

# Echuca West

## Development Contributions Plan

August 2022  
(Amended December 2023)



Version	Amendment	Author	Date	Changes
1		VPA/Campaspe	August 2020	
2		Campaspe	December 2021	Updated charges as per changes to intersection
3		Campaspe	June 2022	Updated Plan 3
4		Campaspe	August 2022	Updated development charges
5	VC249	VPA	December 2023	Incorporate changes associated with small second dwelling exemption

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Table 1 provides an overview of the project categories and charges included within this Development Contributions Plan (DCP). A more detailed explanation of apportionment, methods of calculation, and the description and costs of individual projects is included within the document.

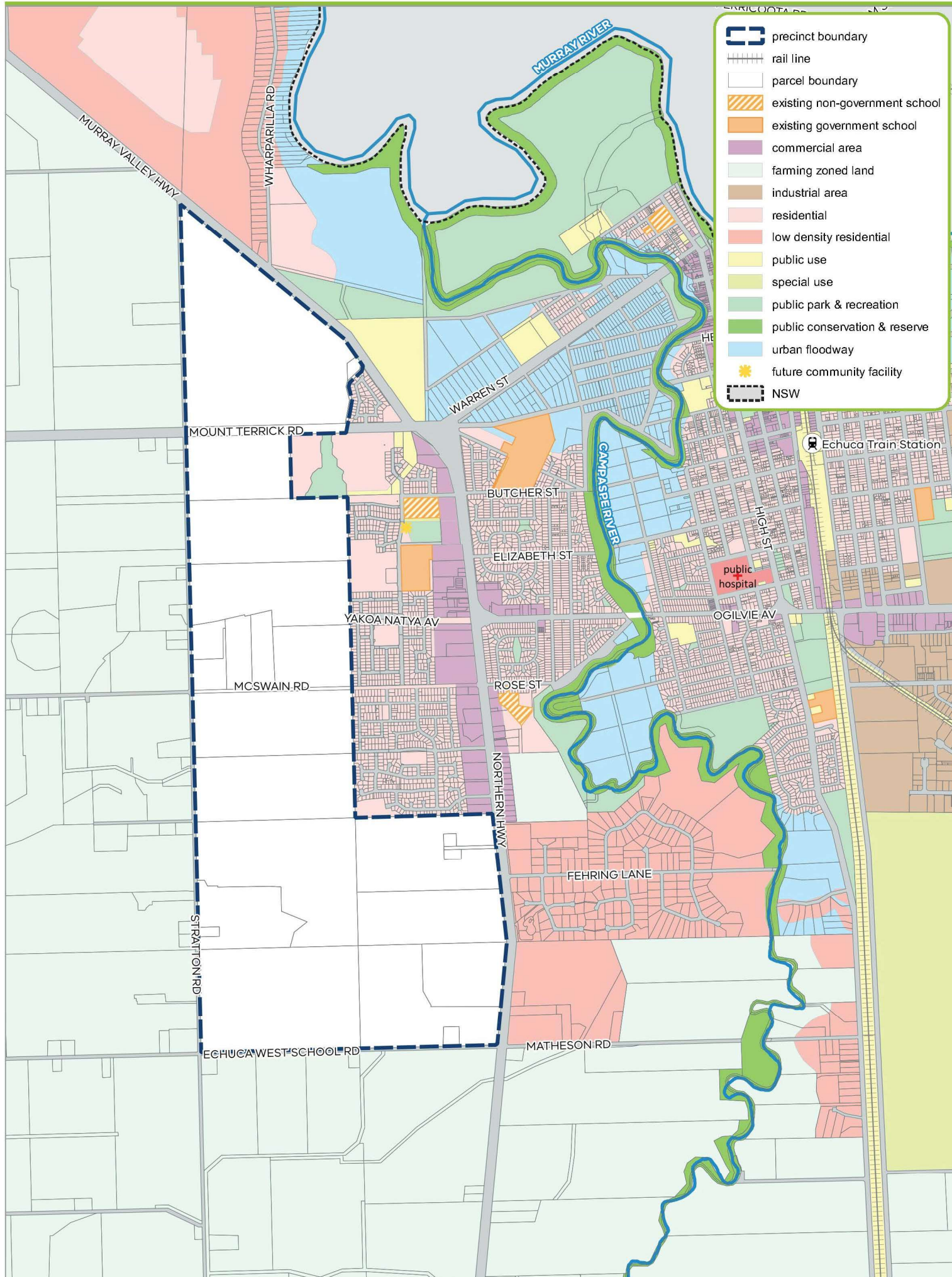
Table 1: Summary of charges

SUMMARY - NET DEVELOPABLE AREA (NDA)		
Charge area	Total Cost of Contribution	Contribution per Net Developable Hectare (NDHa)
Residential	<b>\$74,862,190</b>	<b>\$149,509</b>

SUMMARY - DEVELOPMENT INFRASTRUCTURE LEVY		
Projects	Total cost of projects	Contribution per Net Developable Hectare (NDHa)
Transport	\$20,015,785	\$39,974
Recreation	\$788,309	\$1,574
Drainage	\$54,058,096	\$107,961
<b>Total</b>	<b>\$74,862,190</b>	<b>\$149,509</b>

SUMMARY - BREAKDOWN OF DEVELOPMENT INFRASTRUCTURE LEVY		
Projects	Total cost of projects	Contribution per Net Developable Hectare (NDHa)
Land	\$6,623,779	\$13,229
Construction	\$68,238,411	\$136,280
<b>Total</b>	<b>\$74,862,190</b>	<b>\$149,509</b>

SUMMARY – TOTAL ESTIMATED PROJECT COST AGAINST LEVIES COLLECTED			
Levy	Total cost of project	Total collected via levies	Percentage total collected by levies
Development Infrastructure Levy	<b>\$74,862,190</b>	<b>\$74,862,190</b>	<b>100%</b>
<b>Total</b>	<b>\$74,862,190</b>	<b>\$74,862,190</b>	<b>100%</b>



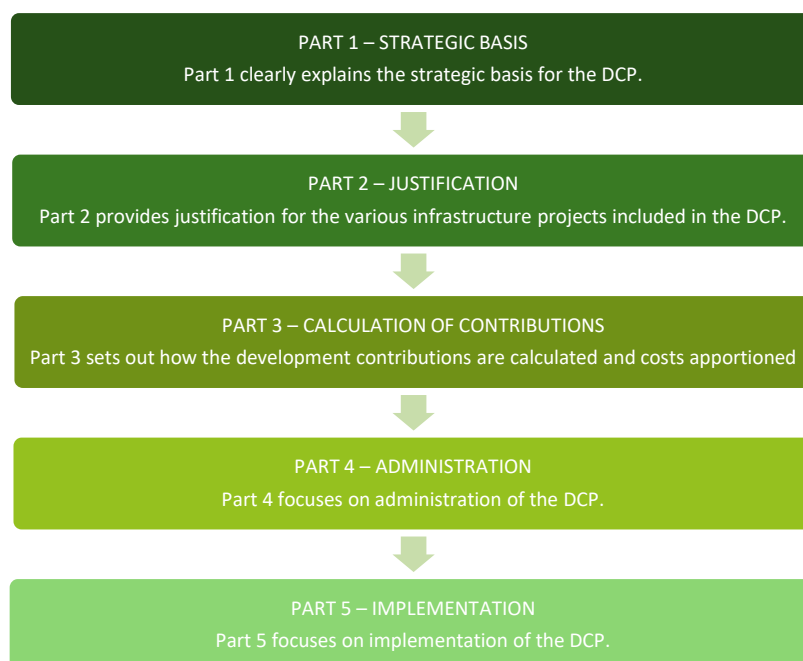
# 1 INTRODUCTION

The Echuca West Development Contributions Plan (DCP) has been prepared by the Victorian Planning Authority (VPA) in partnership with Campaspe Shire Council and with the assistance of government agencies, service authorities and major stakeholders.

The DCP:

- Outlines projects required to ensure that future residents, visitors and workers in the precinct can be provided with timely access to infrastructure and services necessary to support a quality and affordable lifestyle;
- Establishes a framework for development proponents to make a financial contribution towards the cost of identified infrastructure projects;
- Ensures the cost of providing new infrastructure and services is shared equitably between various development proponents and the wider community;
- Provides the details of the calculation of financial contributions that must be made by future developments towards the nominated projects;
- Provides developers, investors and the local community with certainty about development contribution requirements and how these will be administered.

The DCP document comprises five parts:

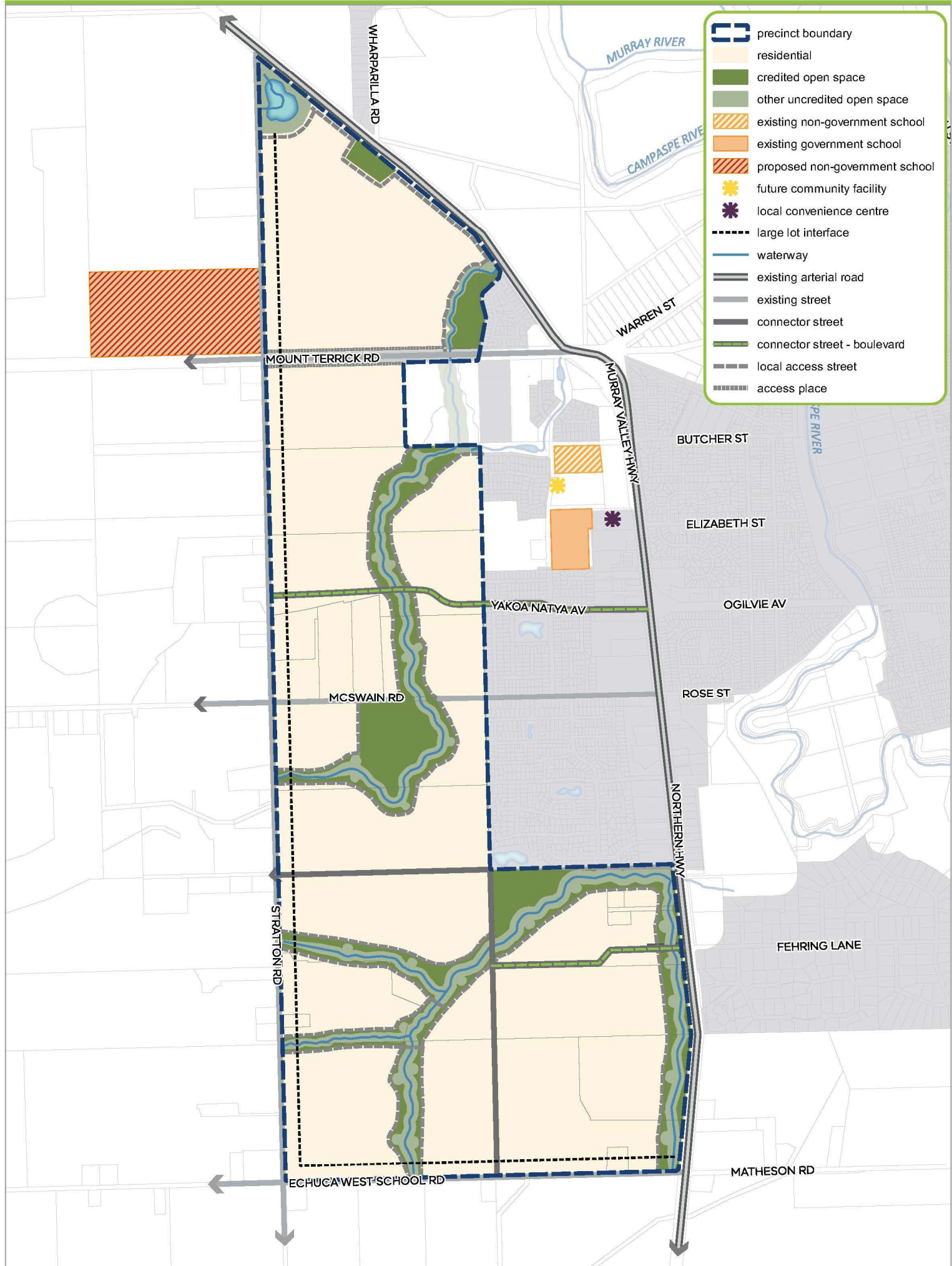


The strategic basis for the DCP is informed by:

- State and Local Planning Policy Framework as set out in the Campaspe Scheme;
- *Precinct Structure Planning Guidelines* (Growth Areas Authority, 2008);
- *Infrastructure Design Manual* (Local Government Infrastructure Design Association);
- *Echuca West Precinct Structure Plan* and supporting documents.

These documents set out a broad, long term vision for the sustainable development of the precinct and its surrounds.





## 1.1 **Planning and Environment Act 1987**

The DCP has been prepared in accordance with Part 3B of the *Planning and Environment Act 1987* (the Act) as well as other relevant legislation and has been developed in line with the State and Local Planning Policy Framework of the Campaspe Planning Scheme. It is consistent with the Ministerial Direction on development contributions plans made under section 46M(1) of the Act and has had regard to the Victorian Government's Development Contributions Plan Guidelines.

The DCP provides for the charging of a Development Infrastructure Levy (DIL) pursuant to section 46J(a) of the Act towards works, services and facilities.

The DCP forms part of the Campaspe Planning Scheme pursuant to section 46I of the Act and is an incorporated document under the Schedule to Clause 72.04 of the Campaspe Planning Scheme. The DCP is implemented into the Campaspe Planning Scheme through Schedule 1 to the Development Contributions Plan Overlay (DCPO1) that applies to the 'main catchment area' illustrated on Plan 2.

## 1.2 **Echuca West Precinct Structure Plan**

As one of the largest regional centres located along the Murray River corridor Echuca (or the cross border twin town of Echuca-Moama) is considered to remain a key location for growth and employment for the region. Echuca is the main service provider and together with Moama is currently experiencing significant residential growth. The Echuca Housing Strategy (2011) provides a framework to guide the location, sequencing and character of future housing and identifies more than 40 years of residential supply and has been used to inform the preparation of further detail planning through the preparation of the Echuca West PSP.

The PSP identifies approximately 615 hectares of land for urban development as illustrated on Plan 2. The PSP sets out the vision for how land should be developed, describes the objectives to be achieved by the future development and outlines projects required to support the future community. The need for the infrastructure set out in the DCP has been determined according to the anticipated development scenario as described in the PSP.

The DCP has a strong relationship to the PSP, as the PSP provides the rationale and justification for infrastructure items that have been included within the DCP. Accordingly, the DCP is an implementation-based planning tool which identifies the infrastructure items required by the new community and apportions the cost of this infrastructure in an equitable manner across the plan area.

The PSP has been developed following a comprehensive planning process which establishes the future direction of development within the precinct.

## 1.3 **The area to which the Development Contributions Plan applies**

In accordance with section 46K(1)(a) of the Act, the DCP applies to land illustrated on Plan 2; this area is known as the main catchment area (MCA). The area is identified as DCPO1 in the Campaspe Planning Scheme.

In identifying infrastructure items for delivery, consideration has been given to ensure they are not already wholly funded through another contribution mechanism, such as a mandatory infrastructure construction requirements, an existing local DCP, an agreement under Section 173 of the Act, or as a condition on an existing planning permit.

## 1.4 Infrastructure items included in the Development Contributions Plan

The need for infrastructure included in the DCP has been determined on the basis of the development scenario as described in the PSP and its supporting documents.

Items can be included in a DCP if the proposed development of an area is likely to create the need for infrastructure by its future community. New development does not have to trigger the need for new items in its own right. Furthermore, an item can be included in a DCP regardless of whether it is within or outside the DCP area.

Before inclusion in the DCP, all items have been assessed to ensure they have a relationship or nexus to proposed development in the PSP. The cost apportionment methodology adopted in the DCP relies on the nexus principle. A new development is deemed to have a nexus with an item if it is expected to make use of that item.

The items that have been included in the DCP all have the following characteristics; namely that they:

- Are essential to the health, safety and wellbeing of the community;
- Will be used by a broad cross-section of the community;
- Reflect the vision and strategic aspirations expressed in the PSP;
- Are not recurrent items;
- Are the basis for the future development of an integrated network.

## 1.5 Items not included in the Development Contributions Plan (developer works)

The following items are not included in the DCP; they must be provided by developers as a matter of course and/or pursuant to agreements with servicing agencies in implementing the PSP:

- Connector streets and local streets, except those included in the DCP;
- Intersection works and traffic management measures along arterial roads, connector streets and local streets (except those included in the DCP);
- Local bus stop infrastructure;
- Landscaping of all existing and future roads and local streets;
- Local shared, pedestrian and bicycle paths along local streets, connector streets, utilities easements, waterways and within local parks including bridges, intersections, and barrier crossing points (except those included in the DCP);
- Bicycle parking;
- Appropriately scaled lighting along all roads, major shared and pedestrian paths, and traversing the open space network;
- Local street or path crossings of waterways, unless included in the DCP or outlined as the responsibility of an agency in the PSP;
- Local park masterplans and any agreed associated works required by the PSP;
- Infrastructure as required by utility services providers, including water, sewerage, electricity, gas and telecommunications.

The items listed above are considered to be normal to the construction of a development and are not considered to warrant cost sharing arrangements beyond those set out in the DCP.

They may be further addressed and defined by an agreement under Section 173 of the Act and/or conditions in planning permits.

Upgrade of the existing adjoining road network to an urban standard will be implemented through subdivision permit conditions to the satisfaction of the responsible authority, except where specified as a DCP project.

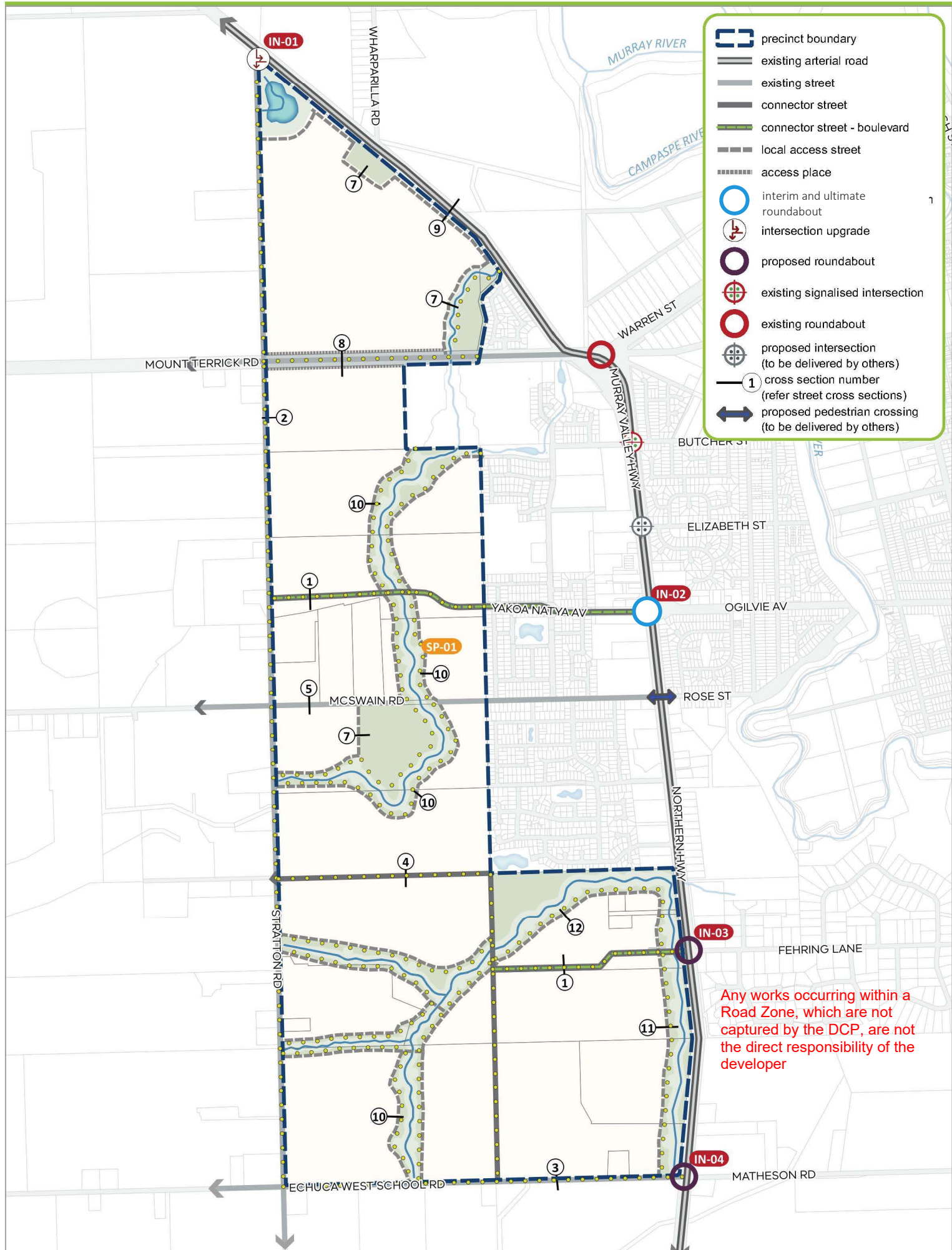
## 1.6 **Public open space contribution**

This DCP does not provide funding towards the cost of land for local parks (credited open space). Local Parks are provided through Clause 53.01 of the Campaspe Planning Scheme.

## 1.7 **Related infrastructure agreements**

A number of additional infrastructure agreements may relate to the precinct area. These include the Section 173 agreements of The Act that have been entered into and relevant capital works programs.





## 2 INFRASTRUCTURE PROJECT JUSTIFICATION

### 2.1 Project identification

The DCP uses a project identification system of project category and sequential number in its tables and plans.

The following types of projects are included in the DCP:

- Transport projects
  - IN – Intersections
  - SP- Shared Path
- Recreation projects
  - SR - Sports Reserve
- Drainage projects
  - RB – Retarding basins
  - W - Waterway

#### 2.1.1 Transport projects

The PSP outlines an expanded urban structure intended to support the future residential growth of the Precinct, including connector streets, and local streets adjusted to meet the existing constraints of the area. Where the precinct requires a new or upgraded intersection with the existing road network, the costs associated with that intersection have been included in the DCP.

Transport projects are based on the transport network illustrated in Plan 3 and include a combination of:

- Construction of controlled intersections with the existing road network and associated works;
- Land for the above, and
- Connections between the new development and the existing shared-path network

Typically, arterial road widening and carriageway upgrades or construction are included in a DCP; however, a traffic impact assessment report (TraffixGroup, Integrated Transport Report, 2020) undertaken as part of the preparation of the PSP indicates that additional capacity is not required on the arterial road network and upgrade projects have not been included in the DCP.

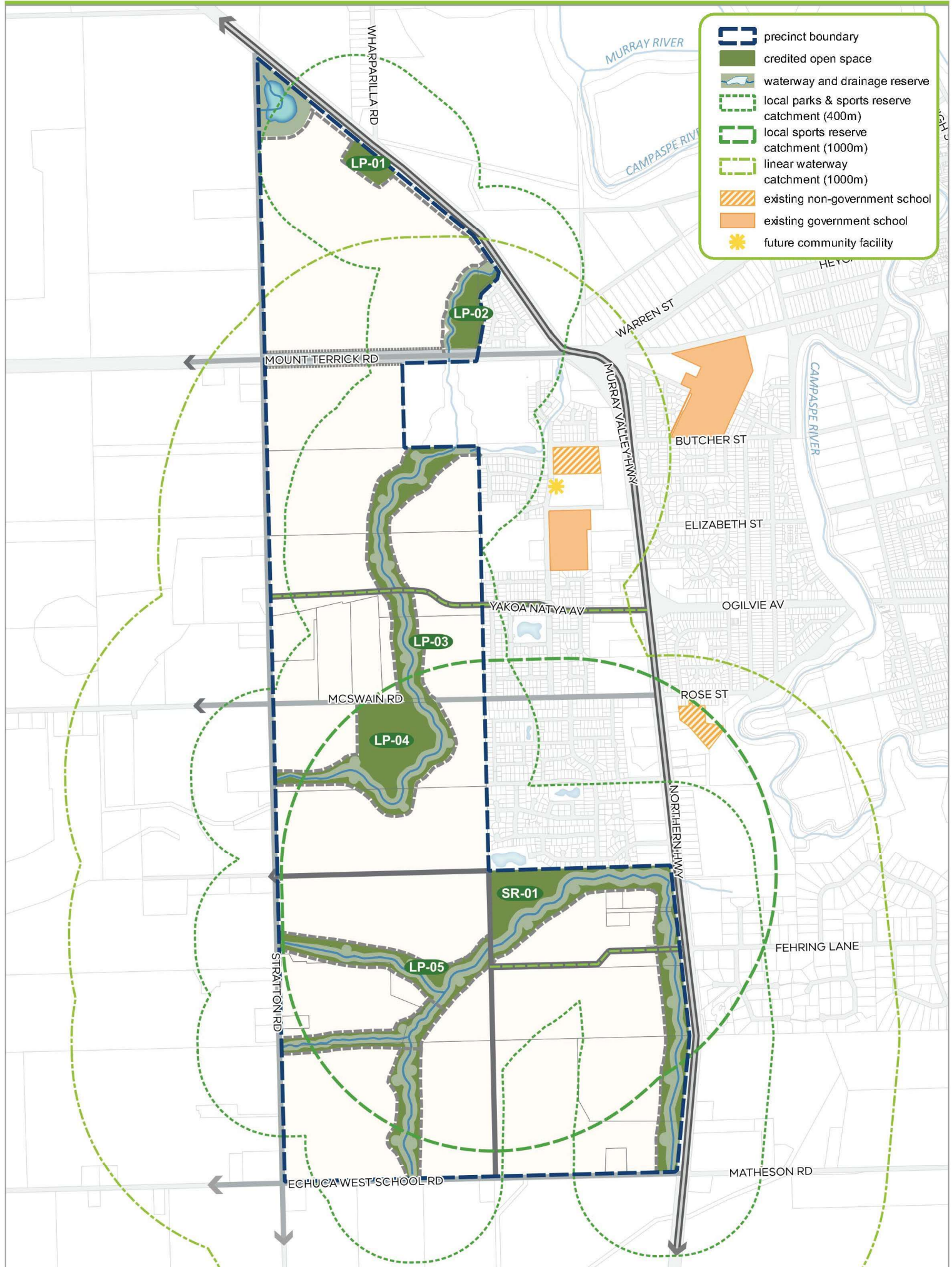
The above project are shown on Plan 3 and described in Table 2.

Table 2: Transport projects

DCP PROJECT ID	PROJECT TITLE & DESCRIPTION	INDICATIVE PROVISION TRIGGER	SUGGESTED STAGING
<b>INTERSECTIONS</b>			
<b>IN-01</b>	<b>Murray Valley Highway and Stratton Road</b> Construction of an axillary turn lane on the Murray Valley Highway (ultimate standard)	As required by traffic/access demand. Specified in the Traffix Group Report 2020	Medium/long term
<b>IN-02A</b>	<b>Yakoa Natya Av/Murray Valley Highway and Northern</b>	As required by traffic/access demand. Specified in the Traffix Group Report 2020	Medium/long term

IN-02B	<b>Highway</b> Construction of a roundabout (interim standard)	As required by traffic/access demand. Specified in the Traffix Group Report 2020.	Long term
	<b>Yakoa Natya Av/Murray Valley Highway and Northern Highway</b> Construction of an upgraded roundabout intersection (ultimate standard)		
IN-03	<b>Northern Highway/Fehring Lane – Connector Level 2</b> Purchase of land for and construction of a single lane roundabout (ultimate standard)	As required by traffic/access demand. Specified in the Traffix Group Report 2020.	Medium/long Term
IN-04	<b>Northern Highway/Echuca West School Road and Matheson Road /</b> Purchase of land for and construction for intersection of a single lane roundabout (ultimate standard)	As required by traffic/access demand. Specified in the Traffix Group Report 2020.	Medium/long term
SHARED PATH TRAIL			
SP-01	<b>Off road shared path trail</b> Construction of an off road walking and cycling path along the Echuca West Waterway reserves (ultimate standard)	To be constructed when population growth creates the need.	Early/medium (as the PSP develops)







### 2.1.2 Recreation projects

Recreation projects includes a contribution towards land required for and construction of facilities in sporting reserves. Land for sporting reserves is dealt with under this DCP however land for passive open space is dealt with under the requirements set out in Clause 53.01.

In determining the final scope of DCP funded recreation projects within each sporting reserve, Council in its capacity as Development Agency will have regard to matters such as changing provision standards and models, the immediate needs of the community, current regulations and best practice and may seek to adjust and refine the scope of the projects to respond to these matters.

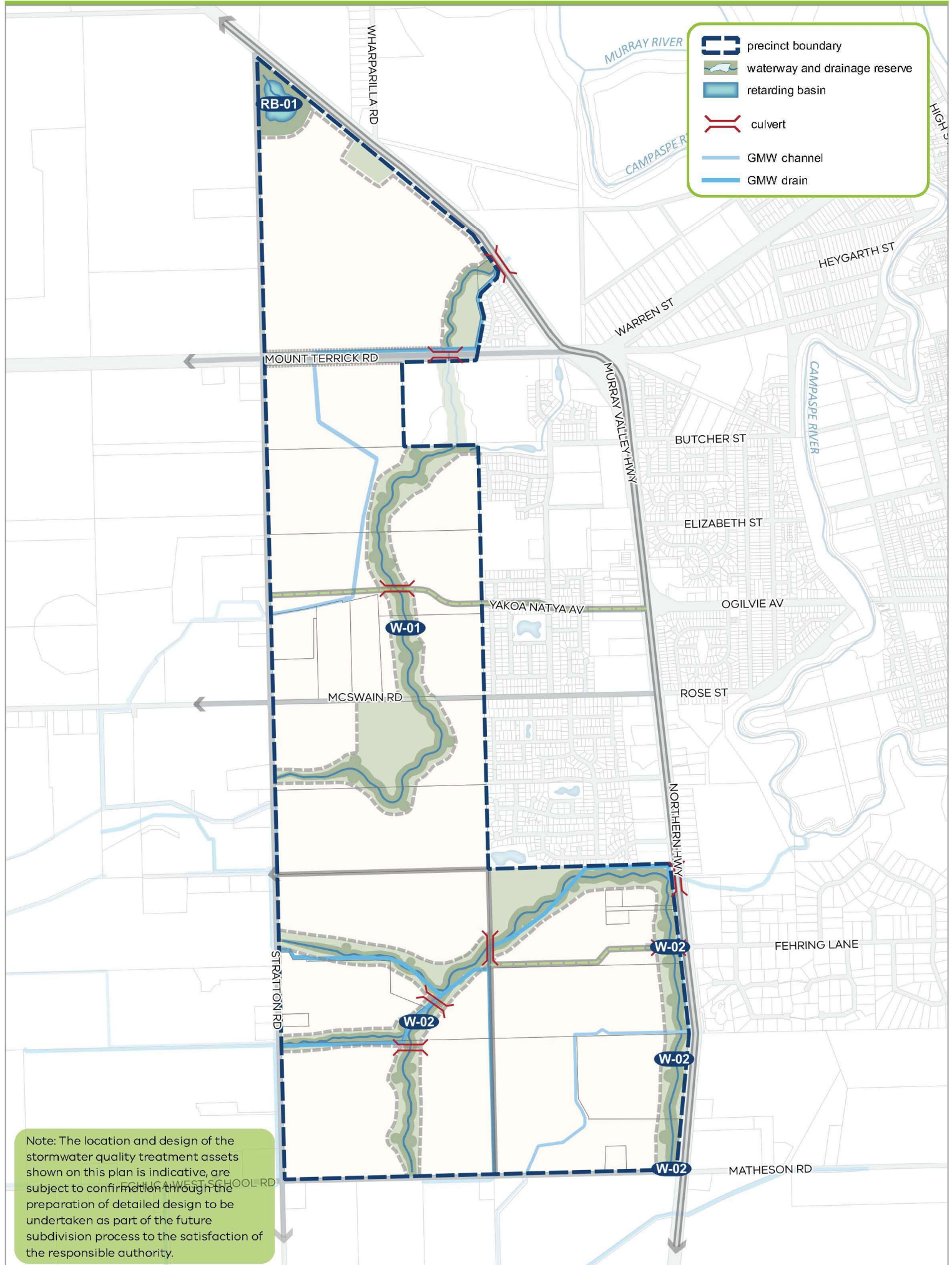
The recreation projects funded by the DCP are shown on Plan 4 and described in Table 4.

Table 3: Recreation projects

DCP PROJECT ID	PROJECT TITLE & DESCRIPTION	INDICATIVE PROVISION TRIGGER	SUGGESTED STAGING
<b>SPORTS RESERVES</b>			
<b>SR-01</b>	<b>Echuca West Local Sports Reserve</b> Purchase of land for a 6.71ha sports reserve	To be constructed when population growth creates the need.	Medium/long term

### 2.1.3 Passive open space

All landowners must provide a public open space contribution equal to 9.36% of the Net Developable Area (NDA) upon subdivision of land in accordance with Clause 53.01 of the Campaspe Planning Scheme (as outlined in the PSP). Purchase of land for local open space reserves has therefore not been included in the DCP.



## 2.1.4 Drainage projects

The DCP makes funding available for the construction of all necessary drainage infrastructure. The DCP only makes an allowance for the acquisition of land for drainage infrastructure where the land required would be otherwise unencumbered. Waterway corridors identified in the DCP are encumbered land and represent the minimum width when a suitable frontage road is provided.

The drainage infrastructure has been identified through hydraulic modelling undertaken as part of the Echuca West *Drainage Strategy* (Alluvium, 2019).

The drainage infrastructure is required to appropriately manage drainage, stormwater and flooding within the precinct, in accordance with best practice principles, prior to discharge into the Murray and Campaspe Rivers at pre-development rates.

The drainage projects include:

- Land for and construction of a retarding basin,
- Land for and construction of waterways

The drainage infrastructure projects funded by the DCP are shown on Plan 5 and described in Table 5.

Temporary and interim drainage works are not infrastructure projects in the DCP

Table 4: Drainage projects

DCP PROJECT ID	PROJECT TITLE & DESCRIPTION	INDICATIVE PROVISION TRIGGER	SUGGESTED STAGING
<b>DRAINAGE PROJECTS</b>			
<b>RB-01</b>	<b>Northern Retarding Basin</b> Purchase of land and construction of a retarding basin	To be constructed when population growth creates the need.	Medium/long term
<b>W-01</b>	<b>Northern Waterway</b> Purchase of land and construction of a waterway, culverts/discharge point upgrades.	To be constructed when population growth creates the need.	Medium/long term
<b>W-02</b>	<b>Southern Waterway</b> Purchase of land and construction of a waterway, culverts/discharge point upgrades.	To be constructed when population growth creates the need.	Medium/long term

## 2.2 Project timing

Each item in the DCP has an assumed indicative provision trigger specified in Tables 2–5. The timing of the provision and the items in the DCP are consistent with information available at the time the DCP was prepared.

The Campaspe Shire Council is the development agency as well as the collecting agency, and will monitor and assess the required timing for individual items and have regard to its capital works program.

The collecting agency may consider alternatives to the priority delivery of works or land where:

- Infrastructure is to be constructed / provided by development proponents as works or land in kind, as agreed by the collecting agency;
- Network priorities require the delivery of works or land to facilitate broader road network connections;
- Community needs determine the delivery of works or land for community facilities, sports reserves and open space.

All items in the DCP will be provided as soon as is practicable and as soon as sufficient contributions are available, consistent with Section 4.1 and acknowledging the development agency's capacities to provide the balance of funds not recovered by the DCP.

Contributions are to be made by developers at the time of subdivision. If subdivision is not applicable payments must be made prior to construction of buildings and works (refer to Section 4.1).



Table 5: Summary land use budget

Description	Echuca West DCP		
	HECTARES	% OF TOTAL	% OF NDA
<b>TOTAL PRECINCT AREA (ha)</b>	<b>614.91</b>		
<b>Transport</b>			
Arterial Road Widening and Intersection Flaring (DCP land)	0.44	0.07%	0.09%
Non-Arterial Road Reserve – Existing Road Reserve	7.85	1.28%	1.57%
Sub-total Transport	8.29	1.3%	1.66%
<b>Open Space</b>			
<b>Uncredited open space</b>			
Waterway and Drainage Reserve (DCP land)	53.31	8.51%	10.45%
Sub-total uncredited open space	52.31	8.51%	10.45%
<b>Credited open space</b>			
Local sports reserve (DCP land)	6.71	1.1%	1.34%
Local Parks (via CI 52.01)	46.89	8.51%	10.70%
Sub-total credited open space	53.60	8.51%	10.70%
Total All Open Space	105.90	17.2%	21.15%
<b>TOTAL NET DEVELOPABLE AREA - (NDA) Ha</b>	<b>500.72</b>	<b>81.43%</b>	

*NOTE: The summary land budget included in this table clearly sets out the NDA for the PSP. The NDA will not be amended to respond to minor changes to land budgets that may result from the subdivision process for any other reason than those stated above, unless the variation is agreed to by the responsible authority.*

*The land budget has been prepared to reflect current advice from council regarding land required for drainage assets as part of the preparation of the drainage scheme for the PSP area. The land required for drainage assets may be subject to minor refinement through the subdivision process*

## 3 CALCULATION OF CONTRIBUTIONS

The following section sets out how the net developable area (NDA) is calculated and outlines the development projections anticipated in the precinct.

### 3.1 Net developable area

In the DCP, all development infrastructure contributions are payable on the net developable area of land on any given development site. Calculations of NDA for each individual property is outlined in the property-specific land budget included at Appendix A.

For the purposes of the DCP the NDA is defined as the total amount of land within the precinct that is made available for development. It is the total precinct area minus community facilities, educational facilities, open space and encumbered land. NDA includes any land for lots, housing and employment buildings, all local streets (including some connector streets), and any small parks defined at subdivision stage that are in addition to those outlined in the PSP.

The NDA for the DCP is outlined in Table 6. The contributions 'per net developable hectare' must not and will not be amended to respond to minor changes to the land budget that may result from the subdivision process. In other words, the DCP is permanently linked to the calculation of the NDA set out in Appendix A.

The NDA may only change if the collecting agency agrees to a variation to the summary land use budget (Table 7) and the detailed property-specific land budget (Appendix A) and associated tables.

### 3.2 Land budget & demand units

The 'net developable hectare' (NDH) is the demand unit for the DCP.

'Residential' development is defined broadly to include forms of development that support a residential land use, including residential subdivision and development within the local convenience centre.

'Residential' development also includes any non-residential uses within the residential area such as a place of worship, education centre, retirement village, nursing home, childcare centre, medical centre, convenience store or any other approved use.

The DCP contains a total of 500.72 net developable hectares.

### 3.3 Calculation of contributions charges

#### 3.3.1 Calculation of costs

Each infrastructure project has been assigned a land and/or construction cost, as listed in Table 8. The costs are expressed in 2020 dollars and will be adjusted annually in accordance with the method specified in Section 4.3.

Intersection construction costs have been determined by TrafficWorks (refer to Appendix B for road cost sheets).

Drainage costs including the waterway and retarding basin have been determined by Alluvium (refer to Appendix B for drainage cost sheets).

#### 3.3.2 Temporary Works

An interim design has been considered as part of the DCP and has been referred to as IN-02A and the

ultimate has been determined with costings, functional plans and timeframes for the works for each solution has been included. Council will consider a further review of the ultimate roundabout prepared by a suitably qualified traffic consultant, accredited by the Department of Transport to review the intersection design in 2047, at the cost of the developer.

### 3.3.3 Estimate of land value

The area of land to be acquired for each DCP project on each property was identified from the property specific land budget prepared for the PSP. A description of the precinct land area was provided to a registered valuer who then prepared a valuation to determine a 'broad-hectare' value for the entire precinct. To ensure a fair compensation for each affected land owner this value has then been used to calculate the cost of the land component for all relevant projects included in the DCP.

#### Per property broad hectare estimate of value

The per property broadhectare estimate of value prepared for each individual property assumes the unencumbered, highest and-best use as indicated by the PSP.

The estimates of value are prepared on a 'Before and After' basis where:

- The 'Before' assessment is based on the total developable area of each property, and ignores the land and infrastructure items to be provided by the DCP. Any development that occurs subsequent to the approval of the DCP is ignored for the purpose of the valuation.
- The 'After' assessment comprises the remaining portion of each property after all land required by the DCP has been provided. Severance or enhancement, disturbance, special value etc. are ignored for the purpose of the 'after' valuation.

### 3.3.4 Main catchment area

The main catchment area is the geographic area from which a given item of infrastructure will draw most of its use. The DCP includes one main catchment area, which is the same as the precinct area and illustrated in Plan 2. It is important to note that the number of net developable hectares (that is the demand units) in the main catchment area is based on the land budgets in Table 7 and Appendix A.

Amended  
by VC249

### 3.3.5 Exemptions

The development of land for a non-government school or a small second dwelling is exempt from the requirement to pay a development infrastructure levy and a community infrastructure levy under the DCP.

### 3.3.6 Cost apportionment

The DCP apportions a charge in respect to each infrastructure project to new development according to its projected share of use of identified infrastructure items.

The cost apportionment is expressed as a percentage in Table 10 and 11. Projects that are 100% apportioned to the DCP area are considered to be wholly required for the future development of the DCP area. Projects that are less than 100% apportioned to the DCP area are shared with other areas outside the Leneva-Baranduda precinct and other funding sources.

### 3.3.7 Social and Affordable Housing

The Collecting Agency may on an individual basis consider any request for an exemption or discount of the Development Infrastructure Levy and the Community Infrastructure Levy for the development of social and affordable housing.

Table 6 Calculation of costs – development infrastructure levy (DIL)

DCP PROJECT ID	PROJECT	INFRASTRUCTURE CATEGORY	LAND AREA (HA)	ESTIMATED PROJECT COST: LAND	ESTIMATED PROJECT COST: CONSTRUCTION	TOTAL ESTIMATED PROJECT COST: LAND & CONSTRUCTION	% APPORTIONED TO DCP (INTERNAL USE)	TOTAL COST RECOVERED BY DCP	RESIDENTIAL - CONTRIBUTION PER NDHA
<b>TRANSPORT PROJECTS</b>									
<b>INTERSECTION PROJECTS</b>									
<b>IN-01</b>	<b>Stratton Road / Murray Valley Highway</b> Construction of an axillary turn lane on the Murray Valley Highway (ultimate)	Developer	0.0	\$0	\$1,434,000	\$1,434,000	100%	\$1,434,000	\$2,864
<b>IN-02A</b>	<b>Yakoa Natya Av/Murray Valley Highway and Northern Highway</b> Construction of a roundabout intersection (interim)	Developer	0.0	\$0	\$3,344,376	\$3,344,376	100%	\$3,344,376	\$6,679
<b>IN-02B</b>	<b>Yakoa Natya Av/Murray Valley Highway and Northern Highway</b> Construction of an upgraded roundabout (ultimate)	Developer	0.0	\$0	\$1,067,838	\$1,067,838	100%	\$1,067,838	\$2,132
<b>IN-03</b>	<b>Northern Highway/Fehring Lane – Connector Level 2</b> Purchase of land for and construction of a single lane roundabout (ultimate)	Developer	0.41	\$47,769	\$5,364,000	\$5,411,769	100%	\$5,411,769	\$10,808
<b>IN-04</b>	<b>Northern Highway/Echuca West School Road and Matheson Rd</b> Purchase of land for and construction for a single lane roundabout (ultimate)	Developer	0.03	\$3,802	\$3,432,000	\$3,435,802	100%	\$3,435,802	\$6,862
<b>SUBTOTAL INTERSECTION PROJECTS</b>			0.44	\$51,571	\$14,642,214	\$14,693,785		\$14,693,785	\$27,213
<b>SP-01</b>	<b>Off Road Shared Path Trail</b> Construction an off road shared path trail along W-01 and W-02 (ultimate)	Developer	0.0	\$0	\$5,322,000	\$5,322,000	100%	\$5,322,000	\$10,629
<b>SUBTOTAL SHARED PATH PROJECTS</b>			0.0	\$0	\$5,322,000	\$5,322,000		\$5,322,000	\$10,629
<b>TOTAL TRANSPORT PROJECTS</b>			0.44	\$51,571	\$19,964,214	\$20,015,785		\$20,015,785	\$39,974



DCP PROJECT ID	PROJECT	INFRASTRUCTURE CATEGORY	LAND AREA (HA)	ESTIMATED PROJECT COST: LAND	ESTIMATED PROJECT COST: CONSTRUCTION	TOTAL ESTIMATED PROJECT COST: LAND & CONSTRUCTION	% APPORTIONED TO DCP (INTERNAL USE)	TOTAL COST RECOVERED BY DCP	RESIDENTIAL - CONTRIBUTION PER NDHA
<b>RECREATION PROJECTS</b>									
<b>SPORTS RESERVE PROJECTS</b>									
<b>SR-01</b>	<b>Local Sports Reserve</b> Purchase of land for a 6.71ha sports reserve	Developer	6.71	\$788,309	\$0	\$788,309	100%	\$788,309	\$1,574
<b>TOTAL RECREATION PROJECTS</b>			6.71	\$788,309	\$0	\$788,309		\$788,309	\$1,574
<b>DRAINAGE PROJECTS</b>									
<b>RB-01</b>	<b>Northern Retarding Basin</b> Purchase of land and construction of retardation basin and construction of piped drains connecting retarding basin to discharge point under Murray Valley Highway (ultimate)	Developer	6.07	\$425,228	\$1,524,532	\$1,949,760	100%	\$1,949,760	\$3,893
<b>W-01</b>	<b>Northern Waterway</b> Purchase of land and construction of waterway and drains connecting to discharge point under the Murray Valley Highway (ultimate)	Developer	19.09	\$2,221,127	\$20,848,840	\$23,069,967	100%	\$23,069,967	\$46,074
<b>W-02</b>	<b>Southern Waterway</b> Purchase of land and construction of waterway and drains connecting to discharge point under the Northern Highway (ultimate)	Developer	27.14	\$3,137,544	\$25,900,825	\$29,038,369	100%	\$29,038,369	\$57,994
<b>TOTAL DRAINAGE PROJECTS</b>			52.3	\$5,783,899	\$48,274,197	\$54,058,096		\$54,058,096	\$107,961

## 4 ADMINISTRATION

This section sets out how the DCP will be administered and covers the timing of payment, provision of works and land in kind and how funds generated by the DCP will be managed in terms of reporting, indexation and review periods.

The development infrastructure levy applies to subdivision and/or development of land.

Campaspe Shire Council will be both the collecting agency and the development agency for the purposes of the DCP.

### 4.1 Payment of contributions and payment timing

#### 4.1.1 Development infrastructure levy (DIL)

##### **For subdivision of land**

A development infrastructure levy must be paid to the collecting agency for the land within the following specified time, namely after certification of the relevant plan of subdivision but not more than 21 days prior to the issue of a Statement of Compliance in respect of that plan or included in an implementation agreement under Section 173 of the Act.

Where the subdivision is to be developed in stages, the infrastructure levy for the stage to be developed only may be paid to the collecting agency within 21 days prior to the issue of a Statement of Compliance in respect of that stage provided that a Schedule of Development Contributions is submitted with each stage of the plan of subdivision. This schedule must show the amount of the development contributions payable for each stage and value of the contributions in respect of prior stages to the satisfaction of the collecting agency or included in an implementation agreement under section 173 of the Act.

If the collecting agency agrees to works and/or provision of land in lieu of the payment of the infrastructure levy, the landowner must enter into an agreement under Section 173 of the Act in respect of the proposed works and/or provision of land in kind to specific requirements.

##### **For development of land where no subdivision is proposed**

Provided an infrastructure levy has not already been paid on subject land, an infrastructure levy must be paid to the collecting agency in accordance with the provisions of the approved DCP for each demand unit (net developable hectare) proposed to be developed prior to the commencement of any development (i.e. development includes buildings, car park, access ways, landscaping and ancillary components). The collecting agency may require that development infrastructure levy contributions be made at either the planning permit or building permit stage.

If the collecting agency agrees to works and/or provision of land in lieu of the payment of the infrastructure levy, the landowner must enter into an agreement under Section 173 of the Act or other arrangement acceptable to the collecting agency proposed in respect of the proposed works and/or land to be provided in kind.

##### **Where no planning permit is required**

The following requirement applies where no planning permit is required. The land may only be used and developed subject to the following requirements being met:

- Unless some other arrangement has been agreed to by collecting agency in a Section 173 agreement, prior to the commencement of any development, a development infrastructure levy must be paid to the collecting agency in accordance with the provisions of the DCP for the land.

If the collecting agency agrees to works and/or provision of land in lieu of the payment of the infrastructure levy, the landowner must enter into an agreement under Section 173 of the Act in respect of the proposed works or provision of land which is proposed to be provided in kind.

#### 4.1.2 Works-in-kind

The collecting agency may permit development proponents to undertake works in lieu of cash payments, providing that:

- The works constitute projects funded by the DCP;
- The collecting agency agrees that the timing of the works would be consistent with priorities in the DCP;
- The development proponent complies with appropriate tendering, documentation, supervision and related provisions as required by the responsible authority;
- Works must be provided to a standard that generally accords with the DCP, unless an alternative is agreed by the collecting agency and the development agency;
- Detailed design must be approved by the collecting agency and the development agency and must generally accord with the standards outlined in the DCP unless an alternative is agreed by the collecting agency and the development agency;
- The construction of works must be completed to the satisfaction of the collecting agency and the development agency;
- There should be no negative financial impact on the DCP to the satisfaction of the collecting agency.

In particular, the works will only be accepted in lieu of a financial contribution required by the DCP to the extent that they constitute part or all of the design of the infrastructure item and reduce the cost to complete that design, to the satisfaction of the collecting agency. Temporary works will not be accepted as works in kind.

Where the collecting agency agrees that works are to be provided by a development proponent in lieu of cash contribution (subject to the arrangements specified above):

- The credit for the works provided shall equal the final cost of the works as identified in the DCP, taking into account the impact of indexation;
- The value of works provided in accordance with the principle outlined above will be offset against the development contributions liable to be paid by the development proponent;
- No further financial contributions will be required until the agreed value of any credits are used.

#### 4.1.3 Credit for over-provision

Where the collecting agency agrees that a development proponent can deliver an infrastructure item (either works and/or land), the situation may arise where the developer makes a contribution with a value that exceeds that required by the DCP.

In such a case the developer may be entitled to credits against other projects in the DCP to the extent of the excess contribution. Alternatively, a developer may seek an agreement with the collecting agency to provide cash reimbursement where an over-contribution has been made.

The details of credits and reimbursements for construction shall equal the final cost of the works identified in the DCP, taking into account the impact of indexation. The value of credits and reimbursements for the transfer of land will need to be at the values that are outlined in the DCP, subject to revaluation and indexation of the land as specified in Section 4.3.

#### 4.1.4 Non-government schools

Where land is subdivided or developed for the purpose of a non-government school and the use of that land is subsequently for a purpose other than a non-government school, the owner of that land must pay to the collecting agency development contributions in accordance with the provision of the DCP. The development infrastructure levy and, where applicable, the community infrastructure levy must be paid within 28 days of the date of the commencement of the construction of any buildings or works for that alternative use.

#### 4.1.5 Funds administration

The administration of the contributions made under the DCP will be transparent and development contributions charges will be held until required for provision of the items in that class. Details of funds received and expenditures will be held by the collecting agency in accordance with the provisions of the Local Government Act 1989 and the Act.

The administration of contributions made under the DCP will be transparent and demonstrate the:

- Amount and timing of funds collected;
- Source of the funds collected;
- Amount and timing of expenditure on specific projects;
- Project on which the expenditure was made;
- Account balances for individual project classes;
- Details of works in kind arrangements for project provision;
- Pooling or quarantining of funds to deliver specific projects, where applicable.

The collecting agency will provide for regular monitoring, reporting and review of the monies received and expended in accordance with the DCP.

The collecting agency will establish interest bearing accounts and all monies held in these accounts will be used solely for the provision of infrastructure as itemised in the DCP, as required under section 46QA of the Act.

Should the collecting agency resolve to not proceed with any of the infrastructure projects listed in the DCP, the funds collected for these items will be used for the provision of alternative works in the same infrastructure class as specified in the DCP. Such funds may also be used for the provision of additional works, services or facilities where approved by the Minister responsible for the Act, or will be refunded to owners of land subject to these infrastructure charges.

### 4.2 Construction and land value costs indexation

Capital costs of all infrastructure items, including land, are in 2020 dollars and will be adjusted by the collecting agency annually for inflation.

In relation to the costs associated with infrastructure items other than land, the cost must be adjusted according to the following method:

- **Intersection projects** – indexed in line with the Australian Bureau of Statistics Producer Prices Indexes, Road and Bridge Construction Index, Victoria;
- **All other infrastructure items** – indexed in line with the Australian Bureau of Statistics Producer Price Indexes, Non-Residential Building Construction Index, Victoria.

Estimates of land value will be revised annually by a registered valuer based on a broad hectare methodology. Revisions may occur more frequently if market conditions warrant.



The collecting agency will publish the amended contributions on the collecting agency's website within 14 days of the adjustments being made.

### 4.3 **Review period**

The DCP commenced on the date when it was first incorporated into the Campaspe Planning Scheme.

The DCP adopts a long-term outlook for future development in Echuca West.

The DCP is expected to be revised and updated every five years (or more frequently if required). This will require an amendment to the Campaspe Planning Scheme to replace this document with an alternative, revised document. Any review will need to have regard to any arrangements (e.g. section 173 agreements under the Act) for the implementation of the DCP.

### 4.4 **Adjustment to the scope of projects**

The infrastructure projects in the DCP have been costed to a sufficient level of detail; however, all of the projects will require a detailed design process prior to construction.

As part of detailed design, the Council or a development proponent with the consent of the Council may amend or modify some aspects of projects, so long as they are still generally in accordance with the PSP and any direction regarding the scope outlined in the DCP.

A development proponent may also propose material changes to the use and development of land from that contemplated in the PSP, leading to an increased requirement for infrastructure. In these cases there should be no negative impact on the DCP by requirement for the developer to bear the additional costs associated with the provision of the infrastructure item over and above the standard required by the DCP.

Where the Council or another agency seeks to change the scope of a DCP infrastructure item to meet changing standards imposed by adopted policy or a public regulatory agency, such changes of standards and the resulting cost changes should normally be made through a change to the DCP at the time of a regular review of the DCP.

Where, after the DCP has been approved, a Council or other agency proposes changes to the scope of a DCP infrastructure item for reasons other than changes in standards imposed by policy or regulation the net cost increases resulting from the change should normally be met by the agency requesting the change.

### 4.5 **Collecting agency (agency responsible for collecting infrastructure levy)**

Campaspe Shire Council is the collecting agency pursuant to section 46K(1)(fa) of the Act which means that it is the public authority to which all levies are payable. As the collecting agency, Campaspe Shire Council is responsible for the administration of the DCP and also its enforcement pursuant to section 46QC of the Act.

### 4.6 **Development agency (agency responsible for works)**

Campaspe Shire Council is the development agency and is responsible for the provision of the designated infrastructure projects which are funded under the DCP and the timing of all works.

## 5 IMPLEMENTATION STRATEGY

This section provides further details regarding how the collecting agency intends to implement the DCP. In particular, this section clearly identifies the rationale for the implementation strategy and details the various measures that have been adopted to reduce the risk posed by the DCP to all parties.

### 5.1 Rationale for the implementation strategy

This implementation strategy has been included to provide certainty to both the collecting agency and development proponents. The implementation strategy recognises the complexities associated with infrastructure provision and funding and seeks to minimise risk to the collecting agency, development agency, development proponent and future community.

This implementation strategy has been formulated by:

- Assessing the PSP;
- Having regard to the development context;
- Assessing the need for finance requirements including upfront financing and pooling of funds;
- Agreeing the land value and indexing it appropriately (where possible);
- Identifying preferred implementation mechanisms to achieve the above outcomes and reducing the risk associated with the DCP to ensure that it will be delivered as intended.

### 5.2 Implementation mechanism

Under section 46P of the Act, the collecting agency may accept (with the consent of the development agency where the collecting agency is not also the development agency) the provision of land, works, services or facilities by the applicant in part or full satisfaction of the amount of levy payment. This can be by agreement with the collecting agency before or after the application for the permit is made or before the development is carried out.

To coordinate the provision of infrastructure, Schedule 1 to the Urban Growth Zone in the Campaspe Planning Scheme for the PSP requires an application for subdivision to be accompanied by an infrastructure plan to the satisfaction of the responsible authority.

The Public Infrastructure Plan needs to show the location, type, staging and timing of infrastructure on the land as identified in the PSP or reasonably required as a result of the subdivision of the land and address the following:

- Stormwater drainage works;
- Road works internal or external to the land consistent with any relevant traffic report or assessment;
- The reserving or encumbrance of land for infrastructure, including for community facilities, sports reserves and open space;
- Any infrastructure works which an applicant proposes to provide in lieu of development contributions in accordance with the DCP;
- The effects of the provision of infrastructure on the land or any other land;
- Any other relevant matter related to the provision of infrastructure reasonably required by the responsible authority.

Through the approval of these agreements, Campaspe Shire Council (acting as the collecting agency) will consider if and what infrastructure should be provided as works in kind under the DCP in accordance with

section 46P of the Act. The agreement must include a list of the DCP infrastructure projects that the collecting agency has agreed in writing to allow to be provided as works and/or land in lieu.

## 6 APPENDICES

### 6.1 Appendix A – Property specific land budget

Detailed information on the developable area for each property is included in the property-specific land budget with each PSP.

PSP PROPERTY ID	TOTAL AREA (HECTARES)	Transport				Uncred ited Open Space	Credited Open Space			Total Net Developable Area (Hectares)	Net Developable Area % of Property
		DCP flaring for intersections			Other Transport		DCP Sportf ields		Local Parks		
		IN-03	IN-04	Arterial Road - Widening and Intersection Flaring (DCP land)	Non-Arterial Road - Existing Road Reserve	Waterway and Drainage Reserve	SR-01	Local Sports Reserve (DCP land)	Local Network Park (via CI 52.01)		
1	99.38	-	-	-	-	7.63	-	-	5.75	86.01	86.54%
2	0.79	-	-	-	-	0.46	-	-	0.33	0.00	0.00%
3	0.67	-	-	-	-	0.00	-	-	0.67	0.00	0.00%
4	26.30	-	-	-	-	-	-	-	-	26.30	100.00%
5	40.71	-	-	-	-	4.13	-	-	3.39	33.18	81.51%
6	37.47	-	-	-	-	2.88	-	-	1.56	33.03	88.14%
7	4.66	-	-	-	-	-	-	-	-	4.66	100.00%
8	7.35	-	-	-	-	-	-	-	-	7.35	100.00%
9	6.62	-	-	-	-	-	-	-	-	6.62	100.00%
10	18.97	-	-	-	-	2.82	-	-	1.60	14.56	76.74%
11	4.48	-	-	-	-	-	-	-	-	4.48	100.00%
12	40.89	-	-	-	-	5.79	-	-	12.74	22.36	54.69%
13	40.68	-	-	-	-	1.33	-	-	0.78	38.57	94.81%
14	58.49	-	-	-	-	6.59	-	-	6.19	45.71	78.15%
15	40.06	0.41	-	0.41	-	8.58	6.71	6.71	4.24	20.13	50.24%
16	0.64	-	-	-	-	-	-	-	-	0.64	100.00%
17	0.67	-	-	-	-	0.10	-	-	0.07	0.50	74.60%
18	0.69	-	-	-	-	-	-	-	-	0.69	100.00%
19	21.86	-	-	-	-	1.87	-	-	1.41	18.58	85.01%
20	30.90	-	-	-	-	1.92	-	-	1.57	27.41	88.70%



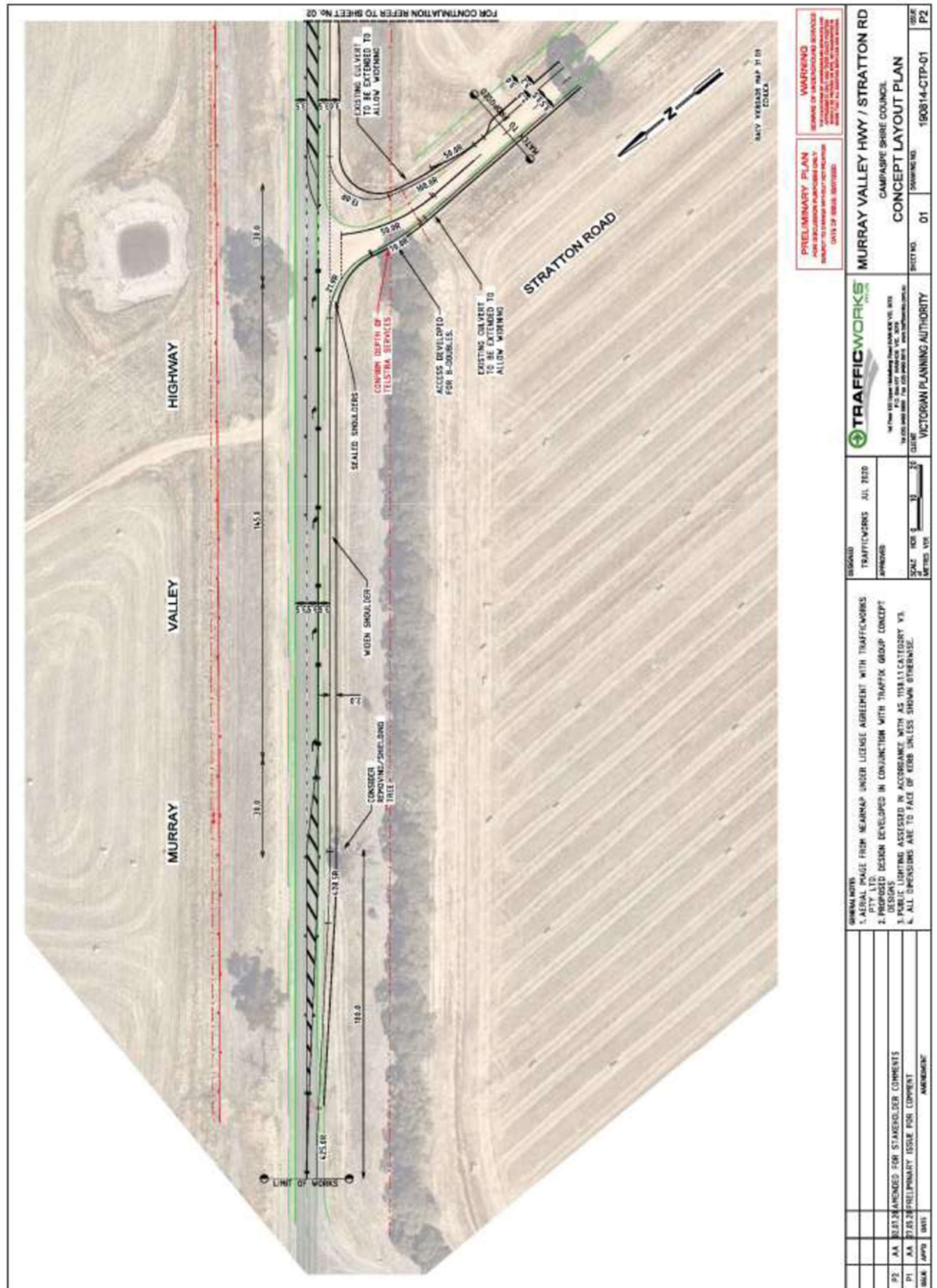
21	0.80	-	-	-	-	-	-	-	-	0.80	100.00%
22	65.32	-	-	-	-	4.29	-	-	3.49	57.54	88.09%
23	36.95	-	0.03	0.03	-	1.45	-	-	0.98	34.48	93.34%
24	20.21	-	-	-	-	2.33	-	-	1.98	15.90	78.67%
25	1.23	-	-	-	-	-	-	-	-	1.23	100.00%
<b>SUB-TOTAL</b>	<b>606.79</b>	<b>0.41</b>	<b>0.03</b>	<b>0.44</b>	<b>-</b>	<b>52.18</b>	<b>6.71</b>	<b>6.71</b>	<b>46.74</b>	<b>500.72</b>	<b>82.52%</b>
<b>Road Reserve</b>											
R1	6.10	-	-	-	6.10	-	-	-	-	0.00	0.00%
R2	2.02	-	-	-	1.75	0.13	-	-	0.14	0.00	0.00%
<b>SUB-TOTAL</b>	<b>8.12</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7.85</b>	<b>0.13</b>	<b>-</b>	<b>-</b>	<b>0.14</b>	<b>0.00</b>	<b>0.00%</b>
<b>TOTALS PSP 1721</b>	<b>614.91</b>	<b>0.41</b>	<b>0.03</b>	<b>0.44</b>	<b>7.85</b>	<b>52.31</b>	<b>6.71</b>	<b>6.71</b>	<b>46.89</b>	<b>500.72</b>	<b>81.43%</b>

## 6.2 **Appendix B – Project cost estimates & concept designs**

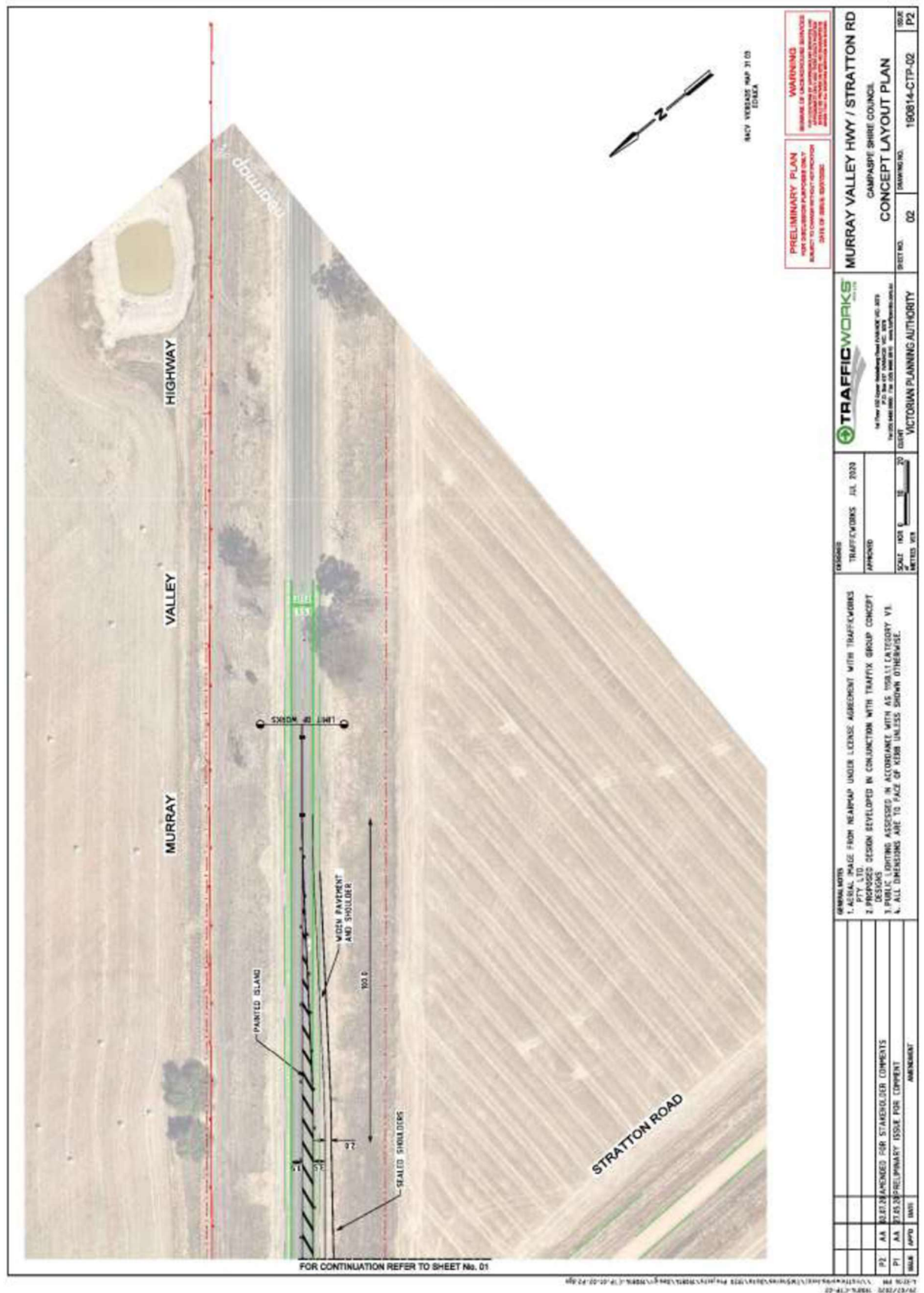
The following cost estimates and designs are provided for information purposes only to provide an indication of how the DCP project costs were calculated. All projects will be subject to detail design prior to delivery.

## 6.2.1 Transport project cost estimates & function layout plans

Murray Valley Hwy / Stratton Rd, Echuca IN-01						
Item	Description	Quantity	Unit	Rate \$	Amount \$	Comments
<b>WORKS</b>						
1	<b>SITEWORKS</b>					
1.1	Relocate Existing Telstra Infrastructure	1	Each	100,000	\$ 100,000	
1.2	Remove Trees	2	Each	1,500	3,000	
2	<b>ROAD PAVEMENT</b>					
2.1	Construct Paved Shoulders	1,030	m2	120	123,600	incl excavation - Primary Arterial
2.2	New Pavement	2,290	m2	275	629,750	
2.3	Sew Cutting	570	m	15	8,550	
3	<b>CONCRETE WORKS</b>					
3.1	Extend box culvert	5	LM	450	2,250	
3.2	Supply and install Driveable Endwalls	2	Each	2,500	5,000	
4	<b>DRAINAGE</b>					
5	<b>TRAFFIC</b>					
5.1	Traffic Safety (RSA)	1	item	3,500	3,500	
6	<b>LANDSCAPE</b>					
6.1	Regrade, topsoil and seed disturbed area adjacent to new shoulder	1,388	m2	25	34,688	
7	<b>STREET LIGHTING</b>					
7.1	Flag Lighting	1	item	20,000	20,000	incl connection to near by power pole
8	<b>MISCELLANEOUS</b>					
8.1	Line marking (lump sum)	1	item	28,000	28,000	
8.2	Regulatory Signage (lump sum)	1	item	1,500	1,500	
8.3	Excavation (rock)		m3	180	-	
9	<b>OTHER</b>					
9.1	Service Protection	1	item	5,000	5,000	
9.2	Gas		item	35,000	-	
9.3	Sewer		item	35,000	-	
9.4	Telecommunications other than Telstra	1	item	35,000	35,000	
<b>SUB-TOTAL WORKS</b>					<b>\$ 1,000,838</b>	
10	<b>DELIVERY</b>					
10.1	Council Fees	3.25	%		32,527	
10.2	VicRoads Fees	1.00	%		10,008	
10.3	Traffic Management	7	%		70,059	
10.4	Environmental Management	0.5	%		5,004	
10.5	Survey/Design	5	%		50,042	
10.6	Supervision & Project Management	9	%		90,075	
10.7	Site Establishment	2.5	%		25,021	
10.8	Contingency	15	%		150,126	
<b>SUB-TOTAL DELIVERY</b>					<b>\$ 412,862</b>	
<b>11 TOTAL ESTIMATED COST</b>					<b>\$ 1,413,700</b>	
<ul style="list-style-type: none"> <li>The estimate has been based on a Functional Layout Plan that has not yet been approved and should only be used for budgeting purposes.</li> <li>Utility service relocation costs indicated are only indicative and a quote from the relevant utility authority should be acquired for further accuracy.</li> </ul>						



<div><div><div>PRELIMINARY PLAN</div><div>THIS PLAN IS A PRELIMINARY DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION. IT IS THE RESPONSIBILITY OF THE CLIENT TO OBTAIN ALL NECESSARY APPROVALS AND TO ENSURE THAT THE DESIGN IS COMPLETED AND APPROVED BY THE CLIENT BEFORE ANY WORK COMMENCES.</div><div>DATE: 12.08.2020</div></div><div><div>WARNING</div><div>THIS PLAN IS A PRELIMINARY DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION. IT IS THE RESPONSIBILITY OF THE CLIENT TO OBTAIN ALL NECESSARY APPROVALS AND TO ENSURE THAT THE DESIGN IS COMPLETED AND APPROVED BY THE CLIENT BEFORE ANY WORK COMMENCES.</div><div>DATE: 12.08.2020</div></div></div>		<div><div><div>TRAFFICWORKS</div><div>PT LTD</div></div><div>1st Floor, 100 Street, Leederville WA 6008, VIC, 3024 Tel: 08 8333 1111 Fax: 08 8333 1111 Email: info@trafficworks.com.au</div></div>		<div><div>MURRAY VALLEY HWY / STRATTON RD</div><div>CAMPASPE SHIRE COUNCIL</div><div>CONCEPT LAYOUT PLAN</div></div>	
<div><div>DESIGN</div><div>1. AERIAL IMAGE FROM NEARMAP UNDER LICENSE AGREEMENT WITH TRAFFICWORKS</div><div>2. PROPOSED DESIGN DEVELOPED IN CONJUNCTION WITH TRAFFIC GROUP CONCEPT DESIGNS</div><div>3. PUBLIC LIGHTING ASSIGNED IN ACCORDANCE WITH AS 1581.1 CATEGORY V3.</div><div>4. ALL DIMENSIONS ARE TO FACE OF KERB UNLESS SHOWN OTHERWISE.</div></div>		<div><div>TRAFFICWORKS</div><div>PT LTD</div></div> <div>1st Floor, 100 Street, Leederville WA 6008, VIC, 3024 Tel: 08 8333 1111 Fax: 08 8333 1111 Email: info@trafficworks.com.au</div>		<div><div>190814-CTP-01</div><div>01</div><div>12/08/2020</div></div>	
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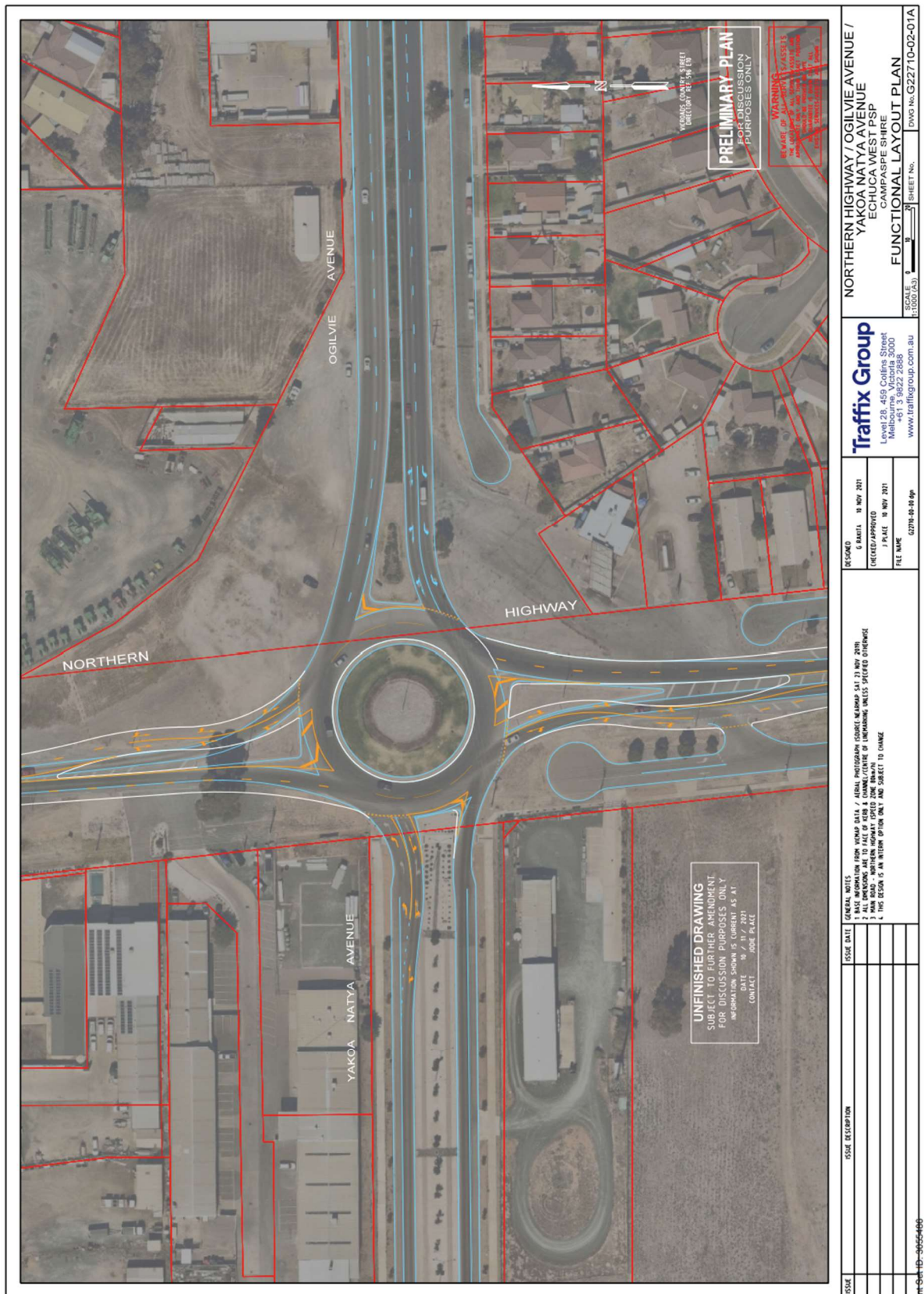




**Northern Highway / Ogilvie Avenue / Yakoa Natya Avenue - IN-02**  
(High Level Cost Estimate)



Item	Description	Quantity	Unit	Rate \$	Amount \$	Comments
<b>WORKS</b>						
<b>1</b>	<b>SITEWORKS</b>					
1.1	Relocate HV elect poles					
1.2	Service Proving	1	Each	10,000	10,000	
1.3	Remove existing rigid street lighting poles	5	Each	2,000	10,000	
1.4	Remove existing bollards and discard	10	Each	30	300	
1.5	Remove Trees	2	Each	1,500	3,000	
<b>2</b>	<b>ROAD PAVEMENT</b>					
2.1	Earthworks		m3		-	
2.2	Resheeting	2,985	m2	35	104,475	
2.3	New Pavement	2,385	m2	300	715,500	
2.4	Saw Cutting	1,028	LM	15	15,420	
<b>3</b>	<b>CONCRETE WORKS</b>					
3.1	Removal of Kerb and Channel	674	LM	40	26,960	
3.2	Removal of SEPs	2	Each	2,200	4,400	
3.3	Removal of footpaths/infills	466	m2	40	18,640	
3.4	Reconstruct Crossovers	1,920	m2	65	124,800	
3.5	New Kerb and Channel	1,202	LM	120	144,240	
3.6	Remove exist Pedestrian & Concrete areas		m2		-	
3.7	New Pedestrian & Cycle Paths	410	m2	125	51,250	
3.8	Pram Crossings inc DBA and TGSIs	13	Each	2,800	36,400	
3.9	Splitter Islands (infill)	611	m2	135	82,485	
<b>4</b>	<b>DRAINAGE</b>					
4.1	Relocate Existing Side Entry Pits		Item		-	
4.2	New Junction Pits	2	Item	2,800	5,600	
4.3	Install New SEPs	16	Item	2,600	41,600	
4.4	Install New Drain pipes	438	LM	375	164,250	
4.5	Subsurface Drainage	1,202	LM	45	54,090	
<b>5</b>	<b>TRAFFIC</b>					
5.1	Traffic Signals	1	Item	135,000	135,000	
5.2	Traffic Signal maintenance	1	Item	20,000	20,000	
5.3	Traffic Safety (RSA)	1	Item	4,500	4,500	
<b>6</b>	<b>LANDSCAPE</b>					
6.1	Trees New Plantings	20	No.	500	10,000	
6.2	Construct nature strip	2,640	m2	35	92,400	Topsoil and seed 3m behind back of kerb
<b>7</b>	<b>STREET LIGHTING</b>					
7.1	Street Lighting	13	Item	18,000	234,000	
<b>8</b>	<b>MISCELLANEOUS</b>					
8.1	Line marking (lump sum)	1	Each	20,000	20,000	
8.2	Regulatory Signage (lump sum)	1	Each	5,000	5,000	
8.3	Excavation (rock)	134	m3	300	40,334	
<b>9</b>	<b>OTHER</b>					
9.1	Services Protection (nominal)	1	Item	10,000	10,000	
9.2	Dayworks	1	Item	50,000	50,000	
9.3	Telecommunications		Item		-	
<b>SUB-TOTAL WORKS</b>					<b>\$ 2,234,582</b>	
<b>10</b>	<b>DELIVERY</b>					
10.1	Council Fees	3.25	%		72,624	
10.2	VicRoads Fees	1	%		22,346	
10.3	Traffic Management	7	%		156,421	
10.4	Environmental Management	0.5	%		11,173	
10.5	Survey/Design	2	%		44,692	
10.6	Supervision & Project Management	9	%		201,112	
10.7	Site Establishment	2.5	%		55,865	
10.8	Contingency	15	%		335,187	
<b>SUB-TOTAL DELIVERY</b>					<b>\$ 899,419</b>	
<b>11 TOTAL ESTIMATED COST</b>					<b>\$ 3,134,001</b>	
<ul style="list-style-type: none"> <li>The estimate has been based on rates obtained from historical data and should only be used for budgeting purposes.</li> <li>Utility service relocation costs have not been factored into the estimate. Further investigation as to what services will be affected needs to be undertaken and a quote from the relevant utility authority should be obtained.</li> </ul>						



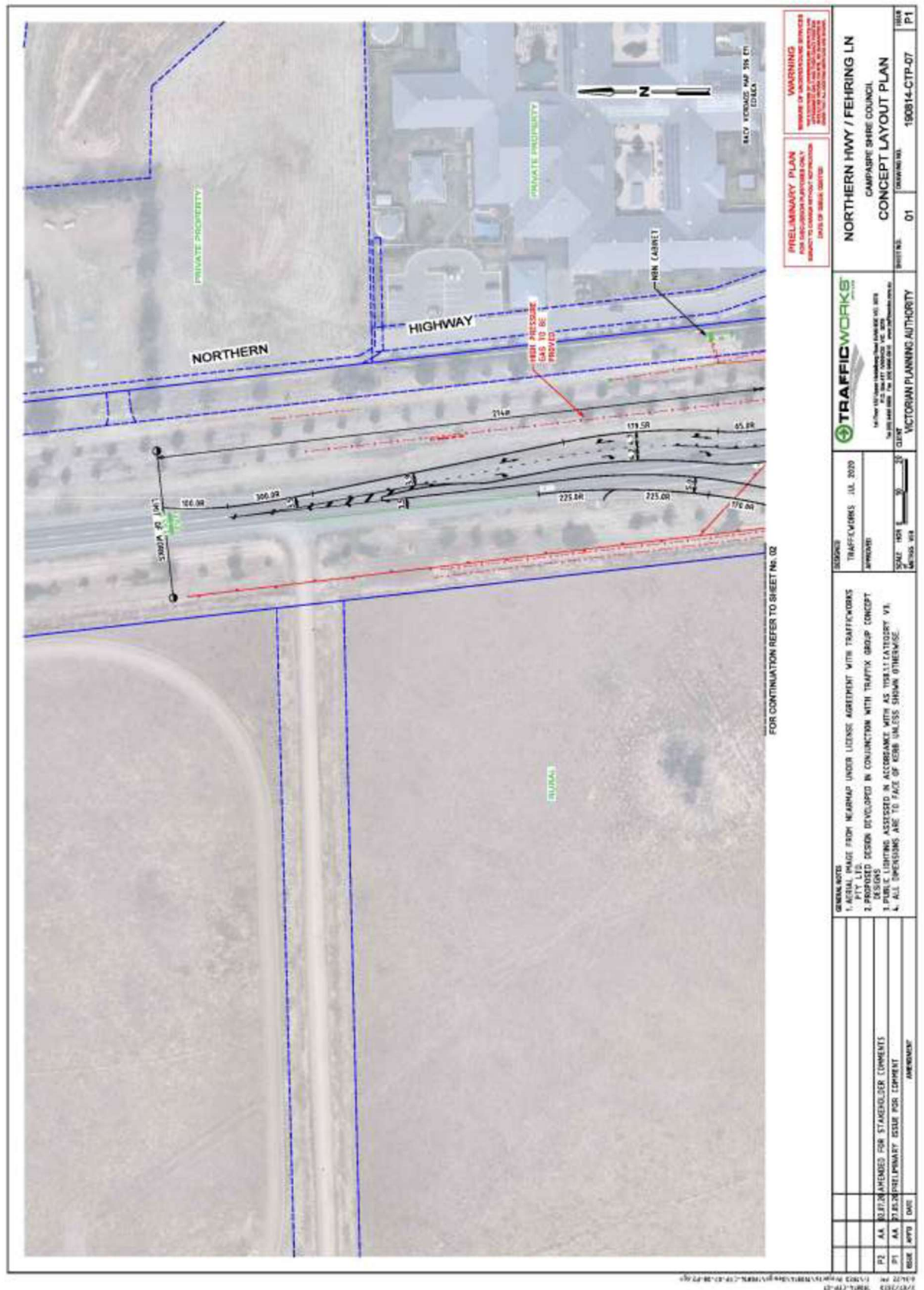






Northern Hwy / Fehring Ln IN-03						
Item	Description	Quantity	Unit	Rate \$	Amount \$	Comments
<b>WORKS</b>						
1	<b>SITEWORKS</b>					
1.1	Remove Existing Trees (established)	7	Each	1,500	10,500	
1.2	Service Paving	1	Each	10,000	10,000	
1.3	Relocate Existing Telstra Infrastructure	1	Each	150,000	150,000	
1.4	Remove Trees (small recently planted)	45	m	350	15,750	
2	<b>ROAD PAVEMENT</b>					
2.1	Earthworks		m3	60	-	
2.2	Remove Existing Pavement and Dispose of Material	425	m2	55	23,375	
2.3	Resheet existing pavement	560	m2	45	25,200	
2.4	New Pavement	6,000	m2	275	1,650,000	Incl excavation - Primary Arterial
2.5	Saw Cutting	491	m	15	7,365	
3	<b>CONCRETE WORKS</b>					
3.1	Removal of Kerb and Channel		LM	85	-	
3.2	Removal of footpaths		m2	45	-	
3.3	New Kerb and Channel	1,550	LM	135	209,250	Incl excavation
3.4	Remove exist Splitter Islands (Concrete)		m2	45	-	
3.5	New Pedestrian & Cycle Paths	874	m2	100	87,400	Incl excavation
3.6	Prem Crossings Inc. DEA and TGSIs	2	Each	2,500	5,000	Incl excavation
3.7	Splitter Islands (infill)	1,468	m2	120	176,160	Incl excavation
4	<b>DRAINAGE</b>					
4.1	Relocate Existing Side Entry Pits		Item	6,500	-	
4.2	Install New Junction Pits	4	Item	4,300	17,200	Incl excavation
4.3	Install New SEPs	11	Item	4,500	47,977	Incl excavation
4.4	Install New Drain pipes	693	m	450	311,850	Incl excavation
5	<b>TRAFFIC</b>					
5.1	Traffic Safety (RSA)	1	Item	3,500	3,500	
6	<b>LANDSCAPE</b>					
6.1	Trees New Plantings	8	No.	450	3,600	
6.2	Construct nature strip	5,293	m2	25	132,325	
7	<b>STREET LIGHTING</b>					
7.1	Relocate existing Street Lighting		Item	4,500	-	
7.2	New Street Lighting	7	Item	12,500	87,500	
8	<b>MISCELLANEOUS</b>					
8.1	Line marking (Jump sum)	1	Item	15,000	15,000	
8.2	Regulatory Signage (Jump sum)	1	Item	12,000	12,000	
8.3	Excavation (rock)	741	m3	180	133,410	
8.4	Extend Culvert	10	m	450	4,500	
8.5	Install driveable endwalls	2	Item	2,500	5,000	
9	<b>OTHER</b>					
9.1	Gas	1	Item	200,000	200,000	There are a number of services within the area of interest that could require service relocation/protection.
9.2	Electricity	1	Item	200,000	200,000	
9.3	Telecommunications other than Telstra	1	Item	200,000	200,000	
<b>SUB-TOTAL WORKS</b>					<b>\$ 1,743,999</b>	
10	<b>DELIVERY</b>					
10.1	Council Fees	3.25	%		121,678	
10.2	VicRoads Fees	1.00	%		37,439	
10.3	Traffic Management	7	%		262,078	
10.4	Environmental Management	0.5	%		18,720	
10.5	Survey/Design	5	%		187,197	
10.6	Supervision & Project Management	9	%		336,955	
10.7	Site Establishment	2.5	%		93,598	
10.8	Contingency	15	%		561,591	
<b>SUB-TOTAL DELIVERY</b>					<b>\$ 1,619,254</b>	
11	<b>TOTAL ESTIMATED COST</b>				<b>\$ 5,363,193</b>	
<ul style="list-style-type: none"> <li>The estimate has been based on a Functional Layout Plan that has not yet been approved and should only be used for budgeting purposes.</li> <li>Utility service relocation costs indicated are only indicative and a quote from the relevant utility authority should be acquired for further accuracy.</li> </ul>						





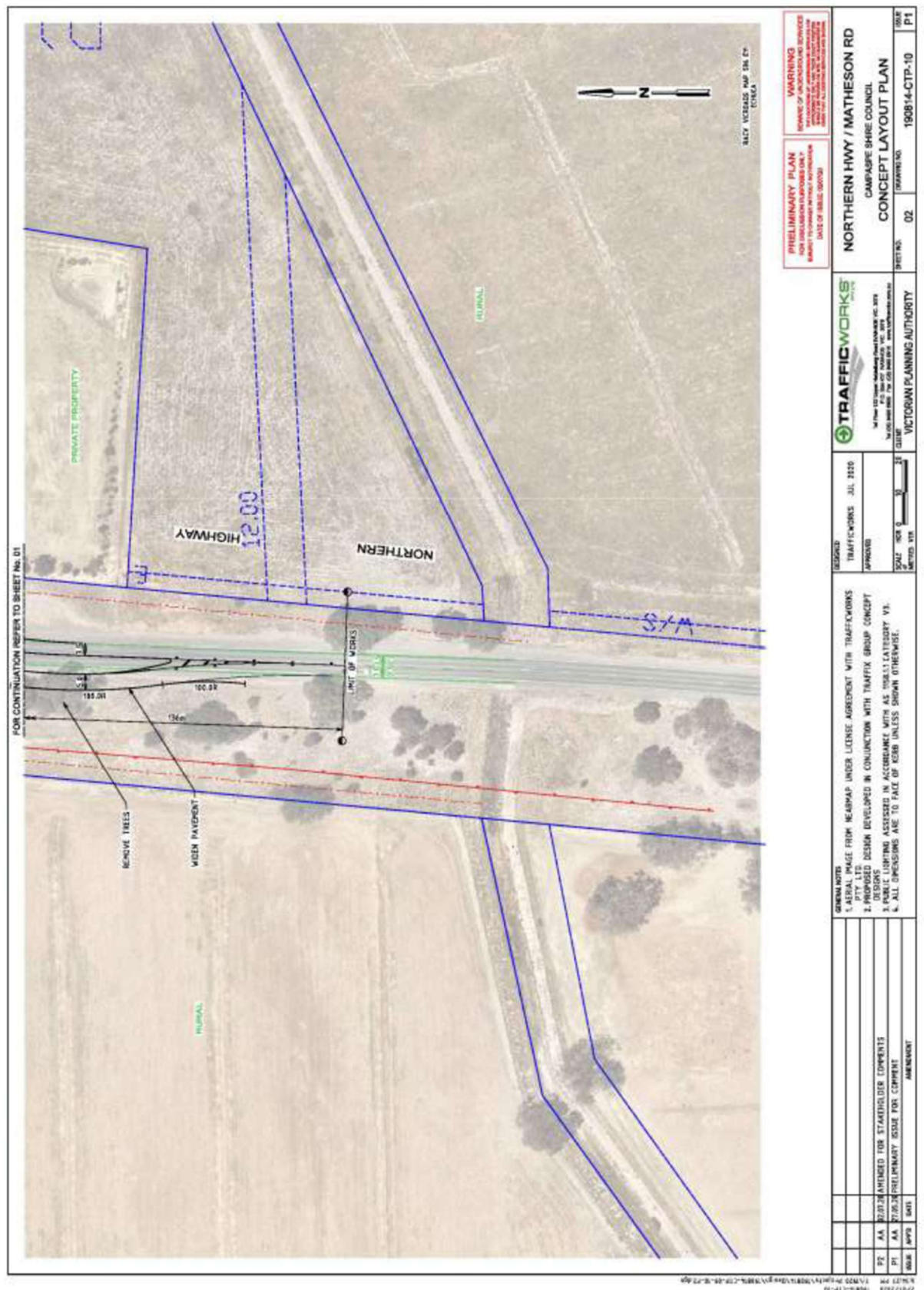




Northern Hwy / Matheson Rd IN-04						
Item	Description	Quantity	Unit	Rate \$	Amount \$	Comments
<b>WORKS</b>						
1	<b>SITEWORKS</b>					
1.1	Remove Existing Trees	6	Each	1,500	9,000	
1.2	Service Paving	1	Each	10,000	10,000	
1.3	Relocate Existing Telstra Infrastructure	1	Each	150,000	150,000	
1.4	Relocate Power Pole	1	Each	45,000	45,000	
2	<b>ROAD PAVEMENT</b>					
2.1	Earthworks		m3	60	-	
2.2	Remove Existing Pavement and Dispose of Material	385	m2	55	21,175	
2.3	New Pavement	3,576	m2	275	983,400	incl excavation - Primary Arterial
2.4	Sew Cutting	630	m	15	9,450	
3	<b>CONCRETE WORKS</b>					
3.1	Removal of Kerb and Channel		LM	35	-	
3.2	Removal of footpaths		m2	45	-	
3.3	New Kerb and Channel	787	LM	135	106,245	
3.4	Remove exist Splitter Islands (Concrete)		m2	45	-	
3.5	New Pedestrian & Cycle Paths	320	m2	100	32,000	
3.6	Pavement Crossings inc DDA and TGSs	2	Item	2,500	5,000	
3.7	Splitter Islands (infill)	1,549	m2	120	185,880	
4	<b>DRAINAGE</b>					
4.1	Relocate Existing Side Entry Pits		Item	6,500	-	
4.2	Install New Junction Pits	4	Item	4,300	17,200	incl excavation
4.3	Construct V-Drains		m	35	-	
4.4	Install New SEPs	8	Item	4,500	37,324	incl excavation
4.5	Install New Drain pipes	705	m	450	317,250	incl excavation
5	<b>TRAFFIC</b>					
5.1	Traffic Signals		Item	220,000	-	
5.2	Traffic Safety (RSA)	1	Item	3,500	3,500	
6	<b>LANDSCAPE</b>					
6.1	Trees New Plantings	9	No.	450	4,230	
6.2	Construct nature strip	2,058	m2	25	51,438	
7	<b>STREET LIGHTING</b>					
7.1	Relocate existing Street Lighting		Item	4,500	-	
7.2	New Street Lighting	10	Item	12,500	130,000	
8	<b>MISCELLANEOUS</b>					
8.1	Line marking (lump sum)	1	Item	18,000	18,000	
8.2	Regulatory Signage (lump sum)	1	Item	10,000	10,000	
8.3	Excavation (rock)	481	m3	180	86,524	
8.4	Extend Culvert	15	Item	500	7,500	
8.5	Install drivable endwalls	2	Item	2,500	5,000	
9	<b>OTHER</b>					
9.1	Gas		Item	150,000	-	
9.2	Sewer		Item	150,000	-	
9.3	Telecommunications other than Telstra	1	Item	150,000	150,000	
<b>SUB-TOTAL WORKS</b>					<b>\$ 2,395,115</b>	
10	<b>DELIVERY</b>					
10.1	Council Fees	3.25	%		77,841	
10.2	VicRoads Fees	1.00	%		23,951	
10.3	Traffic Management	7	%		167,658	
10.4	Environmental Management	0.5	%		11,976	
10.5	Survey/Design	5	%		119,756	
10.6	Supervision & Project Management	9	%		215,560	
10.7	Site Establishment	2.5	%		59,878	
10.8	Contingency	15	%		359,267	
<b>SUB-TOTAL DELIVERY</b>					<b>\$ 1,095,887</b>	
<b>TOTAL ESTIMATED COST</b>					<b>\$ 3,491,003</b>	
<p>• The estimate has been based on a Functional Layout Plan that has not yet been approved and should only be used for budgeting purposes.</p> <p>• Utility service relocation costs indicated are only indicative and a quote from the relevant utility authority should be acquired for further accuracy.</p>						









## 6.2.2 Drainage infrastructure cost estimates

### Bill of Quantity Estimates

#### Northern Precinct

The following is a estimate of quantities for planning purposes only. Refer to Functional Design drawings sheets 1 to 24 for detail

ITEM	DESCRIPTION	AMOUNT
<b>1</b>	<b>PRELIMINARIES</b>	
1.1	Allowance for geotechnical and contamination studies	\$100,000
1.2	Allowance for flow diversions past project area	\$150,000
1.3	Allowance for vegetation removal offset	\$30,000
1.4	Contract preliminaries including site establishment, and compliance with the general conditions of contract.	\$10,000
1.5	Pre planting weed control (min 2 sprays Roundup Bioactive)	\$10,000
		<b>\$300,000</b>

ITEM	DESCRIPTION	AMOUNT
<b>2</b>	<b>CONSTRUCTED WATERWAY BETWEEN STRATTON ROAD AND WETLAND 1 (CHAINAGE 3508 TO 3829)</b>	
2.1	Siteworks and earthworks	\$184,569
2.2	Planting (including preliminaries, vegetation, maintenance & establishment)	\$232,650
2.3	Drainage structures / rockwork	\$0
		<b>\$417,219</b>

ITEM	DESCRIPTION	AMOUNT
<b>3</b>	<b>WETLAND 1 INCLUDING SEDIMENT BASINS 1 TO 6 (CHAINAGE 2059 TO 3508)</b>	
3.1	Earthworks & demolition works	\$4,559,306
3.2	Planting (including preliminaries, vegetation, maintenance & establishment)	\$1,390,227
3.3	Drainage sewer / rockwork	\$191,325
		<b>\$6,140,858</b>

ITEM	DESCRIPTION	AMOUNT
<b>4</b>	<b>WETLAND 2 INCLUDING SEDIMENT BASINS 7 TO 11 (CHAINAGE 1151 TO 2059)</b>	
4.1	Earthworks & demolition works	\$2,717,335
4.2	Planting (including preliminaries, vegetation, maintenance & establishment)	\$908,977
4.3	Drainage sewer / rockwork	\$102,490
		<b>\$3,728,802</b>

ITEM	DESCRIPTION	AMOUNT
<b>5</b>	<b>CONSTRUCTED WATERWAY FROM WETLAND 2 TO THE SHIRE RESERVE (CHAINAGE 756 TO 1151)</b>	
5.1	Siteworks and earthworks	\$368,649
5.2	Planting (including preliminaries, vegetation, maintenance & establishment)	\$277,850
5.3	Drainage structures / rockwork	\$50,000
		<b>\$696,499</b>

ITEM	DESCRIPTION	AMOUNT
<b>6</b>	<b>CONSTRUCTED WATERWAY FROM THE SHIRE RESERVE TO MOUNT TERRICK ROAD (CHAINAGE 580 TO 756)</b>	
6.1	Siteworks and earthworks	\$148,760
6.2	Planting (including preliminaries, vegetation, maintenance & establishment)	\$213,000
6.3	Drainage structures / rockwork	\$75,000

6.4	Miscellaneous	\$21,120
		<b>\$457,880</b>

ITEM	DESCRIPTION	AMOUNT
<b>7</b>	<b>CONSTRUCTED WATERWAY FROM MOUNT TERRICK ROAD TO MURRAY VALLEY HIGHWAY OUTFALL (CHAINAGE 0 to 580)</b>	
7.1	Siteworks and earthworks	\$659,525
7.2	Planting (including preliminaries, vegetation, maintenance & establishment)	\$450,325
7.3	Drainage structures / rockwork	\$0
7.4	Miscellaneous	\$9,600
		<b>\$1,119,450</b>

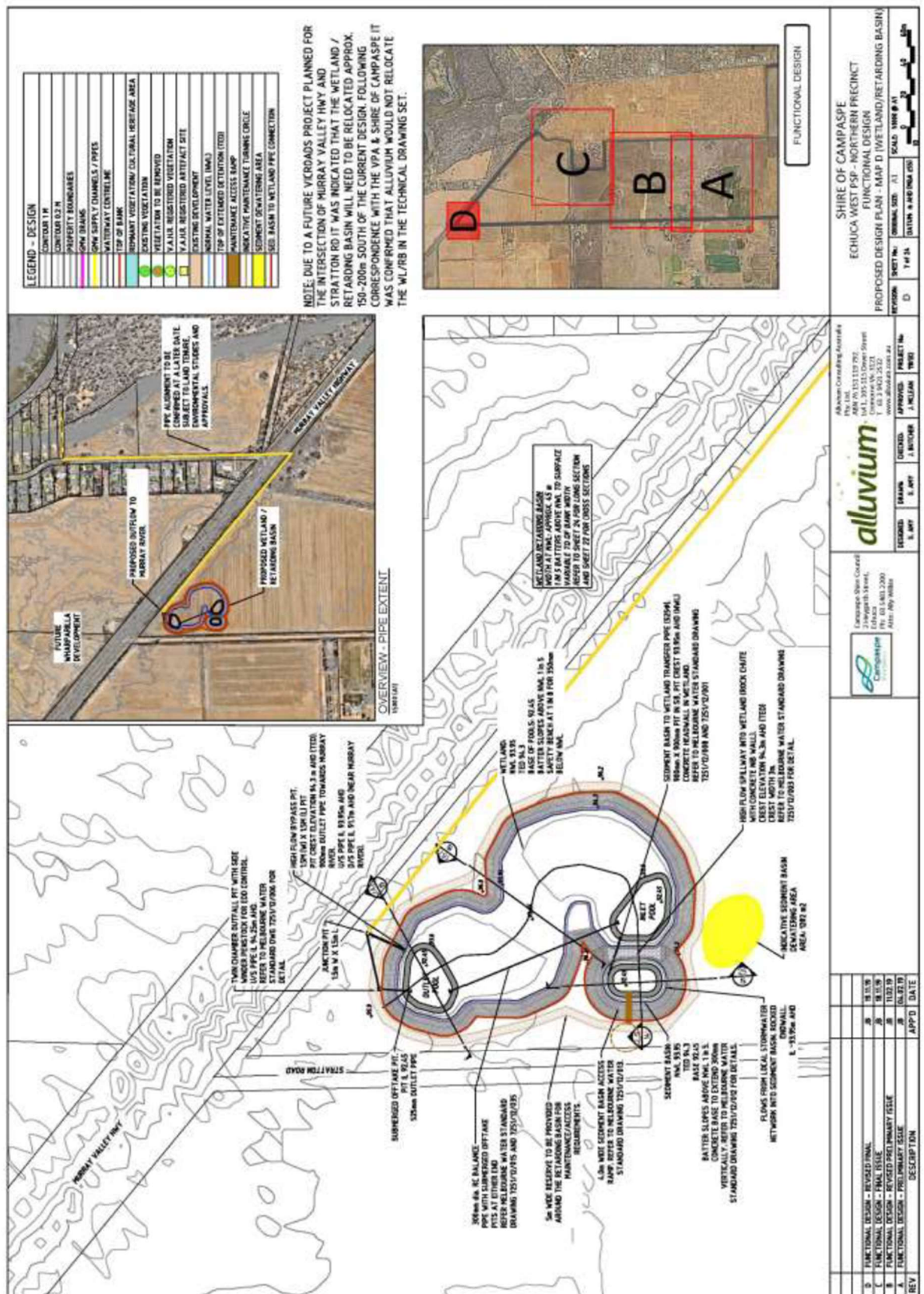
ITEM	DESCRIPTION	AMOUNT
<b>8</b>	<b>WETLAND / RETARDING BASIN</b>	
8.1	Earthworks & demolition works	\$640,398
8.2	Planting (including preliminaries, vegetation, maintenance & establishment)	\$222,896
8.3	Drainage sewer / rockwork	\$661,238
		<b>\$1,524,532</b>

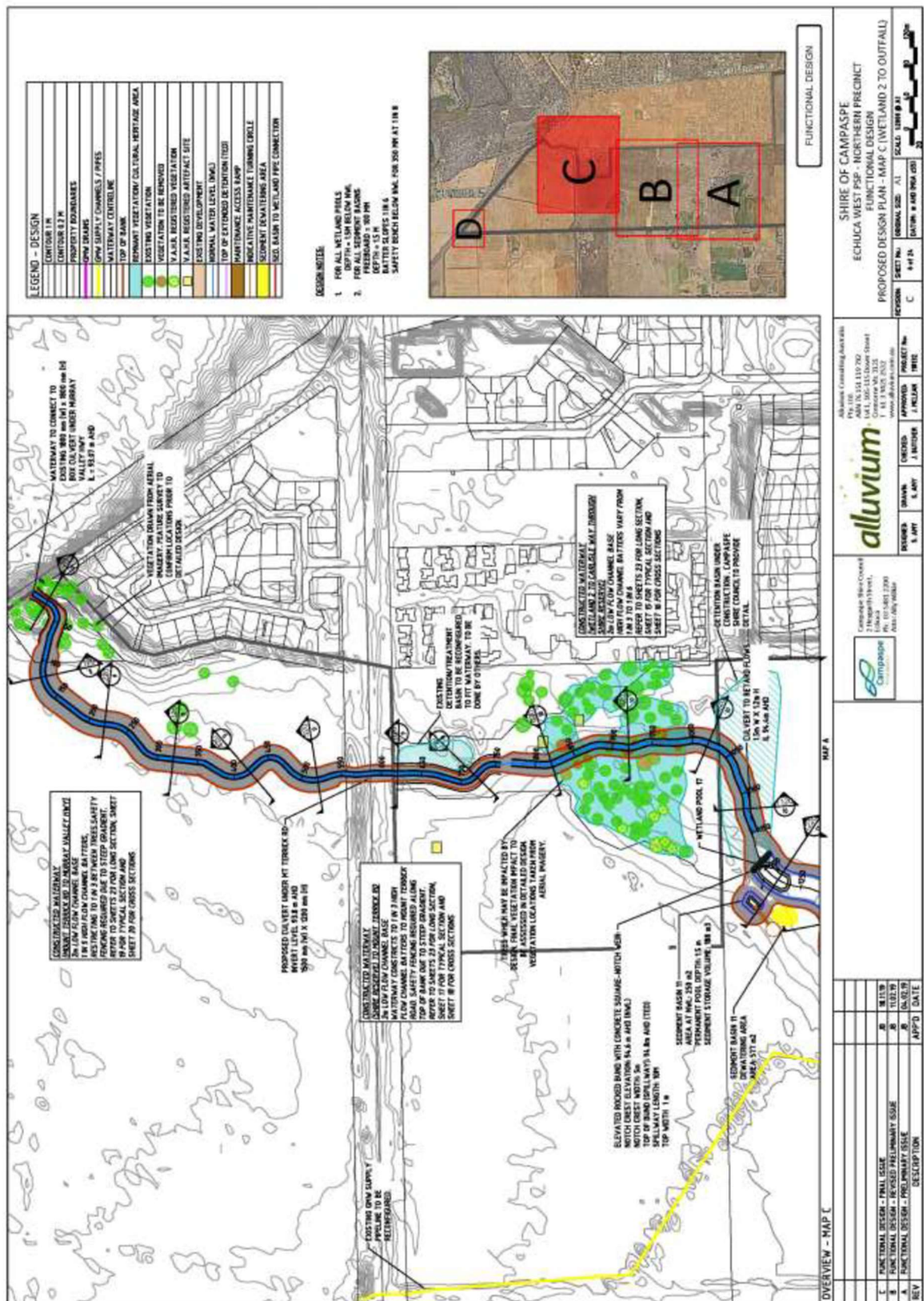
ITEM	Description of Works	TOTAL
<b>9</b>	<b>MAINTENANCE</b>	
9.1	Civil Works Defects Maintenance incl pits, pipes and rockwork.	\$90,000
9.2	Reinstate worn and other non paved areas damaged by the Contractor within or outside the project area with 100mm depth consolidated stockpiled topsoil and tube stock @ 4/m2 and 100mm mulch.	\$20,000
9.3	Grass establishment maintenance to first cut incl oversow of bare patches where required	\$15,000
9.4	3 months Plant Establishment maintenance period of all soft landscape works including watering of bank planting using irrigation system (no water supply costs to contractor) and trees during establishment, weed control of all planted areas as per specification.	\$60,000
9.5	36 months Plant Maintenance period of all soft landscape works including watering of bank planting using irrigation system (no water supply costs to contractor) and trees during establishment, weed control of all planted areas as per specification.	\$190,000
		<b>\$375,000</b>
	<b>SUBTOTAL CIVIL &amp; PLANTING WORKS</b>	<b>\$14,760,241</b>

ITEM	DESCRIPTION	QUANTITY	AMOUNT
<b>10</b>	<b>DELIVERY</b>		
10.1	Council Fees (3.25%)	3.25%	\$479,707.83
10.2	VicRoads Fees (1%)	1.00%	\$147,602.41
10.3	Traffic Management (5%)	5.00%	\$738,012.05
10.4	Environmental Management (0.5%)	0.50%	\$73,801.20
10.5	Survey & Design (5%)	5.00%	\$738,012.05
10.6	Supervision & Project Management (9%)	9.00%	\$1,328,421.68
10.7	Site Establishment (2.5%)	2.50%	\$369,006.02
10.8	Contingency (15%)	15.00%	\$2,214,036.14
	<b>SUBTOTAL DELIVERY</b>		<b>\$6,088,599</b>

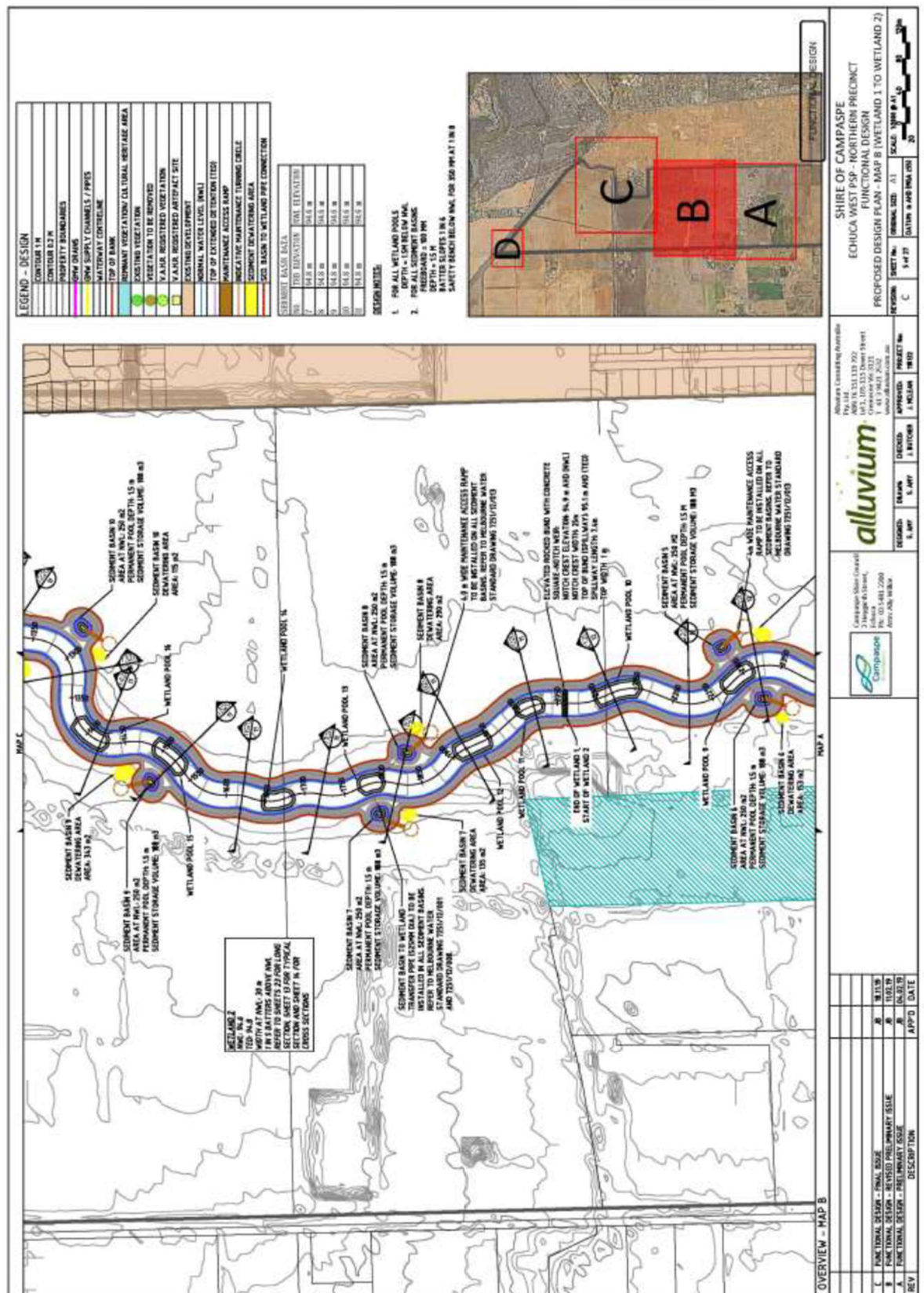
<b>TOTAL ESTIMATED COST (ex. GST)</b>	<b>\$20,848,840</b>
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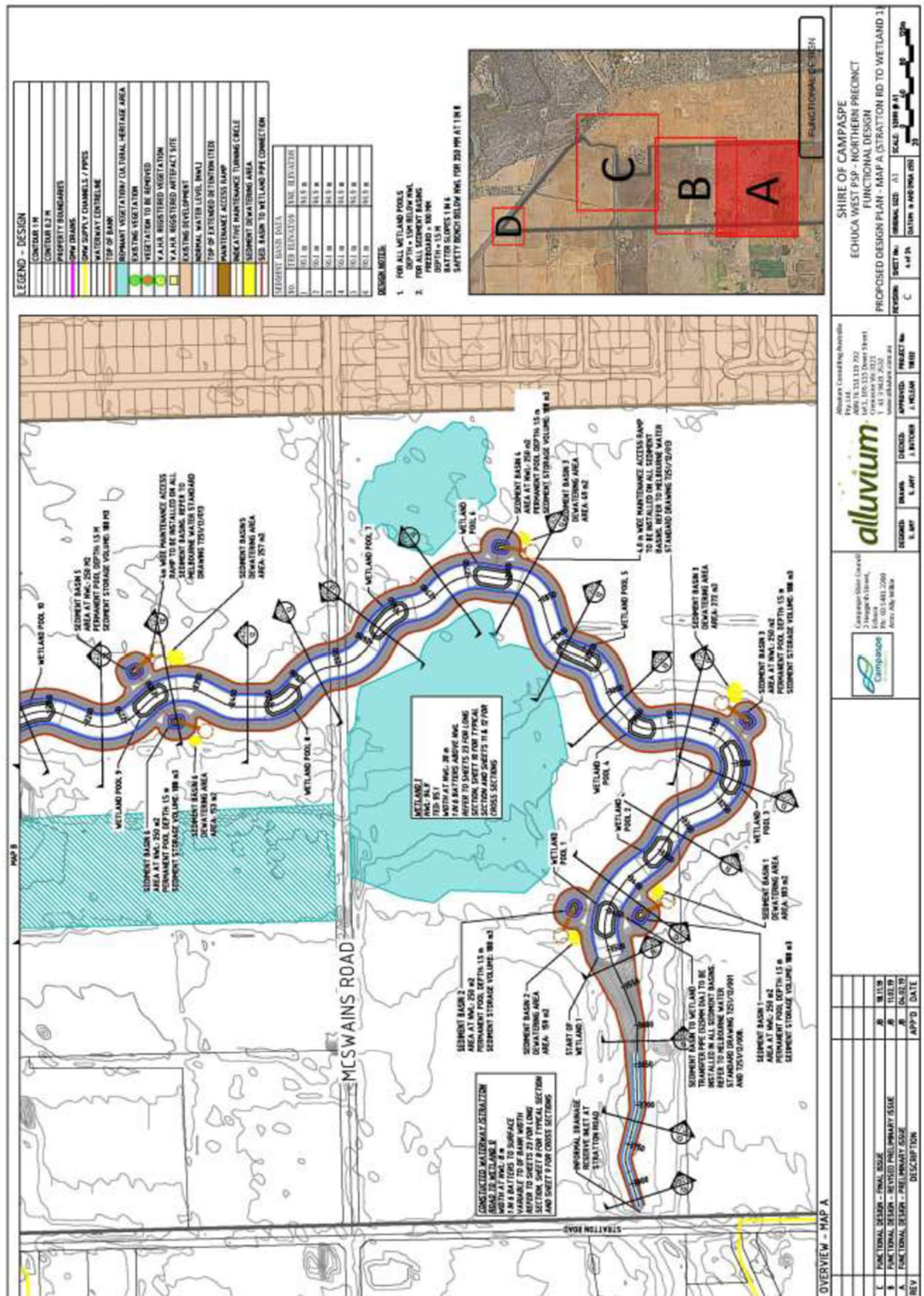












## Bill of Quantity Estimates

### Southern Precinct

The following is a estimate of quantities for planning purposes only. Refer to Functional Design drawings sheets 1 to 29 for detail

ITEM	DESCRIPTION	AMOUNT
<b>1</b>	<b>PRELIMINARIES</b>	
1.1	Allowance for geotechnical and contamination studies	\$100,000
1.2	Allowance for flow diversions past project area	\$150,000
1.3	Allowance for vegetation removal offset	\$10,000
1.4	Pre planting weed control (min 2 sprays Roundup Bioactive)	\$40,000
		<b>\$300,000</b>

ITEM	DESCRIPTION	AMOUNT
<b>2</b>	<b>WETLAND / WATERWAY - ALIGNMENT 1</b>	
	<b>WETLAND 1 (INC. SB1 and SB2)</b>	
2.1	Siteworks and earthworks	\$737,337
2.2	Planting (including preliminaries, vegetation, maintenance & establishment)	\$383,667
2.3	Drainage structures / rockwork	\$88,600
2.4	Miscellaneous (SB access)	\$9,730
	<b>WETLAND 2 (INC. SB3, SB4 and SB5)</b>	
2.5	Siteworks and earthworks	\$1,519,764
2.6	Planting (including preliminaries, vegetation, maintenance & establishment)	\$747,405
2.7	Drainage structures / rockwork	\$100,400
2.8	Miscellaneous (SB access)	\$14,595
		<b>\$3,601,497</b>

ITEM	DESCRIPTION	AMOUNT
<b>3</b>	<b>WETLAND / WATERWAY - ALIGNMENT 2</b>	
	<b>WETLAND 3 (INC. SB7 and SB12)</b>	
3.1	Siteworks and earthworks	\$1,219,571
3.2	Planting (including preliminaries, vegetation, maintenance & establishment)	\$742,566
3.3	Drainage structures / rockwork	\$38,600
3.4	Miscellaneous (SB access)	\$9,730

\$2,010,467

ITEM	DESCRIPTION	AMOUNT
<b>4</b>	<b>WETLAND / WATERWAY - ALIGNMENT 3</b>	
	<b>WETLAND 4 (INC. SB6)</b>	
4.1	Siteworks and earthworks	\$1,147,189
4.2	Planting (including preliminaries, vegetation, maintenance & establishment)	\$480,391
4.3	Drainage structures / rockwork	\$101,800
4.4	Miscellaneous (SB access)	\$4,865
	<b>WETLAND 5 (INC. SB8 and SB9)</b>	
4.5	Siteworks and earthworks	\$1,514,076
4.6	Planting (including preliminaries, vegetation, maintenance & establishment)	\$1,094,031
4.7	Drainage structures / rockwork	\$38,600
4.8	Miscellaneous (SB access)	\$9,730
		<b>\$4,390,682</b>

ITEM	DESCRIPTION	AMOUNT
<b>5</b>	<b>WETLAND / WATERWAY - ALIGNMENT 4</b>	
	<b>WETLAND 6 (INC. SB10 and SB11)</b>	
5.1	Siteworks and earthworks	\$1,796,249
5.2	Planting (including preliminaries, vegetation, maintenance & establishment)	\$862,499
5.3	Drainage structures / rockwork	\$94,600
5.4	Miscellaneous (SB access)	\$9,730
	<b>WETLAND 7 (INC SB 13, SB14 and SB15)</b>	
5.5	Siteworks and earthworks	\$1,967,842
5.6	Planting (including preliminaries, vegetation, maintenance & establishment)	\$953,011
5.7	Drainage structures / rockwork	\$125,400
5.8	Miscellaneous (SB access)	\$14,595
		<b>\$5,823,926</b>

ITEM	DESCRIPTION	AMOUNT
<b>6</b>	<b>WATERWAY - ALIGNMENT 5</b>	
6.1	Siteworks and earthworks	\$540,830



6.2	Planting (including preliminaries, vegetation, maintenance & establishment)	\$401,374
6.3	Drainage structures / rockwork	\$50,000
		<b>\$992,204</b>

ITEM	DESCRIPTION	AMOUNT
<b>7</b>	<b>OUTFALL DRAINAGE (EAST OF NORTHERN HWY)</b>	
7.1	Siteworks and earthworks	\$110,280
7.2	New culvert Northern Highway	\$253,311
		<b>\$363,591</b>

ITEM	DESCRIPTION	AMOUNT
<b>8</b>	<b>GMW ASSET DIVERSIONS/ REALIGNMENTS</b>	
8.1	Conversion of GMW channel 2/1/3/14 to a pipeline and realignment (pipe sizing to occur in detailed design; outside of scope of this work)	\$479,500
		<b>\$479,500</b>

ITEM	Description of Works	TOTAL
<b>9</b>	<b>MAINTENANCE</b>	
9.1	Civil Works Defects Maintenance incl pits, pipes and rockwork.	\$90,000
9.2	Reinstate worn and other non paved areas damaged by the Contractor within or outside the project area with 100mm depth consolidated stockpiled topsoil and tube stock @ 4/m2 and 100mm mulch.	\$20,000
9.3	Grass establishment maintenance to first cut incl oversow of bare patches where required	\$15,000
9.4	3 months Plant Establishment maintenance period of all soft landscape works including watering of bank planting using irrigation system (no water supply costs to contractor) and trees during establishment, weed control of all planted areas as per specification.	\$60,000
9.5	36 months Plant Maintenance period of all soft landscape works including watering of bank planting using irrigation system (no water supply costs to contractor) and trees during establishment, weed control of all planted areas as per specification.	\$190,000
		<b>\$375,000</b>
	<b>SUBTOTAL CIVIL &amp; PLANTING WORKS</b>	<b>\$18,336,867</b>

ITEM	DESCRIPTION	QUANTITY	AMOUNT
<b>10</b>	<b>DELIVERY</b>		
10.1	Council Fees (3.25%)	3.25%	\$595,948
10.2	VicRoads Fees (1%)	1.00%	\$183,369
10.3	Traffic Management (5%)	5.00%	\$916,843

10.4	Environmental Management (0.5%)	0.50%	\$91,684
10.5	Survey & Design (5%)	5.00%	\$916,843
10.6	Supervision & Project Management (9%)	9.00%	\$1,650,318
10.7	Site Establishment (2.5%)	2.50%	\$458,422
10.8	Contingency (15%)	15.00%	\$2,750,530
<b>SUBTOTAL DELIVERY</b>			<b>\$7,563,958</b>
<b>TOTAL ESTIMATED COST (ex. GST)</b>			<b>\$25,900,825</b>

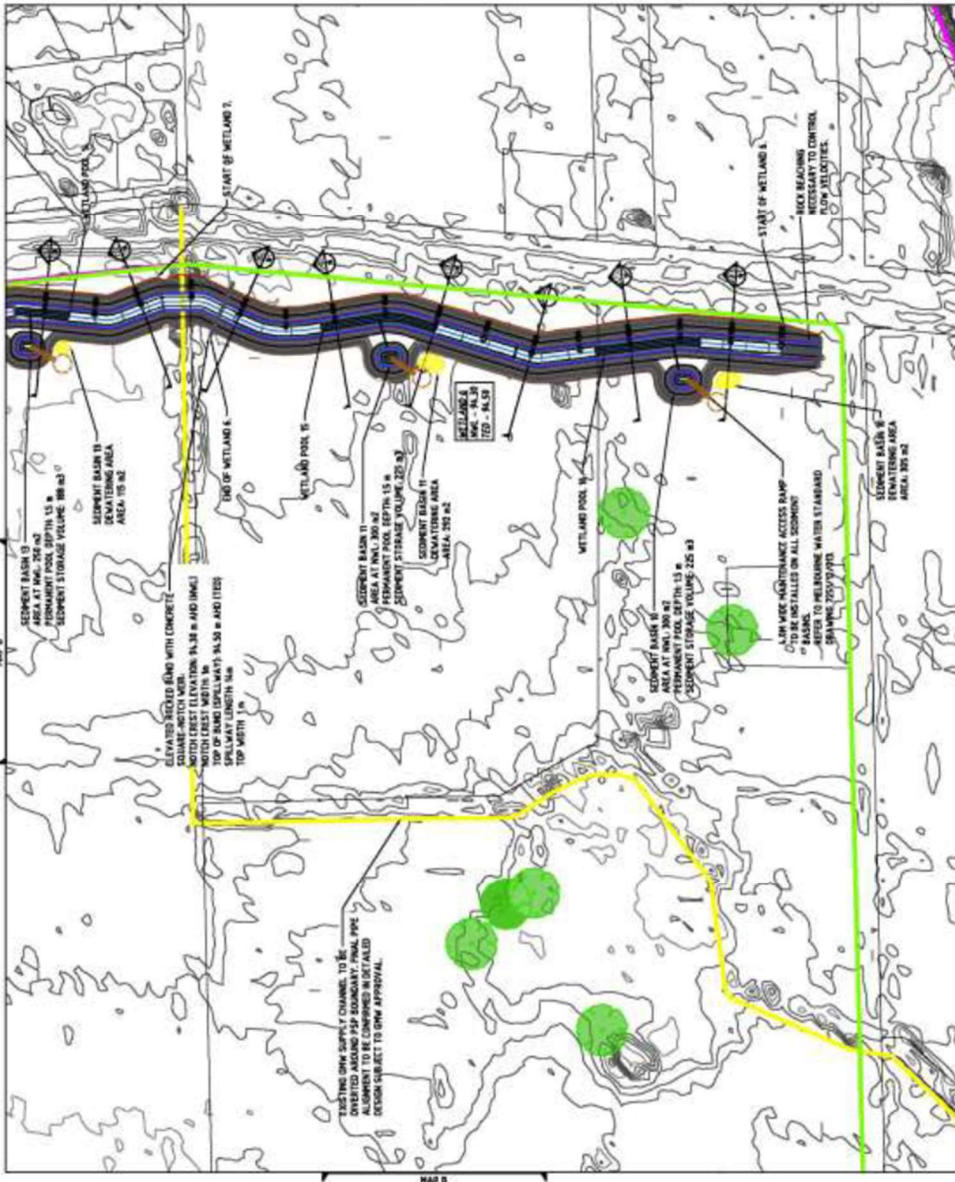
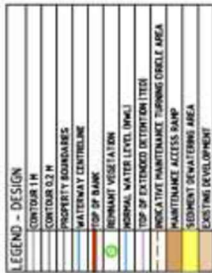


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Echuca West Development Contributions Plan – August 2022 (Amended December 2023)

