





## CAMPASPE PLANNING SCHEME

### AMENDMENT C103

#### EXPLANATORY REPORT

##### Who is the planning authority?

This amendment has been prepared by the Minister for Planning, who is the planning authority for the amendment.

The amendment has been made at the request of the Roads Corporation (trading as VicRoads).

##### Land affected by the amendment

The amendment affects land required for the Echuca-Moama Bridge Project (the Project), a second Murray River crossing between Echuca and Moama, as shown on Figure 1.

The Project extends from the Murray Valley Highway (where a new three leg roundabout will be constructed), east along Warren Street, where a new road will branch north to cross the Campaspe River before turning right to cross the Murray River into New South Wales, just north of the Echuca caravan park. The alignment is 3.2km long in Victoria. The area of land affected in Victoria is approximately 32,000m<sup>2</sup>.

The amendment affects 16 freehold properties (including 8 owned by the Shire of Campaspe and 1 owned by the Coliban Region Water Corporation), and 24 parcels of Crown Land (reserved and unreserved).

The Project will be assessed under the Environment Effects Act 1978 in Victoria. The Project also affects land in NSW, which is being assessed and approved under the *Environmental Planning and Assessment Act 1979*.



Figure 1 : Proposed Road Alignment for Echuca – Moama Bridge Project

## What the amendment does

The amendment proposes to facilitate the acquisition of land and the use and development and the removal of native and non-native vegetation associated with the Project.

The amendment proposes to:

- Insert new Planning Scheme Map Nos. 7PAO and 8PAO showing PAO4 over land required for the Echuca-Moama Bridge Project.
- Amend the Schedule to Clause 45.01 Public Acquisition Overlay to identify and reserve land for the Echuca Moama Bridge Project (PAO4) and designate the Roads Corporation as the acquiring authority for PAO4.
- Amend the Schedule to Clause 52.03 to include reference to a new incorporated document titled *Echuca-Moama Bridge Project, Incorporated Document, June 2015*, to exempt the use and development associated with the Project from the need for planning permits subject to specific conditions.
- Amend the Schedule to Clause 61.03 to include new Planning Scheme Maps 7PAO and 8PAO into the Campaspe Planning Scheme.
- Amend the Schedule to Clause 81.01 to introduce a new Incorporated Document titled *Echuca-Moama Bridge Project, Incorporated Document June 2015*.

## Strategic assessment of the amendment

### Why is the amendment required?

The amendment is required to facilitate the acquisition of land, use and development, and the removal of native and non-native vegetation associated with the Echuca-Moama Bridge Project, in the Shire of Campaspe.

The Project will enable a second crossing of the Murray River at Echuca-Moama which will provide vital strategic access for the Murray Valley region's industries, workers, residents and visitors.

The Project will relieve traffic congestion and load capacity issues. The existing Echuca-Moama Bridge does not have the capacity to provide a suitable level of service for the increasing volume of traffic in the area. The traffic flow over the bridge is often delayed during peak tourist periods, and when wide loads or agricultural machinery need to cross the river and the traffic has to be stopped because of the narrow width of the bridge. Population growth, accompanied by growth in business, tourism, jobs and personal travel, all combine to indicate significant future ongoing growth in travel across the river at Echuca-Moama, which will result in increased congestion on the bridge structure and approaches.

It will also enable 24-hour border crossing opportunities for oversized commercial vehicles which are currently restricted to designated off-peak crossing times over the existing bridge.

Before VicRoads can acquire the required land, the land must be reserved for the purposes of the *Land Acquisition and Compensation Act 1986*. The normal method for reserving the land in this way is to include a Public Acquisition Overlay into the planning scheme.

The amendment will also include requirements arising out of the Minister for Planning's assessment of the Project under the *Environment Effects Act 1978*.

## How does the amendment implement the objectives of planning in Victoria?

The amendment is supportive of, and assists in the implementation of the planning objectives in Victoria as set out in Section 4 of the *Planning and Environment Act 1987* by:

- *4(1)(a) to provide for the fair, orderly, economic and sustainable use, and development of land;* through the provision of positive social impacts for the local community and the region as a whole, by improving connections between Echuca and Moama and the safety and efficiency of the existing road network. This will have direct benefits to road users, industry and residents who rely on the existing bridge over the state boundary to access work, recreation and services.
- *4(1)(b) to provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity;* by ensuring that the bridge and associated access roads are undertaken in a manner which avoid and minimise adverse effects on natural and physical resources. Comprehensive assessments of the bridge options and surrounding environment have been undertaken to identify and minimise potential impacts on fauna and flora, habitat, cultural heritage and social effects. Measures to avoid impacts will be incorporated into the detailed design and construction phase of the Project.
- *4(1)(c) to secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria;* by providing economic benefits through improved access and travel reliability and reduced travel time.

The existing bridge between Echuca and Moama provides a strategic crossing between Victoria and New South Wales, as well as a north-south route for local and regional vehicle movements associated with key industry sectors of the region, including tourism. The second bridge is expected to improve the efficiency of the transport network, which will have economic benefits to businesses by the way of reduced travel time, improved journey reliability and improved access to markets. Other sectors such as agriculture, business and industry will also benefit from the Echuca-Moama Bridge Project. The reduction of traffic along existing key main roads in Echuca and Moama will enhance the amenity safety and attractiveness of these areas.

- *4(1)(d) to conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value;* by the consideration of the impact of the Project on heritage values (including historic and aboriginal heritage) and mitigation of any potential effects on the heritage values through the design and alignment selection process.
- *4(1)(e) to protect public utilities and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community;* by facilitating the provision and coordination of a major public infrastructure asset for the benefit of the broader local, regional, business and tourism community.
- *4(1)(f) to facilitate development in accordance with the objectives set out in paragraphs (a), (b), (c), (d) and (e);* through enabling the construction of an important component of the State and regional road system that best meets the Minister's environmental assessment and objectives for planning in Victoria.
- *4(1)(g) to balance the present and future interests of all Victorians;* by considering the short and long term environmental, social and economic benefits to the broader local, regional, business and tourism community for the construction of a major infrastructure asset.

The plan acknowledges that growth will increase demand in services, and identifies that a future direction of the region should be to support road, rail and logistics improvements to support economic growth and accessibility. The plan also specifically identifies potential for bridge crossing improvements at Echuca to "improve access interstate for people and freight movements".

## How does the amendment address any environmental, social and economic effects?

The amendment would implement the Project, which will be considered by the Minister for Planning under the *Environment Effects Act 1978*. This process has included the preparation of an Environment Effects Statement (EES) to consider potential environmental, social and economic effects of the Project. The EES includes an Environmental Management Framework (EMF) which would guide the management of potential environmental effects resulting from the proposed works. The EMF comprises mitigation measures required to reduce potential impacts of the Project to acceptable levels, and provides a framework for the preparation of an Environmental Management Plan, which is to be implemented through the requirements of the *Echuca-Moama Bridge Project, Incorporated Document, June 2015*.

### Environmental Effects

The EES outlines the potential environmental effects of the Project having regard to detailed studies, including biodiversity, cultural heritage, landscape and visual amenity, catchment values, air and noise assessment, and sustainable development. In summary:

- **Biodiversity** - The key potential impacts of the Project on biodiversity and habitat will arise from the removal of remnant native vegetation and hollow bearing trees; the impact to nationally and State significant fauna species; and the impact to wildlife corridors that facilitate fauna movements. However, whilst the project is likely to result in localised impacts, mitigation measures will ensure biodiversity values for the region are not significantly impacted.
- **Cultural Heritage** – There are 87 registered Aboriginal archaeological sites located within the geographic region, including six scarred trees identified within the proposed Right-of-Way. However, construction works only have the potential to directly impact on a number of scarred trees (including the relocation of some live trees prior to construction), minimal impact on the sand hill (no subsurface disturbance). A Cultural Heritage Management Plan has been prepared for the Project, and it is considered that the Project will not significantly impact on Aboriginal or historical cultural heritage values.
- **Landscape and Visual Amenity** – The introduction of a new twin bridge structure across the Murray River could have a very high impact on its scenic, recreational, cultural and natural heritage values. The highest impacts would be during construction, although the impacts would continue throughout the operational phase given the close proximity of the bridge to house boat moorings and its visibility to passing paddle-steamers. However, the bridge will be designed with the objective to reduce these potential impacts.
- **Catchment Values** – The Project is expected to have limited impacts on flood levels across a range of ARIs, whereby floodplain function is predicted to be maintained after the construction of the Project. Additionally, there is no evidence to indicate the presence of any contaminated land.
- **Amenity (Air and Noise)** – Overall it is considered that the Projects air quality impacts arising from construction and operation of the Project will be low. However, there is potential for the Projects construction to cause noise and vibration impacts at the nearest affected sensitive receptors. However, a combination of mitigation measures / controls will reduce these impacts as far as practicable. The Projects future operational noise levels will comply with VicRoads' Traffic Noise Reduction Policy (2005) with the use of mitigation measures.
- **Sustainable Development** - The Project is consistent with the objectives of sustainable development, as the Project:
  - will achieve sustainable benefits in transport efficiency
  - will make a significant contribution to the local economy
  - will provide associated benefits for the social environment of Echuca and Moama, by providing accessibility, connectivity and supporting social cohesion
  - will promote community resilience by providing an alternative crossing

- will be undertaken in a way that actively manages potential adverse impacts during construction and operation of the Project
- is consistent with the adoption of the precautionary principle (including thorough options and impact assessment being undertaken) and integrates both longterm and short-term economic, environmental, social and equity considerations
- has involved an extensive community engagement process

Additionally, the EES states that potential environmental effects can be reduced adopting the mitigation measures recommended in the proposed EMF.

The amendment proposes to include the *Echuca-Moama Bridge Project, Incorporated Document, June 2015* which would require the preparation and implementation of a Construction Environmental Management Plan to the satisfaction of the Minister for Planning.. This is intended to provide a suitable means to establish an integrated and accountable framework for managing environmental effects during project construction.

The requirement in the *Echuca-Moama Bridge Project, Incorporated Document, June 2015* an Offset Strategy will ensure that unavoidable losses of native vegetation are offset in accordance with the 'Permitted Clearing of Native Vegetation: Biodiversity Assessment Guidelines'.

The requirement in the *Echuca-Moama Bridge Project, Incorporated Document, June 2015* for a Threatened Species Management Plan would ensure that salvage and translocation plans are prepared where appropriate, and that non impacted populations would be protected from harm during construction.

### Social and Economic Effects

The amendment would facilitate a Project that will have positive social impacts by providing improved safety and accessibility between the communities of Echuca and Moama. The EES included social, visual and economic impact assessments to determine the potential extent of impacts resulting from the Project. The proposed construction of the bridge and access roads is not expected to have any adverse community health impacts, and amenity impacts would be managed through the implementation of construction environmental management plans.

Impacts associated with the acquisition of land will be managed through compensation procedures under the *Land Acquisition and Compensation Act 1986*. As part of the planning process, extensive consultation has been undertaken with landowners within the Project area to help inform localised impacts resulting from the Project. In addition, discussions with landowners have informed the final alignment of the Project and the land subject to acquisition is identified in the PAO maps forming part of the amendment.

The amendment will result in positive economic effects at a regional and state level. The proposed bridge would result in improved efficiencies for the economy. In addition, the Project will generate employment primarily during the construction period with flow on effects to the wider economy. Further, it will improve links between Echuca and Moama, Victoria and New South Wales, providing wider employment opportunities for local residents.

The Project will impact on six existing grass lawn tennis courts in the Victoria Park Sports and Recreation precinct, operated by the Echuca Tennis Club. VicRoads has committed to replacing the six courts as part of the construction of the Project. VicRoads will liaise with the Tennis Club and Campaspe Shire Council to determine the most appropriate timing, location and configuration for construction of the new tennis courts.



Does the amendment address relevant bushfire risk?

The amendment would facilitate works associated with the acquisition of land required for the Project and is not expected to have a detrimental impact on the existing bushfire risk. Consultation with the Country Fire Authority (CFA) has been undertaken. The CFA raised the need to maintain access to Victoria Park to the west of the Project via Scenic Drive, near the boat ramp and at the end of Crofton Street. It was agreed that provision would be made for an emergency access on the western side of the alignment at the top on the sandhill north of the former high school site to allow for emergency evacuation during flood events. Further consultation will be undertaken with the CFA and emergency services as part of the detailed design phase.

The improved connectivity of the local road network provided by the Project, particularly between Echuca town centre and the forested area to the north west of the township, provides an alternative means of access and evacuation during bushfire.

Does the amendment comply with the requirements of any Minister’s Direction applicable to the amendment?

The amendment complies with the Ministerial Direction on the Form and Content of Planning Schemes under section 7(5) of the Planning and Environment Act 1987.

The amendment is also consistent with Minister’s Direction No. 11 Strategic Assessment of Amendments under section 12(2)(a) of the Act, which states that in preparing an amendment the planning authority must evaluate and include in the explanatory report a discussion about how the amendment addresses a number of strategic considerations.

How does the amendment support or implement the State Planning Policy Framework and any adopted State policy?

The amendment supports and implements the State Planning Policy Framework, including in particular policies relating to economic development and planning for transport infrastructure as set out in the framework. In particular, the amendment supports the following policies:

Clause	Response
Clause 11 Settlement	<p>The Project will assist in promoting Echuca as a Regional Centre, increasing transport linkages between Echuca and Moama as well as between other cities and centres within Victoria and NSW (Clause 11.05-1 Regional settlement networks and Clause 11.05-4 Regional planning strategies and principles).</p> <p>The provision of an additional Murray River Crossing will enhance regional Victoria’s competitive advantage by improving the capacity of major transport infrastructure (in particular highways). It will also provide a major transport corridor in a regional centre, which would maximise the access and mobility of the community (Clause 11.05-4 Regional planning strategies and principles).</p> <p>As part of this EES, a number of assessments were undertaken and mitigation measures proposed to ensure the quality of the environment would be maintained and enhanced by managing development impacts, and by avoiding development impacts on land that contains high biodiversity values, landscape amenity, water conservation values, cultural heritage and recreation values, assets and recognised uses (Clause 11.05-4 Regional planning strategies and principles).</p> <p>The Project supports investment in infrastructure, freight and logistics, in line with the objectives of Clause 11.11 (Loddon Mallee North Regional Growth Plan) which seeks to align population and economic growth.</p> <p>In addition, Clause 11.11-5 (Sustainable communities) requires that authorities “plan for and facilitate growth of Echuca ... as [a]regional centres and important tourism destinations while considering population change and settlement planning in New South Wales”. Cause 11.11-6 (Networked settlements) includes a strategy to “Support stronger relationships between the region and communities of interest in southern New South Wales, South Australia and adjoining Victorian regions.” The Project directly supports these policy directions.</p>

Clause	Response
Clause 12 Environment and Landscape	<p>Clause 12 contains a number of specific strategies that seek to protect and enhance biodiversity (12.01 Biodiversity), and significant environments and landscapes (Clause 12.04 Significant environments and landscapes). Many of the issues outlined in the strategies and polices contained within this Clause have been either directly or indirectly addressed within various specialist technical assessments being undertaken for the Project.</p> <p>Most project impacts can be minimized through the implementation of mitigation measures, however there may still be a moderate visual and landscape impact on Victoria Park, and a high visual impact and moderate-high landscape impact on the Murray River 10 years post mitigation.</p> <p>The Project may have a range of impacts on native vegetation, fauna habitat and other biodiversity values as a result of construction and ongoing operation. However these would generally be at a local scale, and that significant regional consequences are not anticipated. It proposes a number of measures to be applied during construction and to the design to minimise or avoid further impact. Impacts to biodiversity and habitat can be mitigated to between negligible and medium risk levels through the implementation of the recommended management measures outlined in the report, with most impacts able to be mitigated to a low risk level</p>
Clause 13 Environmental Risks	<p>Clause 13 contains a number of strategies relating to floodplain management (Clasue 13.02 Floodplains), soil degradation (Clause 13.03 Soil Degradation), noise abatement and air quality (Clause 13.04 Noise and air). The issues identified within these policies have been addressed within specialist technical assessment being undertaken for the Project.</p> <p>The Project is expected to have minor flood impacts, whilst providing a second flood evacuation route up to the 100 year ARI event for the main township of Echuca. It will also provide increased flood protection for Warren Street - the construction of additional culverts and mitigation structures which will reduce the frequency of the road overtopping.</p> <p>Additionally, mitigation measures will be used to ensure that the project does not cause any significant effects of erosion, consistent with the policy described in Clause 13.03-2 (Erosion and landslip), and to comply with VicRoads Noise Policy to assist the control of noise effects on sensitive land uses consistent with the policy objective of Clause 13.04-1 (Noise abatement).</p>
Clause 14 Natural Resource Management	<p>The Project is proposed in proximity to both the Murray and Campaspe Rivers and is located within an important water catchment. To minimise the impact on water quality and the waterway itself, as well as protect the environmental qualities of the waterways a surface water risk assessment has been undertaken as part of the Project (Clause 14.02-1 Catchment planning and management and Clause 14.02-2 Water quality). The issues identified in these policies have been addressed either directly or indirectly within the technical specialist assessments for the Project.</p> <p>With mitigation, the potential of sediment generation post construction would only affect surface water and be temporal in nature (i.e. during a high intensity rainfall event) and low scale consistent with the policy described in Clause 14.02-1 (Catchment planning and management).</p> <p>Additionally the project will achieve the requirements of SEPP, EPA guidelines and the environmental management controls. Water quality during construction would be managed through the incorporation of sedimentation basins to contain runoff events any spill on the road, consistent with this policy.</p>
Clause 15 Built Environment and Heritage	<p>Numerous studies have been undertaken as part of the Project to ensure that the Project promotes safety, protects landmarks, views and vistas and heritage in the surrounding urban areas (Clause 15.01-2 Urban design principles). Aboriginal and historic cultural heritage assessments have been undertaken as part of the Project to ensure the conservation of places of heritage and Aboriginal heritage significance (Clause 15.03 Heritage). It was found that the project poses little risk to historic cultural heritage and that mitigation measures can be put in place to manage any potential impacts.</p> <p>The Project has been designed in close consultation with the Yorta Yorta Nations, to make sure that impacts on Aboriginal heritage are minimised.</p> <p>The strategy at Clause 15.01-1 (Urban design) states “Ensure transport corridors integrate land use planning, urban design and transport planning and are developed and managed with particular attention to urban design aspects.” An assessment of the Project against this policy concluded that there may be a high impact on the scenic amenity, cultural and natural heritage and recreational values of the Murray River and Victoria Park. However, the assessment identified the impacts could be mitigated through (amongst other things) design measures and vegetation reinstatement measures.</p>

Clause	Response
Clause 16 Housing	The Project will improve access for both existing and developing residential areas (adjacent to the Project) to and from schools, and community and retail services within both Echuca and Moama. Additionally, it will relieve pressure on the existing bridge, increasing accessibility throughout the town centres (Clause 16.01-2 Location of residential development).
Clause 17 Economic Development	The Project will remove freight traffic from the Cobb Highway (Meninya Street) in Moama, and the Northern Highway (Heygarth and High Streets) in Echuca. This will contribute to the attractiveness and safety of Echuca as a tourist destination and allow better access for tourists between States (Clause 17.03 Tourism). Additionally, it will provide an unrestricted access route for freight vehicles between Victoria and NSW and increase the efficient movement of freight on interstate roads. This would potentially increase the attractiveness of Echuca and Moama for freight companies (Clause 17.02 Industry).  In summary, it is considered that all key sectors of the economy will benefit from the Project and that it will provide an opportunity for the local economy to expand and diversify.
Clause 18 Transport	The project will reserve land for a strategic transport infrastructure project (Clause 18.01-2 Transport system), and provide access between Echuca and Moama consistent with forecast demand (Clause 18.01-1 Land use and transport planning).  Traffic volumes through the town centres are forecast to decrease with the operation of the second bridge, which will improve road safety, particularly in areas which have high levels of pedestrian activity.  The Project will also allow for efficient movement of freight on interstate roads, allowing for greater development of the industrial sector. In particular, the project will improve river crossing access for heavy and oversized vehicles that would otherwise be restricted from using the existing bridge.  The Project has been located to achieve the greatest overall benefit to the community and with regard to making the best use of existing infrastructure, minimising impacts on the environment and optimising accessibility, safety emergency access, service and amenity (Clause 18.01-2 Transport system), as detailed in the EES options assessment.  Pedestrians and cyclists would be well catered for, through the use of off-road and shared paths, providing for more sustainable transport options (Clause 18.01-2 Transport system and Clause 18.02-1 Sustainable personal transport).  Additionally, the Project has been designed to minimise disruption to residential communities and associated amenity expectations (Clause 18.01-2 Transport system).  The EES for the Project includes details for the management and reduction of environmental impacts during construction and ongoing through operation, consistent with Clause 18.01-2 (Transport system).

Additionally, the Loddon Mallee North Regional Growth Plan (May 2014), states that ‘*Echuca is the main service provider and together with Moama is currently experiencing significant residential growth. Echuca forms an important industrial, community, health, recreational, transport and tourism hub for northern Victoria and southern New South Wales and is a significant tourist destination*’

### How does the amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

The amendment supports the Municipal Strategic Statement, which provided strategic direction for the environmental, social and physical development of the Shire of Campaspe. Objectives and strategies specific to the amendment include “*to improve connectivity and access in and around the Shire*” and to “*improve the access, mobility and safety of users for the Shire’s paths, trails and bikeways*” (Clause 21.04-1).

Additionally, the ‘Echuca Town Structure Plan 1 – Echuca Central’, identifies the Project area as an “*Investigation Area for Second River Crossing*” (Clause 21.04-4).

There are no local planning policies considered specifically relevant to the amendment.

### Does the amendment make proper use of the Victoria Planning Provisions?

The amendment uses the most appropriate Victoria Planning Provisions (VPP) to achieve the potential construction and operation of the Echuca Moama Bridge Project.

The PAO is the most appropriate VPP tool to identify and reserve land for the Echuca-Moama Bridge Project and associated service roads corridor. This PAO would provide for the intended use of the land and certainty for the local community.

The inclusion of the incorporated document *Echuca-Moama Bridge Project, Incorporated Document December 2014* into the Campaspe Planning Scheme will ensure that the construction and operation of the bridge and supporting service roads would be undertaken in a consistent manner, in accordance with relevant management plans as outlined in the incorporated document.

### How does the amendment address the views of any relevant agency?

The views of relevant agencies have been obtained through a consultation program throughout the planning and design of the Project.

Agencies consulted include:

- Campaspe Shire Council
- Department of Environment, Land, Water and Planning (DELWP)

Campaspe Shire Council supports the Amendment and requested an inclusion in the incorporated document a commitment of replacement infrastructure impacted by the project. The Roads corp. in consultation and with the support of the Shire included this commitment in the ESS documentation and not the incorporated document, Campaspe. Additionally the Shire requested minimal changes to the incorporated document relating to pedestrian/shared pathways in the incorporated document, these changes were incorporated.

The DELWP Regional services department supports the Amendment and requested the addition of a native vegetation offset strategy and a threatened species management plan. The Environment department recommended an offset direct policy reference for native veg strategy be removed as the current policy is under review, and a policy neutral requirement included in its place.

The DELWP Planning department reviewed the Amendment and requested the addition of a construction environmental management plan to be signed off by the Minister for Planning.

### Does the amendment address relevant requirements of the Transport Integration Act 2010?

The amendment will have a significant impact on the transport system within Echuca-Moama and the surrounding region. Specifically, this project would assist in meeting the transport system objectives under Part 2, Division 2 of the *Transport Integration Act 2010* which seeks to improve access (section 8), facilitate economic prosperity (section 9), actively contribute to environment sustainability (section 10), effectively integrate transport and land use (section 11); provide transport infrastructure in a timely manner (section 12) and provide a transport system that is safe and supports health and wellbeing (section 13).

The amendment is consistent with the decision making principles, under Part 2, Division 3 of the *Transport Integration Act 2010*, including:

- 15 (Principle of integrated decision making), the project is progressing through an EES process which provides integrated decision making and balance of government policy objectives through the coordination of government.
- 16 (Principle of triple bottom line assessment), the project has been assessed against the economic social and environmental costs and benefits as part of the EES process (including options assessment).
- 17 (Principle of equity), the project will create greater equity between persons, particularly in relation to location, by providing better safety and accessibility between Echuca and Moama.
- 18 (Principle of the transport system user perspective), in response to the needs of the community, the project will enhance the usability of the transport system by improving accessibility between Echuca and Moama.
- 19 (Principle of the transport system user perspective), through the evaluation of the project, as part of the preparation of the Project EES, there were no threats of serious or irreversible environmental damage found to be likely as a result of the project.
- 20 (Principle of stakeholder engagement and community participation), the project has been developed with a high level of stakeholder (community and agency) engagement, whilst the project will continue to take into account the interests of stakeholders as it progresses through the EES process.
- 21 (Principle of transparency), reliable and relevant project information continues to be readily available to members of the public in order to facilitate a good understanding of current transport issues in the area, and how the project will aid in addressing these.

## **Resource and administrative costs**

### **What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

It is not anticipated that the new planning provisions would impact on the resourcing and administrative costs of the responsible authority, as the amendment would reduce the need for planning permits for each component of the Project. The planning approval requirements and responsibilities have been outlined in the incorporated document which would form part of this amendment.

### **Where you may inspect this Amendment**

The amendment is available for public inspection, free of charge, during office hours at the following places:

#### **Echuca**

Campaspe Shire Council  
Corner Hare and Heygarth Streets  
Echuca (03) 5481 2200  
(Mon-Fri 8.15-5.00pm)

The amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at [www.delwp.vic.gov.au/publicinspection](http://www.delwp.vic.gov.au/publicinspection)



28/10/2013  
Proposed  
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SCHEDULE TO CLAUSE 45.01 PUBLIC ACQUISITION OVERLAY

PS Map	Acquiring Authority	Purpose of Acquisition
PAO1	Goulburn Valley Water	Raw water storage purposes.
PAO2	Goulburn-Murray Water	To acquire land for the construction of the lower course of the Stanhope Depression Drain.
PAO3	Shire of Campaspe	Acquisition by council for road purposes.
PAO4	Roads Corporation	Acquisition by the Roads Corporation for the Echuca Moama Bridge Project.

The planning authority for this amendment is the Minister for Planning.

The Campaspe Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of 1 attached map sheet.

Overlay Maps

1. Insert new Planning Scheme Map Nos. 7PAO and 8PAO in the manner shown on the 1 attached map marked “Campaspe Planning Scheme, Amendment C103”.

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

2. In Overlays – Clause 45.01, replace the Schedule with a new Schedule in the form of the attached document.
3. In Particular Provisions – Clause 52.03, replace the Schedule with a new Schedule in the form of the attached document.
4. In General Provisions – Clause 61.03, replace the Schedule with a new Schedule in the form of the attached document.
5. In Incorporated Documents – Clause 81.01, replace the Schedule with a new Schedule in the form of the attached document.

End of document

02/07/2012  
June 2015  
Proposed  
C103

SCHEDULE TO CLAUSE 52.03

Address of land	Title of incorporated document
Land in the Shire of Campaspe within the Central Goulburn, Torrumbarry, Rochester-Campaspe and Pyramid-Boort Irrigation Districts, associated channels and land adjoining these channels as described in the incorporated document.	Goulburn-Murray Water Connections and Modernisation Project Incorporated Document, Campaspe, Gannawarra, Swan Hill, Greater Bendigo and Loddon Planning Schemes, June 2012.
Land required for the Echuca-Moama Bridge Project as described in the incorporated document.	Echuca Moama Bridge Project Incorporated Document, June 2015.

04/04/2014  
June 2015  
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Schedule to Clause 61.03

Maps comprising part of this scheme

- 1, 1ESO, 1HO, 1LSIO-FO, 1WMO
- 2, 2HO, 2LSIO-FO
- 3, 3ESO, 3HO, 3LSIO-FO, 3WMO
- 4, 4ESO, 4LSIO-FO, 4WMO
- 5, 5LSIO-FO
- 6, 6ESO, 6LSIO-FO, 6RO
- 7, 7DDO, 7DPO, 7ESO, 7HO, 7LSIO-FO, [7PAO](#), 7RO, 7WMO
- 8, 8DDO, 8ESO, 8HO, 8LSIO-FO, [8PAO](#), 8WMO
- 9, 9DDO, 9ESO, 9HO 9LSIO-FO, 9WMO
- 10, 10DDO, 10ESO, 10HO, 10LSIO-FO, 10PAO
- 11, 11DDO, 11DPO, 11ESO, 11HO, 11LSIO-FO
- 12, 12ESO, 12LSIO-FO, 12RO, 12WMO
- 13, 13LSIO-FO
- 14, 14ESO, 14LSIO-FO
- 15, 15ESO, 15LSIO-FO
- 16, 16LSIO-FO
- 17, 17LSIO-FO
- 18, 18LSIO-FO
- 19, 19DDO, 19HO, 19LSIO-FO, 19RO
- 20, 20DDO, 20HO, 20LSIO-FO
- 21, 21HO, 21LSIO-FO, 21RXO
- 22, 22LSIO-FO, 22PAO
- 23, 23EAO, 23LSIO-FO
- 24, 24DDO, 24DPO, 24HO,24LSIO-FO
- 25, 25DDO, 25DPO, 25HO, 25LSIO-FO, 25PAO,
- 26, 26DDO, 26DPO, 26EAO, 26HO, 26LSIO-FO
- 27, 27LSIO-FO
- 28, 28HO, 28LSIO-FO, 28RO
- 29, 29HO, 29LSIO-FO, 29RO, 29SMO, 29WMO
- 30, 30HO, 30LSIO-FO, 30SMO
- 31, 31HO, 31LSIO-FO, 31PAO, 31WMO
- 32, 32LSIO-FO, 32RXO
- 33, 33LSIO-FO, 33WMO
- 34, 34HO, 34WMO

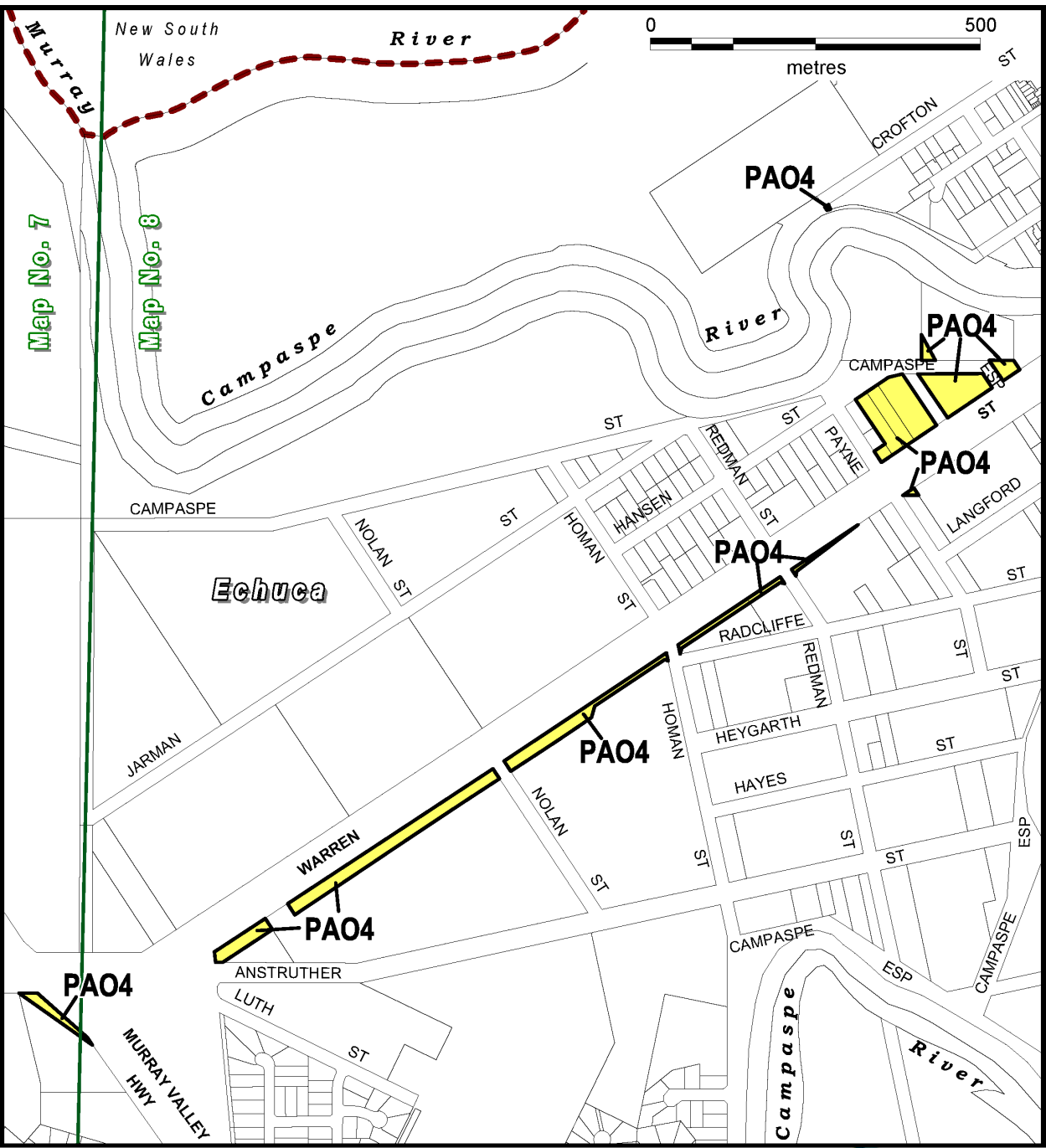
- 35, 35HO, 35WMO
- 36, 36LSIO-FO
- 37, 37LSIO-FO, 37RO, 37SMO, 37WMO
- 38, 38LSIO-FO, 38WMO
- 39, 39HO, 39LSIO-FO, 39WMO

20/05/2015  
June 2015  
Proposed  
C103

SCHEDULE TO CLAUSE 81.01

Name of document	Introduced by:
Campaspe Local Floodplain Development Plan – Precinct of Bendigo (Picaninny & Mount Hope) Creeks, Goulburn Broken Catchment Management Authority, North Central Catchment Management Authority and Campaspe Shire, October 2010	C85
Campaspe Local Floodplain Development Plan – Precinct of Campaspe River Upper, Goulburn Broken Catchment Management Authority, North Central Catchment Management Authority and Campaspe Shire, October 2010	C85
Campaspe Local Floodplain Development Plan – Precinct of Campaspe River Lower, Goulburn Broken Catchment Management Authority, North Central Catchment Management Authority and Campaspe Shire, October 2010	C85
Campaspe Local Floodplain Development Plan – Precinct of Corop Lakes, Goulburn Broken Catchment Management Authority, North Central Catchment Management Authority and Campaspe Shire, October 2010	C85
Campaspe Local Floodplain Development Plan – Precinct of Echuca, Goulburn Broken Catchment Management Authority, North Central Catchment Management Authority and Campaspe Shire, October 2010	C85
Campaspe Local Floodplain Development Plan – Precinct of Lower Goulburn, Goulburn Broken Catchment Management Authority, North Central Catchment Management Authority and Campaspe Shire, October 2010	C85
Campaspe Local Floodplain Development Plan – Precinct of Murray River, Goulburn Broken Catchment Management Authority, North Central Catchment Management Authority and Campaspe Shire, October 2010	C85
Corop Restructure Plan, 2000	C13
Earthworks Controls in the Shire of Campaspe, City of Greater Shepparton and Moira Shire, August 2010	C77
Echuca Aerodrome Obstacle Limitation Surfaces Contours Plan, March 1997	C76
Echuca Moama Bridge Project Incorporated Document, June 2015	C103
Echuca Village Restructure Plan, September 1999	C1
Goulburn-Murray Water Connections and Modernisation Project Incorporated Document, Campaspe, Gannawarra, Swan Hill, Greater Bendigo and Loddon Planning Schemes, June 2012	C84
Goulburn-Murray Water Native Vegetation Code of Practice, February 2011	C91
Runnymede Restructure Plan, 2000	C13
Shire of Campaspe Heritage Precincts Incorporated Plan, November 2011	C50 (Part 1)
Strathallan Restructure Plan, 2000	C13
Toolleen Restructure Plan, 2008	C57
Wharparilla Restructure Plan, 2000	C13

**CAMPASPE PLANNING SCHEME  
LOCAL PROVISION**



LEGEND Part of Planning Scheme Maps 7PAO & 8PAO

**PAO4** Public Acquisition Overlay - Schedule 4 (VicRoads)

**AMENDMENT C103**

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# Echuca-Moama Bridge Project

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## Incorporated Document

Incorporated document pursuant to section 6(2)(j) of the *Planning and Environment Act 1987*.

JUNE 2015



## 1.0 INTRODUCTION

This document is an incorporated document in the Campaspe Planning Scheme under section 6(2)(j) of the *Planning and Environment Act 1987*.

The land identified in this document may be used and developed in accordance with the control in this document.

The control in this document prevails over any contrary or inconsistent provision in the Campaspe Planning Scheme.

## 2.0 PURPOSE

The purpose of the control in this document is to allow the use and development of land for the purposes of the Echuca-Moama Bridge Project, Mid-West Option (the Project), which includes but is not limited to:

- The construction of a carriageway and associated works.
- The construction of bridges over waterways and roads.
- The provision of off-road bicycle and pedestrian paths.
- The construction of grade separated crossings.

The Project will be constructed in a minimum of two stages, being:

- The initial alignment to a rural highway standard (Austroads Class 3) two lane – two way carriageway (comprising one lane in either direction).
- The ultimate duplication to a four lane divided carriageway (a duplicated highway).

## 3.0 LAND

The control contained in clause 4.0 of this document applies to the land required for the construction of the Project, within the Shire of Campaspe, and as shown as the Project Area in Figure 1 of this document.

## 4.0 CONTROL

Despite any provision to the contrary or any inconsistent provision in the Campaspe Planning Scheme, no permit is required for and nothing in the Campaspe Planning Scheme operates to prohibit or restrict, the use and development of land within the Project Area for the construction of the Project. The Project includes the following use and development:

- The removal, destruction and lopping of vegetation, including native vegetation.
- Within the Project Area, activities ancillary to the construction and operation of the Project including but not limited to:
  - Establishing and using lay down areas for construction purposes.
  - Constructing and utilising temporary work sites, offices, storage and amenity areas.
  - Constructing fences, walls or barriers.
  - Constructing access roads and shared pathways, to the satisfaction of the responsible authority.
  - Creating or altering access to a road.
  - Altering waterways, to the satisfaction of the relevant water authority and catchment management authority.
  - Demolishing and removing buildings, structures and works.

- Undertaking earthworks including to construct the road, create bunds, mounds, batters, wetlands and landscaping, excavate land and otherwise to excavate land, salvage artefacts and alter drainage and utilities.
- Subdividing and consolidating land.

This control is subject to the conditions in clause 5.0 of this document.

The Project may proceed in stages. Each stage must be completed in accordance with the conditions in clause 5.0 of this document.

## 5.0 CONDITIONS

### 5.1 Project to be undertaken by or on behalf of the Roads Corporation

The use, development and ancillary activities specified in clause 4.0 of this document must be undertaken by or on behalf of the Roads Corporation.

### 5.2 Environmental Management Framework

Prior to the commencement of any buildings or works associated with the project, an environmental management framework, or equivalent document, must be prepared for the project, including relevant requirements as described in the Minister for Planning’s Assessment under the *Environment Effects Act 1978*. The environmental management framework must be submitted to and approved by the Minister for Planning.

### 5.3 Native Vegetation Offset Strategy

Prior to the removal of native vegetation, an Offset Strategy must be prepared for the Project to the satisfaction of the Secretary to the Department of Environment, Land, Water & Planning and must be submitted to and approved by the Minister for Planning. The plan must show offsets matching the clearing for any stages under the Project.

Prior to the commencement of native vegetation clearing works, offsets for each stage of the Project must be secured to the satisfaction of the Secretary of the Department of Environment, Land, Water & Planning.

### 5.4 Threatened Species Management Plan

Prior to the commencement of works, a Threatened Species Management Plan be prepared in consultation with the Commonwealth Department of Environment and endorsed by the Secretary to the Department of Environment, Land, Water & Planning (as constituted under Part 2 of the Conservation, Forests and Lands Act 1987).

## 6.0 EXPIRY

The control in this document expires if any of the following circumstances applies:

- The development allowed by the control is not started by 31 December 2021
- The development allowed by the control is not completed by 31 December 2026.
- The use allowed by the control is not started by 31 December 2026.

The responsible authority may extend these periods if a request is made in writing before the expiry date or within three months afterwards.



**Figure 1:** Echuca-Moama Bridge Project Area





