Victorian Planning Authority

VICTORIA State Government | Department of Transport and Planning

Bendigo Regional Employment Precinct

Guideline For Preparing Shared Infrastructure Plan for State Transport Infrastructure

December 2025

DRAFT

FOR PUBLIC CONSULTATION

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1. INTRODUCTION

Bendigo Regional Employment Precinct Guideline for Preparing Shared Infrastructure Plan for State Transport Infrastructure (this document) has been prepared to recommend the shared infrastructure contributions for three State-managed transport intersections and to directly inform the Shared Infrastructure Plan (SIP) required under Schedule 34 to the Development Plan Overlay (the DPO schedule) of the Greater Bendigo Planning Scheme.

This document provides the technical and policy basis for meeting the DPO schedule's requirement to identify and secure State infrastructure contributions associated with the Bendigo Regional Employment Precinct (BREP). It also supports the orderly and coordinated development of the BREP and adjoining growth areas, including the Marong Township Structure Plan area.

This document is intended to operate as both:

- a background document under Clause 72.08 of the Greater Bendigo Planning Scheme; and
- a policy guideline under Clause 11.03-6L-04 to support the implementation of regional employment and industrial growth objectives.

A Shared Infrastructure Plan (SIP) is an infrastructure plan that identifies the essential infrastructure required to service a new development area and sets out the obligations of landowners in relation to works and/or payment of funds to the collecting agency. The SIP is implemented through a mandatory permit condition under the DPO schedule for entering into an agreement under Section 173 of the Planning and Environment Act 1987.

Preparation of an SIP for each development plan within the BREP is required to secure contributions towards State-managed transport infrastructure upgrades in parallel with the development plan approval process under the DPO schedule. Each SIP will be subject to approval by the City of Greater Bendigo (CoGB) and will be prepared outside the Planning Scheme Amendment C296gben process.

An approved SIP will be implemented via Section 173 Agreements between the CoGB, the Head of Transport for Victoria, and the relevant landowners and development proponents within the BREP as a condition of planning permit approval. Section 173 Agreements are agreements that capture infrastructure requirements for moderate to large-scale development and ensure these obligations are secured for the life of the development.

Specifically, this document aims to:

- Define the shared infrastructure projects of State-managed transport network required to service BREP and surrounding residential growth areas
- Determine the indicative scope and cost apportionment basis for each project
- Establish a transparent mechanism for funding contributions and delivery responsibilities.
- Outline the administrative framework, timing and payment arrangements.
- Provide a basis for Section 173 Agreements to implement the future SIP(s).
- Ensure alignment with the Regional DCP Toolkit (2020) and existing BREP governance arrangements.

Scope Exclusions

This document does not include matters relating to:

- Local shared infrastructure, such as drainage, power, water, and sewerage services.
- Localised intersection works associated with individual development plans.
- The operation of permit conditions under the DPO schedule in relation to the above local infrastructure projects.

These matters are addressed separately in the BREP Background Report, which provides detailed guidance on local infrastructure requirements and permit implementation processes.

This document also does not determine the specific contribution amount(s) applicable to each landholding or development.

The calculation and application of contribution rates are subject to the CoGB's administration and determination process, as outlined in Sections 4.4 and 4.5.

1.1 Shared Infrastructure Plan

A SIP is a simplified development delivery and contributions tool that avoids the need for the complexity and cost of a planning scheme amendment process (required for a development contributions plan), while still achieving the same outcomes.

A SIP details the essential shared infrastructure required to service a new development plan area and sets out the obligations on landowners relating to works and / or payment of funds to the CoGB. The SIP is usually implemented via Section 173 agreements which are registered on the titles within the development plan area.

A SIP is best suited to areas that have low number of landowners (allows easier negotiation), a small to medium number of projects, and low project complexity.

Though a SIP is not governed by the requirements of the Planning and Environment Act, however the CoGB will usually manage these SIP is a very similar manner to a development contributions plan.

1.2 Proposed BREP Development and Contributions Model

Planning Scheme Amendment C296gben rezones land within the Bendigo Regional Employment Precinct (BREP) from the Farming Zone (FZ) to the Industrial 1 Zone (IN1Z) and applies the Development Plan Overlay - Schedule 34 (the DPO schedule) to guide future subdivision and development.

The Amendment establishes the contribution mechanism under the DPO schedule to enable the coordinated delivery of industrial development, infrastructure, and environmental outcomes across the precinct.

Figure 1 provides the implementation concept of how the BREP development and contributions mechanism works.

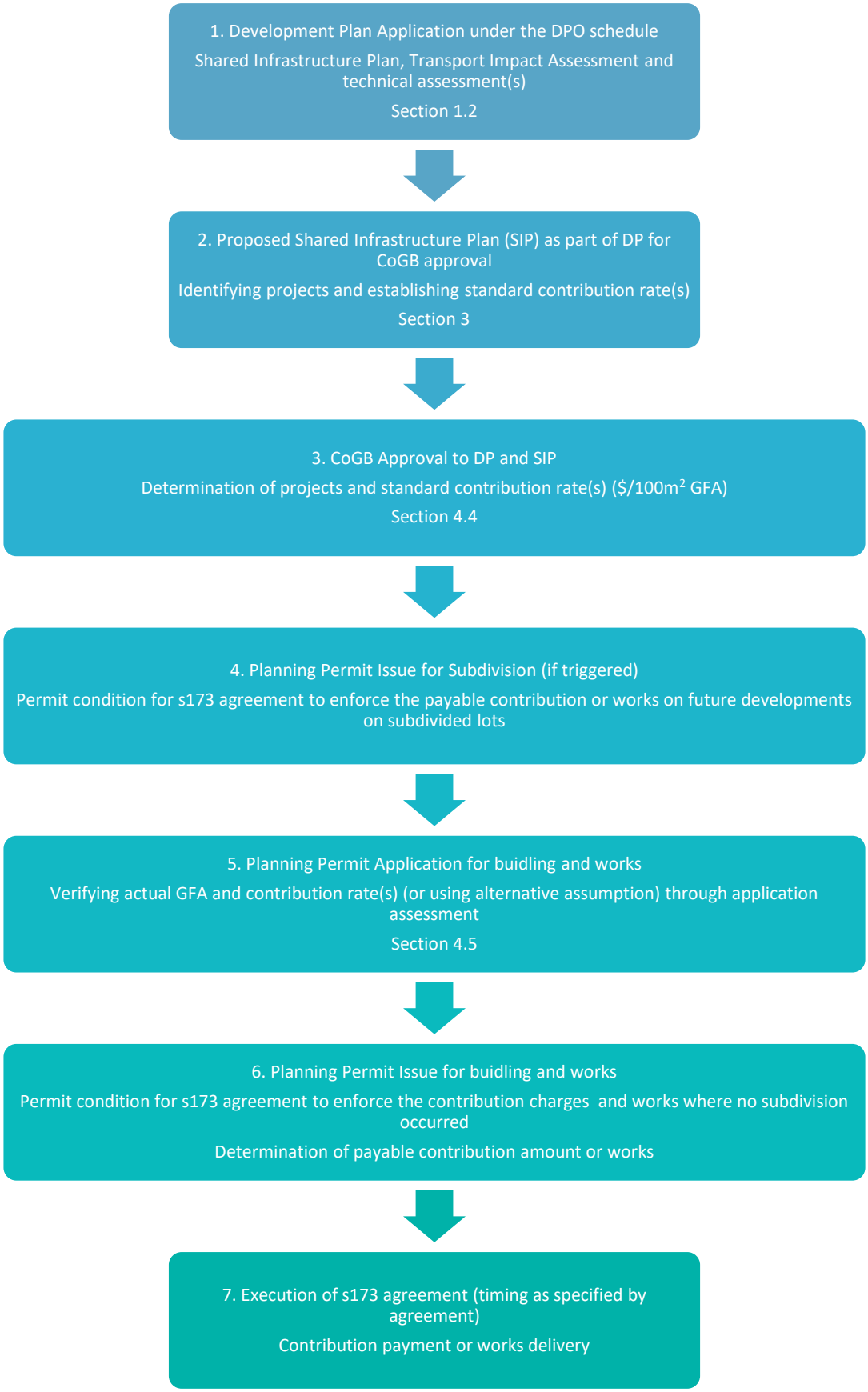

Figure 1 Implementation concept of SIP under the DPO schedule

When is a development plan required?

Under Schedule 34 to the Development Plan Overlay (the DPO schedule), a development plan must be prepared and approved before the use, development, or subdivision of land within the BREP can commence.

This ensures that all future development occurs in a coordinated and integrated manner, consistent with the strategic objectives of Planning Scheme Amendment C296gben.

The DPO schedule provides flexibility for each landholding within the BREP to prepare its own development plan, or for multiple landowners to jointly prepare a consolidated development plan covering a larger portion or the entirety of the precinct.

Where a development proponent proposes a consolidated development plan encompassing multiple landholdings across the precinct, the CoGB may consider the merits but should ensure transparency and alignment with the broader strategic intent of Amendment C296gben.

When is a SIP required?

A Shared Infrastructure Plan (SIP) is required as part of a development plan under the DPO schedule for any development land within the BREP that will generate demand for shared local and/or external infrastructure. It ensures that development proceeds in a coordinated and fully serviced manner, consistent with this document's recommendations on State-managed transport infrastructure.

The SIP will form part of an approved development plan upon approval.

What does a SIP address?

The SIP must:

- Plan and stage all shared infrastructure including utilities, drainage, roadworks, wastewater servicing, and other essential works internal and external to the development plan area.
- Incorporate required State and local transport upgrades
- Specify for each infrastructure project the scope and location (including any land acquisition or vesting), timing and staging, delivery responsibility, costs where contributions or WIK applies and any cost apportionment between the developers.
- Identify infrastructure easements and service corridors, ensuring space for utilities and asset alignments.
- Set out coordination and cost-sharing arrangements between landowners and authorities, including triggers for delivery, and how shared costs will be managed.

Who can prepare a SIP?

A SIP may be prepared by the City of Greater Bendigo, as the lead authority, or a development plan proponent, in consultation with CoGB, Department of Transport and Planning and affected landowners.

In either case, the SIP must be endorsed by CoGB to form the basis for infrastructure delivery and/or funding and cost apportionment under the approved development plan and related Section 173 Agreements.

How is the liability determined in a SIP?

The determination and calculation of the standard contribution rate(s) of each development plan area for transport infrastructure projects will be determined and confirmed through a Transport Impact Assessment (TIA) prepared at the development plan stage, as required under the DPO schedule. Refer to the details in **Section 4.4**.

How is a SIP implemented?

The contribution obligations for transport infrastructure projects as specified in an approved SIP are secured through a Section 173 Agreement between the landowner, CoGB, and the Head, Transport for Victoria.

The agreement sets out the calculation of monetary payable contribution amount, works-in-kind, or land transfers required and the timing of payment or delivery.

When is an agreement required?

Before a planning permit is issued under an approved Development Plan, the development must meet the permit condition under the DPO schedule to enforce the payable contribution and works delivery.

Shared Infrastructure Plan

Prior to the commencement of buildings and works, the certification of a plan of subdivision or the commencement of a use an agreement under section 173 of the *Planning and Environment Act 1987* must be entered into between the owner of the land and the responsible authority, which specifies the nature and amount of any financial contributions that are required to be made with respect to Shared Infrastructure Plan identified in the infrastructure delivery and funding plan forming part of the approved Development Plan.

The agreement must specify:

- The scope of work and location of infrastructure items required for the development, including any land to be provided or acquired.
- The expected timing of provision of each infrastructure item and who is responsible for delivery.
- The cost of any items that are the subject of financial contributions rather than direct delivery by the owner.
- The equitable apportionment of costs between the owner and Council for any items which exceed the needs of the development.
- Any land to be vested in Council as required for shared infrastructure delivery, waterway corridor(s) and open space.
- Operational and administrative provisions, including arrangements for the ending of the agreement and/or contributions to be provided by any subsequent development of the subject land.

Access Points

Prior to the commencement of buildings and works, the certification of a plan of subdivision or the commencement of a use, an agreement(s) under Section 173 of the Planning and Environment Act 1987 must be entered into between the owner of the land, the responsible authority and the Head, Transport for Victoria, for the delivery, by the developer and/or landowner, at its cost of intersections between the Bendigo Regional Employment Precinct and the external road network servicing the use and development.

The agreement must provide for:

- The expected timing of provision of each access point below (as shown in Map 1) and who is responsible for delivery:

  - AP1 Connection into the Marong Western Freight Corridor roundabout at the Wimmera Highway / Wilsons Hill Road / McCreddons Road intersection
  - AP2 Left in access at Wimmera Highway and Landry Lane intersection.
  - AP3 Left out access onto Calder Alternative Highway South of Wimmera Highway intersection.
  - AP4 Left in and left out on Wimmera Highway with a right turn from Wimmera Highway, north of Cemetery Road into the Bendigo Regional Employment Precinct.
  - AP5 Intersection with the Calder Alternative Highway.
- Design requirements to the satisfaction of the Head, Transport for Victoria for each item identified.
- The cost of any items that are the subject of financial contributions rather than direct delivery by the owner.
- The nature and amount of any financial contributions that are required to be made with respect to the intersections and the shared infrastructure identified in the Shared Infrastructure Plan forming part of the approved Development Plan, or as otherwise adjusted and agreed by the responsible authority and the Head, Transport for Victoria.
- Any land to be vested in the relevant road authority as required for the upgrade of State infrastructure, including the planned Marong Western Freight Corridor.
- Operational and administrative provisions, including arrangements for the ending of the agreement and/or contributions to be provided by any subsequent development of the subject land.

State Infrastructure

Prior to the commencement of buildings and works, the certification of a plan of subdivision or the commencement of a use , an agreement(s) under Section 173 of the Planning and Environment Act 1987 must be entered into between the owner of the land, the responsible authority and the Head, Transport for Victoria, for contributions (including any works-in-kind) towards State infrastructure such as arterial roads, intersections and associated land to the satisfaction of the Head, Transport for Victoria and the responsible authority

The agreement must provide for:

- Contributions or in kind works for the delivery of the intersections identified in the Marong Township Structure Plan 2024:
  - IT2 Calder Alternative Highway / Wimmera Highway intersection (interim roundabout treatment)
  - IT3 Calder Highway / Calder Alternative Highway intersection signalisation
  - IT5 Calder Highway / Allies Road intersection signalisation
- The nature and amount of any financial contributions that are required to be made with respect to the intersections and the shared infrastructure identified in the Shared Infrastructure Plan forming part of the approved Development Plan, or as otherwise adjusted and agreed by the responsible authority and the Head, Transport for Victoria.
- Operational and administrative provisions, including arrangements for the ending of the agreement and/or contributions to be provided by any subsequent development of the subject land.

Construction Environment Management Plan

Prior to the commencement of buildings and works or the certification of a plan of subdivision, a Construction Environment Management Plan must be prepared to the satisfaction of the responsible authority that addresses construction methodology and clearly outlines processes put into place to manage any impact on biodiversity from the approved works and describes how biodiversity and the natural environment will be enhanced

The proposed arrangement ensures that:

- Contributions are secured via an agreement implementing an approved SIFP prior to development and proportionate to each landholding's impact on the transport network.

- Funding obligations are consistent across all landowners within BREP and the adjoining growth areas.
- Delivery of the State-managed transport intersections is coordinated with DTP-Transport Services and integrated with the timing of industrial and residential growth.
- The approved SIP provides the operational framework for calculating, collecting and applying those contributions.

The Section 173 Agreements entered into under this condition will give legal effect to the cost-sharing and implementation arrangements described in an approved SIP.

The payable contribution amount may be subject to adjustments to reflect the proposed development type and associated traffic generation. Refer to the details in **Section 4.5**.

1.3 State Freight Network

The BREP is strategically positioned within Bendigo's western growth corridor, adjoining several State-managed declared arterial roads that form part of Victoria's Principal Freight Network (PFN). These corridors are managed by the Department of Transport and Planning (DTP) and play a critical role in supporting industrial, logistics, and regional economic activity.

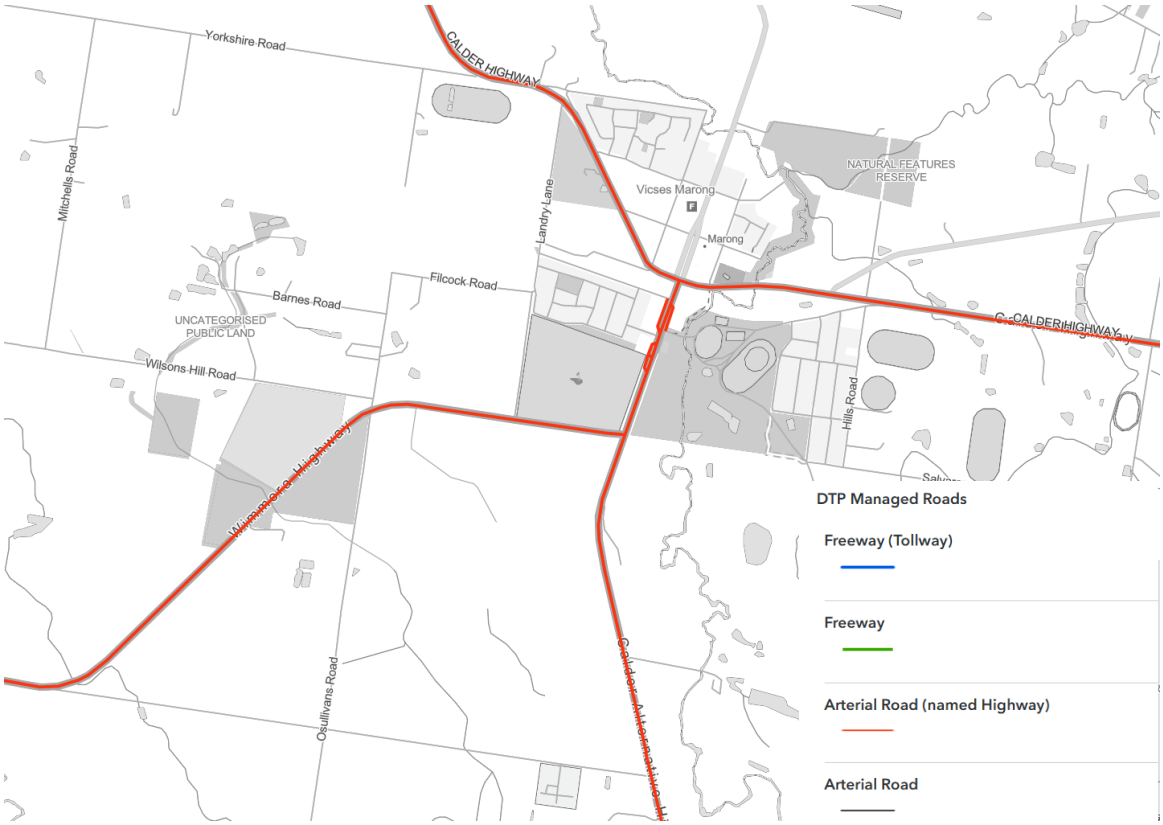

Figure 2 State-managed arterial road network

The Calder Alternative Highway and Wimmera Highway are the primary declared arterials adjoining the BREP which provide for the BREP access points (see **Table 1**).

Calder Alternative Highway is a north–south freight and passenger corridor linking Bendigo to the Calder Freeway and Melbourne, and forms part of the PFN connecting regional freight generators with the national highway system. It provides the main southern access to the BREP and a direct interface with the future Marong Western Freight Corridor (MWFC).

Wimmera Highway provides an east–west PFN connection between Marong and Inglewood, facilitating the movement of agricultural and industrial freight across western Victoria and complementing the Calder Alternative Highway for regional distribution.

These PFN corridors provide high-capacity, all-weather access for heavy vehicles and are designed to accommodate Higher Productivity Freight Vehicles (HPFVs) subject to route approval. Their designation under both the declared arterial network and the PFN underscores their state-significance in freight logistics and the importance of coordinating local access and intersection upgrades within BREP to align with DTP's long-term freight and safety strategies.

The planned Marong Western Freight Corridor (MWFC) will further strengthen this freight network by separating heavy vehicles from local traffic, improving freight efficiency, safety, and regional connectivity. The MWFC comprises the upgrade of the Wimmera Highway (the section adjoining the BREP) and intersection upgrades at McCreddons Road and the Calder Alternative Highway. These works are intended to provide a high-standard freight route supporting industrial traffic while reducing heavy vehicle movements through Marong township and adjoining local roads.

The delivery of the MWFC and associated intersection upgrades will be subject to separate State funding programs and future traffic demand assessments to determine their timing and scope. These upgrades (including the ultimate dual-lane configuration of IT2 Calder Alternative Highway / Wimmera Highway) are not included in the recommendations of this document but will be coordinated with the BREP access points and broader regional transport planning to ensure long-term network integration and performance.

Figure 3 Preferred roue of MWFC (DTP-Transport Services, 2024)

1.4 Marong Township Structure Plan 2024

The BREP and the Marong Township are functionally connected within the same State-managed transport network. The township provides the local residential base and services that support the workforce of the employment precinct, while the BREP generates freight and commuter movements that rely on the same arterial roads, particularly the Calder Highway, Calder Alternative Highway, and Wimmera Highway.

The Marong Township Structure Plan 2024 and the Marong Township Shared Infrastructure Funding Plan provide the broader township context for the recommendations of this document, outlining the local transport and infrastructure framework within which the BREP's transport contributions have been developed. Further detail on the relationship between the two plans is provided in **Section 3.4**.

2. STRATEGIC BASIS

The strategic basis for this document is informed by:

- Planning Policy Framework as set out in the Greater Bendigo Planning Scheme;
- Regional DCP Toolkit (Victorian Planning Authority, July 2020);
- Development Contributions Guidelines (Department of Sustainability and Environment, 2007)
- Greater Bendigo Development Contribution Governance Framework;
- Marong Township Structure Plan (2024) and associated Shared Infrastructure Plan;
- Bendigo Regional Employment Precinct Background Report (Department of Transport and Planning, December 2025);
- Marong Transport Network Assessment (Stantec, November 2025); and
- Consultation with Department of Transport and Planning - Transport Services and the City of Greater Bendigo.

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

2.1 Adoption of DCP principles

The need for transport infrastructure to be included for development contributions has been determined based on the full build-out scenario of the BREP, as identified in the Marong Transport Network Assessment (Stantec, November 2025), and summarised in Table 1.

In identifying infrastructure projects for inclusion, consideration has been given to ensure they are not already wholly funded through another contribution mechanism, such as a mandatory infrastructure construction requirement, an existing Shared Infrastructure Plan (SIP), an agreement under Section 173 of the Planning and Environment Act 1987, or a condition on an existing planning permit.

The identified projects are required to service the full development of the BREP and are therefore attributable to the precinct as a whole, rather than to any single development stage or landholding. A development plan or planning permit application is not required to trigger the need for these projects in its own right.

Prior to their inclusion in the recommendations of this document, each project has been assessed to confirm its relationship or nexus to the BREP, consistent with the principles used in preparing a Development Contributions Plan (DCP).

The identified projects and their cost apportionment to BREP recommended in this document is guided by the key DCP principles in accordance with the Development Contributions Guidelines:

Needs	Clearly establish the use of each intersection upgrade by BREP's developments.
Nexus	Demonstrate the relationship between each project and the land it serves. The shared nexus is based on the entire BREP at full build-out, not just individual development. A new development is deemed to have a nexus with an project if it is expected to make use of that project.

Share of Usage	Ensure a fair and proportionate allocation of costs between benefiting areas within and outside the BREP.
Transparency	Provide clear rationale for project scope, costs and apportionment.
Accountability	Ensure governance, reporting and implementation are traceable and consistent.

3. RECOMMENDED SHARED TRANSPORT INFRASTRUCTURE PROJECTS

3.1 Charge Area

The paper recommends that development contributions be collected from all land within the BREP.

This ensures that all development benefiting from the shared transport infrastructure contributes equitably to its funding and delivery.

3.2 Project Justification

The document identifies shared transport infrastructure projects in **Table 1**, including the external intersections that have a direct and measurable relationship to the precinct-wide traffic generation and the DP-specific access points that are required and triggered by future development plans.

Figure 4 Locations of shared transport projects

Each project provides critical access and capacity required to support the safe and efficient operation of the BREP at both initial and ultimate development stages.

IT2 - Calder Alternative Highway / Wimmera Highway / Salvarezza Road Intersection

- **Functional Role:**
  Provides a primary access to the BREP from the Marong Township, the Calder Alternative Highway corridor and the Wimmera Highway corridor (that forms part of the MWFC).

  The need for the connection to Salvarezza Road primarily arises from adjacent residential development areas identified in the Marong Township Structure Plan (2024).

  While IT2 does not provide direct access to the BREP, it plays a supporting role in maintaining sufficient network capacity for vehicles travelling to and from the BREP access points via the broader road network.

  The intersection forms the key gateway linking freight and employee trips between the BREP access points, the township and the regional road network.

- **Traffic Nexus:**
  SIDRA modelling by Marong Transport Network Assessment (Stantec, 2025) indicates that IT2 will experience increased traffic volumes resulting from cumulative development within both the Marong Township growth areas and the BREP.

  Although the existing T-intersection is considered to be an ability to accommodate meaningful additional traffic volumes before an upgrade is required, the current configuration would reach its ideal limit at 35% development level of both the township and the BREP (i.e. within 10 years of the commencement of BREP) and would not provide sufficient operational capacity and safety under full build-out traffic volumes from both the township and the BREP.

  While BREP-generated traffic contributes indirectly to the intersection demand i.e. through movements only, the primary justification for upgrading the intersection with the new connection to Salvarezza Road remains the facilitation of local and residential access within the township. The nexus for this connection i.e. the eastern leg therefore lies with the Marong Township, not the BREP.

- **Strategic Context:**
  IT2 functions as a principal access junction serving both the BREP and the Marong Township, with its operational performance directly influenced by the timing and staging of development across both areas.

  The Marong Western Freight Corridor (MWFC) is a planned State-managed transport infrastructure project led by DTP-Transport Services.

  At the time of the Planning Scheme Amendment C296gben, DTP-Transport Services has not sought contributions from the BREP towards the construction of the MWFC, including the ultimate dual-lane roundabout configuration of IT2.

  This position may be reviewed in future to reflect any changes to the MWFC delivery program or funding arrangements.

  Accordingly, the recommendation of this document includes only the interim single-lane roundabout configuration at IT2, with no State Government funding proposed for this component.

- **Design Note:**
  The single-lane roundabout represents the interim configuration required to support BREP and Marong Township development over the medium term.

The ultimate dual-lane roundabout (or equivalent capacity treatment) will be delivered as part of the Marong Western Freight Corridor (MWFC) project or as required by future traffic volumes confirmed through network monitoring and updated traffic modelling.

- **Cost Apportionment**

  As existing and background traffic do not necessitate the upgrade of IT2, these external traffic users and the State Government are not contributors to the new transport infrastructure at IT2. The upgrade is required solely due to the needs generated by the BREP and the Marong Township Structure Plan (MTSP). Without these new developments, no upgrade would be required.

  Under the agent of change principle, the BREP and MTSP are responsible for ensuring that their traffic does not cause detriment to the performance or safety of the existing State road network or to existing/background traffic volumes. While the upgrade will not provide material benefit to existing/background through-traffic on the Wimmera Highway or Calder Alternative Highway, it will improve safety and turning movements for the traffic generated by the BREP and MTSP. The upgraded design must nonetheless provide sufficient capacity to accommodate both new development traffic (960 vehicles as modelled under Stantec's 2046 PM peak modelling) and existing/background traffic (354 and 195 vehicles respectively as modelled). Accordingly, the BREP and MTSP are responsible for funding the proportion of the upgrade that accommodates existing and background traffic.

  Stantec's 2046 PM peak modelling indicates that development-driven demand totals 960 vehicles, of which the BREP contributes 800 vehicles (83.33%). Applying the same proportionate share, the BREP is responsible for 83.33% of the capacity that accommodates existing and background traffic (approximately 457 vehicles), as funding this capacity is only required because the development necessitates the upgrade.

  The new eastern leg (Salvarezza Road connection) is required exclusively to service the MTSP residential growth areas, as identified in the Marong Township Structure Plan. This leg is therefore excluded from the BREP apportionment calculation.

IT3 - Calder Alternative Highway / Calder Highway Intersection

- **Functional Role:**
  Serves as the principal junction of Marong to the wider regional highway network, including Loddon- and Melbourne-bound freight and commuter routes.
- **Traffic Nexus:**
  The signalisation of IT3 is required due to multiple growth areas' traffic and will be require advanced configuration to manage the increased turning movements generated by BREP traffic merging with local and regional through-traffic.
  SIDRA modelling by Marong Transport Network Assessment (Stantec, 2025) identifies that, under full build-out, delays and queue lengths would exceed acceptable thresholds without signalisation.
  Retaining the existing slip-lane configuration ensures regional freight continuity while accommodating additional BREP-related volumes.
- **Strategic Context:**
  IT3 provides the gateway connection between the BREP's freight network and the Calder Highway corridor. Its upgrade enables safe integration of industrial traffic with regional flows, ensuring both network capacity and safety.

- **Design Note:**
  The existing western and eastern slip lanes must be retained as part of the signalisation design to preserve regional through-traffic efficiency and heavy vehicle performance. Retention of these slip lanes minimises disruption to existing traffic patterns while accommodating the additional turning movements generated by BREP and Marong development.

IT5 - Calder Highway / Allies Road Intersection

- **Functional Role:**

  The IT5 intersection is located at the junction of the Calder Highway and Allies Road, forming part of the regional transport corridor east of the Marong Township.

  Its primary role is to maintain the efficiency and safety of the Calder Highway, which accommodates both regional freight and commuter movements connecting Bendigo with surrounding areas.

  The upgrade will ensure the Calder Highway continues to operate safely and efficiently as regional and township traffic volumes increase due to continued growth in the Marong area.

  While BREP traffic will use the Calder Highway and pass through this intersection, IT5 primarily serves the regional and township network, with BREP contributing only indirectly to its demand.

- **Traffic Nexus:**
  SIDRA modelling by Marong Transport Network Assessment (Stantec, 2025) identifies a notable increase in overall turning movements and delays at this intersection in 2046, primarily driven by background and township growth, compounded by regional redistribution of traffic flows linked to industrial and residential development in Marong. BREP-generated traffic will pass through the intersection with the shared of usage that represents a material contribution to overall network loading and performance, even though the intersection does not directly serve as an access point to the precinct.

  The intersection's upgrade to signalisation is therefore necessary to maintain safe operating conditions and overall network performance within the regional corridor.

- **Strategic Context:**
  IT5 supports industrial staging and the distribution of traffic across multiple access points, improving performance and safety of Calder highway corridor. Its role is essential to achieving a balanced and resilient access strategy for the BREP.

- **Design Note:**
  The signalised intersection will include dedicated turning lanes, pedestrian crossings and upgraded lighting to improve safety and network reliability along the Calder Highway corridor. Final design will be led by DTP–Transport Service, with staging coordinated to align with regional growth and corridor planning timelines.

AP1 - Connection into MWFC roundabout at Wimmera Highway / Wilsons Hill Road / McCreddons Road

Functional Role:
Under the interim scenario, the interim connection will operate for individual development plan's access point prior to the MWFC construction.

Under the ultimate scenario, AP1 provides the primary northern access to the BREP via the planned MWFC roundabout at the intersection of Wimmera Highway, Wilsons Hill Road and McCreddons Road.

It forms the key interface between the BREP and Victoria's Principal Freight Network, enabling direct and efficient freight movement to and from the precinct while bypassing the Marong township.
This connection is critical to the long-term function of the precinct as a regional industrial hub and will provide the main freight gateway for heavy vehicle traffic in the ultimate network configuration.

- **Traffic Nexus:**
  Under the interim and ultimate scenarios, the need for AP1 is generated by development plan areas in the northwest precinct that require an efficient freight route to the State network.
- **Strategic Context:**
  AP1 directly supports the strategic integration of the development plan areas in the northern precinct with the State freight network and underpins the long-term transport efficiency objectives of the MWFC.
- **Design Note:**
  Under the ultimate scenario, the MWFC roundabout will be delivered by DTP–Transport Services as part of the MWFC project or as triggered by the broader network traffic, with the trigger-development plan responsible for funding and delivering the leg connection.

AP2 - LILO access at Wimmera Highway (Landry Lane)

- **Functional Role:**
  AP2 provides the direct access from the Calder Alternative Highway to the development plan areas in the northeast precinct.
- **Traffic Nexus:**
  The traffic demand that justifies AP2 arises only where development plan areas in the northeast precinct proposes land use or staging that requires a direct access point compared to connecting to the local network via other development plan areas.
- **Strategic Context:**
  AP2 provides connectivity that enables progressive development plan activation in the northeast precinct.

AP3 - LILO access at Calder Alternative Highway (South of IT2)

- **Functional Role:**
  AP3 provides the direct access from the Calder Alternative Highway to the development plan areas in the northeast precinct.
- **Traffic Nexus:**
  The traffic demand that justifies AP3 arises only where development plan areas in the northeast precinct proposes land use or staging that requires a direct access point compared to connecting to the local network via other development plan areas.
- **Strategic Context:**
  AP3 supports the network hierarchy by enabling directional egress while minimising turning conflicts on the State highway.

AP4 - Controlled T-intersection at Wimmera Highway (North of Cemetery Road)

- **Functional Role:**
  AP4 provides the western precinct access from the Wimmera Highway. It supports the distribution of local traffic, provides supplementary access for industrial development in the southern precinct, and assists in managing freight movements without overloading the northern access points.
- **Traffic Nexus:**
  AP4 is required where a development plan covering the southern precinct generates traffic requiring an additional access point to distribute local movements and reduce reliance on AP5.
- **Strategic Context:**
  Connection between AP4 and AP5 will form the core of the east–west internal movement corridor across the Development Plan areas in the southern precinct.

AP5 – Roundabout intersection at Calder Alternative Highway (Eastern Intersection)

- **Functional Role:**
  AP5 provides the eastern connection to the southern precinct from the Calder Alternative Highway, forming a key entry point for freight and employee traffic.
  In the ultimate configuration, AP5 will function as a major access supporting full turning movements to distribute traffic between regional corridors and internal road networks.
- **Traffic Nexus:**
  AP5 will accommodate substantial traffic volumes generated by the development plan areas of the southern precinct. It provides direct linkage to the Principal Freight Network, supporting efficient goods movement and mitigating pressure on Wimmera Highway access via AP4.
- **Strategic Context:**
  This intersection is strategically important for long-term freight efficiency and network redundancy, ensuring the BREP maintains multiple high-capacity connections to the State road network.

3.3 Project delivery timing

Each shared infrastructure project has an assumed indicative provision trigger specified in **Table 1**. The timing for the delivery of the intersection projects has been modelled and informed by the Marong Transport Network Assessment (Stantec, November 2025), based on the best available information at the time of preparing this document.

DTP-Transport Services will monitor and assess the required timing for intersection projects and have regard to its broader road network planning program.

In contrast, the timing for the delivery of access points will be determined through the Transport Impact Assessment prepared as part of each individual Development Plan, ensuring that access works are delivered proportionate to the traffic demand generated by the specific development plan area.

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 and the road authority.
- Network priorities require the delivery of works or land to facilitate broader road network connections.
- Marong Western Freight Corridor is funded for construction.

All projects will be provided as soon as is practicable and as soon as sufficient contributions are available, consistent with **Table 1** and acknowledging the development agency's capacities to provide the balance of funds not recovered by any SIPs.

Table 1 Shared Transport Infrastructure Projects

Project Code	Project Name	Description / Scope of Works	Indicative Delivery Timing	Status / Design Basis	High-level Cost Estimate *	Cost Apportionment %
IT2	Calder Alternative Highway / Wimmera Highway / Salvarezza Road Intersection	Construction of a single-lane four-leg roundabout providing long-term access for BREP and Marong Township growth areas. Note: Ultimate duplication to be delivered under the Marong Western Freight Corridor (MWFC) project or as required by traffic volume (by others).	Short term (10 years or earlier)	Identified by Marong Township Structure Plan 2024. SIDRA-modelled intersection as recommended by Stantec 2025. Concept design to be completed by the CoGB in partnership with DTP-Transport Services.	$ 9,154,855 Including the cost of the leg-connection to Salvarezza Road	**Upgrade to the existing three-leg intersection to a roundabout:** 83.33% to BREP, based on split costs only between MTSP and BREP **Salvarezza Road connection (eastern leg):** 0% to BREP Note: MTSP is responsible for 100% of the cost of connecting to Salvarezza Road.
IT3	Calder Alternative Highway / Calder Highway Intersection	Signalisation of the existing intersection while retaining the existing slip-lane configuration. Works will include new traffic signals, upgraded pavement, lighting, line-marking and minor geometric modifications to improve safety and capacity. The intersection will continue to function as a key junction between the Calder and Calder Alternative Highways, accommodating regional through-traffic as well as BREP and Marong Township access movements	Commencement of BREP / MTSP	Identified by Marong Township Structure Plan 2024 and included in the draft Marong Township Shared Infrastructure Plan. Anticipated concept design by DTP-Transport Services in 2026	$ 8,011,162	37% to BREP, based on share of usage.

IT5	Calder Highway / Allies Road Intersection	Signalisation of intersection with right-turn lanes, pedestrian crossings, and potential access control measures for BREP southern access.	Short term (10 years or earlier)	Identified by Marong Township Structure Plan 2024. SIDRA-modelled intersection as recommended by Stantec 2025. Concept design to be completed by the CoGB in partnership with DTP-Transport Services.	$ 3,082,003	33% to BREP, based on share of usage.
AP1	Connection into MWFC roundabout at Wimmera Highway / Wilsons Hill Road / McCreddons Road	Interim pre-MWFC: Construction of connection to Wimmera Hwy / Wilsons Hill Road / McCreddons Road subject to further SIDRA analysis and no impact on MWFC	As triggered by DP prior to MWFC	Design to be prepared as part of SIP to the satisfaction of DTP-Transport Services	N/A Subject to the design and trigger demand at DP stage	100% to Trigger-DP
		Ultimate post-MWFC: Construction of BREP leg connection to MWFC roundabout to service BREP north access	As triggered by DP post-MWFC	Design to be prepared as part of SIP to the satisfaction of DTP-Transport Services	N/A Subject to the design and trigger demand at DP stage	100% to Trigger-DP for leg connection only
AP2	LILO access at Wimmera Highway (Landry Lane)	Construction of a Left-in / Left-out (LILO) access subject to further SIDRA analysis and no impact on MWFC	As triggered by DP	Design to be prepared as part of SIP to the satisfaction of DTP-Transport Services	N/A Subject to the design and trigger demand at DP stage	100% to Trigger-DP
AP3	LILO access at Calder Alternative Highway (South of IT2)	Construction of a Left-in / Left-out (LILO) access subject to further SIDRA analysis and no impact on MWFC	As triggered by DP	Design to be prepared as part of SIP to the satisfaction of DTP-Transport Services	N/A Subject to the design and trigger demand at DP stage	100% to Trigger-DP

AP4	Controlled T-intersection at Wimmera Highway (North of Cemetery Road)	Construction of a Controlled T-intersection (no roundabout) to service BREP west access	As triggered by DP	Design to be prepared as part of SIP to the satisfaction of DTP-Transport Services	N/A Subject to the design and trigger demand at DP stage	100% to Trigger-DP
AP5	Roundabout intersection at Calder Alternative Highway (Eastern intersection)	Construction of a single-lane roundabout to service BREP east access.	As triggered by DP	Design to be prepared as part of SIP to the satisfaction of DTP-Transport Services	N/A Subject to the design and trigger demand at DP stage	100% to Trigger-DP

Explanation: High-level cost estimates of intersections

The high-level cost estimates included in Table 1 and Appendix A are for reference and contextual transparency only. They assist stakeholders to understand the order of magnitude of shared transport infrastructure but must not be used to calculate payable contribution amounts.

The high-level estimates are prepared without detailed design and do not fully incorporate the road authority's detailed design requirements, subject to refinement as design progresses.

To ensure contribution amounts are accurate, defensible, and compliant with the Development Contributions Guidelines, the final SIP project cost estimates must be based on appropriate design work (concept / functional / preliminary design as required) and aligned with the standards and specifications of the DTP-Transport Services.

The delivery and contingency assumptions adopted by the high-level cost estimates include:

- Contractor's Margin - 12% covers contractor overheads, supervision, and profit.
- Design - 10% allows for detailed design, modelling, surveying, and engineering documentation required to deliver the project.
- Project Management - Client Oversight - 4% covers the road authority's internal oversight and governance functions.
- Project Management - Delivery Agency - 20% covers the management and delivery functions of the delivery agency.
- Risk / Contingency - 40% at preliminary stage, reflecting that the design is only at concept stage and subject to significant refinement.

3.4 Association with Marong Township Shared Infrastructure Funding Plan

The Marong Township Shared Infrastructure Funding Plan (MTSIFP) will establish the framework for funding and delivering shared transport, community, and drainage infrastructure to support growth within the township and its surrounds.

The recommendations of this document do not replace or duplicate the MTSIFP. Instead, they provide the technical basis for refining and updating relevant sections of that plan and the project descriptions to ensure clear accountability and alignment between various growth areas' infrastructure responsibilities.

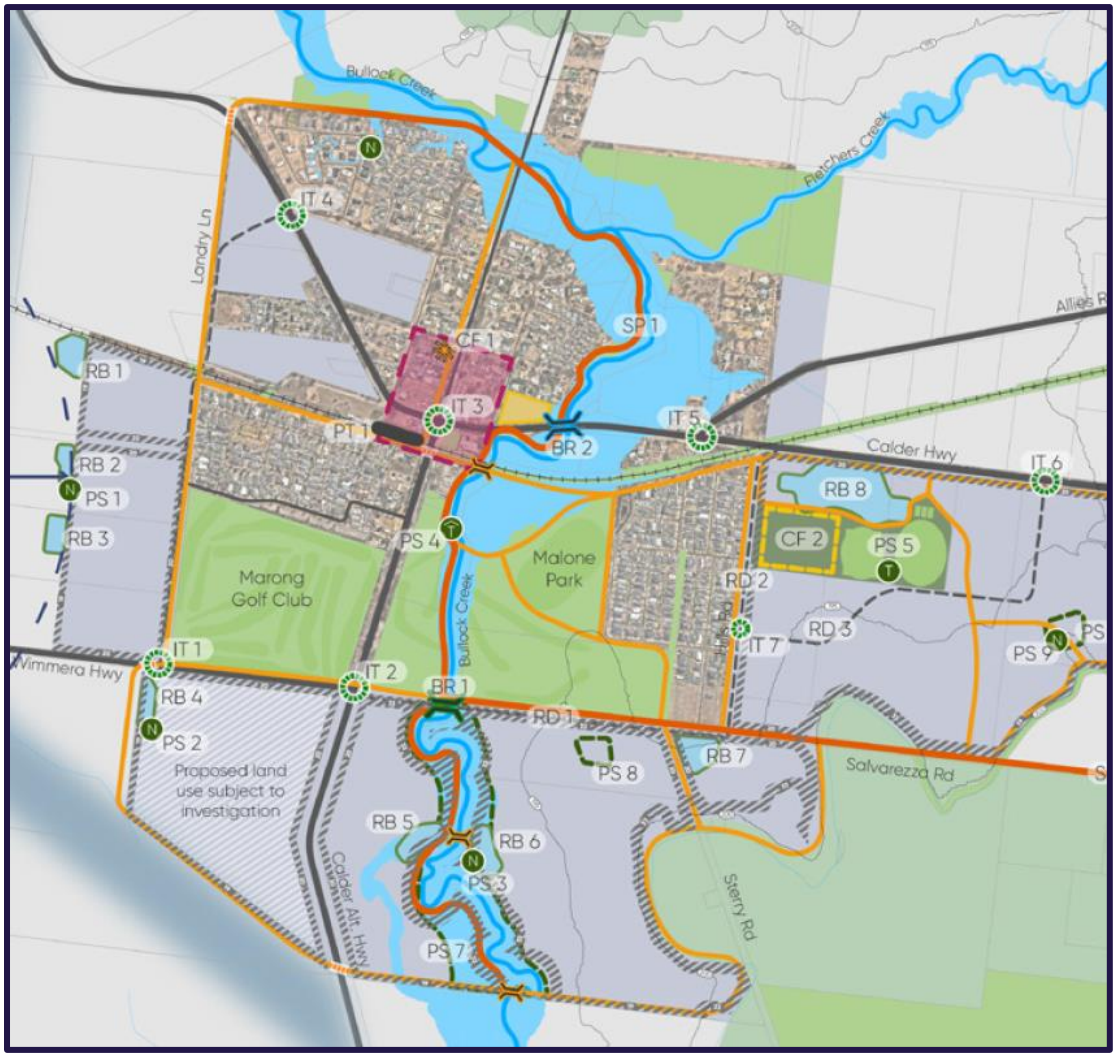

Figure 5 Transport Projects identified by Marong Township Structure Plan

This document recommends the MTSIFP to incorporate the following:

IT2 - Calder Alternative Highway / Wimmera Highway / Salvarezza Road

- The BREP and the Marong Township growth areas will be responsible for any further upgrades required to service industrial development within the BREP and the residential growth, including delivery of the interim single-lane roundabout at IT2.
- The need for the connection to Salvarezza Road primarily arises from adjacent residential development areas identified in the Marong Township Structure Plan (2024).
- The MTSIFP should explicitly distinguish the respective responsibilities of the BREP and township developments for its delivery and funding.
- No State Government funding is proposed for the single-lane roundabout (interim treatment) at IT2.

IT3 - Calder Alternative Highway / Calder Highway

- The construction of a four-way signalised intersection at IT3 is to remain a Township Infrastructure project under the MTSIFP. The BREP will contribute to the works based on the share of usage.
- The MTSIFP should include the DTP-Transport Services approved intersection design for IT3, ensuring that the final cost estimates reflect the approved design, functional layout, and respective delivery responsibilities between CoGB and DTP-Transport Services.

IT5 - Calder Highway / Allies Road

- The construction of a three-way signalised intersection at IT5 has been identified as a township infrastructure under the Marong Township Structure Plan 2024.
- The BREP will contribute to the works based on the share of usage.
- The MTSIFP should further investigate the cost apportionment to the residential growth areas for inclusion of IT5, ensuring that the final cost estimates reflect the approved design, functional layout, and respective delivery responsibilities between CoGB and DTP- Transport Services.

These inclusions will ensure that the MTSIFP and this document's recommendations for the BREP remain fully aligned by avoiding duplication of funding responsibilities and maintaining clarity between local, industrial, and state infrastructure roles.

They also provide a transparent framework for consultation with the CoGB, DTP-Transport Services, and developers on the coordinated implementation of shared intersection upgrades.

3.5 Exclusion of land required for transport projects

Land acquisition and vesting matters are not included in the recommendations of this document and will be considered separately through future design and implementation processes.

Planning Scheme Amendment C296gben did not apply any Public Acquisition Overlay (PAO) to land required for the delivery of transport projects. If land is later identified as necessary to deliver State-managed transport projects, this will be addressed outside the Planning Scheme Amendment C296gben. Any acquisition would be managed by the relevant acquiring authority (such as DTP-Transport Services or the CoGB) in accordance with the Planning and Environment Act 1987 and the Land Acquisition and Compensation Act 1986, through direct negotiation with affected landowners.

Vesting of land for road or intersection projects may also occur under the Subdivision Act 1988, where land is transferred to the relevant road authority as a condition of subdivision.

4. INFRASTRUCTURE CONTRIBUTION CHARGES

The calculation of infrastructure contributions for the three intersections (IT2, IT3 and IT5) is based on the modelled total traffic demand generated by the BREP at full build-out, expressed as vehicle movements per 100 m^2 of gross floor area (VHM/GFA).

This approach ensures that contributions are proportionate to each landholding's ultimate traffic generation rather than its site area alone.

4.1 Consistency with DCP principle

The use of a gross floor area (GFA)–based demand metric, expressed as vehicle movements per 100m^2 GFA (VHM/GFA), is consistent with the principles of the Development Contributions Guidelines and the Regional DCP Toolkit (VPA, 2020).

Both frameworks require that cost apportionment is based on a clear nexus between development and the infrastructure required to service it.

Under the Development Contributions Guidelines, demand units may be expressed using various measurable indicators—such as hectares, dwellings, employees, or GFA, provided that the selected unit reasonably represents the driver of demand for the specific infrastructure category.

For transport infrastructure, the Guidelines recognise that a traffic generation–based measure (for example, vehicle trips, vehicle movements, or GFA-based rates) is appropriate where land use intensity, rather than land area, determines the need for network upgrades.

Importantly, the need for the identified intersections (IT2, IT3 and IT5) arises from the cumulative traffic impacts of the full build-out of the BREP and other developments in Marong, rather than from any single development plan or permit application.

This means that no individual development plan will, on its own, trigger the requirement for these upgrades. However, depending upon the timing of development, the traffic generated by a development and the performance of the network at the time of development, it may be that upgrades to IT2, IT2 and/or IT5 are required prior to a particular subdivision, occupation of one or more developments or commencement of a new use. Instead, the infrastructure is required to support the BREP as a whole, with costs shared proportionately between all benefiting landholdings based on their relative contribution to total vehicle movements.

This approach reflects standard contributions practice for shared State-managed infrastructure that enables overall development capacity. Adopting this cumulative and proportional approach also mitigates timing and equity risks, ensuring that early developers are not unreasonably burdened with the upfront cost of major State-managed upgrades that benefit the entire BREP and surrounding network.

As the need for the identified intersection upgrades is not triggered solely by a single development, developments that generate low or localised traffic impacts will only contribute their proportionate share of the total cost through the established contribution rate.

The actual delivery of upgrades will occur when traffic thresholds or development triggers identified in the BREP Transport Impact Assessment (Stantec, 2025) are reached, and sufficient funds are collected through multiple development contributions sources.

This ensures that the financial responsibility for State-managed works remains aligned with demand—avoiding premature or disproportionate costs being imposed on early developers whose projects do not, in themselves, necessitate the upgrade.

Accordingly, adopting the VHM/GFA approach ensures that contributions are:

- Proportionate to the estimated traffic generated by each development;
- Equitable, aligning contributions with development scale and intensity; and
- Transparent, by using measurable, verifiable inputs consistent with the traffic modelling approach applied in the BREP Transport Impact Assessment (Stantec, 2025).

This method satisfies the need, nexus and equity principles that underpin DCP preparation and is therefore an appropriate and defensible basis for determining contribution rates under a SIP.

While the paper does not recommend a formal Development Contributions Plan (DCP) under Part 3B of the Planning and Environment Act 1987, it adopts DCP principles to ensure that cost sharing for State-managed transport infrastructure remains consistent, transparent and proportionate across all land within the BREP.

4.2 GFA-based traffic usage

The BREP comprises approximately 206 hectares of gross developable land.

For Stantec's modelling purposes, a GFA-to-land ratio of 30 % has been applied to the BREP at first full build-out , reflecting typical industrial and employment land yields.

This equates to an estimated total GFA of 618,000 m^2 (206 ha × 10,000 m^2 × 30%).

This total GFA forms the denominator for demand and contribution calculations.

Each development plan within the BREP will identify its projected GFA (m^2) for employment and industrial uses.

The total GFA for the precinct represents the cumulative development yield at full build-out and forms the denominator for calculating each intersection's demand share.

The Marong Transport Network Assessment (Stantec, 2025) has modelled the network usage based on 0.20 VHM / 100 m^2 GFA, including both employee and freight movements. These figures form the quantitative basis for determining BREP's share of intersection demand.

4.3 Standard contribution rate unit

The BREP's demand share for each intersection is compared with the combined total demand of all benefiting areas (BREP, Marong growth precincts, background growth and existing traffic) to determine the BREP's cost share, which is expressed as a percentage in **Table 1**.

Once the apportioned cost is known, subject to the final cost estimate, the contribution rate is derived using the following formulas:

Component	Formula	Units / Notes
Total BREP Cost Share	= Total Project Cost × BREP Apportionment (%)	Dollars ($)
Total BREP Estimate GFA	= 206 ha × 10,000 m^2 × 0.30	618,000 m^2
Contribution Rate	= Total BREP Cost Share ÷ (618,000 / 100)	$ / 100 m^2 GFA

4.4 Determination of standard contribution rates at DP stage

The cost apportionment to the BREP is based on the full build-out traffic demand generated by the precinct, measured through vehicle movements per 100 m^2 of gross floor area (VHM/GFA) at each intersection project.

This approach ensures that contributions are proportionate to each landholding's ultimate traffic generation rather than its site area alone.

The liability of each Development Plan area will be determined and confirmed through a Transport Impact Assessment (TIA) prepared at the Development Plan stage, as required under

Schedule 34 to the Development Plan Overlay (the DPO schedule). the DPO schedule requires each Development Plan to include a Transport Impact Assessment (TIA) that addresses, at a minimum:

- Identification of the location, form, control mechanisms and delivery trigger for intersections providing access to the Bendigo Regional Employment Precinct from the external road network.
- An assessment of the impact of traffic generated by the use and development of the land on the existing and future arterial road network, the Bendigo Regional Employment Precinct internal road network, and existing non-arterial road network in Marong, including traffic volumes, appropriate access and circulation of vehicles.
- Identification of necessary mitigating works on the existing and future arterial and non-arterial road networks.
- Identification of any existing and proposed public transport routes, bus stops and associated infrastructure with appropriately dimensioned roads within the subject site.
- An integrated pedestrian and bicycle path network, incorporated into the road and public open space system.
- The proposed internal road layout, including all vehicular and pedestrian access points and connections.
- Dimensions and typical cross sections of the proposed road network.
- Consideration of infrastructure upgrades and delivery, apportionments and proposed staging plan (if required) to the existing and future arterial road network, the Bendigo Regional Employment Precinct internal road network, and existing non-arterial road network in Marong.
- Identification of any access provision, land reservation and upgrade works required on the arterial road network
- The cumulative impacts of traffic generated by previous stages of development of Bendigo Regional Employment Precinct on the existing and future arterial road network.

The DPO schedule also requires a Shared Infrastructure Plan that:

- Is prepared in accordance with the *Bendigo Regional Employment Precinct Guideline: Preparing Shared Infrastructure Plan for State Transport Infrastructure (Victorian Planning Authority, December 2025);*
- Provides arrangements for the provision and staging of infrastructure including utilities, drainage, roadworks and other incidental works, both internal and external to the development plan area, including the following the intersections identified in the Marong Township Structure Plan 2024:
    - IT2 Calder Alternative / Wimmera Highway intersection (interim roundabout treatment)
    - IT3 Calder Highway / Calder Alternative Highway intersection signalisation
    - IT5 Calder Highway / Allies Road intersection signalisation
- Details:
    - The scope of work and location of infrastructure items required for the development, including any land to be provided or acquired.
    - The expected timing of provision of each infrastructure item and who is responsible for delivery.

  - The cost of any items that are the subject of financial contributions rather than direct delivery by the owner.
  - The equitable apportionment of costs between the owner and Council for any items which exceed the needs of the development.
  - Any land to be vested in Council as required for shared infrastructure delivery, waterway corridor(s) and open space.
- Sets out the location of infrastructure easements or installations, including the identification of alignments required to make allowance for sufficient space for utility service assets within the respective areas.
- Provides arrangements for the provision and staging of wastewater servicing.
- Provides arrangements for coordination between landowners and relevant authorities outlining cost sharing and trigger of infrastructure provision such as preparing Shared Infrastructure Funding Plan(s) and Drainage/Stormwater Management Schemes in accordance with the Greater Bendigo Development Contributions Governance Framework. The Shared Infrastructure Plan may:
  - Directly set out these arrangements; and/or
  - identify arrangements that have been or will be set out in:
    - other Shared Infrastructure Funding Plan(s) applying to a different stage of the Bendigo Regional Employment Precinct and/or land outside the Bendigo Regional Employment Precinct; or
    - Drainage/Stormwater Management Schemes,
    - In accordance with the Greater Bendigo Development Contributions Governance Framework.

Each development plan application will therefore provide the estimated GFA, traffic generation (based on the rate of 0.20 VHM / 100 m^2 GFA or otherwise agreed by DTP-Transport Services), and cumulative impact of the entire BREP on the surrounding transport network.

In addition, the DPO schedule requires that each development plan include an infrastructure delivery and staging plan addressing arrangements for coordination between landowners outlining cost sharing and triggers for infrastructure provision such as through a SIP.

The findings from the TIA will form the analytical basis for defining the share of intersection costs and the standard contribution rates ($ / 100 m^2 GFA), which will then be formalised through a SIP as part of the development plan approval.

The issue of a planning permit under an approved development plan will be subject to the corresponding approved SIP forming part of the development plan, ensuring that contribution responsibilities are secured and administered consistently across all landholdings within the development plan area.

4.5 Determination of payable contribution amount at permit stage

Standard SIP contribution rates

The standard contribution rates ($ / 100 m^2 GFA) established under an approved SIP generally will be recorded or referenced will be recorded or referenced in the Section 173 Agreement required under the DPO schedule and indexed annually.

Adjustment of payable contribution amount

If the vehicle-movement rates for a proposed use, building or works under a planning permit application differ from the traffic assumptions of the approved SIP, the responsible authority may, at its discretion, adjust the applicable contribution rate (upward or downward) to reflect the verified usage.

Any adjustment must be supported by a suitable traffic impact assessment and agreed by DTP-Transport Services.

This ensures that contribution liabilities remain proportionate to the cumulative development intensity and transport impact of the BREP at full build-out, maintaining equity and transparency.

To give effect to this mechanism, both:

- the approved SIP forming part of the development plan; and
- the Section 173 Agreement required at the permit stage,

must include clauses that expressly enable the responsible authority to exercise this discretion to adjust the standard contribution rate in accordance with verified vehicle-movement rates.

Example - Adjustment of between development plan and permit stages

An approved development plan assumes 150,000 m^2 GFA across 50 hectares, with an approved SIP contribution rate of $1,500 per 100 m^2 GFA based on 0.20 VHM/100 m^2. The approved SIP contribution rate was recorded under the Section 173 Agreement at the time of a subsequent subdivision planning permit.

Six years later, a permit applicant proposes a higher-intensity office and warehouse complex with greater traffic generation on a subdivided lot within the approved development plan area.

The responsible authority requires a traffic impact assessment under Clause 65.01 to assess the traffic impact and verify the updated traffic rate.

If the verified rate exceeds 0.20 VHM/100 m^2, CoGB, in consultation with DTP-Transport Services, may apply an adjusted contribution rate reflecting the increased impact and determine the payable contribution amount via a planning permit condition.

Conversely, a lower-intensity proposal (e.g. a data centre development) may justify a downward adjustment.

The owner pays the agreed amount prior to the commencement of works.

Example - Subsequent permit for increasing GFA

A planning permit is lodged for an industrial facility expansion, increasing the total GFA from existing 12,000 m^2 to proposed 16,000 m^2.

- The approved SIP assumed 0.20 VHM / 100 m^2 GFA for the relevant land-use type.
- The applicant's traffic impact assessment demonstrates a higher verified rate of 0.26 VHM / 100 m^2 GFA due to a more intensive operational model.

The responsible authority may apply an uplifted contribution rate proportionate to the additional vehicle-movement impact. Considered the paid contribution amount based on the existing

development, the payable contribution amount under the agreement is calculated using the new rate for all 16,000 m^2 with the amount already paid is deducted:

Payable contribution amount = 16,000 m^2 × (Adjusted $/100 m^2 rate reflecting 0.26 VHM and indexed cost) - paid contribution amount.

Or, at the discretion of the CoGB and DTP-Transport Services, the liability applies to only the increased GFA:

Payable contribution amount = 4,000 m^2 × (Adjusted $/100 m^2 rate reflecting 0.26 VHM and indexed cost)

The owner pays the agreed amount prior to the commencement of works.

Example - Subsequent permit for change of use to more intensive operation

A warehouse originally assessed at 0.16 VHM / 100 m^2 GFA applies for a permit for partial conversion to a logistics hub generating 0.35 VHM / 100 m^2 GFA based on the applicant's traffic impact assessment.

The responsible authority, with DTP-Transport Services' agreement, applies a higher contribution rate aligned with the increased traffic generation. The liability is recalculated as:

Payable contribution amount = Total GFA × (Adjusted $/100 m^2 rate reflecting 0.35 VHM and indexed cost) - paid contribution amount.

The owner pays the amount prior to the commencement of new use.

5. IMPLEMENTATION NOTES

The notes below sets out how this document's recommendations should be implemented and administered through a formal SIP with the details explained under the Greater Bendigo Development Contributions Governance Framework.

5.1 Preparation of SIP

Preparation of a Shared Infrastructure Plan within the BREP requires close collaboration between the CoGB, DTP-Transport Services, landowners and their consultants. The following table outlines the respective responsibilities of each party.

Party	Responsibility
City of Greater Bendigo	May lead a SIP preparation and coordination; review cost estimates and apportionment; manage contribution collection, indexation and reporting; and ensure compliance with the DPO schedule and this document's recommendations.
DTP-Transport Services	Confirm design standards, intersection form, delivery timing and the State's funding share; provide technical input on transport modelling and staging.
Landowners / Developers	Prepare a SIP as part of a development plan application in consultation with CoGB and DTP-Transport Services; provide GFA data, traffic assessments, and cost information; and agree to contribution terms through Section 173 Agreements.
Consultants	Prepare TIAs, functional layouts and SIDRA modelling; develop cost apportionment analyses; and assist with preparation of supporting technical documentation.

A SIP should include:

- Design descriptions and functional layouts of all infrastructure projects;
- Cost tables identifying total cost, apportioned shares and assumptions;
- Delivery timing and staging linked to network triggers;
- Governance arrangements defining administrative responsibilities; and
- Indexation methodology to maintain cost currency.

5.2 Section 173 Agreement

In accordance with the permit condition under the DPO schedule, the SIP will be implemented through Section 173 Agreements between the CoGB, the Head, Transport for Victoria and each relevant landowner or development proponent. Each agreement will:

- Reference the specific cost and apportionment share based on the established rates from an approved SIP or a verified rates;
- Specify the timing and method of payment or delivery (works in kind) e.g.
    - prior to the commencement of a new use; or
    - prior to the commencement of building and works; or
    - prior to the issue of an occupancy permit where no planning permit is triggered.
- Include indexation, reimbursement and credit provisions; and
- Be registered on title prior to subdivision or development approval.

The Agreement should include provisions that:

- Specify that any WIK proposal must be approved by both Council and the Head, Transport for Victoria, including any valuation and scope requirements.

The Agreement should also provide a clear mechanism to increase or decrease the payable contribution based on the final land use, final GFA and any other demand-generating variables relevant under the SIP.

5.3 Responsible authority

At the Development Plan stage, the City of Greater Bendigo (CoGB) determines the standard contribution rate(s) under an approved Shared Infrastructure Plan based on the Transport Impact Assessment (TIA), the estimated gross floor area (GFA) and traffic generation assumptions.

At the permit stage, CoGB confirms the actual payable contribution amount applicable to each planning application, ensuring it aligns with the approved SIP, the development intensity, and any verified vehicle-movement rates.

These contributions are then secured through a Section 173 Agreement in accordance with Schedule 34 to the Development Plan Overlay and implemented under CoGB's administrative oversight.

5.4 Road authority

DTP-Transport Services is the road authority responsible for overseeing the design standards, approvals, and delivery coordination of State-managed arterial roads and intersections identified in the SIPs.

DTP-Transport Services will provide technical input and design endorsement to ensure all proposed works meet State Road design, safety, and access requirements.

DTP-Transport Services will also collaborate with CoGB during the detailed design and delivery phases to ensure that the timing, scope, and funding of intersection upgrades aligned with the approved SIPs and broader State infrastructure programs.

5.5 Collecting agency (agency responsible for collecting infrastructure contributions)

The CoGB is the collecting agency, in accordance with the Greater Bendigo Development Contributions Governance Framework.

As the public authority to which all levies are payable, CoGB is responsible for the collection, administration, and enforcement of contributions under the approved Shared Infrastructure Plan(s) (SIPs).

CoGB must ensure that all funds are held, indexed, and expended in accordance with the Governance Framework, and that accurate financial records are maintained for audit and reporting purposes.

CoGB's obligation, as the collecting agency, is limited to administering and allocating contributions in accordance with the approved Shared Infrastructure Funding Plan and any relevant Section 173 Agreements.

While the CoGB is responsible for coordinating and overseeing the delivery of the identified infrastructure projects, the collecting agency is not financially liable for their delivery if the total funds

collected are insufficient, or if the timing of contributions does not align with the agreed delivery triggers.

5.6 Development agency (agency responsible for works)

The CoGB is the default development agency responsible for delivering designated infrastructure projects funded under the SIP(s), and for managing the timing, procurement, and completion of all related works, except as specified below.

The DTP-Transport Services is the development agency for IT3 and IT5, given their regional transport function and interface with the arterial road network.

The CoGB is the development agency for IT2 (single-lane roundabout interim treatment), unless alternative arrangements are made with development proponents under the MTSIFP.

Where appropriate, CoGB may enter into agreements with developers, DTP-Transport Services, or other State agencies for the delivery of specific works-in-kind or cost-sharing arrangements consistent with the SIP.

5.7 SIP administration

The administration of contributions collected by the collecting agency under a SIP will be transparent and accountable.

All development contribution funds will be retained by the collecting agency until required for the delivery of the corresponding infrastructure projects within that class.

Detailed records of funds received, interest accrued, and expenditure will be maintained in accordance with the Local Government Act 2020, the Planning and Environment Act 1987, and the Greater Bendigo Development Contributions Governance Framework.

Capital costs of all infrastructure projects in this document are in 2025/2026 dollars and will be adjusted by the collecting agency annually for inflation.

5.8 Funding shortfall and delivery coordination

In the event that the total funds collected under the approved SIPs are insufficient to deliver an identified infrastructure projects at the time it is required or triggered, the shortfall is a shared implementation risk, managed through developer contributions, works-in-kind (WIK) arrangements and external funding sources.

The collecting and development agencies will:

- Review and confirm the estimated cost, timing and scope of the infrastructure project in consultation with the road authority and relevant stakeholders;
- Identify and pursue alternative delivery or funding options, which may include external grants, staged or interim works, or negotiated works-in-kind arrangements with developers; and
- Coordinate and manage the sequencing of development and infrastructure delivery to ensure that the timing of works aligns, as far as practicable, with the availability of funds.

The collecting agency, development agency (or its delegate) and road authority are not financially liable for any funding shortfall. Delivering infrastructure project is contingent upon sufficient funds

being available or an alternative delivery or funding arrangement e.g. Work in kinds being agreed between the relevant parties.

5.9 Adjustment to the scope of projects

Transport projects identified in this document will be further refined through the detailed design process to the satisfaction of DTP-Transport Services and the CoGB for the inclusion into a SIP.

As part of detailed design, the CoGB or a development proponent (with the consent of the relevant road authority) may amend or modify aspects of a project, provided the works remain generally consistent with the approved SIP and its intended function.

Where a development proposal results in an increased infrastructure requirement beyond what is assumed in this document, the additional cost must be met by the proponent, ensuring there is no financial impact on other contributors or agencies.

If a project scope is changed by the CoGB or DTP-Transport Services to reflect new design standards, policy updates, or coordination with other projects (such as the Marong Western Freight Corridor), these changes should be documented through a future review or amendment to the SIP, with any additional cost normally met by the agency initiating the change.

5.10 Indexation

The default methodology follows the CoGB's Development Contributions Governance Framework.

5.11 Works-in-kind

Under the DPO schedule, the collecting agency may permit development proponents to undertake works in lieu of cash payments via a Section 173 agreement, providing that:

- The works constitute projects funded by SIP(s)
- The road authority approves the development proponents to undertake the works in kind on the State network
- The collecting agency agrees that the timing of the works would be consistent with priorities in the approved SIP associated with the development plan area.
- 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 road authority's standard and design requirement, 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 layout and standards outlined in an approved SIP associated with the development plan area 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 other contributors within BREP to the satisfaction of the collecting agency.

In particular, the works will only be accepted in lieu of a financial contribution required by an approved SIP to the extent that they constitute part or all of the design of the infrastructure project 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 total cost of the works as identified in the approved SIP, considering 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.

Credit for over-provision

Where the collecting agency agrees that a development proponent can deliver an infrastructure project (either works and/or land), the situation may arise where the development proponent makes a contribution with a value that exceeds that required by the approved SIP associated with the development plan area.

The details of credits and reimbursements for construction shall equal the final cost of the works identified in the approved SIP, considering 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 SIP, subject to indexation.

APPENDIX A – PRELIMINARY CONCEPT DESIGN AND HIGH-LEVEL COST ESTIMATE

APPENDIX B – MARONG TRANSPORT NETWORK ASSESSMENT (NOVEMBER