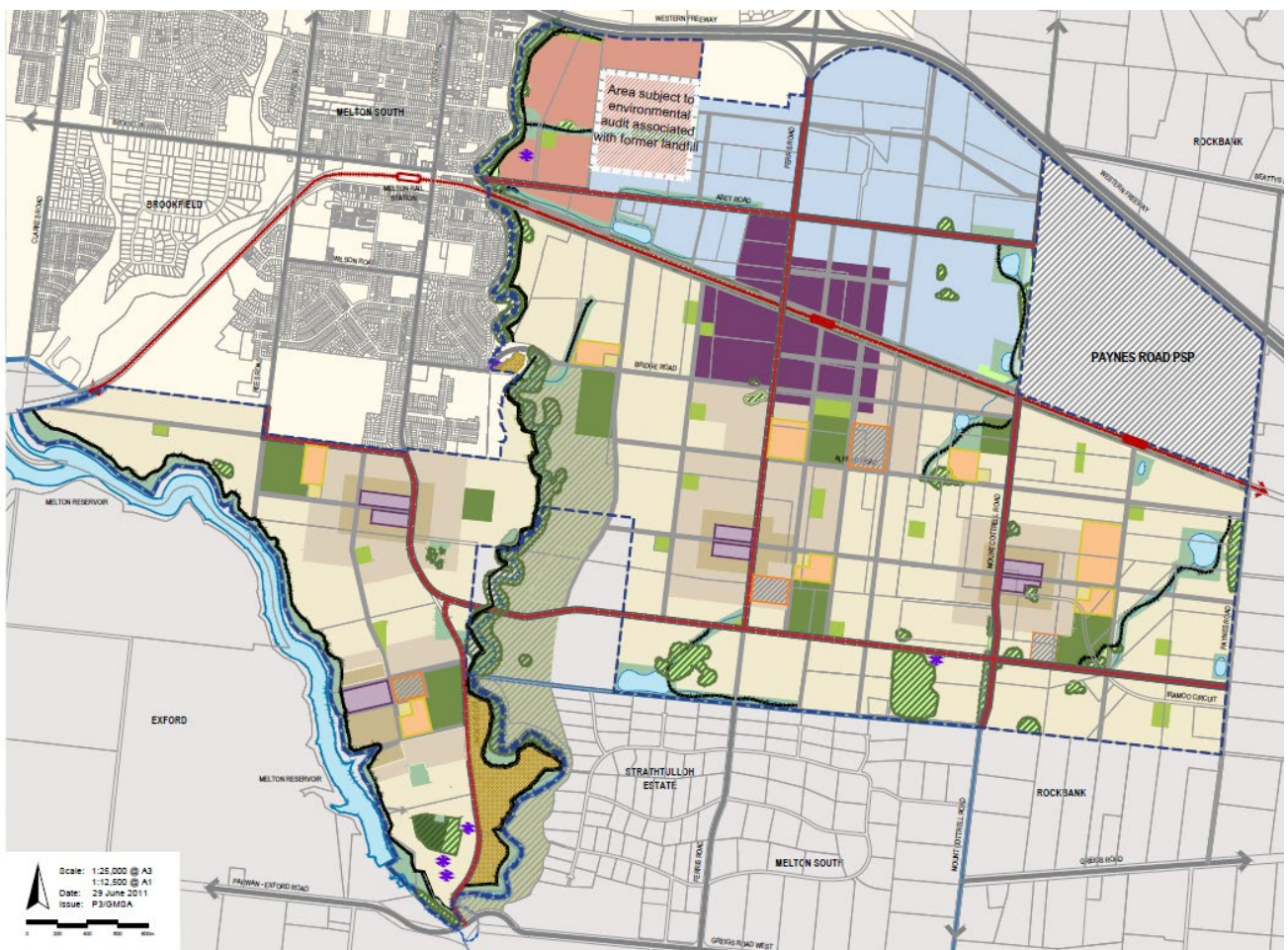


# Toolern Development Contributions Plan Review and Precinct Structure Plan Refresh Planning Report



Melton City Council  
February 2024

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## Introduction

A Precinct Structure Plan (PSP) is a strategic plan that manages the development of new greenfield communities by allocating its future urban structure and determining the infrastructure required for its support. The delivery of this infrastructure is committed to in an associated Development Contributions Plan (DCP), which enables the collection of contributions from development proponents within the PSP area.

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

The Toolern PSP and DCP were gazetted into the Melton Planning Scheme in 2010 and have been amended many times, see Table 1 below. Parts of the PSP have changed, however, a complete review of the PSP and DCP in its entirety remained outstanding. This review seeks to understand how development of the Toolern PSP area has been progressing and whether changes are required in the strategic direction of the PSP and the levy rates within the DCP to improve its effectiveness.

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

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

Based on the findings of this review, a Planning Scheme Amendment will be required to implement the recommendations.

The review of the Toolern PSP and DCP documents has recommended that:

- The Toolern DCP be changed to incorporate new infrastructure projects required to service the rapidly growing community, delete redundant infrastructure projects, new land areas for infrastructure projects, new land acquisition values for infrastructure projects, new construction costs for infrastructure projects, and the incorporation of functional layout plans / road cross-sections / project cost sheets.
- The Toolern PSP be refreshed to ensure it is up to date. The changes to the PSP have aimed to be light handed and includes the removal of references to redundant state plans and strategies, and changes to names of state government departments and agencies to reflect their current names.

The changes to the Toolern PSP and DCP documents has focussed on refreshing the existing content in the plans, rather than rewriting the plans.

Since the review was undertaken in June 2022 the State Government has announced that they will be building the Ferris Road level crossing (BD15). The Toolern DCP was amended in February 2024 to delete the land acquisition and construction costs for this project given that the State Government will be undertaking these works.

## Toolern PSP

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

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

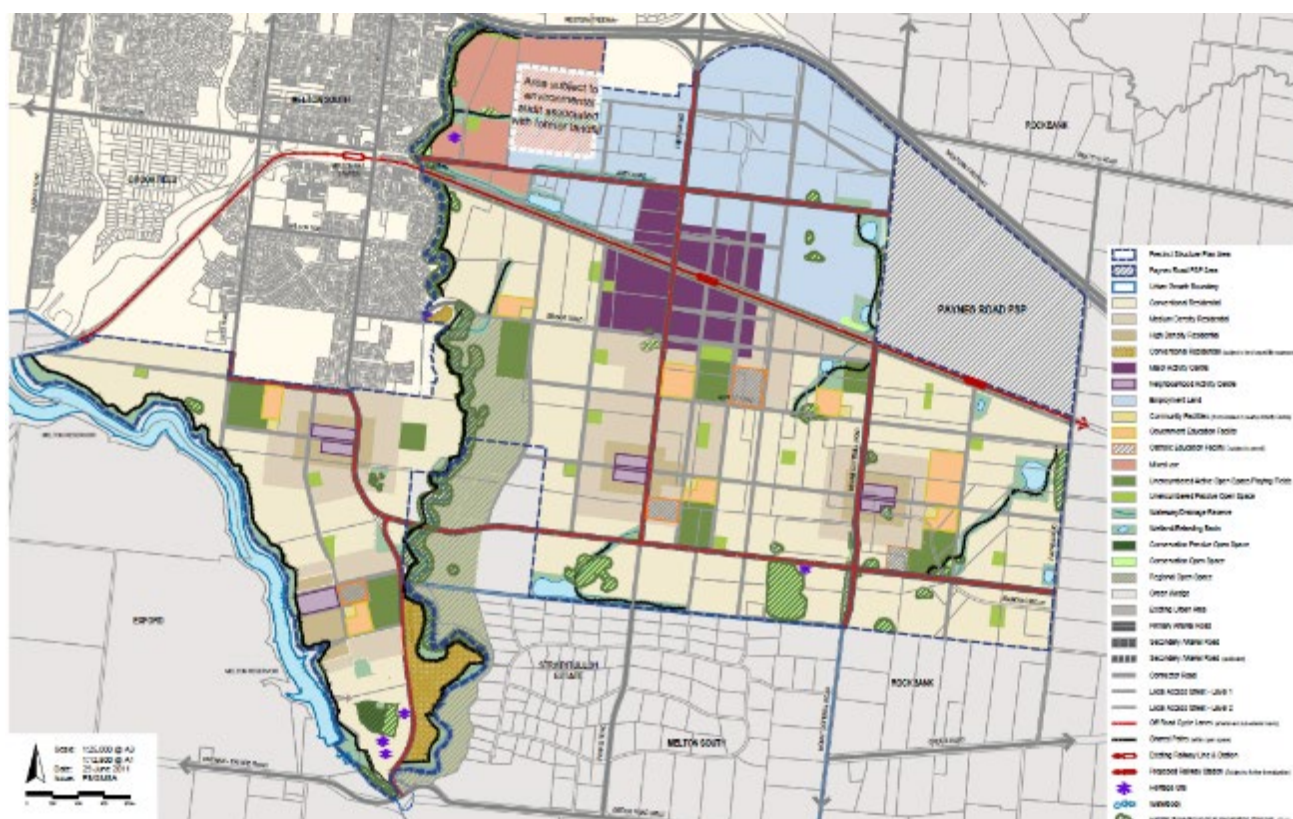


Figure 1. Future urban structure of the Toolern PSP area.

## Toolern DCP

The Toolern DCP was prepared in conjunction with the PSP to support the delivery of infrastructure identified to service the future communities. The PSP helped identify the types and number of infrastructure items required, which are categorised into community and recreation infrastructure projects and transport infrastructure projects. The responsibility of delivering DCP infrastructure lies with Council, unless otherwise agreed to through a Section 173 agreement in which a developer may provide ‘land-in-kind’ or ‘works-in-kind’ instead of paying the DCP levy.

The DCP is a strategic planning policy tool to collect funds for the delivery of this infrastructure. There are two types of funding being collected:

- Development Infrastructure Levy (DIL) – the DIL is a contribution towards major infrastructure to be delivered in the PSP area. The DIL is paid by the developer at the time of subdivision. The following works, services and facilities can be funded from a DIL:
  - Acquisition of land for roads, public transport corridors, drainage, public open space, and community facilities.
  - Construction of roads, including bicycle and pedestrian paths, and traffic management and control devices (this includes the construction of bridges and intersections).
  - Basic improvements to public open space, including earthworks, landscaping, fencing, seating, and playground equipment.
  - Drainage works.
  - Buildings and works associated with the construction of maternal and child health centres, childcare centres, kindergartens, or any centre that provides these facilities in combination.
- Community Infrastructure Levy (CIL) - the CIL is collected from future homeowners to contribute towards community facilities. The CIL has a maximum cap stipulated in the *Planning and Environment Act 1987*, which was \$900 per dwelling at the time of the PSP preparation (the CIL has an indexed value of \$1,225 in June 2021). The CIL pays for the construction of all other buildings or facilities used for community or social purposes. In the Toolern DCP the CIL is paying for the following infrastructure:
  - Community rooms in the six multipurpose community centres; and
  - Pavilions associated with the eight active open space reserves.

The Toolern DCP is currently collecting levies for infrastructure in five charge areas, see Figure 2 and Table 2.

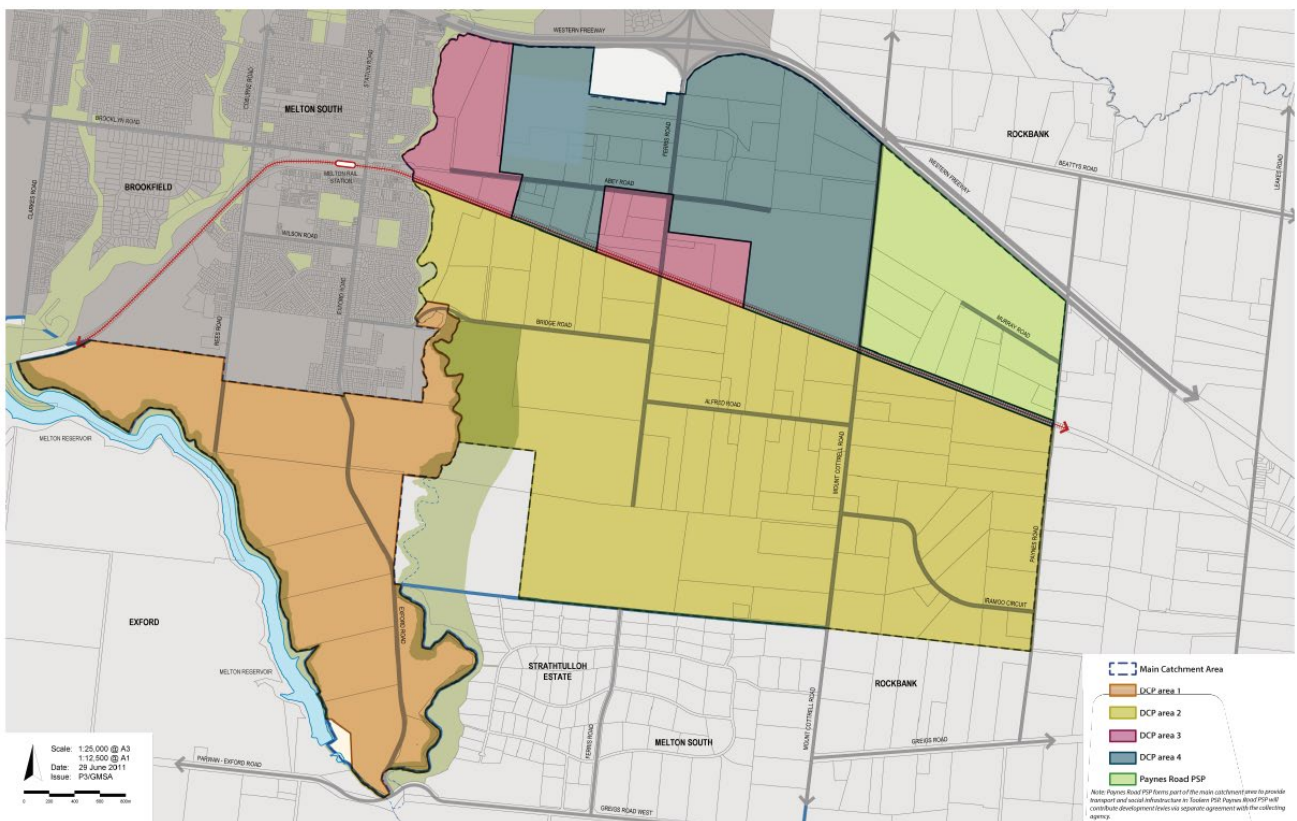


Figure 2. Toolern PSP Charge Areas

Table 2. Toolern PSP Charge areas

Charge Area	Community Infrastructure	Development Infrastructure
<b>1 - Residential Area</b>  Land west of the Toolern Creek	<ul style="list-style-type: none"> <li>Recreation Infrastructure located in Areas 1 and 2</li> <li>Community Centres in Area 1</li> <li>Land purchase for the library, indoor recreation centre, and plaza in the Metropolitan Activity Centre</li> </ul>	<ul style="list-style-type: none"> <li>Contributions towards all transport projects in Areas 1, 2, 3, and 4</li> </ul>
<b>2 - Residential Area</b>  Land east of the Toolern Creek and south of the rail line	<ul style="list-style-type: none"> <li>Recreation Infrastructure located in Areas 1 and 2</li> <li>Community Centres in Area 2</li> <li>Land purchase for the library, indoor recreation centre, and plaza in the Metropolitan Activity Centre</li> </ul>	<ul style="list-style-type: none"> <li>Contributions towards all transport projects in Areas 1, 2, 3, and 4</li> </ul>
<b>3 - Residential Area</b>  Mixed-use land north of the rail line.  Section of the Metro Activity Centre north of the rail line	<ul style="list-style-type: none"> <li>Recreation Infrastructure located in Hub 6 in Area 2</li> <li>Community Centre in Hub 6 in Area 2</li> <li>Land purchase for the library, indoor recreation centre, and plaza in the Metropolitan Activity Centre</li> </ul>	<ul style="list-style-type: none"> <li>Contributions towards all transport projects in Areas 1, 2, 3, and 4</li> </ul>
<b>4 - Industrial Area</b>  Industrial land north of the rail line	<ul style="list-style-type: none"> <li>Not applicable</li> </ul>	<ul style="list-style-type: none"> <li>Contributions towards all transport projects (except the shared path in the regional park) in Areas 1, 2, 3, and 4</li> </ul>
<b>5 - Residential Area</b>  Paynes Road PSP area	<ul style="list-style-type: none"> <li>Collecting money for the development of infrastructure in the Paynes Road PSP Area through the Paynes Road DCP</li> </ul>	<ul style="list-style-type: none"> <li>Contributions towards all transport projects in Areas 1, 2, 3, and 4</li> <li>When the Paynes Road PSP was created it did not include a DCP</li> <li>Development infrastructure levies were to be collected through the Toolern DCP until the Paynes Road DCP was created</li> <li>The Paynes Road DCP has now been created</li> <li>It is proposed through this review that the Paynes Road PSP area be removed from the Toolern DCP, as money is now being collected through the Paynes Road DCP rather than the Toolern DCP</li> </ul>

The review has identified that the transport, and community and recreation project costs have been significantly under costed which is resulting in developers being poorly reimbursed for works-in-kind projects, and Council collecting insufficient money to build the required infrastructure.

## Context

Since the gazettal of the Toolern PSP and DCP in 2010, several changes have occurred in the PSP area, guidance in the preparation of PSPs and DCPs, and the metropolitan strategic plan, *Plan Melbourne*. These have had consequences for the PSP area and have informed the scope of the review. The timeline below provides an overview of the major changes to the PSP area and policy influencing its development

Table 3. Changes to Toolern PSP context - 2005 to June 2022

Year	Event	Implications
2005 November	Urban Growth Boundary extended to include the Toolern PSP area	<ul style="list-style-type: none"> <li>Work commences shortly thereafter on the preparation of the Toolern PSP</li> </ul>
2009 October	PSP Guidelines introduced by the Growth Areas Authority (now the Victorian Planning Authority)	<ul style="list-style-type: none"> <li>Toolern PSP preparation is used as a pilot study for the new guidelines</li> </ul>
2010 August	Urban Growth Boundary (UGB) extended to include all land between Melton Township and Caroline Springs	<ul style="list-style-type: none"> <li>Melton Township and the Toolern PSP area is no longer a satellite city</li> <li>The change to the UGB creates connectivity issues for Toolern PSP to the new adjoining Rockbank PSP area to the east</li> </ul>
2010 November	Toolern PSP and DCP gazetted into Melton Planning Scheme (C84-1)	<ul style="list-style-type: none"> <li>Development is now permitted in the Toolern PSP area subject to it being generally in accordance with the PSP</li> </ul>
2010 November	Toolern PSP and DCP updated (C84-2)	<ul style="list-style-type: none"> <li>The PSP and DCP is updated to include reference to an amenity setback buffer area surrounding Technochem (a business on Abey Road)</li> </ul>
2011	Work commences on the Atherstone residential estate	<ul style="list-style-type: none"> <li>Atherstone is the major residential estate in the Toolern PSP area, occupying approximately one quarter of the available residential land</li> </ul>
2012	<i>West Growth Corridor Plan</i> released by the Growth Areas Authority	<ul style="list-style-type: none"> <li>Identified the Toolern Town Centre as a Principal Town Centre</li> <li>Identified two future train stations in the Toolern PSP area at Ferris Road (Cobblebank) and Paynes Road (Thornhill Park)</li> <li>Changed the land in the Paynes Road PSP area from employment to residential, which set the scene for the Paynes Road PSP</li> </ul>
2012	<i>Toolern Town Centre Urban Design Framework</i> adopted	<ul style="list-style-type: none"> <li>The UDF was prepared to identify the location of the proposed Melton Hospital and health precinct, justice precinct, and Council assets</li> </ul>
2013 August	Applied zones updated in Schedule 3 to Clause 37.07 Urban Growth Zone (C148)	<ul style="list-style-type: none"> <li>In 2013 the State Government replaced the commercial and residential zones in the Melton Planning Scheme with a suite of new zones</li> <li>The applied zones referenced in Schedule 3 to Clause 37.07 were updated to reflect the new suite of zones</li> </ul>
2014 April	<i>Melton Retail and Activity Centre Strategy</i> adopted by Council	<ul style="list-style-type: none"> <li>Identifies the Cobblebank (Toolern) Metropolitan Activity Centre as the highest order activity centre in the City of Melton</li> <li>Identifies the remaining town centres in the Toolern PSP as Neighbourhood Activity Centres</li> </ul>
2014 May	The Melbourne metropolitan planning strategy released – <i>Plan Melbourne</i>	<ul style="list-style-type: none"> <li>The Cobblebank (Toolern) major activity centres is identified as a Principal Activity Centre, which encourages intensified growth within the centre</li> </ul>
2014 October	Toolern Park PSP and DCP is approved (C122)	<ul style="list-style-type: none"> <li>The Toolern Park PSP fills a small area that was excised from the Toolern PSP area</li> </ul>
2014	Melbourne Water commences the review of all Drainage Service Schemes in the Toolern PSP area	<ul style="list-style-type: none"> <li>The size and location of drainage assets within the PSP area is updated. It is recommended that the area encumbered by drainage be increased</li> </ul>
2015	Western Business Accelerator and Centre of Excellence (BACE) opens	<ul style="list-style-type: none"> <li>Provides support for businesses in the City of Melton and starts employment activity in the future Cobblebank Metropolitan Activity Centre</li> </ul>

Year	Event	Implications
2016 March	Paynes Road PSP is gazetted into the Melton Planning Scheme (C161)	<ul style="list-style-type: none"> <li>The Paynes Road PSP area is removed from the Toolern PSP area</li> <li>Land is converted from an employment use to a residential use, implications for DCP funding as a DCP was not prepared for the PSP</li> </ul>
2016 November	Rockbank PSP is gazetted into the Melton Planning Scheme (C145)	<ul style="list-style-type: none"> <li>Land directly east of the Toolern PSP. Includes Paynes Road upgrade projects that are apportioned to the Toolern PSP area</li> </ul>
2017	A new metropolitan strategy for Melbourne is released - <i>Plan Melbourne 2017-2050</i>	<ul style="list-style-type: none"> <li>The Cobblebank (Toolern) Activity Centre is upgraded from a Principal to a Metropolitan Activity Centre (higher order centre with a much wider catchment)</li> </ul>
2017 August	11 new suburbs created in the City of Melton	<ul style="list-style-type: none"> <li>The Toolern PSP area was broken into four new suburbs – Weir Views, Cobblebank, Strathulloh and Thornhill Park, which enables community and recreation infrastructure to be renamed to reflect the suburb it is located within</li> </ul>
2018 July	Infrastructure Contributions Plans introduced into Planning system	<ul style="list-style-type: none"> <li>Introduction of standardised functional layout plan designs and benchmark costing sheets for ICP infrastructure items to fast-track development process with more adequate levy rates</li> </ul>
2018 October	<i>Western Rail Plan</i> project announced	<ul style="list-style-type: none"> <li>The project will electrify the rail line to Melton and provide separated train tracks to Ballarat. Includes a new train station in Thornhill Park</li> </ul>
2019 February	Paynes Road Railway Station added to Toolern PSP	<ul style="list-style-type: none"> <li>Proposed new station identified along the current Melton Rail Line in Thornhill Park</li> </ul>
2019 December	<p><i>Cobblebank Metropolitan Activity Centre (CMAC) Urban Design Framework (UDF)</i> adopted by Council</p> <p><i>Cobblebank Employment and Mixed-Use (CEMU) UDF</i> adopted by Council</p> <p>Cobblebank Station opened</p>	<ul style="list-style-type: none"> <li><i>CMAC UDF</i> prepared to replace the Toolern Town Centre UDF 2012. This update was required to reflect the new status of the town centre as a Metropolitan Activity Centre</li> <li><i>CEMU UDF</i> prepared to provide guidance on development in the Mixed-Use and Employment areas located to the north of the Melton rail corridor</li> <li>The opening of the station in 2019 was delivered as part of the Ballarat Line Upgrade project. This project also created a second track to Melton, which has facilitated the ability of trains being able to run in both directions all day</li> </ul>
2020 January	Review of Toolern PSP and DCP commences	<ul style="list-style-type: none"> <li>Primary focus is on reducing the significant funding shortfall identified for transport, and community and recreation infrastructure</li> </ul>
2020 December	Paynes Road DCP finalised	<ul style="list-style-type: none"> <li>Paynes Road DCP is prepared which separates the PSP area from the Toolern DCP. Identifies project costs for road, intersection and bridge projects along Mt Cottrell Road and apportions these works to the Toolern DCP</li> </ul>
2021 August	Minister for Planning applies the Public Acquisition Overlay to the Melton Hospital site (GC190)	<ul style="list-style-type: none"> <li>Located within CMAC</li> </ul>
2022 October	State Government announces Ferris Road level crossing will be removed by 2026	<ul style="list-style-type: none"> <li>Land acquisition and construction costs for BD15 to be removed from the Toolern DCP</li> </ul>

In June 2022 there were 75 active planning permits associated with subdivisions in the residential and employment areas in the Toolern PSP area.

In June 2022 there were 25 named residential estates in the Toolern PSP area, and three named industrial estates. Four of the residential estates with planning permits are yet to be named.

Planning permits that permit staged subdivision currently cover approximately 64% of the Toolern PSP area (see Table 4).

Table 4. Percentage of each charge area subject to subdivision planning permits

Charge Area	Approx. Area % Subject to Subdivision Planning Permits
1	87%
2	77%
3	21%
4	17%

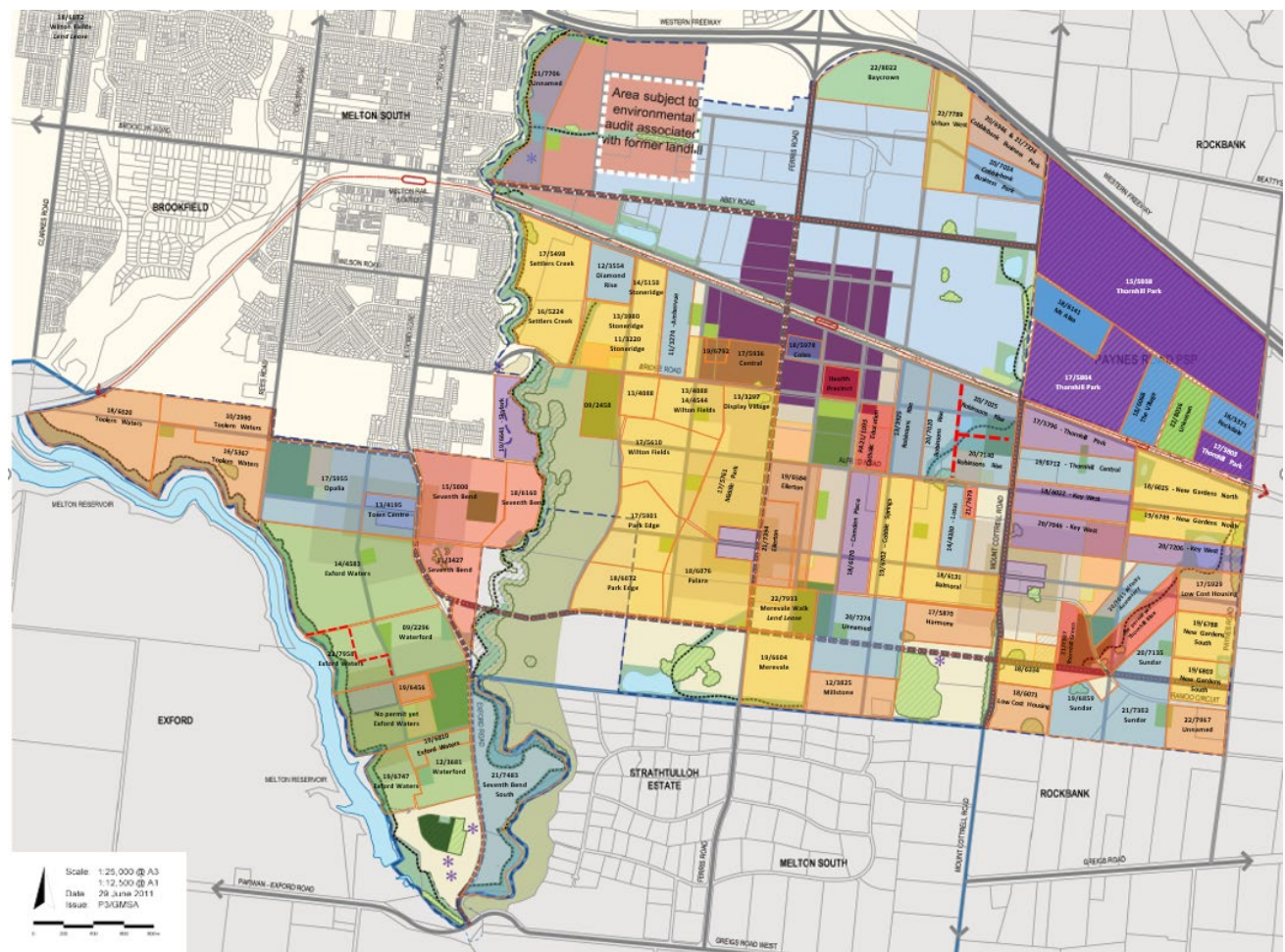


Figure 3. Estate Boundaries and Subdivision / Development Planning Permit Applications

## Overarching Issues

As evident from the timeline, development within the municipality of Melton, and particularly the Toolern PSP area, has occurred at a rapid pace. This has resulted in a majority of the PSP area being committed to a development proposal and a funding arrangement for the delivery of DCP infrastructure.

Below is a summary of some of the issues that have been identified in the Toolern PSP area, which has resulted in the need for this review.

## Funding Shortfalls

It has been identified that there are significant shortfalls in the funding arrangements to deliver transport, and community and recreation infrastructure. This is due to the absence of project cost sheets for any of these projects.

The shortfalls for transport infrastructure are due to the following problems with the preparation and administration of the Toolern DCP:

- Functional Layout Plans were not prepared for the transport system, which has resulted in inadequate land being reserved for transport projects.
- Functional Layout Plans were not prepared for the transport system, which has resulted in uncertainty on how the transport system will look and perform once it is delivered.
- The absence of Functional Layout Plans resulted in inadequate money being collected to construct the interim road and intersection works.
- Project cost sheets were not prepared for transport projects.
- Bridge designs were not prepared for the 14 bridges located within the Toolern PSP area and project cost sheets were not prepared for them, which has resulted in ambiguity on what the bridges will look like and inadequate money being collected for their construction.
- The Paynes Road and Rockbank PSPs have identified new transport projects within the Toolern PSP area and have apportioned some of the construction costs for these projects to the Toolern DCP. These projects are not shown in the Toolern PSP or DCP documents, and the Toolern DCP is not currently collecting money for the construction of these projects.
- The *Cobblebank Metropolitan Activity Centre Urban Design Framework* has identified two bridge projects and one intersection project that are required to facilitate safe and efficient traffic movements to, and through, the Metropolitan Activity Centre. These projects are not shown in the Toolern PSP or DCP documents, and the Toolern DCP is not currently collecting money for land acquisition or the construction of these projects.

The shortfalls for community and recreation infrastructure are due to the following problems with the preparation of the Toolern DCP:

- Community Centre, Active Recreation Reserve and Pavilion designs were not prepared.
- Project cost sheets were not prepared for community and recreation infrastructure.

The infrastructure construction shortfalls can be identified through a comparison of projects in the Toolern PSP against similar sized projects in more contemporary Development Contribution Plans and Infrastructure Contributions Plans. For example:

- Active Recreation Reserve 01 (AR01) in the Toolern PSP has identified the cost of constructing a 9.83 Ha reserve as \$3,827,633 in \$2021/2022. The cost attributed to the construction a 10 Ha active recreation reserve in the Kororoit / Plumpton / Mt Atkinson ICPs is identified as \$11,020,402 in

\$2021/2022. This illustrates that the Toolern DCP is currently collecting only 35% of the construction costs needed. This results in a construction shortfall of approximately \$7.2 million.

- Intersection 22 (IT22) in the Toolern PSP is a secondary arterial road intersection with a connector road. The Toolern DCP is currently collecting \$1,353,545 for the construction of this intersection (\$2021/2022). The VPA benchmark costs for a similar project is \$4,169,574 in \$2021/2022. This illustrates that the Toolern DCP is only collecting 32% of the construction costs needed. This results in a shortfall of approximately \$2.8 million.

Shortfalls such as the exemplified above are replicated across many of the transport projects, and recreation projects.

### Population Estimate

The Toolern DCP assumed that the conventional density areas would be delivered at a residential density of 10 to 15 dwellings per net developable hectare. This is well below the density targets identified in more contemporary PSPs, which identify a minimum development rate of 16.5 dwellings per hectare.

It is noted that conventional density residential development in the Toolern PSP is achieving a density closer to 16.5 dwellings per hectare, which is resulting in a much greater population than originally forecast. Compounding this problem is the Toolern PSP assumed an unusually small household size, which has resulted in the population of the Toolern PSP area being significantly underestimated.

### Development Services Scheme

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

## Scope of the Review

### In scope

The intent of this review is to understand the effectiveness of the existing PSP and DCP and will seek to refresh the documents without rewriting existing objectives, requirements, and guidelines. This review seeks to ensure the contents are up to date, accurate and errors are corrected by including the following scope:

- Review of text and plans to identify obvious errors and issues that need clarification.
- Update the PSP to include reference to any new State and Council documents such as Plan Melbourne, City of Melton Retail and Activity Centres Strategy etc. relevant to the Toolern PSP.
- Incorporate the outputs of the Melbourne Water Drainage Services Scheme Review.
- Remove obsolete references to the Paynes Road PSP area.
- Changes to existing DCP projects and potential new DCP projects as a result of the preparation of the Paynes Road PSP, Rockbank PSP and Toolern Park PSP.
- Prepare Functional Layout Plans for the transport network based on the Functional Layout Plans in the Victorian Planning Authority's *Benchmark Infrastructure Report*, April 2019.
- Prepare cost sheets for transport projects based on the cost sheets in the Victorian Planning Authority's *Benchmark Infrastructure Report*, April 2019.
- Review costs and land use budgets for all DCP projects.
- Review development infrastructure levy (DIL) rate as a result of any changes to the project costs and/or scope.
- Incorporate the recommendations from the *Cobblebank Metropolitan Activity Centre Urban Design Framework* (UDF).
- Appraisal of density targets and actual density provision in developed areas and areas subject to a proposed or approved development plan. Conduct an audit of community and recreation infrastructure to determine supply / demand.
- Prepare cost sheets for community and recreation projects based on the cost sheets in the Victorian Planning Authority's *Benchmark Infrastructure Report*, April 2019.
- Investigate whether Heritage Overlay Schedule 74 - Parklea should be retained as the homestead has burnt down.
- Delete the heritage asset shown on Mount Cottrell Road as this place is not identified in the Schedule to the Heritage Overlay.
- Update the PSP and DCP to show the revised location of school sites in conjunction with the intentions of Catholic Education.
- A Planning Scheme Amendment to implement the final report's recommendations.

### Out of Scope

The review is primarily a refresh of the existing PSP and DCP, with updates to infrastructure project needs in accordance with population growth demand, and changes to levy rates to adequately collect contributions to deliver required infrastructure. Therefore, the following aspects were outside the scope of review:

- No significant change to the location of active open space, activity centres, and passive open space area. These are significant changes that would have a broader impact on the PSP area.
- Changes to the content of the Paynes Road PSP or Toolern Park PSP.
- A review of the Community Infrastructure Levy (CIL) is not within scope of the project and the existing rate of \$900 per dwelling will remain (this will be indexed to \$1,225 (June 2021 dollars)), despite the Minister updating the maximum levy rate to \$1,150 per dwelling. The distinction between the Development Infrastructure Levy and CIL will remain.

- The State Government's new Development Contributions System (i.e. the standardised Infrastructure Contributions Plan) will not be included, as they do not apply retrospectively to existing DCPs.
- The *Native Vegetation Precinct Plan* will not be included as the site is not subject to the Melbourne Strategic Assessment area.

Given the size and complexity of this review representatives from the Victorian Planning Authority (VPA) and the Department of Environment, Land, Water and Planning (DELWP) formed part of the Project Control Group which provided advice on the review at key stages.

## Methodology

The approach adopted to undertake this review was informed by the scope, which required detailed understanding of transport infrastructure delivery needs, and whether sufficient community and recreation infrastructure was allocated to service the projected population.

Table 5 summarises the specialists engaged to conduct reviews, and the departments consulted.

Table 5. Contributions from Consultants and Council Departments in undertaking the review.

Consultant/Department	Nature of Role	Implications for PSP/DCP
<b>Transport Infrastructure Review</b>		
<ul style="list-style-type: none"> <li>Cardno (and sub-consultant Currie and Brown)</li> </ul>	<ul style="list-style-type: none"> <li>Prepared Functional Layout Plans (FLPs)</li> <li>Prepared project cost sheets associated with the FLPs</li> <li>Prepared new road cross-sections</li> <li>Prepared a table that identifies the land areas for transport on a property specific basis</li> </ul>	<ul style="list-style-type: none"> <li>FLPs created to be added to the DCP</li> <li>Project costs sheets to be added to the DCP</li> <li>Add new cross-sections to the PSP</li> <li>Alter land areas associated with transport projects</li> <li>Informed changes to DIL rates for DCP transport projects</li> </ul>
<ul style="list-style-type: none"> <li>Council Engineers</li> <li>VicRoads</li> <li>Department of Transport</li> <li>VPA</li> <li>DELWP</li> </ul>	<ul style="list-style-type: none"> <li>Reviewed and approved Cardno's FLPs</li> <li>Reviewed and approved Cardno's project cost sheets</li> <li>Reviewed and approved proposed changes to the DCP transport projects</li> </ul>	
<b>Community and Recreation Infrastructure Review</b>		
<ul style="list-style-type: none"> <li>ASR Research (and sub-consultants HEDE Architects and Quality Cost Control)</li> </ul>	<ul style="list-style-type: none"> <li>Reviewed the population projection of the Toolern PSP area</li> <li>Reviewed the DCP community and recreation infrastructure needs</li> <li>Provided recommendations on changes to number and type of community centres to cater for childcare and kindergarten needs</li> <li>Prepared community centre concept designs and associated project cost sheets</li> </ul>	<ul style="list-style-type: none"> <li>Identified that the number of dwellings should increase from 24,000 to 25,000</li> <li>Identified that the population will increase from 55,000 people to 68,000 people</li> <li>Informed which Community Hubs should have Level 1 or 2 centre designs</li> <li>Informed changes to DIL rates for DCP community and recreation projects</li> </ul>
<ul style="list-style-type: none"> <li>Victorian School Building Authority</li> <li>Catholic Education Office of Melbourne</li> </ul>	<ul style="list-style-type: none"> <li>Provided advice on the location and size of schools in the PSP area</li> </ul>	<ul style="list-style-type: none"> <li>Identified minor changes to the size and location of some schools</li> </ul>
<ul style="list-style-type: none"> <li>Council Community Planners</li> <li>Council Recreation Planners</li> <li>Council Early Childhood Service Unit</li> <li>VPA</li> <li>DELWP</li> </ul>	<ul style="list-style-type: none"> <li>Reviewed and approved the revised population projections</li> <li>Reviewed and approved the proposed changes to community centre designs and costs</li> <li>Reviewed and approved the change in size to active open space reserves</li> <li>Reviewed and approved the changes to active open space and pavilion construction costs</li> </ul>	
<b>Heritage Review</b>		
<ul style="list-style-type: none"> <li>Extent Heritage</li> </ul>	<ul style="list-style-type: none"> <li>Assessed whether Parklea (HO74) should be retained on the Heritage Overlay, and recommended controls to be included in the PSP</li> </ul>	<ul style="list-style-type: none"> <li>Remove Parklea (HO74) from the Heritage Overlay</li> <li>Add requirements and guidelines in PSP specific to Parklea</li> </ul>
<b>Development Services Scheme (DSS) Review</b>		
<ul style="list-style-type: none"> <li>Melbourne Water</li> </ul>	<ul style="list-style-type: none"> <li>Provided new boundaries for DSS areas</li> </ul>	<ul style="list-style-type: none"> <li>New integrated water management plan created for the PSP, which revises the DSS boundaries, and the</li> </ul>

Consultant/Department	Nature of Role	Implications for PSP/DCP
	<ul style="list-style-type: none"> <li>Recommended changes to the size and location of stormwater assets throughout the PSP area</li> <li>Created a stormwater asset table to be included in the PSP</li> </ul>	<ul style="list-style-type: none"> <li>location and size of stormwater assets</li> <li>Stormwater asset table created to be incorporated into the PSP</li> </ul>
<ul style="list-style-type: none"> <li>Council Engineers</li> </ul>	<ul style="list-style-type: none"> <li>Reviewed the changed stormwater assets</li> </ul>	
<b>Land Valuations</b>		
<ul style="list-style-type: none"> <li>Charter Keck Cramer</li> </ul>	<ul style="list-style-type: none"> <li>Prepared new land valuations taking into consideration the changes to land areas required for drainage, transport, and community and recreation infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Identified new land valuations to be incorporated into the Toolern DCP</li> <li>Informed changes to DIL rates for infrastructure projects</li> </ul>
<ul style="list-style-type: none"> <li>Council Finance Services Unit</li> </ul>	<ul style="list-style-type: none"> <li>Reviewed the land valuations</li> </ul>	
<b>Development Contribution Levy Rates</b>		
<ul style="list-style-type: none"> <li>Council Major Development Planners</li> <li>Council Finance Services Unit</li> </ul>	<ul style="list-style-type: none"> <li>Assisted with updates on permits issued within the Toolern PSP area</li> <li>Provided information about DIL and CIL funds collected to date</li> <li>Provided information on projects delivered, are under construction, or are about to commence construction</li> <li>Provided information about Section 173 agreements</li> </ul>	<ul style="list-style-type: none"> <li>Information was used to determine whether the existing project costs should be retained in the PSP (for constructed projects), or whether new project costs should be prepared</li> </ul>

A special project unit was created in Council to undertake this work, the Toolern Review Team. In addition to managing these consultant / internal relations to support the project, the team undertook review of the PSP and DCP contents to identify errors, updates, and inconsistencies for corrections.

In the early stages of the review, Council sent out letters to all landowners and stakeholders to notify them of the review and for their feedback on any perceived issues or matters to be taken into consideration. Stakeholders were made aware of the scope of review and the issue identified in the significant DCP levy shortfall, which was the primary concern of the review.

## Recommended Changes

### General Terms

A review was undertaken of the Toolern PSP and DCP documents to check the accuracy of terminology within the document and to identify errors and contradictions.

General changes have been recommended to update names of authorities, correct errors and fix contradictory statements / figures. The terms requiring updates can generally be categorised into the areas identified below in Table 6.

Table 6. Examples of updated terms and references

Type	Examples
Municipal reference	<ul style="list-style-type: none"> <li>• <i>Melton Shire Council</i> replaced with <i>Melton City Council</i></li> <li>• <i>Shire of Melton</i> replaced with the <i>City of Melton</i></li> </ul>
Changes to governance structure of State Government Departments	<ul style="list-style-type: none"> <li>• <i>Department of Sustainability and Environment</i> replaced with <i>Department of Environment, Land, Water and Planning</i></li> <li>• <i>Department of Education and Early Childhood Development</i> replaced with <i>Department of Education and Training</i></li> <li>• <i>Growth Areas Authority</i> replaced with the <i>Victorian Planning Authority</i></li> </ul>
Updated State Strategic document titles	<ul style="list-style-type: none"> <li>• <i>State Planning Policy Framework</i> replaced by <i>Planning Policy Framework</i></li> <li>• <i>Victorian Transport Plan</i> replaced with updated <i>Western Rail Plan</i></li> </ul>
Removal of abbreviations	<ul style="list-style-type: none"> <li>• <i>Fwy</i> replaced with <i>Freeway</i></li> <li>• <i>Rd</i> replaced with <i>Road</i></li> </ul>
Removal of obsolete planning controls	<ul style="list-style-type: none"> <li>• HO106 is not subject to the heritage overlay and therefore reference to this should be deleted from the document</li> </ul>
References to Paynes Road PSP	<ul style="list-style-type: none"> <li>• When the Paynes Road PSP was created it did not include a DCP</li> <li>• Development infrastructure levies were to be collected through the Toolern DCP until the Paynes Road DCP was created</li> <li>• The Paynes Road DCP has now been created</li> <li>• It is proposed through this review that the Paynes Road PSP area be removed from the Toolern DCP, as money is now being collected through the Paynes Road DCP rather than the Toolern DCP</li> </ul>
References to new suburb names	<ul style="list-style-type: none"> <li>• In 2017 the Toolern PSP area was broken into a series of suburbs. The PSP and DCP documents have been amended to make references to the new suburbs where appropriate</li> </ul>
References to State Government infrastructure	<ul style="list-style-type: none"> <li>• <i>Health Precinct</i> updated to <i>Melton Hospital</i></li> <li>• <i>Toolern Regional Park</i> updated to the <i>Toolern Creek Regional Park</i></li> <li>• Government schools have been identified by the names provided by the Department of Education and Training e.g. <i>Toolern Waters P-6</i></li> </ul>
Grammatical corrections	<ul style="list-style-type: none"> <li>• <i>Guideline</i> changed to <i>guidelines</i></li> <li>• Changes arising from amendments and development since the PSP was gazetted. i.e. <i>Amendment C84 will rezone all land to UGZ. Delete 'will' and change 'rezone' to 'rezoned'. Similarly, reference clauses have been updated and capitalised</i></li> </ul>
Updated terms for consistency with Plan Melbourne 2017-2050	<ul style="list-style-type: none"> <li>• <i>Principal Activity Centres</i> redefined as <i>National Employment and Innovation Clusters</i></li> <li>• <i>Cobblebank Major Activity Centre</i> identified as a <i>Metropolitan Activity Centre</i></li> <li>• <i>Node</i> replaced with <i>Precinct</i></li> </ul>
Updates associated with CMAC and CEMU UDF	<ul style="list-style-type: none"> <li>• <i>Proposed Toolern Railway Station and Bus Interchange</i> replaced with <i>approved Cobblebank Railway Station and Bus Interchange</i></li> <li>• Replace specifications such as <i>supermarket, department store</i> with <i>retail</i>, as well as including updated <i>floor area</i> figures</li> </ul>

## Guidelines and Requirements

Contemporary PSPs include objectives, requirements, and guidelines:

- Objectives outline what outcomes should guide the development of the PSP area.
- Requirements identify outcomes that must be met to implement the PSP's vision and objectives.
- Guidelines identify outcomes that should be met to implement the PSP's vision and objectives.

The Toolern PSP currently contains objectives and design guidelines but does not make specific reference to requirements. When reading the guidelines many of the guidelines contain the phrase *must be met*, which implies the guideline is a requirement.

The *design guidelines* in the PSP are proposed to be amended to become *design requirements and guidelines*. Design guidelines which 'must be met' will become requirements, and design guidelines that 'should be met' will remain as guidelines.

## Review of State Government Strategies and Plans

A review was undertaken to identify outdated references to State Government Strategies and Plans.

References have been updated for the following outdated plans and strategies:

- *Growth Area Framework Plans* replaced with *Growth Corridor Plans*, GAA, 2011
- *Melbourne 2030* replaced with *Plan Melbourne 2017-2050*, DELWP, 2017

The following new strategies and plans have been referenced in the documents:

- *Cobblebank Employment and Mixed-Use Urban Design Framework*, Melton City Council, 2019
- *Cobblebank Metropolitan Activity Centre Urban Design Framework*, Melton City Council, 2019
- *Melbourne Industrial and Commercial Land Use Plan*, DELWP, 2020

The following outdated strategies remain referenced as there is no equivalent strategy to replace it, and these strategies were used to inform the development of the Toolern PSP and DCP documents:

- *Meeting Our Transport Challenges*, State of Victoria, 2006
- *Victorian Transport Plan*, Department of Infrastructure, 2008

It is noted that the Victorian Planning Authority have released *Precinct Structure Planning Guidelines: New Communities in Victoria*, Victorian Planning Authority, October 2021. These guidelines apply to the development of new Precinct Structure Plans, and therefore are not entirely relevant to the review of the *Toolern Precinct Structure Plan* or the *Toolern Development Contributions Plan*.

It is noted that the *Toolern Precinct Structure Plan* demonstrates general compliance with *Plan Melbourne 2017-2020* and the *Precinct Structure Planning Guidelines: New Communities in Victoria*:

- The Toolern PSP creates 20-minute neighbourhoods.
- The Toolern PSP contains a hierarchy of activity centres (Metropolitan Activity Centre and Neighbourhood Activity Centres).
- The Toolern PSP specifies a minimum density of 30 dwellings per net developable hectare in high density areas, which is equal to the density target of 30 dwellings in walkable catchments in the revised guidelines.
- The Toolern PSP is delivering a dwelling density of over 21 dwellings per net developable hectare across the entire PSP, which exceeds the VPA target of dwellings per net developable hectare (25,000 dwellings across 1,156 hectares of land suitable for residential development in the Toolern PSP).
- The Toolern PSP contains employment areas and seeks to provide one job per household.
- The Toolern PSP identifies transport, and community and recreation infrastructure to service the needs of the growing community.
- The Toolern PSP identifies land for drainage to reduce the risk of flooding.
- The Toolern PSP identifies the retention of native vegetation and heritage places.
- The Toolern PSP provides a diversity of housing options through the identification of high-density, medium-density and conventional-density areas.
- The Toolern PSP identifies active transport and public transport to reduce reliance on private motor vehicles.
- The Toolern PSP creates a network of local parks and active open space reserves, including the identification of the future Toolern Creek Regional Park.
- The Toolern PSP includes a requirement for integrated water management plans to make better use of water, including the provision of recycled water.

- The Toolern PSP identifies land for local schools and community infrastructure. It also includes regional infrastructure within the Metropolitan Activity Centre (public health, tertiary education, a civic precinct, and a justice precinct).

## DCP Errors

Errors were identified in the PSP and DCP tables. The tables in the PSP and DCP contained incorrect figures due to the use of incorrect formulas in the original tables. The problems associated with the formula included rounding errors, missing values, wrong percentages, and numbers being shown as a negative number when it should have been a positive number. As some of the errors affected land percentages and infrastructure areas, some of the errors affected levy charges.

The review has identified community and recreation infrastructure land area contradictions within the PSP and DCP documents. For example, Table 8 in the Toolern PSP identifies the Government Primary School in Community Hub 4 as being 4.5 Ha in size, whereas Table 6 in the Toolern DCP identifies it as being 3.5 Ha in size.

The *Land Use Budget Table* in the Toolern DCP separated some sites into multiple lots to reflect subdivision requests that had been lodged with Council at the time of the amendment. The following subdivisions did not occur and therefore the following properties will be consolidated into a single lot:

- Combine properties 35A and 35B into a single property – Property 35;
- Combine properties 37A and 37B into a single property – Property 37;
- Combine properties 49A and 49B into a single property – Property 49;
- Combine properties 54A and 54B into a single property – Property 54;
- Combine properties 59A, 59B and 59C into a single property – Property 59;
- Combine properties 63A and 63B into a single property – Property 63;
- Combine properties 69A and 69B into a single property – Property 69;
- Combine properties 77A and 77B into a single property – Property 77;
- Combine properties 85A and 85B into a single property – Property 85;
- Combine properties 118A, 118B and 118C into a single property – Property 118; and
- Combine properties 123A and 123B into a single property – Property 123.

### Project Names and Descriptions in the PSP and DCP

All project names and descriptions in the Toolern PSP and DCP documents have been updated to reflect contemporary project name and descriptions found in contemporary PSPs. **Appendix 1** provides a comparison of the project names and descriptions.

## Urban Design Frameworks

In 2019, Melton City Council adopted the *Cobblebank Metropolitan Activity Centre (CMAC) Urban Design Framework (UDF)* and the *Cobblebank Employment and Mixed-Use (CEMU) UDF*.

Both UDFs are detailed planning and design documents that set a long-term integrated design vision that guide the future use and development in the two major employment areas within the Toolern PSP area.

### Cobblebank Metropolitan Activity Centre Urban Design Framework

The *CMAC UDF* replaced the Toolern Town Centre UDF 2012. The *CMAC UDF* covers approximately 100 hectares of land that is intersected by Ferris Road and the Melbourne – Ballarat Railway Line.

The activity centre in Cobblebank is designated as an emerging Metropolitan Activity Centre in the State Government’s metropolitan planning strategy, *Plan Melbourne 2017-2050*.

Metropolitan Activity Centres are higher order centres that provide a diverse range of jobs, activities and housing for regional catchments that are well serviced by public transport. Metropolitan Activity Centres also play a major service delivery role, through government, health, justice, and education services as well as retail and commercial opportunities.

#### Development in CMAC:

- 2015 Melton City Council opened the Western Business Accelerator and Centre of Excellence (BACE).
- December 2019 the Cobblebank Railway Station is opened as part of the Ballarat Line Upgrade project, which also delivered a duplicated rail line to Melton. This project included the delivery of a signalised intersection at Ferris Road for the railway station (IT14).
- December 2019 a new bus route is established that connects Melton Railway Station to Cobblebank Railway Station.
- May 2021 Cobblebank Village Shopping Centre opened next to the Cobblebank Railway Station.
- July 2021 the State Government identified land required for the future Melton Hospital.
- November 2021 Cobblebank Stadium (CI02) opened – a six indoor court stadium.
- 2022 the State Government acquired the land for the future Melton Hospital.
- 2022 work commenced on the Catholic Secondary School in Cobblebank, opening in 2023.
- 2022 work commenced on the extension of Bridge Road to Melton Hospital and the construction of a signalised intersection at Ferris Road (IT15).
- 2022 the State Government provided a grant to Melton City Council through the Growing Suburbs Fund to construct a community services hub which will house 70 community service organisations in a three-storey building.
- 2022 the State Government announces the Ferris Road level crossing will be removed by 2026. BD15 will be included in the Toolern DCP, however no land acquisition or construction costs will be recorded against this project as it is funded by the State Government.

The *CMAC UDF* has identified the following land uses are to be provided:

- A new civic precinct on the west side of Ferris Road:
  - A new higher order civic centre containing a Level 3 Community Centre (CI01)
  - Western BACE
  - Cobblebank Stadium (CI02)
  - Show Oval
- A health precinct that contains public and private hospitals
- A legal and justice precinct that contains law courts and emergency services (police, fire, and ambulance)

- Two tertiary education precincts
- A retail precinct centred on the railway station that can accommodate 70,000 sqm of floor space
- A commercial precinct that can accommodate 25,000 sqm of floor space
- A large format (big box) retail precinct
- A residential precinct
- Areas where residential and commercial uses are permitted above ground floor uses

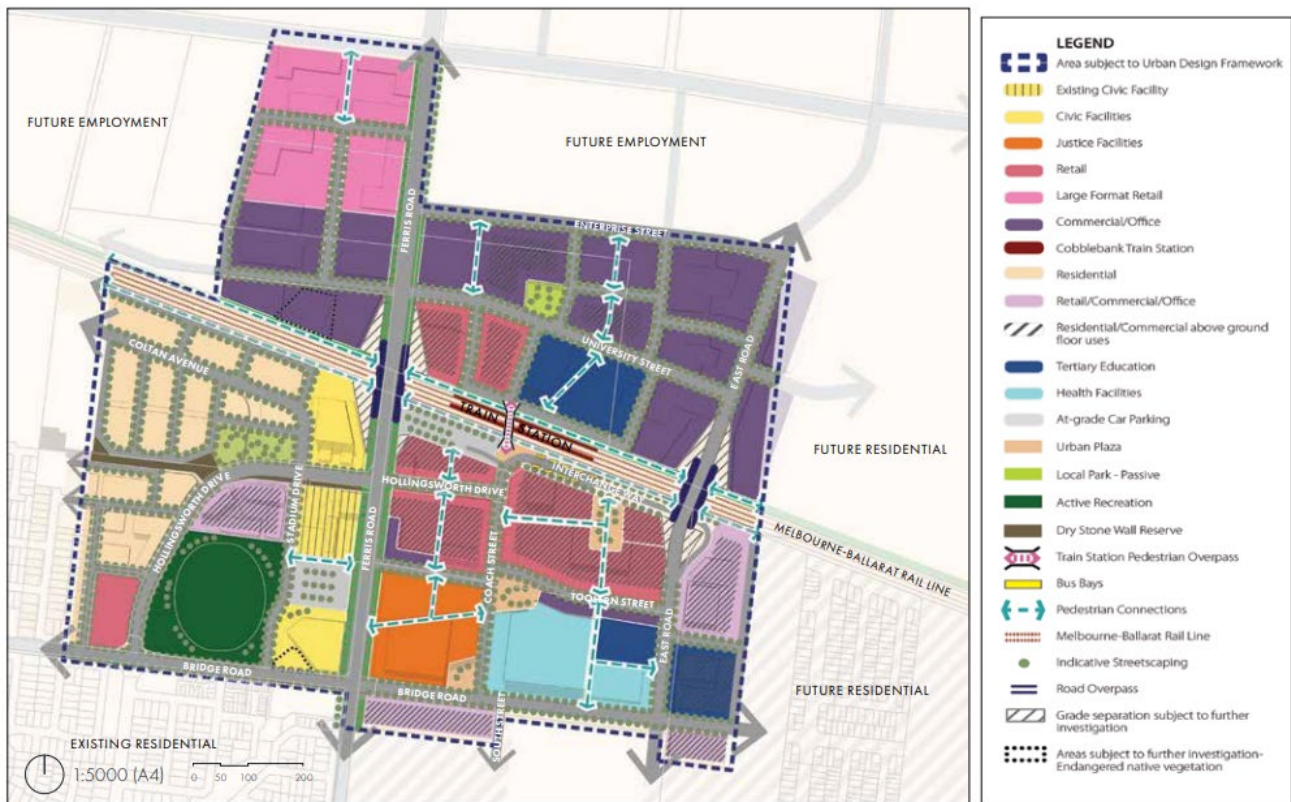


Figure 4. CMAC UDF Land Use Framework Plan

The *CMAC UDF* has recommended several changes be made to the Toolern PSP and DCP documents:

- The Indoor Recreation Centre and the Civic Facility should be relocated from the east side of Ferris Road. to the west side. This makes use of land that is already owned by Council and means land does not need to be acquired for these facilities.
- A new intersection should be included on Ferris Road to provide access to the railway station, the commercial precinct, and the northern tertiary education precinct.
- A new road over rail overpass is required at Ferris Road to ease traffic congestion when the boom gates are down and to ensure ambulances are not waiting for boom gates to lift. It is noted that the State Government has announced that they will be acquiring land and constructing this level crossing removal, and therefore neither the land acquisition nor construction costs will be identified in the Toolern DCP.
- A new road over rail overpass is required at East Road to ease traffic congestion when the boom gates are down and to ensure ambulances are not waiting for boom gates to lift.
- Minor changes to road cross-sections.

## Cobblebank Employment and Mixed-Use Urban Design Framework

The *CEMU UDF* area is approximately 490 hectares in size and is bound by the Western Freeway to the north, Mount Cottrell Road to the east, the Melbourne – Ballarat Railway Line to the south, and the Toolern Creek to the west.

The CEMU area provides land for future light industry, warehousing, big box retail and office to facilitate local job creation. The CEMU area also provide an opportunity for a mixed-use precinct towards the Toolern Creek.

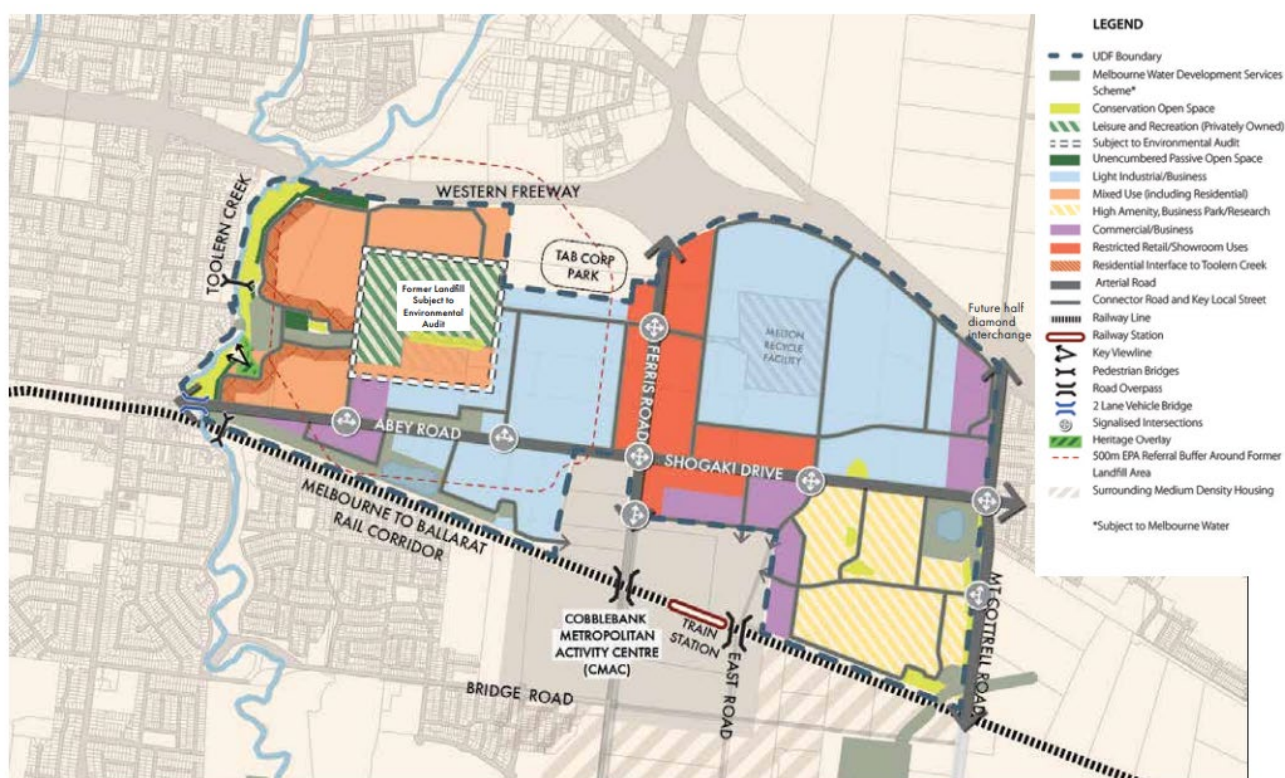


Figure 5. CEMU UDF Land Use Framework Plan

The *CEMU UDF* has recommended some minor changes to road cross sections in the Toolern PSP.

## Heritage Overlay Review

### Heritage Overlay – Schedule 106

When the Toolern PSP was being prepared, Amendment C84 was under consideration. Amendment C84 sought to include a house in the heritage overlay, which would have been Schedule 106 to the Heritage Overlay. On this basis, the house was identified as a heritage site in the Toolern PSP maps on property 58.

Following the gazettal of the Toolern PSP, the planning panel for Amendment C84 recommended that the house subject to Schedule 106 should not be included in the Heritage Overlay. On this basis, it is recommended that the house on property 58 should no longer be identified as a heritage place in the Toolern PSP and DCP maps.

### Heritage Overlay – Schedule 74 – Parklea

Parklea is identified in the Heritage Overlay at Schedule 74 (HO74). In 2018, a fire destroyed the house at HO74.

Council engaged Extent Heritage to review the site and they recommended that the place should be removed from the Heritage Overlay.

Extent Heritage recommended that the PSP should require some on-site interpretation of the removed place, and interpretation of the remaining heritage fabric (Toolern Creek ford, cobbled driveway, driveway plantings and water tank) most of which can be retained in the Toolern Creek waterway reservation.

More information on the review of HO74 can be found in *Toolern Precinct Structure Plan Review – Parklea (HO74) Recommendations Report, Extent Heritage, April 2020*.

The site will continue to be identified on the plans as a heritage place as there are two heritage guidelines proposed in the Toolern PSP to:

- Provide on-site interpretation of the house that was destroyed by fire; and
- Provide on-site interpretation of the heritage fabric to be retained in the Toolern Creek waterway reservation (the Toolern Creek ford, the cobbled driveway, and driveway plantings).

## Community and Recreation Infrastructure Review

ASR Research were engaged to undertake the following tasks:

- Review the population projections for the Toolern PSP area
- Review whether the community infrastructure being provided in the Toolern PSP and DCP is adequate having consideration for the level of development that has already been approved
- Apply the standard community facility, and sports and recreation designs included in the VPA's Benchmarking Infrastructure Costings to the PSP community infrastructure projects
- Prepare cost estimates based on the designs prepared to inform the review of the Toolern PSP and DCP
- Provide recommendations / options on how any changes to community infrastructure provision could be addressed through the PSP and DCP

### Revised Population Projection

ASR Research undertook a review of the density of housing being delivered in the Toolern PSP area and has advised that housing is being delivered at a rate denser than the PSP assumed. ASR Research have found that the number of dwellings is expected to increase from 24,000 to 25,030.

ASR Research reviewed the number of people per dwelling. They found that the PSP had assumed that each dwelling would contain 2.3 people, which is well below the assumed household rate of 2.8 people used in contemporary PSPs. ASR Research have recommended that the Toolern PSP should assume an average household size of 2.7 people, which increases the overall population from 55,000 to 68,000.

More information on the revised population projections can be found in *Toolern Precinct Structure Plan Review – Community Infrastructure Recommendations Report, ASR Research, January 2021*

### Infrastructure Implications

The Department of Education and Training (DET) and Melbourne Archdiocese of Catholic Schools have recommended that no additional schools are required to service the increased population, and have recommended some minor changes to the size and location of schools to cater for the revised population.

ASR Research has recommended that no additional community and recreation infrastructure is required to service the increased population, and it has recommended that some changes be made to the infrastructure projects identified in the PSP area to make it work harder.

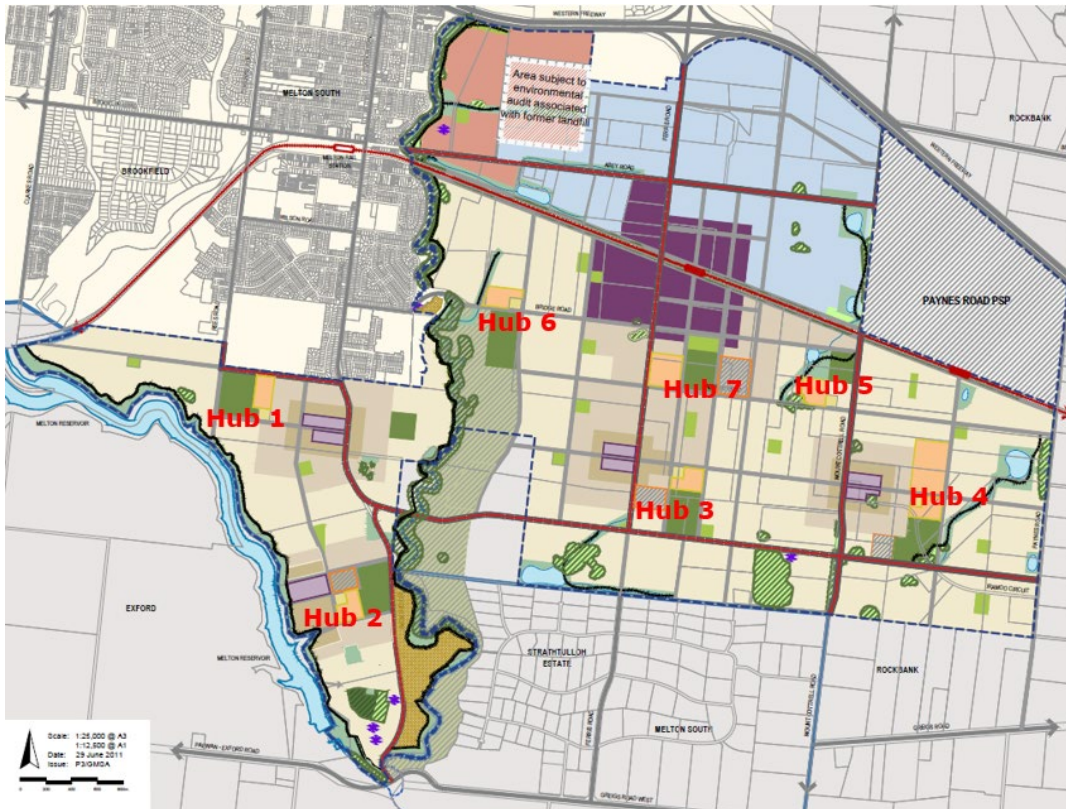


Figure 6. Community Hub Locations

ASR Research have recommended the following changes to community and recreation infrastructure to cater for the increased demand:

#### **Community Hub 1 – Weir Views North**

- No changes recommended

#### **Community Hub 2 – Weir Views South**

- Upgrade the multi-purpose community centre to a Level 2 Community Centre, and increase the size of land by 0.2 Ha from 0.8 Ha to 1.0 Ha
- Decrease the size of the active open space reserve by 0.2 Ha from 9.16 Ha to 8.96 Ha
- Increase the size of the non-government primary school from 2.55 Ha to 3.00 Ha (this reflects the area of the school that opened in 2022)

#### **Community Hub 3 - Strathtulloh**

- Relocate the non-government primary school to Community Hub 7 (Cobblebank Central)

#### **Community Hub 4 – Thornhill Park**

- The secondary school and specialist school, which is identified on a site 10.5 Ha in size, should be shown as a consolidated polygon

#### **Community Hub 5 – Cobblebank East**

- Decrease the government primary school from 3.7 Ha to 3.5 Ha
- Upgrade the multi-purpose community centre to a Level 2 Community Centre, and increase the size of land from 0.8 Ha to 1.0 Ha

### **Community Hub 6 – Bridge Road**

- No changes recommended

### **Community Hub 7 – Cobblebank Central**

- Increase the size of the non-government school site from 5.98 Ha to 9.93 Ha (land identified for a school on Properties 33 and 34 should be deleted). The land formerly identified as a non-government school on Properties 33 and 34 should be used for active open space (0.29 Ha)

### **Metropolitan Activity Centre**

- Relocate the Indoor Recreation Centre, and the Level 3 Community Centre / Civic Centre from land on the east side of Ferris Road to the west side of Ferris Road. This results in a reduction in the Development Infrastructure Levy to purchase the land, as the land on the west side of Ferris Road is land already owned by Council

More information on the community and recreation infrastructure revisions can be found in *Toolern Precinct Structure Plan Review – Community Infrastructure Recommendations Report, ASR Research, January 2021*

### Education Infrastructure

The following education infrastructure has been constructed in the Toolern PSP area:

- Strathtulloh Government Primary School on Bridge Road in Community Hub 6 (opened in 2022)
- St Lawrence of Brindisi Catholic Primary School in Community Hub 2 in Weir Views (opened in 2022)

The following education infrastructure is currently under construction in the Toolern PSP area:

- Catholic Regional College – Cobblebank campus - a secondary school located in Community Hub 7 in Cobblebank. This school is opening in 2023

Money was allocated in the 2018-19 State Budget to buy land for the Cobblebank Government Secondary School located in Community Hub 7. The land for this school has not yet been acquired by the State Government.

Planning work undertaken by the Melbourne Archdiocese Catholic Schools has strategically justified the need for three Catholic Primary School sites and one Catholic Secondary School in the Toolern PSP area.

### Community Centre Projects

ASR Research identified that 24 kindergarten rooms will be required to service the proposed population of 68,000 people. Kindergarten rooms are provided in Level One and Level Two Community Centres. Six Level One and Level Two Community Centres are currently identified in the Toolern PSP area. Council has already built a four-room community centre in Bridge Road (Community Hub 6)

The VPA Benchmark Designs provide three kindergarten rooms in Level 1 and Level 2 Community Centres, which if built, would result in a shortfall of five kindergarten rooms.

Council engaged HEDE Architects to create concept designs and project cost sheets for Level One and Level Two Community Centres with four kindergarten rooms.

The HEDE Level One Community Centre is 256 sqm larger than the VPA benchmark design centre and can be located comfortably on a site that is 0.8 Ha in area.

The HEDE Level Two Community Centre is 261 sqm larger than the VPA benchmark design centre and can be comfortably accommodated on a site that is 1.0 Ha in area.

Several options were explored to accommodate the extra children in the Toolern PSP area:

1. Build an additional Level One Community Centre (Level One Centres would use the VPA's benchmark designs and costs), and use the HEDE designs for the two Level Two Community Centres
2. Upgrade the five remaining community centres to be four kindergarten room centres using the HEDE designs and costs
3. Use the VPA's benchmark designs and costs, resulting in a shortage of five kindergarten rooms

Table 7 provides a cost comparison of the three options explored for kindergarten room provision.

Table 7. Kindergarten room provision options

Current DCP \$21/22	Option 1 Build an additional centre	Option 2 HEDE designs for the five new centres	Option 3 VPA benchmark designs
\$36,834,295	\$55,832,481	\$48,805,837	\$47,014,790
<b>Difference between current and new</b>	\$18,998,185	\$11,971,542	\$10,180,494
<b>Increase in cost between current and new</b>	52%	33%	28%

This amendment uses Option 2 which will result in an increase in the Development Infrastructure Levy to fund the increase in kindergarten rooms. This ensures that an adequate number of kindergarten rooms have been provided to service the community, whilst minimising the additional costs to the Toolern DCP.

The Community Infrastructure Levy will continue to pay for the community rooms in the community centres.

More information on the Community Centre Designs and costs can be found in *Toolern Precinct Structure Plan Review – Community Infrastructure Recommendations Report, ASR Research, January 2021*

### Active Recreation Projects

The VPA *Benchmark Infrastructure Report, Cardno, April 2019* provides benchmark designs and costs for the construction of active open space and pavilions.

### **Active Open Space Construction**

Table 8 illustrates which of the VPA benchmark designs and costs have been applied to each of the active open space projects in the Toolern PSP area.

Table 8. Active Open Space Reserve size

Hub	Size in the Toolern PSP	VPA Benchmark Design
<b>Hub 1</b> – Weir Views North	9.83 Ha	8-10 Ha
Weir Views East	4 Ha	5-6 Ha
<b>Hub 2</b> – Weir Views South	9.16 Ha	8-10 Ha
<b>Hub 3</b> – Strathtulloh	8.45 Ha	8-10 Ha
<b>Hub 4</b> – Thornhill Park	8.48 Ha	8-10 Ha
<b>Hub 5</b> – Cobblebank East	4.56 Ha	5-6 Ha
<b>Hub 6</b> – Bridge Road	11 Ha	8-10 Ha
<b>Hub 7</b> – Cobblebank Central	7.9 Ha	Constructed

Table 9 identifies how much money is currently being collected to construct each active open space reserve, and how much money is likely to be needed to construct each reserve using the VPA's benchmark designs and costs.

Table 9. Active Open Space construction costs

Hub	DCP Value \$21/22	VPA Benchmark Cost \$21/22	Difference
<b>Hub 1</b> – Weir Views North	\$2,639,749	\$7,714,281	-\$5,074,532
Weir Views East	\$3,214,792	\$8,536,422	-\$5,321,630
<b>Hub 2</b> – Weir Views South	\$3,214,792	\$11,020,402	-\$7,805,610
<b>Hub 3</b> – Strathtulloh	\$5,754,874	\$11,020,402	-\$5,265,528
<b>Hub 4</b> – Thornhill Park	\$3,771,070	\$11,020,402	-\$7,249,332
<b>Hub 5</b> – Cobblebank East	\$3,214,792	\$8,536,422	-\$5,321,630
<b>Hub 6</b> – Bridge Road	\$3,771,070	\$3,771,070 (constructed)	-
<b>Hub 7</b> – Cobblebank Central	\$3,214,792	\$11,020,402	-\$7,805,610
<b>TOTAL</b>	<b>\$28,795,749</b>	<b>\$72,639,803</b>	<b>-\$43,843,872</b>

It is noted that 30% of construction cost for Hub 1 – Weir Views North is apportioned to existing development in Melton South.

It is recommended that the Development Infrastructure Levy be increased to cover the increased costs of constructing active open space reserves.

### Pavilion Construction

Table 10 identifies how much money is currently being collected to construct each pavilion, and how much money is likely to be needed to construct each pavilion using the VPA's benchmark designs and costs.

Table 10. Pavilion construction costs

Hub	DCP Value \$21/22	VPA Benchmark Cost \$21/22	Difference
<b>Hub 1</b> – Weir Views North	\$1,111,286	\$1,762,413	-\$651,127
Weir Views East	\$1,587,551	\$1,762,413	-\$174,862
<b>Hub 2</b> – Weir Views South	\$1,587,551	\$1,762,413	-\$174,862
<b>Hub 3</b> – Strathtulloh	\$2,381,327	\$3,524,826	-\$1,143,499
<b>Hub 4</b> – Thornhill Park	\$1,587,551	\$1,762,413	-\$174,862
<b>Hub 5</b> – Cobblebank East	\$1,587,551	\$1,762,413	-\$174,862
<b>Hub 6</b> – Bridge Road	\$1,587,551	\$1,587,551 (constructed)	-
<b>Hub 7</b> – Cobblebank Central	\$1,587,551	\$1,762,413	-\$174,862
<b>TOTAL</b>	<b>\$13,017,919</b>	<b>\$15,686,855</b>	<b>-\$2,668,936</b>

It is proposed that all the pavilions use the VPA's pavilion design for two playing fields, except for Hub 3 – Strathtulloh which will construct two two-playing field pavilions to service four playing fields.

It is noted that 30% of the construction cost Hub 1 – Weir Views North is apportioned to existing development in Melton South.

The pavilions are funded through the Community Infrastructure Levy. It is recommended that the new pavilion costs be included in the updated Toolern DCP.

### Constructed and Committed Projects

Nine community and recreation projects have been constructed already. For these projects the current construction cost in the Toolern DCP are being retained and indexed to \$2021/2022.

Table 11 identifies all the community and recreation projects that have been constructed in the Toolern PSP area.

Table 11. Community and recreation infrastructure that has been constructed

Project ID	Project Description	Project Status
CI02	<b>Cobblebank Indoor Recreation Centre</b> Indoor Recreation Centre located within the Metropolitan Activity Centre.	Constructed
CI18A	<b>Bridge Road Community Centre</b> Construction of a multi-purpose community centre (Level 2) in <b>Community Hub 6</b> - early childhood components - including kindergarten and maternal health. Area 2 contribution (60%)	Constructed
CI18B	<b>Bridge Road Community Centre</b> Construction of a multi-purpose community centre (Level 2) in <b>Community Hub 6</b> - early childhood components - including kindergarten and maternal health. Area 3 contribution (40%)	Constructed
CI19A	<b>Bridge Road Community Centre</b> Purchase of land and construction of a multi-purpose community centre (Level 2) in <b>Community Hub 6</b> - childcare components. Area 2 contribution (60%)	Constructed
CI19B	<b>Bridge Road Community Centre</b> Purchase of land and construction of a multi-purpose community centre (Level 2) in <b>Community Hub 6</b> - childcare components. Area 3 contribution (40%)	Constructed
CI20	<b>Bridge Road Community Centre</b> Construction of a multi-purpose community centre (Level 2) in <b>Community Hub 6</b> - community rooms component	Constructed
AR15A	<b>Bridge Road Sports Reserve</b> Construction of a sports reserve in <b>Community Hub 6</b> incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure Area 2 Contribution (60%)	Constructed
AR15B	<b>Bridge Road Sports Reserve</b> Construction of a sports reserve in <b>Community Hub 6</b> incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure Area 3 Contribution (40%)	Constructed
AR16	<b>Bridge Road Sports Reserve Pavilion</b> Construction of a pavilion in <b>Community Hub 1</b> , including all building works, landscaping, and related infrastructure	Constructed

Two of the community and recreation projects have been relocated to land that Council already owns, and therefore the land no longer needs to be acquired. Table 12 identifies the two projects where the land no longer needs to be acquired.

Table 12. Community and recreation infrastructure where land has already been acquired

Project ID	Project Description	Project Status
CI01	<b>Cobblebank Higher Order Civic Facility</b> Higher Order Civic Facility, including a Level 3 Community Centre, located within the Metropolitan Activity Centre.	Land owned by Council
CI02	<b>Cobblebank Indoor Recreation Centre</b> Indoor Recreation Centre located within the Metropolitan Activity Centre.	Land owned by Council

## Transport Infrastructure Review

When contemporary PSPs are developed, Functional Layout Plans (FLPs) are developed to ensure that the road network is well designed, and enough land is reserved for the future needs of the community. The FLPs are used to produce project cost sheets that ensure enough money is being collected to build the transport network.

When the Toolern PSP was developed, it did not include FLPs or project cost sheets.

Council engaged Cardno to undertake the following tasks as part of the *Transport Infrastructure Review*:

- Review the additional transport projects identified in the *Cobblebank Metropolitan Activity Centre Urban Design Framework*
- Prepare Functional Layout Plans (FLPs) for all transport projects based on the VPA's benchmark designs
- Provide revised land takes for the transport projects based on the new FLPs
- Prepare cost sheets for all transport projects based on the VPA's benchmark designs
- Provide recommendations to update the Toolern PSP and DCP documents

## Projects to be Removed

Table 13 identifies transport projects to be removed from the Toolern PSP and DCP documents. They have been agreed to be removed by Council, the VPA, the Department of Transport and VicRoads.

Table 13. Transport projects to be removed from the Toolern DCP

Project to be Deleted	Reason for Deletion
RD09 – Paynes Road – Toolern PSP southern boundary to Greigs Road	Located in the Rockbank South PSP area. To be included in the future Rockbank South Infrastructure Contributions Plan (ICP)
RD10 – Mount Cottrell Road – Toolern PSP southern boundary to Greigs Road	Located in the Rockbank South PSP area. To be included in the future Rockbank South ICP
IT08 – Paynes Road and Greigs Road Intersection	Located in the Rockbank South PSP area. To be included in the future Rockbank South ICP
IT09 – Mount Cottrell Road and Greigs Road Intersection	Located in the Rockbank South PSP area. To be included in the future Rockbank South ICP
BD09 – Railway Pedestrian Underpass	Replaced by the future East Road Rail Overpass (BD16)
BD11 – Railway Pedestrian Underpass	To be constructed as part of the Thornhill Park (Paynes Road) Train Station project
BD12 – Toolern Creek Pedestrian Bridge	An adequate number of bridges are shown over the Toolern Creek
BD13 – Toolern Creek Pedestrian Bridge	An adequate number of bridges are shown over the Toolern Creek

## New Projects

### *Missing projects from the Rockbank PSP and DCP*

In 2010 the Urban Growth Boundary was changed, which brought land to the east and south of the Toolern PSP into the Urban Growth Boundary – Rockbank and Rockbank South Precinct Structure Plan areas.

In 2016 the Rockbank PSP and DCP were approved by Amendment C145 to the Melton Planning Scheme.

The Rockbank PSP and DCP include transport projects that urbanise Paynes Road, which lies on the boundary of the two PSPs. The Rockbank PSP and DCP included FLPs and project cost sheets for four intersection projects, three road projects, and two bridge projects and proposed that 50% of the project construction costs be borne by developers in the Rockbank PSP area, with the remainder of the construction costs to be recovered by the Paynes Road and Toolern PSPs.

One of the Paynes Road intersections is already included in the Toolern PSP and DCP – IT07. It is proposed that the design of IT07 be updated to the design and cost currently incorporated into the Rockbank PSP.

Table 14 identifies the transport projects to be added to the Toolern DCP from the Rockbank DCP.

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

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

It is proposed that all of the new transport projects will be apportioned 50% to the Toolern PSP area and 50% to the Rockbank PSP area, except for BD17 and BD18 which be apportioned 25% to the Toolern PSP area, 25% to the Paynes Road PSP area and 50% to the Rockbank PSP areas.

The Toolern DCP will be updated to include the designs and costs (indexed to \$2021/2022) that are currently in the Rockbank DCP.

### *Missing projects from the Paynes Road PSP*

In 2016 the Paynes Road PSP was approved by Amendment C161 to the Melton Planning Scheme. The Paynes Road PSP excised an industrial area from the Toolern PSP area and changed this to a residential land use.

The Paynes Road PSP added three new transport projects to the section of Mount Cottrell Road located between the Western Freeway and the Melbourne – Ballarat Rail Line. Table 15 identifies the transport projects to be added to the Toolern DCP from the Paynes Road PSP.

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

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

It is noted that BD19 and BD20 will be a primary arterial road, which is owned by VicRoads and the construction of these projects will be handled by the State Government, and therefore BD19 and BD20 are land purchase projects only.

As the section of Mount Cottrell Road between the Western Freeway and the Melbourne - Ballarat Rail Line is on the border of the Toolern and Paynes Road PSPs the construction cost of transport projects in this section (RD12, IT10 and IT19) will be shared by the two PSP areas (50% each).

The Toolern DCP will be updated to include the designs and costs (indexed to \$2021/2022) that are currently in the Paynes Road DCP.

### *Missing projects from the Cobblebank Metropolitan Activity Centre Urban Design Framework*

In 2019 Council adopted the Cobblebank Metropolitan Activity Centre Urban Design Framework (CMAC UDF).

The CMAC UDF identifies three new transport projects that should be added to the Toolern DCP to ensure the transport system can accommodate the planned civic, retail, health, education and justice precincts which include Tertiary education campuses, the Melton Hospital, and a new law court precinct. These projects are identified in Table 16.

Table 16. Transport projects to be added from the CMAC UDF

Project ID	Project Description
IT29	<b>Intersection: Ferris Road and Enterprise Street</b> Construction of a signalised 4-way intersection (interim standard).
BD15	<b>Ferris Road Rail Overpass</b> Construction of a rail-road grade separation at the intersection of Ferris Road and the Melbourne - Ballarat rail corridor (interim standard).
BD16	<b>East Road Rail Overpass</b> Construction of a rail-road grade separation at the intersection of East Road and the Melbourne - Ballarat rail corridor (interim standard).

The new intersection on Ferris Road (IT29) is required to provide controlled access to the future tertiary education campus located on the north side of the Melbourne - Ballarat Rail Line, as well as the northern section of the Cobblebank Railway Station.

The new overpasses at Ferris Road and East Road are to provide access to the Metropolitan Activity Centre which will contain the Melton Hospital, a legal and emergency services precinct, a civic precinct, tertiary education, and substantial retail facilities. These at-grade level crossings will create traffic congestion in the Metropolitan Activity Centre if they are not removed.

As the State Government has announced that they will be constructing the removal of the Ferris Road level crossing, the project will be shown in the Toolern PSP and DCP documents, however neither the land acquisition nor the construction costs will be included in the Toolern DCP as these costs will be covered by the State Government.

### Changes to the Southern East-West Arterial Road

The Toolern PSP currently identifies the segment of the East – West Arterial Road located between Mount Cottrell Road and Paynes Road (RD08) as a primary arterial road.

The VPA, the Department of Transport, VicRoads and Council have agreed that this segment of road should be changed to a secondary arterial road. As some planning permits have been issued for land abutting this road and subdivision layouts have been approved which show the road as a primary arterial road within a 45-metre road cross-section, the PSP and DCP will continue to reserve a 45-metre road cross-section.

### Constructed and Committed Projects

Some of the transport projects have been constructed already, are under construction, or are committed projects where the construction value has been agreed to already. For these projects, the current construction cost in the Toolern DCP is being retained and indexed to \$2021/2022. Table 17 identifies the transport projects that have been constructed or are committed projects.

Table 17. Transport projects that have already been constructed or committed for construction

Project ID	Project Description	Project Status
RD01	<b>Rees Road: Coburns Road (PSP boundary) to East West Arterial (IT01)</b> Construction of a 2-lane arterial road (interim layout). Purchase of land to increase reserve width from 20m to 34m (ultimate).	Constructed
RD12	<b>Mount Cottrell Road: Western Freeway to Melbourne Ballarat Rail Line</b> Construction of a 2-lane arterial road (interim layout). Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 45m (ultimate).	Constructed
RD17	<b>Ferris Road: Melbourne Ballarat Rail Line to Exford Road (IT05)</b> Construction of a 2-lane arterial road (interim layout).	Part Constructed Part Committed
RD18	<b>Abey Road: Toolern Creek (BD01) to Ferris Road (IT13)</b> Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve with from 19m to 38m (ultimate).	Constructed
IT14	<b>Intersection: Ferris Road and Hollingsworth Drive</b> Construction of signalised T-intersection (interim standard).	Constructed
IT15	<b>Intersection: Ferris Road and Bridge Road</b> Construction of signalised 4-way intersection (interim standard).	Committed
IT16	<b>Intersection: Ferris Road and Alfred Road</b> Construction of signalised 4-way intersection (interim standard).	Constructed
IT19	<b>Intersection: Mount Cottrell Road and Baxterpark Drive</b> Construction of signalised T-intersection (interim standard).	Constructed
IT24	<b>Intersection: Exford Road and Connector Road</b> Construction of signalised T-intersection (interim standard).	Constructed

Project ID	Project Description	Project Status
IT26	<b>Intersection: Mount Cottrell Road and Alfred Road</b> Construction of signalised 4-way intersection (interim standard).	Constructed
IT28	<b>Intersection: Ferris Road and Southern Connector Road</b> Construction of signalised 4-way intersection (interim standard).	Committed
BD01	<b>Abey Road Bridge</b> Construction of an arterial road bridge over the Toolern Creek.	Constructed
BD02	<b>Bridge Road Bridge</b> Construction of a connector road bridge over the Toolern Creek.	Constructed
TR01	<b>Toolern Creek Regional Park Trail</b> Concrete Shared Path including pavement, drainage, and landscaping (3 metres wide, length 3,250 metres)	Constructed

Table 18 identifies transport projects where the land has already been acquired.

Table 18. Transport projects where land has already been acquired

Project ID	Project Description	Project Status
RD20	<b>Ferris Road: Melbourne Ballarat Rail Line to Exford Road (IT05)</b> Purchase land to increase reserve width from 20m to 38m, for road section on Property 30 only.	Land acquired
PT01	<b>Bus Interchange</b> Purchase land to provide for Local Bus Interchange (1 Hectare)	Land acquired

## Functional Layout Plans

In May 2021, Cardno issued Council with a set of Functional Layout Plans, which have been reviewed and approved by Council, the Victorian Planning Authority, the Department of Transport, VicRoads, and DELWP.

The FLPs have been designed to connect to transport projects that have already been designed or constructed in the Toolern and Paynes Road PSP areas.

When preparing the FLPs, Cardno were instructed to use the road cross-sections in contemporary PSPs, and this has resulted in many of the road projects requiring less land than the PSP currently requires (Table 19).

Table 19. Revised road widths

Project ID	Road Type (Current)	Road Type (Proposed)	Current Width	Revised Width	Comment
RD01	Secondary	Secondary	38m	34m	Contemporary secondary arterial width
RD02	Secondary	Secondary	38m	34m	Contemporary secondary arterial width
RD03	Secondary	Secondary	38m	34m	Contemporary secondary arterial width
RD04	Secondary	Secondary	31m	34m	Contemporary secondary arterial width
RD05	Secondary	Secondary	38m	34m	Contemporary secondary arterial width
RD06	Secondary	Secondary	38m	34m	Contemporary secondary arterial width
RD07	Secondary	Secondary	38m	34m	Contemporary secondary arterial width
RD08	Primary	Secondary	45m	45m	Permits have approved for a road 45m in width
RD09					Deleted - located in the Rockbank South PSP
RD10					Deleted – located in the Rockbank South PSP
RD11	Primary	Primary	45m	41m	Contemporary primary arterial width
RD12	Primary	Primary	45m	41m	Contemporary primary arterial width
RD13					Missing project – number skipped
RD14	Primary	Primary	45m	45m	Cross-section modified to include pedestrian paths on both sides of the road
RD15	Primary	Primary	45m	41.8m	Cross-section modified to utilise the existing centre verge
RD16	Secondary	Secondary	38m	38m	Road width maintained to provide drainage on the eastern side of the road
RD17	Secondary	Secondary	38m	38m	Road width maintained to provide drainage on the eastern side of the road

Project ID	Road Type (Current)	Road Type (Proposed)	Current Width	Revised Width	Comment
RD18	Secondary	Secondary	38m	40m	Existing road width
RD19	Primary	Primary	45m	45m	Cross-section modified to include pedestrian paths on both sides of the road

The new FLPs include land take measurements, which will be used to modify the area required for transport purposes in the PSP and DCP tables.

### Land Valuations

Council engaged Charter Keck Cramer to undertake land valuations for all land being acquired by Council for transport projects (road, intersections, bridges, and the bus interchange), community facility projects, and active recreation projects.

The land valuations can be found in the report *Land Acquisition Assessment – Toolern Development Contributions Plan Land Assessment*, Charter Keck Cramer, May 2022.

## Can the Development Contributions Plan be changed to an Infrastructure Contributions Plan?

The Development Contributions Plan (DCP) system and the Infrastructure Contributions Plan (ICP) system have some fundamental differences in the way that they operate, which can be summarised as follows:

	DCP System	ICP System
Acquisition of land	<ul style="list-style-type: none"><li>• Money collected for the acquisition of land via levy</li><li>• Landowners compensated for land required for public purpose</li></ul>	<ul style="list-style-type: none"><li>• Land required for a public purpose provided when land is developed</li><li>• Landowners generally not compensated for land provision</li></ul>
Standard / Supplementary Levies	<ul style="list-style-type: none"><li>• No capped rate for levies for transport infrastructure, or community and recreation infrastructure</li></ul>	<ul style="list-style-type: none"><li>• Minister for Planning sets a standard rate for infrastructure construction</li><li>• A supplementary levy can be applied if the transport project costs exceed the standard levy</li><li>• Supplementary levy can't be used for community and recreation infrastructure</li></ul>
Community / social spaces	<ul style="list-style-type: none"><li>• Construction of community meeting spaces funded by Community Infrastructure Levy paid by households at building permit stage</li></ul>	<ul style="list-style-type: none"><li>• Construction of community meeting spaces funded by developers through community and recreation levy</li></ul>

### Land Already Developed

Approximately 21% of the Toolern PSP area has already been developed.

Development Infrastructure Levies (DIL) have already been collected from developers to fund the acquisition of land for specified transport, and community and recreation infrastructure.

DIL has also been collected from developers to fund the acquisition of transport projects, active open space, and early childhood rooms.

Community Infrastructure Levy (CIL) has been collected from households to fund the construction of pavilions and community meeting rooms in community centres.

### Land Subject to Planning Permits

Approximately 64% of the Toolern PSP area has had planning permits granted or has a planning permit application under active consideration.

In June 2022, there were:

- 71 planning permits associated with residential multi-lot subdivision.
- 4 planning permits associated with industrial multi-lot subdivision.

The planning permits have been issued under the DCP system and have planning permit conditions that have been drafted using DCP legislation.

The planning permits that have public purpose infrastructure identified in the Toolern DCP have planning permit conditions that require the acquisition of land in accordance with the DCP system.

### Can an ICP be Easily Implemented?

Given that substantial development has already occurred, and planning permits for multi-lot subdivision cover 64% of the Toolern PSP area, it is difficult to identify an area where the DCP could be converted into an ICP without major disruption to existing and future planning permits.

## Development Services Scheme Review

In 2014, Melbourne Water started reviewing some of the Development Services Schemes (DSS) in the Toolern PSP area.

In the current PSP, the *Integrated Water Management Plan* at *Plan 14* identifies four water catchment areas. The Melbourne Water DSS review has broken these four water catchment areas into eight DSS areas.

The Melbourne Water review has also made changes to the size, location, and function of many of the stormwater assets located in the eight DSS areas.

*Plan 14 – Integrated Water Management Plan* in the Toolern PSP will be replaced with a new plan (figure 7) that shows the new DSS areas and the revised polygons which identify the location of each stormwater asset.

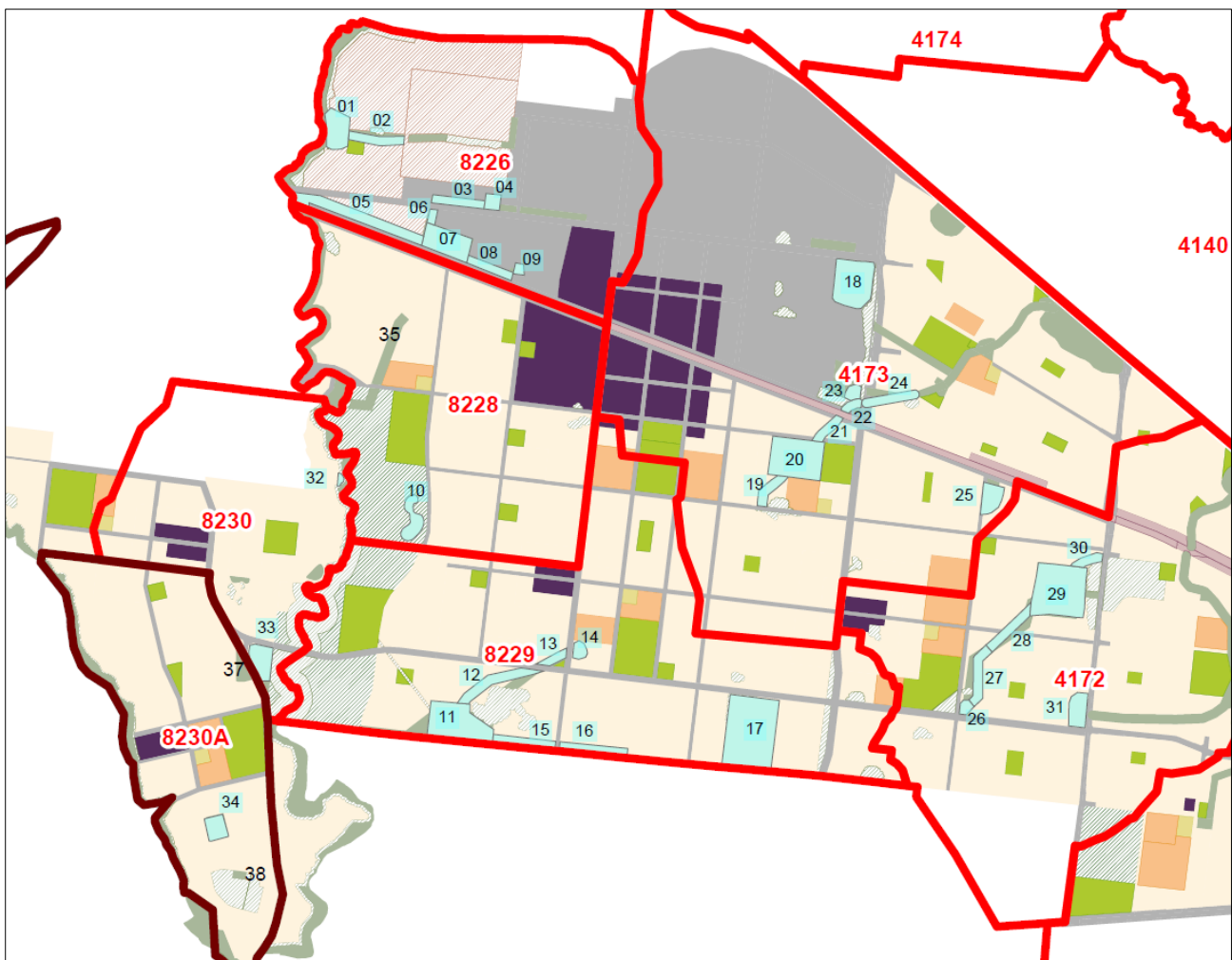


Figure 7. Stormwater Asset Plan

Melbourne Water have proposed that the extent of land require for drainage and waterway purpose increases from 136.71 Ha to 145.82 Ha, which is an increase of 9.11 Ha. It is noted that the retarding basin on properties 58 and 60 are counted as conservation open space (Lignum swamp) instead of a waterway in Tables 1 and 2 in the Toolern PSP and DCP.

Melton City Council has accepted the revisions to the size and location of drainage assets within the precinct to cater for growth and protect development from flooding.

Melbourne Water has also prepared a stormwater asset table which will be incorporated into the PSP (Table 20). This table identifies the name and function of each asset, identifies which DSS it is in, identifies its size, and identifies whether Melbourne Water or Council will be responsible for the asset once it is constructed.

Table 20. Stormwater Asset Plan

Stormwater Asset ID	Type	Waterway corridor width (m)	Required land area (ha)	Property Number	Development Services Scheme	Responsibility
1	Wetland	N/A	3.17	86 and 87	Abey Road	Melbourne Water
2	Waterway	50	1.86	88	Abey Road	Melbourne Water
3	Waterway	50	1.66	90 and 91	Abey Road	Melbourne Water
4	Sediment pond	N/A	0.92	95	Abey Road	Melbourne Water
5	Waterway	60	5.29	101, 102 and 103	Abey Road	Melbourne Water
6	Waterway	50	0.44	104A, 104B and 104C	Abey Road	Melbourne Water
7	Retarding basin, wetland	N/A	4.43	104A, 104B, 104E, 105 and 106	Abey Road	Melbourne Water
8	Waterway	50	1.45	107 and 108	Abey Road	Melton City
9	Sediment pond	N/A	0.40	109	Abey Road	Melton City
10	Wetland	N/A	2.20	27	Ferris Road	Melbourne Water
11	Retarding basin, wetland	N/A	8.00	29	Melton South	Melbourne Water
12	Waterway	60	3.00	29	Melton South	Melbourne Water
13	Waterway	60	0.90	29	Melton South	Melbourne Water
14	Sediment pond	N/A	0.80	29	Melton South	Melbourne Water
15	Waterway	60	2.28	29	Melton South	Melbourne Water
16	Waterway	60	2.33	59A	Melton South	Melbourne Water
17	Retarding basin	N/A	11.98	58 and 60	Melton South	Melton City
18	Retarding basin, wetland	N/A	6.51	124	Shogaki Drive	Melbourne Water
19	Waterway	60	1.44	37	Shogaki Drive	Melbourne Water
20	Retarding basin, wetland	N/A	7.68	37, 38, 39, 40 and 41	Shogaki Drive	Melbourne Water
21	Waterway	60	1.12	38	Shogaki Drive	Melbourne Water
22	Waterway	60	0.96	124	Shogaki Drive	Melbourne Water
23	Sediment pond	N/A	0.78	124	Shogaki Drive	Melton City
25	Retarding basin, wetland	N/A	2.00	66	Shogaki Drive	Melton City
26	Sediment pond	N/A	0.58	72 and 73	Iramoo Circuit	Melbourne Water
27	Waterway	60	2.24	72 and 73	Iramoo Circuit	Melbourne Water
28	Waterway	60	2.00	72	Iramoo Circuit	Melbourne Water
29	Retarding basin, wetland	N/A	10.00	67, 68 and 74	Iramoo Circuit	Melbourne Water
30	Waterway	60	0.98	67	Iramoo Circuit	Melbourne Water
31	Retarding basin, wetland	N/A	2.20	75 and 76	Iramoo Circuit	Melton City
32	Bioretention system	N/A	0.24	3	Exford Road	Melton City
33	Wetland	N/A	2.48	7	Exford Road	Melbourne Water
34	Wetland	N/A	1.37	10	Waterford	Melbourne Water
35	Waterway	40	4.18	16, 17, 18, 19 and 25	Ferris Road	Melbourne Water
37	Retarding basin, wetland	N/A	1.21	8	Waterford	Melton City
38	Retarding basin, wetland	N/A	0.35	147	Waterford	Melton City

\* Stormwater Asset ID 24 has been deleted as it is in the Paynes Road Precinct Structure Plan area

## Development Infrastructure Levy

Table 21 shows how much Development Infrastructure Levy (DIL) is currently being collected for each of the four charge areas in the Toolern DCP. The DIL has been indexed to \$2021/2022.

Table 21. Current Toolern DCP DIL rates indexed to \$2021/2022

Infrastructure Category	Charge Area 1 DIL \$21/22	Charge Area 2 DIL \$21/22	Charge Area 3 DIL \$21/22	Charge Area 4 DIL \$21/22
Transport	\$122,830	\$122,830	\$122,830	\$122,830
Community and Recreation	\$146,730	\$155,668	\$135,885	\$1,570
Plan Preparation	\$976	\$976	\$976	\$976
<b>TOTAL</b>	<b>\$270,536</b>	<b>\$279,474</b>	<b>\$259,691</b>	<b>\$124,616</b>

Table 22 shows the proposed changes to DIL rates for each of the four charge areas. The DIL has been influenced by changes to the net developable area, new land values (based on indexation provided by Council's finance department), the removal of some projects, the addition of new infrastructure projects, and revised construction costs for infrastructure.

Table 22. Proposed new Toolern DCP DIL rates

Infrastructure Category	Charge Area 1 DIL \$21/22	Charge Area 2 DIL \$21/22	Charge Area 3 DIL \$21/22	Charge Area 4 DIL \$21/22
Transport	\$226,486	\$226,486	\$226,486	\$225,715
Community and Recreation	\$211,985	\$214,410	\$141,951	\$1,756
Plan Preparation	\$1,092	\$1,092	\$1,092	\$1,092
<b>TOTAL</b>	<b>\$439,563</b>	<b>\$441,988</b>	<b>\$369,529</b>	<b>\$228,563</b>

Tables 23, 24 and 25 have provided comparisons of the proposed new DIL rates for the Toolern DCP with the DIL rates in contemporary PSPs in the City of Melton.

Table 23. Comparison of transport DIL rates in contemporary DCPs

Development Contributions Plan	DIL Rate \$21/22 Transport
Diggers Rest DCP	\$107,120
Paynes Road DCP	\$183,123
Rockbank North DCP	\$203,460
<b>Toolern DCP</b>	<b>\$226,486</b>
Rockbank DCP	\$258,594

Table 24. Comparison of community and recreation DIL rates in contemporary DCPs

Development Contributions Plan	DIL Rate \$21/22 Community and Recreation
<b>Toolern DCP – Charge Area 4</b>	<b>\$1,756</b>
<b>Toolern DCP – Charge Area 3</b>	<b>\$141,951</b>
Diggers Rest DCP	\$153,832
Rockbank North DCP	\$207,186
<b>Toolern DCP - Charge Area 1</b>	<b>\$211,985</b>
<b>Toolern DCP – Charge Area 2</b>	<b>\$214,410</b>
Rockbank DCP	\$221,250
Paynes Road DCP	\$249,640

Table 25 provides a comparison of the overall DIL being collected in contemporary DCPs in the City of Melton (a combination of the transport DIL, the community and recreation DIL, and the cost of preparing the PSP DIL).

Table 25. Comparison of DIL rates in contemporary DCPs

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

The new combined DIL rates proposed in the Toolern DCP are similar to the rates being paid by developers in other PSP areas in the City of Melton with DCPs.

Comparisons have not been provided for Melton North and Taylors Hill West DCPs as development is nearing completion in these PSP areas.

A comparison has not been provided against the Toolern Park DCP as this DCP is only collecting money for one transport project, and three community and recreation projects.

Comparisons have not been provided against the Kororoit, Plumpton and Mt Atkinson PSP areas, as these are subject to Infrastructure Contributions Plans which use a different methodology for land acquisition which results in DIL amounts that are not directly comparable to the Toolern DCP context.

Table 26. Comparison of DIL rates for the Toolern DCP

Development Contributions Plan	Current DIL (\$21/22)	Proposed DIL (\$21/22)	Difference (\$21/22)
Toolern DCP - Charge Area 1	\$270,534	\$439,563	\$169,029
Toolern DCP – Charge Area 2	\$279,474	\$441,988	\$162,514
Toolern DCP – Charge Area 3	\$259,691	\$369,529	\$109,838
Toolern DCP – Charge Area 4	\$124,617	\$228,563	\$103,946

Whilst the changes to the DIL rate are large, they are required to ensure adequate money is being collected to construct the infrastructure required to service the Toolern PSP development area.

## Community Infrastructure Levy

The Toolern PSP is currently collecting \$900 per dwelling via the Community Infrastructure Levy (CIL) to construct community rooms in Level 1 and Community Centres and Pavilions in the Toolern PSP.

It is estimated that there will be 25,030 dwellings in the Toolern PSP area. Council is therefore expecting to collect approximately \$22.8 million through the CIL if it retains the current \$900 per dwelling, which would result in Council over collecting money to build CIL infrastructure.

Council will need to deliver the infrastructure identified in Table 27 through the CIL.

Table 27. CIL analysis

Infrastructure to be Delivered by CIL	Infrastructure Value \$21/22	CIL Per Dwelling \$21/22
<b>Community Meeting Rooms</b>		
Hub 1	\$506,393	\$20.23
Hub 2	\$1,389,726	\$55.52
Hub 3	\$723,419	\$28.90
Hub 4	\$723,419	\$28.90
Hub 5	\$1,389,726	\$55.52
Hub 6	\$1,936,154	\$77.35
<b>Subtotal</b>	<b>\$6,668,837</b>	<b>\$266.43</b>
<b>Pavilions</b>		
AR02	\$1,233,689	\$49.29
AR04	\$1,762,413	\$70.41
AR06	\$1,762,413	\$70.41
AR08	\$3,524,826	\$140.82
AR10	\$1,762,413	\$70.41
AR12	\$1,762,413	\$70.41
AR14	\$1,762,413	\$70.41
AR16	\$1,611,363	\$64.38
<b>Subtotal</b>	<b>\$15,181,943</b>	<b>\$606.55</b>
<b>TOTAL</b>	<b>\$21,857,781</b>	<b>\$872.98</b>

It is proposed that the CIL will be reduced to \$872.98 per dwelling (\$21/22).

## Estimated Funding Shortfall

Council has estimated that there is a significant shortfall in funding between the money currently being collected for transport, and community and recreation infrastructure in the existing Toolern DCP, and what money will be required to acquire land and construct transport and community and recreation infrastructure in the revised Toolern DCP.

It is estimated that there is funding shortfall of \$223.2 million (\$21/22). The shortfall is illustrated in Tables 28 to 31 below.

### Existing Development Contributions Plan

Table 28. Money currently being collected for infrastructure through the Development Infrastructure Levy in the existing Toolern DCP \$2021/22

Charge Area	DIL	Hectares	DIL Collected
Charge Area 1	\$ 270,536.00	311.89	\$ 84,377,473
Charge Area 2	\$ 279,474.00	804.87	\$ 224,940,238
Charge Area 3	\$ 259,691.00	88.55	\$ 22,995,638
Charge Area 4	\$ 124,616.00	341.02	\$ 42,496,548
<b>TOTAL</b>			<b>\$ 374,809,898</b>

Table 29. Money currently being collected for infrastructure through the Community Infrastructure Levy in the existing Toolern DCP \$2021/22

CIL Amount	Dwellings	CIL Collected
\$900.00	24000	<b>\$21,600,000</b>

Table 30. Money currently being collected for infrastructure through the Development Infrastructure Levy and Community Infrastructure Levy in the existing Toolern DCP \$2021/22

DIL	\$374,809,898
CIL	\$21,600,000
<b>TOTAL</b>	<b>\$396,409,898</b>

### Proposed Development Contributions Plan

Table 28. Money currently being collected for infrastructure through the Development Infrastructure Levy in the proposed changes to the Toolern DCP \$2021/22

Charge Area	DIL	Hectares	DIL Collected
Charge Area 1	\$ 439,563.00	309.13	\$ 135,882,110
Charge Area 2	\$ 441,988.00	794.88	\$ 351,327,421
Charge Area 3	\$ 369,583.00	85.46	\$ 31,584,563
Charge Area 4	\$ 228,563.00	344.59	\$ 78,760,524
<b>TOTAL</b>			<b>\$ 597,554,619</b>

Table 29. Money currently being collected for infrastructure through the Community Infrastructure Levy in the proposed changes to the Toolern DCP \$2021/22

CIL Amount	Dwellings	CIL Collected
\$873	25,030	<b>\$22,086,900</b>

Table 30. Money currently being collected for infrastructure through the Development Infrastructure Levy and Community Infrastructure Levy in the proposed changes to the Toolern DCP \$2021/22

DIL	\$597,554,609
CIL	\$22,086,900
<b>TOTAL</b>	<b>\$619,641,519</b>

Table 31. Estimated cumulative funding infrastructure funding shortfall (\$2021/22)

Funding Source	Amount Collected
Existing DCP	\$396,409,898
Proposed DCP	\$619,641,519
<b>Estimated Difference</b>	<b>\$-223,231,621</b>

#### How Much of the Funding Shortfall can Council Recover?

As indicated earlier in this report Council has already collected DIL from approximately 21% of the Toolern DCP area.

Council cannot recover DIL from land where the DIL has already been paid.

It is therefore estimated that Council will not be able to recover approximately \$46.9 million of the estimated \$223.2 million funding shortfall. However Council may be able to recover up to \$176.3 million, which improves Council's ability to provide the transport, and community and recreation infrastructure in a timely manner.

The \$46.9 million funding shortfall will need to be funded through applications for funding grants, and rates collected by Council.

#### How does the Change to DIL Affect Housing Affordability?

As mentioned in this report the changes to the Toolern DCP have been proposed to ensure Council is collecting an adequate amount of money to construct transport, and community and recreation infrastructure projects that it is obligated to deliver in the Toolern PSP area.

The identified transport, community, and recreation projects are required to ensure:

- The provision of basic and essential infrastructure needed by new and growing communities.
- That new suburbs are provided with infrastructure needed to create liveable, healthy, safe, and sustainable communities.
- Residents have good well-being.

The identified transport projects will create a transport network that will:

- Facilitate access to new estates.
- Connect residents to education, work, retail, and services.
- Facilitate the efficient movement of traffic to places where people live, work, shop and recreate.
- Facilitate the efficient movement of freight and business traffic thereby creating viable industrial, commercial, and retail precincts.

The identified community and recreation projects will create places where residents can:

- Have their early childhood needs met in maternal and child health / kindergarten centres.
- Meet neighbours and learn in community meeting rooms.
- Play sport and be active in active open space reserves and associated pavilions.

The increase to the Development Infrastructure Levy (DIL) is needed to ensure that Council can build the required infrastructure and will assist Council in delivering the infrastructure in a timely manner.

If the DCP and DIL is not amended Council will experience a significant shortfall in funding for this infrastructure, which could result in:

- Council not being able to build all the identified infrastructure.
- Council being reliant on State Government grants or rates to fund the shortfalls in infrastructure funding.
- Council taking loans to build infrastructure and acquiring large debt to build the infrastructure.
- Council delaying the construction of some of the infrastructure until it can afford the infrastructure.
- Council could cut services or infrastructure spending in other parts of the City to fund the shortfalls.

It is therefore has been decided by Council it would be fair to seek the amendment of the DCP and DIL to ensure all the identified infrastructure can be delivered in a timely manner to meet the needs of existing and future residents and businesses within the Toolern PSP area.

The increase to DIL will result in land developers paying a higher levy to develop land to Council. This could result an increase in the acquisition value of land for individual lots, however it is noted that there are many costs that are borne by developers to develop land which are passed on to future homeowners when purchasing land, these include (but are not limited to):

- Purchase costs incurred by the developer in acquiring land.
- Land holding such as interest to financial institutions, council rates, land tax, water rates, and insurance costs.
- Planning costs such as surveying of the site, technical drawings, soil testing, environmental assessments, traffic studies, demolition costs, and subdivision plans.
- Construction costs for building local roads, drainage, and local parks.
- Marketing and sales costs.
- Growth Areas Infrastructure Charge that is payable to the State Government.
- Fees and charges payable to utility providers (potable water, sewerage, storm water, electricity, gas, telecommunication infrastructure).
- Fees payable to the State Government to remove native vegetation.
- Fees payable to Melbourne Water for the development of the Development Services Scheme stormwater infrastructure.
- Fees payable to Registered Aboriginal Parties for Cultural Heritage Management Plans and to recover Aboriginal artifacts.
- Development Infrastructure Levy to Council.

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

It is important to note that the increase to the DIL will result in developers paying a DIL that is similar to what it would cost them to develop in other parts of the City of Melton. It is therefore likely that the increase in the DIL will result in similar house prices in the Toolern PSP area compared to other PSP areas in the City of Melton.

## Planning Scheme Ordinance

### Schedule 3 to the Urban Growth Zone

The content of the schedule has been placed into the new template for the schedule to the Urban Growth Zone to be consistent with *The Form and Content of Planning Schemes Ministerial Direction (Minister for Planning, 19 January 2022)*.

The following changes are proposed to text in Schedule 3 to the Urban Growth Zone

#### General changes

- References to the *Major Activity Centre* have been updated to a *Metropolitan Activity Centre* to be consistent with *Plan Melbourne* and the *Cobblebank Metropolitan Activity Centre UDF*.
- References to the *Growth Areas Authority* updated to the *Victorian Planning Authority*.
- References to the *Roads Authority* updated to the *Road Management Authority*.

#### Section 2.3 Special provisions – Use of land

- Identify non-government schools as uses that do not require a planning permit if they are located on land identified as a Potential Non-Government School in the Toolern PSP Future Urban Structure. This change has been requested by Catholic Education Melbourne. This change is consistent with the approach taken to non-government schools in the City of Melton.
- The shop floor area cap in the Cobblebank Metropolitan Activity Centre is increased from 30,000 sqm to 70,000 sqm. This change is required to provide consistency between the planning scheme ordinance and the floor area identified in the Toolern PSP and the *Cobblebank Metropolitan Activity Centre UDF*.
- Delete the permit requirements for a dwelling in the Commercial 1 Zone that stated that ‘no permit is required to construct a dwelling with a ground floor frontage greater than two metres.’ This is inconsistent with the Cobblebank Metropolitan Activity Centre UDF, which encourages dwellings to be constructed at upper levels.

#### Section 2.5 Specific provisions – Buildings and works for a school

- Introduction of a new provision that *a permit is required to construct or carry out works associated with a primary school or secondary school on land shown as a Potential Non-Government School unless exempt under Clauses 62.02-1 and 62.02-2*. This provision is used in other schedules to the Urban Growth Zone in the Melton Planning Scheme.

#### Section 3.0 Application requirements

- Insert a new application requirement for residential subdivision that all applications must include ‘*a table setting out the amount of land allocated to the proposed uses and expected population, dwelling and employment yields.*’ This is a standard application requirement in other schedules to the Urban Growth Zone in the Melton Planning Scheme.

#### Section 6.1 Land and home sales signs

- Insertion of new guidance on land and home sales signs that are used in other schedules to the Urban Growth Zone in the Melton Planning Scheme:
  - *A permit may be granted to display a sign promoting the sale of land or homes on the land (or on adjoining land in the same ownership) with an area greater than 10 square metres.*
  - *If the sign does not meet all the provisions listed above, it must comply with the provisions of Clause 52.05.*

## Section 6.2 Education promotion signs

- This section is to be updated to broaden the display of promotion signs to include community uses rather than just education uses. This includes community facilities, potential government schools, potential non-government schools and credited open space. This is a standard signage provision in other schedules to the Urban Growth Zone in the Melton Planning Scheme.

## Schedule 3 to the Development Contributions Plan Overlay

It is proposed that all the Development Infrastructure Levy rates be updated to reflect the new rates identified through the introduction of new infrastructure projects, the deletion of identified infrastructure projects, and the revised infrastructure costs recommended by Cardno and ASR Research.

### General changes

- References to the *Department of Sustainability and Environment* updated to the *Department of Environment, Land, Water and Planning*

## Section 4.0 Non-government schools

- This section has been deleted. This section requires non-government schools to pay Development Infrastructure Levies (DIL). This is inconsistent from the approach taken to non-government schools in other schedules to the Development Contributions Plan Overlay in the Melton Planning Scheme, where non-government schools are considered encumbered land and therefore are exempt from paying DIL.

## Section 5.0 Land or development excluded from development contributions plan

- Two new land uses are proposed to be made exempt from paying the development contributions plan levies. These changes have been made as these uses are exempt from paying levies in other schedules to the Development Contributions Plan Overlay in the Melton Planning Scheme:
  - *Use and development for a non-government school.*
  - *Use and development associated with a dwelling that is existing or approved at the approval date of this provision.*

## Appendix 1 – Changes to Project Names and Project Descriptions

Project ID No.	Former Project Name and Description in the Toolern PSP and DCP documents	Proposed Project Name and Description in the Toolern PSP and DCP documents
<b>Road Projects</b>		
RD01	<b>Rees Road: Coburns Road to East West Arterial.</b> Re-construct existing 2-lane road to provide 2-lane carriageway of secondary arterial road (38 metre road reserve, length 180 metres) *Interim layout* Purchase of land to increase reserve width from 20m to 38m for 180 metres (ultimate).	<b>Rees Road: Coburns Road (PSP boundary) to East West Arterial (IT01)</b> Construction of a 2-lane arterial road (interim layout). Purchase of land to increase reserve width from 20m to 34m (ultimate).
RD02	<b>East West Arterial: Rees Road to Exford Road.</b> Construct new 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 970 metres) *Interim layout* Purchase of land to increase reserve width from 0m to 38m for 970 metres (ultimate).	<b>East West Arterial: Rees Road (IT01) to Exford Road (IT02)</b> Construction of a 2-lane arterial road (interim standard) Purchase of land to increase reserve width from 0m to 34m (ultimate).
RD03	<b>East West Arterial: Exford Road Section.</b> Re-construct existing 2-lane road to provide 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 900 metres) *Interim layout* Purchase land to increase reserve width from 20m to 38m for 900 metres (ultimate).	<b>Exford Road: East West Arterial (IT02) to Exford Road (IT03)</b> Re-construct existing 2-lane road to provide 2-lane arterial road (interim layout). Purchase land to increase reserve width from 20m to 34m (ultimate).
RD04	<b>Exford Road: East West Arterial to Greigs Road.</b> Re-construct existing pavement to provide 2-lane carriageway of undivided secondary arterial road (31 metre road reserve, length 2,310 metres) *Interim layout* Purchase land to increase reserve width from 20m to 31m for 2,310 metres (ultimate).	<b>Exford Road: Exford Road (IT03) to Greigs Road (IT04)</b> Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 20m to 34m (ultimate).
RD05	<b>East West Arterial: Exford Road to Toolern Creek.</b> Construct new 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 400 metres) *Interim layout* Purchase land to increase reserve width from 0m to 38m for 400 metres (ultimate).	<b>Exford Road: Exford Road (IT03) to Toolern Creek (BD03)</b> Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 0m to 34m (ultimate).
RD06	<b>East West Arterial: Toolern Creek to Ferris Road.</b> Construct new 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 1,680 metres) *Interim layout* Purchase land to increase reserve from 0m to 38m for 1,680 metres (ultimate).	<b>Exford Road: Toolern Creek (BD03) to Ferris Road (IT05)</b> Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve from 0m to 34m (ultimate).
RD07	<b>East West Arterial: Ferris Road to Mount Cottrell Road.</b> Construct new 2-lane carriageway of divided secondary arterial road. (38 metre road reserve, length 1,600 metres) *Interim layout* Purchase land to increase reserve width from 0m to 38m for 1,600 metres (ultimate).	<b>Exford Road: Ferris Road (IT05) to Mount Cottrell Road (IT06)</b> Construction of a 2-lane arterial road. (interim layout). Purchase land to increase reserve width from 0m to 34m (ultimate).
RD08	<b>East West Arterial: Mount Cottrell Road to Paynes Road.</b> Construct new 2-lane carriageway of primary arterial road. (45 metre road reserve, length 1,650 metres) *Interim layout* Purchase land to increase reserve width to 0m to 45m for 1,650 metres (ultimate).	<b>Exford Road: Mount Cottrell Road (IT06) to Paynes Road (IT07)</b> Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width to 0m to 45m (ultimate).
RD09	<b>Paynes Road: Toolern Boundary to Greigs Road.</b> Upgrade existing 2-lane unsealed rural road to provide 2-lane carriageway (length 725 metres).	Deleted – this project is in the Rockbank South PSP area
RD10	<b>Mount Cottrell Road: Toolern Boundary to Greigs Road.</b> Upgrade existing 2-lane unsealed rural road to provide 2-lane carriageway (length 1,045 metres).	Deleted – this project is in the Rockbank South PSP area
RD11	<b>Mount Cottrell Road: Melbourne Ballarat Rail Line to East West Arterial to UGB southern boundary.</b> Upgrade existing 2-lane unsealed road to provide 2-lane carriageway of primary arterial road (45 metre road reserve, length 2,190 metres) *Interim layout* Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 45m for 2,190 metres (ultimate).	<b>Mount Cottrell Road: Melbourne Ballarat Rail Line to PSP southern boundary</b> Construction of a 2-lane arterial road (interim layout). Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 41m (ultimate).
RD12	<b>Mount Cottrell Road: Western Freeway to Melbourne Ballarat Rail Line.</b> Upgrade of existing 2-lane unsealed road to provide 2-lane carriageway of primary arterial road (45 metre road	<b>Mount Cottrell Road: Western Freeway to Melbourne Ballarat Rail Line</b> Construction of a 2-lane arterial road (interim layout).

Project ID No.	Former Project Name and Description in the Toolern PSP and DCP documents	Proposed Project Name and Description in the Toolern PSP and DCP documents
	reserve, length 1,680 metres) *Interim layout* Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 45m for 1,680 metres (ultimate).	Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 41m (ultimate).
<b>RD13</b>	This project number was skipped in the Toolern DCP	Skipped Project - There is no RD13 in the Toolern DCP
<b>RD14</b>	<b>Shogaki Drive: Ferris Road to Mount Cottrell Road (Western Half).</b> Upgrade existing 2-lane sealed road to provide 2-lane carriageway of primary arterial road (45 metre road reserve, length 800 metres). *Interim layout*. Purchase land to increase reserve width from 40m to 45m for 800 metres (ultimate).	<b>Shogaki Drive: Ferris Road (IT13) to Industrial Connector Road (IT12)</b> Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 40m to 45m (ultimate).
<b>RD15</b>	<b>Ferris Road: Western Freeway to Shogaki Drive.</b> Construction of additional lane in either direction to existing 4-lane divided road to provide ultimate 6-lane divided arterial road (45 metre road reserve, length 940 metres). Purchase land to increase reserve width from 34m to 45m for 940 metres (ultimate).	<b>Ferris Road: Western Freeway to Shogaki Drive (IT13)</b> Construction of additional lane in either direction to existing 4-lane divided road to provide ultimate 6-lane divided arterial road (ultimate layout). Purchase land to increase reserve width from 34m to 45m (ultimate).
<b>RD16</b>	<b>Ferris Road: Abey Road to Melbourne Ballarat Rail Line.</b> Upgrade of existing 2-lane sealed/unsealed road to provide 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 620 metres) *Interim layout* Purchase land to increase reserve width from 34m to 38m for 620 metres (ultimate).	<b>Ferris Road: Abey Road (IT13) to Melbourne Ballarat Rail Line</b> Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 34m to 38m (ultimate).
<b>RD17</b>	<b>Ferris Road: Melbourne Ballarat Rail Line to East West Arterial.</b> Upgrade of existing 2-lane sealed/unsealed road to provide 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 2,160 metres) *Interim layout*	<b>Ferris Road: Melbourne Ballarat Rail Line to Exford Road (IT05)</b> Construction of a 2-lane arterial road (interim layout).
<b>RD18</b>	<b>Abey Road: Toolern Creek to Ferris Road.</b> Upgrade of existing 2-lane sealed/unsealed road to provide 2-lane carriageway of divided secondary arterial road (38 metre road reserve, length 2,160 metres) *Interim layout* Purchase land to increase reserve with from 19m to 38m for 270 metres east of Toolern Creek (ultimate).	<b>Abey Road: Toolern Creek (BD01) to Ferris Road (IT13)</b> Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve with from 19m to 38m (ultimate).
<b>RD19</b>	<b>Shogaki Drive: Ferris Road to Mount Cottrell Road (Eastern Half).</b> Construct new 2-lane carriageway of primary arterial road (45 metre road reserve, length 800 metres) *Interim layout* Purchase land to increase reserve width from 0m to 45m for 800 metres (ultimate).	<b>Shogaki Drive: Industrial Connector Road (IT12) to Mount Cottrell Road (IT10)</b> Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 0m to 45m (ultimate).
<b>RD20</b>	<b>Ferris Road: Melbourne Ballarat Rail Line to East West Arterial.</b> Purchase land to increase reserve width from 20m to 38m, for road section on Property 30 only. Area = 0.50 hectares (ultimate).	<b>Ferris Road: Melbourne Ballarat Rail Line to Exford Road (IT05)</b> Purchase land to increase reserve width from 20m to 38m, for road section on Property 30 only.
<b>RD21</b>	<b>Ferris Road: Melbourne Ballarat Rail Line to East West Arterial.</b> Purchase land to increase reserve width from 20m to 38m, for balance of required land (excluding Property 30). Area = 3.45 hectares (ultimate).	<b>Ferris Road: Melbourne Ballarat Rail Line to Exford Road (IT05)</b> Purchase land to increase reserve width from 20m to 38m, for balance of required land (excluding Property 30).
<b>Intersection Projects</b>		
<b>IT01</b>	<b>Rees Road and East West Arterial: Intersection.</b> *Interim layout* Construction of signalised 4-way intersection and slip lanes. Additional contingency fee of 30% added to construction cost. Additional design and project management fee of 10% added to construction cost.	<b>Intersection: Rees Road and East West Arterial</b> Construction of signalised 4-way intersection (interim standard).
<b>IT02</b>	<b>East West Arterial and Exford Road: Intersection.</b> *Interim layout* Construction of signalised T-intersection and slip lanes.	<b>Intersection: East West Arterial and Exford Road</b> Construction of signalised T-intersection (interim standard).
<b>IT03</b>	<b>East West Arterial and Exford Road: Intersection.</b> *Interim layout* Construction of signalised T-intersection and slip lanes.	<b>Intersection: Exford Road and Exford Road</b> Construction of signalised T-intersection (interim standard).
<b>IT04</b>	<b>Exford Road and Greigs Road: Intersection.</b> *Interim layout* Upgrade of protected right-turn lane and left-turn deceleration lane, including drainage and landscaping.	<b>Intersection: Exford Road and Greigs Road</b> Upgrade of protected right-turn lane and left-turn deceleration lane, including drainage and landscaping.

Project ID No.	Former Project Name and Description in the Toolern PSP and DCP documents	Proposed Project Name and Description in the Toolern PSP and DCP documents
IT05	<b>East West Arterial and Ferris Road: Intersection.</b> *Interim layout* Construction of signalised 4-way intersection and slip lanes. Purchase of 0.304 hectares of additional required land.	<b>Intersection: Exford Road and Ferris Road</b> Purchase of land and construction of signalised 4-way intersection (interim standard).
IT06	<b>East West Arterial and Mount Cottrell Road: Intersection.</b> *Interim layout*. Construction of signalised 4-way intersection and slip lanes. Purchase of 0.342 hectares of additional required land.	<b>Intersection: Exford Road and Mount Cottrell Road</b> Purchase of land and construction of signalised 4-way intersection (interim standard).
IT07	<b>East West Arterial and Paynes Road: Intersection.</b> *Interim layout* Construction of signalised 4-way intersection and slip lanes.	<b>Intersection: Exford Road and Paynes Road</b> Construction of signalised 4-way intersection (interim standard).
IT08	<b>Paynes Road and Greigs Road: Intersection.</b> Upgrade of protected right-turn lane and left-turn deceleration lane, including drainage and landscaping.	Deleted – this project is in the Rockbank South PSP area
IT09	<b>Mount Cottrell Road and Greigs Road: Intersection.</b> Intersection upgrade - construction of roundabout.	Deleted – this project is in the Rockbank South PSP area
IT10	<b>Mount Cottrell Road and Shogaki Drive: Intersection.</b> *Interim layout* Construction of signalised 4-way intersection and slip lanes. Purchase of 0.301 hectares of additional required land.	<b>Intersection: Mount Cottrell Road and Shogaki Drive</b> Purchase of land and construction of signalised 4-way intersection (interim standard).
IT11	This project number was skipped in the Toolern DCP	Skipped Project - There is no IT11 in the Toolern DCP
IT12	<b>Shogaki Drive and Collector Street: Intersection.</b> *Interim layout* Construction of signalised 4-way intersection and slip lanes.	<b>Intersection: Shogaki Drive and Industrial Connector Road</b> Construction of signalised 4-way intersection (interim standard).
IT13	<b>Ferris Road and Shogaki Drive: Intersection.</b> *Interim layout* Construction of signalised 4-way intersection and slip lanes. Purchase of 0.47 hectares of additional required land.	<b>Intersection: Ferris Road and Shogaki Drive</b> Purchase of land and construction of signalised 4-way intersection (interim standard).
IT14	<b>Ferris Road and MAC Northern Collector Road: Intersection.</b> *Interim layout* Construction of signalised T-intersection and slip lanes.	<b>Intersection: Ferris Road and Hollingsworth Drive</b> Construction of signalised T-intersection (interim standard).
IT15	<b>Ferris Road and Bridge Road: Intersection.</b> *Interim layout* Construction of signalised 4-way intersection and slip lanes.	<b>Intersection: Ferris Road and Bridge Road</b> Construction of signalised 4-way intersection (interim standard).
IT16	<b>Abey Road and Industrial Connector Road: Intersection.</b> *Interim layout* Construction of a signalised T-intersection and slip lanes.	<b>Intersection: Abey Road and Industrial Connector Road</b> Construction of a signalised T-intersection (interim standard).
IT17	<b>Abey Road and Bundy Drive: Intersection.</b> *Interim layout* Construction of signalised T-intersection and slip lanes.	<b>Intersection: Abey Road and Bundy Drive</b> Construction of signalised T-intersection (interim standard).
IT18	<b>Ferris Road and Shakamaker Drive: Intersection.</b> **Ultimate layout** Construction of signalised 4-way intersection and slip lanes.	<b>Intersection: Ferris Road and Shakamaker Drive</b> Construction of signalised 4-way intersection (ultimate standard).
IT19	<b>Mount Cottrell Road and Murray Road: Intersection.</b> *Interim layout* Construction of signalised T-intersection and slip lanes.	<b>Intersection: Mount Cottrell Road and Baxterpark Drive</b> Construction of signalised T-intersection (interim standard).
IT20	<b>Mount Cottrell Road and Southern Connector Road: Intersection.</b> *Interim layout* Construction of signalised 4-way intersection and slip lanes.	<b>Intersection: Mount Cottrell Road and Southern Connector Road</b> Construction of signalised 4-way intersection (interim standard).
IT21	<b>East West Arterial and Eastern North-South Connector Road: Intersection.</b> *Interim layout* Construction of signalised 4-way intersection and slip lanes.	<b>Intersection: Exford Road and Eastern North-South Connector Road</b> Construction of signalised 4-way intersection (interim standard).
IT22	<b>East West Arterial and Central North-South Connector Road: Intersection.</b> *Interim layout* Construction of signalised 4-way intersection and slip lanes.	<b>Intersection: Exford Road and Central North-South Connector Road</b> Construction of signalised 4-way intersection (interim standard).
IT23	<b>East West Arterial and Western North-South Connector Road: Intersection.</b> *Interim layout* Construction of signalised T-intersection and slip lanes.	<b>Intersection: Exford Road and Western North-South Connector Road</b> Construction of signalised T-intersection (interim standard).
IT24	<b>Exford Road and Connector Road: Intersection.</b> *Interim layout* Construction of signalised T-intersection and slip lanes.	<b>Intersection: Exford Road and Connector Road</b> Construction of signalised T-intersection (interim standard).

Project ID No.	Former Project Name and Description in the Toolern PSP and DCP documents	Proposed Project Name and Description in the Toolern PSP and DCP documents
IT25	<b>Mount Cottrell Road and Bridge Road: Intersection.</b> *Interim layout* Construction of signalised T-intersection and slip lanes.	<b>Intersection: Mount Cottrell Road and Bridge Road</b> Construction of signalised T-intersection (interim standard).
IT26	<b>Mount Cottrell Road and Alfred Road: Intersection.</b> *Interim layout* Construction of signalised 4-way intersection and slip lanes.	<b>Intersection: Mount Cottrell Road and Alfred Road</b> Construction of signalised 4-way intersection (interim standard).
IT27	<b>Ferris Road and Alfred Road: Intersection.</b> *Interim layout* Construction of signalised 4-way intersection and slip lanes.	<b>Intersection: Ferris Road and Alfred Road</b> Construction of signalised 4-way intersection (interim standard).
IT28	<b>Ferris Road and Southern Connector Road: Intersection.</b> *Interim layout* Construction of signalised 4-way intersection and slip lanes.	<b>Intersection: Ferris Road and Southern Connector Road</b> Construction of signalised 4-way intersection (interim standard).
<b>Bridge Projects</b>		
BD01	<b>Abey Road Bridge.</b> 2-lane bridge over Toolern Creek, incorporating abutments and street lighting (12-metre wide concrete structure, deck length 61 metres).	<b>Abey Road Bridge</b> Construction of an arterial road bridge over the Toolern Creek.
BD02	<b>Bridge Road Bridge.</b> 2-lane bridge over Toolern Creek, incorporating abutments and street lighting (12-metre wide concrete structure, deck length 91.5 metres).	<b>Bridge Road Bridge</b> Construction of a connector road bridge over the Toolern Creek.
BD03	<b>East West Arterial Bridge.</b> 2-lane bridge over Toolern Creek, incorporating abutments and street lighting (12-metre wide concrete structure, deck length 91.5 metres).	<b>Exford Road Bridge</b> Construction of an arterial road bridge over the Toolern Creek.
BD04	<b>Shared Use Pedestrian Bridge (No. 1).</b> Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).	<b>Shared Use Pedestrian Bridge 1: Toolern Creek</b> Construction of a shared use pedestrian bridge over the Toolern Creek.
BD05	<b>Shared Use Pedestrian Bridge (No.2).</b> Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).	<b>Shared Use Pedestrian Bridge 2: Toolern Creek</b> Construction of a shared use pedestrian bridge over the Toolern Creek.
BD06	<b>Shared Use Pedestrian Bridge (No. 3).</b> Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).	<b>Shared Use Pedestrian Bridge 3: Toolern Creek</b> Construction of a shared use pedestrian bridge over the Toolern Creek.
BD07	<b>Pedestrian Underpass 1: Melbourne Ballarat Railway.</b> Construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting.	<b>Pedestrian Underpass 1: Melbourne Ballarat Railway</b> Construction of a pedestrian underpass.
BD08	<b>Pedestrian Underpass 2: Melbourne Ballarat Railway.</b> Construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting.	<b>Pedestrian Underpass 2: Melbourne Ballarat Railway</b> Construction of a pedestrian underpass.
BD09	<b>Pedestrian Underpass 3: Melbourne Ballarat Railway.</b> Construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting.	Deleted – replaced by BD16 (see Appendix 2)
BD10	<b>Pedestrian Underpass 4: Melbourne Ballarat Railway.</b> Construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting.	<b>Pedestrian Underpass 4: Melbourne Ballarat Railway</b> Construction of a pedestrian underpass.
BD11	<b>Pedestrian Underpass 5: Melbourne Ballarat Railway.</b> Construction, including 3-metre wide, 50-metre long box culverts, endwalls, concrete path, drainage and lighting.	Deleted – will be constructed as part of the Paynes Road Railway Station project
BD12	<b>Shared Use Pedestrian Bridge (No. 4).</b> Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).	Deleted – an adequate number of bridges have been provided over the Toolern Creek
BD13	<b>Shared Use Pedestrian Bridge (No. 5).</b> Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).	Deleted – an adequate number of bridges have been provided over the Toolern Creek
BD14	<b>Shared Use Pedestrian Bridge (No. 6).</b> Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).	<b>Shared Use Pedestrian Bridge 4: Toolern Creek</b> Construction of a shared use pedestrian bridge over the Toolern Creek.
<b>Public Transport Projects</b>		
PT01	Purchase land to provide for <b>Local Bus Interchange</b> (1 hectare).	<b>Bus Interchange</b> Purchase land to provide for Local Bus Interchange (1 Hectare)
<b>Trail Projects</b>		

Project ID No.	Former Project Name and Description in the Toolern PSP and DCP documents	Proposed Project Name and Description in the Toolern PSP and DCP documents
TR01	<b>Concrete Shared Path</b> including pavement, drainage and landscaping (3 metres wide, length 3,250 metres): Regional Park linkages.	<b>Toolern Creek Regional Park Trail</b> Concrete Shared Path including pavement, drainage and landscaping (3 metres wide, length 3,250 metres)
<b>Community Facility Projects</b>		
CI01	Purchase land to provide <b>Library</b> located in Major Activity Centre (4 hectares).	<b>Cobblebank Higher Order Civic Facility</b> Higher Order Civic Facility, including a Level 3 Community Centre, located within the Metropolitan Activity Centre.
CI02	Purchase of land to provide <b>Aquatic / Leisure Centre</b> (Level 3), located in Major Activity Centre (2.5 hectares).	<b>Cobblebank Indoor Recreation Centre</b> Indoor Recreation Centre located within the Metropolitan Activity Centre.
CI03	<b>Early Learning Facility within Government Primary School (Community Hub 1)</b> . Type 1 Facility (higher order) to provide for kindergarten and maternal child health components. Construction of new building, including car parking and landscaping.	<b>Weir Views North Community Centre</b> Purchase of land and construction of a multi-purpose community centre (Level 1) in <b>Community Hub 1</b> - early childhood rooms component - including kindergarten and maternal health.
CI04	<b>Multipurpose Community Centre (Community Hub 1)</b> . Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre.	<b>Weir Views North Community Centre</b> Construction of a multi-purpose community centre (Level 1) in <b>Community Hub 1</b> - community rooms component.
CI05	<b>Multipurpose Community Centre (Community Hub 1)</b> . Construction of the community room components of the multipurpose community centre.	Deleted – Council no longer provides childcare rooms in Early Childhood Centres
CI06	<b>Early Learning Facility within Government Primary School (Community Hub 2)</b> . Type 2 Facility (lower order) to provide for kindergarten component only. Construction of new building, including car parking and landscaping.	<b>Weir Views South Community Centre</b> Purchase of land and construction of a multi-purpose community centre (Level 2) in <b>Community Hub 2</b> - early childhood rooms component - including kindergarten and maternal health.
CI07	<b>Multipurpose Community Centre (Community Hub 2)</b> . Purchase of land (0.85 hectares) and construction of the childcare components of the multipurpose community centre.	<b>Weir Views South Community Centre</b> Construction of a multi-purpose community centre (Level 2) in <b>Community Hub 2</b> - community rooms component.
CI08	<b>Multipurpose Community Centre (Community Hub 2)</b> . Construction of the community room components of the multipurpose community centre.	Deleted – Council no longer provides childcare rooms in Early Childhood Centres
CI09	<b>Early Learning Facility within Government Primary School (Community Hub 3)</b> . Type 2 Facility (lower order) to provide for kindergarten component only. Construction of new building, including car parking and landscaping.	<b>Strathullo Community Centre</b> Purchase of land and construction of a multi-purpose community centre (Level 1) in <b>Community Hub 3</b> - early childhood rooms component - including kindergarten and maternal health.
CI10	<b>Multipurpose Community Centre (Community Hub 3)</b> . Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre.	<b>Strathullo Community Centre</b> Construction of a multi-purpose community centre (Level 1) in <b>Community Hub 3</b> - community rooms component.
CI11	<b>Multipurpose Community Centre (Community Hub 3)</b> . Construction of the community room components of the multipurpose community centre.	Deleted – Council no longer provides childcare rooms in Early Childhood Centres
CI12	<b>Early Learning Facility within Government Primary School (Community Hub 4)</b> . Type 1 Facility (higher order) to provide for kindergarten and maternal child health components. Construction of new building, including car parking and landscaping.	<b>Thornhill Park Community Centre</b> Purchase of land and construction of a multi-purpose community centre (Level 1) in <b>Community Hub 4</b> - early childhood rooms component - including kindergarten and maternal health.

Project ID No.	Former Project Name and Description in the Toolern PSP and DCP documents	Proposed Project Name and Description in the Toolern PSP and DCP documents
CI13	<b>Multipurpose Community Centre (Community Hub 4).</b> Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre.	<b>Thornhill Park Community Centre</b> Construction of a multi-purpose community centre (Level 1) in <b>Community Hub 4</b> - community rooms component.
CI14	<b>Multipurpose Community Centre (Community Hub 4).</b> Construction of the community room components of the multipurpose community centre.	Deleted – Council no longer provides childcare rooms in Early Childhood Centres
CI15	<b>Early Learning Facility within Government Primary School (Community Hub 5).</b> Type 2 Facility (lower order) to provide for kindergarten component only. Construction of new building, including car parking and landscaping.	<b>Cobblebank East Community Centre</b> Purchase of land and construction of a multi-purpose community centre (Level 2) in <b>Community Hub 5</b> - early childhood rooms component - including kindergarten and maternal health.
CI16	<b>Multipurpose Community Centre (Community Hub 5).</b> Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre.	<b>Cobblebank East Community Centre</b> Construction of a multi-purpose community centre (Level 2) in <b>Community Hub 5</b> - community rooms component.
CI17	<b>Multipurpose Community Centre (Community Hub 5).</b> Construction of the community room components of the multipurpose community centre.	Deleted – Council no longer provides childcare rooms in Early Childhood Centres
CI18A	<b>Early Learning Facility within Government Primary School (Community Hub 6).</b> Type 1 Facility (higher order) to provide for kindergarten and maternal child health components. Construction of new building, including car parking and landscaping. Area 2 contribution.	<b>Bridge Road Community Centre</b> Construction of a multi-purpose community centre (Level 2) in <b>Community Hub 6</b> - early childhood components - including kindergarten and maternal health. Area 2 contribution (60%)
CI18B	<b>Early Learning Facility within Government Primary School (Community Hub 6).</b> Type 1 Facility (higher order) to provide for kindergarten and maternal child health components. Construction of new building, including car parking and landscaping. Area 3 contribution.	<b>Bridge Road Community Centre</b> Construction of a multi-purpose community centre (Level 2) in <b>Community Hub 6</b> - early childhood components - including kindergarten and maternal health. Area 3 contribution (40%)
CI19A	<b>Multipurpose Community Centre (Community Hub 6).</b> Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre. Area 2 contribution (60%).	<b>Bridge Road Community Centre</b> Purchase of land and construction of a multi-purpose community centre (Level 2) in <b>Community Hub 6</b> - childcare components. Area 2 contribution (60%)
CI19B	<b>Multipurpose Community Centre (Community Hub 6).</b> Purchase of land (0.8 hectares) and construction of the childcare components of the multipurpose community centre. Area 3 contribution (40%)	<b>Bridge Road Community Centre</b> Purchase of land and construction of a multi-purpose community centre (Level 2) in <b>Community Hub 6</b> - childcare components. Area 3 contribution (40%)
CI20	<b>Multipurpose Community Centre (Community Hub 6).</b> Construction of the community room components of the multipurpose community centre.	<b>Bridge Road Community Centre</b> Construction of a multi-purpose community centre (Level 2) in <b>Community Hub 6</b> - community rooms component
<b>Active Recreation Projects</b>		
AR01	<b>Playing Fields 1 (Hub 1).</b> Active open space reserve. Construction of 2 football/cricket ovals and 4 tennis courts.	<b>Weir Views North Sports Reserve</b> Construction of a sports reserve in <b>Community Hub 1</b> incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure

Project ID No.	Former Project Name and Description in the Toolern PSP and DCP documents	Proposed Project Name and Description in the Toolern PSP and DCP documents
AR02	<b>Pavilion 1 (Hub 1).</b> Construction of pavilion to serve Playing Fields 1.	<b>Weir Views North Sports Reserve Pavilion</b> Construction of a pavilion in <b>Community Hub 1</b> , including all building works, landscaping, and related infrastructure
AR03	<b>Playing Fields 2.</b> Active open space reserve. Construction of 2 soccer pitches.	<b>Weir Views East Sports Reserve</b> Construction of a sports reserve incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ
AR04	<b>Pavilion 2.</b> Construction of pavilion to serve Playing Fields 2.	<b>Weir Views East Sports Reserve Pavilion</b> Construction of a pavilion, including all building works, landscaping, and related infrastructure
AR05	<b>Playing Fields 3 (Hub 2).</b> Active open space reserve. Construction of 2 football/ cricket ovals.	<b>Weir Views South Sports Reserve</b> Construction of a sports reserve in <b>Community Hub 2</b> incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ
AR06	<b>Pavilion 3 (Hub 2).</b> Construction of pavilion to serve Playing Fields 3.	<b>Weir Views South Sports Reserve</b> Construction of a pavilion in <b>Community Hub 2</b> , including all building works, landscaping, and related infrastructure
AR07	<b>Playing Fields 4 (Hub 3).</b> Active open space reserve. Construction of 4 soccer pitches.	<b>Strathulloh Sports Reserve</b> Construction of a sports reserve in <b>Community Hub 3</b> incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ
AR08	<b>Pavilion 4 (Hub 3).</b> Construction of pavilion to serve Playing Fields 4.	<b>Strathulloh Sports Reserve Pavilion</b> Construction of a pavilion in <b>Community Hub 3</b> , including all building works, landscaping, and related infrastructure
AR09	<b>Playing Fields 5 (Hub 4).</b> Active open space reserve. Construction of 2 football/ cricket ovals and 4 tennis courts.	<b>Thornhill Park Sports Reserve</b> Construction of a sports reserve in <b>Community Hub 4</b> incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure
AR10	<b>Pavilion 5 (Hub 4).</b> Construction of pavilion to serve Playing Fields 5.	<b>Thornhill Park Sports Reserve Pavilion</b> Construction of a pavilion in <b>Community Hub 4</b> , including all building works, landscaping, and related infrastructure
AR11	<b>Playing Fields 6 (Hub 5).</b> Active open space reserve. Construction of 2 soccer pitches.	<b>Cobblebank East Sports Reserve</b> Construction of a sports reserve in <b>Community Hub 5</b> incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ

Project ID No.	Former Project Name and Description in the Toolern PSP and DCP documents	Proposed Project Name and Description in the Toolern PSP and DCP documents
AR12	<b>Pavilion 6 (Hub 5).</b> Construction of pavilion to serve Playing Fields 6.	<b>Cobblebank East Sports Reserve Pavilion</b> Construction of a pavilion in <b>Community Hub 5</b> , including all building works, landscaping, and related infrastructure
AR13	<b>Playing Fields 7 (Hub 7).</b> Active open space reserve. Construction of 2 football/ cricket ovals.	<b>Cobblebank Central Sports Reserve</b> Construction of a sports reserve in <b>Community Hub 7</b> incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ
AR14	<b>Pavilion 7 (Hub 7).</b> Construction of pavilion to serve active playing fields 7.	<b>Cobblebank Central Sports Reserve Pavilion</b> Construction of a pavilion in <b>Community Hub 7</b> , including all building works, landscaping, and related infrastructure
AR15A	<b>Playing Fields 8 (Hub 6).</b> Active open space reserve. Construction of 2 football/ cricket ovals and 4 tennis courts. Area 2 contribution (60%).	<b>Bridge Road Sports Reserve</b> Construction of a sports reserve in <b>Community Hub 6</b> incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure Area 2 Contribution (60%)
AR15B	<b>Playing Fields 8 (Hub 6).</b> Active open space reserve. Construction of 2 football/ cricket ovals and 4 tennis courts. Area 3 contribution (40%).	<b>Bridge Road Sports Reserve</b> Construction of a sports reserve in <b>Community Hub 6</b> incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure Area 3 Contribution (40%)
AR16	<b>Pavilion 8 (Hub 6).</b> Construction of pavilion to serve active playing fields 8.	<b>Bridge Road Sports Reserve Pavilion</b> Construction of a pavilion in <b>Community Hub 1</b> , including all building works, landscaping, and related infrastructure
OS01	Purchase of 9.83 hectares of <b>land for active open space</b> required for AR01 and AR02.	<b>Weir Views North Sports Reserve</b> Purchase of 9.83 hectares of land for active open space for AR01 and AR02
OS02	Purchase of 4.00 hectares of <b>land for active open space</b> required for AR03 and AR04.	<b>Weir Views East Sports Reserve</b> Purchase of 4.00 hectares of land for active open space for AR03 and AR04
OS03	Purchase of 9.16 hectares of <b>land for active open space</b> required for AR05 and AR06.	<b>Weir Views South Sports Reserve</b> Purchase of 8.96 hectares of land for active open space for AR05 and AR06
OS04	Purchase of 8.45 hectares of <b>land for active open space</b> required for AR07 and AR08.	<b>Strathtulloh Sports Reserve</b> Purchase of 8.62 hectares of land for active open space for AR07 and AR08
OS05	Purchase of 8.48 hectares of <b>land for active open space</b> required for AR09 and AR10.	<b>Thornhill Park Sports Reserve</b> Purchase of 8.69 hectares of land for active open space for AR09 and AR10
OS06	Purchase of 4.56 hectares of <b>land for active open space</b> required for AR11 and AR12.	<b>Cobblebank East Sports Reserve</b> Purchase of 4.56 hectares of land for active open space for AR11 and AR12

Project ID No.	Former Project Name and Description in the Toolern PSP and DCP documents	Proposed Project Name and Description in the Toolern PSP and DCP documents
OS07	Purchase of 7.90 hectares of <b>land for active open space</b> required for AR13 and AR14. Area 2 contribution (60%).	<b>Cobblebank Central Sports Reserve</b> Purchase of 8.19 hectares of land for active open space for AR13 and AR14. Area 2 Contributions (60%)
OS08	Purchase of 7.90 hectares of <b>land for active open space</b> required for AR13 and AR14. Area 3 contribution (40%).	<b>Cobblebank Central Sports Reserve</b> Purchase of 8.19 hectares of land for active open space for AR13 and AR14. Area 3 Contributions (40%)
OS09	Purchase of land (1.0ha) for <b>Major Activity Centre Public Open Space</b>	<b>Cobblebank MAC Open Space</b> Purchase of 1.0 hectare for Metropolitan Activity Centre Public Open Space
<b>Government Schools</b>		
	<b>Community Hub 1</b> Government Primary School	<b>Community Hub 1</b> Proposed Government Primary School (Toolern Waters P-6)
	<b>Community Hub 2</b> Government Primary School	<b>Community Hub 2</b> Proposed Government Primary School (Weir Views P-6)
	<b>Community Hub 3</b> Government Primary School	<b>Community Hub 3</b> Proposed Government Primary School (Strathtulloh Safari P-6)
	<b>Community Hub 4</b> Government Primary School	<b>Community Hub 4</b> Proposed Government Primary School (Thornhill Park P-6)
	<b>Community Hub 4</b> Government Secondary School	<b>Community Hub 4</b> Proposed Government Secondary School (Thornhill Park 7-12)
	<b>Community Hub 4</b> Government Special Needs School	<b>Community Hub 4</b> Proposed Government Specialist School (Thornhill Park Specialist School)
	<b>Community Hub 5</b> Government Primary School	<b>Community Hub 5</b> Proposed Government Primary School (Cobblebank P-6)
	<b>Community Hub 6</b> Government Primary School	<b>Community Hub 6</b> Government Primary School (Strathtulloh P-6)
	<b>Community Hub 7</b> Government Secondary School	<b>Community Hub 7</b> Proposed Government Secondary School (Cobblebank 7-12)
<b>Structure Planning</b>		
PL01	Preparation of Precinct Structure Plan and Development Contributions Plan.	<b>Plan Preparation</b> Preparation of Precinct Structure Plan and Development Contributions Plan.

## Appendix 2 – New Projects

Project ID No.	New Project Name and Project Description	New Project Inclusion Rationale
<b>New Road Projects</b>		
<b>RD22</b>	<b>Paynes Road: Alfred Road (IT30) to East-West Connector Road 1 (IT31)</b> Construction of a 2-lane arterial road (interim standard).	Missing project from the Rockbank DCP. The Rockbank DCP apportions 50% of the construction cost of this project to the Toolern DCP.
<b>RD23</b>	<b>Paynes Road: East-West Connector Road 1 (IT31) to Exford Road (IT07)</b> Construction of a 2-lane arterial road (interim standard).	Missing project from the Rockbank DCP. The Rockbank DCP apportions 50% of the construction cost of this project to the Toolern DCP.
<b>RD24</b>	<b>Paynes Road: Exford Road (IT07) to East-West Connector Road 2 (IT32)</b> Construction of a 2-lane arterial road (interim standard).	Missing project from the Rockbank DCP. The Rockbank DCP apportions 50% of the construction cost of this project to the Toolern DCP.
<b>New Intersection Projects</b>		
<b>IT29</b>	<b>Intersection: Ferris Road and Enterprise Street</b> Construction of a signalised 4-way intersection (interim standard).	The Cobblebank Metropolitan Activity Centre Urban Design Framework recommends the inclusion of this project.  This intersection is required to facilitate access to the future tertiary education facilities located north of the railway line.
<b>IT30</b>	<b>Intersection: Paynes Road and Alfred Road</b> Construction of a signalised 4-way intersection (interim standard).	Missing project from the Rockbank DCP. The Rockbank DCP apportions 50% of the construction cost of this project to the Toolern DCP.
<b>IT31</b>	<b>Intersection: Paynes Road and East-West Connector Road 1</b> Construction of a signalised 4-way intersection (interim standard).	Missing project from the Rockbank DCP. The Rockbank DCP apportions 50% of the construction cost of this project to the Toolern DCP.
<b>IT32</b>	<b>Intersection: Paynes Road and East-West Connector Road 2</b> Construction of a signalised 3-way intersection (interim standard).	Missing project from the Rockbank DCP. The Rockbank DCP apportions 50% of the construction cost of this project to the Toolern DCP.
<b>New Bridge Projects</b>		
<b>BD15</b>	<b>Ferris Road Rail Overpass</b> Construction of a rail-road grade separation at the intersection of Ferris Road and the Melbourne - Ballarat rail corridor (interim standard).	The Cobblebank Metropolitan Activity Centre Urban Design Framework recommends the inclusion of this project.  This overpass is required to facilitate access to the Metropolitan Activity Centre and the future public hospital.  Land identification project only to reduce net developable Ha on surrounding properties.
<b>BD16</b>	<b>East Road Rail Overpass</b> Construction of a rail-road grade separation at the intersection of East Road and the Melbourne - Ballarat rail corridor (interim standard).	The Cobblebank Metropolitan Activity Centre Urban Design Framework recommends the inclusion of this project.  This overpass is required to facilitate access to the Metropolitan Activity Centre and the future public hospital.
<b>BD17</b>	<b>Paynes Road Rail Overpass</b> Construction of a rail-road grade separation at the intersection of Paynes Road and the Melbourne - Ballarat rail corridor (interim standard).	Missing project from the Rockbank DCP. The Rockbank DCP apportions 50% of the construction cost of this project to the Toolern and Paynes Road DCPs.
<b>BD18</b>	<b>Paynes Road Level Crossing Upgrade</b> Construction of an upgrade to the level crossing at the intersection of Paynes Road and the Melbourne - Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard).  Note: Paynes Road level crossing will be closed upon completion of the construction of the Paynes Road Overpass (BD18).	Missing project from the Rockbank DCP. The Rockbank DCP apportions 50% of the construction cost of this project to the Toolern and Paynes Road DCPs.

Project ID No.	New Project Name and Project Description	New Project Inclusion Rationale
<b>BD19</b>	<b>Mount Cottrell Freeway Interchange</b> Purchase of land for the construction of a half diamond interchange at the intersection of Mount Cottrell Road and the Western Freeway corridor (ultimate standard, southern approach only)	Missing project from the Paynes Road DCP. Land located within the Toolern PSP area.
<b>BD20</b>	<b>Mount Cottrell Rail Overpass</b> Purchase of land for the construction of a rail-road grade separation at the intersection of Mount Cottrell Road and the Melbourne - Ballarat rail corridor (ultimate standard).	Missing project from the Paynes Road DCP. Land located within the Toolern PSP area.
<b>BD21</b>	<b>Mount Cottrell Road Level Crossing Upgrade</b> Construction of an upgrade to the level crossing at the intersection of Mount Cottrell Road and the Melbourne - Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard).  Note: Mount Cottrell Road level crossing will be closed upon completion of the construction of the Mount Cottrell Road Overpass (BD20).	Missing project from the Paynes Road DCP. The Paynes Road DCP apportions 75% of the construction cost of this project to the Toolern DCP.

## Appendix 3 – Project Apportionments

Project ID No.	Project Name and Description	Apportionments
<b>Road Projects</b>		
<b>RD12</b>	<b>Mount Cottrell Road: Western Freeway to Melbourne Ballarat Rail Line</b> Construction of a 2-lane arterial road (interim layout). Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 41m (ultimate).	This project is on the boundary of the Paynes Road PSP. <ul style="list-style-type: none"> <li>50% of the construction cost apportioned to the Paynes Road DCP</li> <li>50% of the construction cost apportioned to the Toolern DCP</li> </ul>
<b>RD22</b>	<b>Paynes Road: Alfred Road (IT30) to East-West Connector Road 1 (IT31)</b> Construction of a 2-lane arterial road (interim standard).	This project is on the boundary of the Rockbank PSP. <ul style="list-style-type: none"> <li>50% of the construction cost apportioned to the Rockbank DCP</li> <li>50% of the construction cost apportioned to the Toolern DCP</li> </ul>
<b>RD23</b>	<b>Paynes Road: East-West Connector Road 1 (IT31) to Exford Road (IT07)</b> Construction of a 2-lane arterial road (interim standard).	This project is on the boundary of the Rockbank PSP. <ul style="list-style-type: none"> <li>50% of the construction cost apportioned to the Rockbank DCP</li> <li>50% of the construction cost apportioned to the Toolern DCP</li> </ul>
<b>RD24</b>	<b>Paynes Road: Exford Road (IT07) to East-West Connector Road 2 (IT32)</b> Construction of a 2-lane arterial road (interim standard).	This project is on the boundary of the Rockbank PSP. <ul style="list-style-type: none"> <li>50% of the construction cost apportioned to the Rockbank DCP</li> <li>50% of the construction cost apportioned to the Toolern DCP</li> </ul>
<b>Intersection Projects</b>		
<b>IT07</b>	<b>Intersection: Exford Road and Paynes Road</b> Construction of signalised 4-way intersection (interim standard).	This project is on the boundary of the Rockbank PSP. <ul style="list-style-type: none"> <li>50% of the construction cost apportioned to the Rockbank DCP</li> <li>50% of the construction cost apportioned to the Toolern DCP</li> </ul>
<b>IT10</b>	<b>Intersection: Mount Cottrell Road and Shogaki Drive</b> Purchase of land and construction of signalised 4-way intersection (interim standard).	This project is on the boundary of the Paynes Road PSP. <ul style="list-style-type: none"> <li>50% of the construction cost apportioned to the Paynes Road DCP</li> <li>50% of the construction cost apportioned to the Toolern DCP</li> </ul>
<b>IT19</b>	<b>Intersection: Mount Cottrell Road and Baxterpark Drive</b> Construction of signalised T-intersection (interim standard).	This project is on the boundary of the Paynes Road PSP. <ul style="list-style-type: none"> <li>50% of the construction cost apportioned to the Paynes Road DCP</li> <li>50% of the construction cost apportioned to the Toolern DCP</li> </ul>
<b>IT30</b>	<b>Intersection: Paynes Road and Alfred Road</b> Construction of a signalised 4-way intersection (interim standard).	This project is on the boundary of the Rockbank PSP. <ul style="list-style-type: none"> <li>50% of the construction cost apportioned to the Rockbank DCP</li> <li>50% of the construction cost apportioned to the Toolern DCP</li> </ul>
<b>IT31</b>	<b>Intersection: Paynes Road and East-West Connector Road 1</b> Construction of a signalised 4-way intersection (interim standard).	This project is on the boundary of the Rockbank PSP. <ul style="list-style-type: none"> <li>50% of the construction cost apportioned to the Rockbank DCP</li> <li>50% of the construction cost apportioned to the Toolern DCP</li> </ul>
<b>IT32</b>	<b>Intersection: Paynes Road and East-West Connector Road 2</b> Construction of a signalised 3-way intersection (interim standard).	This project is on the boundary of the Rockbank and Rockbank South PSPs. <ul style="list-style-type: none"> <li>75% of the construction cost apportioned to the Rockbank DCP and the Rockbank South ICP</li> <li>25% of the construction cost apportioned to the Toolern DCP</li> </ul>
<b>Bridge Projects</b>		
<b>BD17</b>	<b>Paynes Road Rail Overpass</b> Construction of a rail-road grade separation at the intersection of Paynes Road and the Melbourne - Ballarat rail corridor (interim standard).	This project is on the boundary of the Rockbank and Paynes Road PSPs. <ul style="list-style-type: none"> <li>75% of the construction cost apportioned to Rockbank and Paynes Road DCPs</li> <li>25% of the construction cost apportioned to the Toolern DCP</li> </ul>

Project ID No.	Project Name and Description	Apportionments
<b>BD18</b>	<b>Paynes Road Level Crossing Upgrade</b> Construction of an upgrade to the level crossing at the intersection of Paynes Road and the Melbourne - Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard).  Note: Paynes Road level crossing will be closed upon completion of the construction of the Paynes Road Overpass (BD17).	This project is on the boundary of the Rockbank and Paynes Road PSPs. <ul style="list-style-type: none"> <li>75% of the construction cost apportioned to Rockbank and Paynes Road DCPs</li> <li>25% of the construction cost apportioned to the Toolern DCP</li> </ul>
<b>BD21</b>	<b>Mount Cottrell Road Level Crossing Upgrade</b> Construction of an upgrade to the level crossing at the intersection of Mount Cottrell Road and the Melbourne - Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard).  Note: Mount Cottrell Road level crossing will be closed upon completion of the construction of the Mount Cottrell Road Overpass (BD20).	This project is on the boundary of the Paynes Road PSP. <ul style="list-style-type: none"> <li>25% of the construction cost apportioned to the Paynes Road DCP</li> <li>75% of the construction cost apportioned to the Toolern DCP</li> </ul>
<b>Community Facility Projects</b>		
<b>CI01</b>	<b>Cobblebank Higher Order Civic Facility</b> Higher Order Civic Facility, including a Level 3 Community Centre, located within the Metropolitan Activity Centre.	This facility has been relocated to land already owned by Council. Land is no longer required to be acquired for this facility.
<b>CI02</b>	<b>Cobblebank Indoor Recreation Centre</b> Indoor Recreation Centre located within the Metropolitan Activity Centre.	This facility has been relocated to land already owned by Council. Land is no longer required to be acquired for this facility.
<b>CI03</b>	<b>Weir Views North Community Centre</b> Purchase of land and construction of a multi-purpose community centre (Level 1) in <b>Community Hub 1</b> - early childhood rooms component - including kindergarten and maternal health.	The catchment of this facility includes established houses in Melton South. <ul style="list-style-type: none"> <li>70% of the construction cost apportioned to the Toolern DCP</li> <li>30% apportioned to existing development in Melton South</li> </ul>
<b>CI04</b>	<b>Weir Views North Community Centre</b> Construction of a multi-purpose community centre (Level 1) in <b>Community Hub 1</b> - community rooms component.	The catchment of this facility includes established houses in Melton South. <ul style="list-style-type: none"> <li>70% of the construction cost apportioned to the Toolern DCP</li> <li>30% apportioned to existing development in Melton South</li> </ul>
<b>Active Recreation Projects</b>		
<b>AR01</b>	<b>Weir Views North Sports Reserve</b> Construction of a sports reserve in <b>Community Hub 1</b> incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure	The catchment of this facility includes established houses in Melton South. <ul style="list-style-type: none"> <li>70% of the construction cost apportioned to the Toolern DCP</li> <li>30% apportioned to existing development in Melton South</li> </ul>
<b>AR02</b>	<b>Weir Views North Sports Reserve Pavilion</b> Construction of a pavilion in <b>Community Hub 1</b> , including all building works, landscaping, and related infrastructure	The catchment of this facility includes established houses in Melton South. <ul style="list-style-type: none"> <li>70% of the construction cost apportioned to the Toolern DCP</li> <li>30% apportioned to existing development in Melton South</li> </ul>
<b>OS01</b>	<b>Weir Views North Sports Reserve</b> Purchase of 9.83 hectares of land for active open space for AR01 and AR02	The catchment of this facility includes established houses in Melton South. <ul style="list-style-type: none"> <li>70% of the construction cost apportioned to the Toolern DCP</li> <li>30% apportioned to existing development in Melton South</li> </ul>

## Appendix 4 – Status of Projects

Project ID No.	Former Project Name and Description in the Toolern PSP and DCP documents	Status of Project
<b>Road Projects</b>		
RD01	<b>Rees Road: Coburns Road (PSP boundary) to East West Arterial (IT01)</b> Construction of a 2-lane arterial road (interim layout). Purchase of land to increase reserve width from 20m to 34m (ultimate).	Land partially acquired Road partially constructed (83.5%)
RD02	<b>East West Arterial: Rees Road (IT01) to Exford Road (IT02)</b> Construction of a 2-lane arterial road (interim standard) Purchase of land to increase reserve width from 0m to 34m (ultimate).	Land acquired
RD03	<b>Exford Road: East West Arterial (IT02) to Exford Road (IT03)</b> Re-construct existing 2-lane road to provide 2-lane arterial road (interim layout). Purchase land to increase reserve width from 20m to 34m (ultimate).	Land partially acquired Road partially constructed
RD04	<b>Exford Road: Exford Road (IT03) to Greigs Road (IT04)</b> Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 20m to 34m (ultimate).	Land partially acquired Road partially constructed
RD05	<b>Exford Road: Exford Road (IT03) to Toolern Creek (BD03)</b> Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 0m to 34m (ultimate).	Land partially acquired
RD06	<b>Exford Road: Toolern Creek (BD03) to Ferris Road (IT05)</b> Construction of a 2-lane arterial road (interim layout). Create road reserve 34m (ultimate).	Not commenced To be constructed by Lendlease Council owns the land
RD07	<b>Exford Road: Ferris Road (IT05) to Mount Cottrell Road (IT06)</b> Construction of a 2-lane arterial road. (interim layout). Purchase land to increase reserve width from 0m to 34m (ultimate).	Not commenced
RD08	<b>Exford Road: Mount Cottrell Road (IT06) to Paynes Road (IT07)</b> Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width to 0m to 45m (ultimate).	Not commenced
RD09	Deleted – this project is in the Rockbank South PSP area	Deleted – this project is in the Rockbank South PSP area
RD10	Deleted – this project is in the Rockbank South PSP area	Deleted – this project is in the Rockbank South PSP area
RD11	<b>Mount Cottrell Road: Melbourne Ballarat Rail Line to PSP southern boundary</b> Construction of a 2-lane arterial road (interim layout). Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 41m (ultimate).	Land partially acquired Road partially constructed
RD12	<b>Mount Cottrell Road: Western Freeway to Melbourne Ballarat Rail Line</b> Construction of a 2-lane arterial road (interim layout). Purchase land (including native vegetation re-alignment) to increase reserve width from 20m to 41m (ultimate).	Constructed
RD13	Skipped Project - There is no RD13 in the Toolern DCP	Skipped Project - There is no RD13 in the Toolern DCP
RD14	<b>Shogaki Drive: Ferris Road (IT13) to Industrial Connector Road (IT12)</b> Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 40m to 45m (ultimate).	Not commenced

Project ID No.	Former Project Name and Description in the Toolern PSP and DCP documents	Status of Project
RD15	<b>Ferris Road: Western Freeway to Shogaki Drive (IT13)</b> Construction of additional lane in either direction to existing 4-lane divided road to provide ultimate 6-lane divided arterial road (ultimate layout). Purchase land to increase reserve width from 34m to 45m (ultimate).	Not commenced
RD16	<b>Ferris Road: Abey Road (IT13) to Melbourne Ballarat Rail Line</b> Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 34m to 38m (ultimate).	Not commenced
RD17	<b>Ferris Road: Melbourne Ballarat Rail Line to Exford Road (IT05)</b> Construction of a 2-lane arterial road (interim layout).	Partially constructed Partially committed
RD18	<b>Abey Road: Toolern Creek (BD01) to Ferris Road (IT13)</b> Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 19m to 38m (ultimate).	Constructed
RD19	<b>Shogaki Drive: Industrial Connector Road (IT12) to Mount Cottrell Road (IT10)</b> Construction of a 2-lane arterial road (interim layout). Purchase land to increase reserve width from 0m to 45m (ultimate).	Not commenced
RD20	<b>Ferris Road: Melbourne Ballarat Rail Line to Exford Road (IT05)</b> Purchase land to increase reserve width from 20m to 38m, for road section on Property 30 only.	Land acquired
RD21	<b>Ferris Road: Melbourne Ballarat Rail Line to Exford Road (IT05)</b> Purchase land to increase reserve width from 20m to 38m, for balance of required land (excluding Property 30).	Land owned by Council
RD22	<b>Paynes Road: Alfred Road (IT30) to East-West Connector Road 1 (IT31)</b> Construction of a 2-lane arterial road (interim standard).	Not commenced
RD23	<b>Paynes Road: East-West Connector Road 1 (IT31) to Exford Road (IT07)</b> Construction of a 2-lane arterial road (interim standard).	Not commenced
RD24	<b>Paynes Road: Exford Road (IT07) to East-West Connector Road 2 (IT32)</b> Construction of a 2-lane arterial road (interim standard).	Not commenced
<b>Intersection Projects</b>		
IT01	<b>Intersection: Rees Road and East West Arterial</b> Construction of signalised 4-way intersection (interim standard).	Not commenced
IT02	<b>Intersection: East West Arterial and Exford Road</b> Construction of signalised T-intersection (interim standard).	Not commenced
IT03	<b>Intersection: Exford Road and Exford Road</b> Construction of signalised T-intersection (interim standard).	Not commenced
IT04	<b>Intersection: Exford Road and Greigs Road</b> Upgrade of protected right-turn lane and left-turn deceleration lane, including drainage and landscaping.	Not commenced
IT05	<b>Intersection: Exford Road and Ferris Road</b> Purchase of land and construction of signalised 4-way intersection (interim standard).	Not commenced To be constructed by Lendlease
IT06	<b>Intersection: Exford Road and Mount Cottrell Road</b> Purchase of land and construction of signalised 4-way intersection (interim standard).	Not commenced
IT07	<b>Intersection: Exford Road and Paynes Road</b> Construction of signalised 4-way intersection (interim standard).	Not commenced
IT08	Deleted – this project is in the Rockbank South PSP area	Project deleted as it is in the Rockbank South PSP area
IT09	Deleted – this project is in the Rockbank South PSP area	Project deleted as it is in the Rockbank South PSP area

Project ID No.	Former Project Name and Description in the Toolern PSP and DCP documents	Status of Project
IT10	<b>Intersection: Mount Cottrell Road and Shogaki Drive</b> Purchase of land and construction of signalised 4-way intersection (interim standard).	Partially constructed
IT11	Skipped Project - There is no IT11 in the Toolern DCP	This project was skipped in the Toolern DCP
IT12	<b>Intersection: Shogaki Drive and Industrial Connector Road</b> Construction of signalised 4-way intersection (interim standard).	Not commenced
IT13	<b>Intersection: Ferris Road and Shogaki Drive</b> Purchase of land and construction of signalised 4-way intersection (interim standard).	Not commenced
IT14	<b>Intersection: Ferris Road and Hollingsworth Drive</b> Construction of signalised T-intersection (interim standard).	Constructed
IT15	<b>Intersection: Ferris Road and Bridge Road</b> Construction of signalised 4-way intersection (interim standard).	Committed project Part of Bridge Road extension
IT16	<b>Intersection: Abey Road and Industrial Connector Road</b> Construction of a signalised T-intersection (interim standard).	Not commenced
IT17	<b>Intersection: Abey Road and Bundy Drive</b> Construction of signalised T-intersection (interim standard).	Not commenced
IT18	<b>Intersection: Ferris Road and Shakamaker Drive</b> Construction of signalised 4-way intersection (ultimate standard).	Not commenced
IT19	<b>Intersection: Mount Cottrell Road and Baxterpark Drive</b> Construction of signalised T-intersection (interim standard).	Constructed
IT20	<b>Intersection: Mount Cottrell Road and Southern Connector Road</b> Construction of signalised 4-way intersection (interim standard).	Not commenced
IT21	<b>Intersection: Exford Road and Eastern North-South Connector Road</b> Construction of signalised 4-way intersection (interim standard).	Not commenced
IT22	<b>Intersection: Exford Road and Central North-South Connector Road</b> Construction of signalised 4-way intersection (interim standard).	Not commenced
IT23	<b>Intersection: Exford Road and Western North-South Connector Road</b> Construction of signalised T-intersection (interim standard).	Not commenced To be constructed by Lendlease
IT24	<b>Intersection: Exford Road and Connector Road</b> Construction of signalised T-intersection (interim standard).	Constructed
IT25	<b>Intersection: Mount Cottrell Road and Bridge Road</b> Construction of signalised T-intersection (interim standard).	Not commenced
IT26	<b>Intersection: Mount Cottrell Road and Alfred Road</b> Construction of signalised 4-way intersection (interim standard).	Constructed
IT27	<b>Intersection: Ferris Road and Alfred Road</b> Construction of signalised 4-way intersection (interim standard).	Constructed
IT28	<b>Intersection: Ferris Road and Southern Connector Road</b> Construction of signalised 4-way intersection (interim standard).	Committed To be constructed by Lendlease
IT29	<b>Intersection: Ferris Road and Enterprise Street</b> Construction of a signalised 4-way intersection (interim standard).	Not commenced
IT30	<b>Intersection: Paynes Road and Alfred Road</b> Construction of a signalised 4-way intersection (interim standard).	Not commenced

Project ID No.	Former Project Name and Description in the Toolern PSP and DCP documents	Status of Project
IT31	<b>Intersection: Paynes Road and East-West Connector Road 1</b> Construction of a signalised 4-way intersection (interim standard).	Not commenced
IT32	<b>Intersection: Paynes Road and East-West Connector Road 2</b> Construction of a signalised 3-way intersection (interim standard).	Not commenced
<b>Bridge Projects</b>		
BD01	<b>Abey Road Bridge</b> Construction of an arterial road bridge over the Toolern Creek.	Constructed
BD02	<b>Bridge Road Bridge</b> Construction of a connector road bridge over the Toolern Creek.	Constructed
BD03	<b>Exford Road Bridge</b> Construction of an arterial road bridge over the Toolern Creek.	Not commenced
BD04	<b>Shared Use Pedestrian Bridge 1: Toolern Creek</b> Construction of a shared use pedestrian bridge over the Toolern Creek.	Not commenced
BD05	<b>Shared Use Pedestrian Bridge 2: Toolern Creek</b> Construction of a shared use pedestrian bridge over the Toolern Creek.	Not commenced
BD06	<b>Shared Use Pedestrian Bridge 3: Toolern Creek</b> Construction of a shared use pedestrian bridge over the Toolern Creek.	Not commenced
BD07	<b>Pedestrian Underpass 1: Melbourne Ballarat Railway</b> Construction of a pedestrian underpass.	Not commenced
BD08	<b>Pedestrian Underpass 2: Melbourne Ballarat Railway</b> Construction of a pedestrian underpass.	Not commenced
BD09	Deleted – replaced by BD16 (see Appendix 2)	Project deleted as it has been replaced by BD16
BD10	<b>Pedestrian Underpass 4: Melbourne Ballarat Railway</b> Construction of a pedestrian underpass.	Not commenced
BD11	Deleted – will be constructed as part of the Paynes Road Railway Station project	Project deleted as this underpass will be included in the Paynes Road Station construction project
BD12	Deleted – an adequate number of bridges have been provided over the Toolern Creek	Project deleted as this underpass will be included in the Paynes Road Station construction project
BD13	Deleted – an adequate number of bridges have been provided over the Toolern Creek	Project deleted as this underpass will be included in the Paynes Road Station construction project
BD14	<b>Shared Use Pedestrian Bridge 4: Toolern Creek</b> Construction of a shared use pedestrian bridge over the Toolern Creek.	Not commenced
BD15	<b>Ferris Road Rail Overpass</b> Construction of a rail-road grade separation at the intersection of Ferris Road and the Melbourne - Ballarat rail corridor (interim standard).	Not commenced
BD16	<b>East Road Rail Overpass</b> Construction of a rail-road grade separation at the intersection of East Road and the Melbourne - Ballarat rail corridor (interim standard).	Not commenced
BD17	<b>Paynes Road Rail Overpass</b> Construction of a rail-road grade separation at the intersection of Paynes Road and the Melbourne - Ballarat rail corridor (interim standard).	Not commenced

Project ID No.	Former Project Name and Description in the Toolern PSP and DCP documents	Status of Project
BD18	<b>Paynes Road Level Crossing Upgrade</b> Construction of an upgrade to the level crossing at the intersection of Paynes Road and the Melbourne - Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Paynes Road level crossing will be closed upon completion of the construction of the Paynes Road Overpass (BD17).	Not commenced
BD19	<b>Mount Cottrell Freeway Interchange</b> Purchase of land for the construction of a half diamond interchange at the intersection of Mount Cottrell Road and the Western Freeway corridor (ultimate standard, southern approach only)	Not commenced
BD20	<b>Mount Cottrell Rail Overpass</b> Purchase of land for the construction of a rail-road grade separation at the intersection of Mount Cottrell Road and the Melbourne - Ballarat rail corridor (ultimate standard).	Not commenced
BD21	<b>Mount Cottrell Road Level Crossing Upgrade</b> Construction of an upgrade to the level crossing at the intersection of Mount Cottrell Road and the Melbourne - Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Mount Cottrell Road level crossing will be closed upon completion of the construction of the Mount Cottrell Road Overpass (BD20).	Not commenced
<b>Public Transport Projects</b>		
PT01	<b>Bus Interchange</b> Purchase land to provide for Local Bus Interchange (1 Hectare)	Land acquired
<b>Trail Projects</b>		
TR01	<b>Toolern Creek Regional Park Trail</b> Concrete Shared Path including pavement, drainage and landscaping (3 metres wide, length 3,250 metres)	Constructed
<b>Community Facility Projects</b>		
CI01	<b>Cobblebank Higher Order Civic Facility</b> Higher Order Civic Facility, including a Level 3 Community Centre, located within the Metropolitan Activity Centre.	Land acquired
CI02	<b>Cobblebank Indoor Recreation Centre</b> Indoor Recreation Centre located within the Metropolitan Activity Centre.	Land acquired Facility constructed
CI03	<b>Weir Views North Community Centre</b> Purchase of land and construction of a multi-purpose community centre (Level 1) in <b>Community Hub 1</b> - early childhood rooms component - including kindergarten and maternal health.	S173 Agreement to purchase land
CI04	<b>Weir Views North Community Centre</b> Construction of a multi-purpose community centre (Level 1) in <b>Community Hub 1</b> - community rooms component.	Not commenced
CI05	Deleted – Council no longer provides childcare rooms in Early Childhood Centres	Project deleted as Council does not include childcare rooms in early childhood centres
CI06	<b>Weir Views South Community Centre</b> Purchase of land and construction of a multi-purpose community centre (Level 2) in <b>Community Hub 2</b> - early childhood rooms component - including kindergarten and maternal health.	Not commenced
CI07	<b>Weir Views South Community Centre</b> Construction of a multi-purpose community centre (Level 2) in <b>Community Hub 2</b> - community rooms component.	Not commenced
CI08	Deleted – Council no longer provides childcare rooms in Early Childhood Centres	Project deleted as Council does not include childcare rooms in early childhood centres

Project ID No.	Former Project Name and Description in the Toolern PSP and DCP documents	Status of Project
CI09	<b>Strathtulloh Community Centre</b> Purchase of land and construction of a multi-purpose community centre (Level 1) in <b>Community Hub 3</b> - early childhood rooms component - including kindergarten and maternal health.	Not commenced
CI10	<b>Strathtulloh Community Centre</b> Construction of a multi-purpose community centre (Level 1) in <b>Community Hub 3</b> - community rooms component.	Not commenced
CI11	Deleted – Council no longer provides childcare rooms in Early Childhood Centres	Project deleted as Council does not include childcare rooms in early childhood centres
CI12	<b>Thornhill Park Community Centre</b> Purchase of land and construction of a multi-purpose community centre (Level 1) in <b>Community Hub 4</b> - early childhood rooms component - including kindergarten and maternal health.	Not commenced
CI13	<b>Thornhill Park Community Centre</b> Construction of a multi-purpose community centre (Level 1) in <b>Community Hub 4</b> - community rooms component.	Not commenced
CI14	Deleted – Council no longer provides childcare rooms in Early Childhood Centres	Project deleted as Council does not include childcare rooms in early childhood centres
CI15	<b>Cobblebank East Community Centre</b> Purchase of land and construction of a multi-purpose community centre (Level 2) in <b>Community Hub 5</b> - early childhood rooms component - including kindergarten and maternal health.	Not commenced
CI16	<b>Cobblebank East Community Centre</b> Construction of a multi-purpose community centre (Level 2) in <b>Community Hub 5</b> - community rooms component.	Not commenced
CI17	Deleted – Council no longer provides childcare rooms in Early Childhood Centres	Project deleted as Council does not include childcare rooms in early childhood centres
CI18A	<b>Bridge Road Community Centre</b> Construction of a multi-purpose community centre (Level 2) in <b>Community Hub 6</b> - early childhood components - including kindergarten and maternal health. Area 2 contribution (60%)	Constructed
CI18B	<b>Bridge Road Community Centre</b> Construction of a multi-purpose community centre (Level 2) in <b>Community Hub 6</b> - early childhood components - including kindergarten and maternal health. Area 3 contribution (40%)	Constructed
CI19A	<b>Bridge Road Community Centre</b> Purchase of land and construction of a multi-purpose community centre (Level 2) in <b>Community Hub 6</b> - childcare components. Area 2 contribution (60%)	Constructed
CI19B	<b>Bridge Road Community Centre</b> Purchase of land and construction of a multi-purpose community centre (Level 2) in <b>Community Hub 6</b> - childcare components. Area 3 contribution (40%)	Constructed
CI20	<b>Bridge Road Community Centre</b> Construction of a multi-purpose community centre (Level 2) in <b>Community Hub 6</b> - community rooms component	Constructed
<b>Active Recreation Projects</b>		
AR01	<b>Weir Views North Sports Reserve</b> Construction of a sports reserve in <b>Community Hub 1</b> incorporating:	Not commenced

Project ID No.	Former Project Name and Description in the Toolern PSP and DCP documents	Status of Project
	<ul style="list-style-type: none"> <li>- Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure</li> <li>- Playground including play space, youth space, picnic facilities, and BBQ</li> <li>- Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure</li> </ul>	
AR02	<b>Weir Views North Sports Reserve Pavilion</b> Construction of a pavilion in <b>Community Hub 1</b> , including all building works, landscaping, and related infrastructure	Not commenced
AR03	<b>Weir Views East Sports Reserve</b> Construction of a sports reserve incorporating: <ul style="list-style-type: none"> <li>- Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure</li> <li>- Playground including play space, youth space, picnic facilities, and BBQ</li> </ul>	Not commenced
AR04	<b>Weir Views East Sports Reserve Pavilion</b> Construction of a pavilion, including all building works, landscaping, and related infrastructure	Not commenced
AR05	<b>Weir Views South Sports Reserve</b> Construction of a sports reserve in <b>Community Hub 2</b> incorporating: <ul style="list-style-type: none"> <li>- Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure</li> <li>- Playground including play space, youth space, picnic facilities, and BBQ</li> </ul>	Not commenced
AR06	<b>Weir Views South Sports Reserve</b> Construction of a pavilion in <b>Community Hub 2</b> , including all building works, landscaping, and related infrastructure	Not commenced
AR07	<b>Strathtulloh Sports Reserve</b> Construction of a sports reserve in <b>Community Hub 3</b> incorporating: <ul style="list-style-type: none"> <li>- Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure</li> <li>- Playground including play space, youth space, picnic facilities, and BBQ</li> </ul>	Not commenced
AR08	<b>Strathtulloh Sports Reserve Pavilion</b> Construction of a pavilion in <b>Community Hub 3</b> , including all building works, landscaping, and related infrastructure	Not commenced
AR09	<b>Thornhill Park Sports Reserve</b> Construction of a sports reserve in <b>Community Hub 4</b> incorporating: <ul style="list-style-type: none"> <li>- Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure</li> <li>- Playground including play space, youth space, picnic facilities, and BBQ</li> <li>- Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure</li> </ul>	Not commenced
AR10	<b>Thornhill Park Sports Reserve Pavilion</b> Construction of a pavilion in <b>Community Hub 4</b> , including all building works, landscaping, and related infrastructure	Not commenced
AR11	<b>Cobblebank East Sports Reserve</b> Construction of a sports reserve in <b>Community Hub 5</b> incorporating: <ul style="list-style-type: none"> <li>- Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure</li> <li>- Playground including play space, youth space, picnic facilities, and BBQ</li> </ul>	Not commenced
AR12	<b>Cobblebank East Sports Reserve Pavilion</b> Construction of a pavilion in <b>Community Hub 5</b> , including all building works, landscaping, and related infrastructure	Not commenced
AR13	<b>Cobblebank Central Sports Reserve</b> Construction of a sports reserve in <b>Community Hub 7</b> incorporating: <ul style="list-style-type: none"> <li>- Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure</li> <li>- Playground including play space, youth space, picnic facilities, and BBQ</li> </ul>	Not commenced

Project ID No.	Former Project Name and Description in the Toolern PSP and DCP documents	Status of Project
AR14	<b>Cobblebank Central Sports Reserve Pavilion</b> Construction of a pavilion in <b>Community Hub 7</b> , including all building works, landscaping, and related infrastructure	Not commenced
AR15A	<b>Bridge Road Sports Reserve</b> Construction of a sports reserve in <b>Community Hub 6</b> incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure Area 2 Contribution (60%)	Constructed
AR15B	<b>Bridge Road Sports Reserve</b> Construction of a sports reserve in <b>Community Hub 6</b> incorporating: - Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure - Playground including play space, youth space, picnic facilities, and BBQ - Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure Area 3 Contribution (40%)	Constructed
AR16	<b>Bridge Road Sports Reserve Pavilion</b> Construction of a pavilion in <b>Community Hub 1</b> , including all building works, landscaping, and related infrastructure	Constructed
OS01	<b>Weir Views North Sports Reserve</b> Purchase of 9.83 hectares of land for active open space for AR01 and AR02	S173 Agreement to purchase land
OS02	<b>Weir Views East Sports Reserve</b> Purchase of 4.00 hectares of land for active open space for AR03 and AR04	S173 Agreement to purchase land
OS03	<b>Weir Views South Sports Reserve</b> Purchase of 8.96 hectares of land for active open space for AR05 and AR06	Not acquired
OS04	<b>Strathtulloh Sports Reserve</b> Purchase of 8.62 hectares of land for active open space for AR07 and AR08	Not acquired
OS05	<b>Thornhill Park Sports Reserve</b> Purchase of 8.69 hectares of land for active open space for AR09 and AR10	Not acquired
OS06	<b>Cobblebank East Sports Reserve</b> Purchase of 4.56 hectares of land for active open space for AR11 and AR12	Not acquired
OS07	<b>Cobblebank Central Sports Reserve</b> Purchase of 8.19 hectares of land for active open space for AR13 and AR14. Area 2 Contributions (60%)	Not acquired
OS08	<b>Cobblebank Central Sports Reserve</b> Purchase of 8.19 hectares of land for active open space for AR13 and AR14. Area 3 Contributions (40%)	Not acquired
OS09	<b>Cobblebank MAC Open Space</b> Purchase of 1.0 hectare for Metropolitan Activity Centre Public Open Space	Not acquired
<b>Structure Planning</b>		
PL01	<b>Plan Preparation</b> Preparation of Precinct Structure Plan and Development Contributions Plan.	Plan prepared

## Appendix 5 – Deleted Project Values

The following transport, and community and recreation projects were identified as requiring land acquisition.

The land for these projects is not required to be purchased as Council already owns this land, and therefore it is not required to be acquired by the DCP. This results in a \$12.6 million saving to the Toolern DCP.

### Community and Recreation Projects

Project ID No.	Project Name and Description	Construction Amount Saved from the DCP \$2021/2022
CI01	<b>Cobblebank Higher Order Civic Facility</b> Higher Order Civic Facility, including a Level 3 Community Centre, located within the Metropolitan Activity Centre.	\$4,500,000
CI02	<b>Cobblebank Indoor Recreation Centre</b> Indoor Recreation Centre located within the Metropolitan Activity Centre.	\$8,100,000
<b>Total Saving to DCP</b>		<b>\$12,600,000</b>

The following transport projects have been deleted from the Toolern DCP, which has reduced the cost of the new projects being added to the Toolern DCP:

Project ID No.	Project Name and Description	Construction Amount Saved from the DCP \$2021/2022
RD09	<b>Paynes Road: Toolern Boundary to Greigs Road.</b> Upgrade existing 2-lane unsealed rural road to provide 2-lane carriageway (length 725 metres).	\$1,842,205
RD10	<b>Mount Cottrell Road: Toolern Boundary to Greigs Road.</b> Upgrade existing 2-lane unsealed rural road to provide 2-lane carriageway (length 1,045 metres).	\$2,655,316
IT08	<b>Paynes Road and Greigs Road: Intersection.</b> Upgrade of protected right-turn lane and left-turn deceleration lane, including drainage and landscaping.	\$516,979
IT09	<b>Mount Cottrell Road and Greigs Road: Intersection.</b> Intersection upgrade - construction of roundabout.	\$516,979
BD09	<b>Pedestrian Underpass 3: Melbourne Ballarat Railway.</b> Construction, including 3-metre wide, 50-metre long box culverts, end walls, concrete path, drainage, and lighting.	\$2,973,499
BD11	<b>Pedestrian Underpass 5: Melbourne Ballarat Railway.</b> Construction, including 3-metre wide, 50-metre long box culverts, end walls, concrete path, drainage, and lighting.	\$2,973,499
BD12	<b>Shared Use Pedestrian Bridge (No. 4).</b> Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).	\$1,384,668
BD13	<b>Shared Use Pedestrian Bridge (No. 5).</b> Bridge over Toolern Creek, incorporating abutments and lighting (3-metre wide timber structure, deck length 30 metres).	\$1,384,668
<b>Total Saving to DCP</b>		<b>\$14,257,813</b>

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

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

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

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

The following new transport projects have been apportioned to the Paynes Road and Rockbank DCPs, which has reduced the cost of the projects:

Project ID No.	Project Name and Description	Construction Amount Saved from the DCP \$2021/2022
RD22	<b>Paynes Road: Alfred Road (IT30) to East-West Connector Road 1 (IT31)</b> Construction of a 2-lane arterial road (interim standard).	\$699,345
RD23	<b>Paynes Road: East-West Connector Road 1 (IT31) to Exford Road (IT07)</b> Construction of a 2-lane arterial road (interim standard).	\$895,730
RD24	<b>Paynes Road: Exford Road (IT07) to East-West Connector Road 2 (IT32)</b> Construction of a 2-lane arterial road (interim standard).	\$474,078
IT30	<b>Intersection: Paynes Road and Alfred Road</b> Construction of a signalised 4-way intersection (interim standard).	\$1,936,132
IT31	<b>Intersection: Paynes Road and East-West Connector Road 1</b> Construction of a signalised 4-way intersection (interim standard).	\$1,675,114
IT32	<b>Intersection: Paynes Road and East-West Connector Road 2</b> Construction of a signalised 3-way intersection (interim standard).	\$2,621,582
BD17	<b>Paynes Road Rail Overpass</b> Construction of a rail-road grade separation at the intersection of Paynes Road and the Melbourne - Ballarat rail corridor (interim standard).	\$11,157,454
BD18	<b>Paynes Road Level Crossing Upgrade</b> Construction of an upgrade to the level crossing at the intersection of Paynes Road and the Melbourne - Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Paynes Road level crossing will be closed upon completion of the construction of the Paynes Road Overpass (BD18).	\$471,052
BD21	<b>Mount Cottrell Road Level Crossing Upgrade</b> Construction of an upgrade to the level crossing at the intersection of Mount Cottrell Road and the Melbourne - Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Mount Cottrell Road level crossing will be closed upon completion of the construction of the Mount Cottrell Road Overpass (BD20).	\$131,250
<b>Total Saving to DCP</b>		<b>\$20,061,738</b>

## Appendix 6 – New Project Values

The following projects are projects that were missing from the Rockbank DCP:

Project ID No.	Project Name and Description	Construction Amount Apportioned to Toolern DCP \$2021/2022	Construction Amount Apportioned to External DCP \$2021/2022
RD22	<b>Paynes Road: Alfred Road (IT30) to East-West Connector Road 1 (IT31)</b> Construction of a 2-lane arterial road (interim standard).	\$699,345	\$699,345
RD23	<b>Paynes Road: East-West Connector Road 1 (IT31) to Exford Road (IT07)</b> Construction of a 2-lane arterial road (interim standard).	\$895,730	\$895,730
RD24	<b>Paynes Road: Exford Road (IT07) to East-West Connector Road 2 (IT32)</b> Construction of a 2-lane arterial road (interim standard).	\$474,078	\$474,078
IT30	<b>Intersection: Paynes Road and Alfred Road</b> Construction of a signalised 4-way intersection (interim standard).	\$1,936,132	\$1,936,132
IT31	<b>Intersection: Paynes Road and East-West Connector Road 1</b> Construction of a signalised 4-way intersection (interim standard).	\$1,675,114	\$1,675,114
IT32	<b>Intersection: Paynes Road and East-West Connector Road 2</b> Construction of a signalised 3-way intersection (interim standard).	\$873,861	\$2,621,582
BD17	<b>Paynes Road Rail Overpass</b> Construction of a rail-road grade separation at the intersection of Paynes Road and the Melbourne - Ballarat rail corridor (interim standard).	\$3,719,151	\$11,157,454
BD18	<b>Paynes Road Level Crossing Upgrade</b> Construction of an upgrade to the level crossing at the intersection of Paynes Road and the Melbourne - Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Paynes Road level crossing will be closed upon completion of the construction of the Paynes Road Overpass (BD17).	\$157,017	\$471,052
<b>Total</b>		<b>\$10,430,428</b>	<b>\$19,930,487</b>

The following projects are projects that were missing from the Paynes Road DCP:

Project ID No.	Project Name and Description	Construction Amount Apportioned to Toolern DCP \$2021/2022	Construction Amount Apportioned to External DCP \$2021/2022
<b>BD19</b>	<b>Mount Cottrell Freeway Interchange</b> Purchase of land for the construction of a half diamond interchange at the intersection of Mount Cottrell Road and the Western Freeway corridor (ultimate standard, southern approach only)		Land project only – no external apportionment
<b>BD20</b>	<b>Mount Cottrell Rail Overpass</b> Purchase of land for the construction of a rail-road grade separation at the intersection of Mount Cottrell Road and the Melbourne - Ballarat rail corridor (ultimate standard).		Land project only – no external apportionment
<b>BD21</b>	<b>Mount Cottrell Road Level Crossing Upgrade</b> Construction of an upgrade to the level crossing at the intersection of Mount Cottrell Road and the Melbourne - Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). Note: Mount Cottrell Road level crossing will be closed upon completion of the construction of the Mount Cottrell Road Overpass (BD20).	\$393,750	\$131,250
<b>Total</b>		<b>\$393,750</b>	<b>\$131,250</b>

The following projects are projects that were recommended to be added from the *Cobblebank Metropolitan Activity Centre Urban Design Framework*:

Project ID No.	Project Name and Description	Construction Value Added to the DCP \$2021/2022
IT29	<b>Intersection: Ferris Road and Enterprise Street</b> Construction of a signalised 4-way intersection (interim standard).	\$4,773,543
BD15	<b>Ferris Road Rail Overpass</b> Construction of a rail-road grade separation at the intersection of Ferris Road and the Melbourne - Ballarat rail corridor (interim standard).	To be constructed by the State Government
BD16	<b>East Road Rail Overpass</b> Construction of a rail-road grade separation at the intersection of East Road and the Melbourne - Ballarat rail corridor (interim standard).	\$13,833,445
<b>Total</b>		<b>\$18,606,988</b>

## Appendix 7 – Constructed Projects

The following projects have been constructed (or the land acquired). The project values have been frozen at the value that is currently in the DCP, and then indexed to \$2021/2022.

If these projects were costed today, it is anticipated that their values would be expected to be significantly higher, as demonstrated in the increase in construction values of similar projects that have had new project cost sheets prepared.

### Bridge 01 – Abey Road Bridge



Project ID No.	Project Name and Description
BD01	<b>Abey Road Bridge</b> Construction of an arterial road bridge over the Toolern Creek.

**Bridge 02 – Bridge Road Bridge**



Project ID No.	Project Name and Description
BD02	<b>Bridge Road Bridge</b> Construction of an arterial road bridge over the Toolern Creek.

**Road 01 – Rees Road: PSP Boundary to East-West Arterial Road**



Project ID No.	Project Name and Description
RD01	Rees Road: Coburns Road (PSP boundary) to East West Arterial (IT01) Construction of a 2-lane arterial road (interim layout).

**Road 12 – Mount Cottrell Road: Western Freeway to Railway Line**



Project ID No.	Project Name and Description
RD12	<b>Mount Cottrell Road: Western Freeway to Melbourne Ballarat Rail Line</b> Construction of a 2-lane arterial road (interim layout).

**Road 17 – Ferris Road: Rail Line to Exford Road**



Project ID No.	Project Name and Description
RD17	<b>Ferris Road: Melbourne Ballarat Rail Line to Exford Road (IT05)</b> Construction of a 2-lane arterial road (interim layout).

**Road 18 – Abey Road: Toolern Creek to Ferris Road**



Project ID No.	Project Name and Description
RD18	Abey Road: Toolern Creek (BD01) to Ferris Road (IT13) Construction of a 2-lane arterial road (interim layout).

**Intersection 14** - Ferris Road and Hollingsworth Drive



Project ID No.	Project Name and Description
IT14	<b>Intersection: Ferris Road and Hollingsworth Drive</b> Construction of signalised T-intersection (interim standard).

**Intersection 19 – Mount Cottrell Road and Baxterpark Drive**



Project ID No.	Project Name and Description
IT19	Intersection: Mount Cottrell Road and Baxterpark Drive Construction of signalised T-intersection (interim standard).

**Intersection 24 – Exford Road and Elpis Road**



Project ID No.	Project Name and Description
IT24	<b>Intersection: Exford Road and Elpis Road</b> Construction of signalised T-intersection (interim standard).

## Intersection 26 – Mt Cottrell Road and Alfred Road



Project ID No.	Project Name and Description
IT26	<b>Intersection: Mount Cottrell Road and Alfred Road</b> Construction of signalised 4-way intersection (interim standard).

### Intersection 27 – Ferris Road and Alfred Road



Project ID No.	Project Name and Description
IT27	<b>Intersection: Ferris Road and Alfred Road</b> Construction of signalised 4-way intersection (interim standard).

**Public Transport 01 – Bus Interchange (located at Cobblebank Railway Station)**



Project ID No.	Project Name and Description
PT01	Bus Interchange Purchase land to provide for Local Bus Interchange (1 Hectare)

**Community Infrastructure 02 – Cobblebank Stadium**



Project ID No.	Project Name and Description
CI02	<b>Cobblebank Indoor Recreation Centre</b> Indoor Recreation Centre located within the Metropolitan Activity Centre.

## Community Infrastructure 18, 19 and 20 – Bridge Road Children’s and Community Centre



Project ID No.	Project Name and Description
CI18A	<b>Bridge Road Community Centre</b> Construction of a multi-purpose community centre (Level 2) in Community Hub 6 - early childhood components - including kindergarten and maternal health. Area 2 contribution (60%)
CI18B	<b>Bridge Road Community Centre</b> Construction of a multi-purpose community centre (Level 2) in Community Hub 6 - early childhood components - including kindergarten and maternal health. Area 3 contribution (40%)
CI19A	<b>Bridge Road Community Centre</b> Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 6 - childcare components. Area 2 contribution (60%)
CI19B	<b>Bridge Road Community Centre</b> Purchase of land and construction of a multi-purpose community centre (Level 2) in Community Hub 6 - childcare components. Area 3 contribution (40%)
CI20	<b>Bridge Road Community Centre</b> Construction of a multi-purpose community centre (Level 2) in Community Hub 6 - community rooms component

## Active Recreation 15 and 16 – Bridge Road Sports Reserve



Project ID No.	Project Name and Description
AR15A	<b>Bridge Road Sports Reserve</b> Construction of a sports reserve in Community Hub 6 incorporating: <ul style="list-style-type: none"> <li>- Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure</li> <li>- Playground including play space, youth space, picnic facilities, and BBQ</li> <li>- Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure</li> </ul> Area 2 Contribution (60%)
AR15B	<b>Bridge Road Sports Reserve</b> Construction of a sports reserve in Community Hub 6 incorporating: <ul style="list-style-type: none"> <li>- Playing surfaces and car parks, including all construction works, landscaping, and related infrastructure</li> <li>- Playground including play space, youth space, picnic facilities, and BBQ</li> <li>- Tennis / multi-purpose hard courts incorporating 4 courts with lighting and parking, including all construction works, landscaping and related infrastructure</li> </ul> Area 3 Contribution (40%)
AR16	<b>Bridge Road Sports Reserve Pavilion</b> Construction of a pavilion in Community Hub 1, including all building works, landscaping, and related infrastructure

**Trail 01 – Regional Park Trail**



Project ID No.	Project Name and Description
TR01	<b>Toolern Creek Regional Park Trail</b> Concrete Shared Path including pavement, drainage, and landscaping (3 metres wide, length 3,250 metres)