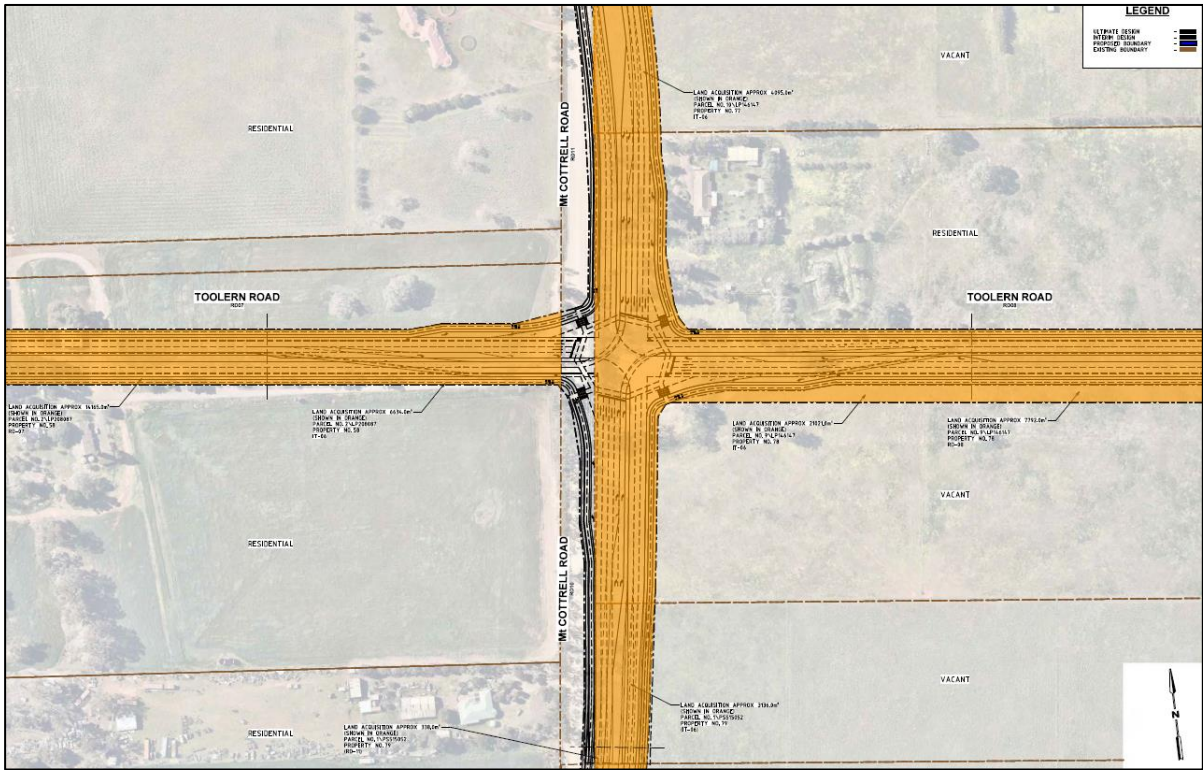


Figure 15: IT06 (Proposed) Including Land Take

- 108 It would appear that one of the primary reasons for the costs escalating so much is due to the “interim” intersection configuration being required to closely reflect an “ultimate” configuration, including wide medians so that divided carriageways sit in their ultimate locations and extending for considerable distance before tapering back to a single carriageway.
- 109 The signalised T-intersection at Mount Cottrell Road/Baxterpark Drive (IT19) has recently been constructed (completed end of 2020). The DCP cost for this intersection was originally \$798,000 (2009 dollars) and is proposed to be \$1.07 million in the proposed amended DCP.
- 110 The signalised cross-intersection at Mount Cottrell Road/Alfred Road/Whitecross Drive (IT26) has recently been constructed (completed in late 2021). The DCP for this intersection was originally \$1.008 million (2009 dollars) and is proposed to be \$2.553 million in the proposed amended DCP.
- 111 Both IT19 and IT26 have been constructed with a divided carriageway with two stand-up through traffic lanes and separate turn lanes. It is not clear why some of the cost estimates for other similar intersections vary so much from these recently completed intersections.
- 112 The Victorian Planning Authority (VPA) provides Benchmark Infrastructure Costings² which includes benchmark infrastructure designs and cost estimates for a range of basic and essential infrastructure items which are typically funded through DCP’s/ICPs.

² <https://vpa.vic.gov.au/metropolitan/infrastructure-contributions-plans/benchmark-costings/>

- 113 The costings were prepared in 2018 and the use of the guide was approved by the VPA Board on 9 October 2019. The current version has been updated to 2024/25 dollars, and therefore by comparison, over-states the intersection costs compared to the proposed amended Toolern DCP which is in 2021/22 dollars. At any rate, there are a number of intersections which exceed the VPA Benchmark Costings by more than 50%. These intersections are highlighted in Table 4 below.

Table 4: Proposed Intersection Cost Comparison to VPA Benchmark

Intersection	Current DCP Cost (\$2009)	Proposed DCP Cost (\$2021/22)	Intersection Type	VPA Benchmark Cost (\$2024/25)
IT03	\$798,000	\$11,428,408	Secondary/Secondary	\$7,095,953
IT05	\$1,099,110	\$11,482,022	Secondary/Secondary	\$7,095,953
IT06	\$1,110,570	\$16,188,409	Primary/Secondary	\$7,961,439
IT12	\$1,008,000	\$12,604,831	Primary/Connector	\$5,309,351
IT13	\$1,148,460	\$12,604,831	Primary/Secondary	\$7,961,439
IT18	\$1,008,000	\$9,023,390	Primary/Connector	\$5,309,351
IT20	\$1,008,000	\$11,238,854	Primary/Connector	\$5,309,351
IT21	\$1,008,000	\$9,187,388	Secondary/Connector	\$4,947,115
IT22	\$1,008,000	\$7,695,492	Secondary/Connector	\$4,947,115
TOTAL	\$9,196,140	\$101,453,625		\$55,937,067

- 114 Table 4 indicates that these nine intersections combined have contributed to an increased DCP cost of over \$90 million and are exceeding the VPA benchmark P50 costs by over \$45 million.
- 115 Intersection IT19 is a signalised T-intersection on Mount Cottrell Road which provides access to the Paynes Road PSP area only. There is no western leg providing access to the Toolern PSP side and the land in the Toolern PSP adjacent to IT19 is earmarked for conservation. In the current DCP, intersection IT19 is allocated 100% to the Toolern PSP, which is likely to be a carryover from the original PSP when the Paynes Road PSP area was part of the Toolern PSP.
- 116 Under the proposed amended DCP, IT19 is allocated 50% to Toolern PSP and 50% external (Paynes Road).
- 117 The need for signalised intersection IT19 is entirely generated by the Paynes Road PSP and should not be allocated to the Toolern PSP given that it doesn't have a fourth leg providing access to the Toolern PSP.

- 118 Intersections IT30 and IT31 are located on Paynes Road on the eastern edge of the Toolern PSP adjacent to the Rockbank PSP area. The Rockbank PSP has been prepared after the Toolern PSP was gazetted and has allocated 50% of the cost of signalised cross-intersections IT30 and IT31 to the Toolern PSP. Paynes Road is classified as a Secondary Arterial in the Toolern PSP and fully controlled (signalised) intersections are the appropriate treatment for connector/arterial intersections. Accordingly, the inclusion of IT30 and IT31 in the revised PSP is appropriate.
- 119 Intersection IT32 is located at the southeast corner of the Toolern PSP area. The intersection is referred to as IT-14 in the Rockbank DCP, and is shown below.

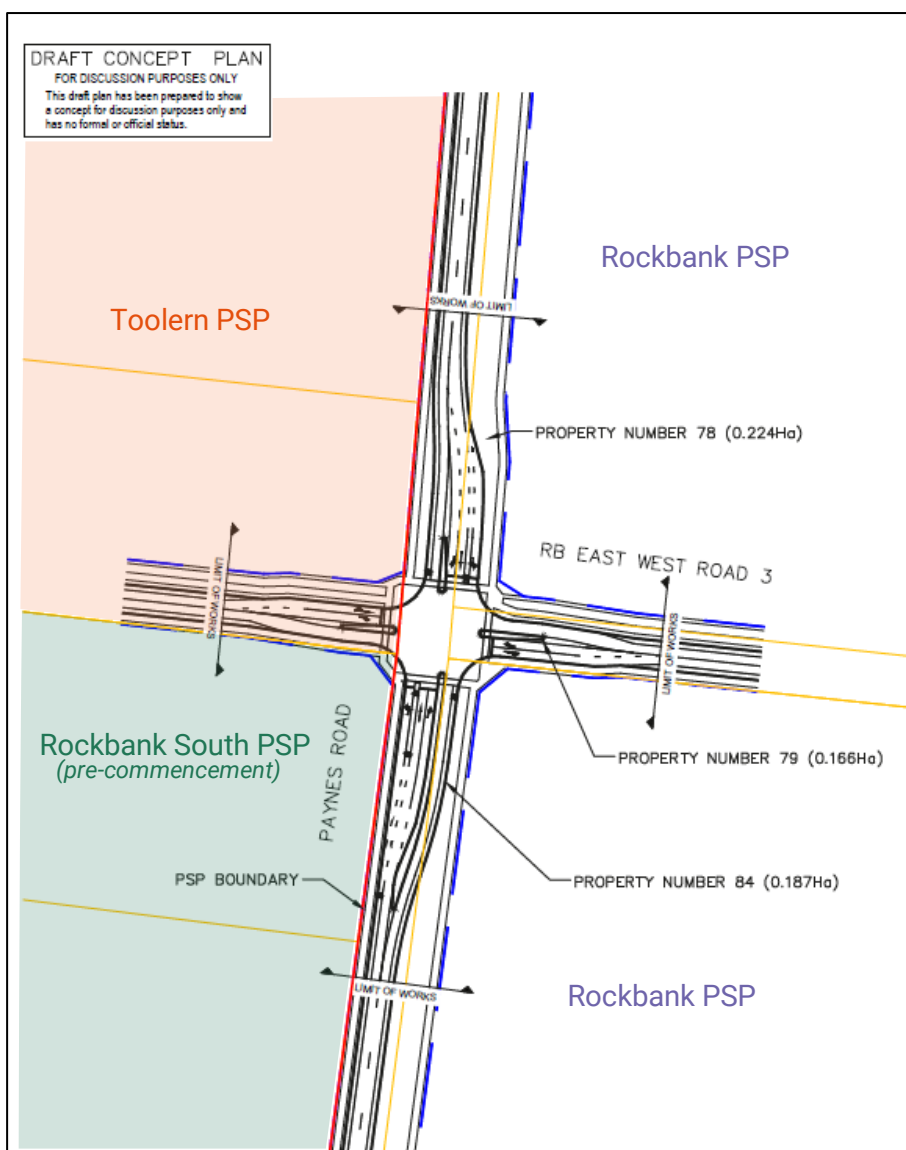


Figure 16: Rockbank DCP Intersection IT-14 (Proposed Toolern Intersection IT32)

- 120 The proposed amended Toolern DCP allocates 25% of the cost of intersection IT32 to the Toolern PSP area.

- 121 Figure 16 shows that the Rockbank IT-14 design includes a connector road on the west side of Paynes Road, with the full road reservation width located entirely within the Toolern PSP area, requiring full construction of the connector to be delivered by the property within the Toolern PSP area, but with the affected property only able to construct dwelling lots on one side (full development cost but only half the benefit).
- 122 The connector could have been either shared between the boundaries of the Toolern and Rockbank South PSPs so that the costs and benefits are shared between the affected properties, or ideally the connector would have been located one full block depth into one PSP or the other, so that delivery of the road asset is simplified, and the affected property can benefit from developing lots on both sides of the road.
- 123 It is noted that the Toolern PSP does not show a connector road at this location, and one is not required from a traffic capacity perspective. If the intersection were to be located midway between IT07 and Greigs Road, it would be within the Rockbank South PSP area, not the Toolern PSP area.
- 124 Given that the Toolern PSP was gazetted before the Rockbank PSP, the location of arterials and connectors along the western boundary of the Rockbank PSP adjacent to the Toolern PSP were already set. It would appear to have been an error in the drafting of the Rockbank PSP that a new connector road could be nominated in the Toolern PSP after it had already been gazetted.
- 125 Given that the Rockbank South PSP is still at pre-commencement stage, it is recommended that the location of Rockbank IT-14 be shifted slightly south so that it intersects Paynes Road one residential block depth south of the Toolern PSP boundary, and the construction costs split 50/50 with Rockbank DCP and Rockbank South DCP.
- 126 The intersection project recommendations are summarised as follows:
- Delete IT19 from the Toolern PSP (100% allocation to Paynes Road PSP).
 - Review and provide further justification as to why some of the revised intersection costs vary so significantly from the VPA Benchmark ICP Costings.
 - Delete IT32 from the Toolern DCP.
 - Amend the Rockbank PSP to relocate IT14 one block depth to the south of the Toolern PSP so that the costs can be shared 50/50 between Rockbank DCP and Rockbank South DCP, and the affected developer on the west side of the intersection can develop dwelling lots on both sides of the connector road.

Conclusions

127 Having undertaken traffic engineering assessments of the proposed Amendment C232 to the Melton Planning Scheme, I am of the opinion that:

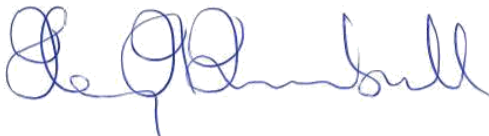
- a) The proposed supplementary levy figure for Toolern DCP is higher than all other DCP's in the surrounding area and accordingly, if the DCP is to be reviewed, in light of the significant additional cost proposed to be imposed on this land compared with surrounding areas, the need for all projects (including previously identified projects) should be reconsidered.
- b) Part of DCP Items BD03, RD05, RD06 should be allocated as external to the Toolern Park PSP area for the following reasons:
 - BD03 is entirely located within the Toolern Park PSP area,
 - RD05 and RD06 are located partially within the Toolern Park PSP area,
 - properties within the Toolern Park PSP benefit from the road and bridge projects, and
 - the Toolern Park DCP charge rate is lower than the proposed amended DCP charge rates for Toolern PSP.
- c) DCP Item BD07 should be deleted for the following reasons:
 - there is an existing rail underpass on west side of Toolern Creek which was recently upgraded with the duplication of the railway line (and this should be shown on the PSP as an existing underpass), and
 - removal of BD07 will not adversely impact on the walkability of the adjacent Toolern PSP residential neighbourhood.
- d) DCP Item BD15 should be deleted for the following reasons:
 - Ferris Road is currently on the list for level crossing removal (State Government funded) with commencement planned later in 2024 and completion expected in 2026, and
 - no dollar amount is listed for either land or construction for this project in the proposed amended DCP so its inclusion is redundant.
- e) DCP Item BD17 (Paynes Road railway grade separation) should be deleted for the following reasons:
 - Paynes Road is an existing railway level crossing, similar to Ferris Road and Mount Cottrell Road and all three projects should be treated in the same way,
 - level crossing removal should be on the Big Build State Government project list, not funded by DILs,
 - DCPs are intended to fund the basic necessary infrastructure, and level crossings meet that purpose, and
 - railway grade separation is over and above the basic, necessary local infrastructure and has been introduced as part of a State Government level crossing removal initiative which was introduced after the Toolern PSP was gazetted.

- f) DCP Items BD20 and BD21 (Mount Cottrell Road level crossing upgrade and overpass) should be reviewed, and any costs associated with land acquisition required for grade separation should be removed from the proposed Toolern DCP for the following reasons:
- Mount Cottrell Road is an existing level crossing,
 - level crossing removal should be on the Big Build State Government project list, not funded by DILs, and
 - railway grade separation is over and above the basic, necessary local infrastructure and has been introduced as part of a State Government level crossing removal initiative which was introduced after the Toolern PSP was gazetted.
- g) Bridges and underpasses providing a grade-separated crossing of the railway line should be partially funded by GAIC or other State Government funds for the following reasons:
- the bridges under a single railway line were known, costed and gazetted in the Toolern DCP before the railway duplication project was undertaken, and
 - railway duplication has increased the length (and cost) of the bridge projects.
- h) DCP Item BD19 (land acquisition for Western Freeway half diamond interchange at Mount Cottrell Road) should be deleted for the following reasons:
- there is an existing access to the Western Freeway at Mount Cottrell Road (currently left-in/left-out),
 - the construction of a half-diamond interchange constitutes an upgrade to an existing State Freeway interchange and is not a new freeway access point, and
 - the land acquisition should be provided by way of a Public Acquisition Overlay (PAO) and acquired by the Road Authority.
- i) In the alternative to h) above, if infrastructure item BD19 is not removed from the PSP:
- DCP Plan 5 (proposed amended DCP) should be updated to include the location of project BD19, and
 - DCP Table 4 should be amended to allocate 50% as external usage to the Paynes Road DCP.
- j) DCP Item IT19 (Mount Cottrell Road/Baxterpark Drive) should be deleted from the Toolern PSP for the following reasons:
- IT19 is a signalised T-intersection providing access to the Paynes Road PSP area only,
 - there is no western leg shown on the Toolern PSP road network plan at this location and land on the western side of IT19 is earmarked for conservation, preventing the addition of an access to the Toolern PSP land from this intersection, and
 - 100% of IT19 should be allocated to the Paynes Road PSP.
- k) A number of the proposed amended DCP intersection costings vary significantly from the VPA Benchmark Costings for the nominated intersection type. Further review and justification where proposed intersection costs significantly exceed the benchmark is

warranted in the context of the substantial supplementary levies being sought retrospectively for this gazetted and partially built-out existing PSP.

- l) DCP Item IT32 should be deleted from the Toolern PSP for the following reasons:
- this proposed signalised four-way cross-intersection includes a connector road along the southern boundary of the Toolern PSP area which is entirely within the PSP area but only allows for dwellings to be developed on the north side within the affected Property,
 - the adjacent Property to the south within the future Rockbank South PSP area benefits from the construction of the connector without paying for its construction,
 - the Toolern PSP does not show a connector road in this location,
 - the Toolern PSP does not require a connector road in this location from a traffic capacity perspective,
 - the Toolern PSP was gazetted prior to the Rockbank PSP and the location of arterials and connectors along the western boundary of the Rockbank PSP adjacent to the Toolern PSP were already set,
 - the Rockbank PSP should not have nominated a new connector in the Toolern PSP after the Toolern PSP had already been gazetted, and
 - the Rockbank South PSP has not yet been completed and there is opportunity to relocate this intersection and connector road.
- m) The Rockbank PSP should be amended to relocate IT14 one block depth to the south of the Toolern PSP so that the costs can be shared 50/50 between Rockbank DCP and Rockbank South DCP, allowing the affected developer on the west side of the intersection to develop dwelling lots on both sides of the intersection.

128 *I have made all the inquiries that I believe are desirable and appropriate and there are no matters of significance which I regard as relevant which, to the best of my knowledge, have been withheld from the Tribunal.*



HENRY H TURNBULL, RFD
B.E.(Civil), M.I.E.Aust., M.I.T.E., F.V.P.E.L.A.
Registered Professional Engineer No.
PE0006312

16 August 2024



Appendix A

**Practice Note – PNVCAT 2
Expert Evidence**

Name

Henry Hume Turnbull – Principal Consultant, Traffix Group Pty Ltd

Address

Level 28, 459 Collins Street

MELBOURNE

VICTORIA 3000

Qualifications

My qualifications and membership of professional associations are as follows:-

- Bachelor of Civil Engineering, University of Melbourne
- Life Member, Institute of Transportation Engineers
- Member, Institution of Engineers, Australia
- Life Fellow, Victorian Planning & Environmental Law Association

Experience

I have approximately 46 years' experience in Engineering including:

- ten years Country Roads Board of Victoria,
- two years with TTM Consulting, and
- thirty-four years with Turnbull Fenner Pty Ltd/Traffix Group Pty Ltd.

Additional activities and appointments include:-

- Sessional member, Planning Panels Victoria (1982-2017)
- Member, Priority Development Panel (2004 - 2010)
- Councillor, Shire of Euroa (1980-1983)
- Shire President (1982-1983)
- President, Victorian Planning and Environmental Law Association (1999-2002)
- Life Fellow, Victorian Planning and Environmental Law Association (2003)
- Bail Justice (Victoria)

Area of Expertise

I have substantial experience and expertise in major road design and construction, contract administration, road construction material and construction methods, development impact assessment, including traffic generation and parking generation characteristics, traffic management and general traffic engineering, road safety and transportation planning.

I was a member of the former Ministers for Planning Advisory Committees making a review of Clause 52.06 (Car Parking) that led to changes being incorporated into the scheme on 5th June 2012.

Disclosure of Interests

I disclose that I have no private relationship with the permit applicant. Traffix Group has worked with other companies involved in this application.

These relationships have not impacted on my ability to provide impartial Expert Evidence to the Tribunal.

Instructions

I was retained by Best Hooper Lawyers on behalf of Growland Pty Ltd to undertake traffic engineering assessments and to prepare an expert evidence statement for the proposed Amendment C232 to the Melton Planning Scheme.

Facts and Assumptions

As detailed in evidence.

Reference Documents

I have reviewed the following documents as part of my assessment:

- Amendment C232 exhibited documentation including maps, schedules, project status plans, proposed DCP, proposed PSP and change table (June 2022),
- Cardno Transport Infrastructure Review (March 2022),
- Current PSPs and DCPs for Toolern, Toolern Park, Rockbank and Paynes Road,
- Cobblebank Metropolitan Activity Centre Urban Design Framework (November 2019),
- Cobblebank Employment and Mixed-Use UDF (November 2019),
- Melton Planning Scheme Amendment C84 Panel Report (June 2010),
- Panel Directions (3 July 2024),
- Growland Pty Ltd submission to Amendment C232 (9 April 2024),
- Council response to Growland submission,
- Council meeting minutes (24 June 2024),
- VPA ICP DCP Benchmark Infrastructure Costings,
- Relevant sections of the Melton Planning Scheme, and
- Relevant experience.

Summary of Opinions

See Conclusions section of the evidence statement.

Provisional Opinions

Not applicable.

Identity of Persons Undertaking Work

Henry H Turnbull as per the evidence statement.

Jodie Place (Senior Associate, Traffix Group) assisted with preparation of the evidence report.

Report Completeness

Final report.



Appendix B

CV



HENRY TURNBULL **Principal Consultant**

- Qualifications:** Bachelor of Civil Engineering (Melbourne University)
- Professional Affiliations:** Life Member, Institute of Transportation Engineers
Life Member, Institute of Engineers, Australia
Life Fellow, Victorian Planning and Environmental Law Association
Registered Professional Engineer No 6312 (Vic)
Registered Professional Engineer No 28693 (Qld)
- Key Activities:** Sessional Member Planning Panels Victoria (1982 - 2017)
Councillor, Shire of Euroa, 1980 – 1983 (Shire President, 1982 – 1983)
President, Victorian Planning and Environmental Law Association, 1999-2002
Member Priority Development Panel (2004-2010)
Bail Justice (Victoria)

1988 to 2002: Turnbull Fenner Pty Ltd

2002 to 2014: Traffix Group Pty Ltd

Since 2014: Principal Consultant – Traffix Group Pty Ltd

Founding Principal and Managing Director of Turnbull Fenner Pty Ltd, now Traffix Group Pty Ltd, until July 2014 and currently appointed as the Principal Consultant to the company, Henry has managed numerous traffic engineering assessments for major developments and other significant commissions including:

- Redevelopment of Freemasons Hospital
- National Bank Head Office at Victoria Harbour (Docklands)
- Construction advice and supervision for Euroa Bypass and the Yass Bypass on the Hume Freeway
- Co-ordination of a development contribution plan for the City of Maribyrnong including extensive traffic investigations and assessments
- TAC funding strategies and priority assessment for VicRoads - Northern Region

- Setting of speed limits for the Warrnambool Region of VicRoads
- Preparation of Parking Precinct Plans for Ocean Grove and Belmont (City of Greater Geelong)
- Oakleigh Modal Interchange
- Preston and Fairfield Parking and Access Strategy Studies including PPPs.
- Traffic studies for future residential development strategies at Echuca, Beaconsfield, Plenty Corridor, Pakenham, Toolern and Bendigo
- West Gate Bridge resurfacing traffic management strategy
- South Morang Retail Development for National Mutual
- Guidelines for the Redevelopment of the Austin and Repatriation Hospital site for Banyule City Council
- Assessment of the PANCH redevelopment for Darebin City Council, and
- Bicycle Plans for the Rural City of Mildura, Swan Hill and Warrnambool.

Henry has also managed numerous other projects including local and district traffic management studies, road pavement assessments for quarries and broiler farms in rural areas, pedestrian safety research, public transport passenger surveys and route studies, property rezoning, office and retail development impact assessment and health care projects.

A large part of his practice is providing a peer review of the traffic engineering work undertaken by other consultants. In addition, he regularly appears before Planning Panels and the Victorian Civil and Administrative Tribunal as an expert witness.

Henry was the longest serving sessional Planning Panels Victoria Member with over thirty five years' service. He was regularly appointed as a Planning Panel (either as the Chairman or as a Member) by the Minister for Planning.

Significant Panels and EES Inquiries include:

- Major retail expansions for Chadstone, Forest Hill and Como,
- Traralgon Bypass,
- Webb Dock expansion,
- Melbourne Airport Rail Link,
- Geelong Bypass Section 3,
- Kilmore Bypass,
- Armstrong Creek Structure Planning,
- Barwon Heads Bridge refurbishment, and
- Frankston Bypass (Peninsula Link).

Henry has served successive Governments on Advisory Committees to assist with policy development including:

- Steering committee on the development of Practice Notes for Parking Precinct Plans,
- Reference Group for Residential Code 2000,
- Armstrong Creek Precinct Structure Plans (Feb 10),
- Review of Clause 52.06 – Carparking (adopted Jun 12), and
- Punt Road Advisory Committee.

He is regularly retained to advise on major parking studies and the introduction of parking overlays into municipal planning schemes.

Land Acquisition & Compensation

During his career, Henry has often been retained to provide expert evidence, both for Government and private clients, in relation to land acquisition and compensation matters. His appearances include Compulsory Conferences, VCAT and the Supreme Court in Victoria.

TTM Consulting Pty Ltd (1986 –1988)

Senior Traffic Engineer responsible for the management of traffic engineering transportation planning projects including the following major projects:

- Greensborough District Centre, Shire of Diamond Valley/Lend Lease Developments
- Broadmeadows District Centre, City of Broadmeadows (via Wilson Sayer Core Pty Ltd)
- Calder Technology Park, The Jane Corporation
- La Trobe University Tech Park, Witan Investments Pty Ltd
- Herald Street Local Area, City of Moorabbin Traffic Management Study

Country Roads Board – VicRoads (1972 –1982)

As an engineer with the Country Roads Board, Henry gained experience in Traffic Engineering, Metropolitan, Plans and Surveys, and Major Project Divisions.

Main areas of work included major road/freeway contract administration and direct works construction, major road/freeway design (both detail and functional), drainage design, road planning and municipal development approval coordination. In addition, Henry (with Colin Horman) developed analysis methods for roundabouts and pioneered their use in Victoria (and Australia). Henry was instrumental in roundabout intersection design, signalised and unsignalised intersection analysis, gap acceptance and traffic volume and road capacity analysis.

Royal Australian Engineers (Army Reserve) (1974 – 2000)

As an engineer with the Royal Australian Engineers, Henry rose from the rank of Sapper to finish his military career with the rank of Major. The majority of his service was with 22 Construction Regiment including as Officer Commanding 105 Construction Squadron.

As part of his military engineering, Henry was involved with the design, construction and maintenance of both civilian and military roads and creek crossings.

Technical papers:

Turnbull, H.H. & Horman, C.B., Design and Analysis of Roundabouts, Australian Road Research Board Proceedings, 1974

Turnbull, H.H. & Cottrell, T.E., Parking and the Planning Scheme, 2nd Australian Parking Convention, 1990



Appendix C

**Summary of Proposed Changes to Road,
Intersection and Bridge Projects**

Project	Project	Change	Current DCP Cost (\$2009)	Proposed DCP Cost (\$2021/22)
RD01	Rees Road: Coburns Road (PSP boundary) to E-W arterial	Reduce land purchase (reduce secondary arterial from 38m to 34m).	\$740,700	\$1,092,584
RD02	E-W Arterial: Rees Rd to Exford Rd	Reduce land purchase (reduce secondary arterial from 38m to 34m).	\$4,510,500	\$6,096,855
RD03	E-W Arterial: Exford Rd section	Reduce land purchase (reduce secondary arterial from 38m to 34m).	\$5,226,000	\$2,562,930
RD04	Exford Rd: E-W Arterial to Greigs Rd	Reduce land purchase (reduce secondary arterial from 38m to 34m).	\$8,973,300	\$15,584,395
RD05	E-W Arterial: Exford RD to Toolern Creek	Reduce land purchase (reduce secondary arterial from 38m to 34m).	\$1,969,080	\$1,858,553
RD06	E-W Arterial: Toolern Creek to Ferris Rd	Reduce land purchase (reduce secondary arterial from 38m to 34m).	\$7,814,400	\$7,879,962
RD07	E-W Arterial: Ferris Rd to Mt Cottrell Rd	Reduce land purchase (reduce secondary arterial from 38m to 34m).	\$7,459,200	\$8,815,994
RD08	E-W Arterial: Mt Cottrell Rd to Paynes	<i>No change (only wording)</i>	\$8,074,260	\$12,362,970
RD09	Paynes Rd: Toolern Boundary to Greigs Rd	Project deleted (in Rockbank South PSP area)	\$1,371,910	-
RD10	Mt Cottrell Rd: Toolern Boundary to Greigs Rd	Project deleted (in Rockbank South PSP area)	\$1,977,443	-
RD11	Mt Cottrell Rd: Melbourne Ballarat rail line to E-W arterial to UGB	<i>No change (only wording)</i>	\$9,818,760	\$11,328,655
RD12	Mt Cottrell Rd: Western Fwy to rail line.	<i>No change (only wording)</i>	\$7,862,550	\$8,368,240
RD13	No project (number skipped)	No change.	-	-
RD14	Shogaki Drive: Ferris Rd to Mt Cottrell Rd.	<i>No change (only wording)</i>	\$2,928,000	\$5,346,142

Evidence Statement

Amendment C232 to the Melton Planning Scheme

Project	Project	Change	Current DCP Cost (\$2009)	Proposed DCP Cost (\$2021/22)
RD15	Ferris Rd: Western Fwy to Shogaki Drive	<i>No change (only wording)</i>	\$3,243,000	\$5,481,581
RD16	Ferris Rd: Abey Rd to rail line	<i>No change (only wording)</i>	\$2,250,600	\$690,655
RD17	Ferris Rd: rail line to E-W arterial	<i>No change (only wording)</i>	\$7,584,000	\$10,183,769
RD18	Abey Rd: Toolern Creek to Ferris Rd	<i>No change (only wording)</i>	\$7,768,840	\$10,587,506
RD19	Shogaki Dr: Ferris Rd to Mt Cottrell Rd	<i>No change (only wording)</i>	\$3,899,700	\$6,374,076
RD20	Ferris Rd: rail line to E-W arterial	<i>No change (only wording)</i>	\$676,886	\$650,625
RD21	Ferris Rd: rail line to E-W arterial	<i>No change (only wording)</i>	\$1,035,000	1,925,000
RD22	Paynes Rd: Alfred Rd to E-W Connector	New project (50% apportioned to Toolern DCP, identified in Rockbank DCP)	-	\$1,398,690
RD23	Paynes Rd: E-W Connector to Exford Rd	New project (50% apportioned to Toolern DCP, identified in Rockbank DCP)	-	\$1,791,461
RD24	Paynes Rd: Exford Rd to E-W Connector Rd 2	New project (50% apportioned to Toolern DCP, identified in Rockbank DCP)	-	\$948,155
IT01	Reed Rd/E-W Arterial Intersection	<i>No change (only wording)</i>	\$1,064,000	\$5,507,428
IT02	E-W Arterial/Exford Rd Intersection	<i>No change (only wording)</i>	\$798,000	\$7,013,029
IT03	E-W Arterial/Exford Rd Intersection	<i>No change (only wording)</i>	\$798,000	\$11,428,408
IT04	Exford Rd/Greigs Rd Intersection	<i>No change (only wording)</i>	\$490,000	\$3,036,264
IT05	E-W Arterial/Ferris Rd Intersection	<i>No change (only wording)</i>	\$1,099,110	\$11,482,022
IT06	E-W Arterial/Mt Cottrell Rd Intersection	<i>No change (only wording)</i>	\$1,110,570	\$16,188,409
IT07	E-W Arterial/Paynes Rd Intersection	<i>No change (only wording)</i>	\$1,008,000	\$5,619,775

Evidence Statement

Amendment C232 to the Melton Planning Scheme

Project	Project	Change	Current DCP Cost (\$2009)	Proposed DCP Cost (\$2021/22)
IT08	Paynes Rd/Greigs Rd Intersection	Project deleted (in Rockbank South PSP area)	\$385,000	-
IT09	Mt Cottrell Rd/Greigs Rd Intersection	Project deleted (in Rockbank South PSP area)	\$385,000	-
IT10	Mt Cottrell Rd/Shogaki Dr Intersection	<i>No change (only wording)</i>	\$1,098,390	\$8,184,635
IT11	No project (number skipped)	No change.	-	-
IT12	Shogaki Dr/Collector St Intersection	<i>No change (only wording)</i>	\$1,008,000	\$12,604,831
IT13	Ferris Rd/Shogaki Dr Intersection	<i>No change (only wording)</i>		\$12,604,831
IT14	Ferris Rd/MAC Northern Collector (Hollingsworth Dr)	<i>No change (only wording)</i>	\$1,008,000	\$1,353,545
IT15	Ferris Rd/Bridge Rd Intersection	<i>No change (only wording)</i>	\$1,008,000	\$2,713,545
IT16	Abey Rd/Industrial Connector Intersection	<i>No change (only wording)</i>	\$798,000	\$5,375,822
IT17	Abey Rd/Bundy Dr Intersection	<i>No change (only wording)</i>	\$798,000	\$5,777,281
IT18	Ferris Rd/Shakamaker DR Intersection	<i>No change (only wording)</i>	\$1,008,000	\$9,023,390
IT19	Mt Cottrell Rd/Murray Rd Intersection	<i>No change (only wording)</i>	\$798,000	\$1,071,557
IT20	Mt Cottrell Rd/Southern Connector Rd Intersection	<i>No change (only wording)</i>	\$1,008,000	\$11,238,854
IT21	E-W Arterial/Eastern N-S Connector Rd Intersection	<i>No change (only wording)</i>	\$1,008,000	\$9,187,388
IT22	E-W Arterial/Central N-S Connector Rd Intersection	<i>No change (only wording)</i>	\$1,008,000	\$7,695,492
IT23	E-W Arterial/Western N-S Connector Rd Intersection	<i>No change (only wording)</i>	\$798,000	\$5,627,624
IT24	Exford Rd/Connector Rd Intersection	<i>No change (only wording)</i>	\$798,000	\$1,071,557

Evidence Statement

Amendment C232 to the Melton Planning Scheme

Project	Project	Change	Current DCP Cost (\$2009)	Proposed DCP Cost (\$2021/22)
IT25	Mt Cottrell Rd/Bridge Rd Intersection	<i>No change (only wording)</i>	\$798,000	\$1,520,657
IT26	Mt Cottrell Rd/Alfred Rd Intersection	<i>No change (only wording)</i>	\$1,008,000	\$2,553,545
IT27	Ferris Rd/Alfred Rd Intersection	<i>No change (only wording)</i>	\$1,008,000	\$1,953,545
IT28	Ferris Rd/Southern Connector Rd Intersection	<i>No change (only wording)</i>	\$1,008,000	\$2,478,545
IT29	Ferris Rd/Enterprise St Intersection	New project (identified in Cobblebank Metropolitan Activity Centre UDF)	-	\$4,773,543
IT30	Paynes Rd/Alfred Rd Intersection	New project (50% apportioned to Toolern DCP, identified in Rockbank DCP)	-	\$3,872,265
IT31	Paynes Rd/E-W Connector Rd 1 Intersection	New project (50% apportioned to Toolern DCP, identified in Rockbank DCP)	-	\$3,495,443
IT32	Paynes Rd/E-W Connector Rd 2 Intersection	New project (25% apportioned to Toolern DCP, identified in Rockbank DCP)	-	\$3,495,443
BR01	Abey Rd Bridge	<i>No change (only wording)</i>	\$3,675,000	\$4,934,800
BR02	Bridge Rd Bridge	<i>No change (only wording)</i>	\$5,243,000	\$7,040,315
BR03	E-W Arterial Bridge	<i>No change (only wording)</i>	\$5,243,000	\$15,193,107
BR04	Shared Use Pedestrian Bridge No.1	<i>No change (only wording)</i>	\$385,000	\$1,389,467
BR05	Shared Use Pedestrian Bridge No.2	<i>No change (only wording)</i>	\$385,000	\$1,389,467
BR06	Shared Use Pedestrian Bridge No.3	<i>No change (only wording)</i>	\$385,000	\$1,764,829
BR07	Pedestrian Underpass 1 (rail)	<i>No change (only wording)</i>	\$868,000	\$3,762,450
BR08	Pedestrian Underpass 2 (rail)	<i>No change (only wording)</i>	\$868,000	\$3,762,450
BR09	Pedestrian Underpass 3 (rail)	Project deleted (replaced with BD16)	\$868,000	-

Evidence Statement

Amendment C232 to the Melton Planning Scheme

Project	Project	Change	Current DCP Cost (\$2009)	Proposed DCP Cost (\$2021/22)
BR10	Pedestrian Underpass 4 (rail)	<i>No change (only wording)</i>	\$868,000	\$3,762,450
BR11	Pedestrian Underpass 5 (rail)	Project deleted (delivered as part of Paynes Rd Railway Station project)	\$868,000	-
BR12	Shared Use Pedestrian Bridge (No.4)	Project deleted	\$385,000	-
BR13	Shared Use Pedestrian Bridge (No.5)	Project deleted	\$385,000	-
BR14	Shared Use Pedestrian Bridge (No.6)	<i>No change (only wording)</i>	\$385,000	\$1,764,829
BR15	Ferris Rd Overpass (rail-road grade separation)	New project (identified in Cobblebank Metropolitan Activity Centre UDF)	-	\$0
BR16	East Road Overpass (rail-road grade separation)	New project (identified in Cobblebank Metropolitan Activity Centre UDF)	-	\$13,833,445
BR17	Paynes Rd Overpass (rail-road grade separation)	New project (25% apportioned to Toolern DCP, identified in Rockbank DCP)	-	\$14,876,605
BR18	Paynes Rd Level Crossing Upgrade	New project (25% apportioned to Toolern DCP, identified in Rockbank DCP)	-	\$628,070
BR19	Mt Cottrell Fwy Interchange (land purchase)	New project (50% apportioned to Toolern DCP, identified in Paynes Rd PSP)	-	\$750,000
BR20	Mt Cottrell Overpass (land for rail-road grade separation ultimate)	New project (50% apportioned to Toolern DCP, identified in Paynes Rd PSP)	-	\$225,000
BR21	Mt Cottrell Rd Level Crossing Upgrade	New project based on Paynes Rd Level Crossing Upgrade	-	\$1,534,916