

REF: 300305617

DATE: 23 August 2024

Planning Panels Victoria
1 Spring Street
Melbourne VIC 3000

Attention: Con Tsotsoros (Panel Chair)

Dear Con,

RE: TOOLERN PSP & DCP REVIEW (C232MELT) – PANEL HEARING CONCLAVE

I refer to the Planning Panels Victoria direction for a conclave as part of the Amendment Hearing. The experts relevant to traffic engineering & quantity surveying have held a meeting and a summary of the details are provided in the following table.

Date / Time	22 nd August 24 at 10:30am	
Attendees	Marco Lucioni (ML) Stantec; Sian McKenna (SM) WTP Australia Pty Ltd; Asri Rahman (AR) WTP Australia Pty Ltd; Henry Turnbull (HT) Traffix Group; (TW); Stephen Watters (SW) SMEC; Brock Jeffery-Monck (BJM) Cossill & Webley Consulting Engineers	
Item	Description	Discussion
1	Preliminaries	<ol style="list-style-type: none">1. Meeting commenced with a general agreement that experts had read each other's reports.2. ML mentioned that DTP were invited but will not be sending a representative.3. ML suggested that the group discuss the key items as themes which are set out below.
2	Agenda / Key Issue	<ol style="list-style-type: none">1. Engineering<ol style="list-style-type: none">a. DCP Inclusions (Growland items)<ol style="list-style-type: none">i. Road Bridges (LXR / Fwy / local roads etc) BD03, BD15, BD17, BD19, BD20 (and BD16)ii. Roads RD05 & RD06iii. Pedestrian bridges BD04 to BD07 & BD14iv. Pedestrian Underpasses BD07 to 08, BD10v. Intersections IT19, IT32b. DCP / PSP Amendments (Lend Lease items)<ol style="list-style-type: none">i. Additional southern legs (IT05 & IT23)ii. Pedestrian bridge viability (BD04)c. Other Design items<ol style="list-style-type: none">i. Intersection layout – Ferris Rd & Shakamaker Rd (IT18)ii. Ultimate number of lanes - Shogaki Rd (RD14 & RD19)2. Quantity Surveying

3

DCP Inclusions
Road Bridges
(LXR / Fwy /
local roads
etc)

a) BD03 Toolern Creek (Toolern Rd) RD05/RD06 (Toolern Park PSP)

Growland evidence 5(b)

- HT disagrees with 100% cost allocation for RD05, RD06 & BD03 to Toolern PSP with no allocation to Toolern Park PSP
- ML flagged that
 - o It is noted that while RD05/RD06 & BD03 fall outside of the Toolern PSP footprint they form a key link for Toolern Rd and the broader network considered under the Toolern PSP. These assets will be predominantly used by traffic generated by the Toolern PSP.



Figure 1: Toolern PSP Plan 15 extract

- o The developable land contemplated under the Toolern Park PSP is very small in comparison to that of the broader Toolern PSP



Figure 2: Toolern Park PSP extract

- o The Toolern Park PSP does allow for infrastructure costs along this section of Toolern Rd in the form of \$3.6m for intersection IT01 in Table 8.
- o ML stated that he is not certain why the Toolern Park PSP was excised from the broader Toolern PSP by Council
- SW agreed with HT that in an ideal world the DCP's would be combined, however given how far advanced the PSP are perhaps this is not practical, particularly noting that there is no current intention to revise the Toolern Park DCP. This carries the risk that costs are shifted from Toolern DCP to the Toolern Park DCP, and that the three above mentioned projects are then underfunded.
- ML stated that costs for RD05, RD06/BD03 within the Toolern PSP against the costs for IT01 within the Toolern Park PSP may already present an appropriate balance with regard to the developable land for both PSP's, however this has not been assessed
- HT queried validity/accuracy of the original DCP costings and subsequent Inflation and cost increases.
- HT queried GAIC funding potential for significant projects that have been identified in the DCP, particularly BD03 which appears to service more than the Toolern PSP
- ML noted that Council have suggested that these projects are ineligible for GAIC funding

		<ul style="list-style-type: none"> - ITEM OUTCOME: Consideration should be given to re-assessing the relevant share of costs for RD05, 06 & BD03 (and IT01) within the Toolern Park PSP based on proportion of overall developable land. Adoption of this change must consider / be subject to the viability of funding / delivery of this infrastructure and any prior agreements between Council/DTP/VPA/State Govt. <p>b) BD15 Ferris Rd Level Crossing Growland evidence 5(d)</p> <ul style="list-style-type: none"> - ML & HT noted zero cost is allocated to BD15 in the DCP - ML stated it should continue to be included / identified within the PSP given broader significance and general planning purposes - ITEM OUTCOME: HT agreed to retain mention of BD15 within the PSP with accompanying note regarding state govt funding <p>c) BD17 construction of Paynes Rd Rail Overpass Growland evidence 5(e)</p> <ul style="list-style-type: none"> - ML stated that Toolern DCP covers 25% of construction cost for BD17 level crossing removal (interim standard – 2 lanes) with balance to other PSP's - ML and HT noted that DCP funded construction of level crossing removal under BD17 is inconsistent with other level crossing removals in the PSP. - ML stated that Council have clarified that the Land take for BD17 has been resolved under permit PA18/6025. - SM asked if BD17 is included in the State Govt list of nominated sites? ML/HT & SW noted a general understanding that it is not included in state govt funding. - HT stated the opinion that the level crossing removal on Paynes Rd is not critical infrastructure and likely can function as a level crossing, which would meet the DCP guidelines of only providing basic and essential infrastructure - ITEM OUTCOME: Agreed that consideration should be given to seeking State Govt funding for BD17 given consistency with other sites in the PSP & the broader state government vision for level crossing removals. Adoption of this change must consider / be subject to the viability of funding / delivery of this infrastructure and any prior agreements between Council/DTP/VPA/State Govt. <p>d) BD19 Mt Cottrell Rd Fwy Interchange Growland evidence 5(h) & (i)</p> <ul style="list-style-type: none"> - ML Stated that Council have clarified that discussions with DTP, VicRoads and the VPA previously resolved that while the construction of this structure should be excluded, the land acquisition should be included in the Toolern DCP. - ML mentioned that evidence statements from Matt Ainsaar and Chris DeSilva support inclusion of BD19 land take costs in the DCP
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- ML mentioned that BD19 allows for the southern approach of a half diamond interchange
- ML mentioned that Council have flagged that Planning permit PA20/6946 has permitted a subdivision that omitted consideration of land take for BD19 and that Council have since requested DTP to arrange for a public acquisition overlay.
- HT flagged that if council have approved the land subdivision then perhaps should bear land acquisition costs, not land developers.
- HT mentioned that the Mt Cottrell interchange falls within the corridor of the Western Fwy upgrade project and should be fully funded by the state government. HT also noted that it is his understanding that one option of the state government study included its closure / truncation as part of the progressive upgrade to access control for a Freeway standard.
- ML flagged Thornhill resident submission #06.01 regarding challenging / limited access to the Fwy and travel time delays and recommended retention of BD19 costs in the DCP
- **ITEM OUTCOME:**
 - o **Agreement was not reached on exclusion of BD19 land acquisition costs**
 - o **HT stated if BD19 costs are retained in the DCP that it should be amended to 50% estimated external usage**
 - o **ML queried risk to viability of funding/delivery of the infrastructure if this change is made**

**e) BD20 Mt Cottrell Rd Rail Overpass
Growland evidence 5(f)**

- ML Stated that Council have clarified that discussions with DTP, VicRoads and the VPA previously resolved that while the construction of this overpass should be excluded, the land acquisition should be included in the Toolern DCP.
- ML reiterated that
 - o BD20 relates to land acquisition for the future rail overpass
 - o BD21 relates to an interim upgrade of the at-grade pedestrian crossing (automatic gates etc..) prior to construction of a rail overpass.
- HT queried the estimated land cost of \$1m included for BD21 in Table 4 of the DCP (pedestrian crossing upgrade) which seems to be an error and should be reviewed
- **ITEM OUTCOME:**
 - o **ML and SW agreed that that the estimated land cost of \$1m for BD21 should be reviewed (noting land cost for BD20 is \$225k)**
 - o **Agreement was not reached on HT requested exclusion of BD19 land acquisition costs**

		<p>f) BD16 East Road Rail Overpass Insight Planning Group submissions (12.01, 16.01, 17.01)</p> <ul style="list-style-type: none"> - ML raised inclusion of BD16 rail overpass construction costs in the DCP and significance for activation of the Cobblebank Major Activity Centre UDF - HT stated that he had no objection to its inclusion, noting its status as a local road and not a state road - SW & BJM stated that they were neutral on the topic - ITEM OUTCOME: Attendees did not object to the inclusion of BD16 in the DCP
4	DCP Inclusions Roads	<p>a) RD05 / RD06 Toolern Road (Toolern Park PSP) refer BD03 above Growland evidence 5(b)</p> <ul style="list-style-type: none"> - Refer response to 3(a) above relating to RD05, RD06 & BD03
5	DCP Inclusions Pedestrian bridges & Underpasses	<p>a) BD07 (Pedestrian Underpass) Growland evidence 5(c)</p> <ul style="list-style-type: none"> - HT queried need for BD07 given available alternate / detoured route along west side of Toolern Creek via BD01 & BD06. - HT flagged additional costs of rail underpasses given required extensions following the recent rail duplication project and that the additional underpass costs should be borne by the rail authority. - ML & SW flagged plan 17 of the PSP (Walking & trail Plan) which illustrates a continuous SUP along the east side of Toolern Creek from Toolern Rd to Western Fwy - ML flagged the ideal outcome for residents of the precinct would be a continuous route on east side of creek - HT & SW stated preference for diversion / detour to west via BD06 / BD01 and noted gap in path noted on Plan 17 of the PSP north of rail - ML stated that this 'gap' can be readily addressed via the green space identified on Plan 17 north of rail line at this location. - ML stated that the road bridge BD01 (Abey Road) was built in 2017 and currently does not offer an SUP for the detour. - SM queried if the existing bridge (BD01) could be reconfigured to allow an SUP - ML stated that an SUP could be accommodated on one side only however it would be at the expense/loss of a pedestrian path on the other side of the structure. <i>(note BD01 is discussed further in Marco Lucioni's evidence in response to DTP item 35.18 under Section 7.2)</i> - SW suggested that a cheaper solution may be to delete BD07 (rail underpass), and replace with a new pedestrian bridge over Toolern Creek, located near the railway line. That would avoid the additional costs related to the rail underpass. - HT supported this suggestion - ITEM OUTCOME: Agreement was not reached on HT requested exclusion of BD07 costs however the option of an alternative creek crossing near the railway line was considered worth investigating.

		<p>b) BD04 to BD06 & BD14 (Pedestrian Bridges) BD07 to BD08 & BD10 (Pedestrian underpasses) Growland evidence 5(g)</p> <ul style="list-style-type: none"> - HT stated GAIC funding should be secured for these pedestrian / cyclist structures - HT flagged additional costs of rail underpasses given required extensions following the recent rail duplication project and that the additional underpass costs should be borne by the rail authority. - HT stated that even if one of these items is funded by GAIC it would present a substantial reduction to the DCP and would offset the additional cost of extended rail underpasses prompted by the recent rail duplication - ML noted that Council had stated that various structures have been deemed ineligible for GAIC funding but was unclear if this included these particular structures. - GAIC funding was discussed and it was noted that GAIC funding goals include walking and cyclist paths for new communities. - GAIC funded projects within Melton were briefly reviewed on the GAIC website, with Ferris Rd SUP noted along with various other projects. - ITEM OUTCOME: Agreed that it is reasonable to suggest that Council seek GAIC funding for these items, if not already ruled out.
6	DCP Inclusions Intersections	<p>a) IT32 Paynes Rd intersection (south) / IT14 Rockbank PSP Growland evidence 5(l & m)</p> <ul style="list-style-type: none"> - ML stated DCP includes a cost allocation of 25% for IT32 which is considered reasonable with the Toolern precinct addressing a quadrant of the intersection. - ML summarised intent of IT32 location and its consistency with IT14 of the Rockbank PSP and alignment with existing 18m RoW on the east side of the road and existing title boundaries on the west side of the road. - ML stated that a 4-leg intersection is illustrated for IT32 in the DCP (refer sheet 106) noting however that within Table 5 of the DCP it is described as a "3 way-intersection" and that a western leg is not illustrated on the Plan 15 of the PSP. - HT suggested that IT32 was not necessary for the Toolern PSP and that an alternate arrangement would include a T-intersection at IT32 (with an eastern leg addressing the Rockbank PSP only) and a 2nd T-intersection further south of the Toolern PSP addressing the western frontage of Paynes Rd. Under this scenario IT32 would be funded entirely by the Rockbank PSP. - ML stated that IT32 is located approximately 500m south of Toolern Rd which is appropriate for the Toolern PSP, noting the 4th leg illustrated in the DCP, with approximately 700m offset to Griegs Rd (offering potential for a 2nd intersection midblock to the south (ie 350m south of IT32)) - ITEM OUTCOME: Agreement was not reached on exclusion of IT32 costs

		<p>b) IT19 Mt Cottrell Rd / Baxterpark Dve</p> <ul style="list-style-type: none"> - HT stated that costs for IT19 should be removed from the Toolern DCP as there is no western leg nominated for developable land within the Toolern PSP - HT & ML noted that IT19 is described as a T-intersection in the DCP - ML noted that IT19 has already been constructed (interim standard) and that 50% of costs are attributed to the Paynes Rd PSP - ML noted the conservation and habitat areas are flagged on the western side of the intersection in Plan 13 of the PSP, which may inhibit opportunity for a future western leg. - ITEM OUTCOME: It was agreed that it is reasonable to consider a shift of 100% of costs for IT19 to the Paynes Rd PSP
7	Amendment southern legs	<p>a) IT05 Ferris Rd (RD17) / Toolern Rd (RD06) Lendlease submission 28.02 (evidence 71)</p> <ul style="list-style-type: none"> - SW summarised request for the inclusion of Ferris Road south of IT05 in the DCP - ML noted the termination of RD17 at Toolern Rd presented a missing link in the potential 'secondary arterial corridor' from Griegs Rd to the Western Fwy interchange (Ferris Rd). - ML stated that It would be ideal to allow a southern leg reserve width consistent with RD17 (38m) to the southern boundary of the PSP, noting however that one lane in each direction is adequate for the 'interim standard', reflective of that currently documented/under construction. - SW & ML noted land take implications of this change - SW & ML noted implications to future property access, thought was agreed that this could be resolved - ITEM OUTCOME: The introduction Ferris Road south of IT05 as an extension of RD17 was agreed including the provision of an 'interim standard' of one lane in each direction reflective of that currently documented/under construction. <p>b) IT23 Toolern Rd (RD06) / North South Rd Lendlease submission 28.01 (evidence 70)</p> <ul style="list-style-type: none"> - ML flagged that function of a southern leg at IT23 would appear to be significantly inhibited by the conservation and habitat/waterway noted on Plan 13 of the PSP. - SW stated that as part of the Billeroy development the Waterway has been realigned to the east side of the conservation area, allowing a viable southern leg. - SW sought a similar / consistent provision to IT21 & IT22 of the PSP - SW stated a preference for the removal of the southern leg of IT01 in the Toolern Park PSP and a reallocation of Toolern Park DCP funding for a southern leg at IT23 of the Toolern PSP. (noting the discussion under item 3(a) above regarding BD03 & RD05 & RD06) - ML flagged that this change would require the southern developable land within the Toolern Park PSP to be provided access via the Billeroy site and IT23. SW was aware and agreed

		<p>and flagged that the Billeroy development is documented as such</p> <ul style="list-style-type: none"> - HT supported inclusion of this change for a nominal distance (ie ~80m or distance to match intersections IT21 and IT22) - ITEM OUTCOME: Agreed that the inclusion of a southern leg at IT23 similar to that included for IT21 & IT22 of the PSP was reasonable along with consideration of the suggested removal of the southern leg from IT01 of the Toolern Park PSP and reallocation of its DCP funding to IT23.
8	Amendment Pedestrian bridge viability	<p>a) BD04 pedestrian bridge (Toolern Creek) Lend Lease evidence (72)</p> <ul style="list-style-type: none"> - SW summarised concerns for the viability of BD04 in the context of the existing topography and a requirement for reassessment - HT queried need for the BD04 - ML stated that the exact location would be reviewed in detail during design development, and that an engineering solution could be investigated that included a relocation to address the apparent lower / flat plain and meandering SUP's to address a lower level bridge landings to facilitate a 30m crossing. - SW flagged the suggested lower / flat plain has been identified as an aboriginal place - SM flagged that there will be cost implications of the meandering SUP solution - ITEM OUTCOME: It was agreed that further investigation is required for BD04 to ensure viability and relevance of cost estimates
9	Other Design Items	<p>a) Intersection layout - IT18 Ferris Rd (RD15) / Shakamaker Rd / Treeleaf Ln DTP submission #35(c)</p> <ul style="list-style-type: none"> - ML summarised challenges of the original FLP prepared for IT18 and the concerns raised by DTP - ML presented the alternate concept design presented and recommended in his evidence (Appendix B, 300305617-TR-SK-01-02) - ITEM OUTCOME: <ul style="list-style-type: none"> o HT expressed support for the suggested change o SW & BJM were neutral on the matter <p>b) Ultimate number of lanes - RD14 & RD 19 Shogaki Rd DTP submission #35(b) Ultimate cross section</p> <ul style="list-style-type: none"> - ML flagged DTP request that that the ultimate cross section for Shogaki Rd (RD14 & 19) be reduced from a 6 lane to 4 lanes (refer DTP submission item #35(B), discussed in Section 7.2 of Marco Lucioni's evidence) - ML stated recommendation that the cross section remain at 6 lanes based on forecast traffic volumes discussed in Section 3 of his evidence - ITEM OUTCOME: SW, HT & BJM were neutral on the matter and had no comment

		<p>DCP allowance</p> <ul style="list-style-type: none"> - A discussion was held querying the number of lanes (2 or 4) allowed in the DCP for the Shogaki Rd 'interim standard' - ML shared the following clarification from Council provided in their response to DTP submission 35.16 (refer "Council - Part A Submission - C232melt") <p><i>"..In PSP areas the evolution of a road from a two lane road arrangement to a four lane road arrangement is described below:</i></p> <ul style="list-style-type: none"> ▪ <i>Interim-interim arrangement – road upgraded to two lanes of urban road. Construction of these two lanes is funded by the DCP.</i> ▪ <i>Interim arrangement – Council builds the second two lanes of urban road. Construction of these two lanes is not funded by the DCP.</i> ▪ <i>Ultimate arrangement – Council or DTP builds the final two lanes of urban road. Construction of these two lanes is not funded by the DCP..."</i> <ul style="list-style-type: none"> - ML stated that RD14 & RD19 are described as 2 lanes (interim standard) in the DCP - BJM & SM queried that the original FLP's for Shogaki Rd illustrate an 4 lane 'inteirm layout' and a 6 lane 'ultimate layout' and concern that costing for the DCP addresses 4 lanes not 2 lanes - It was noted that the FLP's do indicate a 2 lane interim layout for other roads, with Shogaki Rd as a stand out - ITEM OUTCOME: It was agreed that the DCP allowance for Shogaki Rd should be confirmed to address a 2 lane cross section
10	Quantity Surveying	<p>Various items including Growland 5(a) & (k)</p> <ul style="list-style-type: none"> - BJM stated that he had asked council for original cost sheets, but Council confirmed they didn't have copies of the original cost sheets. The appropriateness of the original costings is unclear. - SM noted inconsistencies and misalignment of scope between WT estimates and VPA costings. SW and BJM noted similar observations. - SM and BJM agreed there are different extents of costings between reviewers and ideal to agree on consistent extents before costings are finalised - SM & BJM mentioned they did not have access to CAD files for the FLP's prepared by Cardno, only PDF's - SM noted that BJM's (CW) report focused on 2021/2022 project costings, however, indexation of 2021 benchmarks to 2024, allowed for comparison of rates. - SM stated WT estimates were derived using a 1st principles assessment at current day (July 2024) - SM noted that Cardno standard pavement profiles were used as basis for costing with the inclusion of a capping layer. The inclusion of the capping layer was consistent with subconsultancy advice noted in BJM report.

- SW & BJM mentioned that both WT's and Cardno's original allowances for rock were conservatively high
- SW stated that his company had been involved with the design of IT05 and another site and have access to some information / local knowledge that may assist, particularly regarding rock and geotechnical information.
- SW stated that this information can be shared to help refine assumptions on rock allowance
- SM happy to review costs for rock allowances based on Geotech info to be shared by SW, however, will maintain rates for drainage
 - SM mentioned opportunity to look at SUP rate and sub soil drainage rate
 - SM mentioned construction cost surge in 22/23 since original costings. BJM and SW advised that pricing from subdivisional contractors (of the size and calibre likely to deliver DCP projects) has come down since the peak of 22/23.
- SM mentioned cost of working near rail corridor and inclusion of construction access management costs were required.
 - BJM raised the idea of a possible sub classification of secondary arterial road or primary arterial based on the range of forecast traffic volumes included in Section 3 of Marco Lucioni's evidence (in particular Ferris Rd and Mt Cottrell Rd)
 - ML stated that volumes on these road taper down south of Shogaki Rd, however the models may not address full development of land south of the PSP, and that a staggered pavement classification may present a risk.
 - SM confirmed that WT costings were based upon Interim designs, which include 4-lanes for some roads including Shogaki Drive
 - BJM noted Traffic management allowance of 5% was high for greenfield construction. SM noted that as part of Delivery Cost allowances Traffic Management % is fixed.

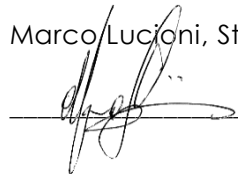
ITEM OUTCOME:

- **SW & BJM to share geotechnical info for constructed projects in the Toolern & Rockbank PSPs for review of rock allowances in current project estimates**
- **SM to review assumptions for rock, SUPs and subsoil drainage and update WT estimates as required.**
- **Extent of works for transport projects should be agreed before costings are finalised.**

Number of lanes funded through the DCP should be confirmed before costings are finalised.

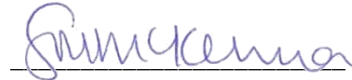
Please sign to acknowledge agreement with the above Statements of Facts and Outcomes:

Marco Lucioni, Stantec



Date: 23-08-24

Sian McKenna, WTP Australia Pty Ltd



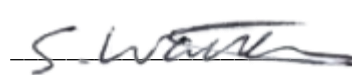
Date: 23-08-24

Henry Turnbull, Traffix Group



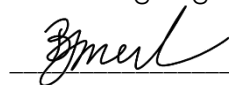
Date: 23-08-24

Stephen Watters, SMEC



Date: 23-08-24

Brock Jeffery-Monck (BJM) Cossill & Webley
Consulting Engineers



Date: 23-08-24