Planning Panels Victoria

# Draft Amendment C107gpla

# Referral 14 – Bannockburn South East Precinct Structure Plan and Development Contributions Plan

**VPA Projects Standing Advisory Committee Report**

*Planning and Environment Act 1987*

**8 December 2025**

VICTORIA State Government

Planning Panels Victoria acknowledges the Wurundjeri Woi Wurrung People as the traditional custodians of the land on which our office is located. We pay our respects to their Elders past and present.

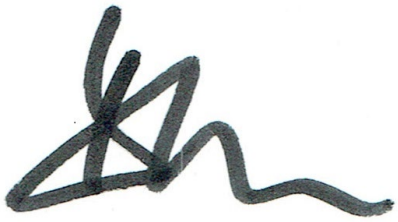
*Planning and Environment Act 1987*

VPA Projects Standing Advisory Committee Report pursuant to section 25 of the PE Act

Draft Amendment C107gpla

Referral 14 – Bannockburn South East Precinct Structure Plan and Development Contributions Plan

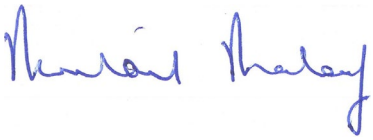
**8 December 2025**



David Merrett, Chair



Jo Harrison Member



Michael Malouf AM, Member

Planning Panels Victoria

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# Glossary and abbreviations

| | |
|---|---|
| AEP | Annual Exceedance Probability |
| AH Act | Aboriginal Heritage Act 2006 |
| ARTC | Australian Rail Track Corporation |
| CHMP | Cultural Heritage Management Plan |
| CIL | Community Infrastructure Levy |
| CMP | Bruce Creek Conservation Management Plan |
| Council | Golden Plains Shire Council |
| DCP | Bannockburn South East Development Contributions Plan |
| DCP Guidelines | Development Contributions Plan Guidelines |
| DEECA | Department of Energy, Environment and Climate Action |
| developer group | Ramsey Property Group, Josco and Netherby |
| DIL | Development Infrastructure Levy |
| draft Amendment | Draft Golden Plains Planning Scheme Amendment C107gpla |
| EPBC Act | Environmental Protection and Biodiversity Conservation Act 1999 |
| Josco | Josco Pty Ltd |
| NDA | Net Developable Area |
| Netherby | Netherby Nominees Pty Ltd |
| PE Act | *Planning and Environment Act 1987* |
| PPRZ | Public Park and Recreation Zone |
| PSP | Bannockburn South East Precinct Structure Plan |
| RCZ | Rural Conservation Zone |
| RPG | Ramsey Property Group |
| UGZ1 | Urban Growth Zone Schedule 1 |
| VPA | Victorian Planning Authority (DTP) |
| WTOAC | Wadawurrung Traditional Owners Aboriginal Corporation |

# Overview

| Amendment summary | |
|---|---|
| The Amendment | Draft Golden Plains Planning Scheme Amendment C107gpla |
| Common name | Referral 14 – Bannockburn South East Precinct Structure Plan and Development Contributions Plan |
| Brief description | To facilitate the use and development of land within the Bannockburn South East precinct primarily for residential use, generally in accordance with the Bannockburn South East Precinct Structure Plan and the Bannockburn South East Development Contributions Plan |
| Subject land | Approximately 524 hectares of land located southeast of the existing Bannockburn township |
| Planning Authority | Victorian Planning Authority (VPA) |
| Exhibition | 5 May to 15 June 2025 |
| Submissions | Number of Submissions: 110 |

| Panel process | |
|---|---|
| The Committee | David Merrett (Chair), Michael Malouf AM, Jo Harrison |
| Supported by | Georgia Thomas |
| Directions Hearing | By video, 15 September 2025 |
| Committee Hearing | Golden Plains Shire Council, 20 October 2025 and Cliftons Conference Centre 21, 23, 28, 29, 30 and 31 October 2025 |
| Site inspections | Unaccompanied, 17 October 2025 and accompanied, 20 October 2025 |
| Citation | VPA Projects Standing Advisory Committee Referral 14 [2025] PPV |
| Date of this report | 8 December 2025 |

# Executive summary

On 8 August 2025 the Department of Transport and Planning referred draft Golden Plains Planning Scheme Amendment C107glpa (draft Amendment), including the Bannockburn South East Precinct Structure Plan April 2025 (PSP), the Bannockburn South East Development Contributions Plan April 2025 (DCP) and draft Urban Growth Zone Schedule 1 (UGZ1) to the VPA Standing Advisory Committee (Committee). This is Referral 14 to the Committee.

The VPA requested advice on:

- the Development Contributions Plan
- the Transport network
- drainage infrastructure
- culturally and/or environmentally sensitive areas and Bridge investigation area
- the Public Acquisition Overlay.

Key issues for the Committee to address were whether:

- the Development Infrastructure Levy rate was too high, the level of Net Developable Area was appropriate and if embellishments in Bruce Creek corridor should be included in the DCP
- the transport upgrades were appropriate
- drainage infrastructure was appropriate
- the PSP and DCP appropriately address areas of cultural and environmental sensitivity
- the location and application of the Public Acquisition Overlay facilitate the timely provision of drainage and recreation areas.

The Ramsey Property Group, Josco Pty Ltd and Netherby Nominees Pty Ltd (developer group) own 93 per cent of the precinct and collaborated on many issues, including the engagement of expert witnesses and cross examination of other witnesses.

Twelve expert witnesses were called by the VPA, Council and the developer group to give evidence on traffic, drainage and stormwater, planning and development contributions. The presentation of evidence at the Hearing was theme-based and included the use of 'roundtables' involving the relevant theme experts. The Committee is appreciative of this approach being supported by parties and experts as it resulted in relatively few issues being unresolved by the end of the Hearing.

A significant change was made to the DCP prior to the Hearing with the removal of two infrastructure projects - the construction of the east west link road and the Bruce Creek road bridge. The projects were removed as they were considered to not meet the need, nexus and timeliness principle of the Development Contributions Guidelines (DCP Guidelines). These projects were unlikely to be built prior to 2051. This resulted in the need for external road projects between the land and town centre and up to and including the intersection of Burnside Road and the Hamilton Highway south of the land.

With this late, but significant, change other external compensatory road and intersection projects were identified to ensure the development of the precinct did not inappropriately impact the exiting road network in conveying traffic generated from the precinct to the Midland Highway and beyond and protecting the town centre for improved amenity and placemaking opportunities.

On referral the DCP rate was $974,156 per net developable hectare. At the conclusion of the Hearing the VPA had reduced it to $572,381 (Day 2 DCP rate), a significant decrease of 42 per cent.

In general, the Committee:

- is satisfied with the Day 2 DCP rate noting there may be further decreases associated with the further work requirements and other recommendations of the Committee
- agrees there is a need for external road and intersection projects to compensate for the loss of the east west link road and the Bruce Creek road bridge but cannot definitively comment on the external transport upgrades as these will be the subject of further modelling work
- supports the alternate drainage strategy of the developer group but cannot definitively comment on its costs until further modelling work is completed
- supports the use of benchmark costs for the DCP projects, unless noted otherwise
- is satisfied with the management of the cultural and/or environment investigation areas and Bridge investigation area
- reinforces the need for the shared path within the Bruce Creek corridor.

The draft Amendment, including the PSP, DCP and UGZ1 cannot be finalised until further work recommended by the Committee is completed on traffic and drainage matters.

**Recommendations**

The Committee makes the following recommendations including for further work to be undertaken before and after finalising Golden Plains Planning Scheme Amendment C107gpla:

**General**

1. **Adopt draft Golden Plains Planning Scheme Amendment C107gpla with the changes recommended in this report.**
2. **Adopt the alternative drainage strategy that includes:**
   a) **a single crossing of the railway utilising a syphon**
   b) **a 20 per cent contingency.**
3. **Rezone the Bruce Creek corridor uncredited open space to the Rural Conservation Zone and apply the Incorporated Plan Overlay.**

**Bannockburn South East Precinct Structure Plan**

4. **Amend the Bannockburn South East Structure Plan at:**
   a) **Plan 1 by ensuring colours and overlays within mapping are legible (for example, different colours instead of shades of the same colour).**
   b) **Plan 2 using precise boundaries to clearly define protected and developable areas subject to cultural or environmental investigation outcomes in the Bruce Creek corridor for uncredited open space and the cultural and/or environmental investigation areas.**
   c) **Appendix 7 by inserting a definition for:**
      - **"200 metres of Bruce Creek" or a definition in the Urban Growth Zone Schedule 1 to clearly identify the commencement of the 200 metre line**
      - **Bruce Creek corridor and escarpment edge**
      - **Bruce Creek uncredited open space, and reference to this land not being developable.**

d) **Section 4.2 by inserting a Requirement specifically for the 'shared path' as follows:**

***R# The delivery of a shared path must be provided to interface with Bruce Creek.***

e) **Table 3 by deleting the reference to walk up low rise apartments and shop top low rise residential development from the targeted typologies for amenity areas.**

f) **Section 4.1.2 by inserting a guideline that refers to the Table 4 Dwelling Yields.**

<u>Bannockburn South East Development Contributions Plan</u>

5. **Amend the Bannockburn South East Development Contributions Plan by:**
   a) **removing the neighbourhood house from CI-01 and for it to be funded by the Community Infrastructure Levy.**
   b) **removing the athletics track from SR-02**
   c) **using P90 benchmark costings for SR-03 with the reduction in multi-use courts and lighting.**

<u>Urban Growth Zone Schedule 1</u>

6. **Amend the Urban Growth Zone Schedule 1:**
   a) **at Clause 3.0 to replace the text under Victorian Grassland Earless Dragon text with:**

      ***A permit may be granted before an impact assessment is prepared for if the responsible authority is satisfied that the land identified as potential habitat in the Victorian Grassland Earless Dragon habitat distribution model (HDM) available online via the DEECA NatureKit platform is expected to be further subdivided and a further permit will be required for that subdivision.***

   b) **at Table 1 by deleting the reference to Bruce Creek uncredited open space.**
   c) **as shown in Table 6 of this Report by:**
      - **inserting agreed changes supported by the Committee**
      - **seeking further advice sought by the Victorian Planning Authority from government agencies on Items 3, 6 and 12.**

<u>Further recommendations</u>

7. **Before finalising the Amendment the Victorian Planning Authority, in association with the Golden Plains Shire Council and the developer group:**

   a) **complete further traffic modelling for all external road and intersection mitigation projects north and south of precinct based on the Victorian Planning Authority's methodology prior to the approval of the Amendment.**

   b) **complete the following further work on the alternate drainage strategy:**
      - **a frequent flow assessment to confirm downstream impact and inform sizing and costs of infrastructure**
      - **a revised downstream flood and afflux assessment**
      - **an assessment of the rail crossing cost and constructability.**

8. **The Victorian Planning Authority must update the draft Bannockburn South East Precinct Structure Plan and Bannockburn South East Development Contribution Plan once the further traffic modelling and drainage work has been completed.**

9. **Post approval of the Amendment, the Victorian Planning Authority complete the following further work:**
    a) **20 per cent Annual Exceedance Probability diversion to Bruce Creek (alternative strategy): Undertake a detailed design confirmation post-gazettal (and retain flexibility in the Precinct Structure Plan/Development Contributions Plan to refine the diversion alignment/sizing through design without altering strategic land-take and ensure any associated works are reflected in the Development Contribution Plan scope, with final costs verified at design approval)**
    b) **Finalise EC111 pipe sizing and confirm the piped 1% Annual Exceedance Probability outlet through engineering approval (and include the pipe upgrade as a Development Contribution Plan line item).**

# 1 The Committee

## 1.1 Terms of Reference and Letter of Referral

The VPA Projects Standing Advisory Committee (the Committee) was appointed by the former Minister for Planning on 22 July 2020. The Committee's purpose is set out in its Terms of Reference dated 17 July 2020 (see Appendix A) as follows:

> … to provide timely advice to the Minister for Planning and the VPA on specific matters referred to it related to various proposals, including but not limited to structure plans, infrastructure and development contribution plans, framework plans, development plans and any associated draft planning scheme amendment and planning permits.

The Terms of Reference advises the Victorian Planning Authority (VPA) will provide a letter of referral to the Committee Chair:

> …seeking its advice on particular matters or unresolved issues raised in the submissions and/or any other relevant matter.

The VPA referred the Bannockburn South East Precinct Structure Plan (PSP), Development Contributions Plan (DCP), and draft Golden Plains Planning Scheme Amendment C107gpla (draft Amendment) to the Committee on 8 August 2025 (see letter of referral at Appendix A). This is Referral 14 to the Committee.

The Terms of Reference requires the Committee to consider:

a. the relevant components of the referred plan and associated draft planning scheme amendment and any associated planning permit (if relevant) that relate to the submissions or issues referred to it
b. the referred submissions
c. *Plan Melbourne 2017-2050* (Plan Melbourne)[1]
d. any relevant Regional Growth Plan or Growth Corridor Plan
e. the applicable Planning Scheme
f. relevant State and local policy
g. any other material referred to it.

### (i) Response to Terms of Reference and Letter of Referral outcomes

Table 1 sets out the Report outcomes specified at section 20 of the Committee's Terms of Reference and referral letter, and the relevant chapters where the matters are addressed.

[1] Plan Melbourne has been replaced by Plan for Victoria

**Table 1 Response to Terms of Reference and Letter of Referral outcomes**

| Reference | Outcome | Report Chapters |
|---|---|---|
| **Terms of Reference** | | |
| s29(a) | Whether the referred elements of the draft amendment are appropriate. | Executive summary, Chapters 3-7 |
| s29(b) | A summary and assessment of the issues raised in submissions referred to the Committee. | Chapters 3-7 |
| s29(c) | Any other relevant matters raised in the course of the Committee process. | Chapters 3-7 |
| s29(d) | A list of persons who made submissions considered by the Committee. | Appendix B (Referred submissions only) |
| s29(e) | A list of tabled documents. | Appendix C |
| s29(f) | A list of persons consulted or heard. | Appendix D |
| **Letter of Referral** | | |
| Development Contributions Plan | Please advise whether:<br>• The projects proposed in the DCP are strategically justified and fulfil principles of need and nexus, particularly the proposed transport infrastructure items (BR-01), with consideration for the Bannockburn Growth Plan (2021).<br>• The extent of developable land in the draft PSP is appropriate, having regard to land required for active and passive open space, Bruce Creek, culturally and/or environmentally sensitive areas, schools and community facilities, transport infrastructure and drainage assets.<br>• The proposed DCP costings are appropriate. | Chapters 3-7 |
| Transport network | Please advise whether:<br>• The road network proposed by the PSP, particularly intersections, east-west link road and the east-west link road bridge (BR-01) are strategically justified. | Chapter 3 |
| Drainage infrastructure | Please advise whether:<br>• The location and size of the proposed drainage assets adjacent Bruce Creek and the culturally and/or environmentally sensitive areas are appropriate for managing existing and post-development stormwater conditions.<br>• The proposed railway infrastructure for stormwater management is appropriate. | Chapter 4 |
| Culturally and/or environmentally sensitive areas and bridge investigation area | Please advise whether:<br>• The provisions and information included in the PSP and Urban Growth Zone schedule are appropriate for managing cultural heritage and biodiversity within the scope of structure planning. Particularly, provisions relating to the "culturally and/or environmentally sensitive areas" and "bridge investigation area", noting that there must be no contradictions or duplication with the Aboriginal Heritage Act 2006 (Vic) or the Environment Protection and Biodiversity Conservation Act 1999. | Chapter 5 |

| Reference | Outcome | Report Chapters |
|---|---|---|
| Public Acquisition Overlay | Please advise whether:<br>• The location and application of proposed PAOs to facilitate the timely provision of drainage and recreation areas is appropriate. | Chapter 6 |

## 1.2 The draft Amendment

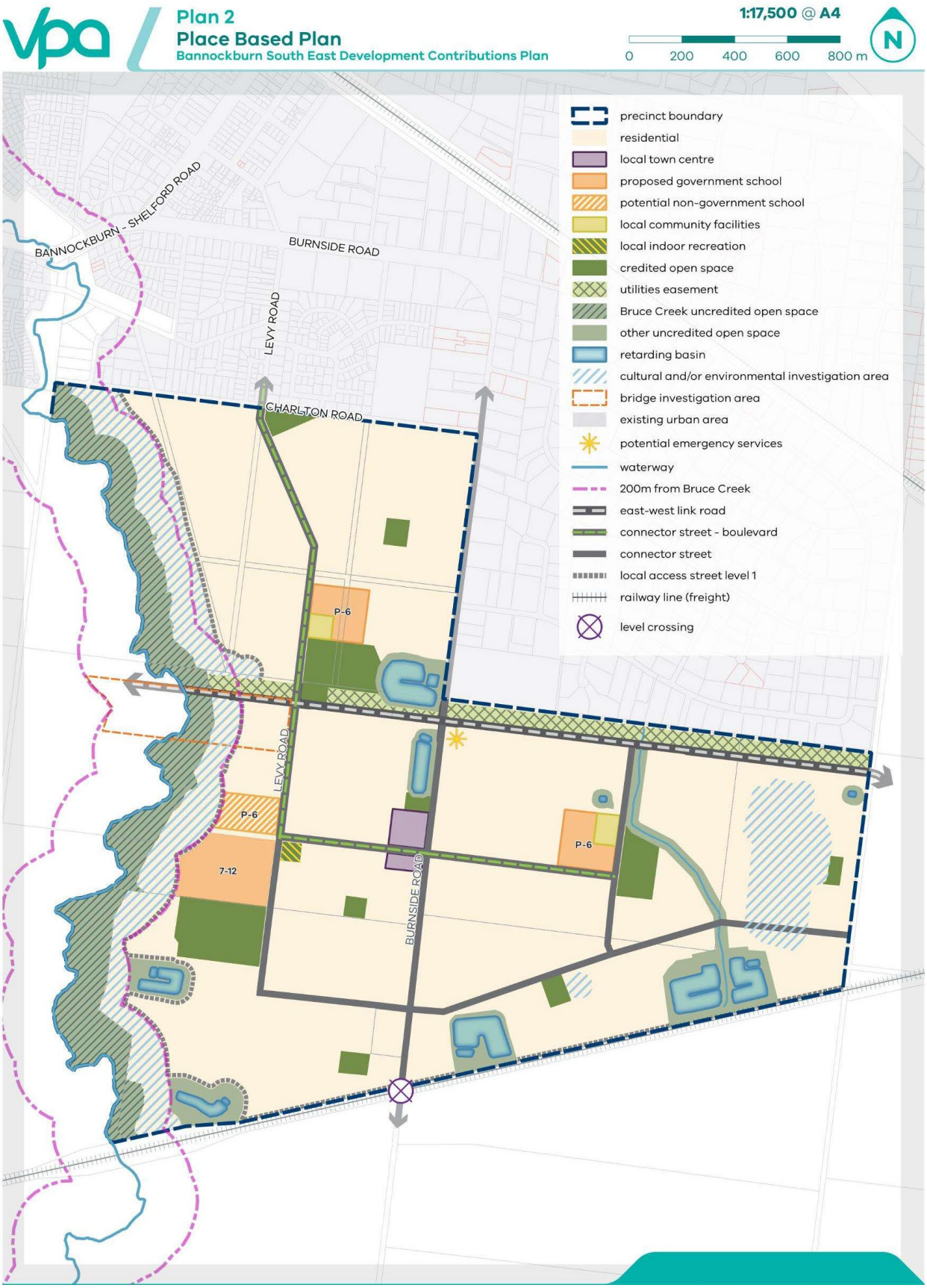
The draft Amendment seeks to:

- amend the Planning Policy Framework at Clause 11.03-6L-01 (Bannockburn) to include a new a settlement strategy to support the planning and design of an east west road link between the precinct and the Midland Highway and remove references to the road as an 'arterial' road
- insert Clause 37.07 Urban Growth Zone (UGZ) and Schedule 1 (UGZ1) and rezone all land in the PSP area from Farming Zone (FZ) to UGZ1
- apply Clause 45.01 Public Acquisition Overlay (PAO2) to reserve land for drainage assets and nominate the Golden Plains Shire Council (Council) as the acquiring authority for:
  - part of Harvey Road (Lot 2 TP96373 and Lot 17 LP6088)
  - part of 499 Burnside Road
- amend the Schedule to Clause 45.01 to include reference to PAO2
- insert Clause 45.06 Development Contributions Plan Overlay (DCPO) and Schedule (DCPO1) and apply it to the PSP area
- amend the boundary of the Environmental Significance Overlay Schedule 2 (ESO2) to remove it from the PSP area to avoid duplicating provisions relating to water quality and fauna and flora habitat adjacent to Bruce Creek that are addressed in the PSP and UGZ1
- amend the Schedule to Clause 53.01 to include a public open space contribution when land within the precinct is subdivided
- amend the Schedule to Clause 72.03 to update the list of maps comprising part of the planning scheme
- amend the Schedule to Clause 72.04 to include the following four new incorporated documents:
  - the PSP
  - the DCP
  - Small Lot Housing Code (Victorian Planning Authority, November 2019)
  - Small Lot Housing Code (Victorian Planning Authority, November 2024)
- amend the Schedule to Clause 74.02 to include further strategic work for the planning and design of a second east-west link road for Bannockburn and delete references to that road being defined as an 'arterial' road.

Figure 1 provides the Place based plan from the PSP.

The precinct has an area of 524 hectares.

**Figure 1 Place based plan**




Source: PSP/DCP

The draft PSP identifies the following precinct features:

- **Bruce Creek** – located along the western border of the precinct, it is known for its high cultural and ecological values. It provides an opportunity to protect and enhance biodiversity and Wadawurrung living cultural heritage, whilst managing bushfire risk
- **Crown land** –a portion of Crown Land is located within the precinct to the north-west along Bruce Creek. No development is proposed in this area
- **Railway** – the Gheringhap to Maroona freight railway line forms a hard southern boundary to the precinct and presents some barriers to future connectivity. An existing at-grade level crossing is located on Burnside Road with existing culverts extending under the railway. The rail line is owned by VicTrack and managed by the Australian Rail Track Corporation
- **Existing roads** including identifying that there are opportunities to extend north-south connections via Burnside Road and Levy Road
- **Transmission line easement** – bisects the precinct from east to west. Whilst this is a physical barrier it is identified as presenting an opportunity to enhance active links and accommodate appropriate uses within and around it
- **Chicken hatchery and breeder farm** – located 50 metres off the precinct's southern boundary at 449 Burnside Road is a chicken hatchery and approximately 420m from the precinct is a breeder farm
- **Slopes** – the precinct is predominantly flat with a gentle slope towards Bruce Creek, which has varied grade of slope
- **Stony Rises** – which are identified for their moderate archaeological sensitivity and likelihood of containing artefact scatters and stone arrangements. The PSP identifies that the feature be protected and reserved for passive recreation to the east of the precinct
- **Amphitheatre** – an open landscape at the south of the Bruce Creek, which has significant cultural value
- **Gheringhap Employment Precinct –** approximately 6 kilometres from the precinct and identified to provide local employment opportunities for future residents.

The Day 2 PSP (refer to Chapter 1.5) allows for:

- 5,727 dwellings accommodating 16,895 residents
- a central local town centre
- two public primary schools
- a public secondary school
- three local sports reserves and indoor recreation facility
- three local community facilities (comprising two level 1 and one level 2 facilities)
- seven local parks
- drainage infrastructure (retarding basin / wetlands).

## 1.3 Referred submissions and issues

### (i) Consultation and key issues

The referred submissions are 19, 21, 22, 23, 24, 28, 29, 34, 37, 38, 39, 42 and 45. Apart from agency and authority submissions, the following were from landowners and individuals:

- Submission 37 Golden Plains Shire Council (Council)
- Submission 38 Ramsey Property Group (RPG)

- Submission 45 Josco Pty Ltd (Josco)
- Submission 39 Netherby Nominees (Netherby)
- Submission 42 Cameron Steele.

The background section of each key issue chapters contains more detail specific to the referred issues.

## 1.4 Issues raised by parties that are beyond scope of Committee

Some parties raised issues that were beyond the referred issues. The issues include submissions relating to:

- affordable housing
- residential amenity areas
- school facilities
- Windfall Gains Tax implications.

The Committee does not consider these issues further but encourages the VPA to continue discussions with all parties on these out-of-scope issues prior to finalising the Amendment.

## 1.5 Committee process and approach

### (i) The role of the VPA

The VPA became part of the Department of Transport and Planning in the machinery of government changes after the last State election. The VPA retained its name but importantly presented a whole-of-government response to the draft Amendment. This included responses from the Head, Transport for Victoria and VicTrack and the Australian Rail Track Corporation (ARTC).

### (ii) The role of the developer group

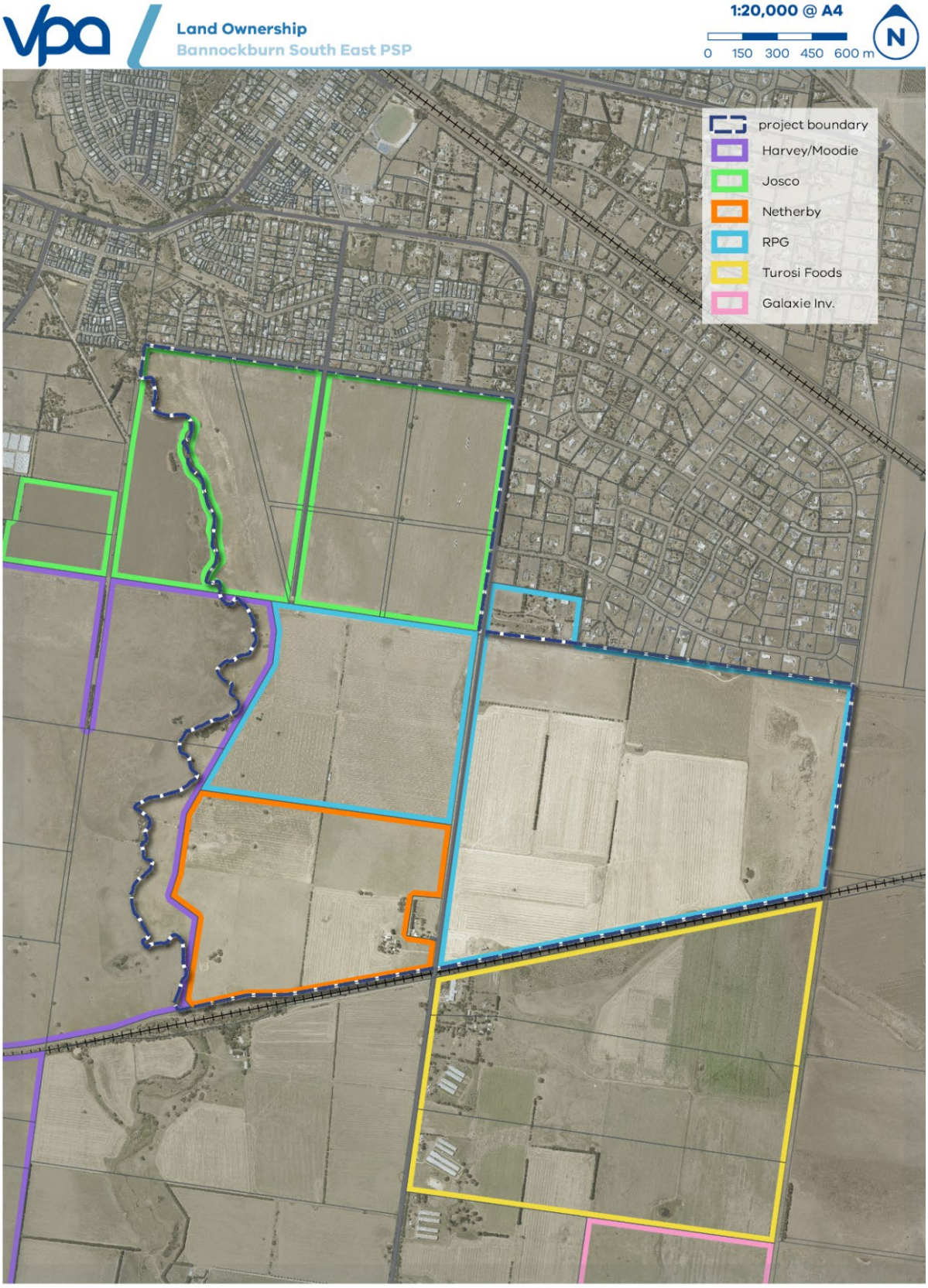
RPG, Josco and Netherby (developer group) own 93 per cent of the precinct. As shown in Figure 2 this comprises:

- RPG – 274 hectares or 52 per cent of the precinct
- Josco – 134 hectares or 25 per cent of the precinct
- Netherby Nominees – 85 hectares or 16 per cent of the precinct.

Other landholdings are also shown in Figure 2.

The developer group presented individually to the Committee but collaborated in the engagement of expert witnesses and cross examination of VPA and Council expert witnesses.

**Figure 2 Landowner map**

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Source: Document 11

### (iii) Versions of the documentation

The Committee directed the VPA to circulate a 'Day 1' version of the Amendment documentation before the commencement of the Hearing, and a final version with its closing submissions.

The VPA circulated the Day 1 Amendment documents (Documents 12a – 12l) including the DCP (Document 12a), the PSP (Document 12b), Clause 11.03-6L-01 (Document 12c) and UGZ1 (Document 12d).

The Day 1 version incorporated changes in response to submissions, particularly a comprehensive submission from Council (Submission 37) and expert evidence. The key change between the consultation versions of the PSP and DCP and the Day 1 versions were:

- deletion of the east-west link road
- deletion of the Bruce Creek road bridge
- insertion of external road projects to compensate for the deletion of the east-west link road and intersections and the bridge.

All parties agreed with these changes but differed about the location and extent of works for the external road projects.

The Day 1 documents were responded to by:

- Netherby on behalf of the developer group
  - Document 56 - PSP
  - Document 57 - DCP
  - Document 58 – DCPO
  - Document 62 – UGZ1
- Cameron Steele:
  - Document 60 - PSP
  - Document 61 - Clause 11.03-6L-01

The VPA did respond to these party versions but submitted a Day 2 version of the PSP (Document 65) and DCP (Document 64).

The developer group submitted its version of the UGZ1 (Document 88). This formed the basis of discussion at the drafting session on the last day of the Hearing. It was acknowledged consequential updates would be required to the PSP and DCP however the drafting session focussed on the UGZ1.

The Committee has had regard to all comments on the final version in developing its recommended version of UGZ1.

The Committee's recommended UGZ1 in Appendix G uses the developer group version (Document 88) as the starting point for discussions at the drafting session. Broadly speaking, this version represents an agreed version between the VPA, Council and the developer group for the:

- deletion of the construction of the Bruce Creek road bridge
- deletion of the construction of the east-west link road
- deletion of the interim collector road and its intersections within the east-west link road reserve that were proposed as replacement infrastructure in the Day 1 documents
- retention of the land for the east-west road link and Bridge investigation area
- support of the alternate drainage strategy
- deletion of the chicken farm buffer to the south as an odour assessment found that development of the precinct would not be affected by smell from the farm.

Appendix E contains the Committee preferred Day 2 DCP and Appendix F contains the Committee-preferred PSP. These documents contain mapping that require further updates to reflect changes agreed to in the Hearing.

### (iv) Experts and expert conclaves

Table 2 sets out the experts relevant to the referred issues and evidence called. Conclave statements were provided for traffic, drainage and development contributions. The two planning experts were not asked to provide a conclave statement.

All evidence was presented (by theme) in a roundtable format with all relevant experts at the table. The roundtables used the following format:

- introductions
- evidence in chief
- conclave joint statements (Documents 34, 42 and 43) used as a basis for cross examination by all parties.

**Table 2 Expert evidence**

| Issue theme | Expert | Firm | Party | Document |
|---|---|---|---|---|
| **Drainage and Stormwater** | Jenny Butcher | Alluvium | VPA | 18 |
| | Rob Swan | HARC | Council | 25 |
| | Nina Barich | Incitus | RPG | 28 |
| **Traffic and Transport** | Reece Humphreys | Stantec | VPA | 13 |
| | Tim De Young | Eukai | Council | 26 |
| | Jason Walsh | Traffix Group | RPG | 22 |
| **Planning** | John Glossop | Glossop Town Planning | Council | 23 |
| | Greg Bursill | Bursill Consulting | Netherby | 29 |
| **Development Contributions** | Andrew Kinnaird | Urbis | VPA | 19 |
| | Paul Shipp | Urban Enterprise | Council | 24 |
| | Chris McNeill | Urban Enterprise | RPG | 21 |
| | Greg Bursill | Bursill Consulting | Netherby | 29 |

# 2 Strategic issues

## 2.1 Planning context

This chapter identifies planning context relevant to the Amendment. Table 3 summarises the planning context of the precinct and draft Amendment.

**Table 3 Planning context**

| Relevant references | | |
|---|---|---|
| **Victorian planning objectives** | - | section 4 of the PE Act |
| **Municipal Planning Strategy** | - | Clause 02.03-1 (Settlement) |
| | - | Clause 02.04 (Strategic Framework Plan) |
| **Planning Policy Framework** | - | Clauses 11.01-1R (Settlement – Geelong G21), 11.03-6L-01 (Bannockburn) |
| | - | Clause 12.01 (Native vegetation management) |
| | - | Clause 13.02 (Bushfire) |
| | - | Clause 14 (Natural resource management) |
| | - | Clause 16 (Housing) |
| | - | Clause 17 (Economic development) |
| | - | Clause 18.01 (Integrated transport) and 18.02 (Movement networks) |
| | - | Clause 19.02 Community infrastructure) and 19.03 (Development infrastructure) |
| **Other planning strategies and policies** | - | Plan for Victoria |
| | - | Victoria's Housing Statement |
| | - | Bannockburn Growth Plan 2021 |
| **Planning scheme provisions** | - | Urban Growth Zone |
| | - | Environmental Significance Overlay |
| **Planning scheme amendments** | - | Golden Plains Amendment C94gpla |
| **Ministerial directions** | - | Ministerial Direction 11 (Strategic Assessment of Amendments) |
| **Planning practice notes** | - | Planning Practice Note 46: Strategic Assessment Guidelines |

## 2.2 Strategic justification

### (i) The issue

The issue is whether the draft Amendment and the urban development of the precinct is strategically justified.

### (ii) Evidence and submissions

Mr Glossop gave evidence that the development of the southeast precinct was strategically justified. He stated[2]:

> The justification for the expansion of Bannockburn to the south has been well established through a series of high level and more locally specific strategic planning projects.

Mr Glossop considered "*there is a well established strategic context that underpins the Amendment. Bannockburn South East has been identified for future urban development for some time.*" He concluded "*the principle of rezoning land and establishing a new residential neighbourhood within the PSP is strategically supported.*"

The VPA submitted:

- Plan for Victoria identifies a housing target of an additional 12,500 homes by 2051. The draft Amendment will contribute 5,727 homes to this target and housing in other growth precincts in Bannockburn in the northwest and southwest will meet the target.
- The Housing Statement (Document 77) identifies the Bannockburn South East PSP as one of seven regional PSP's and one of 14 residential growth areas across Victoria that will facilitate an extra 250,000 homes over the next 10 years.
- The Bannockburn Growth Plan 2021 is the current strategic plan for Bannockburn. This confirms Bannockburn will be the focus of residential growth in the Shire and identifies the southeast precinct as one of three growth precincts to provide an adequate land supply to 2050.
- The Bannockburn Growth Plan 2021 identifies the need to improve the amenity of High Street in the town centre through placemaking improvements.

The VPA concluded the development of the southeast precinct will significantly contribute to the Golden Plains housing target.

Council submitted[3]:

> At policy level in the Scheme:
>
> - Clause 02.03-1 (Settlement) identifies Bannockburn as the municipality's largest urban centre, providing key residential, commercial and administrative functions. It has experienced strong growth, expected to continue within the defined settlement boundary, confirming its role as the primary focus for urban expansion.
> - Clause 11.01-1S (Settlement) seeks to facilitate sustainable growth across Victoria through a network of settlements. It aims to deliver 2.24 million new homes by 2051, manage expansion via defined settlement boundaries, and align growth with supporting services and infrastructure.
> - Although Bannockburn is not a regional city or service centre under Clauses 11.01-1S or 11.01-1R (Settlement – Regional Victoria), it is identified in Clause 11.01-1R (Settlement – Geelong G21) as a 'district town', reflecting its smaller scale but recognised growth role.
> - Clause 11.01-1R supports growth in district towns like Bannockburn by building on existing and planned infrastructure and focussing development along key road and rail networks.
>
> Collectively, Council submits these policies provide clear strategic support for rezoning the PSP land to enable urban development.

[2] Mr Glossop evidence statement, page 4 paragraph 10

[3] Council opening submission, page 3, paragraphs 19 and 20

Josco submitted "*the Bannockburn South East Precinct provides a short-term growth priority and presents a natural continuation of the urban growth which has occurred on the northern side of Charlton Road, directly north of the Josco land, as anticipated by the Bannockburn Growth Plan 2021.*"

RPG submitted "*the Committee should not approach its consideration of the key issues it has been referred in a vacuum.*" It considered the Housing Statement had "*sought … to elevate the importance of the delivering new homes for Victorians faster and more affordably than before.*" RPG referred to Plan for Victoria that reinforces the housing target for Golden Plains. It considered there is a clear policy direction – from the past two years – that housing supply and housing affordability "*are emphasised and elevated.*" RPG submitted PSP is one of the priority PSP's in the Housing Statement where it states:

> Further work across 21 priority projects will continue to be developed to deliver more than 60,000 homes and 60,000 jobs.

In response Council submitted[4]:

> It is a trite proposition, but incontrovertible, that the Planning Scheme includes the incorporated policy, while the policy documents that have informed the Planning Scheme provide context. It is an impermissible approach attempt to draw together disparate threads from a policy document behind the Planning Scheme to compile a policy impetus.
>
> …
>
> This Committee should not be distracted from its task in providing advice to the VPA on the matters referred to it in order that the VPA can complete a PSP which facilitates a quality urban outcome, but which does so in a manner which that maximises efficiencies in terms of yield and cost. This is a ground up process, not a top-down decision.

### (iii) Discussion

The Committee considers whether this land should be developed for urban purposes was settled with the adoption of the Bannockburn Growth Plan 2021 and its implementation in the planning scheme by Amendment C94gpla. The relevant question now is not if but how the precinct should develop.

The Bannockburn Growth Plan 2021 provides the long-term vision for Bannockburn that includes the further residential growth of the shire's largest town with the focus of most urban development in the shire in the three growth precincts.

The Committee notes there were no submissions the precinct should not be developed in the referred submissions.

The Committee is satisfied there is a strong strategic basis for the urban development of the precinct and, in particular, that it plays an important role in assisting Council meets it housing target.

The draft Amendment will deliver a net community benefit and sustainable development as required by Clause 71.02-3. The draft Amendment will deliver a new local town centre, an enhanced Bruce Creek corridor with public access, areas of cultural and environmental sensitivity protected, active and passive open space areas that is above 10 per cent and an improved local road network to ensure the delay of the east west link road and Bruce Creek road bridge does not result does not detrimentally impact the local road network.

[4] Council submission, page 5, paragraph 20 and 22

The Committee appreciates there is an urgency to address and solve the supply and cost of housing in Victoria, and more broadly. The Housing Statement and Plan for Victoria set and reinforce, respectively the need for 12,500 new homes in Golden Plains by 2051. The Committee considers the draft Amendment does its share of the heavy lifting in reaching this target (nearly 50 per cent of it).

### (iv) Conclusions and recommendation

For the reasons set out in this report, the Panel concludes that the Amendment:

- is supported by, and implements, the relevant sections of the Planning Policy Framework
- is consistent with the relevant Ministerial Directions and Practice Notes
- is well founded and strategically justified
- should proceed subject to addressing the more specific issues raised in submissions as discussed in the following chapters.

The Committee recommends

**Adopt draft Amendment C107gpla with the changes recommended in this report.**

# 3 Transport network

## 3.1 The key issues

The referral issue is whether the road network proposed by the PSP, particularly intersections, east-west link road and the east-west link road bridge (BR-01) are strategically justified.

As a result of the agreed position between the VPA, Council and the developer group to remove the east-west link road and the Bruce Creek road bridge from the PSP, other external road mitigation works have been identified to the north and south of the precinct and a collector road proposed within the east-west link road reserve. The issues with the mitigation works are whether:

- an interim 2 lane collector road should be constructed in the east-west link road reserve
- the external road and intersection projects are required
- whether any further traffic work is required to more clearly define the external mitigation works before the gazettal of the Amendment.

## 3.2 Background

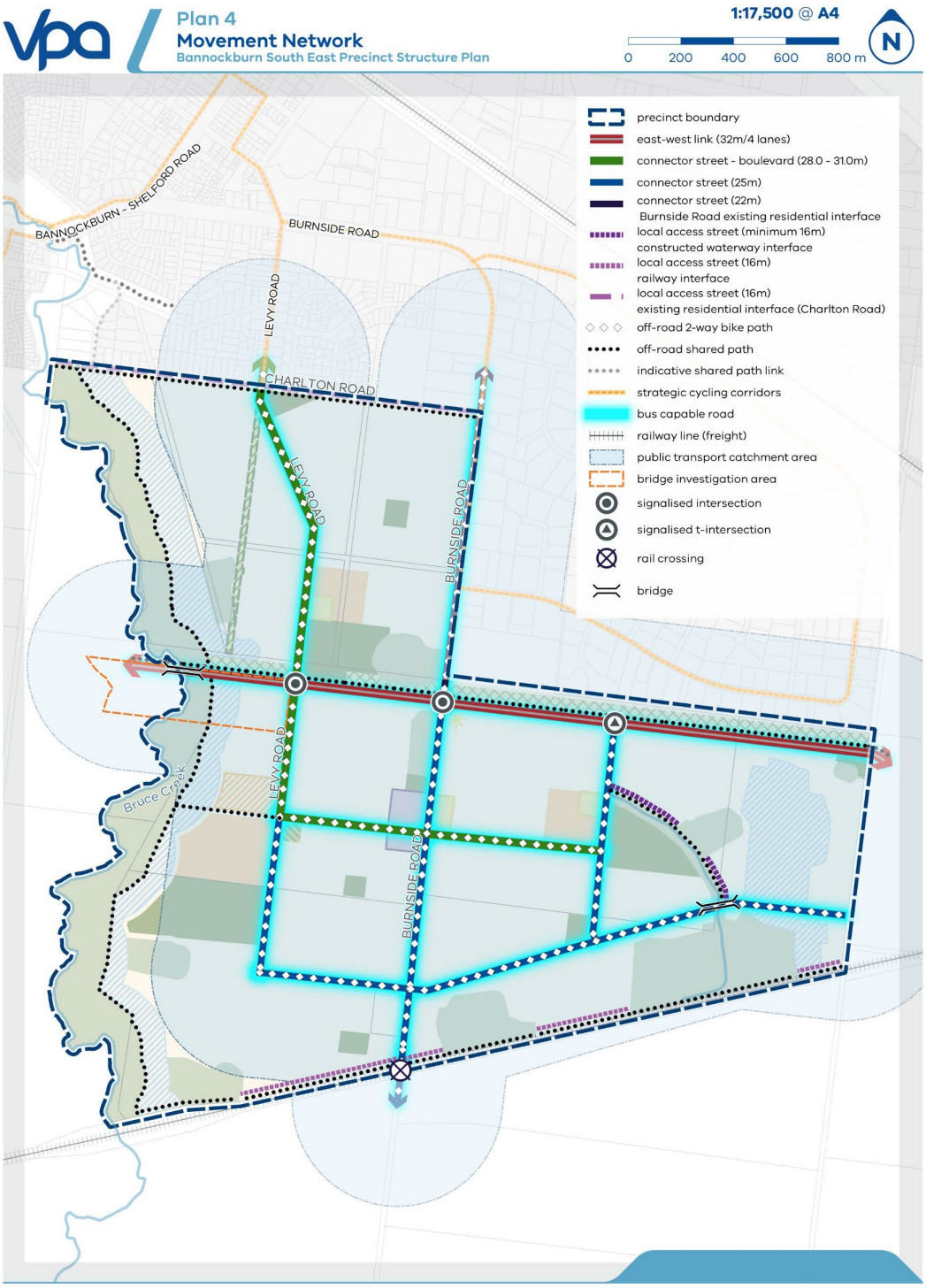
### (i) Precinct Structure Plan

The draft PSP contains objectives, requirements and guidelines for the transport network under the theme of 'Safe, accessible and well-connected'. Plan 4 Movement Network of the draft PSP for the is included at Figure 3 and identifies the major internal street network, including a new arterial road called the east-west link road through the middle of the Precinct south of the transmission line easement.

Other developer provided road projects within the precinct include:

- extending Levy Road south of Charlton Road, with this section being a 31 metre wide boulevard connector street, reducing to a 25 metre wide connector road in the southern portion of the PSP
- upgrading Burnside Road between Charlton Road and the railway line with a 25 metre wide connector street (22 metres wide when abutting existing residential development)
- a series of other connector streets to the south of the east-west arterial road that connect to Levy Road and Burnside Road, as well as the proposed local town centre, school, open spaces and other community facilities
- a 16 metre wide local access street along the length of the Bruce Creek as a perimeter road, including other indicative locations around key destination land uses (e.g. local town centre, school, open spaces and other community facilities).

**Figure 3 Plan 4 Movement Network from the draft Precinct Structure Plan**




Source: Draft Precinct Structure Plan

Objective 6 of the PSP seeks to deliver a network for roads, active transport and public transport that is permeable and integrated. Requirements R9 and R10 relate to the safety of cyclists and pedestrian movements, and the design requirements for all subdivisional roads. Guidelines G10 and G11 relate to the location of roads over waterway crossings and the interconnectivity of all transport modes between streets, to parks, to shopping destinations, to bus shelters etc.

Objective 7 seeks to establish a safe, accessible and efficient movement network which supports community access to existing and future services and destinations whilst enhancing Bannockburn's

character. Guidelines G7, G8 and G9 relate to appropriate cross section designs to allow for tree planting, safe carriageway widths, cyclists whilst maintaining minimum road reserve widths.

Objective 8 seeks to facilitate a higher order east-west road that relieves traffic from Bannockburn High Street and balances its movement and place function. Requirement R11 relates to the Bridge investigation area.

Objective 9 seeks to deliver walking and cycling connections to Bannockburn and the precinct's key destinations, such as the existing town centre, future local town centre, community facilities, schools, open spaces and Bruce Creek. Requirements R7 and R8 relate to appropriate cross sections for the east west link and the requirement that pedestrian and cyclist crossings must be in accordance with Plan 4 of the PSP.

#### (ii) Bannockburn Framework Plan

The Bannockburn Growth Framework Plan identifies the need for an additional east-west arterial type road to support the transport and movement objectives of the growing townships connecting the southern growth areas to the Midland Highway and reducing traffic through the town centre. The east-west link relies on a new bridge crossing of Bruce Creek and to the east a connection to the Midland Highway that is yet to be defined but does involve a grade separation with the railway line. To the west of the precinct the east-west link road continues through the Bannockburn South Growth Area and connect to the Bannockburn-Shelford Road west of the town centre where a new employment precinct is being planned.

#### (iii) Development Contributions Plan

The draft DCP contains Plan 3 for Transport Projects (Figure 4). This identifies the road projects that are to be funded by the draft DCP, principally focussed on the east-west road link and Bruce Creek road bridge. The local access street and connector street network is to be provided by developers. The draft DCP costed the:

- East-west link road (interim - land) at $2 million
- East-west link road (interim – construction) at $10 million
- Intersection projects (land and construction) with the east-west link road at approximately $25 million
- Bruce Creek road bridge at $80 million.

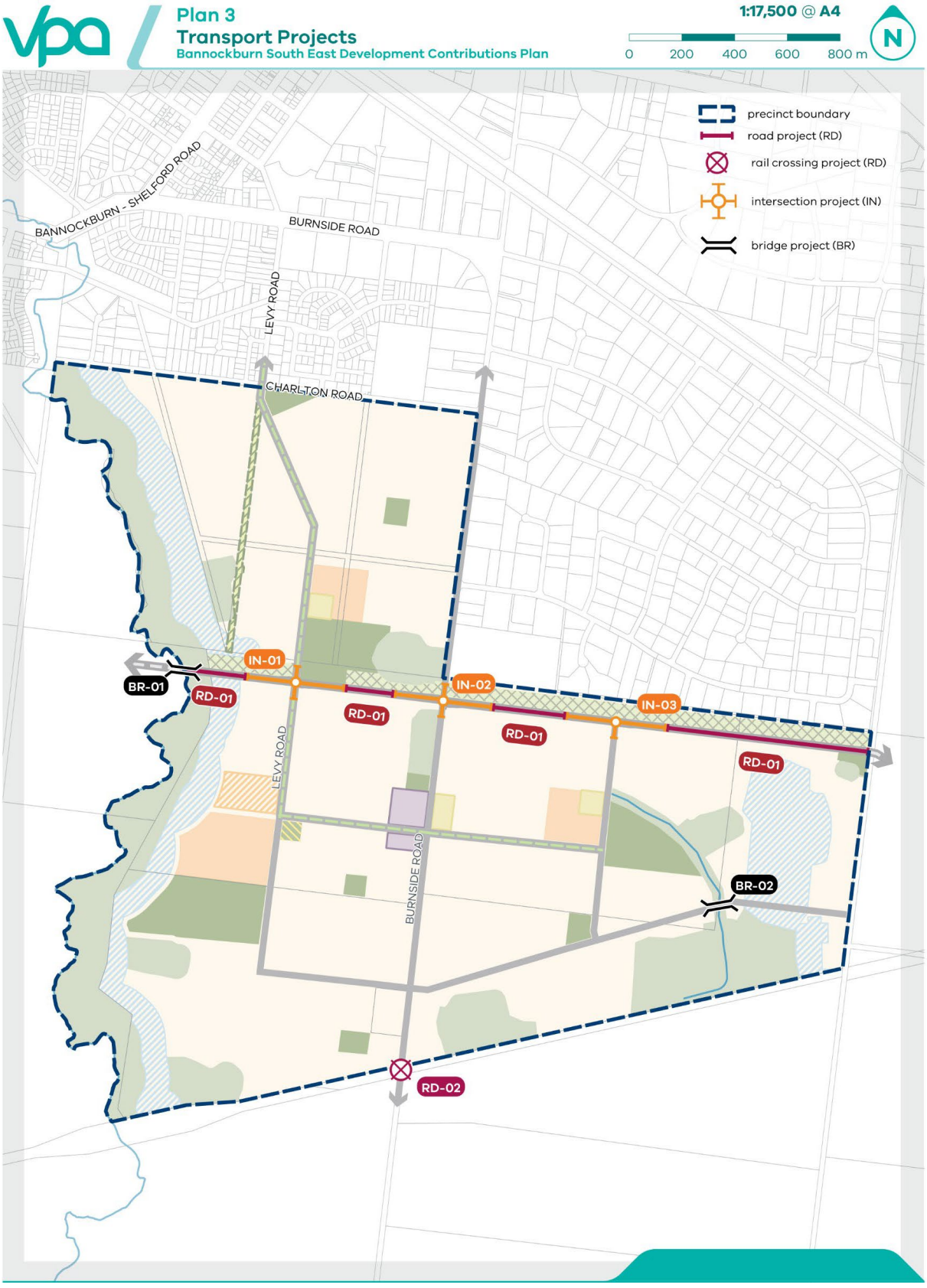
This equated to around $117 million for the east-west link road/intersections and bridge or 39 per cent of the DCP cost.

After considering submissions and evidence that questioned the high cost of the DCP and need, nexus and timing of the east-west link road and the Bruce Creek road bridge the VPA's opening submission (Document 39) and the Day 1 documents confirmed[5]:

> The land for the Link Road should be included in DCP.
>
> The construction projects associated with the Bruce Creek crossing should be removed from the DCP (noting a difference in opinion about IN-02 between Mr Walsh and Mr Humphreys).
>
> That there should be a number of projects included in the DCP (argument exists over which), the need for which arises because of the assumption that the bridge will not be constructed to 2050 when the three growth areas (South East, South West and North West) identified in the Growth Plan are delivered.

[5] VPA opening submission, paragraph 36

**Figure 4** **Plan 3 Transport Projects from draft Development Contributions Plan**




Source: Draft Development Contributions Plan

The Day 1 DCP) was amended to reflect these changes and added the following external road and intersection projects items as shown in Figure 5:

- RD-03 Burnside Road (south) upgrades
- RD-04 Pope Street upgrades
- RD-05 High Street upgrades - duplication
- RD-06 Burnside Road (North) upgrades
- RD-07 Levy Road upgrades
- IN-04 Burnside Road/Hamilton Highway intersection – roundabout
- IN-05 Levy Road, Burnside Road and Pope Street intersection – signalised
- IN-06 High Street/Pope Street intersection – signalised
- IN-07 High Street/Burnside Road intersection – signalised.

These compensatory road and intersection works were costed at approximately $53 million. This reduced the net cost of the draft DCP by approximately $64 million.

**Figure 5 Transport Projects from Day 2 Development Contributions Plan**




Source: Day 1 Development Contributions Plan

## 3.3 East-west collector road and its intersections

### (i) The issues

The issues are whether:

- an interim east -west collector road is required
- intersection works with the east-west link road are required.

### (ii) Evidence and submissions

Mr Humphreys evidence statement was circulated a week prior to other like evidence being circulated. This provided the opportunity for Mr De Young and Mr Walsh to address this evidence directly in their evidence statements and in the joint statement.

As a starting point, Mr Humphreys, Mr De Young and Mr Walsh agreed in the joint statement (Document 42) that:

> Item 1 - The experts agree that the east-west link road is critically important to accommodate the level of population growth envisaged in the Growth Plan, including the Bannockburn South East PSP.
>
> Item 2 - The experts agree that there will be significant complexity associated with the design and delivery of the east-west link road (i.e. technical investigations, land acquisition, rail crossing, length of link, delivery agent, etc.).
>
> Item 3 - The experts agree that the east-west link road is unlikely to be delivered in the foreseeable future and its delivery will be dependent on external funding (i.e. State or Federal), but it is appropriate for the PSP to assume that it will ultimately be provided. The experts agree that the land to facilitate the link and its associated intersections should be set aside in the PSP and included in the DCP.

Mr Humphreys gave evidence (Document 13) that[6]:

- BR-01c, IN-01c and RD-01c (west) be removed from the DCP and be replaced with projects that contribute to managing safety and improve accessibility and amenity for Bannockburn and the residents of the PSP
- IN-03c and RD-01c (east) be removed from the DCP. This is due to the expected low volumes, which range from 200 to 700 vehicles per day, that will be experienced on the Link Road at its eastern end
- the purchase of land for the road be retained in the DCP.

Mr Humphrey's recommended the intersection of Burnside Road and the developer provided-connector road, as a replacement for Day 1 proposal for a collector road, be retained.

Mr Walsh gave evidence (Document 22) that:

- the east-west road link will in addition to High Street provide a second east west connection through Bannockburn and will provide a heavy vehicle alternative to High Street which will improve amenity in the town centre
- an interim 'collector road' within the east west road reserve is not recommended[7]:

  > On this basis, I am satisfied that the two east-west aligning connector roads can reasonably manage east-west through movements through the subject land, without the need for any road to be constructed in the east-west link road reservation.

6 Mr Humphrey's evidence statement, page 34

7 Mr Walsh's evidence statement, page 31, paragraph 107

- the construction of three intersections IN-01, IN-02 and IN-03 with the interim collector road are not required until the east-west road link is constructed however the land purchase associated with all three should be retained.

Item 19 of the joint statement noted:

> For reasons outlined in his evidence, Jason Walsh was of the view that IN-01, IN-02, and IN-03 are not required until the east-west link is constructed. The construction component of these intersections is not needed and should be removed from the DCP.

Mr De Young's evidence was[8]:

> I agree that the previously proposed road projects along the east-west link road, which are now either located on a collector road and/or are not necessary until such a time that the east-west link road is constructed in full, are excluded from the DCP.

Mr De Young, in oral evidence, accepted if the east-west road link is not constructed, there is no logical basis for including constructing intersections with it as DCP items. This included IN-02 intersection with Burnside Road.

Council submitted it agreed with the traffic experts that the construction of a collector road as an interim measure within the east-west link road reserve and its intersections were not required and that east-west connectivity be provided by developer provided road within subdivisions.

The VPA agreed with the position of the traffic experts that no construction should occur in the east-west link road reserve and the PSP and DCP should provide the land for its future construction.

RPG submitted[9]:

> The VPA has changed its position from its Day 1 position so that it no longer seeks a temporary collector road to be delivered on an interim basis in the east-west road reserve.
>
> RPG welcomes that change and supports that position. It follows the evidence of Mr Walsh. Accordingly, there are also no longer any intersections in this road reserve.

Josco submitted[10]:

> Josco supports the evidence of Mr Walsh, and his recommendation that, in addition IN-01 and IN-03, that the construction costs associated with IN-02 (Burnside Road/Future east-west road link intersection) should also be deleted from the DCP.

Netherby supported the agreement reached between traffic experts on the east-west link road and intersections that the PSP and DCP should only preserve the land for this link to be constructed in the future.

### (iii) Discussion

The Committee acknowledges there is now agreement between all traffic expert witnesses that there should not be a requirement in the PSP and DCP for any road or intersection construction within the east-west link road reserve, but the land for the road reserve should be a DCP item and be preserved. This view is supported by the VPA, Council and developer group.

The Committee supports this position but recognises the east-west link road and road bridge are very important for the long-term growth of Bannockburn and not likely to be delivered within the next 20-30 years. Within the precinct, the removal of the construction-related items for the east-

[8] Mr De Young evidence statement, page 4

[9] RPG submission, page 34, paragraphs 95 and 96

[10] Josco submission, page 16, paragraph 74

west road link and the road bridge, the Committee considers, will not undermine the functionality and performance of the local road network that will be created. Subdivisions that adjoin the east-west road reserve will need to provide east-west connectivity as developer provided works. Direct access to the east-west link road was never envisaged so its deferment will not impact how land to the south will be developed.

The east-west road reserve will be 32 metres wide to accommodate a future 4-lane road. The provision of land under the DCP will be a 26 metre wide contribution with a 6 metre wide strip along the utilities easement contributing the balance of land.

The Committee also considers there is sense in waiting for the traffic demand for the road and bridge as this is likely to be at a closer point to the development of the south growth precinct (west of Bruce Creek) when the full project could be built. There is no sense in constructing a road project now when there are no east-west entry points in place. Quite simply it would be a road to nowhere for some time.

## 3.4 External road and intersection projects

### (i) The issue

The issue is what external road and intersections projects are required to compensate for the removal of the east west link road and the Bruce Creek road bridge.

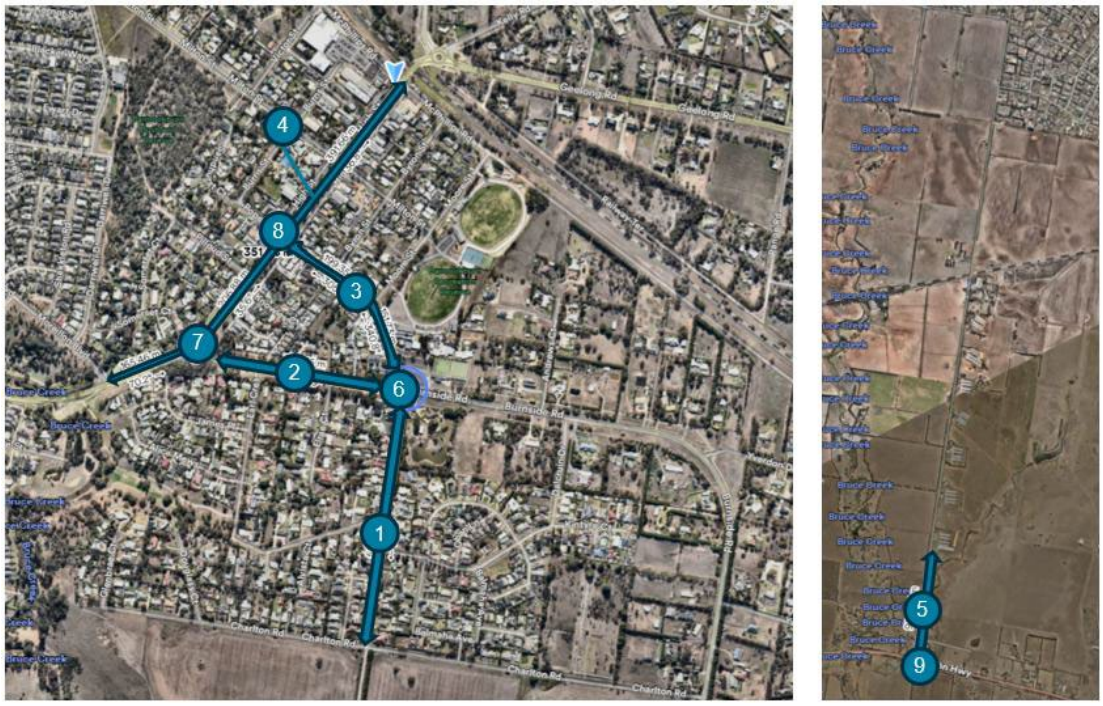
### (ii) Evidence and submissions

Mr Humphreys, Mr Walsh and Mr De Young agreed in the joint statement (Document 42) that:

- Item 4 - The experts support the approach in the Day 1 material in that it includes additional upgrades to the network outside of the PSP boundary (on the existing road network).
- Item 8 - The experts agree that there are numerous potential options for the road works to the north of the PSP, such as those presented in each of the expert's evidence statements.
- Item 12 - The experts agree that the extent and nature of these external works to the north of the PSP can be determined prior to gazettal.
    - Mr De Young noted his view (as presented in his evidence statement) that he agrees this further work can be determined prior to gazettal but outlined that it needs to occur in collaboration with – and with the approval of Council – given it will likely involve substantive changes to existing streets under the management of Council.
    - Mr Walsh noted his view that the landowners in the PSP should also be involved in this process.
- Item 14 - For the works north of the PSP, the experts agree that the projects should be apportioned based on the east bound traffic towards High Street from the 3 PSP's only, excluding existing and other external traffic.
    - Mr De Young noted that this apportionment approach (excluding costs being apportioned to existing and other external traffic) would reduce the concerns presented in his evidence statement in relation to the "funding gap".
    - Mr Walsh agrees but emphasised his view that any works on High Street (other than at the intersection at High Street and McPhillips Street) should be funded by the State Government as it is a State Government responsibility.

Mr Humphreys identified the need for nine external road and intersection projects to compensate for the removal of the east-west link road and Bruce Creek road bridge. These are identified in the background to this chapter. These are shown in Figure 6.

**Figure 6 Location of external mitigation projects**




Source: Mr Humphrey's evidence statement, Figure 12

Mr Walsh gave evidence that another option should be considered that would, in his opinion, avoid the need for most other northern mitigation projects. This was the use of Moore Street / McPhillips Road north of Pope Street that would connect to High Street just south of the railway line. Mr Walsh considered "*in essence, it can operate as a bypass of the town centre of High Street and better manage traffic volumes on that street.*" This route is circled in red in Figure 7.

Mr De Young's evidence was that there was insufficient modelling available to determine the appropriate route. In his oral evidence Mr Humphreys indicated that he did consider the McPhillips/High Street intersection but considered there were major concerns with its proximity to the railway crossing.

Mr Walsh considered the following northern mitigation works should be removed from the DCP:

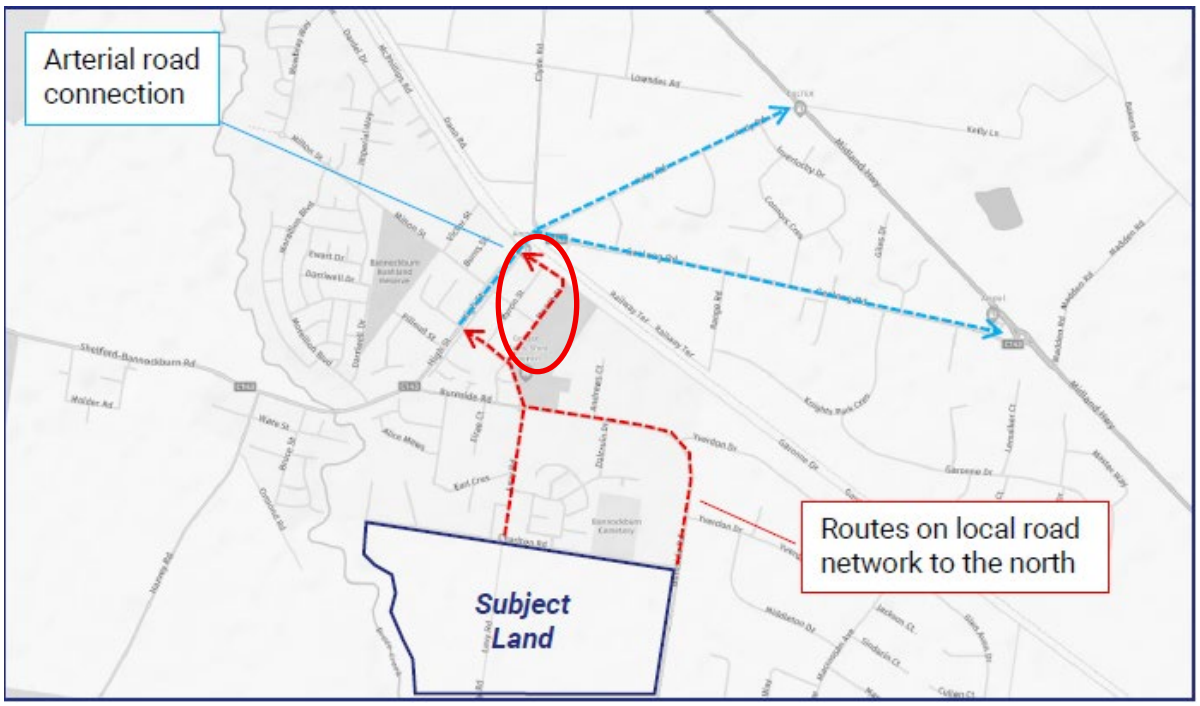
- RD-04 Pope Street
- IN-05 Burnside Road / Levy Road and Pope Street intersection
- RD-05 High Street upgrades
- IN-07 High Street / Burnside Road intersection
- IN-06 High Street / Pope Street intersection become works at the High Street / McPhillips Road intersection.

The VPA submitted it saw:

> … in principle merit in the suggestion of Mr Walsh to include in the above work the assessment of utilising Moore Street and McPhillips Road. This would take advantage of a one-sided road and avoid traffic on High Street. There are complexities with the intersection with High Street, and it may be that these complexities or cost render an alternate preferable, so the VPA is content for the work to be done evaluating the available options.

The VPA considered it would be premature to remove other northern mitigation works in favour of Moore Street / McPhillips Road.

**Figure 7 Location of Moore Street / McPhillips Road alternate project**




Source: Mr Walsh's evidence statement, page 33

Council supported the consideration of Moore Street / McPhillips Road along with, but not in isolation to, all other mitigation projects. To proceed solely with this option would assume that[11]:

- the critical intersection of High Street and McPhillips Road can be feasibly upgraded within a very constrained physical environment, having regard to the proximity of the railway crossing and the Geelong Road/Kelly Road roundabout and the limited available road reserve
- the critical intersection of High Street and McPhillips Road can be feasibly upgraded, that the cost is not prohibitive.

Council was concerned RD-05 which proposes to duplicate High Street was inconsistent with the future placemaking in High Street. It submitted[12]:

> For completeness, at this juncture Council does not support widening of High Street. The Growth Plan clearly identifies the benefit of the second arterial in protecting High Street's amenity as a key policy objective, and the established avenue of mature trees contributes significantly to the character of both the street and the township. Council submits any widening will irreversibly compromise that valued landscape and cannot feasibly be reversed once the east–west link road is delivered. Consistent with the evidence of Mr Bursill and Mr Shipp, Council also does not support including High Street upgrades within the DCP, as such works would be inconsistent with the State budget process and fall outside the intended scope of developer-funded infrastructure.

RPG considered the Moore Street / McPhillips Road option "*is the likely leading candidate*" but stopped short of Mr Walsh's evidence that other projects be removed from the DCP on this basis.

[11] Council submission, page 11, paragraph 103
[12] Council submission, page 13, paragraph 116

Netherby submitted[13]:

> Given that all experts agree that further work needs to be done to determine the mitigation works and the staging for their delivery it is not necessary for the Committee to conclude which of the transport upgrades suggested by Mr Humphreys or Mr Walsh should be recommended for approval.

Mr Steele considered the Burnside Road / High Street route was the best as it utilises a very wide road reserve along Burnside Road where dwellings are on larger lots with substantial setbacks.

The southern external mitigation works include a roundabout at the Burnside Road and Hamilton Highway intersection (IN-04) and upgrades to the last 900 metres of Burnside Road (RD-03).

The traffic experts agreed that "*works at the intersection of Burnside Road and Hamilton Highway (IN-04) are required and should be funded 100% by the PSP. The experts agreed that a roundabout at this location is appropriate subject to further traffic modelling, design and costing.*"

The experts did not agree with the extent of the upgrade of Burnside Road (RD-03) as:

- Mr Humphreys and Mr Walsh noted there was a safety concern at the location of the proposed culvert
- Mr Walsh considered that any works along Burnside Road should be limited to addressing any safety issue and not extend to broader works to upgrade the road pavement
- Mr De Young was not sufficiently familiar with this section of road to present a view at the conclave.

Mr Humphreys agreed that RD-O3 required further investigation given safety concerns related to a projected 14,000 vehicles per day, on a deteriorating road, with narrow shoulders, in the vicinity of the culvert.

Mr Walsh in his oral evidence suggested some limited works were acceptable on this section of road but not to the extent supported by Mr Humphrey's. He supported further investigation required on the safety aspects.

**(iii) Discussion**

The Committee approaches the northern external mitigation works on the following basis:

- its purpose is:
  - to, as an interim measure, convey traffic generated from the precinct to the Midland Highway for traffic heading to Ballarat, Geelong or further afield to Melbourne
  - not to funnel traffic into High Street as an end point
- there is policy support in the Bannockburn Growth Plan and Clause 11.03-6L-01 (Bannockburn) for placemaking in High Street to calm traffic, increase amenity for the community and increased pedestrian safety
- these projects are recent additions to the draft Amendment for which there has been limited time available for their proper investigation.

High Street is a state arterial road that experiences high levels of heavy vehicles and is the central community, shopping and retail destination point of the town. The Committee accepts the need to protect the importance and enhancement of High Street. The Committee's primary position is not to remove any projects, but it observes that IN-07 at Burnside Road / High Street intersection

[13] Netherby submission, page 10, paragraph 60

seems to funnel traffic south for it move north along the full extent of High Street to access the Midland Highway. It would be premature to remove this project, but it does seem to conflict with the need to increase the amenity of the High Street and places a greater reliance on RD-05 for the duplication of High Street.

The Committee supports the inclusion of Moore Street / McPhillips Road route provided a cost-effective solution can be found for its intersection with High Street. The Committee shares Mr De Young's concerns regarding an intersection in High Street in close proximity to the railway crossing. There is not sufficient information available to determine whether a solution can found and the Committee agrees with all parties that it should be part of the mix that is the subject of further work. If a solution can be found for the intersection, then the Committee considers it could:

- provide a more direct link to the Midland Highway
- avoid funnelling traffic along High Street
- limit amenity impacts along its route as it is a one-sided street with a public land interface.

The Committee accepts the PSP will generate the need for an appropriate treatment at the intersection of Burnside Road /Hamilton Highway (IN-04) despite this intersection being approximately 3.4 kilometres from the precinct. It forms an alternate route to Geelong and the Geelong Ring Road.

The proposed treatment at the Hamilton Highway / Burnside Road intersection is a roundabout. Whether this or another treatment will suffice should be determined through further work. The northern approach to the intersection along Burnside Road had differing views from the experts. The Committee considers that road improvements are required at this location but considers a further assessment be undertaken to identify the update works required, with an emphasis on safety.

## 3.5 Is there a need for further traffic work?

### (i) The issue

The issue is whether there is a need for further work on the external road and intersection projects.

### (ii) Evidence and submissions

All experts agreed further work should be completed on the external road works. Mr Humphrey put forward a methodology[14] for the further work that consisted of:

1. Confirm the goals and objectives for the improvements.
   a) Objectives should be aligned with Item 9 of the expert statement being "…as traffic capacity, safety, amenity, placemaking, and cost."
   b) The objectives should have regard for the Movement & Place principles for Bannockburn, including those within the Growth Plan.
2. Confirm the geographic extent of investigation, including the locations of the network that are impacted by the development of the PSP's.
   a) This should be based on the strategic modelling work completed to date.
   b) It should align with Item 14 of the expert statement.

[14] Document 48

3. Determine and liaise with key stakeholders including but not limited to Council, DTP and VicTrack, Other stakeholders would include the land developers.
4. Based on the analysis and stakeholder input, generate a comprehensive list of possible improvement options that align with the stated objectives.
5. Apply initial screening to eliminate options that are clearly infeasible due to their alignment with agreed objectives, cost, technical constraints or do not align with the principles of a DCP.
6. Evaluate the remaining options against the stated objectives and prepare a shortlist of preferred options.
7. Undertake detailed analysis for the shortlisted options to determine their detail.
    a) This would include SIDRA analysis of intersections to determine their configuration.
8. Develop concept designs of the proposed solutions.
    a) Present the options to stakeholders for review and feedback.
    b) Incorporate feedback as needed to refine the options.
9. Finalise designs and prepare costings.
10. Determine apportionment based on the traffic usage of the three PSP's.

In accordance with his position on the northern external projects, Mr Walsh considered the further work should be restricted to the Moore Street / McPhillips Road corridor and finding a solution to its intersection with High Street.

Council supported the evidence of Mr Humphrey and Mr De Young "*who each emphasised the next stage of modelling must examine a broader study area, extending beyond the Moore Street and McPhillips Road corridor.*"

Mr De Young broadly supported Mr Humphrey's methodology but added:

- the study area must be sufficiently broad enough to capture realistic routing and displacement (not just the Moore Road/McPhillips Street corridor supported by Mr Walsh)
- stakeholders must be engaged from the outset of the process, including, importantly, Council as the road authority and the Department of Transport and Planning
- the further work should also consider the general intent of staging of the infrastructure works as required.

Council submitted this further work should include[15]:

- proper corroboration through operational modelling such as SIDRA
- concept design testing to confirm geometric feasibility and safety compliance
- comparison with alternative route options that could deliver the same or a superior functional outcome while being more strategically justified and economically feasible.

Council supported Mr De Young's view and submitted[16]:

- The study area should include each of Pope Street, Milton Street, McPhillips Road and Burnside Road.
- Early engagement of stakeholders must also be guided by a clearly defined terms of reference, setting out the respective roles, responsibilities, and level of participation of each stakeholder. Establishing these parameters at the beginning of the process will ensure coordination, accountability, and transparency in the development and assessment of future transport work.

[15] Council submission, page 12, paragraph 104
[16] Council submission, page 13, paragraph 120

- Further work to determine the scope of the external road projects must also establish clear timing and development thresholds for their delivery. The analysis should identify when each project is required in response to traffic generation and how these triggers relate to the staging of the South-East Precinct and, where relevant, adjoining precincts. This will ensure the timing of works is transparent, appropriately linked to development demand, and coordinated across precinct or precincts boundaries.

RPG submitted that given the policy imperatives of approving the PSP as soon as possible and affordability objectives, this further work should be constrained, specific and time limited. The further work should be:

- limited to only what further investigations are necessary to determine the external works
- time-bound and be concluded by the end of February 2026
- focused on minimising cost (while ensuring an acceptable outcome).

Specifically, RPG proposed the following methodology for further work:

*Principles*

- *The determination of the external road works to consider factors such as traffic capacity, safety, amenity, placemaking, and cost.*
- *The external road works to demonstrate need and nexus with the PSP and align with the DCP principles of being basic and essential.*
- *The further work to be based on the strategic modelling work completed to date.*
- *Microscale modelling inputs to assume east-west link road will ultimately be delivered in accordance with the Bannockburn Growth Plan.*
- *All efforts to be made to finalise the PSP and advance its approval as soon as possible.*

*Responsibility*

- *VPA to lead.*
- *VPA to liaise with Council, DTP, VicTrack and PSP landowners.*

*Geographic extent*

- *High Street / McPhillips Road intersection, including associated improvements to Moore Street / McPhillips Road should the intersection be upgraded*
- *High Street / Pope Street intersection, including associated improvements to Pope Street and High Street should the intersection be upgraded*
- *Burnside Road within 925 metres of Hamilton Highway*
- *Burnside Road / Hamilton Highway intersection.*

*Scope*

- *SIDRA modelling of nominated High Street intersections to determine configuration, costs and identify preferred High Street intersection project (one intersection to be upgraded)*
- *Safety review of Burnside Road to determine level of works necessary to improve safety*
- *Develop concept designs and cost estimates of proposed works and present to stakeholders for review and feedback*
- *Consider feedback, determine High Street intersection project and refine configurations and costs for each project*
- *Finalise designs, costings and apportionments for inclusion in DCP.*

In closing, the VPA outlined the following preferred methodology for further work[17]:

1. Establish a working group with an agreed terms of reference led by Council and DTP with key stakeholders including but not limited to VicTrack and the land developers.
2. Confirm the goals and objectives for an integrated transport network.
    - Objectives should have regard to the Transport Integration Act and Clause 18 of the State Planning Policy Framework and the Bannockburn Growth Plan.
    - Objectives should also be aligned with statement 9 of the expert statement being "…*as traffic capacity, safety, amenity, placemaking, and cost."*
    - The Movement and Place Framework should be used to guide the assessment and screening of options.
3. Confirm the geographic extent of investigation, including the locations of the network that are impacted by the development of the PSPs.
    - High Street / McPhillips Road intersection, including associated improvements to Moore Street / McPhillips Road should the intersection be upgraded.
    - High Street / Pope Street intersection, including associated improvements to Pope Street and High Street should the intersection be upgraded.
    - High Street / Milton Street intersection.
    - Burnside Road within 925 metres of Hamilton Highway.
    - Burnside Road / Hamilton Highway intersection.
    - This should be based on the strategic modelling work completed to date complemented by refinements and detailed modelling and analysis, where appropriate.
    - It should align with item 14 of the expert statement.
4. Based on the analysis and stakeholder input, generate a comprehensive list of possible improvement options that align with the agreed objectives.
5. Apply initial screening to eliminate options that are clearly infeasible due to their alignment with agreed objectives, cost, technical constraints or do not align with the principles of a DCP.
6. Evaluate the remaining options against the stated objectives and prepare a shortlist of preferred options.
7. Undertake detailed analysis for the shortlisted options to determine their detail. This would include SIDRA analysis of intersections to determine their configuration including road safety audit and safe system assessment, where necessary.
8. Develop concept designs of the proposed solutions. Present the options to stakeholders for review and feedback. Incorporate feedback as needed to refine the options.
9. Finalise designs (2d) and costs estimate for DCP purposes.
10. Determine apportionment appropriate to be included in the DCP.

### (iii) Discussion

The Committee considers that the proposed network within the PSP is generally acceptable.

All parties agreed there was a need for further work to define which mitigation projects were appropriate. This included both the southern and northern mitigation projects.

The Committee supports the need for further work as it is critically important that works occur based upon the need and nexus principals and they are likely to be required to serve the

[17] VPA closing submission, Appendix 2

community for the next 25-30 years before the east-west road link and Bruce Creek bridge are constructed.

There was significant discussion at the Hearing on how the further work should be conducted and two detailed methodologies put forward. Both options are remarkably similar which indicates either may be satisfactory. For example, both include:

- principles in the case of RPG and objectives in the case of VPA with reference to the Bannockburn Growth Plan and the role of placemaking in High Street
- generally the same scope with it being led by VPA (RPG position) or Council and VPA (VPA position), noting that land developers are included in both with some discretion in built into the VPA for other parties to be included
- the removal of the Burnside Road / High Street intersection
- the development of concept designs for the works and final designs.

There are some differences in position versions though.

The RPG version excludes the High Street / Milton Street intersection and restricts further work to modelling completed to date, whereas the VPA version allows for "*refinements and detailed modelling and analysis, where appropriate*."

Importantly, both versions do not consider RD-05 (High Street duplication) as part of the scope. This is likely to be removed as it would not meet the objective or principle of placemaking in High Street and because works within a state arterial road should not be in the DCP. The Committee however considers the further work should consider this in order to provide a holistic review.

The Committee supports Council's request for a broader rather than more focussed further analysis and that it should jointly lead the work. The Committee considers it is premature to discount the potential options prior to the further work being completed. On this basis it supports the VPA methodology which provides a more comprehensive approach to the further work and avoids the myopic focus on one option.

The Committee does not consider further work will take longer using either methodology, but it does not support the developer group's request to put a timeframe on its finalisation.

The Committee also supports a broader network analysis on the basis that without more detailed information being available on the Day 2 DCP items and Mr Walsh's alternative route, other network options may present as better options having regard to the interim nature and, possible staging of the works. For example, if intersection works at the High Street/ McPhillips Road intersection prove to be too complex or cost prohibitive, does Milton Street/High Street emerge as a better option to the Day 2 DCP options, or could a combination of network options be considered if it better manages capacity, reduces costs and assists with amenity?

## 3.6 Conclusions and recommendations

The Committee concludes:

- The east west road link and the Bruce Creek road bridge are vital long term infrastructure to support the growth of Bannockburn.
- The agreement reached with all parties that the east west road link and the Bruce Creek road bridge be removed from the PSP is appropriate.
- The provision of the land for the east west road link and Bridge investigation area as a DCP item is appropriate.

- The removal of the interim east west collector road and its intersections from the PSP is appropriate.
- There is a need for road and intersection projects external to the PSP land that should be the subject of further traffic modelling.
- The further traffic modelling, particularly for the northern mitigation projects, should include all the projects and not be restricted to one option.
- The VPA methodology for the further traffic modelling is supported.

The Committee recommends:

**The VPA, in association with the Council and the developer group, complete further traffic modelling for the external road and intersection mitigation projects based on the VPA methodology prior to the approval of the Amendment.**

**The further traffic modelling must include all external road and intersection projects north and south of the precinct.**

**The VPA finalise the draft Bannockburn South East Precinct Structure Plan and Bannockburn South East Development Contribution Plan once the further traffic modelling has been completed.**

# 4 Drainage and stormwater

## 4.1 The key issues

The referral issues are whether:

- the location and size of the proposed drainage assets in the PSP, adjacent to Bruce Creek and the culturally and/or environmentally sensitive areas are appropriate for managing existing and post-development stormwater conditions
- the proposed railway infrastructure for stormwater management is appropriate.

More specifically, the Committee addresses:

- whether the draft PSP that contains the Alluvium drainage strategy or the developer group alternate drainage strategy should be supported
- what contingency rate should be used
- how the crossing of the railway line with drainage infrastructure should be managed
- whether further drainage work is required.

## 4.2 Background

The draft PSP contains objectives, requirements, and guidelines for the drainage strategy under the theme of 'high quality public realm'. Figure 8 contains DCP Plan 5 Drainage Projects and is based upon a stormwater strategy completed by Alluvium.

The draft drainage strategy included a series of retardation basins and wetlands to convey, store and filter stormwater flows that generally run across the site from north to south with two discharge points to Bruce Creek and to the land to the south to which the Public Acquisition Overlay applies.

Objective 20 of the draft PSP seeks to:

> Develop sustainable water supply, drainage and stormwater systems that protect, conserve and improve biodiversity, waterways and other natural resources and maintains or enhances the safety, health and wellbeing of people and property.

Requirements 31, 32, 33 and 34 address the management of drainage and stormwater across the precinct. Guideline 28 requires drainage assets to be located and designed in collaboration with the Wadawurrung traditional owners.

The drainage projects funded by the draft DCP were estimated to cost approximately $99,264,000 or a third of the overall cost of the draft DCP.

The approach to drainage and stormwater management was the subject of detailed submissions from the developer group and Council.

The VPA engaged Alluvium to review submissions related to drainage which developed a September 2025 version (Day 1 version) that responded to submissions regarding:

- catchment assumptions
- existing conditions hydrologic modelling including establishing refined target flows immediately south of the railway
- the use of existing railway culverts
- consideration of climate change in accordance with Australian Rainfall and Runoff (2019)
- consolidation of stormwater management assets.

Figure 9 contains the Day 1 drainage strategy from the DCP.

RPG (Submitter 38) engaged Mr Neil Craigie to review the Alluvium drainage strategy. Mr Craigie developed an alternate drainage strategy which reduced the land take from 54 hectares to 33 hectares and reduced construction costs by 33 per cent. The developer group's alternate drainage strategy incorporates work of Mr Craigie (14 May 2025), the Bannockburn South East Stormwater Management Plan prepared by Rain Consulting (3 October 2025) and the Creo Drainage Strategy (2 October 2025).

**Figure 8 Alluvium drainage strategy**

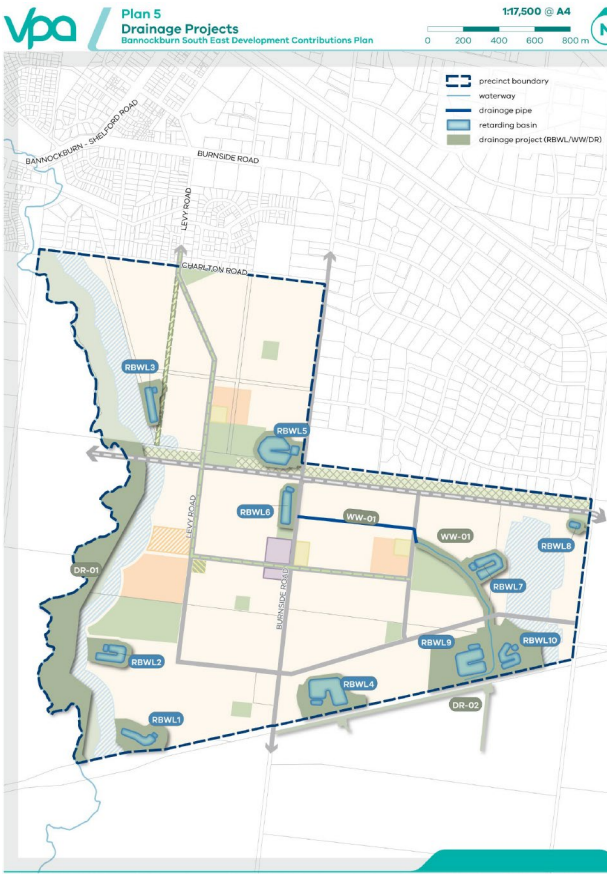



**Figure 9 Day 1 drainage strategy**

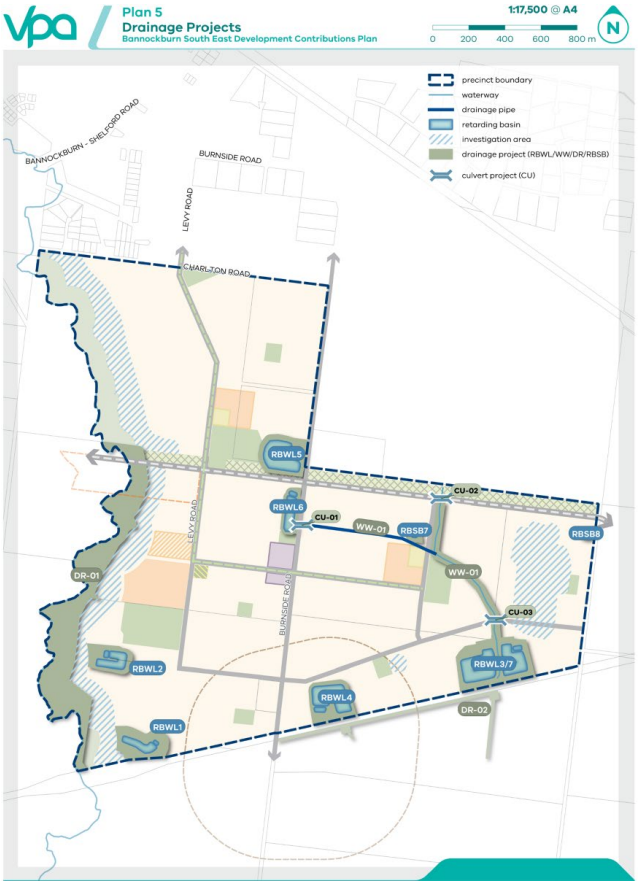


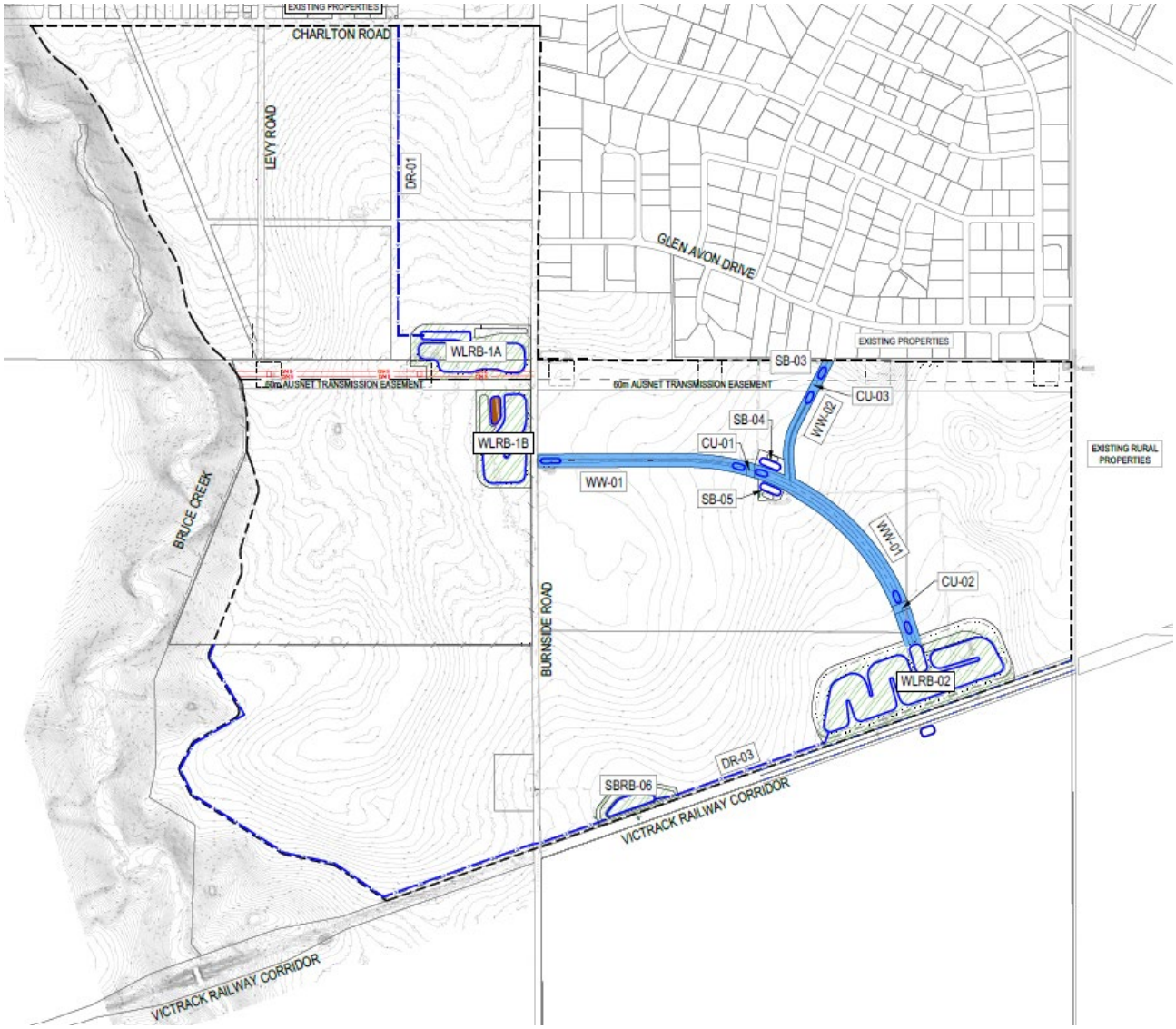

Figure 10 contains the alternate drainage strategy.

This resulted in a significant reduction in the DCP drainage strategy costs of approximately $30 million and presented two strategies where the construction cost differed by around $10 million but had different contingency figures. Land acquisition costs were not included in these figures.

Table 4 provides a breakdown of costs with contingency figures of 20 and 35 per cent. Land acquisition costs are included as a separate item.

The Day 2 PSP and DCP (reflecting the alternate drainage strategy) reduced the land take for drainage projects from 90 hectares to 59 hectares. Figures have been updated in Table 4 for the Day 2 projects using the table in the VPA closing submission. This resulted in an overall DCP cost for drainage projects of $79 million, which indicates a consistent downward trend in the DCP costs. The Day 2 costs reflect the additional land saving from piped section between Burnside Road to WW-01.

**Figure 10 Developer group alternate drainage strategy**




Source: Ms Butcher evidence statement page 36

**Table 4 Comparison of the draft, Day 1 and Day 2 drainage strategies**

| Cost | Day 2 Alternative drainage strategy | Alluvium drainage strategy Day 1 Version | Alluvium Day 1 with 20 per cent contingency |
|---|---|---|---|
| Construction costs | $46,184,281.60 | $43,872,728.90 | $48,756,707.20[18] |
| Contingency | 20 per cent<br>$11,546,070.40 | 35 per cent<br>$23,623,777.10 | 20 per cent<br>$12,189,176.80 |
| Land acquisition | $22,131,900.00 | $23,668,595.19 | $23,668,595.00 |
| TOTAL | $79,862,352.40 | $91,165,101.19 | $84,614,479.80 |

Source: Committee

[18] VPA closing submission, table in paragraph 4 without contingency

## 4.3 The two drainage strategies

### (i) The issue

The issue is which of the Alluvium or alternate drainage strategies should be supported.

### (ii) Evidence and submissions

All drainage and stormwater experts agreed:

> It is the agreed opinion of the conclave for hydrology, stormwater and drainage that the general approach to drainage in the PSP Day 1 drainage strategy will meet the requirements for the management of stormwater runoff for urbanisation of land.
>
> It is the agreed opinion of the conclave for hydrology, stormwater and drainage that both the PSP Day 1 drainage strategy and the alternative drainage strategy will both work.
>
> It is the agreed opinion of the conclave for hydrology, stormwater and drainage that both the PSP Day 1 drainage strategy and the Alternative Drainage Strategy have appropriately adopted climate change in accordance with the ARR2019 V4.2.
>
> It is the agreed opinion of the conclave for hydrology, stormwater and drainage that the cost estimates should have the same contingency applied, to be determined by an appropriate professional.
>
> It is the agreed opinion of the conclave for hydrology, stormwater and drainage that the proposed 20% diversion in the alternative drainage strategy offers a benefit to Bruce Creek as it removes the need for direct connections to the creek.

Ms Barich gave evidence in support of the alternative drainage strategy as it:

- adopts more appropriate modelling parameters based on the method used to reconcile the model
- meets the requirement for the minor drainage system to convey peak flows up to and including the 20% Annual Exceedance Probability (AEP) storm event that ensures no nuisance flooding to any proposed development
- meets quality objectives and may reduce treatment asset footprints with further design refinement
- has the capacity to comply with the flood protection requirements for the management of stormwater from urbanisation
- will achieve the general environmental duty for stormwater as reasonably practicable
- provides a more cost-effective stormwater management solution to the PSP through the consolidation of drainage assets, the reduction of drainage land-take required and the reduction of the proposed drainage outfalls from the PSP area.

The VPA concluded that it "*invites a recommendation that the drainage strategy is finalised on the basis of the alternate drainage strategy.*" It submitted an email (Document 63) from the landowner to the south stating that:

> Turosi confirms that we prefer the alternative (one crossing) option. We support the approach that consolidates drainage into a single eastern basin, as it further minimizes the number of waterbodies in proximity to our existing operations.

Council submitted "*it appears on balance the alternative drainage design led by the developer group is likely to be less expensive by a combination of land savings and costs savings.*"

RPG submitted:

> as the exhibited scheme involves more cost and more land-take, the Committee should find that the exhibited drainage scheme is not appropriate for implementation given the higher

> corresponding DIL associated with this option and given a more efficient and cost-effective alternative exists.

Netherby submitted[19]:

- Again, there is substantial agreement here between the experts and Netherby's summation of the expert evidence follows.
- There was agreement that the more cost effective of the two drainage strategies should be adopted.
- In that regard, there was agreement between the three experts that the alternate drainage strategy should be the preferred strategy.
- Accordingly on the basis of the evidence, it is submitted that the PSP and the DCP should be amended to reflect the alternate drainage strategy.

The Corangamite CMA advised[20]:

> While Corangamite CMA is supportive of both strategies subject to the additional work recommended by the expert witness statements, there is a preferred option being the Alternative Drainage Strategy. The primary reason for this is the reduced need for the number of drainage outfalls that discharge directly into Bruce Creek. This reduces the need for significant engineering outfall construction in, on and along Bruce Creek which has the added challenge of steep topography in the south west corner (location of proposed outlets to Bruce Creek in the Alluvium Drainage Strategy) and hence higher erosion potential and land disturbance. The diversion of the newly generated and regular urbanised flows from the PSP away from Bruce Creek is seen as a positive impact on maintaining the current health of the existing waterway at this location. Corangamite CMA notes that the discharge from the PSP southern boundary, will eventually outfall to Bruce Creek, approximately 4km south.

RPG submitted that the alternate drainage strategy responded directly to Council's hydraulic concerns, addresses ecological sensitivities along Bruce Creek and incorporates a practical rail crossing solution. RPG submitted[21]:

> Compared to the exhibited PSP, the revised strategy delivers ~$19m in cost savings and ~15ha in land savings, while avoiding the constructability risks inherent in the alternate Alluvium approach.

Council submitted that it is the relevant drainage authority for the purposes of the Amendment and acknowledged the progress made toward an agreed drainage solution. It submitted that a final decision between the two strategies can only be made after the additional technical analysis is completed.

Council reiterated its position that it is a small regional shire with limited financial capacity which significantly limits its capacity to absorb funding shortfalls that may occur from under costed projects or unrealistic contingency provisions.

### (iii) Discussion

The Committee notes that through the course of the Hearing the parties and experts progressed towards an agreed position that the alternative drainage strategy provided by Mr Craigie is the preferred drainage strategy for this PSP.

The Committee accepts that the alternative strategy will:

- minimise impacts on the Bruce Creek environmental and culturally sensitive aspects

[19] Netherby submission, page 12, paragraph 63-73
[20] Document 41 – Corangamite CMA
[21] RPG submission

- meet the capacity requirements for the management of stormwater runoff for the development of this PSP, both for minor drainage requirements and peak 1 per cent AEP flows with acceptable risks of nuisance flooding to and from the development
- protect downstream environments by reducing flood impacts of the fully developed precinct back to predevelopment levels and that the 1 per cent AEP peak runoff rates are retarded back to the 1 per cent AEP predeveloped peak flow rates
- minimise constructability risks, that it is feasible, satisfactorily meets all drainage and planning requirements
- meet water quality objectives, and that it may offer the opportunity to further reduce the drainage asset footprints
- compared to the draft PSP and DCP, significantly reduces cost and land take.

The Committee appreciates the position of Council with its assumed responsibility for the PSP's drainage system as the drainage authority. It supports Council's requirement to be a central participant in the process going forward given its statutory roles, functions and responsibilities. Council will bear significant long-term responsibilities for drainage system maintenance and operation. The further work should focus on reducing Development Contributions Plan (DCP) costs and land requirements while balancing Council's ongoing obligation.

The Committee considers the alternative drainage design sufficiently assessed and, with support from the VPA and developer group and recommends it as the sole option for further analysis.

## 4.4 Contingency

### (i) The issue

The issue is what contingency figure should be adopted.

### (ii) Evidence and submissions

The Alluvium drainage strategy included a 35 per cent contingency. The alternate drainage strategy included a 20 per cent contingency.

All drainage and stormwater experts concluded in the joint statement that[22]:

> It is the agreed position of the conclave for hydrology, stormwater and drainage that the cost estimates should have the same contingency applied, to be determined by an appropriate professional.

Council submitted[23]:

> Council supports adopting a single, consistent contingency rate across both drainage strategies to ensure fair and transparent cost comparison.
>
> Council considers the contingency should be set pre-gazettal, informed by a qualified quantity surveyor or engineer experienced in drainage delivery.
>
> A contingency rate in the order of 20 per cent is considered appropriate, reflecting the level typically applied by Melbourne Water for comparable drainage and flood mitigation works.
>
> Council submits finalising the contingency rate pre-gazettal is necessary to preserve the integrity of the DCP, ensuring that the cost base and apportionments are accurate, transparent, and defensible when compared across drainage strategies.

[22] Item 12

[23] Council submission, page 19

> Council submits post-gazettal adjustments should be confined, to the extent possible, to minor refinement, and not to correct inconsistent cost assumptions.

The VPA submitted[24]:

> In terms of contingency, for the majority of assets within the precinct the VPA supports the standard approach of 20 per cent contingency this being the figure adopted by the Creo work. This is in the order of the 15 per cent contingency adopted within the Shepparton North East DCP gazetted in 2023, 20 per cent in Shepparton South East gazetted in 2025 and 15 per cent in the Marshall DCP which is before the Minister for approval.
>
> The VPA does not consider it necessary to have a contingency expert for the general drainage infrastructure within the precinct.

The developer group, led by RPG, supported a 20 per cent contingency.

#### (iii) Discussion and conclusion

The Committee supports the unanimous view that a 20 per cent contingency should be applied to the drainage strategy.

The Committee understands that it will be the developers who will need to absorb the risk for drainage and therefore recommends a 20 per cent contingency amount be adopted.

As the contingency figure will have a direct impact on the DCP costs for drainage infrastructure, the Committee recommends this be determined prior to finalising the Amendment but there is no need for this to be informed by a quantity surveyor.

## 4.5 Drainage infrastructure and the railway line

#### (i) The issue

The issue is whether the alternate drainage strategy appropriately considers railway infrastructure at the southern boundary of the precinct.

#### (ii) Evidence and submissions

The drainage and stormwater experts agreed in the joint statement any new crossing/s of the railway line should:

- be based on a detailed cost assessment which doesn't currently exist, and the lowest cost option should be adopted[25]
- have the lowest impact on the railway line, preferably without a closure for construction of the new crossings[26].

The experts disagreed on the approach to crossing the railway with drainage infrastructure. The joint statement Item 17 noted:

> The experts do not agree whether the PSP should have one or two new crossings of the existing railway line.
>
> Mr Swan is of the opinion that there should be two new crossings because it facilitates staging of development and he is not convinced that the alternative drainage strategy, as shown, has appropriately catered for the flows. Based on this, the cost estimates are not reflective of the drainage requirements for the alternative drainage strategy and not comparable with the PSP drainage strategy cost estimates.

[24] VPA submission, page 16, paragraphs 79-80
[25] Item 9
[26] Item 10

> Mr Swan is also of the opinion that a singular crossing has not given consideration to the flow regime change on the downstream landowner at the existing western culvert location and any potential impacts to the downstream landowner.
>
> Ms Barich is of the opinion that it is always preferable to limit the works required around a live railway line and therefore the adopted drainage strategy should limit the new crossings to one. The topography shows that a drainage connection between the western drainage reserve at the railway line and the eastern drainage reserve at the railway line is possible, and therefore the new crossings should be limited to a singular location.
>
> Ms Barich is of the opinion that the existing flood modelling indicates that the two existing dams downstream are not online (noting that they may receive some feeding from an unseen pipe), and therefore it is not expected that there will be detriments to diverting the flows for a singular outfall for the downstream landowner.
>
> Ms Butcher is of the opinion that there can be benefits to consolidating the new railway crossings to a singular location, however there is not enough information on the potential costs to compare a singular crossing compared to two crossings.
>
> Ms Butcher is also of the opinion that a singular crossing has not given consideration to the flow regime change on the downstream landowner at the existing western culvert location and any potential impacts to the downstream landowner.

The VPA provided the following correspondence from VicTrack:

- Document 52 (dated 8 November 2024) that confirmed "*Vic Track supports the construction of new culverts in the rail corridor and would be willing to grant licences for this purpose. The design of the new culverts will need to be approved by the DTP, Vic Track and the rail operator ARTC*."
- Document 49 (dated 22 October 2025) that confirmed it had a neutral position on the number of crossings being considered and its method of crossing (that is, culvert or syphon) and that the three existing culverts under the railway line are not appropriately sized to be utilised as part of any proposed stormwater strategy.

The VPA submitted advice (Document 63) from the downstream property owner to the south of the railway line where an outfall connection is proposed that the single crossing of the railway track is preferred.

Ms Barich's evidence was that the PSP should minimise the drainage outfalls associated with the urbanisation of the precinct, that the PSP should minimise the proposed new crossings of the existing railway line and that a syphon crossing of the railway line will achieve the same stormwater management requirements of the outfall with similar maintenance requirements and will provide a lower impact to the railway line than a free draining outfall.

Council submitted:

- VicTrack's correspondence of the 22 October 2025 reinforces the need for a detailed costing and constructability assessment
- while it recognised the potential of a single crossing including lower costs and reduced construction complexity it remains concerned that there is insufficient information available to confirm the single crossing as its preferred option
- in referring to VicTrack's neutral position on the number and method of crossing said[27]:

  > Consistent with VicTrack's neutral position, Council considers the next stage of work must involve a comprehensive cost, constructability and flood impact assessment undertaken in consultation with VicTrack, the Department of Transport and Planning and the ARTC, with the preferred configuration to be confirmed once this analysis demonstrates which option best satisfies engineering, environmental and delivery objectives.

[27] Council Part B Submission, page 24, para 152

RPG submitted "*the drainage experts agreed …. a syphon culvert design for the railway crossing is acceptable and vastly superior to a free-draining culvert option on cost grounds because it minimises the need to close the railway line during construction.*"

RPG submitted:

- that during the expert's roundtable it appeared the remaining issue with a single crossing appeared to be the possibility of downstream impact.
- Ms Barich's evidence was that she did not expect any downstream impacts which was subsequently supported by the advice from the landowner to the south.
- that the Committee should find the alternative drainage scheme based upon a single syphon crossing of the railway line is appropriate and should be implemented.

Netherby submitted[28]:

- The unresolved matters relate to whether or not one or two crossings of the railway line are necessary.
- There is agreement that a syphon crossing would be more cost effective and indeed workable.
- Ms Butcher and Ms Barich support the one crossing.
- Mr Swan is supportive of one crossing but only if further modelling that has been unanimously recommended by the experts shows that there is no unreasonable impact upon downstream landowners.
- Even if the modelling shows that there is an impact, it is submitted that the experts all agree that such impact could be addressed by modifications to the retarding basin to the north of the railway line.
- …
- Clearly, any crossing of the railway line should have the lowest impact on the railway line and preferably without requiring a closure of the rail for construction of the new crossing.

### (iii) Discussion

The Committee understands that this crossing is a key project to be costed into the DCP, that the Council has a lead role in the assessment of further works, that the VPA have strongly indicated its support for Council on drainage matters and that the developers will bear the risk of any cost overruns.

There were several different views expressed through the Hearing in evidence and submissions as to how many crossings should be considered and the type of crossing. The Committee accepts that a consensus was reached that a single syphon crossing of the railway was the most likely to be minimise costs and disruption to the rail operator.

The Committee acknowledges Council's more cautious approach as the drainage authority, in that it will not commit to either option until such time as detailed design and modelling occurs.

Whilst VicTrack have provided a neutral position on the crossing issues at this early stage it has set out approvals that need to be sought from DTP, ARTC, and itself as to how the crossing can be constructed. It is possible that a single syphon crossing of the railway is not approved and other options may emerge.

[28] Netherby closing submission, pages 11-12, paragraphs 67-71 and 73

The Committee supports in principle the use of a single syphon crossing, given the likely high cost and operational risks associated with two culvert crossings and that its costs be included this in the DCP. This however needs to be confirmed by further work.

Importantly, there were no objections to the alternate drainage design in the referred submissions and evidence, and the Committee now has the benefit of the following for its support:

- Council as the drainage authority.
- VPA as the proponent.
- the developer group representing 93 per cent of the precinct
- the Corangamite CMA as the floodplain manager.

## 4.6 Is there a need for further drainage work?

### (i) The issue

The issue is whether further work is required to confirm the drainage strategy, its costs in the DCP and when it should occur.

### (ii) Evidence and Submissions

Item 16 of the experts' joint statement:

> It is the agreed opinion of the conclave for hydrology, stormwater and drainage that the adopted drainage strategy for the PSP will need to complete a revised flood impact assessment on the property/s downstream of the existing railway line and it must include an afflux assessment.

Council submitted[29]:

> All experts agreed further technical work is required before a final decision can be made on whether the drainage strategy should include one or two railway crossings. They acknowledged the need for a detailed cost and constructability assessment to compare the options on a like-for-like basis, as well as additional hydrologic and flood impact modelling to confirm downstream effects.
>
> The experts were aligned that this further analysis should identify the lowest-cost, lowest-risk solution that meets engineering, environmental, and staging objectives, and that the PSP and DCP should remain flexible until this work is completed.

Council reflected upon the advice of VicTrack and submitted[30]:

> Consistent with VicTrack's neutral position, Council considers the next stage of work must involve a comprehensive cost, constructability and flood impact assessment undertaken in consultation with VicTrack, the Department of Transport and Planning and the ARTC, with the preferred configuration to be confirmed once this analysis demonstrates which option best satisfies engineering, environmental and delivery objectives.

Table 5 identifies the work Council supports to be completed prior to and after gazettal.

The VPA submitted that it generally agreed with Ms Butcher's evidence on the further works that required:

- frequent flows assessment for property(s) downstream of the railway track.
- revised flood impact assessment on the property(s) downstream of the railway track, including an afflux assessment.

[29] Council submission, page 23, paragraphs 145-146
[30] Council submission, page 24, paragraph 152

**Table 5 Council view on further work – pre and post gazettal**

| Pre-gazettal | Post-gazettal |
|---|---|
| Complete the frequent flow assessment to confirm downstream impacts and inform sizing/costs | 20 per cent AEP diversion to Bruce Creek (alternative strategy): proceed to detailed design confirmation post-gazettal (and retain flexibility in the PSP/DCP to refine the diversion alignment/sizing through design without altering strategic land-take and ensure any associated works are reflected in the DCP scope, with final costs verified at design approval) |
| Complete the rail crossing cost & constructability assessment (compare one vs two; culvert vs siphon) | Finalise EC111 pipe upsizing and confirm the piped 1% AEP outlet through engineering approval (and include the pipe upgrade as a DCP line item) |
| Confirm a single contingency rate set by a qualified quantity surveyor or engineer experienced in drainage construction | |
| Complete the revised downstream flood and afflux assessment | |

Source: Committee

RPG submitted that a frequent flows assessment for the property downstream of the railway track be undertaken by the end of the 2025 calendar year.

The Corangamite CMA supported the following work:

- modelling of frequent flow impacts of 20% AEP flows on downstream properties
- post development gap flows for between the 20% AEP and 1% AEP events which discharge directly into Bruce Creek
- a quantitative data analysis to confirm no adverse impacts to hydrologic or hydraulic regimes in both Bruce Creek and downstream of the railway track on the southern boundary
- a revised flood impact assessment on the property/s downstream of the existing railway line. This would include an afflux assessment clearly identifying changes (if any) to existing flood extents, depths, velocities and hazard.

### (iii) Discussion

All parties agreed there was a need for further work on the drainage strategy. Similar to the late change in the transport strategy, there has been limited time to consider the recent change in support for the alternate drainage strategy.

The Committee considers the view of Council, as the drainage authority, in defining what further work is required is significant as the long term management of the asset will be its responsibility. For this reason, the Committee supports the Council view on further work contained in Table 1 apart form the need for a quantity surveyor to define a contingency level.

The two items that Council considers can be addressed post-gazettal are matters of design detail and should not be completed prior to gazettal.

The Committee is reluctant to nominate specific timing of the further work, as suggested by the RPG. The Committee assumes further work is underway and it will be finalised at the appropriate point.

The Committee supports the four further work items of the Corangamite CMA. Whether these are all required to be completed prior to gazettal is a matter for further discussions with the Corangamite CMA.

## 4.7 Conclusions and recommendations

The Committee concludes it supports:

- The alternate drainage strategy appropriately addresses all legislative requirements and avoids direct outfall to Bruce Creek.
- The alternate drainage strategy will reduce cost and land take and increase developable land.
- A 20 per cent contingency for the drainage strategy is appropriate.
- There is a need for further work to confirm the detail of the alternate drainage strategy.

The Committee recommends:

**Amend the Bannockburn South East Precinct Structure Plan and Bannockburn South East Development Contributions Plan to adopt the alternative drainage strategy that includes:**

a) **a single crossing of the railway utilising a syphon.**
b) **a 20 per cent contingency noting the developer group will bear the risk for overruns.**

**The VPA complete further work on the alternate drainage strategy prior to approval of the draft Amendment to include:**

a) **a frequent flow assessment to confirm downstream impact and inform sizing and costs of infrastructure**
b) **a revised downstream flood and afflux assessment**
c) **an assessment of the rail crossing cost and constructability.**

**The VPA complete further work on the alternate drainage strategy following the approval of the draft Amendment to include:**

a) **20 per cent AEP diversion to Bruce Creek (alternative strategy): proceed to detailed design confirmation post-gazettal (and retain flexibility in the PSP/DCP to refine the diversion alignment/sizing through design without altering strategic land-take and ensure any associated works are reflected in the DCP scope, with final costs verified at design approval)**
b) **Finalised EC111 pipe upsizing and confirm the piped 1% AEP outlet through engineering approval (and include the pipe upgrade as a DCP line item).**

# 5 Investigation areas

## 5.1 The issues

The referral issues are whether the provisions and information in the PSP and UGZ1 appropriately manage cultural heritage and biodiversity. Particularly, provisions relating to the "*culturally and/or environmentally sensitive areas*" and "*bridge investigation area*", noting that there must be no contradictions or duplication with the *Aboriginal Heritage Act 2006 (Vic)* or the *Environment Protection and Biodiversity Conservation Act 1999*.

As a result of the agreed position between the VPA, Council and the developer group to update the PSP and UGZ1 as reflected in Documents 65 and Document 88, the issues between the parties that the Committee considers further are limited to the:

- mapping and provisions relating to biodiversity and culturally sensitive areas generally along the Bruce Creek corridor
- 'Bridge investigation area' and any implications for cultural heritage or biodiversity
- application requirement for an impact assessment for the Victorian Grassland Earless Dragon (VGED) in UGZ1
- requirement and location of the 'shared path'
- mapping of culturally sensitive areas and recognition of Country in referred Submission 34 from the Wadawurrung Traditional Owners Aboriginal Corporation (WTOAC).

## 5.2 Biodiversity and culturally sensitive areas along the Bruce Creek corridor

### (i) Background

The biodiversity, threatened species and native vegetation in the PSP include:

- VGED
- Growling Grass Frog (GGF)
- Golden Sun Moth
- Tussock Skink
- Critical and high retention trees.

Plan 1 of the PSP shows precinct features with a focus on the Bruce Creek corridor (Figure 11) that includes:

- Amphitheatre – cultural values, in the south-west corner within the Bruce Creek corridor and escarpment edge
- Bruce Creek corridor and escarpment edge
- indigenous vegetation railway corridor
- Stony rise:
  - cultural values extent in the elevated eastern portion of the Ramsey Property Group's land
  - physical extent in the eastern portion of the Ramsey Property Group's land (stockpile of boulders and rocks)
- area of cultural heritage sensitivity
- Melbourne Yellow Gum

- critical/high retention value tree
- confirmed and potential golden sun moth/tussock skink habitat.

These features are also shown on the PSP Place Based Plan 2 (Figure 1).

Objective 2 of the PSP is to:

> Ensure that development appropriately responds to the cultural and / or environmental investigation area as shown in Plan 2 Place Based Plan.

Relevant requirements are:

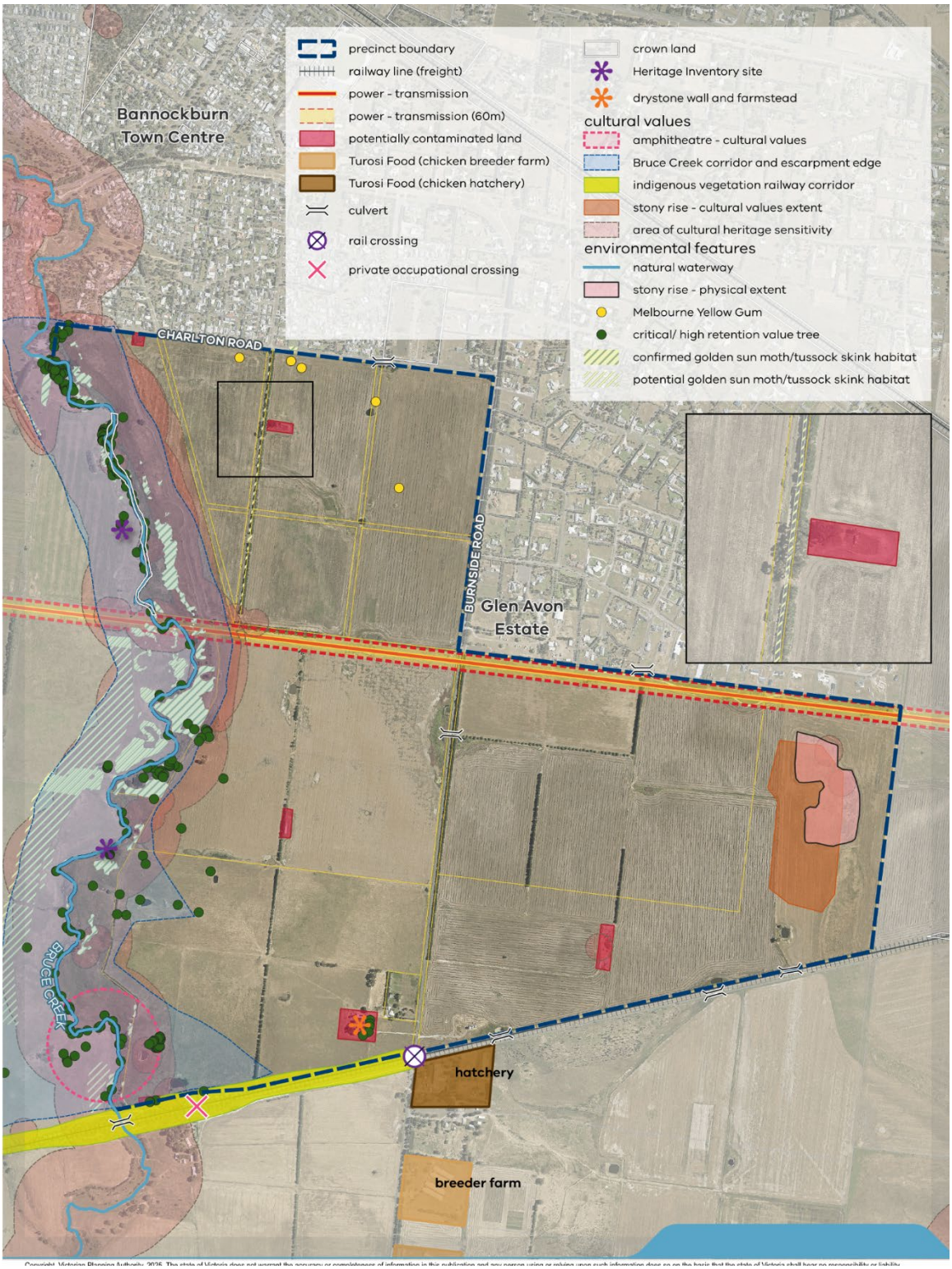
- Requirement R2 requires subdivision design to respond to areas of ecological and cultural significance, such as the Bruce Creek corridor, any current and future registered Aboriginal Cultural Heritage Places, native vegetation, high and critical retention trees and Melbourne Yellow Gums
- Requirement R4 seeks to ensure subdivision and development, specifically developable area within the cultural and/or environmental investigation areas, is designed to minimise impact on biodiversity, habitat under the Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act) and ensure consistency with an approved Bruce Creek Conservation Management Plan (CMP) and a Cultural Heritage Management Plan (CHMP)
- Requirement R5 requires subdivision and development within the stony rise in the east of the precinct must demonstrate the extent of developable area that minimises impact on biodiversity and habitat and consistency with an approved CHMP
- Requirement R32 ensures stormwater drainage infrastructure constructed in cultural and/or environmental areas minimises impacts on biodiversity values, habitat and consistency with a CHMP.

Guideline G28 requires drainage assets to be located and designed in collaboration with the WTOAC.

Clause 2.4 of UGZ1 requires a Bruce Creek Conservation Management Plan (CMP) and Bruce Creek Concept Plan prior to the approval of subdivision, except for the creation of a super lot where the responsible authority is satisfied that the land within 200 metres of Bruce Creek is expected to be further subdivided and a further permit will be required for that subdivision. The CMP and Concept Plan require:

- the location of existing and proposed infrastructure
- creek crossings and shared trails and walking paths
- how a shared path can be delivered in stages
- open space
- fenced conservation area
- public access arrangements and habitat assessment and rehabilitation
- any approvals under the Flora and Fauna Guarantee Act 1988 (FFG Act) & EPBC Act
- cultural values and land suitable for urban development.

**Figure 11 Precinct features from draft Precinct Structure Plan**




Source: Draft Precinct Structure Plan

The VPA made significant drafting updates from the consultation version of the PSP and UGZ1 in addressing biodiversity and cultural heritage matters.

The net developable area (NDA) was increased following consultation of the draft Amendment to include the cultural and/or environmental investigation area but excludes the Bruce Creek uncredited open space within 200 metres of Bruce Creek. The VPA submitted that the uncredited

open space area was reduced in consultation with the Department of Energy, Environment and Climate Action (DEECA), mainly north of the utilities easement, resulting in an increased size of the 'cultural and / or environmental investigation area' to ensure that uncredited open space includes the Growling Grass Frog (GGF), Golden Sun Moth / Tussock Skink habitat and some high value trees, and align with default buffers under the EPBC Act.

### (ii) Evidence and submissions

Mr Glossop's evidence was that further clarity was required for when a permit is triggered or a requirement must be met under Clause 2.4 of the UGZ1 for a CMP and Concept Plan within 200 metres of Bruce Creek. He stated[31]:

> What is not clear, is how the proposed division between the Bruce Creek uncredited open space and the CESA (cultural and/ or environmental investigation area) has been drawn. Further, while it does appear that the entire culturally sensitive area has been included in the two designations, the whole of the Bruce Creek corridor and escarpment has not been (refer triangular portions towards southern end). I believe this matter requires further exploration and it is also essential that the precise boundaries on both Bruce Creek and the CESA / cultural and/ or environmental investigation area be mapped to provide clarity and certainty in the future.
>
> I further note that the Day 1 version of UGZ1 introduces requirements that are relevant when seeking a planning permit within 200 metres of Bruce Creek. This setback appears different to the any of the mapping referred to above, creating confusion around the delineation of the area which is sensitive.

The VPA agreed that the PSP could be clearer and submitted[32]:

> Mr Glossop questioned in evidence the basis to the identification of the "cultural values Bruce Creek corridor and escarpment" in Plan 1 (Precinct Features), the "cultural and/or environmental area" and "200 metres from Bruce Creek" in Plan 2 (Place Based Plan) in Day 1 of the PSP.
>
> The spatial characteristic of the area is defined by the 200 metres buffer from Growling Grass Frog Habitat as reflected by Commonwealth guidelines, the results of the Cultural Values Assessment (CVA; approved by the RAP, WTOAC) and mapped areas of Aboriginal cultural heritage sensitivity as per the Aboriginal Cultural Heritage Register and Information System (ACHRIS).
>
> The cultural and /or environmental investigation area is defined by this line with the background environmental investigations identifying that the land to the west of this line contains the highest likelihood of environmental constraints.
>
> A description of the statutory processes for assessment of constraints under other enactments is included in the VPA's openings submission.
>
> The cultural and or environmental investigation area is approximately 200 metres, Bruce Creek though in places is marginally wider to align with ACHRIS.
>
> The VPA recognises that the plans within the PSP could depict these elements more clearly.
>
> The VPA is considering refining Plan 1 (Precinct Features) and Plan 2 (Place Based Plan).

Mr Bursill's evidence was that definitions could be included in the UGZ1 or the PSP or maps to provide clarity for requirement triggers.

Submitter 42 did not accept that removing the existing ESO2 and replacing it with the PSP and UGZ1 provisions is appropriate for managing environmental protection, and submitted[33]:

> There should be no urban encroachment into the area set aside as Bruce Creek open space reserve in the exhibited version of the PSP. It is to the VPA's credit that they have

[31] Mr Glossop expert evidence, page 27
[32] VPA Part B submission, page 16
[33] Cameron Steele submission, page 4

> recognised the importance and values of the Bruce Creek corridor and sought to protect it through early delineation of the reserve. It represents a buffer zone of approximately 100 metres from the creek.
>
> The additional 100 metres "ecological and cultural heritage investigation area" reflects the Aboriginal Heritage Regulations 2018 – Reg. 26, identifying land within 200 metres of a waterway as culturally sensitive (unless significantly disturbed). This aligns broadly with the existing ESO2 coverage for downstream properties.
>
> As Ecologist Paul Boon notes in *Widths of Riparian Corridors*, riparian buffers of up to 200 metres are required to maintain aquatic and terrestrial biodiversity under high-intensity land uses such as urban development.

Josco submitted they provided input into the alignment of the cultural and/or environmental investigation area via targeted surveys, stakeholder knowledge and understanding of the escarpment line, which extends beyond 200 metres of Bruce Creek north of the easement within its land.

The VPA submitted the purpose of the cultural and/or environmental investigation areas is to complement the Aboriginal Heritage Act 2006 (AH Act) and EPBC Act and provide transparency about possible constraints and alert landowners and decision-makers, while maintaining flexibility for refinement through the permit process. The UGZ1 encourages early engagement with WTOAC but does not impose further requirements beyond what is provided in the AH Act. The VPA stated[34]:

> The provisions provide high level planning direction that complements and does not contradict nor duplicate, the statutory framework established by the AH Act or EPBC Act. The PSP acknowledges cultural and environmental values at a strategic level, while leaving the detailed investigation and approval under the AH Act and EPBC Act.

### (iii) Discussion

Within the PSP boundary, habitat and cultural values will be protected through EPBC and Aboriginal Heritage Act approvals and the preparation of the CMP and Bruce Creek concept plan and subsequent planning approval to develop and subdivide land.

The Committee considers the biodiversity referred matters are largely resolved through redrafting of the UGZ1 and PSP following consultation, ongoing discussions with submitters, government authorities, WTOAC, key stakeholders, expert peer review and evidence from Mr Bursill and Mr Glossop, and submissions made by the VPA, Council, developer group and submitter 42. The UGZ1 was further refined by the parties in the Hearing.

The Committee considers the generally agreed changes in the Day 2 version of documents include:

- amending reference to 'cultural and/or environmental sensitive areas' to 'cultural and/or environmental investigation areas' following further discussions with WTOAC
- 'cultural and/or environmental investigation area' in NDA but does not include the 'Bruce Creek uncredited open space'. This issue is no longer contentious between VPA, Council and the developer group, but is for Submitter 42. The key change is that the land associated with these areas would be included in NDA but remain subject to appropriate investigations for cultural heritage and for environmental constraints. Requirements R4 and R5 of the PSP manage this, and Appendix 7 of the Day 2 PSP includes the following definition for cultural and / or environmental investigation area:

[34] VPA Part A Submission, page 69

Land shown on Plan 2 Place Based Plan that is potentially developable subject to approvals that consider cultural heritage, biodiversity and risk of erosion.

- removal of moderate retention trees from the PSP, retaining high and critical retention trees and Melbourne Yellow Gums.

Native vegetation other than moderate, high and critical retention trees was not a matter raised in the Hearing, and no expert evidence for biodiversity experts was submitted. The VPA and developer group agreed to remove moderate retention trees from the PSP and UGZ1. The Committee considers native vegetation and trees is appropriately considered in the PSP, and critical vegetation will be captured under Clause 52.17 Native vegetation, and the *Flora and Fauna Guarantee Act 1988*. Clause 3.0 of the UGZ1 includes an application requirement for arboriculturally assessment and a tree retention plan.

The Committee agrees that the:

- mapping and / or definitions within the PSP and UGZ1 requires refinement and considers it critical to establish a clear mechanism for requirements under the UGZ1, including for example, the requirement of the CMP and Bruce Creek concept Plan for land within 200 metres of Bruce Creek
- mapping can be refined to provide more clarity between colours and shades so that layers are legible, for example the layers of different shades of pink in Plan 1.

The Committee considers that through the drafting discussion and intended application of applied Rural Conservation Zone (refer to Chapter 6), in lieu of the Public Park and Recreation Zone, in Table 1 of the UGZ1 for the Bruce Creek uncredited open space, will provide further strengthening of environmental protection of private land until such time the land is acquired or vested in Council or a public authority.

The Committee agrees with the VPA that the provision and information included in the PSP and UGZ1 do not contradict or duplicate the AH Act and EPBC Act, a key issue referred to the Committee. The drafting of the PSP and UGZ1 identifies the importance and need for consultation with the WTOAC. A voluntary CHMP is one option available to the developer group for areas outside of areas of cultural heritage sensitivity.

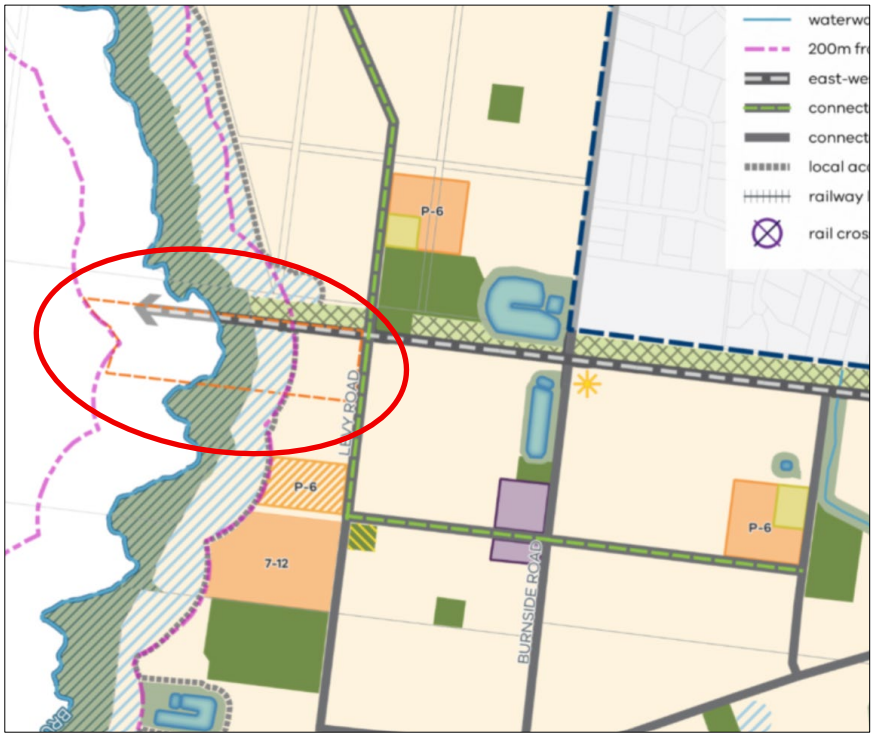
The EPBC Act addresses Matters of National Environmental Significance that includes nationally significant (protected) animals, plants, habitats or places and is a self-referral process. The Committee considers the reference to these requirements throughout the PSP and UGZ1 is appropriate and does not contradict the requirements of the EPBC Act.

## 5.3 Bridge investigation area

### (i) Background

The bridge investigation area appears in the PSP and UGZ1, with a designated area identified on Plan 2. The bridge investigation area is partly within the Bruce Creek corridor (ultimately public land) and partly within developable land. Figure 12 shows it circled in red.

**Figure 12 Bridge investigation area circled in red**




Source: Draft Precinct Structure Plan

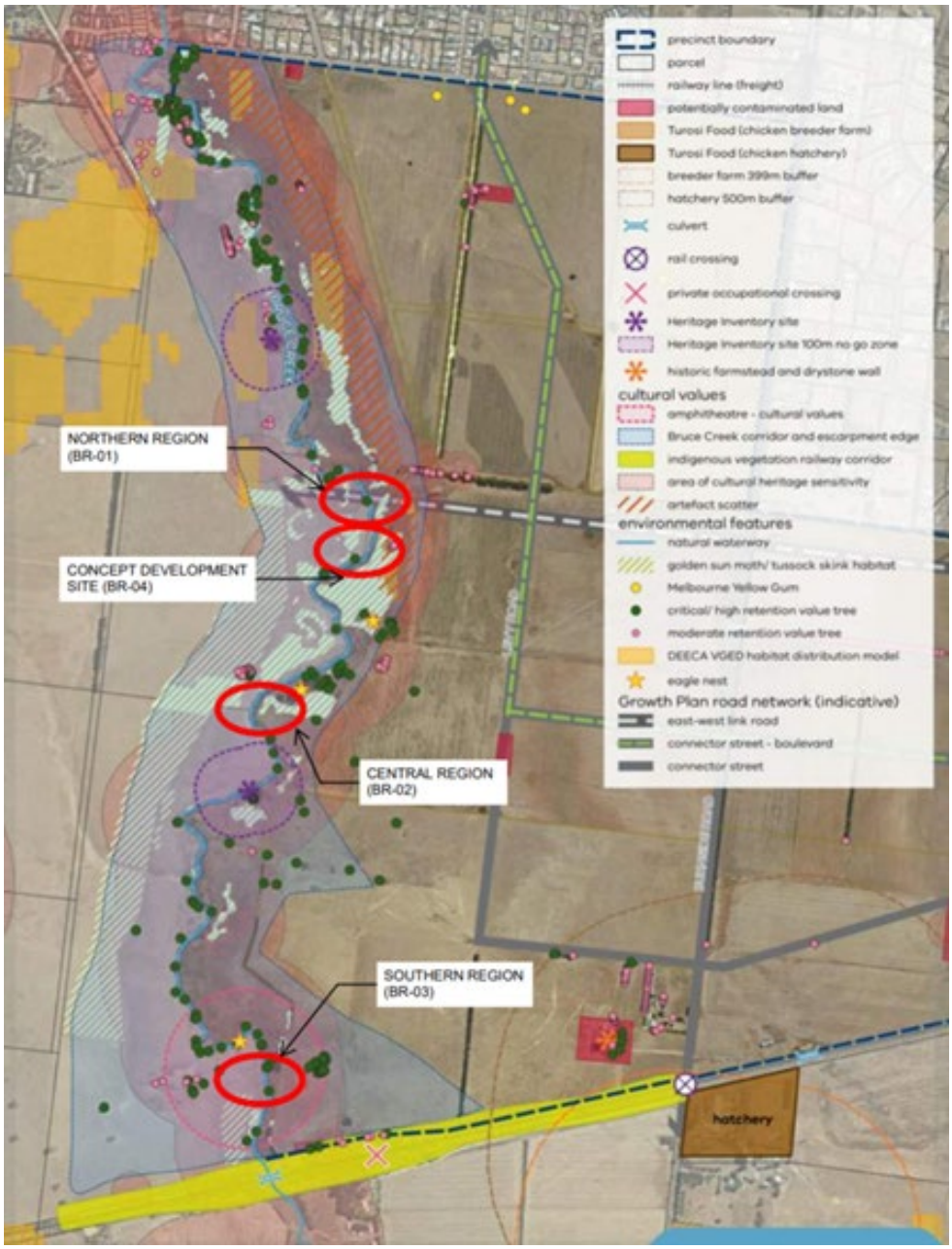
The location of the proposed bridge crossing was one of four locations assessed by the VPA and its consultants. Figure 13 shows the location of the bridge options taken from the Bannockburn South East Precinct Bridges Feasibility Assessment, Jacobs dated 17 April 2025.

The background report to the draft Amendment addresses this issue at pages 31-33. It states:

> The indicative location for the bridge crossing Bruce Creek is one of several options explored in the Bridge Feasibility Assessment (Jacobs, 2025), which adopted the following methodology in their assessment:
>
> - Site Investigation – Assessed terrain, ecological constraints, and existing infrastructure.
> - Constraints Analysis – Identified key issues (biodiversity impact, heritage sites, vegetation, flood risks).
> - Bridge Options Assessment – Evaluated feasibility, structural types, and environmental impact.
> - Concept Development – Selected best location based on topography and minimised constraints.
> - Cost & Design Refinement – Developed high-level bridge concept, considering staging and structural efficiency.
>
> The Bridge Feasibility Assessment (Jacobs, 2025) assessed the most logical location based solely on engineering considerations.
>
> The VPA also considered other factors in locating the bridge BR-01 and BR-04 of the Bridge Feasibility Assessment (Jacobs 2025) were shortlisted and compared based on the following:
>
> - Cultural heritage impacts - Currently unknown for both and will be further investigated when applications are prepared for areas within the “bridge investigation area”
> - Biodiversity impacts – As shown in Figure 7, BR-01 requires the removal/offset of approximately 0.04ha of grasslands habitat, this includes Tussock Skink, and Golden Sun Moth habitat. The habitat potentially impacted by BR-01 are fragmented. BR-04 intersects a slightly larger but cohesive habitat area (approx. 0.05ha).

- Cost – BR-01 is 40m longer in span than BR-04 and therefore is likely to be more expensive.
- Urban design impacts – BR-01 allows for a straight alignment for the east-west link road, while BR-04 requires a slightly skewed alignment that will create an unusable area between the east west link road and the transmission line easement.

**Figure 13 Bruce Creek road bridge options**




Source: Bannockburn South East Precinct Bridges Feasibility Assessment, Jacobs 17 April 2025

### (ii) Evidence and submissions

The VPA submitted the purpose of the bridge investigation area is[35]:

> to define the area that is broadly suitable for a bridge crossing of the Bruce Creek subject to cultural heritage investigations and relevant biodiversity approvals. The PSP and UGZ1

[35] VPA Part A submission at page 17

require that final siting and design of the bridge must be determined to the satisfaction of Council in consultation with the Registered Aboriginal Party and must comply with relevant AH Act and all relevant statutory requirement.

WTOAC requested that the bridge investigation area be minimised to limit potential impact on culturally rich creek corridors, including burial sites. The size of the investigation area is required to allow for flexibility for bridge alignment with a future east-west road link in conjunction with managing cultural heritage sensitivity and biodiversity.

The VPA submitted that "*the decision to adopt the bridge location was multifactorial and an exercise of informed judgement. While some options, for instance the far south had functional constraints, other options were more closely aligned. Given the volumes on the ultimate road which will not have direct access, the location of the easement through the PSP is of some amenity benefit*".

The final location will be determined following further investigation. Mr Glossop's evidence in chief was that the support of the WTOAC for the bridge location now, is not necessary given it will not be delivered within the life of the PSP.

### (iii) Discussion

The Committee considers the VPA approached the bridge investigation area in a balanced and evidence-based way that provides for flexibility in determining its location and the need to avoid areas of cultural and environmental significance. The UGZ1 and PSP appropriately manage these critical considerations in the context of structure planning, including:

- no duplication with other legislation as submitted by the VPA and Council
- Clause 2.4 of the UGZ1, a specific provision which requires that no permit must be granted to subdivide land within the 'Bridge Investigation Area' until the location has been determined in consultation DEECA and WTOAC, and to the satisfaction of the Responsible Authority
- Clause 6.0 of the UGZ1 decision guideline for an application:

  **Bridge investigation area and cultural and/or environmental investigation areas**

  In assessing applications to subdivide or develop land within the 'bridge investigation area' or 'cultural and/or environmental investigation area', the responsible authority should consider compliance with:

  - An approved Cultural Heritage Management Plan (CHMP) under the Aboriginal Heritage Act 2006 (Vic), where applicable. Consideration should be given to any consultations or preliminary advice from the Registered Aboriginal Party that informs the design's alignment with cultural heritage sensitivities. Approval decisions by the relevant statutory authority cannot be inconsistent with an approved CHMP.
  - Any approvals required under the Environment Protection and Biodiversity Conservation Act 1999.
- Requirement R10 of the Day 2 PSP which states:

  The Bridge Investigation Area represents a potential location for a bridge crossing of Bruce Creek as informed by the Bannockburn South East Bridge Feasibility Assessment (Jacobs, April 2025). Final siting and design will be determined through consultation with the Registered Aboriginal Party (RAP) and compliance with the Aboriginal Heritage Act 2006 and all relevant statutory requirements.
- Requirement R11 of the Day 2 PSP which states:

  The design and construction of any bridge crossing of Bruce Creek must:

- Be designed to minimise impacts on biodiversity values, particularly habitat for matters of national environmental significance as defined under the Environmental Protection and Biodiversity Conservation Act, 1999.
- Be consistent with any relevant approved Conservation Management Plan.
- Be consistent with the document titled Design and construction standards for Growling Grass Frog passage structures (DELWP 2016).
- Be consistent with any Cultural Heritage Management Plan (CHMP) approved under the Aboriginal Heritage Act 2006 for the land.
- Meet the objectives of Corangamite Catchment Management Authority's Waterway Crossing Performance Objectives.
- Be consistent with the Bruce Creek Masterplan (BCM).

The Committee considers the 'Bridge investigation area' must be set aside for that purpose so that it does not prejudice the future construction or delivery of a bridge over Bruce Creek. The 'Bridge Investigation Area' in Plan 2 of the Day 2 PSP and specific requirements of the PSP and UGZ1 appropriately include assessment for biodiversity and Aboriginal Cultural Heritage prior to subdivision and development. The Committee agrees with Mr Glossop that the Registered Aboriginal Party approval of bridge alignment is not required now as further investigation is required.

## 5.4 Victorian Grassland Earless Dragon

### (i) Background

Clause 3.0 of the draft UGZ1 Application requirements includes an impact assessment for the VGED:

> An application to use or subdivide land or construct a building or construct or carry out works on a lot containing land identified as potential habitat in the Victorian Grassland Earless Dragon habitat distribution model (HDM) available online via the DEECA NatureKit platform must be accompanied by an impact assessment for the species comprising:
>
> - a habitat assessment; and
> - detection surveys where suitable habitat is present
>
> to the satisfaction of the responsible authority in consultation with the Department of Energy, Environment and Climate Action.

No surveys were undertaken for the VGED at the time of targeted flora and fauna surveys in 2020 given the species were thought to be extinct. Following its rediscovery in 2023, there is potential habitat identified in the precinct in accordance with DEECA habitat distribution model.

### (ii) Evidence and submissions

RPG submitted that the application requirement at Clause 3.0 of the UGZ1 be deleted as it is a duplication to the EPBC Act. The VPA and Council did not agree and submitted the EPBC Act is a voluntary 'self-assessment' process.

The VPA submitted it will not undertake an assessment of VGED habitat and note the developers will need to comply with the EPBC Act which includes consideration for VGED habitat and its implications for development.

Mr Bursill and Mr Glossop were questioned in evidence as to whether a VGED assessment should be undertaken prior to finalising the draft Amendment. Both agreed that one was not required

now. Mr Bursill's evidence was that there was a low risk of habitat or impact and the expense and timeframe required to compete this work was at least one year.

RPG amended the application requirement in the Day 2 UGZ1 to allow further discretion for the subdivision of super lot(s) as follows:

> A permit may be granted before an impact assessment is prepared for if the responsible authority is satisfied that the land identified as potential habitat in the Victorian Grassland Earless Dragon habitat distribution model (HDM) available online via the DEECA NatureKit platform is expected to be further subdivided and a further permit will be required for that subdivision.

RPG submitted this allowed a developer to only address the requirement when the relevant potential habitat land is the subject of the application. All parties agreed to this addition in drafting.

#### (iii) Discussion

The Committee does not agree with RPG's primary submission that the application requirement be deleted in its entirety, but it accepts the alternate drafting that RPG provided in the Day 2 UGZ1[36] which appropriately manages biodiversity for the VGED within the scope of structure planning.

The Committee considers the developer group is required to undertake an assessment under the EPBC Act and therefore it is not an onerous application requirement. The timing of the assessment can be managed through super lot subdivision which is facilitated by the drafting of the marked up VPA Day 2 UGZ1. The Committee considers the VGED assessment prior to a planning application is appropriate as this would ensure any habitat informs the preparation of a subdivision or development application.

## 5.5 Shared path

#### (i) Background

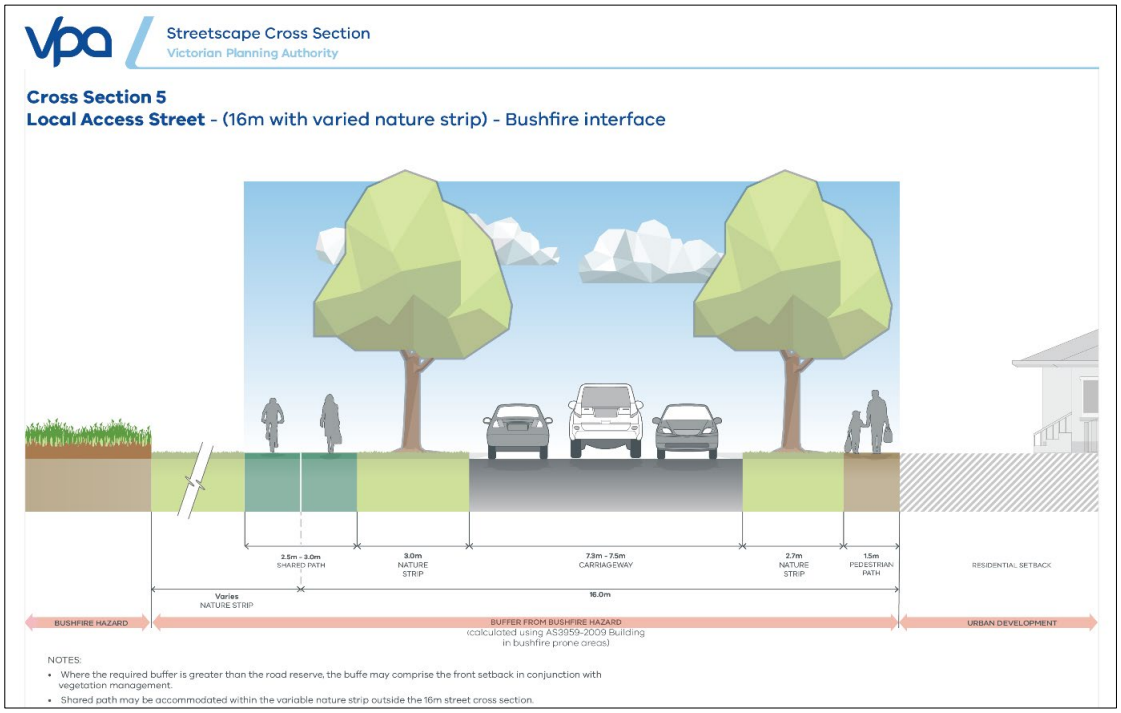
The requirement and location of a shared path interfacing with Bruce Creek was a key issue raised and addressed by all submitters at the Hearing.

Two paths are envisaged in the PSP, both a shared path and off-road path are shown on Plan 4 Movement Network in the PSP referenced at Figure 3 of the report.

Cross section 5 of the PSP (Figure 14) for a 'Local Access Street (minimum 16m) – Bushfire interface' applies to the perimeter road interfacing with Bruce Creek and is reflected in Plan 4 Movement Network with an orange dashed line for a 'local access street (minimum 16m)' and PSP Plan 8 Bushfire. The road cross section requires a 2.5-3.0 metre wide shared path interfacing with the Creek or 'bushfire hazard'. The notes on Cross section 5 include "s*hared path may be accommodated within the variable nature strip outside the 16m street cross section*". The off-road shared path is shown as the black dotted line on PSP Plan 4.

[36] Document 88 at page 12.

**Figure 14 Cross Section 5 Local Access Street**




Source: Draft Precinct Structure Plan at page 71

Objective 7 of the Day 2 PSP states:

> Deliver walking and cycling connections to Bannockburn and the precinct's key destinations, such as the existing town centre, future local town centre, community facilities, schools, open spaces and Bruce Creek.

References to the provision of paths appears in the requirements for a Bruce Creek CMP and Concept Plan at 2.4 of the UGZ1. There is no specific requirement in the UGZ1 for the Bruce Creek shared path but Guidelines G7, G9, G22, G33, and 'Appendix 5: Bruce Creek Open Space design' outcomes of the PSP seek to provide general guidance for footpaths or shared paths and street layouts to provide connectivity, maximise amenity and value of open space, explore opportunities for cultural heritage interpretation trails, design to avoid or minimise habitat disturbance and areas of aboriginal cultural heritage sensitivity. Requirement R6 requires connector roads and local streets to be designed generally in accordance with the relevant cross sections in Appendix 4 of the PSP.

The delivery of the path and its location in the PSP and UGZ1 is the critical issue.

### (ii) Evidence and submissions

The VPA, Council and developer group agreed the reference to the shared path in the PSP is 'developer provided works' or works-in-kind, and not a DCP item which was preferred by submitter 42.

Council and the developer group agreed with the VPA that the PSP requires the shared path to be delivered as developer works, located within the road reserve of the perimeter road running parallel to the creek corridor as shown in Cross section 5 of the PSP. Council submitted the PSP requires an interface plan to be prepared as part of the Bruce Creek concept plan showing "*how a shared path can be delivered in stages, generally within an adjacent street reserve, along the length of the interface.*"

Council submitted the "*PSP or the UGZ1 must explicitly clarify the delivery mechanism"*, and[37]:

> … the Day 2 UGZ1 should be improved to link the shared path to the corresponding cross section 5 in the PSP to ensure it is delivered in accordance with that design. Council also submits the language must be strengthened to convey the mandatory nature of the delivery of the shared path, together with more detail about its ultimate outcome. Doing so will provide certainty to developers (as the land is progressively subdivided and developed) and the community, and ensure the infrastructure is completed in a coordinated and consistent manner across the entire corridor.

Submitter 42 submitted that the shared path should be an extension of the existing shared path separated from the road network on the west side of the creek, north of the precinct, for user amenity and community benefits. This provides access to the creek environs, fostering community, safety for children, and responding to the natural features and typography of the precinct. The submitter supported the PSP's vision which speaks to "*pedestrian and cycling paths, wayfinding, storytelling and recreational facilities*". He stated the "*masterplan's mapped pathway network clearly intends a system independent of the road network*". This is evident on the Movement Network Plan 4 of the PSP with a black dotted line and reference to "off-road shared path" as shown in Figure 4.

Mr Bursill and Mr Glossop agreed that further certainty for the path's delivery is required. Mr Glossop's evidence was that he had concerns about the delivery of the shared path through the PSP and UGZ1 because it was not explicitly required in the ordinance or PSP. Mr Glossop stated[38]:

> Separately, I note that Plan 4 of the PSP identifies that an 'off road shared path' is proposed to extend along Bruce Creek within the PSP.
>
> This shared path is not funded through the DCP. Furthermore, there are no requirements or guidelines that would ensure the implementation of this path. I understand that there is no design for the path, nor have I seen any evidence that it can be provided within the designated space without detrimentally affecting the sensitivities and constraints of the area. While it is possible that these issues could be resolved as part of a detailed design process but ultimately, I think this issue is unresolved.

The developer group submitted the shared path should be in the road design, but the road design may vary due to the escarpment and change in typography south of the utilities easement, for example, where the slope is gentler than in the Josco land north of the utilities easement which has a steeper slope down to the Creek. Josco submitted there should only be one path and that it be located within the road reserve. The developer group submitted the path could be shifted west, closer to the Creek because of this typography. Netherby submitted that delivering a shared path in the road is more likely to occur rather than the lower reaches of the creek which may have EPBC and CHMP complexities.

### (iii) Discussion

Plan 4 of the PSP clearly shows two paths interfacing with Bruce Creek, one "*off-road shared path*" and a second as "*local access street (minimum 16m) bushfire interface*", which includes a shared path within the road reserve at cross section 5 (Figure 14). This and the associated 'notes' indicate the delivery of a shared path, either within or outside of the local access street with reference to "*shared path may be accommodated within the variable nature strip outside the 16m cross section*".

[37] Council submission, page 9

[38] Mr Glossop expert evidence statement, pages 29 and 30.

A path in a road reserve has a significantly different context that one within the environs of Bruce Creek. Existing shared paths to the north through the town are provided within the Bruce Creek environs and the Committee considers this should continue if topography and cultural and environmental constraints allow. The Committee does not agree with the developer group that only one path should be provided in this area of the precinct.

The Committee considers there should be a minimum requirement for the delivery of one shared path in the PSP and UGZ1 with clear and consistent language throughout the requirements and guidelines of the PSP for developer and community certainty. The UGZ1 does not include the requirement for a shared path at Clause 4.0 *Conditions and requirements for permits*, and the PSP does not include a specific requirement for a path. It is only referenced in guidelines. Guidelines are discretionary and requirements are mandatory in a PSP and at the very least a specific requirement should be drafted.

The Committee considers the delivery of a shared path adjacent to Bruce Creek by developers is not explicit in the PSP and UGZ1. The requirements and guidelines, and the note in Cross section 5 allow flexibility for the location and the type of the path having regard to relevant placemaking and cultural and/or environmental considerations, which includes biodiversity and habitat. The Committee considers the flexibility for the path's location is appropriate given the uncertainty of cultural and environmental factors where further investigation is required, including habitat assessment and aboriginal sensitivity, presence of any artifacts or burial sites identified in a CHMP. The Committee considers this flexibility does not preclude a second off-road path being delivered by others in the future subject to funding or grants. Mr Glossop identified this option is unresolved which the Committee finds is acceptable due to it being a future option and cultural and/or environmental considerations. While an off-road shared path within the creek environs is desirable, the actual deliverability of a shared path is more critical.

The 'generally in accordance' drafting in Requirement R6 of the PSP does not specifically require the delivery of a shared path, rather a local street generally in accordance with cross sections.

The Committee considers the drafting of the UGZ1 and PSP to deliver a shared path as developer works rests with the ability for Council or others to require the path be shown on plans in a planning permit application or include it as permit condition.

The Committee is concerned the drafting of Clause 2.4 of the Day 2 UGZ1 allows a super lot subdivision within 200 metres of Bruce Creek and defers the preparation and approval of a CMP and Bruce Creek concept plan, which may impact the sequencing of a master planned shared path in accordance with the PSP.

The potential sequencing of planning permits for subdivision and development outside of the Bruce Creek corridor may prejudice a master planned approach to the provision of a shared path within 200 metres of Bruce Creek, if the local road network is designed under a separate lot beyond 200 metres of Bruce Creek and developed without a CMP or Concept plan in place first.

The Committee considers the drafting of the UGZ1 to defer these important requirements, which includes an interface plan for the Bruce Creek concept plan and states "*how a shared path can be delivered in stages, generally within an adjacent street reserve, along the length of the interface*" should be reviewed with a focus on staging and delivery.

## 5.6 Cultural Heritage

### (i) Background

The WTOAC raised the following additional key matters:

- mapping the entire PSP as culturally sensitive as partial mapping misrepresents Wadawurrung connection to Country
- stony rises and elevated rises to be included in mapping to recognise gathering and vantage points.

The VPA refined the PSP and UGZ1 in response to the WTOAC submission. A key change is verbal endorsement from the WTOAC to changing the reference in the PSP and UGZ1 from "culturally and/or environmental sensitive area "to cultural and/or environmental investigation area".

Other key matters were not explored in evidence or submissions during the hearing.

### (ii) Evidence and Submissions

The VPA submitted they were having ongoing discussions with WTOAC for recognition of Country in the PSP document and updated the Day 2 draft PSP and UGZ1.

The VPA submitted the entire PSP should not be mapped as culturally sensitive as this is prescribed under the AH Act with clear parameters. It submitted most of the precinct is not within 200 metres of the culturally sensitive areas therefore extending the mapping cannot be supported. The VPA stated[39]:

> Bruce Creek is protected and conserved from a cultural values and cultural heritage sensitivity perspective by setting aside land not to be developed adjacent to Bruce Creek ('Bruce Creek uncredited open space') and also by identifying the 'cultural and/or environmental investigation area'.

The VPA submitted that the PSP assists or complements existing formal mechanisms for managing Aboriginal cultural heritage, without seeking to duplicate or override them by identifying the 'cultural and/or environmental investigation areas.' The VPA submitted the protection of Aboriginal cultural heritage and values generally occurs in two parts[40]:

- The PSP uses spatial plans, zones and overlays to identify which areas can or cannot be developed or require further assessment before anything can occur on the land, including Bruce Creek and the Stony Rise. Furthermore, Objectives, Requirements and Guidelines have been prepared so that planning permit applications can consider areas of Aboriginal cultural values, and areas of cultural heritage sensitivity, such as Bruce Creek and the Stony Rise in their subdivision and development.
- The AH Act must be adhered to in consultation with WTOAC as the RAP. This Act has triggers for Cultural Heritage Management Plans at subdivision. This process can be used to determine the agreed management mechanisms for Bruce Creek and the Stony Rises beyond what the PSP has identified.

### (iii) Discussion

The Committee considers that cultural heritage sensitivity and Acknowledgement of Country has been addressed and updated by the VPA in the Day 2 PSP and UGZ1 and is appropriately reflected throughout with the inclusion of:

[39] Document 12 at page 76.
[40] Document 12 and page 75.

- Acknowledgement of Country on page 1 of the PSP
- Cultural heritage sensitivity as a project feature on page 9 and in Plan 1
- Wadawurrung Cultural context at section 1.5 of the PSP and the PSP Vision and Purpose at sections 2.1 and 2.2
- Place Based Plan 2 (and other plans within the PSP) layer for 'cultural and/or environmental investigation area' and separately 'bridge investigation area' and '200m from Bruce Creek' line within the PSP and UGZ1
- requirement to consult with the WTOAC in the PSP at Clause 2.4 specific provisions for subdivision
- various requirements and guidelines in the PSP.

The Committee agrees with the VPA that it is not appropriate to include or map all the precinct as culturally sensitive and further considers the PSP and UGZ1 are appropriate for managing cultural heritage within the scope of structure planning for culturally sensitive areas. Areas of Aboriginal cultural sensitivity are established in the Aboriginal Heritage Regulations 2018 and requires the preparation of a CHMP for subdivision or works within 200 metres of a waterway, stony rises, registered cultural heritage places, and other areas of cultural heritage sensitivity under Division 3 of the regulations. The mapping in the PSP reflects physical and tangible stony rises, including on some elevated land in the eastern part of the RPG land.

The Committee considers a mandatory CHMP will compliment and define the extent of stony rises and cultural value, in addition to the PSP and UGZ1 requirements to consult with the WTOAC.

## 5.7 Overall conclusions and recommendations

The Committee concludes:

- The agreed outcomes for renaming the "cultural and/or environmental sensitive areas" to "cultural and / or environmental investigation areas", including the "cultural and/or environmental investigation area" in NDA and removal of moderate retention trees from the PSP and retaining high and critical retention trees and Melbourne Yellow Gums are appropriate.
- The mapping and definitions within the PSP and UGZ1 require refinement and there is a need for a clear mechanism for requirements under the UGZ1.
- Mapping should be refined to provide more clarity between colours and shades so that layers are legible.
- The provision and information included in the PSP and UGZ1 do not contradict or duplicate the AH Act and EPBC Act.
- The Bridge investigation area is appropriately addressed in the PSP and UGZ1.
- It is not appropriate to address all the precinct as culturally sensitive.
- The management of potential habitat for Victorian Grassland Earless Dragon in the PSP is appropriate and further survey work should occur in the planning application process.
- The drafting of the Day 2 UGZ1 Application requirement for the Victorian Grassland Earless Dragon be retained.
- The PSP envisages the potential delivery of two paths, one in the local access street reserve and one off-road shared path in the creek environs and both should be retained.
- The reference to the location and delivery of the shared path throughout the PSP, mapping and UGZ1 should be refined to ensure consistency.

- The location of the shared path should be flexible due to place making, biodiversity, cultural heritage and environmental sensitives and future investigation required.
- The PSP should clarify who is to provide the shared path in the road reserve and the off-road shared path.
- The PSP appropriately addresses Aboriginal cultural heritage.

The Committee recommends:

**Amend Clause 3.0 of the Urban Growth Zone Schedule 1 to replace the text under Victorian Grassland Earless Dragon text with:**

> ***A permit may be granted before an impact assessment is prepared for if the responsible authority is satisfied that the land identified as potential habitat in the Victorian Grassland Earless Dragon habitat distribution model (HDM) available online via the DEECA NatureKit platform is expected to be further subdivided and a further permit will be required for that subdivision.***

**Amend Plan 2 of the Bannockburn South East Precinct Structure Plan by using precise boundaries to clearly define protected and developable areas subject to cultural or environmental investigation outcomes in the Bruce Creek corridor for uncredited open space and the cultural and/or environmental investigation areas.**

**Amend Appendix 7 of the Bannockburn South East Precinct Structure Plan by inserting a definition for:**

a) **"200 metres of Bruce Creek" or a definition in the UGZ1 to clearly identify the commencement of the 200 metre line**
b) **Bruce Creek corridor and escarpment edge**
c) **Bruce Creek uncredited open space, and reference to this land not being developable.**

**Amend Plan 1 of the Bannockburn South East Precinct Structure Plan to ensure colours and overlays within mapping are legible (for example, different colours instead of shades of the same colour).**

**Amend Section 4.2 of the Bannockburn South East Precinct Structure Plan to insert a Requirement specifically for the 'shared path':**

> ***R# The delivery of a shared path must be provided to interface with Bruce Creek.***

# 6 Public Acquisition Overlay

## 6.1 The issue

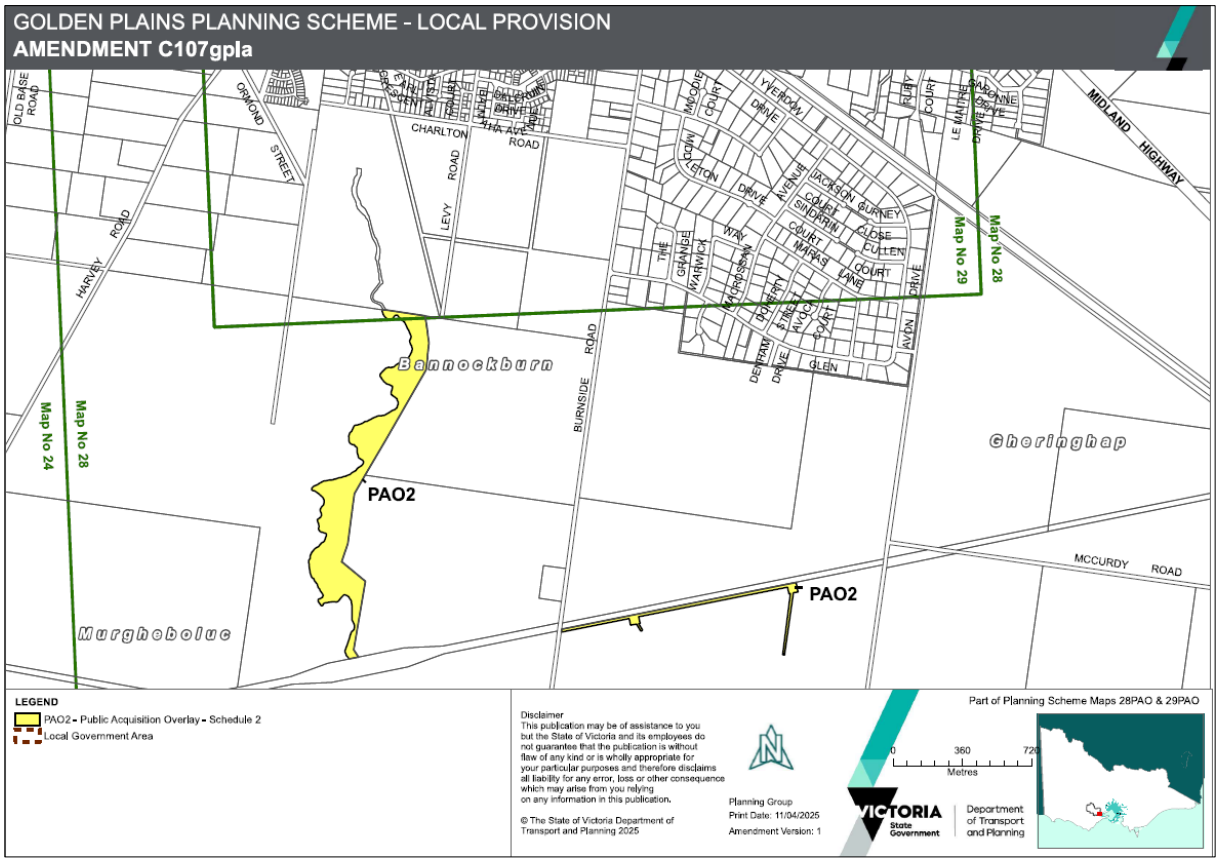
The referred issue is whether the Public Acquisition Overlay the location and application of the Public Acquisition Overlay (PAO) to facilitate the timely provision of drainage and recreation areas is appropriate.

## 6.2 Background

The draft Amendment applies the PAO (Figure 15) in two instances:

- to the land to the south of the railway line to allow for its purchase where drainage infrastructure is proposed and to a discharge point
- to the land east of Bruce Creek and south of the utilities easement but titled to land west of Bruce Creek that the developer group does not own or control to allow for its purchase as part of the Bruce Creek corridor public land.

**Figure 15 Public Acquisition Overlay of the Draft Amendment**



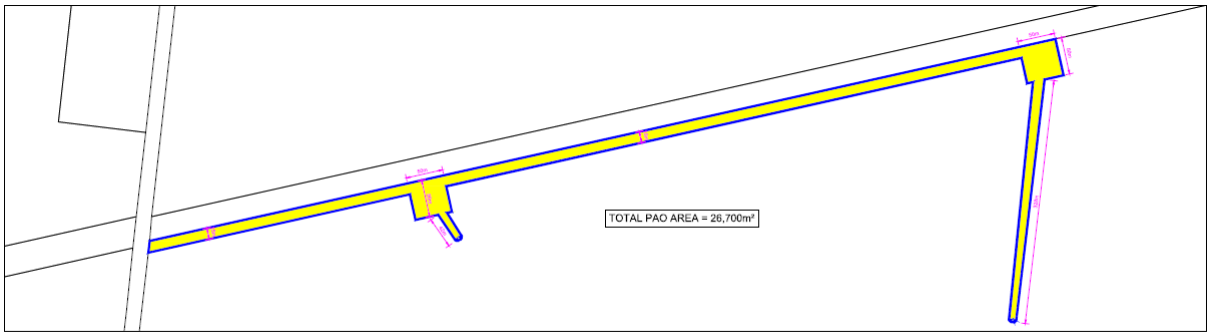

Source: Document 004n

## 6.3 Evidence and submissions

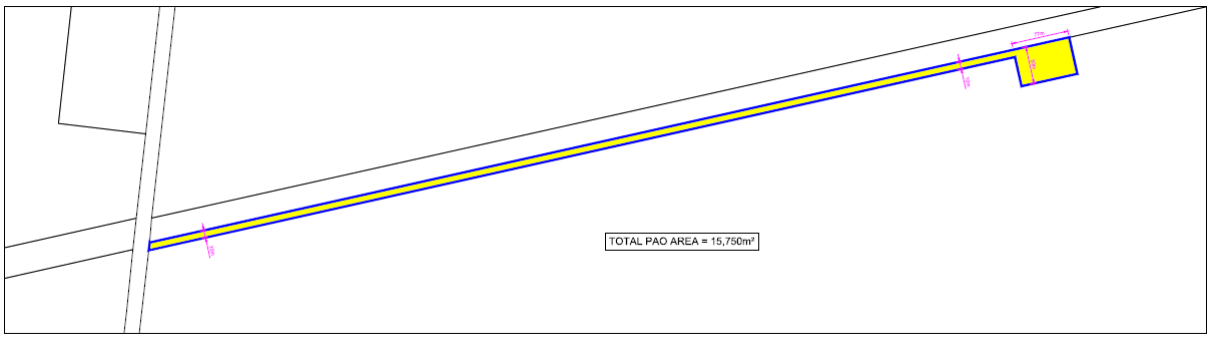
The VPA submitted the use and location of the PAO was appropriate as it would enable the purchase of land for a public benefit (that is, drainage and open space). It said there would be a need to update the PAO south of the railway line to reflect the adoption of the alternate drainage

strategy "*to accord with a single crossing of the railway line and the arrangement for a waterbody to the south of the railway line associated with the single crossing syphon.*" Document 46 (Figure 16) reflects this new PAO arrangement.

**Figure 16 Public Acquisition Overlay – draft and alternate**




ALLUVIUM DRAINAGE STRATEGY PAO




CREO ALTERNATE DRAINAGE STRATEGY PAO

Source: Document 46

The developer group supported the updated PAO to reflect the alternate drainage strategy.

Mr Glossop's evidence was that use of the Public Park and Recreation Zone (PPRZ) as an applied zone for the Bruce Creek corridor in UGZ1 created a transition issue. He stated[41]:

> I note that the Bruce Creek Uncredited Open Space area is intended to have an applied Public Park and Recreation Zone (PPRZ). This includes the proposed PAO land as well as land north of the future east west road. It is unclear when Council intends to take ownership of this land. The application of the PPRZ to the land not in public ownership seems to offend practice guidance concerning the application of public land zones to private land. For instance, who is the public land manager for the purposes of Clause 36.02-3? At the very least, the UGZ1 should nominate a public land manager while the land remains in private ownership. If the timing of ownership transfer is unknown, particularly in the area where acquisition requires agreement with landowners (i.e. the area outside the PAO) this might need to be reconsidered.

The VPA responded that it intends to use the Rural Conservation Zone (RCZ) as a "*hard zone*" (that is, not an applied zone) with an Incorporated Plan Overlay (IPO) "*to ensure that the PSP applies to the RCZ land such that it can be developed and improved in accordance with the PSP.*" Mr Glossop agreed this would be address the issue appropriately.

[41] Mr Glossop evidence statement, page 40, paragraph 116

## 6.4 Discussion

The Committee accepts that use of the PAO to allow for purchase of and for public benefit is appropriate.

The use of the PAO for drainage infrastructure external to the precinct is a good example of this where private land is required to, in this instance, provide for an appropriate outfall for the drainage infrastructure.

Similarly, the use of the PAO in the Bruce Creek corridor uncredited open space on land the developer group does not own or control is appropriate, but it has created an unintended consequence from the use of the PPRZ as the applied zone. The Committee supports the rezoning of the Bruce Creek uncredited open space to the RCZ with the IPO applied to overcome the issue identified by Mr Glossop where a public use zone would be applied to land in private ownership. The Committee understands following compulsory acquisition that the PPRZ will replace the RCZ.

## 6.5 Conclusions and recommendations

The Committee concludes:

- The use of the PAO to acquire land for a public use and benefit along the Bruce Creek corridor and south of the precinct is appropriate.
- The use of the PAO should be amended to reflect the alternate drainage strategy for land south of the railway line.
- The Bruce Creek uncredited open space land should be rezoned to RCZ and have the IPO to avoid the application of a public land zone to private land and ensure the PSP applies.

The Committee recommends:

**Amend Table 1 of the Urban Growth Zone Schedule 1 by deleting the reference to Bruce Creek uncredited open space.**

**Rezone the Bruce Creek corridor uncredited open space to the Rural Conservation Zone and apply the Incorporated Plan Overlay to ensure the Bannockburn South East Precinct Structure Plan applies.**

# 7 Development Contributions

## 7.1 The issues

The issues are whether:

- the developer group decision making framework should be supported
- specific approval timeframes should be supported
- the Day 2 DCP projects are strategically justified
- the extent of developable land is appropriate
- the PSP and DCP will be viable on approval
- embellishments to Bruce Creek should be included in the DCP
- the proposed DCP costings are appropriate.

## 7.2 Decision making framework

### (i) Submissions

RPG submitted the draft Amendment was a litmus test as the first PSP to be considered by panel or committee after the introduction of the Housing Statement and Plan for Victoria and this should be reflected in a speedier turnaround of the PSP and a DIL that is at a level that makes it shovel ready on Day 1. RPG submitted, in referring to the VPA approach, "*its response that the housing challenge facing Victoria can be approached casually, with a business-as-usual approach and simply with an eye to 2051, is part of the old way of thinking prior to the Housing Statement in September 2023.*"

RPG encouraged the Committee to adopt a bespoke decision making framework that included the following 10 principles:

1. Balanced development and feasibility – focus on feasibility, timeliness and delivers infrastructure that is basic to health, safety and well-being.
2. Implementation of current State policy – combined impetus from Plan for Victoria and the Housing Statement.
3. Timely housing delivery and affordability as a guiding objectives – demonstrate the SPP??? (State Planning Policy) and DCP is deliverable on day one.
4. Focus on acceptable, not ideal, outcomes – Committee should prefer acceptable and affordable infrastructure solutions.
5. Affordability lens across all referred issues – will assist in a DCP that is affordable.
6. Efficiency, nexus and need – to determine when projects are not required.
7. Comparability and reasonableness of costs – benchmark DIL against other regional and Geelong-area DIL's.
8. Evidence-based pragmatism – to avoid theoretical technical perfection.
9. Recommendation of further targeted work where appropriate – recommend specific, time-limited and confined post-Hearing work.
10. Clarity and accountability – to ensure trade-offs are clear and deliver on housing target.

The VPA submitted "*there is no need for this Committee to create a new decision-making framework to sit alongside the DCP Guidelines and the Planning Scheme. This is particularly the case the RPG appears to be asking the Committee to create a type of precedent that will be applied by other bodies.*" Specifically, the VPA responded[42]:

- Principle 1 restates the test in the DCP guidelines about the delivery of infrastructure that is basic to the health, safety or well-being of the future community.
- Principle 2 – the Planning Scheme implements the policy within the Housing Statement and Plan for Victoria. It is already before the Committee.
- Principle 3 – appears to depart from State policy. There is no evidence before the Committee that the PSP will not contribute to housing within the next 10 years.
- Principle 4 - is a restatement of an existing principle to avoid 'gold plating' and provide for acceptable outcomes.
- Principle 5 – it is the proper application of basic and essential principles and evidencing need and nexus which deliver the desired outcome.
- Principle 6 - is already in the Guidelines.
- Principle 7 is new. This Committee is not in a position to benchmark against DCPs which it does have before and has not been taken to. An obvious example of the risk of such an approach is the Lara West DCP example which does not include drainage. How is ruler to be drawn across a series of bespoke planning scheme amendments spanning the last 10-15 years?
- Principle 8 - merely restates the need to justify projects.
- Principle 9 - embodies the recommendations sought by all parties. It is not a 'Principle', it is a measure required as a result of the PSP.
- Principle 10 – is a matter for the Committee as to how it weighs and responds to the evidence and submissions before it.

The VPA concluded[43]:

> In summary the 'Principles' are not new principles. It is unnecessary and the VPA suggest unhelpful to try and create a parallel assessment tool in the running of this hearing.

The VPA did not agree with the RPG characterisation of its position a "*business as usual approach.*" The VPA considered it and Council "*have made submissions about their desire to promptly finalise the draft Amendment.*" As an example, the VPA referred to the RPG comment that there is "*no suggestion that Golden Plains is not on track to meet*" the 2051 housing target.

In response to the RPG recommendations, the VPA submitted:

> It is unnecessary to create a novel framework to progress the matter (1[44]). We have an experienced Committee familiar with the progress of Planning Scheme amendments. It has the benefit of Terms of Reference and a referral letter.
>
> The Committee is in receipt of evidence on community facilities and should make recommendations accordingly (2).
>
> It is inappropriate (and inconsistent with RPGs opening which endorsed a project by project approach – or bottom up) to then drive DIL for this precinct by benchmark reference to other DCPs that the Committee has no information on (apart from a raw number). The RPG submissions make no effort to establish why such a comparison would be appropriate having regard to the context and content of those plans (3)(4).
>
> The VPA is committed to minimising DIL but not at the cost of future communities (4).
>
> The VPA has stated that it is striving to achieve gazettal of the Amendment prior to caretaker 2026 (5)(6).

[42] VPA closing submission, page 7, paragraph 40
[43] VPA closing submission, page 7, paragraph 41
[44] Reference to specific RPG recommendation

> Ramsey has advanced no evidence of what these holding costs are and therefore the Committee (nor the VPA) are not in any position to evaluate submissions on holding costs (5).
>
> The VPA is cognoscente that the traffic assessment must be taken in a timeframe consistent with its intent to realise gazettal prior to the caretaker period (8) and (9).
>
> This description requires a project brief (7).
>
> It is incorrect to assert that the Commonwealth environment regime covers the field on biodiversity (12).

Netherby submitted that "*every item of infrastructure must be carefully looked at to examine whether it satisfies nexus and need under the guidelines, and if we can do better from a cost point of view – we must.*"

Josco submitted that "*every effort should be made to manage DCP levies as ultimately it is all passed onto the purchaser.*"

**(ii) Discussion**

The Committee does not support the bespoke RPG decision making framework as it considers most of it is covered in the DCP Guidelines and those that are not, such as benchmarking against other regional DCP's, at the micro-level is unhelpful as all PSP's differ and therefore it is difficult to do a realistic comparison. At the macro-level it is of passing interest to the Committee unless the final figure is so large that development is not feasible. The Committee does not consider this is the case.

A full appreciation of affordability can only be made if a forensic open-book assessment is made. The Committee does not have this before it, nor is it a requirement of the Letter of Referral. What the Committee can reflect upon is the collaborative approach of the VPA, Council and the developer group in making substantial DCP savings over the course of the Hearing, with further potential following further work on traffic and drainage. The Committee does not consider any party sought a 'gold plated' outcome to any DCP items.

The Committee considers the DCP rate is heading in the right direction. The Committee is satisfied that the DCP Guidelines provide a thorough framework in which to make decisions.

Regarding timing, the Committee refers to the fact the draft Amendment is being considered by the VPA Standing Advisory Committee, the purpose of which is to "*provide timely advice to the Minister for Planning and the VPA on specific matters referred to it related to various proposals…*" This is a streamlined forum in which the Committee operates and is one example of how matters of this nature can be progressed through an approvals process more quickly.

The Committee generally agrees with the VPA that the DIL will be determined at a level where the evidence positions it, not at a preset level which sets an aspiration to be achieved. The development of PSP's is based on criteria for a range of development and community infrastructure, but the Committee does accept that the outcome should be affordable and not lead to delays in bringing land to market.

All parties accepted, and demonstrated by consensus on many issues, that if there were two alternatives that achieved the same outcome, then the cheaper version should be supported. The collaborative approach demonstrated by all parties in reassessing the need for significant road infrastructure and finding compliant but cheaper infrastructure alternatives demonstrates the focus has been on lowering the DIL rate to an acceptable level.

## 7.3 Specific approval timeframes

### (i) Submissions

Within the 12 recommendations sought by RPG were references to specific timeframes:

- further drainage work to be completed prior to end of 2025
- further traffic work be concluded by end of February 2026
- PSP approval by 31 March 2026
- Ministerial approval within one month of it being submitted for approval.

The VPA responded[45]:

> The VPA has openly articulated its intention to facilitate (to the extent that it is under its control) gazettal of the PSP before caretaker 2026. This will require submission of a brief to the Minister well before this time. The VPA agrees that progression of the precinct should proceed as quickly as practicable – it has never suggested otherwise – indeed it has always sought to do this.

In regard to the completion of the further traffic work the VPA noted it "*is cognoscente that the traffic assessment must be taken in a timeframe consistent with its intent to realise gazettal prior to the caretaker period (8) and (9).*"

At the Hearing the VPA informed the Committee that it would commence further drainage work during the Committee's report writing period.

### (ii) Discussion

The Committee understands the developer group's need to have the Amendment finalised and approved as quickly as possible. It was apparent to the Committee during the Hearing that the collaborative approach of all parties to achieving this was a high priority.

The need for further work due to substantial, but agreed, late changes to the PSP and DCP is unavoidable. This will take time to complete but the Committee did not hear from any party that there was benefit in delaying the approval of the Amendment.

The Committee does not support the need for specific timeframes for matters it does not control and encourages all parties to treat the further work requirements as a high priority to enable the PSP and DCP to be approved in 2026.

## 7.4 Day 2 DCP projects

### (i) Evidence and submissions

The range of projects addressed in the Day 2 PSP and DCP is significantly different from the consultation drafts. This has led to substantial agreement between all parties on the projects that should be part of the DCP.

All traffic and DCP experts and parties supported the removal of the east-west link road and the Bruce Creek road bridge as it does not satisfy the need, nexus and timeliness principles of the DCP Guidelines.

[45] VPA closing submission, page 4, paragraph 27

In its closing submission the VPA submitted the DCP cost at the end of the Hearing was $572,381.000 per net developable hectare. This reflected the Day 2 PSP and DCP but also considered the reduced drainage land and construction costs.

Josco submitted that benchmark costs be used for the Sports Reserves projects SR-01, SR-02 and SR-03 and Community Facilities projects CI-01c and CI-02c. Josco submitted this would reduce the DCP costs further.

Mr Bursill recommended:

- the use of a Level 1 (instead of Level 2) community facility for CI-01. Alternatively, he suggested the neighbourhood house component of CI-01 be removed and for it to be funded by CIL
- the removal of the athletics track for SR-02 as this is above a benchmark design
- the use of P50 benchmark costings for SR-03 rather than P90 benchmark costings because the land area is slightly less than the 8-10 hectare benchmark size.

The VPA supported the evidence of Mr Bursill on CI-01 and SR-02. The VPA did not support the use of P50 benchmark costings for SR-03 but did agree to amend the design and cost of SR-03 to reduce the number of multi-sports courts to match benchmark designs.

Mr Shipp supported the removal of the neighbourhood house component from project CI-01 from the DIL.

Josco submitted that "*elements beyond what is accommodated for in the benchmarks for community infrastructure projects should be removed from the DIL and can be funded by the CIL, to ensure the community doesn't miss out where there is a demonstrable need for these additional elements.*"

Netherby supported the use of benchmark designs and costings and the evidence of Mr Bursill.

RPG benchmarked the DCP cost against other regional DCP's and considered the Day 1 figure was too high and would inhibit viability. Mr McNeill recommended a DCP rate of $476,000 per net developable hectare.

The VPA considered the top-down approach preferred by the developer group was inappropriate as it "*drives DIL for this precinct by benchmark reference to other DCPs that the Committee has no information on (apart from a raw number).*"

**(ii) Discussion**

The Committee welcomes the approach of all parties in identifying support for or narrowing points of difference on the DCP projects. The unresolved matters are relatively confined.

The Day 2 DCP projects reflect the agreed position on the east west link road and Bruce Creek road bridge being removed from the DCP, with the land for the link and bridge investigation area being retained. As the Committee concluded in Chapter 4, it supports this and the inclusion of external road and intersection projects to mitigate for this loss.

As a guide and to contain costs and improve feasibility, the Committee supports the use of benchmark designs and costs wherever possible. On this basis the Committee supports the:

- removal of the neighbourhood house from CI-01 and for it to be funded by the CIL. The neighbourhood house is a bespoke addition above benchmark designs and costs
- removal of the athletics track from SR-02 as this above a benchmark design

- use of P90 benchmark costings for SR-03 with the reduction in multi-use courts and lighting.

The Committee was presented with comparisons to other regional DCPs by RPG. While it was interesting to see where the PSP fitted in this comparison the Committee doubts its utility as, by their very nature, they are all different. The fact across the Hearing there was a downward trend in DCP cost with potentially more indicates to the Committee that an appropriate DCP cost will be achieved. The Committee does not support the approach of picking a figure as Mr McNeill has and justifying it afterwards. The bottom up approach is the right approach as it is the need for the individual projects that will drive the end figure, not an arbitrary cap that you plan around.

## 7.5 Extent of developable land

### (i) Evidence and submissions

Ms Barich's evidence was that the alternate drainage strategy "*requires a lower overall land-take for drainage purposes, increasing the potential NDA for the PSP land and subsequently reducing the proportionate drainage cost per hectare of NDA.*" Ms Barich supported the piping of a proposed waterway to the east of Burnside Road as "*the peak flows do not warrant the adoption of a waterway.*" The VPA estimated this would increase NDA by around 3 hectares.

The VPA noted it should adopt the Barich evidence NDA gains. The VPA closing submission table contained in paragraph 4 indicates an overall increase in NDA with the Day 2 PSP and DCP of 5 hectares.

The VPA submitted[46]:

> It is the case that the NDA within the precinct has been successfully leveraged. The Day 1 PSP was at 73%, above the average benchmark identified in Mr McNeill's evidence. Since that time:
>
> - The VPA has adopted the alternate drainage strategy with a small associated increase in NDA.
> - The VPA supports adoption of piping of a further reach that will realise a modest 3Ha increase in NDA.
> - The VPA will endorse a modest increase of 0.69 Ha to SR-02 (considered below).
>
> In short, the percentage of NDA is further increased and the VPA submits that there is nothing further for the Committee to do in this respect.

### (ii) Discussion

The Committee notes the NDA in the draft DCP was 309.42 hectares or 59.05 per cent of the precinct. The Day 1 DCP increased this to 383.2 hectares or 73.13 per cent of the precinct. The Day 2 DCP did not adjust these figures, but the addition of 5 hectares to NDA and the resultant associated reduced land take for infrastructure reflects all parties' efforts to increase NDA.

The Committee estimates the Day 2 PSP and DCP would result in NDA of 388.2 hectares or 74.1 per cent of the precinct. This is a significant increase of around 20.3 per cent of the precinct from the date of referral. With the further work to be completed and considering other Committee recommendations on development and community infrastructure this may be further improved.

[46] VPA Part B submission, page 21, paragraphs 117-118

The Committee is satisfied the extent of NDA has been maximised, with potential for further increases.

## 7.6 Viability and DCP cost

### (i) Evidence and submissions

Both Mr Kinnaird and Mr McNeill agreed that:

- the draft DCP cost of $974,156 per net developable hectare would represent a barrier to development for the precinct.
- the Day 1 DCP cost of $624,577 per net developable hectare is not feasible for development at the date of the joint statement preparation (17 October 2025).

Mr Kinnaird and Mr McNeill did not have the benefit of the Day 2 PSP and DCP to provide evidence on. They both agreed that the Day 1 PSP and DCP would be feasible in 3-4 years.

Mr Kinnaird considered the major differences of opinion to Mr McNeill were:

- Lot pricing - Kinnaird $275,000 and McNeill $257,280
- Timing - Kinnaird development within 2 years after the approval of PSP. McNeill had not considered timing
- Escalation - 5 per cent per annum escalation in revenue, McNeill not considered this
- Outcome - Kinnaird feasible in 3-4 years, McNeill not viable based on immediate start.

Both experts addressed viability on land purchase price on the current day rates and Mr Kinnaird indicated "*that land purchase price can be a significant indicator of viability.*" Council informed the Committee that developer group had a long association with the precinct and intimated there were likely purchase agreements in place from several years ago. For this reason, the VPA described the evidence of Mr Kinnaird as "*conservative*" and "*in that respect this PSP will develop over the next 25 years.*"

The developer group considered the PSP should be viable on the approval date. The VPA considered it would be viable if the correct amount of time was allowed for the approval process to be completed.

### (ii) Discussion

The experts did not have the benefit of reviewing the Day 2 versions of the PSP and DCP. The Committee assumes that given the support from the experts to the Day 1 versions that a Day 2 PSP and DCP with a reduced DCP cost and increased NDA would also be supported by the experts.

The Committee does not support the developer group's position that the DCP should demonstrate viability now. This is an odd position to start from as this does not mean it would be ‚shovel ready' with all approvals in place. This will take time and Mr Kinnaird's conservative approach takes this into consideration.

The Committee considers the PSP is likely to be viable in a 3-4 year period based on the evidence and submissions it has heard.

## 7.7 Embellishments to Bruce Creek

The reference in the Letter of Referral to embellishments in Bruce Creek refers to the shared path and off-road shared path. This matter is addressed in Chapter 5.5.

## 7.8 Conclusions and recommendations

The Committee concludes:

- There is no need for a bespoke decision making framework.
- The setting of an arbitrary DIL figure that should be met is not supported.
- Setting specific timeframes for the completion of further work, approval by VPA of the Minister for Planning is not supported.

The Panel recommends:

**Amend the Bannockburn South East Development Contributions Plan by:**

**a) removing the neighbourhood house from CI-01 and for it to be funded by the CIL.**
**b) removing the athletics track from SR-02**
**c) using P90 benchmark costings for SR-03 with the reduction in multi-use courts and lighting.**

# 8 Form and content of the Amendment

## 8.1 The Precinct Structure Plan

The developer group requested the following changes to the Day 2 PSP:

- delete Table 3 (Housing density and diversity) to ensure flexibility is retained and table is not taken literally. It was unrealistic to assume apartments, shop to housing and attached dwellings will be developed
- delete Table 4 (Dwelling yields) as the table is not referenced elsewhere in the PSP
- amend Plan 3 (Housing) to restrict amenity areas to around the town centre and not along the collector road into Levy Road
- delete the definition of the Local Town Centre.

The Committee does not agree with the request to delete Table 3 but is satisfied that walk-up low rise apartments and shop top low rise housing should be deleted from targeted typologies. These are unrealistic outcomes in Bannockburn. The Committee is comfortable with the reference to amenity areas in the PSP around the town centre, along collector roads, open space and wetlands.

The Committee does not agree with the request to delete Table 4 but considers it should be referred to in the text of the DCP as a guideline, not a requirement.

As a key land use of the PSP the Committee considers the definition of the local town centre should be retained as the type of uses it could attract need to be considered against the need to prioritise the main shopping precinct of Bannockburn.

## 8.2 The Development Contributions Plan

The Committee has recommended changes to the DCP in other chapters of this Report.

## 8.3 Urban Growth Zone Schedule 1

The drafting session on the last Hearing day was based on Document 88 which was the developer groups response to the Day 2 UGZ1 provided by the VPA.

Table 6 addresses the 13 issues discussed at the drafting session held following closing submissions.

The Committee supports most of the changes proposed by the developer group but notes some variations and items that cannot be finalised as the VPA proposes to seek additional advice from government agencies. This includes:

- Item 3 to be discussed with Head, TfV (Transport for Victoria)
- Item 6 and 12 to be discussed with DEECA.

**Table 6 Discussion at drafting session on UGZ1**

| Issue | Developer group | VPA and Council | Committee position |
|---|---|---|---|
| 1<br>Clause 2.4<br>Bruce Creek CMP | Allow the consideration of superlot subdivisions with the need for a CMP | Agreed | Agreed |
| 2<br>Clause 3.0<br>Risk assessment for railway line | A risk assessment should not be a requirement for all applications. Should be a once-off requirement and a DCP item | Agreed | Agreed |
| 3<br>Clause 3.0<br>Traffic assessment | Delete the reference "*to the satisfaction of Head TfV*" as there will be a referral under Clause 66.04 | VPA advised it should be retained but with a lot trigger which it will ask Head, TfV for advice on (10 lots or more) | Agree with VPA position |
| 4<br>Clause 3.0<br>Bus routes | Should be deleted as this will be picked up by the Cl 66.04 referral to Head, TfV | Not agreed but VPA accepts head clause says this can be waived if appropriate | Agree with VPA/Council that it should be retained |
| 5<br>Clause 3.0<br>Preliminary risk screen assessment | Delete environmental audit paragraph if the Cl 4.0 requirement is deleted | Support retention | Agree with VPA that it should be retained |
| 6<br>Clause 3.0<br>VGED | Delete need for impact assessment but insert new requirement that allows a permit to be granted prior to the impact assessment | VPA advised it will discuss with DEECA<br>Council want it retained but OK to delete if VPA supports alternate drafting | Agree with VPA that this needs to be discussed with DEECA |
| 7<br>Clause 4.0<br>Condition – road network | Shuffle text for 'relevant stage' | Agreed | Agreed |
| 8<br>Clause 4.0<br>Condition - Environmental audit | Delete and allow this matter to be resolved under the relevant legislation. If not deleted proposed rewording is provided | Not agreed<br>VPA and Council referred to PPN30 that allows for permit conditions of this nature | Agree with VPA position as PRSA (Preliminary Risk Screen Assessment) has shown some potential contamination that requires further investigation. Committee agrees with alternate developer group drafting. |
| 9<br>Condition – Construction EMP | Insert "*where a CMP has been prepared to the prepared to the satisfaction of the responsible authority*" | Agreed | Agreed |
| 10 | Insert "*where a CMP has been prepared to the prepared to the* | Agreed | Agreed |

| Issue | Developer group | VPA and Council | Committee position |
|---|---|---|---|
| Condition – Land management plan | *satisfaction of the responsible authority*" | | |
| 11<br>Condition – Bruce Creek CMP | Insert "*where a CMP has been prepared to the prepared to the satisfaction of the responsible authority*" | Agreed | Agreed |
| 12<br>Requirement – VGED impact assessment | Delete but if retained then alternate text in 6 above is supported | VPA advised it will discuss with DEECA<br>Council supports VPA position | Agree with VPA need to discuss with DEECA |
| 13<br>Requirement – Burnside Road railway crossing | Delete if the risk assessment will become a DCP item | Agreed | Agreed |

Source: Committee

## 8.4 Recommendations

The Committee recommends:

**Amend Table 3 of the Bannockburn South East Precinct Structure Plan by deleting the reference to walk-up low rise apartments and shop top low rise residential development from the targeted typologies for amenity areas.**

**Amend Section 4.1.2 of the Bannockburn South East Precinct Structure Plan by inserting a guideline that refers to the Table 4 Dwelling Yields.**

**Amend the Urban Growth Zone Schedule 1 as shown in Table 6 of this Report as follows:**

**a) Inserting agreed changes supported by the Committee**
**b) Seeking further advice from government agencies on Items 3, 6 and 12 and support the position of the VPA.**

# Appendix A Letter of Referral

Department of Transport and Planning

GPO Box 2392
Melbourne, Victoria 3001 Australia

8 August 2025

Ms Sarah Carlisle
Lead Chair
Victorian Planning Authority Projects Standing Advisory Committee
Planning Panels Victoria
Sent via: planning.panels@transport.vic.gov.au

Dear Ms Carlisle,

**DRAFT AMENDMENT C107GPLA TO THE GOLDEN PLAINS PLANNING SCHEME – BANNOCKBURN SOUTH EAST PRECINCT STRUCTURE PLAN AND DEVELOPMENT CONTRIBUTIONS PLAN: REFERRAL OF SUBMISSIONS TO THE VPA PROJECTS STANDING ADVISORY COMMITTEE**

I refer to draft Amendment C107gpla to the Golden Plains Planning Scheme (the draft Amendment), which facilitates the use and development of land within the Bannockburn South East precinct primarily for residential use, generally in accordance with the Bannockburn South East Precinct Structure Plan (PSP) and Bannockburn South East Development Contributions Plan (DCP).

I note that the Victorian Planning Authority (VPA) is now part of the Department of Transport and Planning (DTP) and will be referred in this correspondence as DTP.

On 3 April 2025, the Minister for Planning approved DTP to use a streamlined planning process to progress the draft amendment, undertake informal public consultation about the matter and delegated to the VPA Chief Executive Officer (CEO) the power to refer any unresolved submissions directly to the VPA Projects Standing Advisory Committee (Committee).

Between 5 May 2025 and 15 June 2025, DTP undertook a targeted public consultation process for the PSP and the associated draft Amendment. A total of 49 submissions have been received.

**Referral**
To facilitate an efficient and effective hearing and in accordance with clause 12 of the terms of reference for the Committee (July 2020) and delegation provided to DTP, I am writing to refer 'key issues' identified in **Table 1** below from unresolved submissions to the PSP and associated draft Amendment for advice and recommendations.

DTP will continue seeking to resolve submissions that have not been referred to the Committee directly with submitters. The submissions that have not been referred are those DTP is confident will be resolved outside of the Committee process, including submissions by government agencies and submissions that do not request changes to the draft Amendment.

**Table 1 – Key Issues**

| KEY ISSUES | ADVICE SOUGHT |
|---|---|
| Development Contributions Plan (DCP) | Submissions have been made that the draft Development Infrastructure Levy (DIL) is significant. DTP is currently exploring ways to lower the rate. However, this is still higher than preferred by some submitters. Please advise whether: |

| | |
|---|---|
| | • The projects proposed in the Development Contributions Plan (DCP) are strategically justified and fulfil principles of need and nexus, particularly the proposed transport infrastructure items (BR-01, the east-west link road and its intersections), with consideration for the Bannockburn Growth Plan (2021).<br>• The extent of developable land in the draft PSP is appropriate, having regard to land required for active and passive open space, Bruce Creek, culturally and/or environmentally sensitive areas, schools and community facilities, transport infrastructure and drainage assets.<br>• Embellishments to the Bruce Creek corridor should be included in the DCP.<br>• The proposed DCP costings are appropriate. |
| **Transport network** | Please advise whether the transport upgrades identified in the PSP are strategically justified and sufficient to support the future development of the precinct. |
| **Drainage infrastructure** | Please advise whether:<br>• The location and size of the proposed drainage assets adjacent Bruce Creek and the culturally and/or environmentally sensitive areas are appropriate for managing existing and post-development stormwater conditions.<br>• The proposed railway infrastructure for stormwater management is appropriate. |
| **Culturally and or/environmentally sensitive areas and bridge investigation area** | Please advise whether:<br>• The provisions and information included in the PSP and Urban Growth Zone schedule are appropriate for managing cultural heritage and biodiversity within the scope of structure planning. Particularly, provisions relating to the "culturally and/or environmentally sensitive areas" and "bridge investigation area", noting that there must be no contradictions or duplication with the *Aboriginal Heritage Act 2006 (Vic)* or the *Environment Protection and Biodiversity Conservation Act 1999*. |
| **Public Acquisition Overlay** | Please advise whether:<br>• The location and application of proposed Public Acquisition Overlays to facilitate the timely provision of drainage and recreation areas is appropriate. |

Without limiting its powers under the *Planning and Environment Act 1987 (Vic)*, including the power to regulate its own proceedings, DTP encourages the Committee to consider adopting the following procedures to provide an efficient and timely process for the assessment of the referred issues:

a) Specifying a time limit for submitters seeking to be heard.
b) Considering referred issues on the papers, through round table discussions or forums, or through a more conventional Hearing process as appropriate.
c) Regulating evidence in chief to balance efficiency and fairness.
d) Limiting cross examination to matters which are of interest to the Committee; and
e) Directing the submitters to focus preparation of submissions and appointment of experts only on the specific matters DTP has requested your advice on and raised in their submission as outlined in **Table 1**.

The supporting documents required by clause 13 of the terms of reference are enclosed via a ShareFile link in the accompanying email.

DTP requests the Committee confirm the following indicative dates:

- A Directions Hearing commencing in the week of 8 September 2025.
- A Hearing commencing in the week of 20 October 2025.

I enclose all referred submissions, and a submissions summary table which identifies the key issues within unresolved submissions and DTP's current response to submitters.

Please be advised that the public release of the Committee's Report will be at the discretion of the Minister for Planning.

If you would like further information, please email Dean Rochfort, Executive Director New Communities at dean.rochfort@transport.vic.gov.au.

Yours sincerely,



**JUSTIN O'MEARA**
**HEAD OF SPATIAL PLANNING**
**DEPARTMENT OF TRANSPORT AND PLANNING**

Encl.

- Bannockburn South East PSP and DCP (public consultation versions)
- Draft Amendment C107gpla to the Golden Plains Planning Scheme documentation (public consultation versions)
- Referred submissions and submitter details
- Referred Submissions Summary Table
- Bannockburn South East Public Consultation Report (draft)
- Supporting background reports

# Appendix B Referred submissions

| Number | Name |
|---|---|
| 19 | William Timothy Baylis |
| 21 | Marie McKee |
| 22 | Peter Rober Parry |
| 23 | Robert Baxter |
| 24 | Judith Shirley |
| 28 | Marco Montagna |
| 29 | Jill Elizabeth Moodie |
| 34 | Wadawurrung Traditional Owners Corporation (WTOAC) |
| 37 | Golden Plains Shire Council (GPSC) |
| 38 | Ramsey Property Group (RPG) |
| 39 | Netherby Nominees |
| 42 | Cameron Steele |
| 45 | Josco Pty Ltd |

# Appendix C Parties to the Panel Hearing

| Submitter | Represented by |
|---|---|
| Victorian Planning Authority | Greg Tobin of Harwood Andrews who called expert evidence on:<br>- Drainage and stormwater from Jenny Butcher of Alluvium<br>- Traffic and transport from Reece Humphreys of Stantec<br>- Development contributions from Andrew Kinnaird of Urbis of SMEC |
| Golden Plains Shire Council | Mimi Marcus of Marcus Lane Group who called expert evidence on:<br>- Drainage and stormwater from Rob Swan of HARC<br>- Traffic and transport from Tim De Young of Eukai<br>- Planning from John Glossop of Glossop Town Planning<br>- Development contributions from Paul Schipp of Urban Enterprise |
| Ramsey Property Group | Geoff Lake of Counsel instructed by Jarryd Gray and Andrea Harwood of Minter Ellison who called expert evidence on:<br>- Drainage and stormwater from Nina Barich of Incitus<br>- Traffic and transport from Jason Walsh of Traffix Group<br>- Development contributions from Chris McNeill of Urban Enterprise |
| Netherby Nominees | John Cicero of Best Hooper who called expert evidence on:<br>- Development contributions from Greg Bursill of Bursill Consulting<br>- Planning from Greg Bursill of Bursill Consulting |
| Josco Pty Ltd | Jason Black of Insight Consulting |
| Cameron Steele | |

# Appendix D Document list

| No. | Date | Description | Provided by |
|---|---|---|---|
| 1 | 17 July 20 | Terms of Reference | Minister for Planning |
| 2 | 8 August 25 | Letter of Referral | Victorian Planning Authority (VPA) |
| **Referred documents** | | | |
| 3 | 8 August 25 | Draft Incorporated Documents<br>a. Precinct Structure Plan<br>b. Bannockburn South East Development Contributions Plan<br>c. C107gpla Small Lot Housing Code 2019<br>d. C107gpla Small Lot Housing Code 2024 | VPA |
| 4 | 8 August 25 | Draft Planning Scheme Ordinance and Maps<br>a. Explanatory Report<br>b. Instruction Sheet<br>c. Bannockburn South East PSP 11.03-6L-01<br>d. Bannockburn South East PSP 37_07s1<br>e. Bannockburn South East PSP 45_01s<br>f. Bannockburn South East PSP 45_06s1<br>g. Bannockburn South East PSP 53_01s<br>h. Bannockburn South East PSP 72_03s<br>i. Bannockburn South East PSP 72_04s<br>j. Bannockburn South East PSP 74_02s<br>k. Golden Plains C107gpla 001 DCPO Maps 28_29<br>l. Golden Plains C107gpla 002 ESO Maps28_29<br>m. Golden Plains C107gpla 003 ZN Maps28_29<br>n. Golden Plains C107gpla 004 PAO Maps28_29 | VPA |
| 5 | 8 August 25 | Technical Studies and Assessments<br>a. Land Capability Assessment<br>b. Existing Ecological Conditions Report | VPA |

| No. | Date | Description | Provided by |
|---|---|---|---|
| | | c. Existing Ecological Conditions Report Bruce Creek West<br>d. Historical Heritage Assessment Heritage<br>e. Historic Heritage Assessment Bruces Creek west Access Corridor<br>f. Cultural Values Assessment<br>g. Arboriculture Assessment<br>h. Sodic Dispersive Soils Testing and Assessment<br>i. Preliminary IWM Issues and Opportunities Report<br>j. Economic Retail Assessment Addendum<br>k. Bushfire Assessment<br>l. Utility Servicing Assessment<br>m. Land Valuation Report<br>n. Integrated Transport Assessment<br>o. Bridges Feasibility Assessment<br>p. Stormwater Drainage Design Concept Design Report<br>q. Social and Affordable Housing Strategy<br>r. Community Infrastructure Assessment<br>s. Community Infrastructure Design Cost Plan<br>t. Community Infrastructure Design Preliminary Spatial Layout<br>u. Infrastructure Development Staging Plan Background Document<br>v. Request for Advice on Separation Distances to a Hatchery and Breeder Farm (Poultry)<br>w. Background Report April 2025 | |
| **Tabled documents** | | | |
| 6 | 17 Sep 25 | Draft timetable | PPV |
| 7 | 17 Sep 25 | Email filing site inspection locations | Council |
| 8 | 17 Sep 25 | Site inspection locations | Council |
| 9 | 22 Sep 25 | Directions and Hearing timetable (version 1) | PPV |

| No. | Date | Description | Provided by |
|---|---|---|---|
| 10 | 30 Sep 25 | Email – timetable change request | Council |
| 11 | 6 Oct 25 | Landowner map | VPA |
| 12 | 6 Oct 25 | Part A Submission:<br>a. Day 1-Bannockburn South East Development Contributions Plan<br>b. Day 1-Bannockburn South East PSP Precinct Structure Plan<br>c. Day 1-C107gpla 11.03-6L-01<br>d. Day 1-C107gpla 37_07s1<br>e. Day 1-C107gpla 45_01s<br>f. Day 1-C107gpla 45_06s1<br>g. Day 1-C107gpla 53_01s<br>h. Day 1-C107gpla 72_03s<br>i. Day 1-C107gpla 72_04s<br>j. Day 1-C107gpla 74_02s<br>k. Day 1-C107gpla Explanatory Report<br>l. Day 1-C107gpla Instruction Sheet<br>m. Community Infrastructure Design Cost Plan (Melbourne Quantity Surveyors) September 2025 Rev D<br>n. Community Infrastructure Design Preliminary Spatial Layout (Taylors) September 2025<br>o. Community Infrastructure Assessment (ASR) Research Addendum - August 2025<br>p. Land Valuation Report (Charter Keck Cramer) September 2025<br>q. Stormwater Drainage Design – Concept Design Report (Alluvium) September 2025<br>r. Transport Concept Design and Costs (SMEC) September 2025<br>s. Stormwater Drainage Design - Cost Estimate (Alluvium) September 2025 | VPA |
| 13 | 6 Oct 25 | Expert Witness Report of Reece Humphreys | VPA |

| No. | Date | Description | Provided by |
|---|---|---|---|
| 14 | 6 Oct 25 | Letter – Drainage Infrastructure Documents dated 7 October 2025<br>a. Drainage memo – 3 October 2025<br>b. Flood modelling report revision 4 – 3 October 2025<br>c. Drainage cost estimates revision B – 2 October 2025<br>d. Drainage cost estimates revision B – 2 October 2025 | Ramsey Property Group (RPG) |
| 15 | 6 Oct 25 | Hearing Timetable (version 2) | PPV |
| 16 | 13 Oct 25 | Day 1 – Bannockburn South East Precinct Structure Plan | VPA |
| 17 | 13 Oct 25 | SMEC Memorandum | VPA |
| 18 | 13 Oct 25 | Expert witness statement of Jenny Butcher (drainage) | VPA |
| 19 | 13 Oct 25 | Expert witness statement of Andrew Kinnaird (development contributions) | VPA |
| 20 | 13 Oct 25 | Site inspection schedule and mapping | VPA |
| 21 | 13 Oct 25 | Expert witness statement of Chris McNeill (development contributions) | RPG |
| 22 | 13 Oct 25 | Expert witness statement of Jason Walsh (traffic) | RPG |
| 23 | 13 Oct 25 | Expert witness statement of John Glossop (planning) | Council |
| 24 | 13 Oct 25 | Expert witness statement of Paul Shipp (development contributions) | Council |
| 25 | 13 Oct 25 | Expert witness statement of Rob Swan (drainage) | Council |
| 26 | 13 Oct 25 | Expert witness statement of Tim De Young (traffic) | Council |
| 27 | 13 Oct 25 | Email – additional site inspection location request | Council |
| 28 | 13 Oct 25 | Expert witness statement of Nina Barich (drainage) | RPG |
| 29 | 14 Oct 25 | Expert witness statement of Greg Bursill (planning and development contributions) | Netherby Nominees Pty Ltd |
| 30 | 14 Oct 25 | Letter – hearing time slot vacated | Beckridge Pty Ltd |
| 31 | 14 Oct 25 | Updated site inspection itinerary | VPA |
| 32 | 14 Oct 25 | Submission | Jill Moodie |
| 33 | 16 Oct 25 | Letter – DTP response to PSA | Council |

| No. | Date | Description | Provided by |
|---|---|---|---|
| 34 | 16 Oct 25 | Stormwater conclave statement of agreed opinions and facts | VPA |
| 35 | 17 Oct 25 | Opening submission | Netherby Nominees |
| 36 | 17 Oct 25 | Opening submission | Council |
| 37 | 17 Oct 25 | Opening submission | Josco |
| 38 | 17 Oct 25 | Opening submission | Ramsey Property Group |
| 39 | 17 Oct 25 | Opening submission | VPA |
| 40 | 17 Oct 25 | Opening slideshow presentation | VPA |
| 41 | 17 Oct 25 | CMA Updated Drainage Materials Response | VPA |
| 42 | 17 Oct 25 | Joint statement of agreed opinions and facts (traffic and transport) | VPA |
| 43 | 17 Oct 25 | Joint statement of agreed opinions and facts (development contributions) | VPA |
| 44 | 17 Oct 25 | Presentation | VPA |
| 45 | 19 Oct 25 | Presentation of Jenny Butcher | VPA |
| 46 | 21 Oct 25 | Drainage Strategy Comparison Plan | RPG |
| 47 | 22 Oct 25 | Presentation of Reece Humphreys | VPA |
| 48 | 22 Oct 25 | Letter from Reece Humphreys dated 22 Oct 2025 | VPA |
| 49 | 22 Oct 25 | Letter from VicTrack dated 22 Oct 2025 | VPA |
| 50 | 24 Oct 25 | Hearing Timetable and distribution list (version 3) | PPV |
| 51 | 24 Oct 25 | Submission response table with line items | VPA |
| 52 | 24 Oct 25 | VicTrack letter dated 8 November 2024 | VPA |
| 53 | 24 Oct 25 | Presentation of Andrew Kinnaird | VPA |
| 54 | 24 Oct 25 | Memorandum of agreed matters on recommendation from Mr Bursill, Mr Shipp and Mr Glossop | VPA |
| 55 | 24 Oct 25 | Day 1 Mark up - Schedule 1 to Clause 37.07 Golden Plains Planning Scheme | Netherby Nominees |
| 56 | 24 Oct 25 | Day 1 Mark up - Bannockburn South East PSP | Netherby Nominees |
| 57 | 24 Oct 25 | Day 1 Mark up - Bannockburn South East DCP | Netherby Nominees |
| 58 | 24 Oct 25 | Day 1 Mark up – Schedule 1 to Clause 45.06 Golden Plains Planning Scheme | Netherby Nominees |
| 59 | 27 Oct 25 | Presentation of Greg Bursill | Netherby Nominees |

| No. | Date | Description | Provided by |
|---|---|---|---|
| 60 | 27 Oct 25 | Day 1 Mark up - Bannockburn South East PSP | Cameron Steele |
| 61 | 27 Oct 25 | Day 1 Mark up – Clause 11.03-6L-01 | Cameron Steele |
| 62 | 27 Oct 25 | Day 1 Mark up - Clause 37_07s1 | Cameron Steele |
| 63 | 27 Oct 25 | Response from Turosi Food Solutions Group on drainage matters | VPA |
| 64 | 28 Oct 25 | Day 2 - Bannockburn South East Development Contributions Plan | VPA |
| 65 | 28 Oct 25 | Day 2 - Bannockburn South East PSP Precinct Structure Plan | VPA |
| 66 | 28 Oct 25 | Day 2 - C107gpla 37_07s1 Urban Growth Zone | VPA |
| 67 | 28 Oct 25 | Marked up response to Cameron Steele - VPA Day 1-VPA Bannockburn South East PSP | |
| 68 | 28 Oct 25 | Marked up response to Cameron Steele - VPA Day 1-VPA C107gpla 11.03-6L-01 | |
| 69 | 28 Oct 25 | Marked up response to Cameron Steele - VPA Day 1-VPA C107gpla 37_07s1 | |
| 70 | 28 Oct 25 | Marked up response to Landowner Group VPA Day 1-37_07s1 | VPA |
| 71 | 28 Oct 25 | Marked up response to Landowner Group VPA Day 1-45_06s1 | VPA |
| 72 | 28 Oct 25 | Marked up response to Landowner Group VPA Day 1-BB SE DCP | VPA |
| 73 | 28 Oct 25 | Marked up response to Landowner Group VPA Day 1-BB SE PSP | VPA |
| 74 | 28 Oct 25 | Victorian Government Gazette - GG2022G02 | VPA |
| 75 | 28 Oct 25 | Benchmark Costs Estimates for the 2025-2026 Financial Year - 1 July 2025 | VPA |
| 76 | 28 Oct 25 | Final Plan for Victoria | VPA |
| 77 | 28 Oct 25 | Housing Statement 2024-2034 | VPA |
| 78 | 28 Oct 25 | Part B Submission | VPA |
| 79 | 29 Oct 25 | Development Feasibility Advice - Bannockburn South East PSP & DCP prepared by Urbis | VPA |

| No. | Date | Description | Provided by |
|---|---|---|---|
| 80 | 29 Oct 25 | Submission<br>a. Context Plan<br>b. Activity Zone Plan<br>c. SWOT Analysis<br>d. Summary of community feedback<br>e. Style Manual<br>f. Bruce Creek Master Plan | Cameron Steele |
| 81 | 29 Oct 25 | Presentation | Cameron Steele |
| 82 | 29 Oct 25 | Closing submission | Netherby Nominees |
| 83 | 29 Oct 25 | Submission | Josco |
| 84 | 30 Oct 25 | Closing submission | Council |
| 85 | 30 Oct 25 | Part B supplementary submission | VPA |
| 86 | 30 Oct 25 | Response of Jenny Butcher to email from Turosi | VPA |
| 87 | 30 Oct 25 | Submission | Ramsey Property Group |
| 88 | 30 Oct 25 | Mark up of VPA Day 2 C107gpla 37_07s1 | Ramsey Property Group |
| 89 | 31 Oct 25 | Bruces Creek Master Plan<br>a. Context Plan<br>b. Activity Zone Detail Plan<br>c. SWOT Analysis<br>d. Summary of community feedback<br>e. Style Manual<br>f. Clause 11.03-6L-01 | Council |
| 90 | 31 Oct 25 | Part C Submission | VPA |

# Appendix E Committee-preferred DCP

VICTORIA
State Government

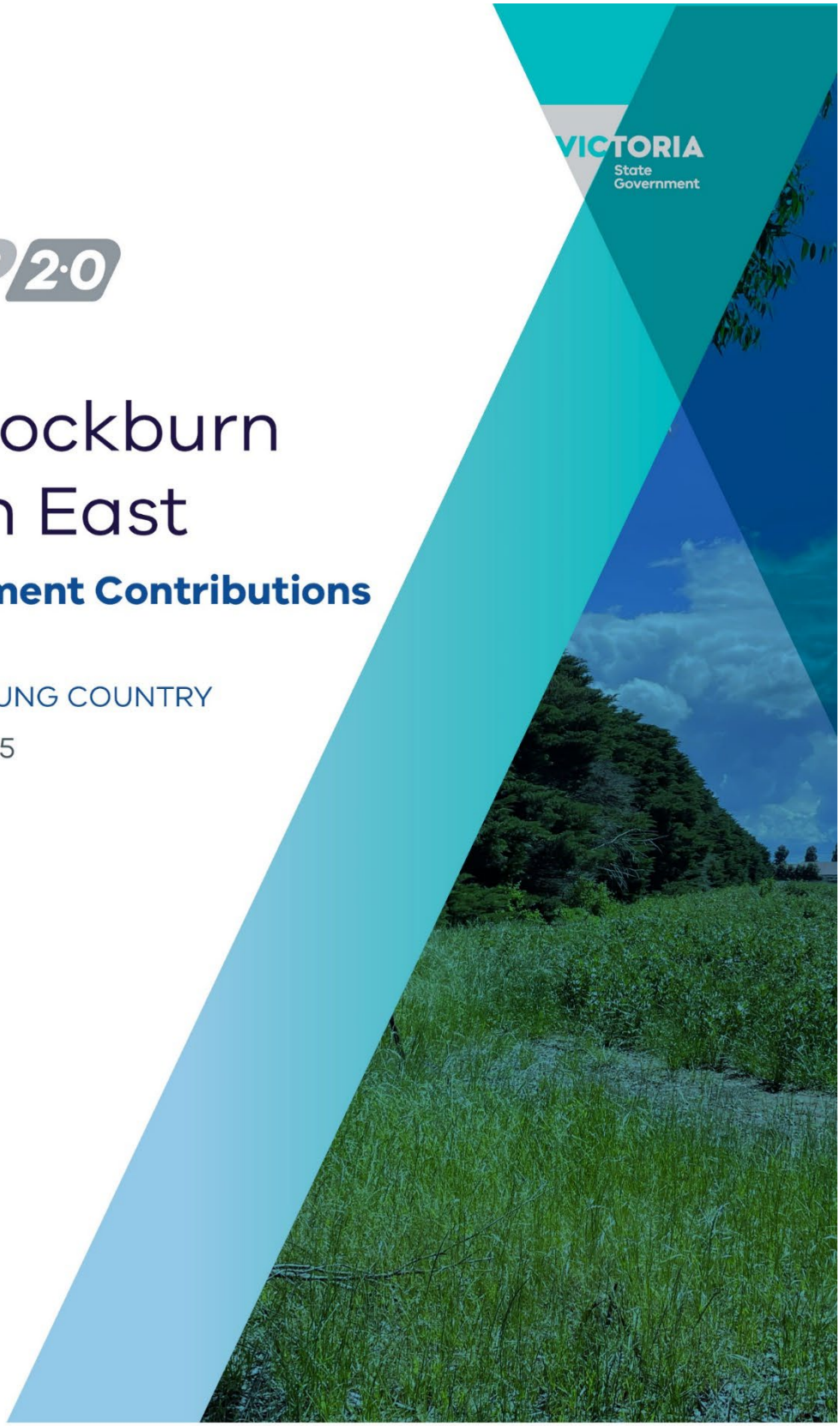
PSP 2.0

# Bannockburn South East

## Development Contributions Plan

WADAWURRUNG COUNTRY

October 2025



More Homes For Victorians | VICTORIA State Government | Department of Transport and Planning

Victorian Planning Authority

# 1. SUMMARY OF CHARGES

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

Table 1 Summary of charges

| Summary - Net Developable Area (NDA) by charge area | | |
|---|---|---|
| **Charge area** | **Total Cost of Contribution** | **Contribution per Net Developable Hectare (NDHa)** |
| **Residential** | **$239,344,996** | **$624,577** |

| Summary - Development infrastructure levy | | |
|---|---|---|
| **Projects** | **Total cost of projects** | **Contribution per Net Developable Hectare (NDHa)** |
| Transport | $48,783,895 | $127,303 |
| Community | $34,809,000 | $90,835 |
| Recreation | $64,587,000 | $168,541 |
| Drainage | $91,165,101 | $237,898 |
| **Total** | **$239,344,996** | **$624,577** |

| Summary - Breakdown of Development Infrastructure Levy | | |
|---|---|---|
| **Projects** | **Total cost of projects** | **Contribution per Net Developable Hectare (NDHa)** |
| Land | $59,765,402 | $155,959 |
| Construction | $179,579,595 | $468,618 |
| **Total** | **$239,344,996** | **$624,577** |

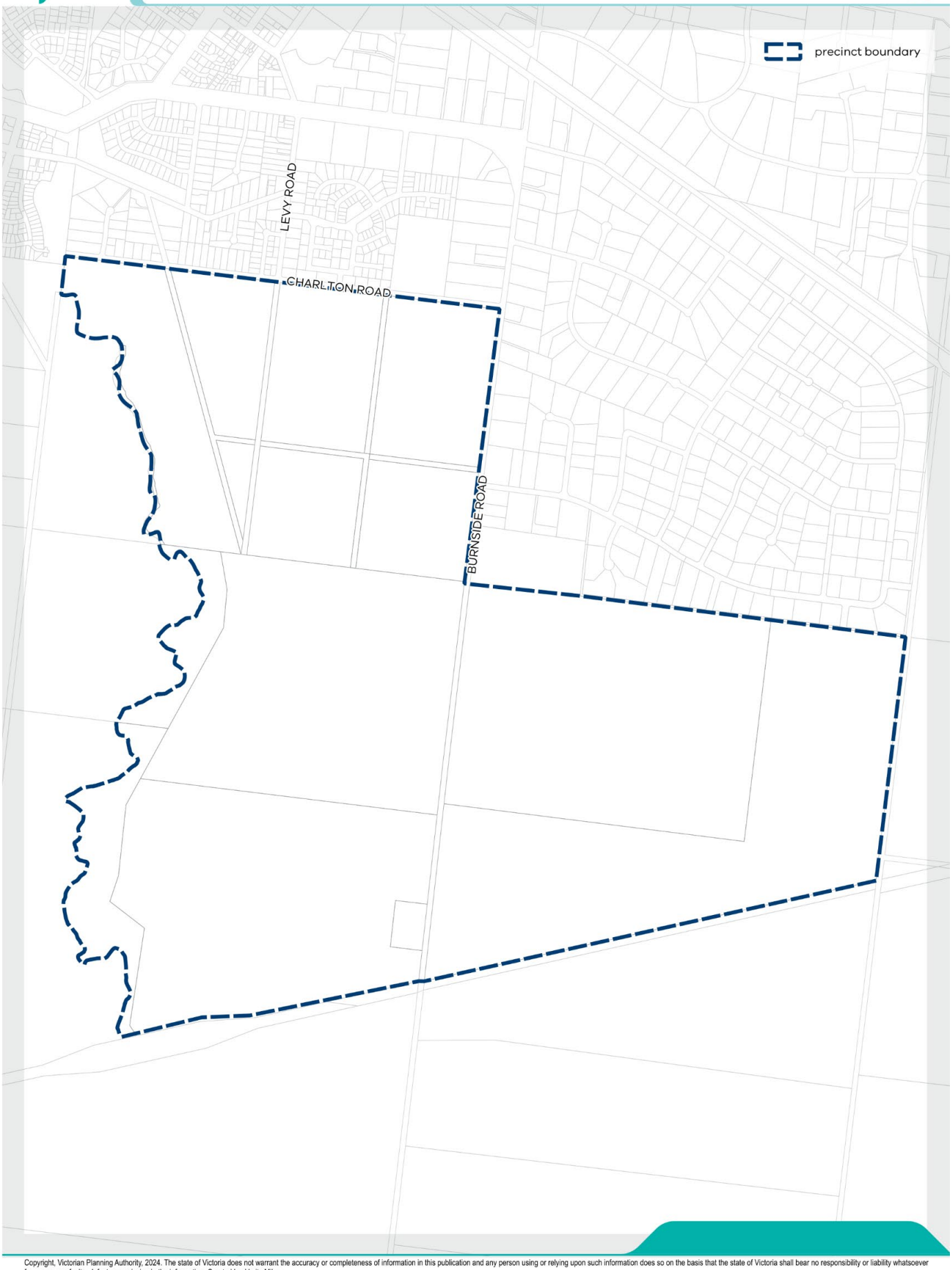
| Summary - Community infrastructure levy | | |
|---|---|---|
| | **Estimated dwellings** | **Estimated total contribution** |
| **Capped at $1530 per dwelling** | **5,727** | **$ 8,762,310** |

# Plan 1
## Main Catchment Area
### Bannockburn South East Precinct Structure Plan

1:17,500 @ A4

0 200 400 600 800 m

N

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# 2. INTRODUCTION

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

The DCP:

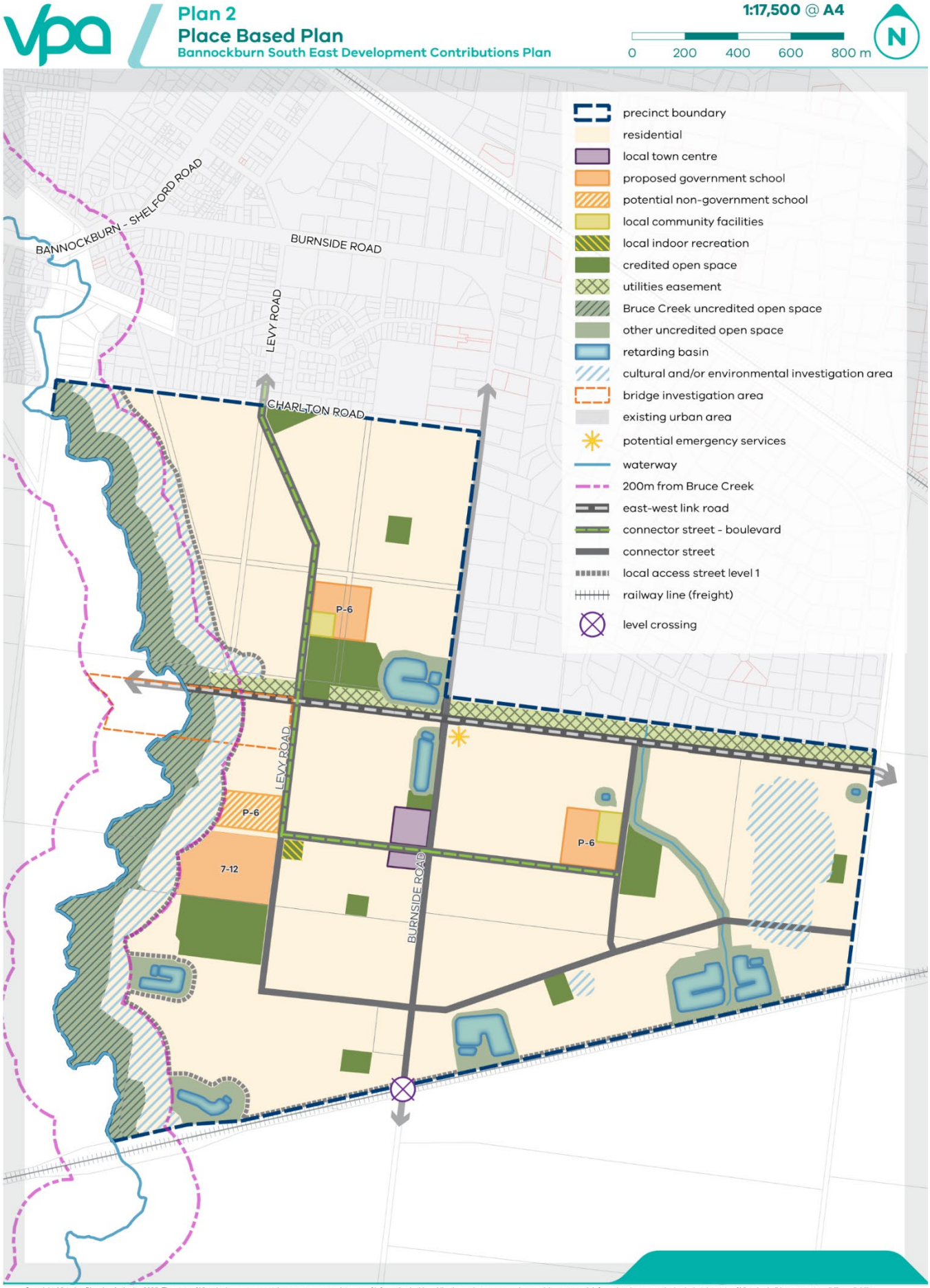
- Outlines projects required to ensure that future residents, visitors and workers in the precinct can be provided with timely access to infrastructure and services necessary to support a quality and affordable lifestyle;
- Establishes a framework for development proponents to make a financial contribution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

The DCP document comprises five parts:

The strategic basis for the DCP is informed by:

- State and Local Planning Policy Framework as set out in the Golden Plains Planning Scheme;
- Precinct Structure Planning Guidelines; New Communities in Victoria (Victorian Planning Authority, 2021);
- Infrastructure Design Manual (Local Government Infrastructure Design Association);
- Bannockburn South East Precinct Structure Plan and supporting documents.

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

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# 2.0 PLANNING AND ENVIRONMENT ACT 1987

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

The DCP provides for the charging of a Development Infrastructure Levy (DIL) pursuant to section 46J(a) of the Act towards works, services and facilities. The DCP also sets out the collection of funds under the Community Infrastructure Levy (CIL) for the construction of community and sporting facilities.

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

## 2.1 Bannockburn South East Precinct Structure Plan

The Bannockburn South East Precinct Structure Plan (PSP) is located to the south east of the existing Bannockburn township and was identified as a priority growth corridor for Bannockburn in the Bannockburn Growth Plan (2021).

The PSP identifies approximately 524 hectares of land for urban development as illustrated on Plan 2. The PSP sets out the vision for how land should be developed, describes the objectives to be achieved by the future development and outlines projects required to support the future community. The need for the infrastructure set out in the DCP has been determined according to the anticipated development scenario as described in the PSP.

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

## 2.2 The area to which the Development Contributions Plan applies

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

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

## 2.3 Infrastructure items included in the Development Contributions Plan

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

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

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

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

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

## 2.4 Items not included in the Development Contributions Plan

## (developer works)

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

- Connector streets and local streets;
- Intersection works and traffic management measures along arterial roads, connector streets and local streets (except those included in the DCP);
- Local bus stop infrastructure;
- Landscaping (including irrigation) of all existing and future connector roads, including central medians, and local streets;
- Local shared, pedestrian and bicycle paths along local streets, connector streets, utilities easements, waterways and within local parks including bridges, intersections, and barrier crossing points (except those included in the DCP);
- Bicycle parking;
- Appropriately scaled lighting along all roads, major shared and pedestrian paths, and traversing the open space network;
- Local street or path crossings of Bruce Creek and constructed waterways, unless included in the DCP or outlined as the responsibility of an agency in the PSP;
- Local parks, which are different from sports reserves, masterplans and any agreed associated works required by the PSP for local parks. The schedule to clause 53.01 will be used by the collecting agency to manage the public open space contributions associated with local parks;
- Any landscaping in local parks in addition to what is already provided for in the DCP;
- Infrastructure as required by utility services providers, including water, sewerage, electricity, gas and telecommunications;
- Interim works, such as fencing, unless included in the DCP or outlined as the responsibility of an agency in the PSP.

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

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

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

## 2.5 Related infrastructure agreements

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

# 3. INFRASTRUCTURE PROJECT JUSTIFICATION

## 3.0 Project identification

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

The following types of projects are included in the DCP:

- Transport projects
- RD – Road projects
- IN – Intersection projects
- BR – Bridge projects
- Community projects
- CI – Community centre projects
- SR – Sports reserve projects
- IR – Indoor recreation projects
- Drainage projects
- RBWL – Retarding basin projects
- RBSB – Sediment basin projects
- WW – Constructed waterway projects
- CU – Drainage culverts
- DR – Land acquisition for drainage

## 3.1 Project timing

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

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

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

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

All items in the DCP will be provided as soon as is practicable and as soon as sufficient contributions are available, consistent with Section 6.1 and acknowledging the development agency's capacities to provide the balance of funds not recovered by the DCP.

Contributions are to be made by developers at the time of subdivision. If subdivision is not applicable, payments must be made prior to construction of buildings and works (refer to Section 6.1).




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## 3.2 Transport projects

The PSP outlines an expanded urban structure intended to support the future residential growth of the Precinct, including an east-west road connection, connector streets, and local streets adjusted to meet the existing constraints of the area.

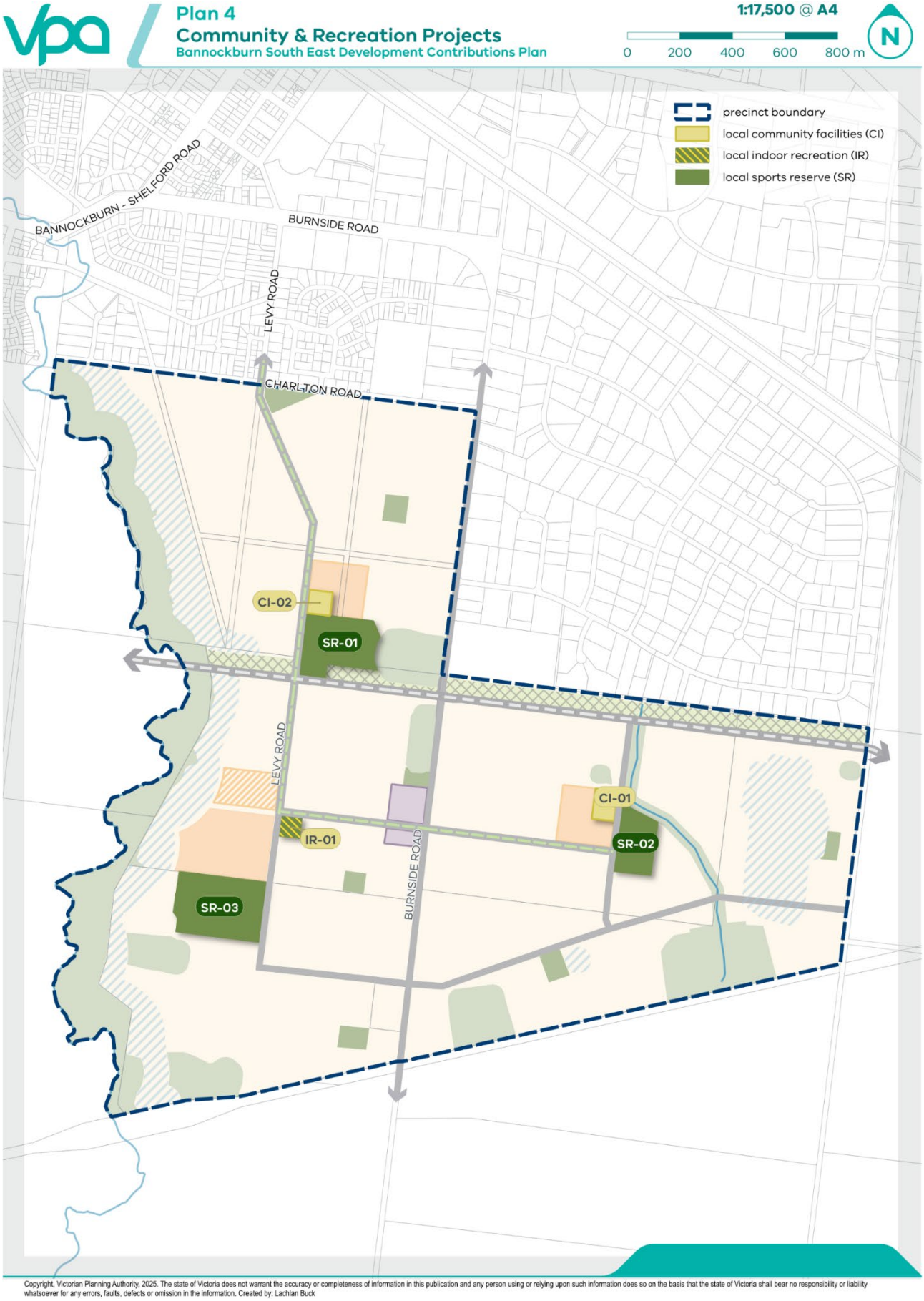
Transport projects are based on the transport network illustrated in Plan 3 and include a combination of:

- Construction of controlled intersections with the existing road network and associated works; and,
- Roads, bridges and culverts
- Safety upgrades for the existing level crossing at Burnside Road
- Land for the above.

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

| DCP Project ID | Project Title and Project Description | Indicative Provision Timing |
|---|---|---|
| | **Road projects** | |
| RD-01 | East-West Link Road (Interim)<br>Purchase of land for ultimate (4 lane) east-west link road | Medium to Long |
| RD-02 | Burnside Road level crossing upgrade<br>Upgrades to Burnside Road rail level crossing | Short to Long |
| RD-03 | Burnside Road upgrades (south)<br>Upgrades to Burnside Road south of the freight railway and north of Hamilton Highway including culvert upgrades | Short to Long |
| RD-04 | Pope Street upgrades<br>Upgrades to Pope Street between Burnside Road and High Street | Short to Long |
| RD-05 | High Street upgrades<br>Upgrades to High Street/Bannockburn-Shelford Road between Moreillon Boulevard and McPhillips Road | Short to Long |
| RD-06 | Burnside Road upgrades (north)<br>Upgrades to Burnside Road between Levy Road and High Street | Short to Long |
| RD-07 | Levy Road upgrades<br>Upgrades to Levy Road between Charlton Road and Burnside Road | Short to Long |
| | **Intersection projects** | |
| IN-01 | Levy Road / Future East-West Link Road Intersection<br>Purchase of land for ultimate 4-way intersection (Levy Road/future east-west link road) | Medium to Long |
| IN-02 | Burnside Road / Future East-West Link Road Intersection<br>Purchase of land for ultimate 4-way intersection (Burnside Road/future east-west link road) | Short to Medium |
| IN-02c | Burnside Road / Future East-West Link Road Intersection<br>Construction of interim 4-way intersection (Burnside Road/future east-west link road) | Short to Medium |

| DCP Project ID | Project Title and Project Description | Indicative Provision Timing |
|---|---|---|
| IN-03 | Future Connector / Future East-West Link Road Intersection<br>Purchase of land for ultimate 3-way intersection (future connector/future east-west link road) | Medium to Long |
| IN-04 | Burnside Road / Hamilton Highway Intersection<br>Construction of roundabout (Burnside Road/Hamilton Highway) | Short to Long |
| IN-05 | Levy Road / Burnside Road / Pope Street Intersection<br>Construction of 4-way signalised intersection (Levy Road/Burnside Road/Pope Street) | Short to Long |
| IN-06 | High Street / Pope Street Intersection<br>Construction of 4-way signalised intersection (Pope Street/High Street) | Short to Long |
| IN-07 | High Street / Burnside Road Intersection<br>Construction of 3-way signalised intersection (Burnside Road/Bannockburn-Shelford Road) | Short to Long |
| | **Bridge and culvert projects** | |
| BR-01 | East-West Link Road Bridge<br>Purchase of land for ultimate (4 lane) east-west link road bridge on Bruce Creek | Long |

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## 3.3 Community projects

Community projects include a contribution towards land required for and construction of community facilities, active recreational reserves and indoor recreation.

Community projects have been identified based upon recommendations of the Bannockburn South East Community Infrastructure Needs Assessment (ASR, 2023).

In determining the final scope of DCP funded recreation projects within each sporting reserve, Council in its capacity as Development Agency will have regard to matters such as changing provision standards and models, the immediate needs of the community, current regulations and best practice and may seek to adjust and refine the scope of the projects to respond to these matters. The community projects funded by the DCP are shown on Plan 4 and described in Table 3 and Table 4.

Apportionment has been applied to the indoor recreation facility, project IR-01c:

- Apportionment has been determined based on the Bannockburn South East Community Infrastructure Needs Assessment (ASR, 2023).
- Benchmarking for community infrastructure determined an apportionment of 75% for the construction of indoor recreation courts.

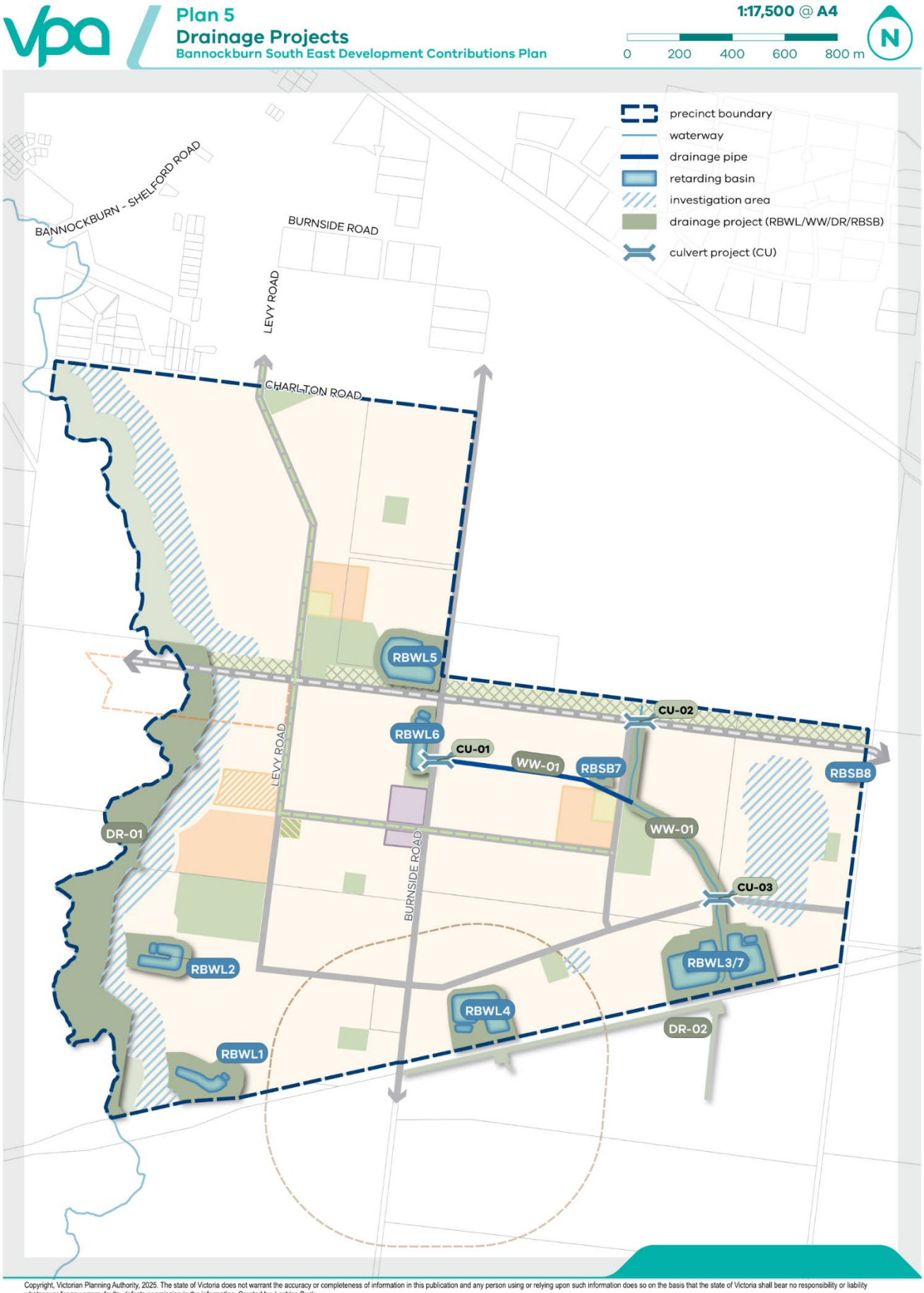
Table 3 Community projects – Development infrastructure levy (DIL)

| DCP Project ID | Project Title and Project Description | Indicative Provision Timing |
|---|---|---|
| | **Community facility projects** | |
| CI-01 | Level 2 Community Facility<br>Purchase of land for level 2 community facility | Medium |
| CI-01c | Level 2 Community Facility<br>Construction of level 2 community facility | Medium |
| CI-02 | Level 1 Community Facility<br>Purchase of land for level 1 community facility | Medium |
| CI-02c | Level 1 Community Facility<br>Construction of level 1 community facility | Medium |
| IR-01 | Indoor Recreation Centre (2 Court)<br>Purchase of land for 2 court indoor recreation facility | Medium |
| | **Sports reserve projects** | |
| SR-01 | Sports Reserve (6ha - Partially within transmission easement)<br>Purchase of land and construction of sports reserve | Medium |
| SR-02 | Sports Reserve (6ha)<br>Purchase of land and construction of sports reserve | Medium |
| SR-03 | Sports Reserve (10ha)<br>Purchase of land and construction of sports reserve | Long |

Table 4 Community projects - Community infrastructure levy (CIL)

| DCP Project ID | Project Title and Project Description | Indicative Provision Timing |
|---|---|---|
| | **Community facility projects** | |
| SR-01p | Construction of pavilion within sports reserve SR-01 | Medium |
| SR-02p | Construction of pavilion within sports reserve SR-02 | Medium |

| DCP Project ID | Project Title and Project Description | Indicative Provision Timing |
|---|---|---|
| SR-03p | Construction of pavilions within sports reserve SR-03 | Long |
| IR-01c | Construction of Indoor Recreation Centre (2 Court) | Medium to Long |

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## 3.4 Drainage projects

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

The drainage infrastructure has been identified through hydraulic modelling undertaken as part of the Bannockburn South East PSP Stormwater Drainage Design – Concept Design Report (Alluvium September 2025),

The stormwater drainage infrastructure is required to appropriately retard and treat stormwater flows from new urban development, in accordance with best practice principles and prior to discharge into rural areas at pre-development rates to the satisfaction of Corangamite Catchment Management Authority (CCMA).

The drainage projects include:

- Land and construction of stormwater drainage projects including culverts
- Land and construction of constructed waterway projects

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

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

All drainage infrastructure in the DCP is completely apportioned to the Bannockburn South East PSP. There is no external apportionment.

Table 5 Drainage projects

| DCP Project ID | Project Title and Project Description | Indicative Provision Timing |
|---|---|---|
| RBWL1 | Retarding Basin / Wetland<br>Purchase of land for wetland/retarding basin | Long |
| RBWL1c | Retarding Basin / Wetland<br>Construction of wetland/retarding basin | Long |
| RBWL2 | Retarding Basin / Wetland<br>Purchase of land for wetland/retarding basin | Long |
| RBWL2c | Retarding Basin / Wetland<br>Construction of wetland/retarding basin | Long |
| RBWL3/7 | Retarding Basin / Wetland<br>Purchase of land for wetland/retarding basin | Medium to Long |
| RBWL3/7c | Retarding Basin / Wetland<br>Construction of wetland/retarding basin | Medium to Long |
| RBWL4 | Retarding Basin / Wetland<br>Purchase of land for wetland/retarding basin | Medium to Long |
| RBWL4c | Retarding Basin / Wetland<br>Construction of wetland/retarding basin | Medium to Long |
| RBWL5 | Retarding Basin / Wetland<br>Purchase of land for wetland/retarding basin | Short |
| RBWL5c | Retarding Basin / Wetland<br>Construction of wetland/retarding basin | Short |
| RBWL6 | Retarding Basin / Wetland<br>Purchase of land for wetland/retarding basin | Short |
| RBWL6c | Retarding Basin / Wetland<br>Construction of wetland/retarding basin | Short |
| RBSB7 | Retarding Basin / Wetland<br>Purchase of land for wetland/retarding basin | Short |

| DCP Project ID | Project Title and Project Description | Indicative Provision Timing |
|---|---|---|
| RBSB7c | Retarding Basin / Wetland<br>Construction of wetland/retarding basin | Short |
| RBSB88 | Sediment Basin<br>Purchase of land for sediment basin | Short to Medium |
| RBSB8 | Sediment Basin<br>Construction of sediment basin | Short to Medium |
| WW-01 | Constructed Waterway<br>Purchase of land for constructed waterway | Short to Medium |
| WW-01c | Constructed Waterway<br>Construction of constructed waterway | Short to Medium |
| DR-01 | Bruce Creek open space reserve<br>Purchase of land for open space reserve and drainage | Medium to Long |
| DR-02 | Drainage channels<br>Purchase of land for drainage channels south of precinct | Medium to Long |
| CU-01c | Culvert<br>Construction of culvert under Burnside Road | Short to Medium |
| CU-02c | Culvert<br>Construction of culvert under east-west link road | Short to Medium |
| CU-03c | Culvert<br>Construction of culvert under new connector road | Short to Medium |

# 4. SUMMARY LAND USE BUDGET

The land use budget in Table 6 provides a summary of the land required for transport, community facilities, education facilities, and open space and identifies the total amount of land available for development in the PSP.

The Net Developable Area (NDA) is established by deducting the land requirements for transport, community facilities, public and private education facilities, open space (sports reserves and local parks), drainage corridors, conservation areas and other encumbered land from the Gross Developable Area (GDA).

The GDA for Bannockburn South East PSP is 524 hectares while the NDA is 383 hectares. This equates to approximately 73% of the land within the Bannockburn South East PSP area being available for development.

TABLE NOTE: The summary land budget included in this table clearly sets out the NDA for the PSP and DCP.

For the purpose of applying the DIL, the NDA will not be amended to respond to minor changes to land budgets that may result from the subdivision process for any other reason than those stated above, unless the variation is agreed to by the responsible authority.

The land budget has been prepared to reflect current advice from council regarding land required for drainage assets as part of the preparation of the drainage scheme for the PSP area.

As set out in the PSP, the land required for drainage assets may be subject to minor refinement through the subdivision process.

Table 6 Summary land use budget

| Description | Bannockburn South East | | |
|---|---|---|---|
| | HECTARES | % OF TOTAL | % OF NDA |
| **TOTAL PRECINCT AREA (ha)** | **524.00** | | |
| **Transport** | | | |
| Road - Widening/Intersection Flaring (DCP land) | 7.36 | 1.40% | 1.92% |
| Non-Arterial Road - Existing Road Reserve | 3.05 | 0.58% | 0.80% |
| Sub-total Transport | 10.40 | 2.0% | 2.71% |
| **Community & Education** | | | |
| Proposed Government School | 15.40 | 2.94% | 4.02% |
| Potential Non-Government School | 3.00 | 0.57% | 0.78% |
| Local Community Facility (DCP land) | 1.80 | 0.34% | 0.47% |
| Local Indoor Recreation (DCP land) | 0.60 | 0.11% | 0.16% |
| Sub-total Education | 20.80 | 4.0% | 5.4% |
| **Open Space** | | | |
| **Uncredited Open Space** | | | |
| Waterway and Drainage Reserve | 74.15 | 14.15% | 19.35% |
| Utilities Easements | 13.11 | 2.50% | 3.42% |
| Sub-total Uncredited Open Space | 87.26 | 16.65% | 22.77% |
| **Credited Open Space** | | | |
| Local Sports Reserve (DCP land) | 16.54 | 3.2% | 4.32% |
| Local Network Park (via Cl 52.01) | 5.78 | 1.1% | 1.51% |

| | | | |
|---|---|---|---|
| Sub-total Credited Open Space | 22.32 | 4.3% | 5.82% |
| Total All Open Space | 109.58 | 20.9% | 28.60% |

| **Other** | | | |
|---|---|---|---|
| Cultural and/or environmental investigation area | 49.55 | 9.46% | 16.01% |
| Sub-total | 49.55 | 9.46% | 16.01% |

| | | | |
|---|---|---|---|
| **TOTAL NET DEVELOPABLE AREA - (NDA) Ha** | **383.21** | **73.13%** | |

| | | | |
|---|---|---|---|
| **NET DEVELOPABLE AREA - RESIDENTIAL (NDAR) Ha** | **383.21** | **73.13%** | |

# 5. CALCULATION OF CONTRIBUTIONS

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

## 5.0 Net developable area

In the DCP, all development infrastructure contributions (DIL) are payable on the net developable area of land on any given development site. Calculations of NDA for each individual property are outlined in the property-specific land budget included at Appendix A. Adjustments to the NDA for the purpose of applying a DIL liability may be altered as set out in the note to the table in Section 4.

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

The NDA for the DCP is outlined in Table 6. The contributions 'per net developable hectare' must not and will not be amended to respond to minor changes to the land budget that may result from the subdivision process, except as described in the note to Section 4. In other words, the DCP is permanently linked to the calculation of the NDA set out in Appendix A.

The NDA may only change if the collecting agency agrees to a variation to the summary land use budget (Table 6) and the detailed property-specific land budget (Appendix A) and associated tables.

If the NDA for any specific parcel ID as set out in Appendix A is increased as a result of changes to the PSP design and/or land use variation, the responsible authority may require the land owner to enter into an agreement under section 173 of the Planning and Environment Act 1987 for payment of the DIL for additional NDA at the rate applicable at the time. for the additional net developable area at the 'per net developable hectare' contributions rate applicable at the time of any permit application.

## 5.1 Land budget & demand units

There are two types of demand units enforced in this DCP:

- Net developable hectare (NDHa) is the demand unit used for the Development Infrastructure Levy (DIL).
- Number of dwellings is the demand unit used for the Community Infrastructure Levy (CIL).

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

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

The DCP contains a total of 383.21 net developable hectares (NDHa or NDA).

## 5.2 Calculation of contributions charges

### 5.2.1 Calculation of costs

Each infrastructure project has been assigned a land and/or construction cost, as listed in Table 7 and Table 8. The costs are expressed in 2025/26dollars and will be adjusted annually in accordance with the method specified in Section 2.3.

Drainage and community infrastructure costings have been determined through detailed design while transport costs utilise high benchmarks based on Benchmark Infrastructure Report (Cardno) April 2019 and will be refined at a later date with detailed design and costing work to be completed before finalisation of the PSP and DCP package.

### 5.2.2 Temporary Works

Temporary works are not factored in as a cost in this DCP unless expressly listed in the DCP.

### 5.2.3 Estimate of land value

The area of land to be acquired for each DCP project on each property will be identified from the property specific land budget prepared for the PSP. A description of the precinct land area has been provided to a registered valuer who prepared a valuation to determine a 'broad-hectare' value for the entire precinct for that use. To ensure a fair compensation

for each affected landowner, this value will then be used to calculate the cost of the land component for all relevant projects included in the DCP.

**Per property broad hectare estimate of value**

The per property broad hectare estimate of value prepared for each individual property will assume the unencumbered, highest and-best use as indicated by the PSP.

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

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

**Site specific assessment**

A site-specific assessment was also undertaken for parcels which are to be acquired by Council for the provision of 'Community Facilities,' 'Local Indoor Recreation' and 'Local Sports Reserve(s)'. These parcels can be marketed to the wider market as individually titled development sites and therefore have been individually valued.

### 5.2.4 Main catchment area

The main catchment area is the geographic area from which a given item of infrastructure will draw most of its use. The DCP includes one main catchment area, which is the same as the precinct area and illustrated in Plan 1 and Plan 2. It is important to note that the number of net developable hectares (that is the demand units) in the main catchment area is based on the land budgets in Table 6 and Appendix A.

### 5.2.5 Non-government schools

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

### 5.2.6 Cost apportionment

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

The cost apportionment is expressed as a percentage in Table 7 and Table 8. Projects that are 100% apportioned to the DCP area are wholly required for the future development of the DCP area. Projects that are less than 100% apportioned to the DCP area are shared with other areas outside the precinct and other funding sources.

### 5.2.7 Social and Affordable Housing

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

### 5.2.8 Calculations of Costs - DIL

Table 7 Calculation of costs – Development Infrastructure Levy (DIL)

| DCP Project No. | Project | Infrastructure Category | Land Area Ha | Estimated Project Cost: Land | Estimated Project Cost: Construction | Total Estimated Project Cost: Land & Construction | % Apportioned to DCP (Internal Use) | Total cost recovered by DCP | Residential - Contribution per NDHa |
|---|---|---|---|---|---|---|---|---|---|
| | **Road Projects** | | | | | | | | |
| RD-01 | East-West Link Road - Interim | Development | 3.04 | $ 2,089,358 | $ - | $ 2,089,358 | 100% | $ 2,089,358 | $ 5,452 |
| RD-02 | Burnside Road level crossing upgrade | Development | 0.00 | $ - | $ 2,000,000 | $ 2,000,000 | 100% | $ 2,000,000 | $ 5,219 |
| RD-03 | Burnside Road upgrades (south) | Development | 0.00 | $ - | $ 5,928,002 | $ 5,928,002 | 93% | $ 5,513,042 | $ 14,386 |
| RD-04 | Pope Street upgrades | Development | 0.00 | $ - | $ 2,594,149 | $ 2,594,149 | 37% | $ 946,864 | $ 2,471 |
| RD-05 | High Street upgrades | Development | 0.00 | $ - | $ 4,552,131 | $ 4,552,131 | 20% | $ 910,426 | $ 2,376 |
| RD-06 | Burnside Road upgrades (north) | Development | 0.00 | $ - | $ 2,924,553 | $ 2,924,553 | 53% | $ 1,550,013 | $ 4,045 |
| RD-07 | Levy Road upgrades | Development | 0.00 | $ - | $ 3,285,922 | $ 3,285,922 | 80% | $ 2,628,738 | $ 6,860 |
| | | | 3.04 | $ 2,089,358 | $ 21,284,757 | $ 23,374,115 | | $ 15,638,441 | $ 40,809 |
| | **Intersection Projects** | | | | | | | | |
| IN-01 | Levy Road / Future East-West Link Road Intersection | Development | 1.51 | $ 934,853 | $ - | $ 934,853 | 100% | $ 934,853 | $ 2,440 |
| IN-02 | Burnside Road / Future East-West Link Road Intersection | Development | 1.49 | $ 972,088 | $ - | $ 972,088 | 100% | $ 972,088 | $ 2,537 |
| IN-02c | Burnside Road / Future East-West Link Road Intersection | Development | 0.00 | $ - | $ 7,510,609 | $ 7,510,609 | 100% | $ 7,510,609 | $ 19,599 |
| IN-03 | Future Connector / Future East-West Link Road Intersection | Development | 1.32 | $ 920,507 | $ - | $ 920,507 | 100% | $ 920,507 | $ 2,402 |
| IN-04 | Burnside Road / Hamilton Highway Intersection | Development | 0.00 | $ - | $ 13,754,945 | $ 13,754,945 | 100% | $ 13,754,945 | $ 35,894 |

| DCP Project No. | Project | Infrastructure Category | Land Area Ha | Estimated Project Cost: Land | Estimated Project Cost: Construction | Total Estimated Project Cost: Land & Construction | % Apportioned to DCP (Internal Use) | Total cost recovered by DCP | Residential - Contribution per NDHa |
|---|---|---|---|---|---|---|---|---|---|
| IN-05 | Levy Road / Burnside Road / Pope Street Intersection | Development | 0.00 | $ - | $ 8,082,546 | $ 8,082,546 | 74% | $ 5,981,084 | $ 15,608 |
| IN-06 | High Street / Pope Street Intersection | Development | 0.00 | $ - | $ 7,274,291 | $ 7,274,291 | 20% | $ 1,454,858 | $ 3,796 |
| IN-07 | High Street / Burnside Road Intersection | Development | 0.00 | $ - | $ 8,082,546 | $ 8,082,546 | 20% | $ 1,616,509 | $ 4,218 |
| | **Sub-total intersection projects** | | 4.31 | $ 2,827,449 | $ 44,704,937 | $ 47,532,386 | | $ 33,145,454 | $ 86,494 |
| | **Bridge Projects** | | | | | | | | |
| BR-01 | Purchase of land for ultimate (4 lane) east-west link road bridge on Bruce Creek. Land acquisition subject to PAO for DR-01. | Development | 0.00 | $ - | $ - | $ - | 50% | $ - | $ - |
| | **Sub-total Bridge projects** | | 0.00 | $ - | $ - | $ - | | $ - | $ - |
| | **Community facilities** | | | | | | | | |
| CI-01 | Purchase of land for level 2 community facility | Development | 1.00 | $ 1,800,000 | $ - | $ 1,800,000 | 100% | $ 1,800,000 | $ 4,697 |
| CI-01c | Construction of level 2 community facility | Development | 0.00 | $ - | $ 17,883,000 | $ 17,883,000 | 100% | $ 17,883,000 | $ 46,666 |
| CI-02 | Purchase of land for level 1 community facility | Development | 0.80 | $ 1,710,000 | $ - | $ 1,710,000 | 100% | $ 1,710,000 | $ 4,462 |
| CI-02c | Construction of level 1 community facility | Development | 0.00 | $ - | $ 12,086,000 | $ 12,086,000 | 100% | $ 12,086,000 | $ 31,539 |
| IR-01 | Purchase of land for 2 court indoor recreation facility | Development | 0.60 | $ 1,330,000 | $ - | $ 1,330,000 | 100% | $ 1,330,000 | $ 3,471 |
| | **Sub-total** community facilities | | 2.40 | $ 4,840,000.00 | $ 29,969,000.00 | $ 34,809,000.00 | | $ 34,809,000.00 | $ 90,835.01 |
| | **Active recreation reserves** | | | | | | | | |
| SR-01 | Purchase of land and construction of sports reserve | Development | 5.63 | $ 10,290,000 | $ 9,894,000 | $ 20,184,000 | 100% | $ 20,184,000 | $ 52,671 |

| DCP Project No. | Project | Infrastructure Category | Land Area Ha | Estimated Project Cost: Land | Estimated Project Cost: Construction | Total Estimated Project Cost: Land & Construction | % Apportioned to DCP (Internal Use) | Total cost recovered by DCP | Residential - Contribution per NDHa |
|---|---|---|---|---|---|---|---|---|---|
| SR-02 | Purchase of land and construction of sports reserve | Development | 3.31 | $ 5,400,000 | $ 10,596,000 | $ 15,996,000 | 100% | $ 15,996,000 | $ 41,742 |
| 3 | Purchase of land and construction of sports reserve | Development | 7.60 | $ 10,650,000 | $ 17,757,000 | $ 28,407,000 | 100% | $ 28,407,000 | $ 74,129 |
| | **Sub-total** active recreation development infrastructure projects | | 16.54 | $ 26,340,000.00 | $ 38,247,000.00 | $ 64,587,000.00 | | $ 64,587,000.00 | $ 168,541.49 |
| | **Drainage** | | | | | | | | |
| RBWL1 | Purchase of land for wetland/retarding basin | Development | 4.31 | $ 3,014,039 | $ - | $ 3,014,039 | 100% | $ 3,014,039 | $ 7,865 |
| RBWL1c | Construction of wetland/retarding basin | Development | 0.00 | $ - | $ 8,696,631 | $ 8,696,631 | 100% | $ 8,696,631 | $ 22,694 |
| RBWL2 | Purchase of land for wetland/retarding basin | Development | 3.21 | $ 2,247,938 | $ - | $ 2,247,938 | 100% | $ 2,247,938 | $ 5,866 |
| RBWL2c | Construction of wetland/retarding basin | Development | 0.00 | $ - | $ 6,440,766 | $ 6,440,766 | 100% | $ 6,440,766 | $ 16,807 |
| RBWL3/7 | Purchase of land for wetland/retarding basin | Development | 9.56 | $ 6,692,595 | $ - | $ 6,692,595 | 100% | $ 6,692,595 | $ 17,465 |
| RBWL3/7c | Construction of wetland/retarding basin | Development | 0.00 | $ - | $ 14,368,471 | $ 14,368,471 | 100% | $ 14,368,471 | $ 37,495 |
| RBWL4 | Purchase of land for wetland/retarding basin | Development | 4.99 | $ 3,493,014 | $ - | $ 3,493,014 | 100% | $ 3,493,014 | $ 9,115 |
| RBWL4c | Construction of wetland/retarding basin | Development | 0.00 | $ - | $ 8,581,754 | $ 8,581,754 | 100% | $ 8,581,754 | $ 22,394 |
| RBWL5 | Purchase of land for wetland/retarding basin | Development | 5.08 | $ 1,989,234 | $ - | $ 1,989,234 | 100% | $ 1,989,234 | $ 5,191 |
| RBWL5c | Construction of wetland/retarding basin | Development | 0.00 | $ - | $ 13,665,207 | $ 13,665,207 | 100% | $ 13,665,207 | $ 35,660 |
| RBWL6 | Purchase of land for wetland/retarding basin | Development | 2.31 | $ 1,431,216 | $ - | $ 1,431,216 | 100% | $ 1,431,216 | $ 3,735 |
| RBWL6c | Construction of wetland/retarding basin | Development | 0.00 | $ - | $ 4,754,716 | $ 4,754,716 | 100% | $ 4,754,716 | $ 12,408 |
| RBSB7 | Purchase of land for wetland/retarding basin | Development | 0.58 | $ 403,851 | $ - | $ 403,851 | 100% | $ 403,851 | $ 1,054 |

| DCP Project No. | Project | Infrastructure Category | Land Area Ha | Estimated Project Cost: Land | Estimated Project Cost: Construction | Total Estimated Project Cost: Land & Construction | % Apportioned to DCP (Internal Use) | Total cost recovered by DCP | Residential - Contribution per NDHa |
|---|---|---|---|---|---|---|---|---|---|
| RBSB7c | Construction of wetland/retarding basin | Development | 0.00 | $ - | $ 1,512,327 | $ 1,512,327 | 100% | $ 1,512,327 | $ 3,946 |
| RBSB8 | Purchase of land for sediment basin | Development | 0.48 | $ 335,986 | $ - | $ 335,986 | 100% | $ 335,986 | $ 877 |
| RBSB8c | Construction of sediment basin | Development | 0.00 | $ - | $ 772,972 | $ 772,972 | 100% | $ 772,972 | $ 2,017 |
| WW-01 | Purchase of land for constructed waterway | Development | 4.14 | $ 2,897,272 | $ - | $ 2,897,272 | 100% | $ 2,897,272 | $ 7,561 |
| WW-01c | Construction of constructed waterway | Development | 0.00 | $ - | $ 6,249,042 | $ 6,249,042 | 100% | $ 6,249,042 | $ 16,307 |
| DR-01 | Purchase of land for open space and drainage | Development | 24.27 | $ 1,070,000 | $ - | $ 1,070,000 | 100% | $ 1,070,000 | $ 2,792 |
| DR-02 | Purchase of land drainage channels south of precinct | Development | 2.67 | $ 93,450 | $ - | $ 93,450 | 100% | $ 93,450 | $ 244 |
| CU-01c | Construction of culvert under Burnside Road | Development | 0.00 | $ - | $ 290,866 | $ 290,866 | 100% | $ 290,866 | $ 759 |
| CU-02c | Construction of culvert under east-west link road | Development | 0.00 | $ - | $ 1,151,083 | $ 1,151,083 | 100% | $ 1,151,083 | $ 3,004 |
| CU-03c | Construction of culvert under new connector road | Development | 0.00 | $ - | $ 1,012,671 | $ 1,012,671 | 100% | $ 1,012,671 | $ 2,643 |
| | | | 58.93 | $ 23,668,595.19 | $ 67,496,506.00 | $ 91,165,101.19 | | $ 91,165,101.19 | $ 237,897.75 |
| | **Summary** | | | | | | | | |
| | **Total cost all projects** | | | | | | | | |
| | **Total Development Infrastructure Levy per NDA** | | | | | | | | |

### 5.2.9 Calculation of Costs – CIL

Table 8 Calculation of costs – Community Infrastructure Levy (CIL)

| DCP Project No. | Project | Total Estimated Project Cost | % Apportioned to DCP (Internal Use) | Total cost attributed to DCP |
|---|---|---|---|---|
| SR-01p | Construction of pavilion within sports reserve SR-01 | $ 2,207,038 | 100% | $2,207,038 |
| SR-02p | Construction of pavilion within sports reserve SR-02 | $ 2,207,038 | 100% | $2,207,038 |
| SR-03p | Construction of pavilions within sports reserve SR-03 | $ 3,669,067 | 100% | $3,669,067 |
| IR-01c | Construction of Indoor Recreation Centre (2 Court) | $ 15,449,000 | 75% | $11,586,750 |
| | **Sub-total** active recreation (community infrastructure levy) | $ 23,532,143.00 | | $19,669,893 |
| | **Summary** | | | |
| | **Total Community Infrastructure Levy per Dwelling** | | | **$ 1,530** |
| | **Estimated total Community Infrastructure Levy raised** | | | **$8,876,783** |

# 6. ADMINISTRATION

This section sets out how the DCP will be administered and covers:

- the timing of payment
- Provision of works
- Provision of land in kind
- How funds generated by the DCP will be managed in terms of reporting, indexation and review periods.

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

The community infrastructure levy applies to the construction of dwellings.

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

## 6.0 Payment of contributions and payment timing

### 6.0.1 Development infrastructure levy (DIL)

**For subdivision of land**

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

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

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

For development of land where no subdivision is proposed

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

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

Where no planning permit is required

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

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

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

### 6.0.2 Works-in-kind

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

- The works constitute projects funded by the DCP
- The collecting agency agrees that the timing of the works would be consistent with priorities in the DCP
- The development proponent complies with appropriate tendering, documentation, supervision and related provisions as required by the responsible authority
- Works must be provided to a standard that generally accords with the DCP, unless an alternative is agreed by the collecting agency and the development agency

- Detailed design must be approved by the collecting agency and the development agency and must generally accord with the layout and standards outlined in the PSP and DCP unless an alternative is agreed by the collecting agency and the development agency
- The construction of works must be completed to the satisfaction of the collecting agency and the development agency
- There should be no negative financial impact on the DCP to the satisfaction of the collecting agency.

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

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

- The credit for the works provided shall equal the total cost of the works as identified in the DCP, 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 DCP financial contributions will be required until the agreed value of any credits are used.

#### 6.0.3 Credit for over-provision

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

The details of credits and reimbursements for construction shall equal the final cost of the works identified in the DCP, 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 DCP, subject to revaluation and indexation of the land as per Section 6.2.

#### 6.0.4 Non-government schools

The development of land for a non-government school is exempt from the requirement to pay a DIL and a CIL under the DCP.

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

#### 6.0.5 Social and affordable housing

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

#### 6.0.6 Funds administration

The administration of the contributions made under the DCP will be transparent and development contributions charges will be held until required for provision of the items in that class. Details of funds received and expenditures will be held by the collecting agency in accordance with the provisions of the Local Government Act 2020 and the Act.

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

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

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

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

### 6.1 Construction and land value costs indexation

Capital costs of all infrastructure items, including land, are in 2024/2025 dollars and will be adjusted by the collecting agency annually for inflation.

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

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

Estimates of land value will be revised annually by a registered valuer based on a broad hectare methodology; this exercise may be required for each respective land use category within the DCP. Revisions may occur more frequently if market conditions warrant.

Estimates of land value will be revised annually by a registered valuer based on the same methodology which was adopted when this DCP was first prepared.

A broad hectare methodology per property before and after method will be used for all land, except for recreation and community facility land, for which a site specific valuation will be used.

Revisions may occur more frequently if market conditions warrant.

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

### 6.2 Review period

This DCP adopts a long term outlook for development. This DCP commenced on the date when it was first incorporated into the Golden Plains Planning Scheme. This DCP will end when development within the DCP area is complete, which is projected to be 25 years after gazettal, or when the DCP is removed from the Planning Scheme.

The DCP is expected to be revised and updated every five years (or more frequently if required). This review may result in minor changes or have no changes at all. Alternatively, this may require an amendment to the Golden Plains Planning Scheme to replace this document with a revised document. Any review will need to have regard to any arrangements (e.g. Section 173 agreements under the Act) for the implementation of the DCP.

### 6.3 Adjustment to the scope of projects

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

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

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

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

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

### 6.4 Collecting agency (agency responsible for collecting infrastructure levy)

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

### 6.5 Development agency (agency responsible for works)

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

# 7. IMPLEMENTATION STRATEGY

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

## 7.0 Rationale for the implementation strategy

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

This implementation strategy has been formulated by:

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

## 7.1 Implementation mechanism

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

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

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

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

Through the approval of these agreements, Council (acting as the collecting agency) will consider if and what infrastructure should be provided as works in kind under the DCP in accordance with section 46P of the Act. The agreement must include a list of the DCP infrastructure projects that the collecting agency has agreed in writing to allow to be provided as works and/or land in lieu.

# APPENDICES

## 8. APPENDIX A – PROPERTY SPECIFIC LAND BUDGET

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

| Parcel ID | TOTAL AREA (HECTARES) | TRANSPORT | COMMUNITY/EDUCATION | | | | UNCREDITED OPEN SPACE | | OPEN SPACE | | Total Net Developable Area (Hectares) | Net Developable Area % of Property | Total Contribution Land (Hectares) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Road - Widening/Intersection Flaring (DCP land) | Proposed Government School | Potential Non-Government School | DCP Community Facilities | Local Indoor Recreation (DCP land) | Waterway and Drainage Reserve | Utilities Easements | Local Sports Reserve (DCP land) | Local Network Park (via Cl 53.01) | | | |
| 1 | 0.85 | - | - | - | - | - | 0.85 | - | - | - | 0.00 | 0.00% | 0.85 |
| 2 | 30.26 | - | - | - | - | - | 12.72 | - | - | - | 17.54 | 57.97% | 12.72 |
| 3 | 15.82 | - | - | - | - | - | - | - | - | - | 15.82 | 100.00% | 0.00 |
| 4 | 22.53 | - | - | - | - | - | - | - | - | 1.24 | 21.30 | 94.51% | 1.24 |
| 5 | 1.18 | - | - | - | - | - | - | - | - | - | 1.18 | 100.00% | 0.00 |
| 6 | 23.96 | - | - | - | - | - | - | - | - | 1.00 | 22.96 | 95.83% | 1.00 |
| 7 | 2.42 | - | - | - | - | - | - | - | - | - | 2.42 | 100.00% | 0.00 |
| 8 | 2.54 | - | - | - | - | - | - | - | - | - | 2.54 | 100.00% | 0.00 |
| 9 | 15.54 | - | 1.53 | - | 0.80 | - | - | - | 1.96 | - | 11.25 | 72.39% | 4.29 |
| 10 | 1.63 | - | 0.41 | - | - | - | - | - | 0.34 | - | 0.87 | 53.77% | 0.75 |
| 11 | 0.82 | - | - | - | - | - | - | - | - | - | 0.82 | 100.00% | 0.00 |
| 12 | 16.37 | 0.00 | 1.56 | - | - | - | 3.87 | - | 2.41 | - | 8.53 | 52.09% | 7.84 |
| 13 | 8.48 | - | - | - | - | - | 8.48 | - | - | - | 0.00 | 0.00% | 8.48 |
| 14 | 15.17 | - | - | - | - | - | 15.17 | - | - | - | 0.00 | 0.00% | 15.17 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 81.92 | 2.87 | 8.40 | 3.00 | - | 0.60 | 4.11 | 3.54 | 0.92 | 1.24 | 57.24 | 69.87% | 21.14 |
| 16 | 84.84 | - | - | - | - | - | 9.20 | - | 7.60 | 1.00 | 67.02 | 79.00% | 17.81 |
| 17 | 2.03 | - | - | - | - | - | - | - | - | - | 2.03 | 100.00% | 0.00 |
| 18a | 91.76 | 3.19 | 3.50 | - | 1.00 | - | 4.10 | 6.57 | 3.31 | - | 70.09 | 76.39% | 15.10 |
| 18b | 100.79 | 1.30 | - | - | - | - | 15.64 | 3.00 | - | 1.30 | 79.55 | 78.92% | 18.24 |
| R1 | 2.06 | - | - | - | - | - | - | - | - | - | - | - | - |
| R2 | 3.05 | - | - | - | - | - | - | - | - | - | - | - | - |
| **SUB TOTAL** | **524.02** | **7.36** | **15.40** | **3.00** | **1.80** | **0.60** | **74.15** | **13.11** | **16.54** | **5.78** | **381.15** | **73.45%** | **124.63** |

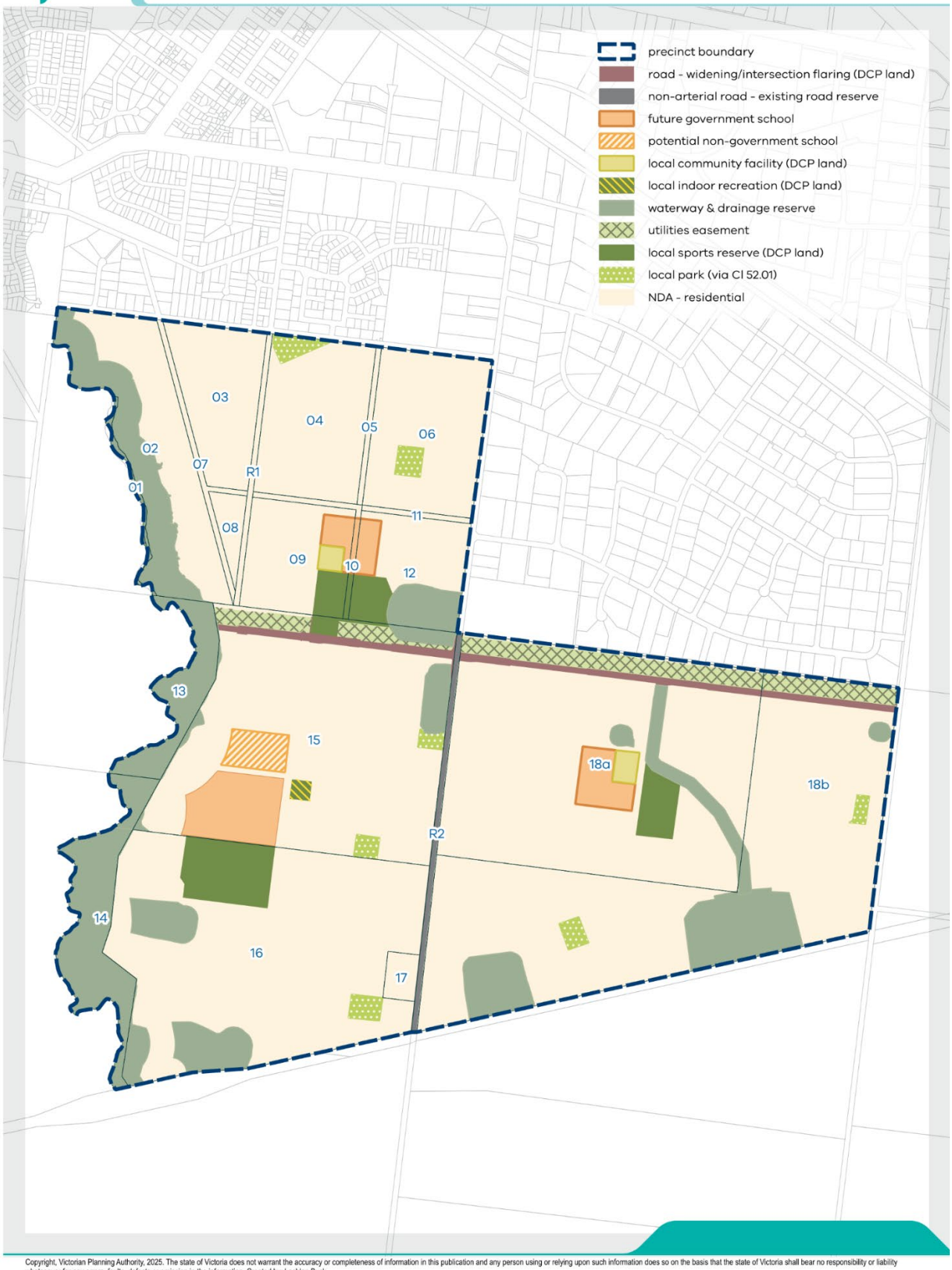
# Plan 6
## Land Use Budget
### Bannockburn South East Development Contributions Plan

1:17,500 @ A4

0 200 400 600 800 m

N

precinct boundary
road - widening/intersection flaring (DCP land)
non-arterial road - existing road reserve
future government school
potential non-government school
local community facility (DCP land)
local indoor recreation (DCP land)
waterway & drainage reserve
utilities easement
local sports reserve (DCP land)
local park (via Cl 52.01)
NDA - residential

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# 9. APPENDIX B – PROJECT COST ESTIMATES & CONCEPT DESIGNS

Community infrastructure costings have been determined using a mix of benchmarks and detailed bespoke design, which are included in Appendix B.

Transport costs are based on:

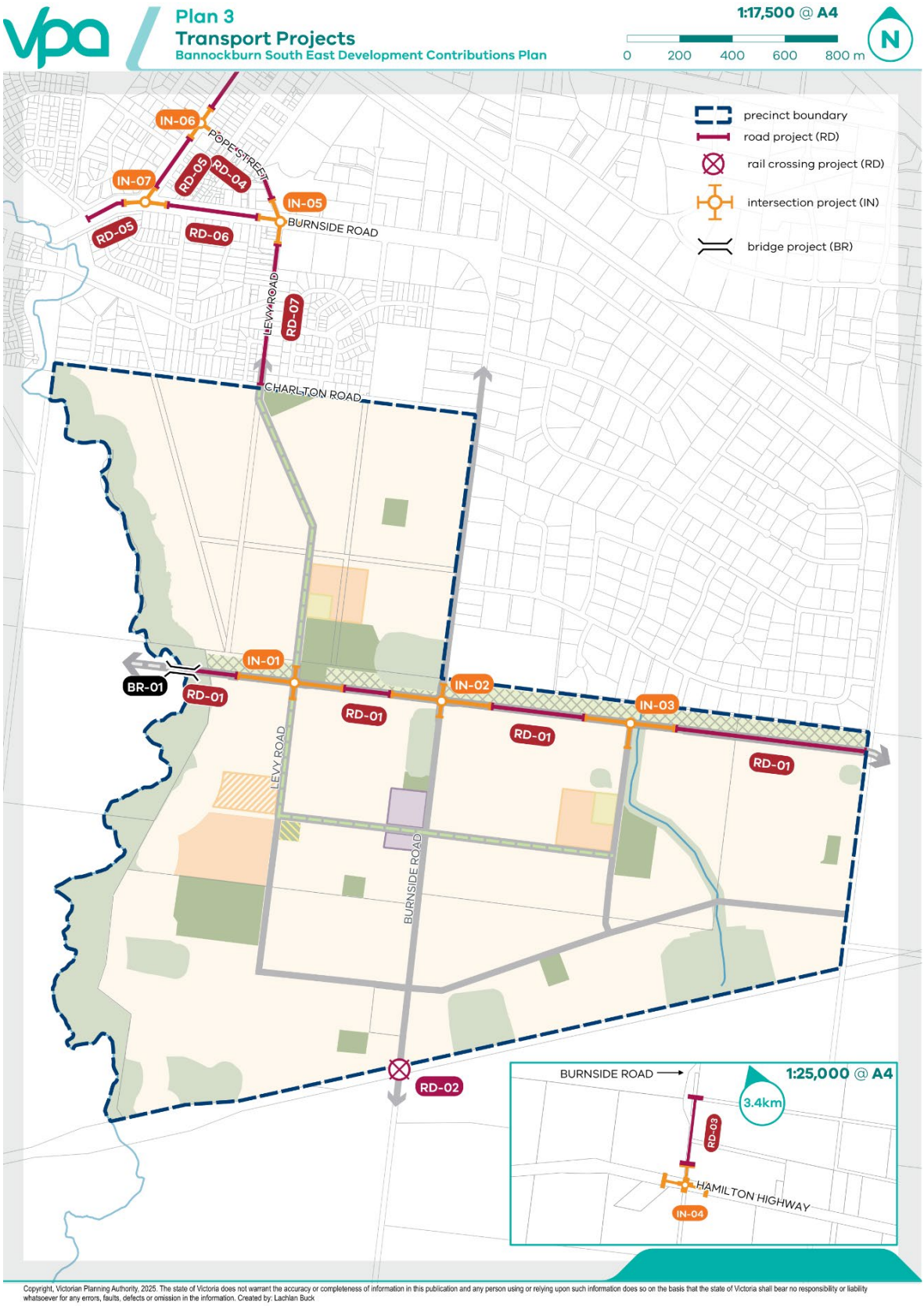
- Designs and cost by SMEC from Bannockburn South East PSP - Transport Concept Design and Costs (SMEC, 2025) for east-west link road items.
- Estimates from Stantec for outside of the precinct projects which uses VPA Benchmark Infrastructure Costings 2025/26, specifically estimate P90.
- Estimates from comparable projects for IN-04 (Burnside Road/Hamilton Highway) based on Princes Highway and Timboon Colac Road.
- Estimated $2 million for RD-02 (Burnside Road level crossing upgrade) which are likely to include boom gates. This is based on high level based on similar projects.

Drainage infrastructure costings have been determined through concept designs, which are included in Appendix B.

For DR-01 and DR-02 which relates to compensation related to the application of Public Acquisition Overlay on parts of 449 Burnside Road and Harvey Road, Bannockburn refer to Memorandum – Bannockburn South East Precinct Structure Plan for 449 Burnside Road and Harvey Road, Bannockburn (Charter Keck Cramer, March 2025).

All projects will be subject to detail design prior to delivery.

## 9.0 Transport Projects

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### 9.0.1 Approach to transport costings

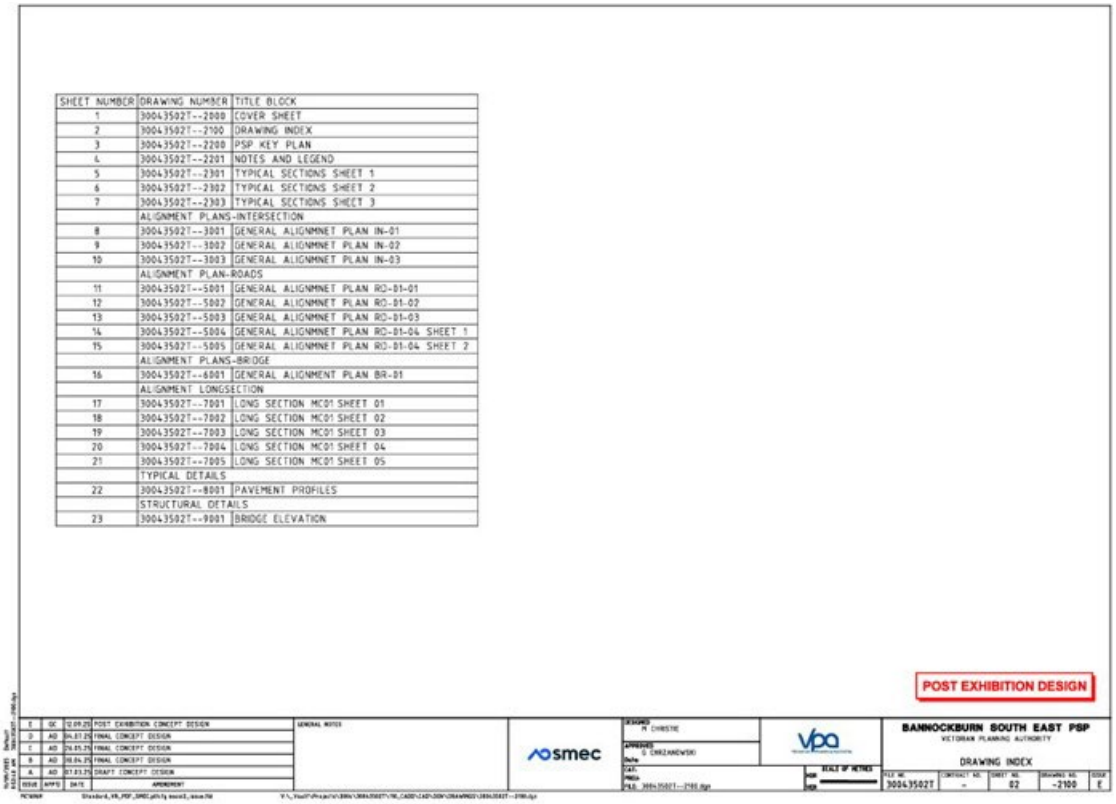
The approach to transport costings includes:

- Designs and cost by SMEC from Bannockburn South East PSP - Transport Concept Design and Costs (SMEC, 2025) for east-west link road items, specifically for IN-02 land and construction, and the land take for RD-01, IN-01 and IN-03.
- Estimates from Stantec for outside of the precinct projects which uses VPA Benchmark Infrastructure Costings 2025/26, specifically estimate P90. Apportionment of projects outside of the precinct vary from 20% to 100% (Table 7) as informed by transport modelling that assumes South East, North West and South West are developed without the east-west link road. We note that RD-04 (Pope Street between Burnside Road and High Street) includes some adjustments to apportionment (i.e. the usage of this road from South East Precinct is 73% but given it has been recently upgraded in the last 10 years, the apportionment in the DCP is further halved to 36.5%).
- Estimates from comparable projects for IN-04 (Burnside Road/Hamilton Highway) based on Princes Highway and Timboon Colac Road.
- Estimated $2 million for RD-02 (Burnside Road level crossing upgrade) which are likely to include boom gates. This is based on high level estimates from Victorian Infrastructure Delivery Authority based on similar projects with VLine. The extent of the upgrade cannot be confirmed until a Railway Risk Assessment is undertaken. VPA proposes that this is undertaken during the permit application process before a permit is issued for subdivision.

The benchmarks used to cost outer precinct works for Levy Road, Burnside Road, High Street and Pope Street provide cost estimates to assist with funding improvements, not an exact solution or outcome. Further investigation is required to determine the exact improvements for outer precinct works. Bespoke designs will be required to ensure upgrades are:

- contextually appropriate;
- can be accommodated within the existing road reservation to avoid land acquisition; and
- suitable to meet performance and safety standards.

### 9.0.2 RD-01, IN-01 , IN-02 and IN-03



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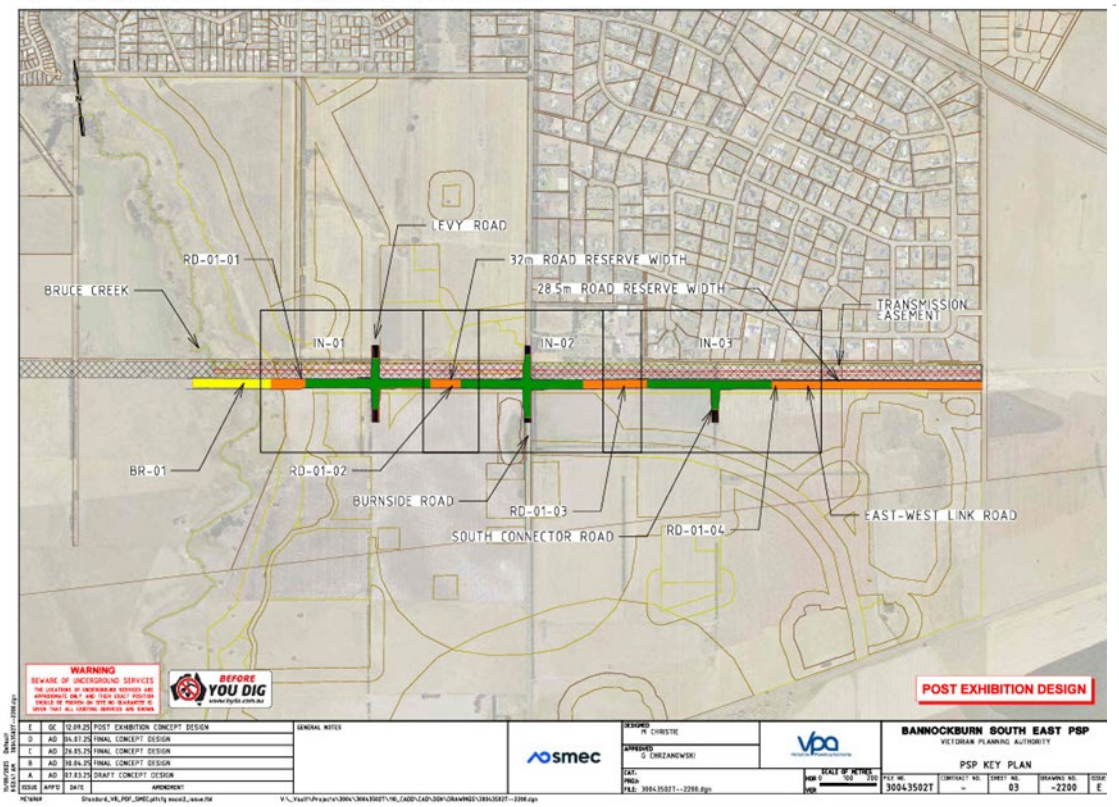
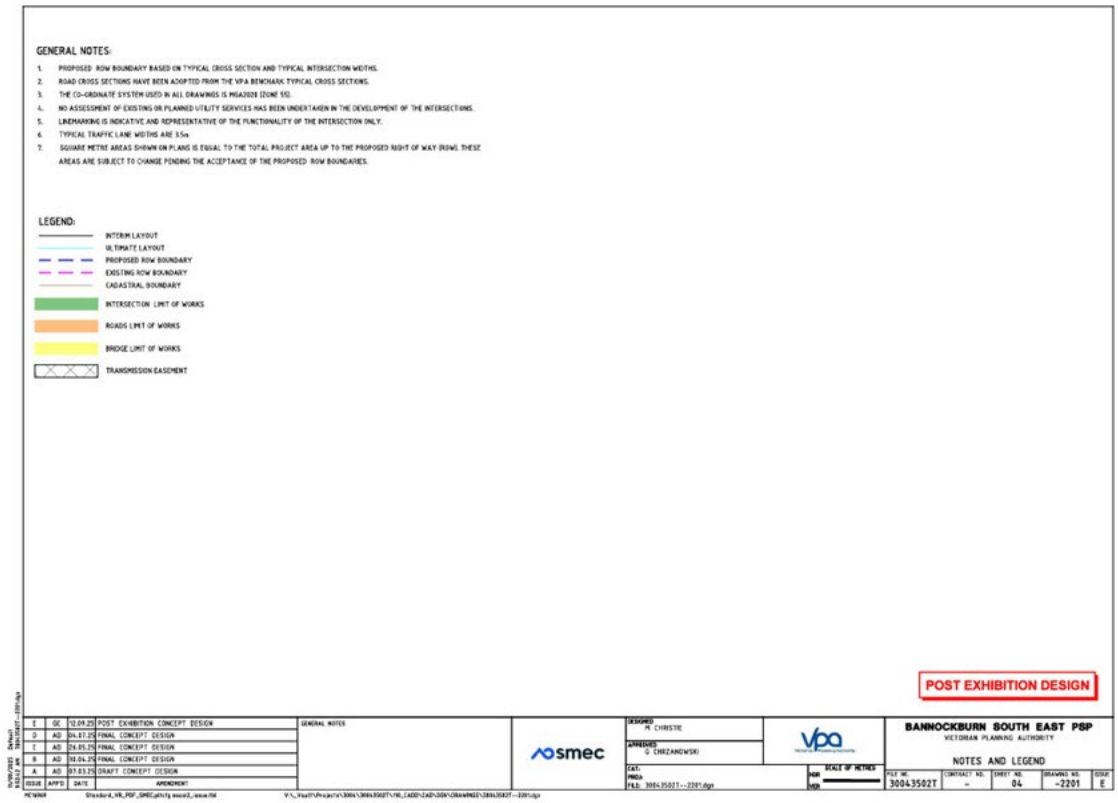
|---|---|---|
| 1 | 30043502T--2000 | COVER SHEET |
| 2 | 30043502T--2100 | DRAWING INDEX |
| 3 | 30043502T--2200 | PSP KEY PLAN |
| 4 | 30043502T--2201 | NOTES AND LEGEND |
| 5 | 30043502T--2301 | TYPICAL SECTIONS SHEET 1 |
| 6 | 30043502T--2302 | TYPICAL SECTIONS SHEET 2 |
| 7 | 30043502T--2303 | TYPICAL SECTIONS SHEET 3 |
| | ALIGNMENT PLANS-INTERSECTION | |
| 8 | 30043502T--3001 | GENERAL ALIGNMNET PLAN IN-01 |
| 9 | 30043502T--3002 | GENERAL ALIGNMNET PLAN IN-02 |
| 10 | 30043502T--3003 | GENERAL ALIGNMNET PLAN IN-03 |
| | ALIGNMENT PLAN-ROADS | |
| 11 | 30043502T--5001 | GENERAL ALIGNMNET PLAN RD-01-01 |
| 12 | 30043502T--5002 | GENERAL ALIGNMNET PLAN RD-01-02 |
| 13 | 30043502T--5003 | GENERAL ALIGNMNET PLAN RD-01-03 |
| 14 | 30043502T--5004 | GENERAL ALIGNMNET PLAN RD-01-04 SHEET 1 |
| 15 | 30043502T--5005 | GENERAL ALIGNMNET PLAN RD-01-04 SHEET 2 |
| | ALIGNMENT PLANS-BRIDGE | |
| 16 | 30043502T--6001 | GENERAL ALIGNMENT PLAN BR-01 |
| | ALIGNMENT LONGSECTION | |
| 17 | 30043502T--7001 | LONG SECTION MC01 SHEET 01 |
| 18 | 30043502T--7002 | LONG SECTION MC01 SHEET 02 |
| 19 | 30043502T--7003 | LONG SECTION MC01 SHEET 03 |
| 20 | 30043502T--7004 | LONG SECTION MC01 SHEET 04 |
| 21 | 30043502T--7005 | LONG SECTION MC01 SHEET 05 |
| | TYPICAL DETAILS | |
| 22 | 30043502T--8001 | PAVEMENT PROFILES |
| | STRUCTURAL DETAILS | |
| 23 | 30043502T--9001 | BRIDGE ELEVATION |

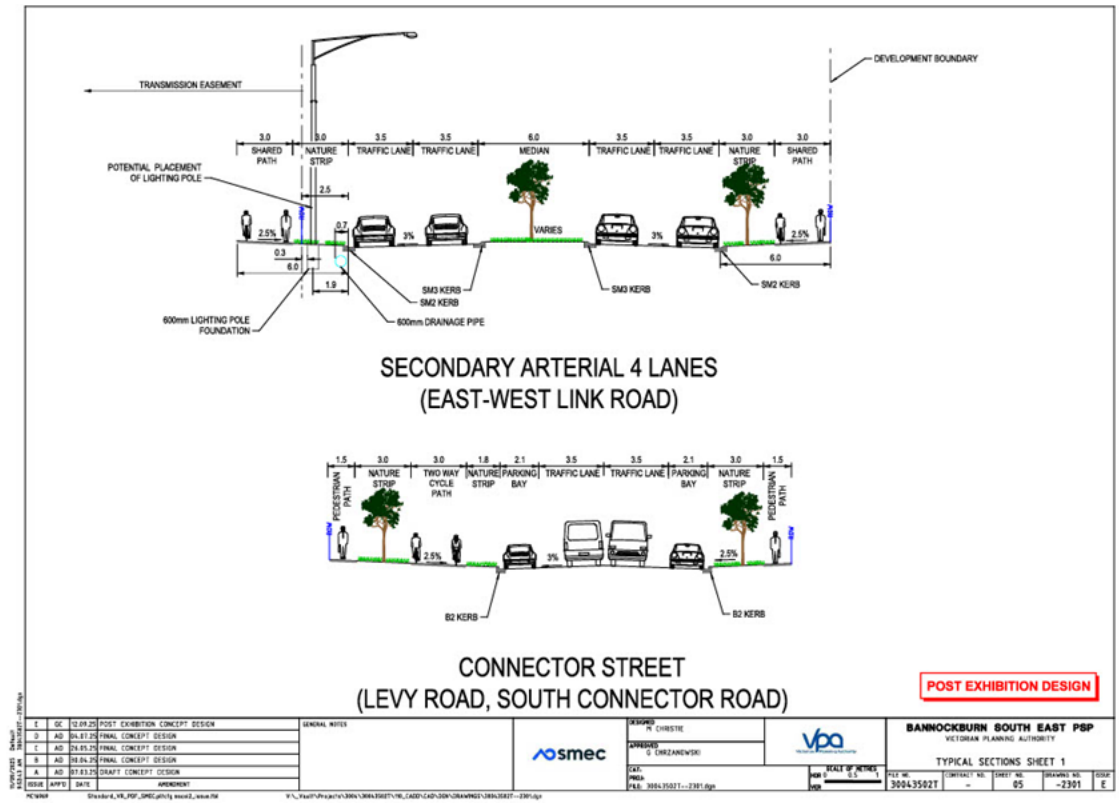
POST EXHIBITION DESIGN

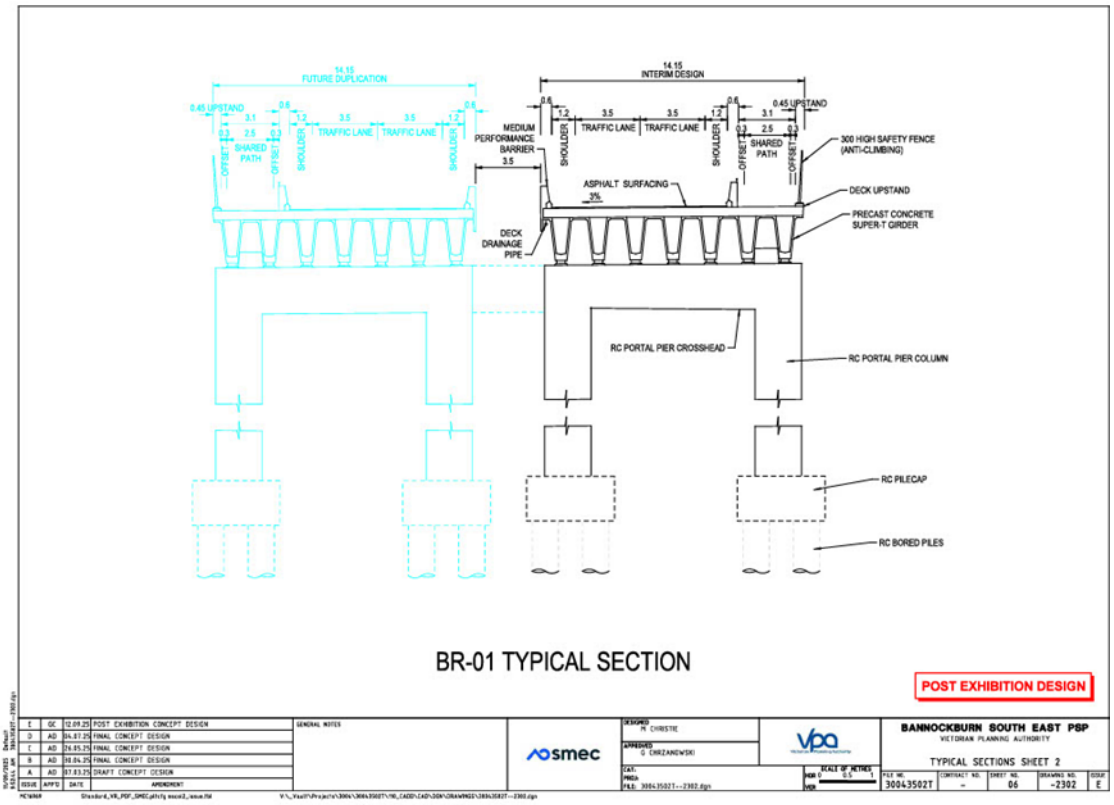
BANNOCKBURN SOUTH EAST PSP
VICTORIAN PLANNING AUTHORITY
DRAWING INDEX

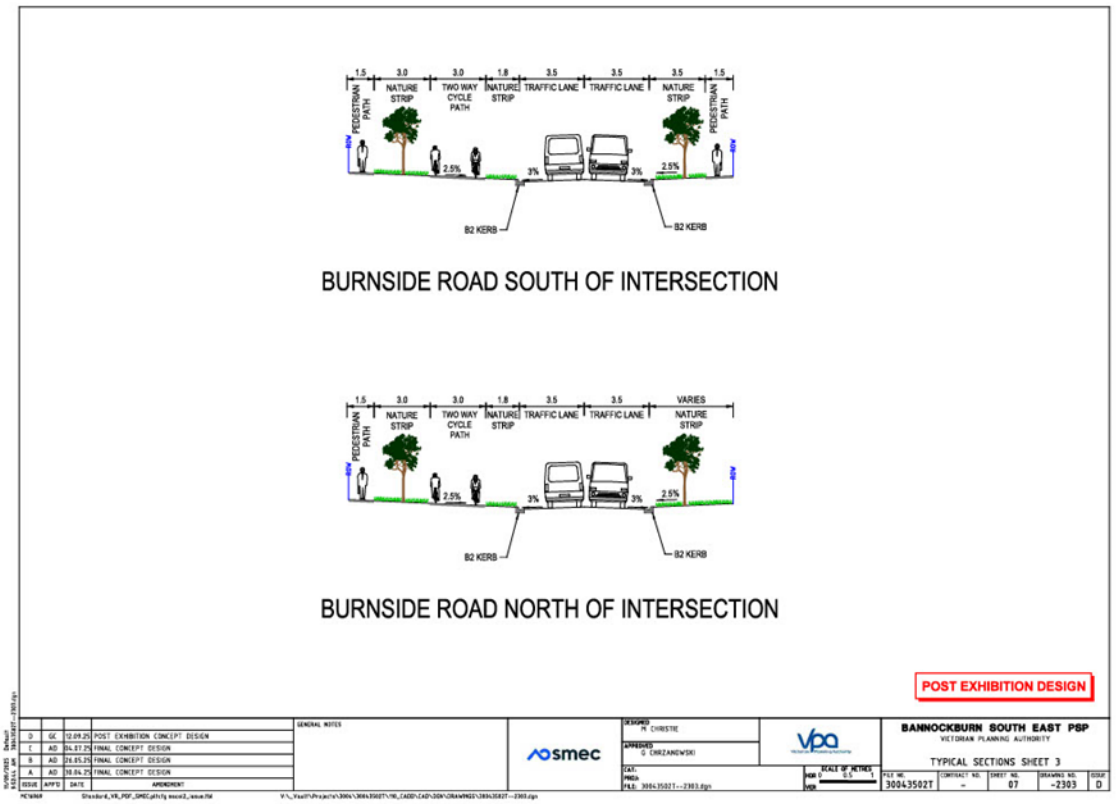


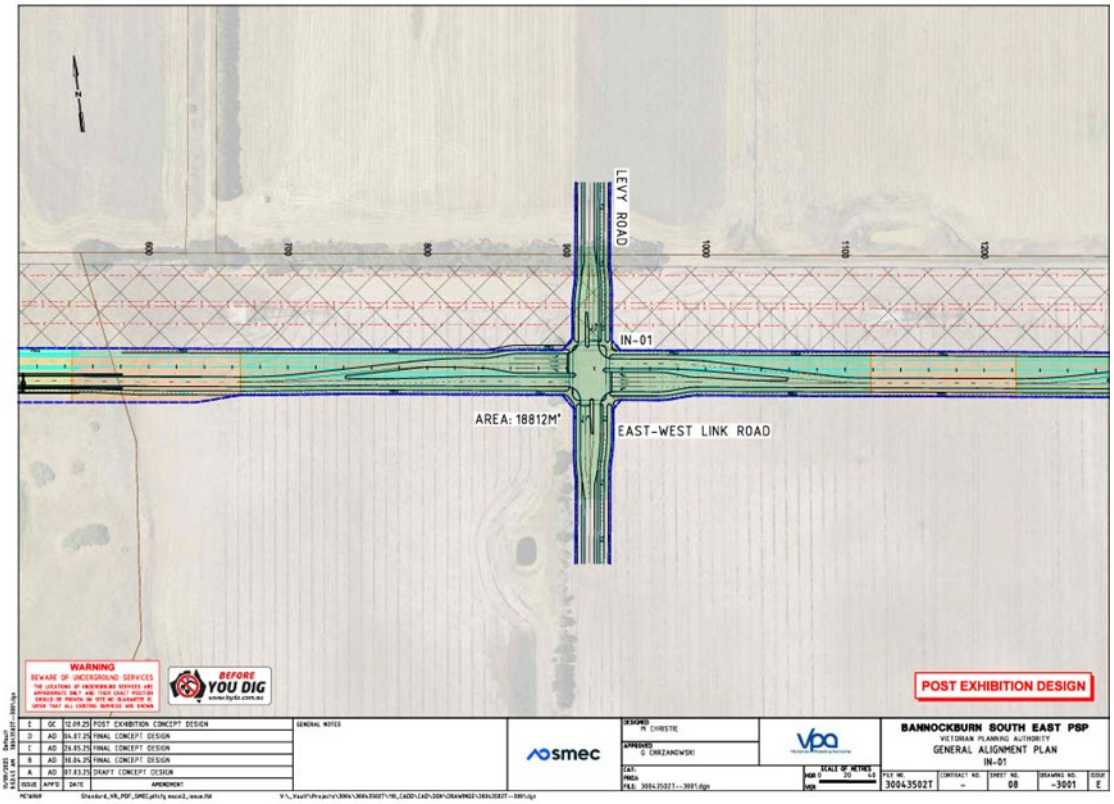

BANNOCKBURN SOUTH EAST PSP
VICTORIAN PLANNING AUTHORITY
PSP KEY PLAN

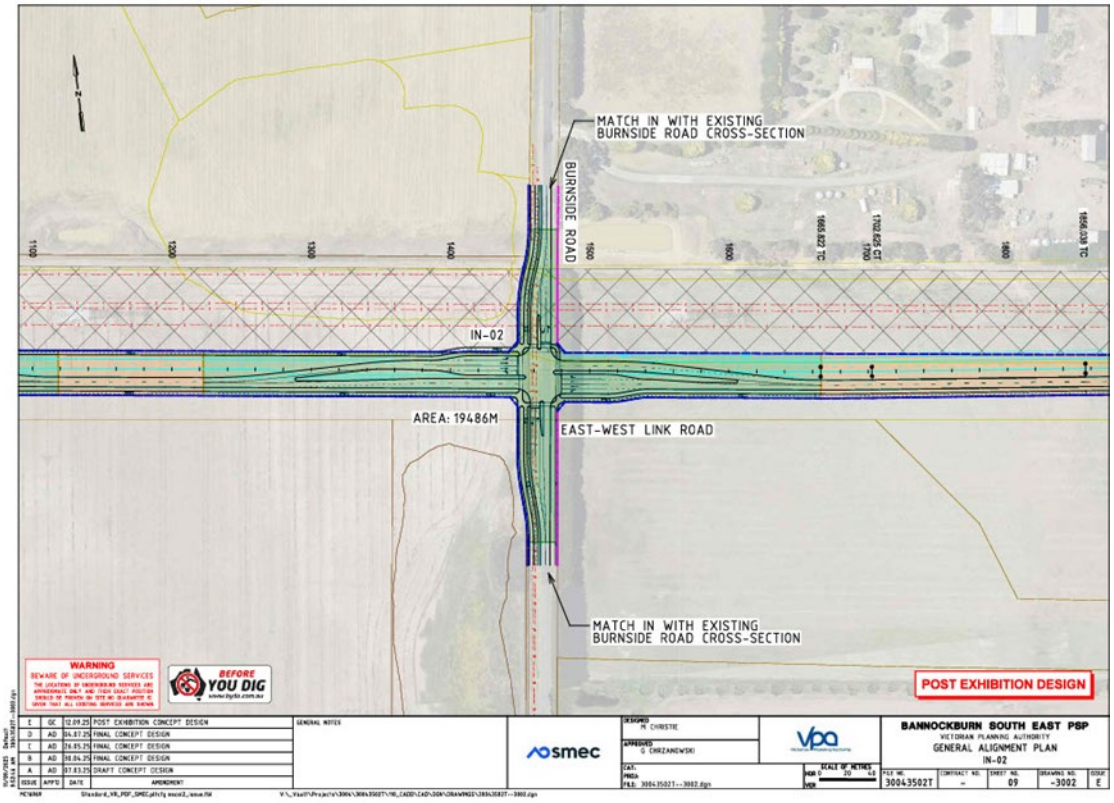

GENERAL NOTES:
1. PROPOSED ROW BOUNDARY BASED ON TYPICAL CROSS SECTION AND TYPICAL INTERSECTION WIDTHS.
2. ROAD CROSS SECTIONS HAVE BEEN ADOPTED FROM THE VPA BENCHARK TYPICAL CROSS SECTIONS.
3. THE CO-ORDINATE SYSTEM USED IN ALL DRAWINGS IS MGA2020 (ZONE 55).
4. NO ASSESSMENT OF EXISTING OR PLANNED UTILITY SERVICES HAS BEEN UNDERTAKEN IN THE DEVELOPMENT OF THE INTERSECTIONS.
5. LINEMARKING IS INDICATIVE AND REPRESENTATIVE OF THE FUNCTIONALITY OF THE INTERSECTION ONLY.
6. TYPICAL TRAFFIC LANE WIDTHS ARE 3.5m
7. SQUARE METRE AREAS SHOWN ON PLANS IS EQUAL TO THE TOTAL PROJECT AREA UP TO THE PROPOSED RIGHT OF WAY (ROW). THESE AREAS ARE SUBJECT TO CHANGE PENDING THE ACCEPTANCE OF THE PROPOSED ROW BOUNDARIES.
LEGEND:
INTERIM LAYOUT
ULTIMATE LAYOUT
PROPOSED ROW BOUNDARY
EXISTING ROW BOUNDARY
CADASTRAL BOUNDARY
INTERSECTION LIMIT OF WORKS
ROADS LIMIT OF WORKS
BRIDGE LIMIT OF WORKS
TRANSMISSION EASEMENT
POST EXHIBITION DESIGN
smec
BANNOCKBURN SOUTH EAST PSP
VICTORIAN PLANNING AUTHORITY
NOTES AND LEGEND
300435027
04
-2201
E


TRANSMISSION EASEMENT
DEVELOPMENT BOUNDARY
SHARED PATH
NATURE STRIP
TRAFFIC LANE
TRAFFIC LANE
MEDIAN
TRAFFIC LANE
TRAFFIC LANE
NATURE STRIP
SHARED PATH
POTENTIAL PLACEMENT OF LIGHTING POLE
VARIES
SM3 KERB
SM2 KERB
SM3 KERB
SM2 KERB
600mm LIGHTING POLE FOUNDATION
600mm DRAINAGE PIPE
SECONDARY ARTERIAL 4 LANES
(EAST-WEST LINK ROAD)
PEDESTRIAN PATH
NATURE STRIP
TWO WAY CYCLE PATH
NATURE STRIP
PARKING BAY
TRAFFIC LANE
TRAFFIC LANE
PARKING BAY
NATURE STRIP
PEDESTRIAN PATH
B2 KERB
B2 KERB
CONNECTOR STREET
(LEVY ROAD, SOUTH CONNECTOR ROAD)
POST EXHIBITION DESIGN
smec
BANNOCKBURN SOUTH EAST PSP
VICTORIAN PLANNING AUTHORITY
TYPICAL SECTIONS SHEET 1
300435027
05
-2301
E


14.15
FUTURE DUPLICATION
0.45 UPSTAND
SHARED PATH
OFFSET
SHOULDER
TRAFFIC LANE
14.15
INTERIM DESIGN
MEDIUM PERFORMANCE BARRIER
300 HIGH SAFETY FENCE (ANTI-CLIMBING)
ASPHALT SURFACING
DECK UPSTAND
PRECAST CONCRETE SUPER-T GIRDER
DECK DRAINAGE PIPE
RC PORTAL PIER CROSSHEAD
RC PORTAL PIER COLUMN
RC PILECAP
RC BORED PILES
BR-01 TYPICAL SECTION
POST EXHIBITION DESIGN
BANNOCKBURN SOUTH EAST PSP
VICTORIAN PLANNING AUTHORITY
TYPICAL SECTIONS SHEET 2
smec
vpa


PEDESTRIAN PATH
NATURE STRIP
TWO WAY CYCLE PATH
TRAFFIC LANE
VARIES
2.5%
3%
B2 KERB
BURNSIDE ROAD SOUTH OF INTERSECTION
BURNSIDE ROAD NORTH OF INTERSECTION
POST EXHIBITION DESIGN
BANNOCKBURN SOUTH EAST PSP
VICTORIAN PLANNING AUTHORITY
TYPICAL SECTIONS SHEET 3
smec
vpa


LEVY ROAD
IN-01
AREA: 18812M²
EAST-WEST LINK ROAD
WARNING
BEFORE YOU DIG
POST EXHIBITION DESIGN
smec
BANNOCKBURN SOUTH EAST PSP
VICTORIAN PLANNING AUTHORITY
GENERAL ALIGNMENT PLAN
IN-01


MATCH IN WITH EXISTING
BURNSIDE ROAD CROSS-SECTION
BURNSIDE ROAD
IN-02
AREA: 19486M²
EAST-WEST LINK ROAD
MATCH IN WITH EXISTING
BURNSIDE ROAD CROSS-SECTION
WARNING
BEFORE YOU DIG
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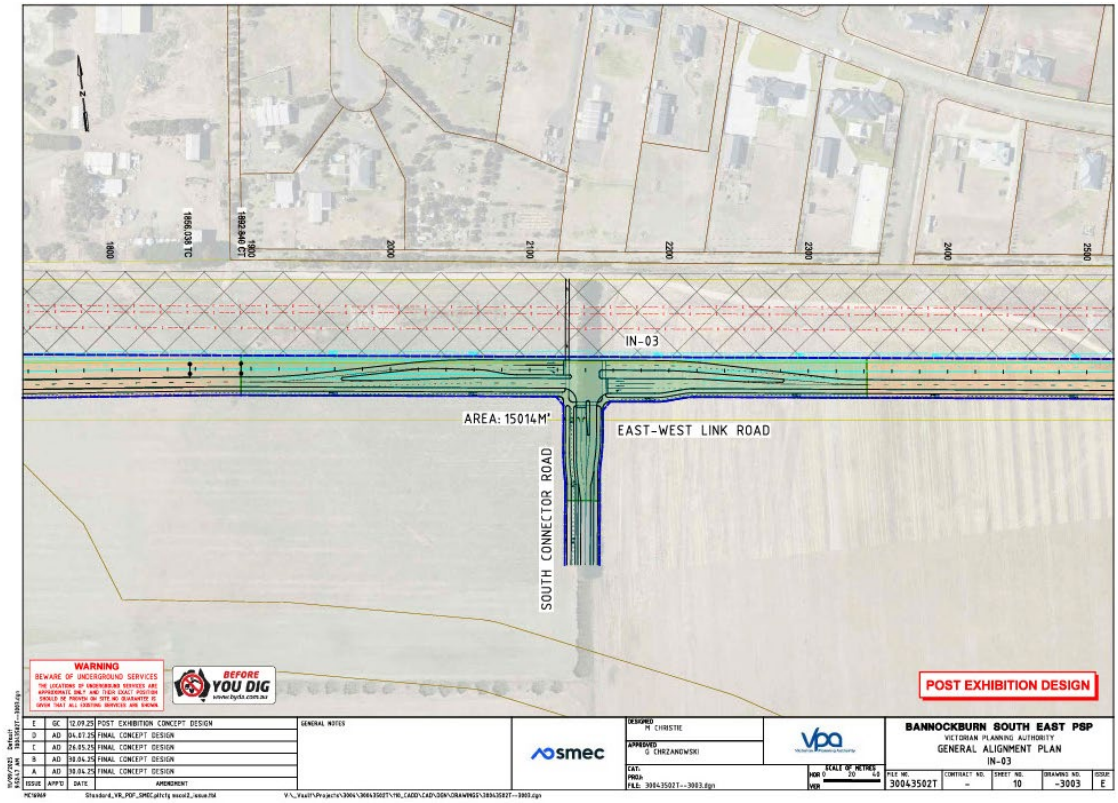
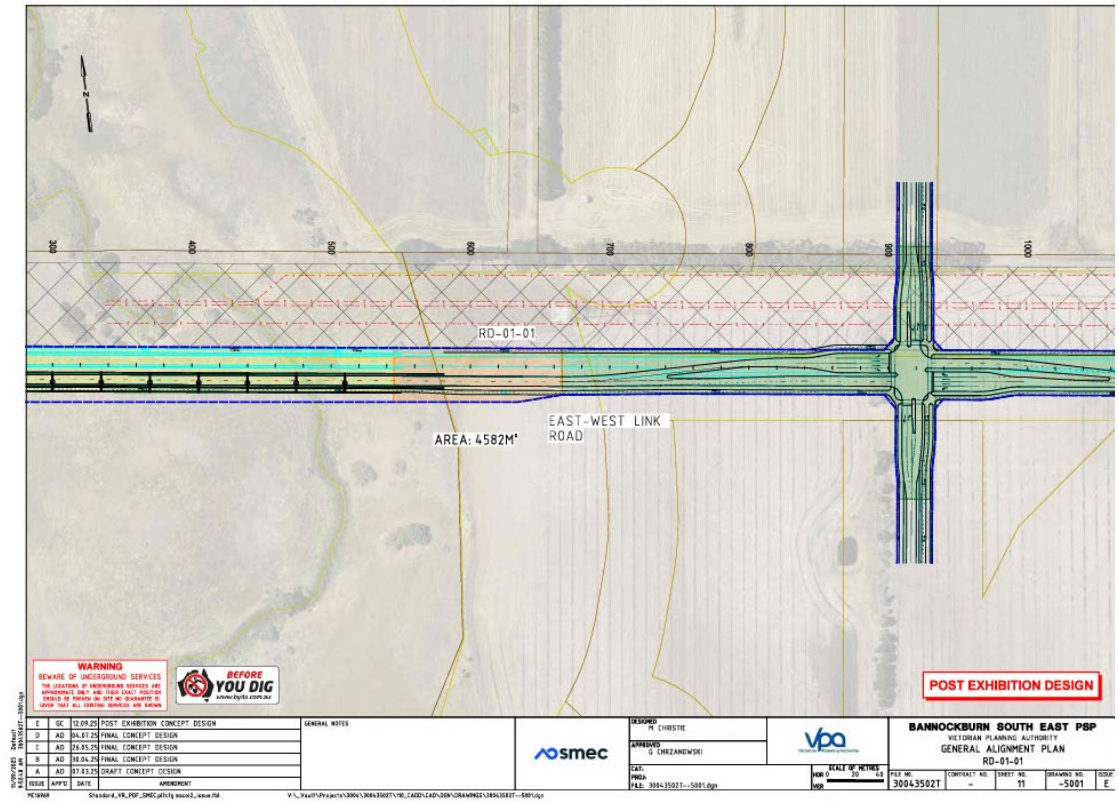
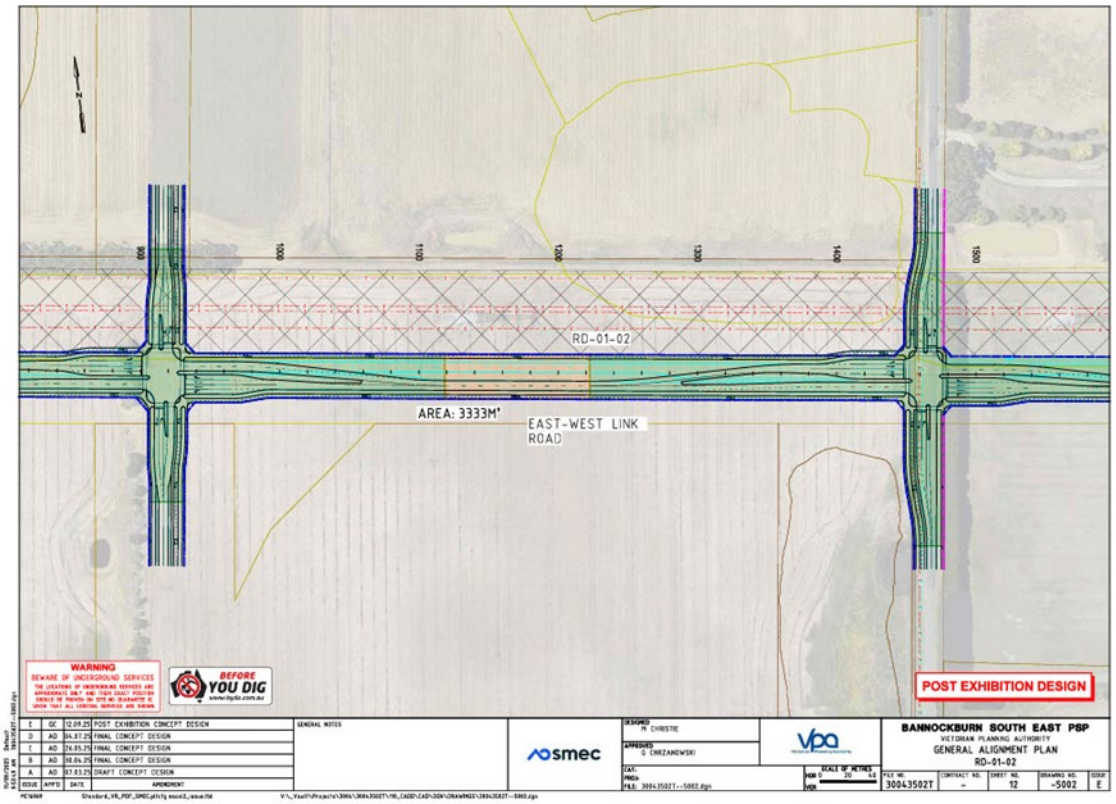
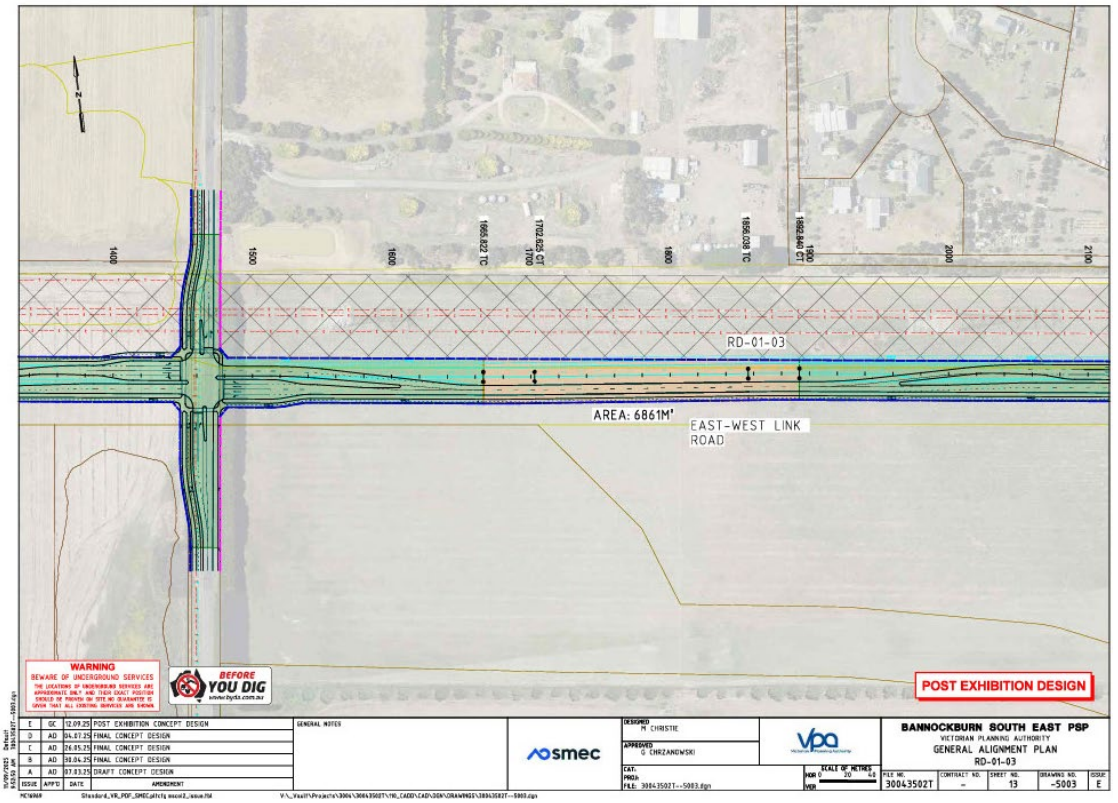
smec
BANNOCKBURN SOUTH EAST PSP
VICTORIAN PLANNING AUTHORITY
GENERAL ALIGNMENT PLAN
IN-02


IN-03
AREA: 15014M²
EAST-WEST LINK ROAD
SOUTH CONNECTOR ROAD
WARNING
BEWARE OF UNDERGROUND SERVICES
BEFORE YOU DIG
POST EXHIBITION DESIGN
BANNOCKBURN SOUTH EAST PSP
VICTORIAN PLANNING AUTHORITY
GENERAL ALIGNMENT PLAN
IN-03


RD-01-01
AREA: 4582M²
EAST-WEST LINK ROAD
WARNING
BEWARE OF UNDERGROUND SERVICES
BEFORE YOU DIG
POST EXHIBITION DESIGN
BANNOCKBURN SOUTH EAST PSP
VICTORIAN PLANNING AUTHORITY
GENERAL ALIGNMENT PLAN
RD-01-01


RD-01-02
AREA: 3333M²
EAST-WEST LINK ROAD
POST EXHIBITION DESIGN
BANNOCKBURN SOUTH EAST PSP
VICTORIAN PLANNING AUTHORITY
GENERAL ALIGNMENT PLAN
RD-01-02
30043502T
-5002
E


RD-01-03
AREA: 6861M²
EAST-WEST LINK ROAD
POST EXHIBITION DESIGN
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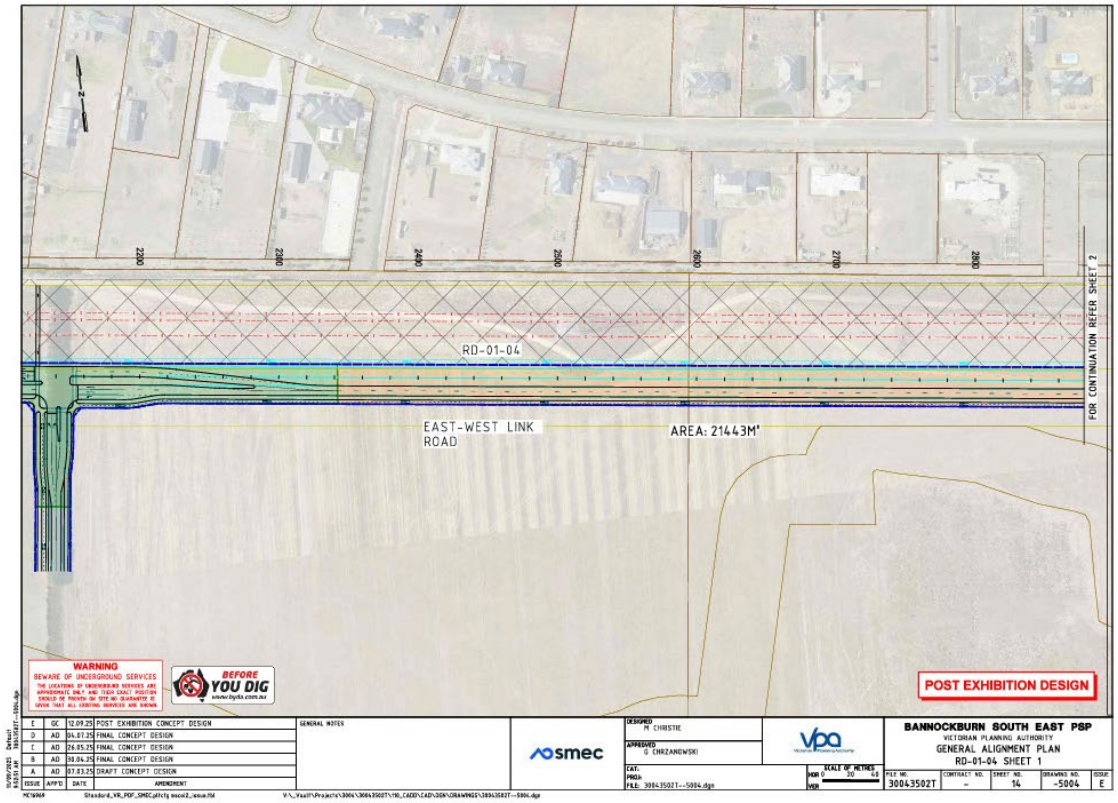
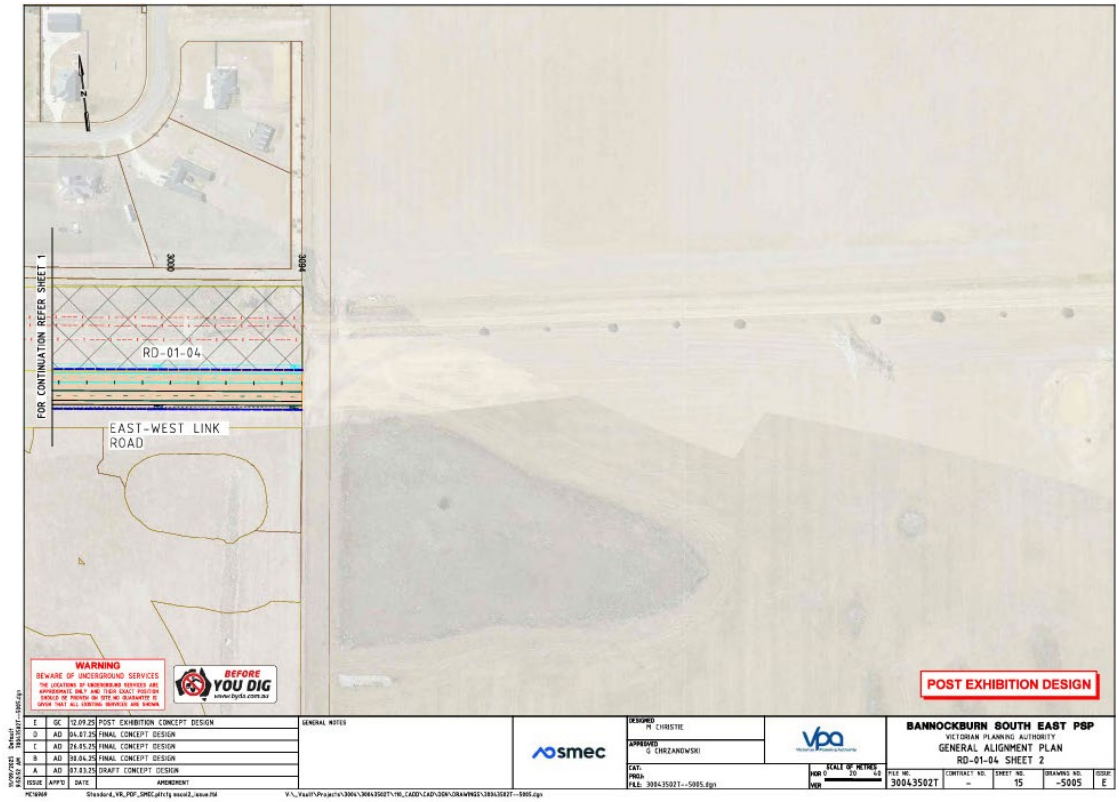
VICTORIAN PLANNING AUTHORITY
GENERAL ALIGNMENT PLAN
RD-01-03
30043502T
-5003
E


RD-01-04
EAST-WEST LINK ROAD
AREA: 21443M²
FOR CONTINUATION REFER SHEET 2
POST EXHIBITION DESIGN
BANNOCKBURN SOUTH EAST PSP
VICTORIAN PLANNING AUTHORITY
GENERAL ALIGNMENT PLAN
RD-01-04 SHEET 1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RD-01-04
EAST-WEST LINK ROAD
POST EXHIBITION DESIGN
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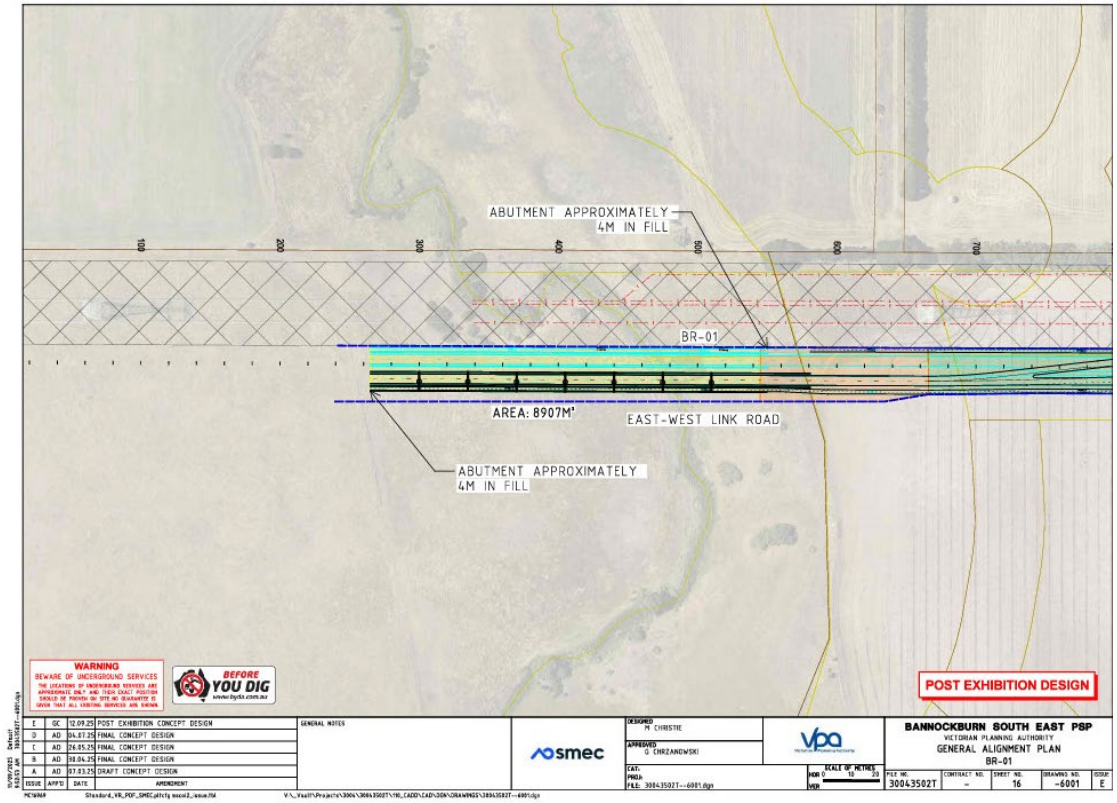
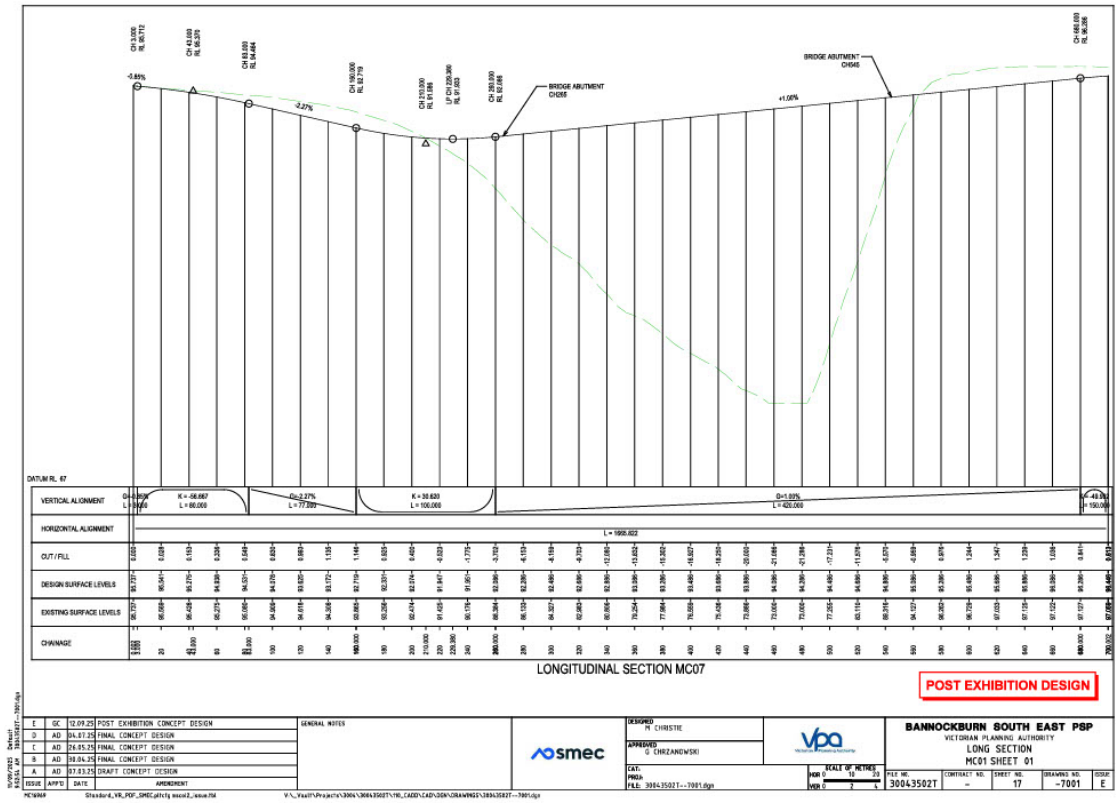
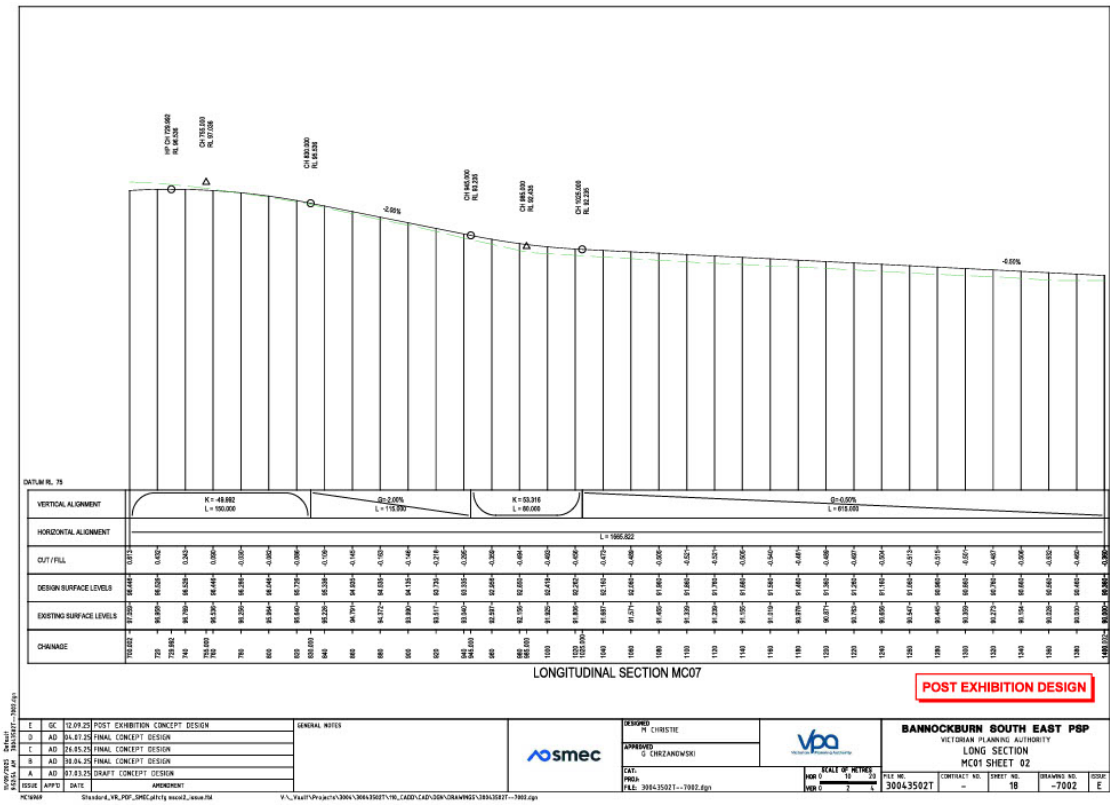
VICTORIAN PLANNING AUTHORITY
GENERAL ALIGNMENT PLAN
RD-01-04 SHEET 2


ABUTMENT APPROXIMATELY
4M IN FILL
BR-01
AREA: 8907M²
EAST-WEST LINK ROAD
ABUTMENT APPROXIMATELY
4M IN FILL
WARNING
BEFORE YOU DIG
POST EXHIBITION DESIGN
BANNOCKBURN SOUTH EAST PSP
VICTORIAN PLANNING AUTHORITY
GENERAL ALIGNMENT PLAN
BR-01
smec
vpa


BRIDGE ABUTMENT
BRIDGE ABUTMENT
DATUM RL 87
VERTICAL ALIGNMENT
HORIZONTAL ALIGNMENT
CUT / FILL
DESIGN SURFACE LEVELS
EXISTING SURFACE LEVELS
CHAINAGE
LONGITUDINAL SECTION MC07
POST EXHIBITION DESIGN
BANNOCKBURN SOUTH EAST PSP
VICTORIAN PLANNING AUTHORITY
LONG SECTION
MC01 SHEET 01
smec
vpa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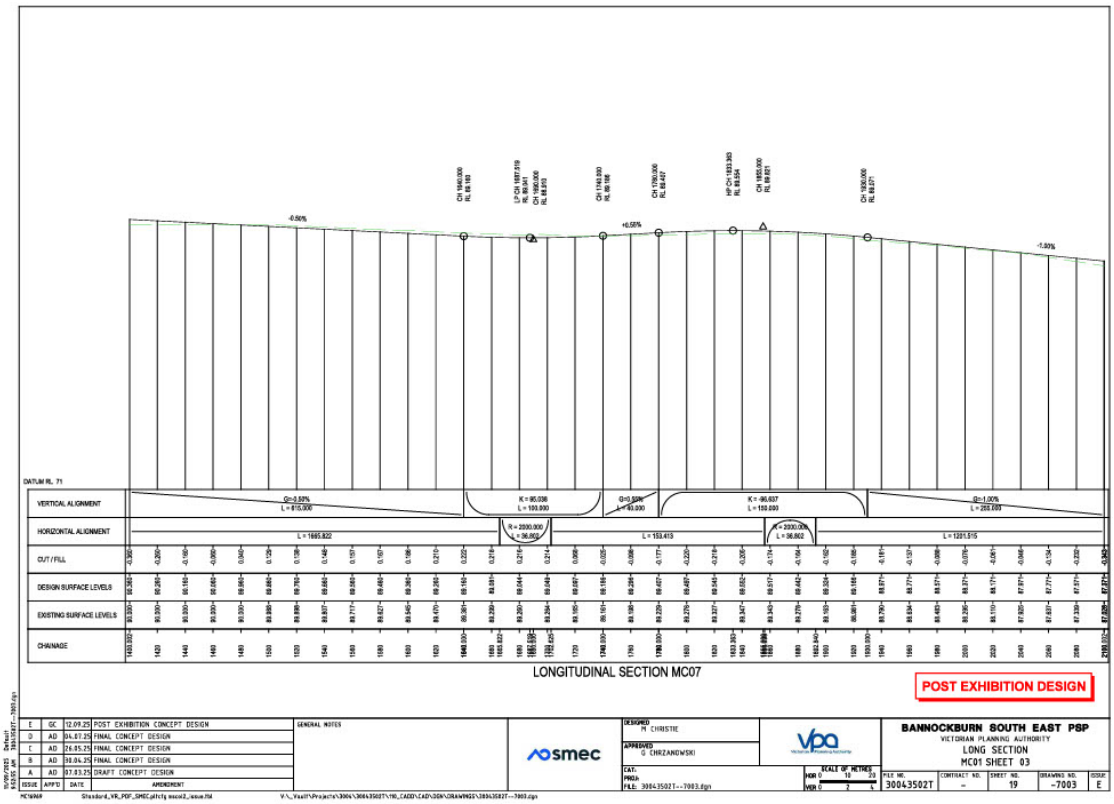
VICTORIAN PLANNING AUTHORITY
LONG SECTION
MC01 SHEET 02
smec
vpa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VICTORIAN PLANNING AUTHORITY
LONG SECTION
MC01 SHEET 03
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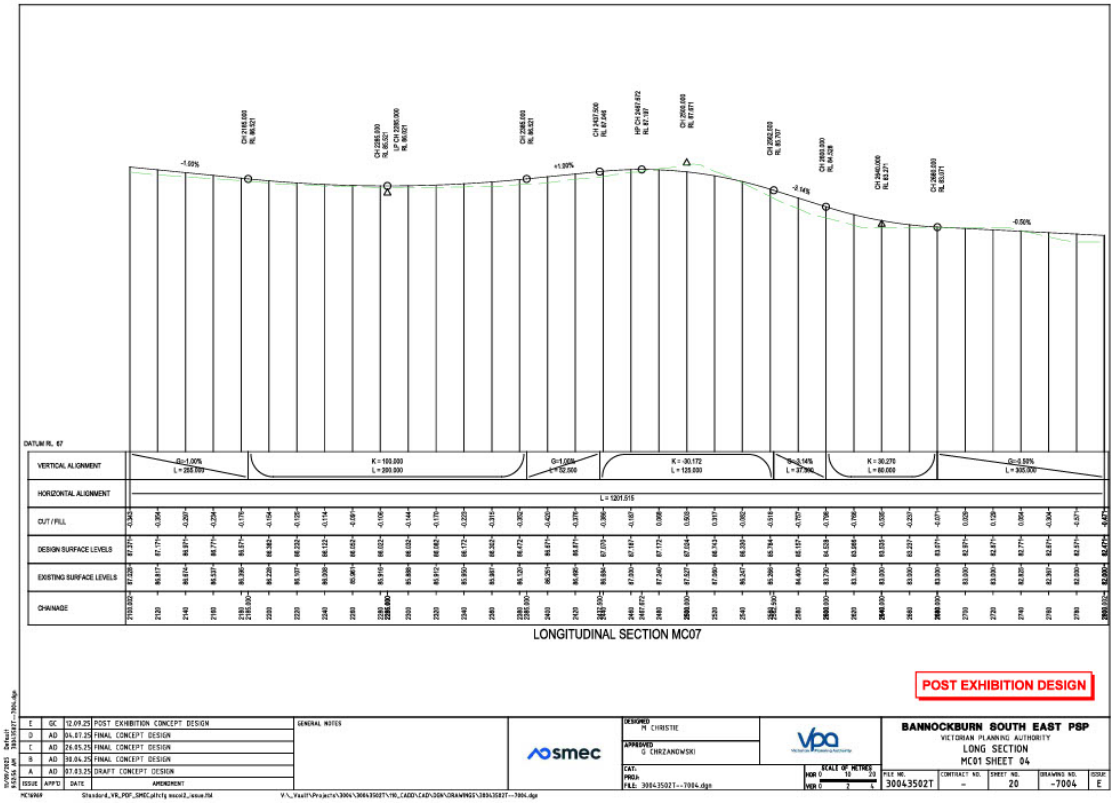
vpa


LONGITUDINAL SECTION MC07
POST EXHIBITION DESIGN
BANNOCKBURN SOUTH EAST PSP
VICTORIAN PLANNING AUTHORITY
LONG SECTION
MC01 SHEET 04
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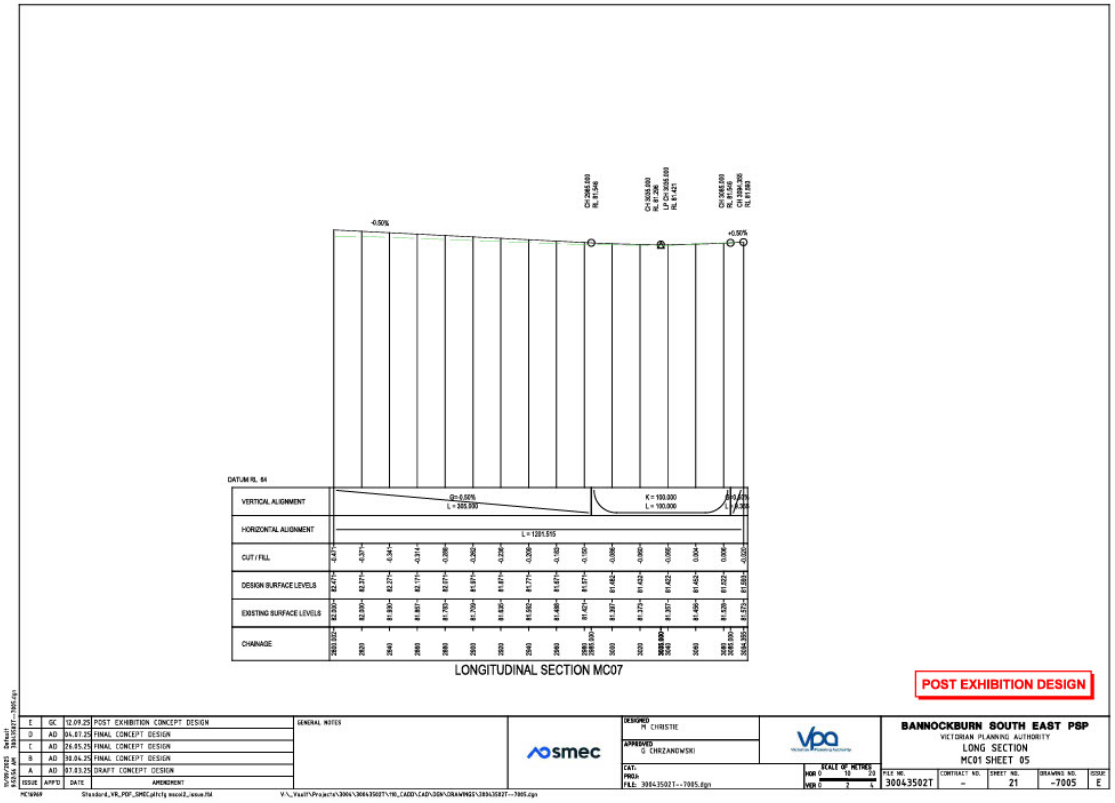
vpa


LONGITUDINAL SECTION MC07
POST EXHIBITION DESIGN
BANNOCKBURN SOUTH EAST PSP
VICTORIAN PLANNING AUTHORITY
LONG SECTION
MC01 SHEET 05
smec
vpa

ARTERIAL ROAD
PAVEMENT TYPE 1: NEW DEEP STRENGTH ASPHALT PAVEMENT (INDICATIVE)

| | PAVEMENT LAYER | LAYER THICKNESS (mm) | MATERIAL |
|---|---|---|---|
| A | WEARING COURSE | 40 | SIZE 14mm TYPE V (C320) ASPHALT (INTERSECTION)<br>SIZE 14mm TYPE H (C320) ASPHALT (MIDBLOCK) |
| B | INTERMEDIATE COURSE | 70 | SIZE 20mm TYPE SI ASPHALT |
| C | BASE COURSE | 75 | SIZE 20mm TYPE SI ASPHALT |
| D | UPPER SUBBASE | 160 | CEMENT TREATED CRUSHED ROCK (CTCR) (E=500 MPa) OR<br>CEMENT TREATED CRUSHED CONCRETE (CTCC) (E=500 MPa) |
| E | LOWER SUBBASE | 150 | CLASS 4 CRUSHED ROCK (E ≥ 150MPa); OR<br>CLASS 4 RECYCLED CRUSHED CONCRETE (E ≥ 150MPa) |
| F | CAPPING LAYER (IF REQUIRED) | 150 | TYPE A CAPPING MATERIAL (CBR ≥ 6%, K ≤ 8E-09M/SEC) |
| | TOTAL DEPTH | 670 | SUBGRADE DCBR TO BE CONFIRMED |

CONNECTOR ROAD
PAVEMENT TYPE 2: NEW FULL DEPTH ASPHALT PAVEMENT (INDICATIVE)

| | PAVEMENT LAYER | LAYER THICKNESS (mm) | MATERIAL |
|---|---|---|---|
| A | WEARING COURSE | 40 | SIZE 14mm TYPE V (C320) ASPHALT (INTERSECTION)<br>SIZE 14mm TYPE H (C320) ASPHALT (MIDBLOCK) |
| B | INTERMEDIATE COURSE | 60 | SIZE 20mm TYPE SI ASPHALT |
| C | BASE COURSE | 80 | SIZE 20mm TYPE SI ASPHALT |
| D | SUBBASE | 150 | CLASS 4 CRUSHED ROCK (E ≥ 150MPa); OR<br>CLASS 4 RECYCLED CRUSHED CONCRETE (E ≥ 150MPa) |
| E | CAPPING LAYER (IF REQUIRED) | 150 | TYPE A CAPPING MATERIAL (CBR ≥ 6%, K ≤ 8E-09M/SEC) |
| | TOTAL DEPTH | 680 | SUBGRADE DCBR TO BE CONFIRMED |

POST EXHIBITION DESIGN

| ISSUE | APP'D | DATE | AMENDMENT |
|---|---|---|---|
| D | GC | 12.09.25 | POST EXHIBITION CONCEPT DESIGN |
| C | AD | 04.07.25 | FINAL CONCEPT DESIGN |
| B | AD | 26.05.25 | FINAL CONCEPT DESIGN |
| A | AD | 30.04.25 | FINAL CONCEPT DESIGN |

GENERAL NOTES

smec

DESIGNED: M CHRISTIE
APPROVED: G CHRZANOWSKI
CAT.
PROJ.
FILE: 30043502T--8001.dgn
SCALE OF METRES
HOR
VER

vpa Victorian Planning Authority

BANNOCKBURN SOUTH EAST PSP
VICTORIAN PLANNING AUTHORITY
TYPICALS DETAILS
PAVEMENT PROFILES

| FILE NO. | CONTRACT NO. | SHEET NO. | DRAWING NO. | ISSUE |
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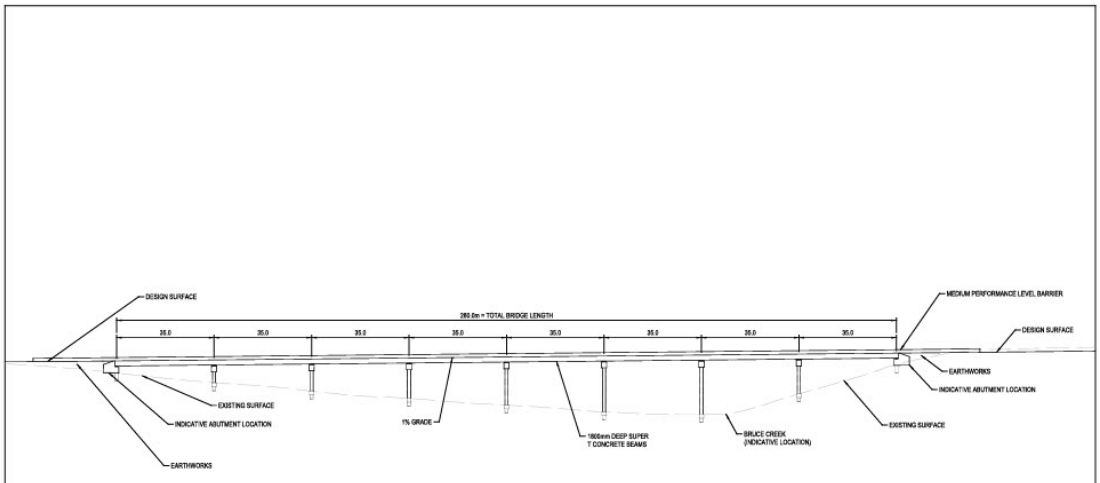



BRIDGE 01 - EAST-WEST LINK ROAD BRUCE CREEK BRIDGE

POST EXHIBITION DESIGN

| ISSUE | APP'D | DATE | AMENDMENT |
|---|---|---|---|
| C | GC | 12.09.25 | POST EXHIBITION CONCEPT DESIGN |
| B | AD | 04.07.25 | FINAL CONCEPT DESIGN |
| A | AD | 26.05.25 | FINAL CONCEPT DESIGN |

GENERAL NOTES

smec

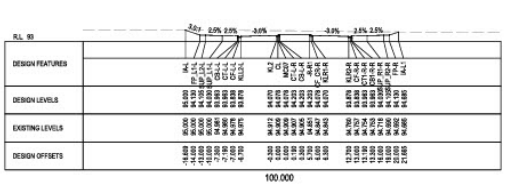
DESIGNED: M CHRISTIE
APPROVED: G CHRZANOWSKI
CAT.
PROJ.
FILE: 30043502T--9001.dgn
SCALE OF METRES 0 10 20
HOR
VER

vpa Victorian Planning Authority

BANNOCKBURN SOUTH EAST PSP
VICTORIAN PLANNING AUTHORITY
STRUCTUAL TYPICAL DETAILS
BRIDGE ELEVATION

| FILE NO. | CONTRACT NO. | SHEET NO. | DRAWING NO. | ISSUE |
|---|---|---|---|---|
| 30043502T | - | 23 | -9001 | C |

# APPENDIX B – DETAILED CROSS SECTIONS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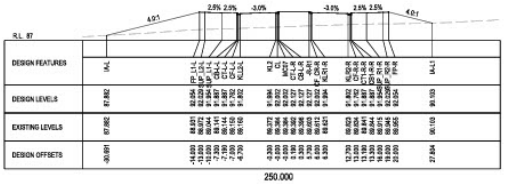
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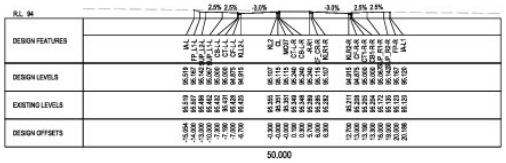
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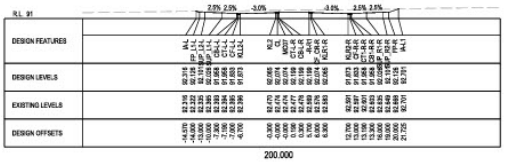
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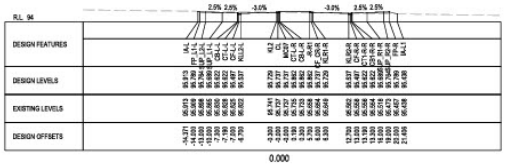
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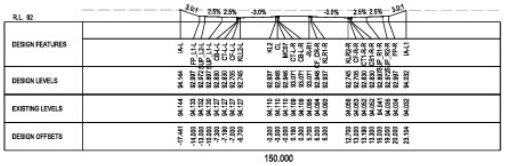
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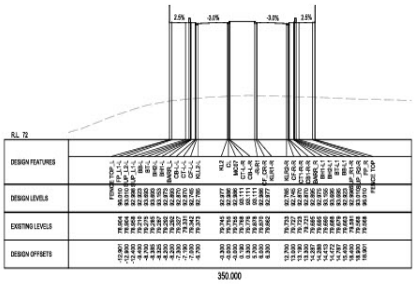
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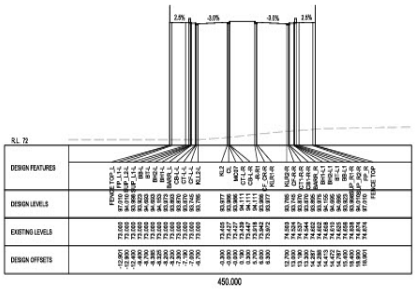
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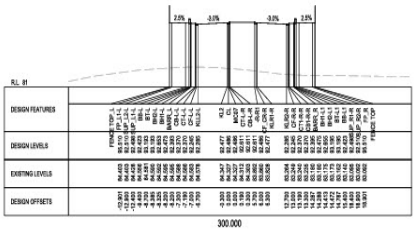
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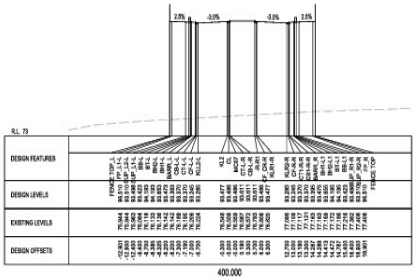
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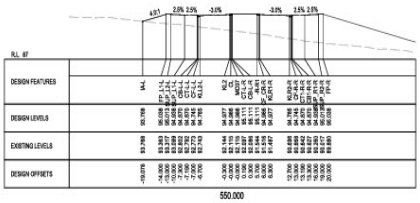
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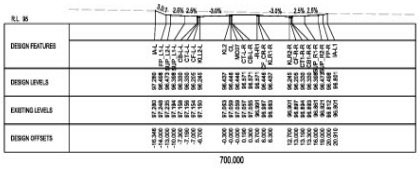
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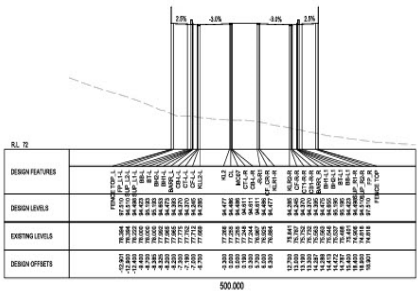
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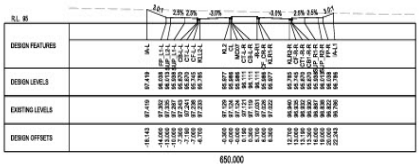
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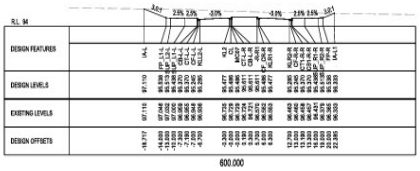
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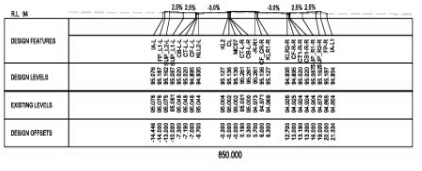
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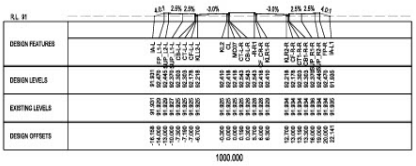
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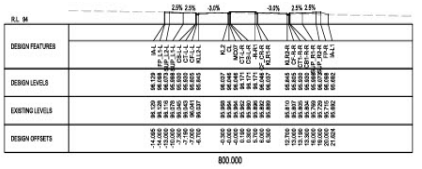
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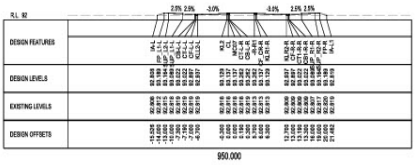
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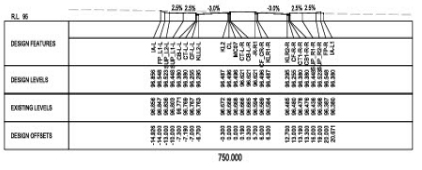
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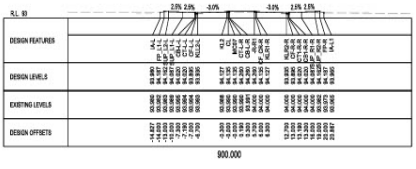

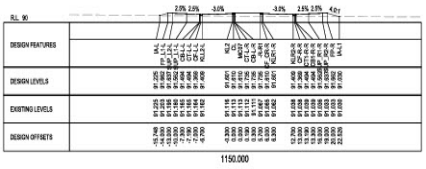
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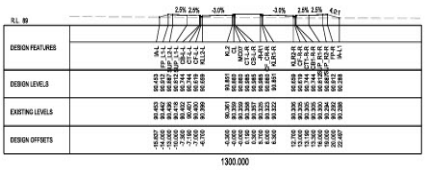
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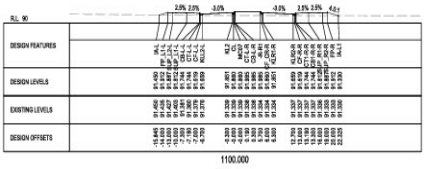
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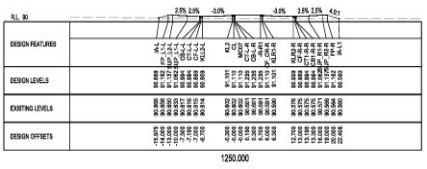
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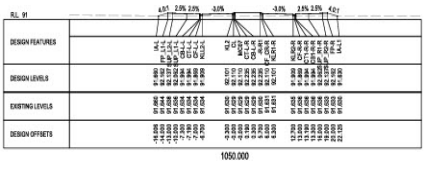
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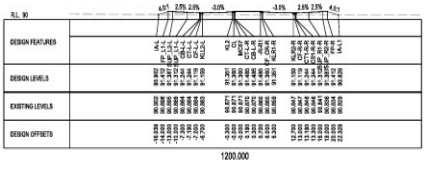
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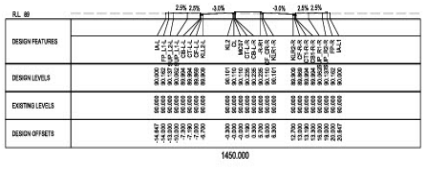
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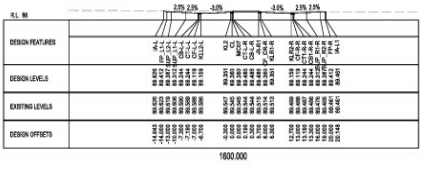
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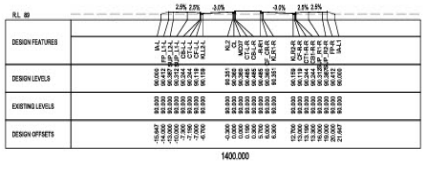
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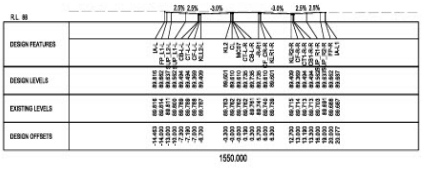
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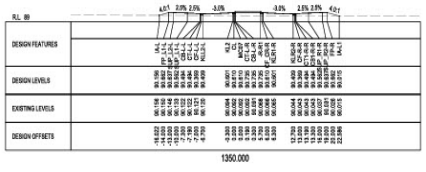
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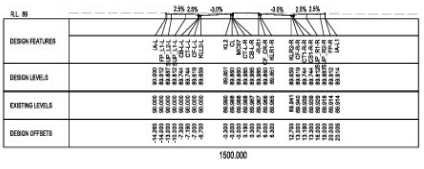
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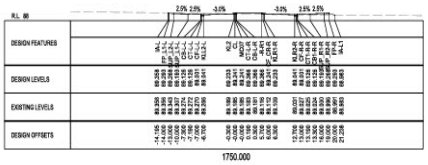
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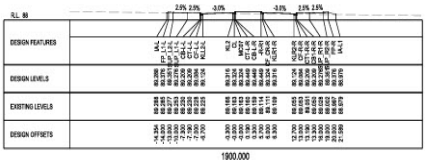
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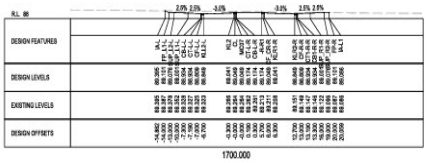
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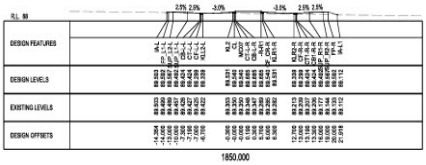
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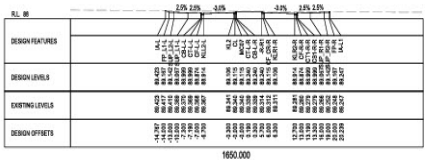
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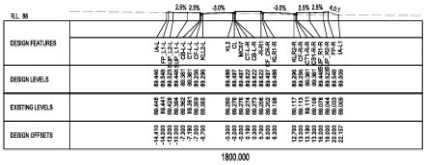
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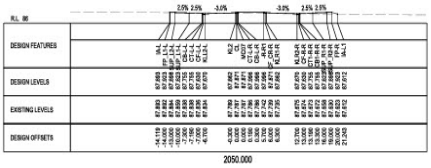
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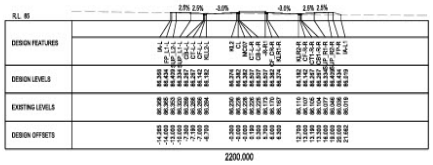
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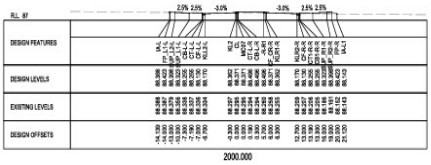
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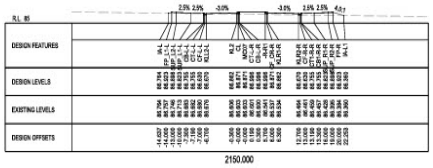
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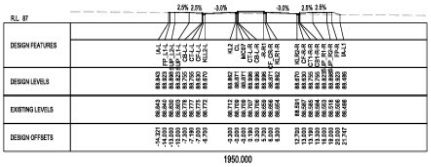
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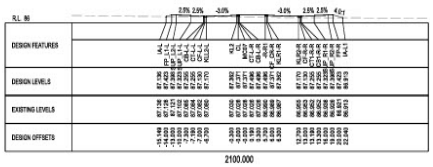
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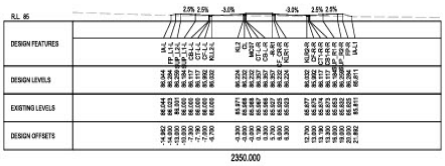
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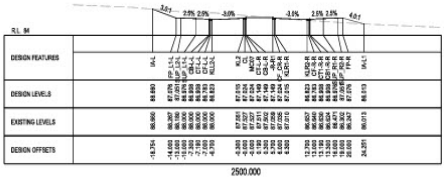
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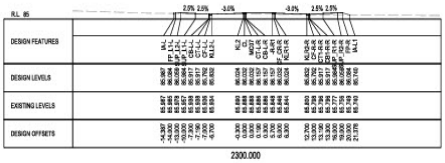
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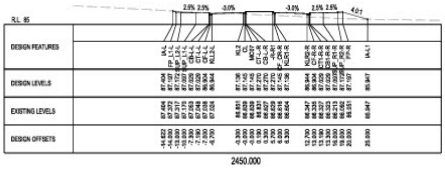
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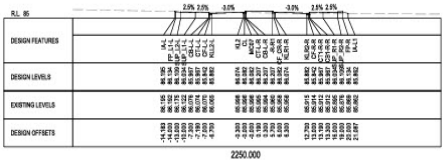
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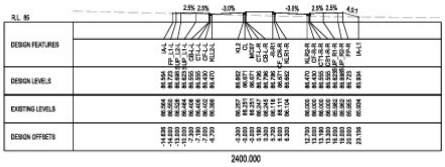
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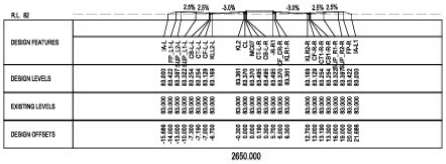
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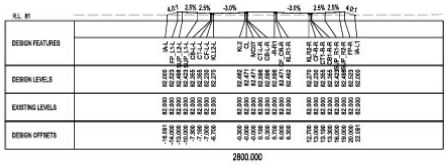
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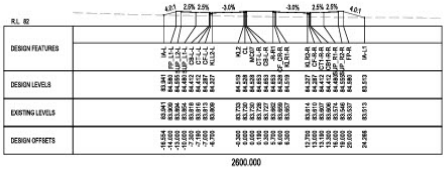
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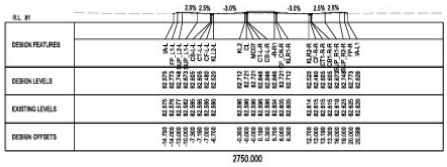
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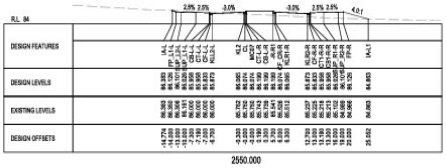
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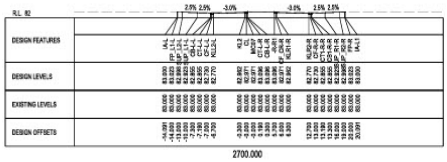
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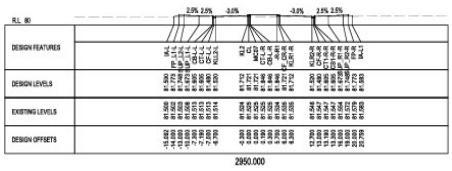
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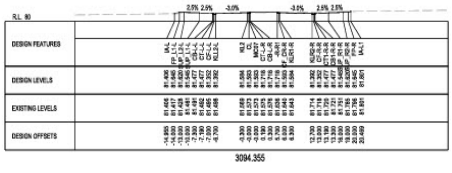
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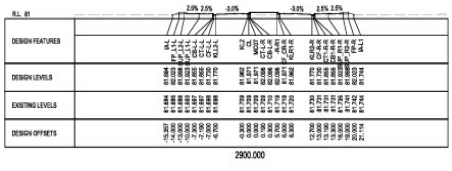
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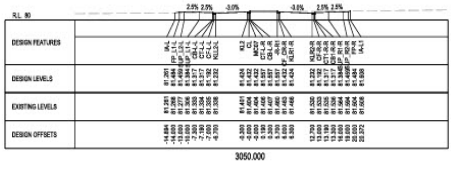
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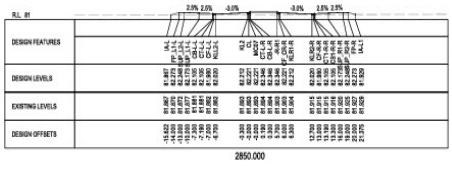
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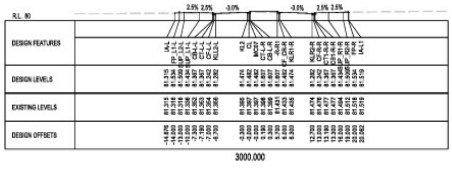
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# APPENDIX C – DRAFT COST ESTIMATES

**Bannockburn SE PSP - Interim works costs** Rev 4 - 11 September 2025

| Project | Description | Estimated Cost With benchmark cost index |
|---|---|---|
| IN-01 | East West Link Road and Levy Road | $ 7,425,780.15 |
| IN-02 | East West Link Road and Burnside Road | $ 7,510,608.53 |
| IN-03 | East West Link Road and South Connector | $ 6,017,152.68 |
| | *TOTAL INTERSECTION COST* | *$ 20,953,541.36* |
| BR-01 | East-West Link Road | $ 50,299,380.14 |
| | *TOTAL BRIDGE COST* | $ 50,299,380.14 |
| RD-01-01 | East-West Link Road (BR-01 to IN-01) ~ 116m | $ 890,112.02 |
| RD-01-02 | East-West Link Road (IN-01 to IN-02) ~ 104m | $ 734,658.78 |
| RD-01-03 | East-West Link Road (IN-02 to IN-03) ~ 227m | $ 1,401,328.88 |
| RD-01-04 | East-West Link Road (IN-03 to Eastern extent) ~ 752m | $ 4,642,377.03 |
| | *TOTAL ROAD SECTION COST* | *$ 7,668,476.71* |
| | *TOTAL PROJECT COST* | *$ 78,921,398.21* |

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**IN-01 - East West Link Road and Levy Road** Rev 4 - 11 September 2025

**Intersection - Secondary - Connector Signalised Intersection (Benchmark Item 9)**

| Group | Item | Description | Quantity | Unit | Rate ($) | Benchmark cost index | Amount ($) (With Benchmark cost index) |
|---|---|---|---|---|---|---|---|
| Siteworks and Earthworks | 1.1 | Site Preparation | 17620 | m2 | 4.96 | 1.32 | $ 115,359.69 |
| | 1.2 | Earthworks | 6363 | m3 | 40.52 | 1.32 | $ 340,313.53 |
| | 1.3 | Erosion protection for 1:4 batters | 1703 | m2 | 4.29 | 1.32 | $ 9,643.75 |
| Road Pavement | 2.1 | Secondary Arterial Pavement | 6556 | m2 | 133.78 | 1.32 | $ 1,157,722.48 |
| | 2.2 | Collector Arterial Pavement | 1681 | m2 | 112.44 | 1.32 | $ 249,495.36 |
| | 2.3 | Subgrade Preparation | 1647 | m2 | 16.16 | 1.32 | $ 35,141.04 |
| | 2.4 | Lime stabilisation, 0.5m past BoK | 4119 | m2 | 54.22 | 1.32 | $ 294,762.91 |
| Concrete Works | 3.1 | Kerb and Channel | 1703 | m | 60.9 | 1.32 | $ 136,900.76 |
| | 3.2 | Traffic Island | 337 | m2 | 84.07 | 1.32 | $ 37,363.64 |
| | 3.3 | SUP/footpath/ Cycle Path | 3542 | m2 | 91.94 | 1.32 | $ 429,859.95 |
| | 3.4 | Cycle Path | 0 | m2 | 91.94 | 1.32 | $ - |
| Drainage | 4.1 | Drainage Pipe 300mm CR Bfilled | 0 | m | 197.96 | 1.32 | $ - |
| | 4.2 | Drainage Pipe 375mm CR Bfilled | 300 | m | 282.96 | 1.32 | $ 112,052.16 |
| | 4.3 | Drainage Pipe 450mm CR Bfilled | 175 | m | 334.33 | 1.32 | $ 77,230.23 |
| | 4.4 | Drainage Pipe 600mm CR Bfilled | 450 | m | 550 | 1.32 | $ 326,700.00 |
| | 4.5 | Drainage - Pits | 33 | No. | 2806.1 | 1.32 | $ 122,233.72 |
| | 4.6 | Drainage - Subsoil Drainage | 1732 | m | 43.4 | 1.32 | $ 99,222.82 |
| Traffic | 5.1 | Traffic Signals | 4 | Item/ per leg | 128786.34 | 1.32 | $ 679,991.88 |
| Landscape | 6.1 | Trees | 35 | No.<br>m2<br>m2 | 363.01 | 1.32 | $ 16,771.06 |
| | 6.2 | Landscaping | 5504 | m2 | 25.16 | 1.32 | $ 182,794.44 |
| | 6.3 | Topsoil Seeding | 5504 | m2 | 8.44 | 1.32 | $ 61,318.96 |
| Street Lighting | 7.1 | Street Lighting (intersections) | 4 | Item/ per leg | 55617.74 | 1.32 | $ 293,661.67 |
| Miscellaneous | 8.1 | Linemarking | 15321 | m2 of pavement | 4.09 | 1.32 | $ 82,715.05 |
| | 8.2 | Regulatory Signage | 32 | Item | 380.39 | 1.32 | $ 16,067.67 |
| | 8.3 | Landscape Maintenance (intersections) | 1.00 | Item | 88131.43 | 1.32 | $ 116,333.49 |
| | 8.4 | Tactile Pavers (Hazard only) | 24 | Item | 319.78 | 1.32 | $ 10,130.63 |
| Other | 9.1 | Demolition of existing concrete kerbs, footpath, islands | 0 | m3 | 206 | 1.32 | $ - |
| | 9.2 | Rock excavation and removal / sodic soil treatment (capping layer) | 1647 | m3 | 116.53 | 1.32 | $ 253,402.59 |
| | 9.3 | Redundant pavement demolition | 0 | m3 | 206 | 1.32 | $ - |
| Delivery | 10.1 | Council Fees | 1 | % | 3.25 | 1 | $ 170,858.66 |
| | 10.2 | VicRoads Fees | 1 | % | 1 | 1 | $ 52,571.89 |
| | 10.3 | Traffic Management | 1 | % | 5 | 1 | $ 262,859.47 |
| | 10.4 | Environmental Management | 1 | % | 0.5 | 1 | $ 26,285.95 |
| | 10.5 | Survey/Design | 1 | % | 5 | 1 | $ 262,859.47 |
| | 10.6 | Supervision and Project Management | 1 | % | 9 | 1 | $ 473,147.05 |
| | 10.7 | Site Establishment | 1 | % | 2.5 | 1 | $ 131,429.74 |
| | 10.8 | Contingency | 1 | % | 15 | 1 | $ 788,578.42 |
| Total | | Excluding Delivery | | | | 1 | $ 5,257,189.49 |
| | | Including Delivery | | | | | $ 7,425,780.15 |

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**IN-02 - East West Link Road and Burnside Road**
**Intersection - Secondary - Connector Signalised Intersection (Benchmark Item 9)**

Rev 4 - 11 September 2025

| Group | Item | Description | Quantity | Unit | Rate ($) | Benchmark cost index | Amount ($) (With Benchmark cost index) |
|---|---|---|---|---|---|---|---|
| Siteworks and Earthworks | 1.1 | Site Preparation | 17613 | m2 | 4.96 | 1.32 | $ 115,317.02 |
| | 1.2 | Earthworks | 6380 | m3 | 40.52 | 1.32 | $ 341,267.23 |
| | 1.3 | Erosion protection for 1:4 batters | 1853 | m2 | 4.29 | 1.32 | $ 10,493.17 |
| Road Pavement | 2.1 | Secondary Arterial Pavement | 6436 | m2 | 133.78 | 1.32 | $ 1,136,591.47 |
| | 2.2 | Collector Arterial Pavement | 2057 | m2 | 112.44 | 1.32 | $ 305,301.59 |
| | 2.3 | Subgrade Preparation | 1699 | m2 | 16.16 | 1.32 | $ 36,234.65 |
| | 2.4 | Lime stabilisation, 0.5m past BoK | 4710 | m2 | 54.22 | 1.32 | $ 337,091.01 |
| Concrete Works | 3.1 | Kerb and Channel | 1853 | m | 60.9 | 1.32 | $ 148,958.96 |
| | 3.2 | Traffic Island | 347 | m2 | 84.07 | 1.32 | $ 38,489.36 |
| | 3.3 | SUP/footpath/ Cycle Path | 3043 | m2 | 91.94 | 1.32 | $ 369,300.91 |
| | 3.4 | Cycle Path | 0 | m2 | 91.94 | 1.32 | $ - |
| Drainage | 4.1 | Drainage Pipe 300mm CR Bfilled | 0 | m | 197.96 | 1.32 | $ - |
| | 4.2 | Drainage Pipe 375mm CR Bfilled | 370 | m | 282.96 | 1.32 | $ 138,197.66 |
| | 4.3 | Drainage Pipe 450mm CR Bfilled | 185 | m | 334.33 | 1.32 | $ 81,643.39 |
| | 4.4 | Drainage Pipe 600mm CR Bfilled | 420 | m | 550 | 1.32 | $ 304,920.00 |
| | 4.5 | Drainage - Pits | 32 | No. | 2806.1 | 1.32 | $ 118,529.66 |
| | 4.6 | Drainage - Subsoil Drainage | 1882 | m | 43.4 | 1.32 | $ 107,816.02 |
| Traffic | 5.1 | Traffic Signals | 4 | Item/ per leg | 128786.34 | 1.32 | $ 679,991.88 |
| Landscape | 6.1 | Trees | 35 | No.<br>m2<br>m2 | 363.01 | 1.32 | $ 16,771.06 |
| | 6.2 | Landscaping | 5730 | m2 | 25.16 | 1.32 | $ 190,300.18 |
| | 6.3 | Topsoil Seeding | 5730 | m2 | 8.44 | 1.32 | $ 63,836.78 |
| Street Lighting | 7.1 | Street Lighting (intersections) | 4 | Item/ per leg | 55617.74 | 1.32 | $ 293,661.67 |
| Miscellaneous | 8.1 | Linemarking | 14579 | m2 of pavement | 4.09 | 1.32 | $ 78,710.96 |
| | 8.2 | Regulatory Signage | 32 | Item | 380.39 | 1.32 | $ 16,067.67 |
| | 8.3 | Landscape Maintenance (intersections) | 1.00 | Item | 88131.43 | 1.32 | $ 116,333.49 |
| | 8.4 | Tactile Pavers (Hazard only) | 24 | Item | 319.78 | 1.32 | $ 10,130.63 |
| Other | 9.1 | Demolition of existing concrete kerbs, footpath, islands | 0 | m3 | 206 | 1.32 | $ - |
| | 9.2 | Rock excavation and removal / sodic soil treatment (capping layer) | 1699 | m3 | 116.53 | 1.32 | $ 261,288.56 |
| | 9.3 | Redundant pavement demolition | 0 | m3 | 206 | 1.32 | $ - |
| Delivery | 10.1 | Council Fees | 1 | % | 3.25 | 1 | $ 172,810.46 |
| | 10.2 | VicRoads Fees | 1 | % | 1 | 1 | $ 53,172.45 |
| | 10.3 | Traffic Management | 1 | % | 5 | 1 | $ 265,862.25 |
| | 10.4 | Environmental Management | 1 | % | 0.5 | 1 | $ 26,586.22 |
| | 10.5 | Survey/Design | 1 | % | 5 | 1 | $ 265,862.25 |
| | 10.6 | Supervision and Project Management | 1 | % | 9 | 1 | $ 478,552.05 |
| | 10.7 | Site Establishment | 1 | % | 2.5 | 1 | $ 132,931.12 |
| | 10.8 | Contingency | 1 | % | 15 | 1 | $ 797,586.75 |
| Total | | Excluding Delivery | | | | 1 | $ 5,317,244.97 |
| | | Including Delivery | | | | | $ 7,510,608.53 |

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**IN-03 - East West Link Road and South Connector**
**Intersection - Secondary - Connector T-Signalised Intersection (Benchmark Item 9)**

Rev 4 - 11 September 2025

| Group | Item | Description | Quantity | Unit | Rate ($) | Benchmark cost index | Amount ($) (With Benchmark cost index) |
|---|---|---|---|---|---|---|---|
| Siteworks and Earthworks | 1.1 | Site Preparation | 13578 | m2 | 4.96 | 1.32 | $ 88,897.85 |
| | 1.2 | Earthworks | 5090 | m3 | 40.52 | 1.32 | $ 272,244.79 |
| | 1.3 | Erosion protection for 1:4 batters | 1692 | m2 | 4.29 | 1.32 | $ 9,581.46 |
| Road Pavement | 2.1 | Secondary Arterial Pavement | 5907 | m2 | 133.78 | 1.32 | $ 1,043,072.77 |
| | 2.2 | Collector Arterial Pavement | 840 | m2 | 112.44 | 1.32 | $ 124,673.47 |
| | 2.3 | Subgrade Preparation | 1349 | m2 | 16.16 | 1.32 | $ 28,783.31 |
| | 2.4 | Lime stabilisation, 0.5m past BoK | 3796 | m2 | 54.22 | 1.32 | $ 271,708.51 |
| Concrete Works | 3.1 | Kerb and Channel | 1692 | m | 60.9 | 1.32 | $ 136,016.50 |
| | 3.2 | Traffic Island | 182 | m2 | 84.07 | 1.32 | $ 20,222.87 |
| | 3.3 | SUP/footpath/ Cycle Path | 1904 | m2 | 91.94 | 1.32 | $ 231,070.96 |
| | 3.4 | Cycle Path | 0 | m2 | 91.94 | 1.32 | $ - |
| Drainage | 4.1 | Drainage Pipe 300mm CR Bfilled | 0 | m | 197.96 | 1.32 | $ - |
| | 4.2 | Drainage Pipe 375mm CR Bfilled | 170 | m | 282.96 | 1.32 | $ 63,496.22 |
| | 4.3 | Drainage Pipe 450mm CR Bfilled | 195 | m | 334.33 | 1.32 | $ 86,056.54 |
| | 4.4 | Drainage Pipe 600mm CR Bfilled | 445 | m | 550 | 1.32 | $ 323,070.00 |
| | 4.5 | Drainage - Pits | 27 | No. | 2806.1 | 1.32 | $ 100,009.40 |
| | 4.6 | Drainage - Subsoil Drainage | 1721 | m | 43.4 | 1.32 | $ 98,592.65 |
| Traffic | 5.1 | Traffic Signals | 3 | Item/ per leg | 128786.34 | 1.32 | $ 509,993.91 |
| Landscape | 6.1 | Trees<br>No.<br>m2<br>m2 | 38 | | 363.01 | 1.32 | $ 18,208.58 |
| | 6.2 | Landscaping | 4745 | m2 | 25.16 | 1.32 | $ 157,587.14 |
| | 6.3 | Topsoil Seeding | 4745 | m2 | 8.44 | 1.32 | $ 52,863.10 |
| Street Lighting | 7.1 | Street Lighting (intersections) | 3 | Item/ per leg | 55617.74 | 1.32 | $ 220,246.25 |
| Miscellaneous | 8.1 | Linemarking | 10555 | m2 of pavement | 4.09 | 1.32 | $ 56,983.05 |
| | 8.2 | Regulatory Signage | 30 | Item | 380.39 | 1.32 | $ 15,063.44 |
| | 8.3 | Landscape Maintenance (intersections) | 1.00 | Item | 88131.43 | 1.32 | $ 116,333.49 |
| | 8.4 | Tactile Pavers (Hazard only) | 18 | Item | 319.78 | 1.32 | $ 7,597.97 |
| Other | 9.1 | Demolition of existing concrete kerbs, footpath, islands | 0 | m3 | 206 | 1.32 | $ - |
| | 9.2 | Rock excavation and removal / sodic soil treatment (capping layer) | 1349 | m3 | 116.53 | 1.32 | $ 207,556.85 |
| | 9.3 | Redundant pavement demolition | 0 | m3 | 206 | 1.32 | $ - |
| Delivery | 10.1 | Council Fees | 1 | % | 3.25 | 1 | $ 138,447.76 |
| | 10.2 | VicRoads Fees | 1 | % | 1 | 1 | $ 42,599.31 |
| | 10.3 | Traffic Management | 1 | % | 5 | 1 | $ 212,996.55 |
| | 10.4 | Environmental Management | 1 | % | 0.5 | 1 | $ 21,299.66 |
| | 10.5 | Survey/Design | 1 | % | 5 | 1 | $ 212,996.55 |
| | 10.6 | Supervision and Project Management | 1 | % | 9 | 1 | $ 383,393.80 |
| | 10.7 | Site Establishment | 1 | % | 2.5 | 1 | $ 106,498.28 |
| | 10.8 | Contingency | 1 | % | 15 | 1 | $ 638,989.66 |
| Total | | Excluding Delivery | | | | 1 | $ 4,259,931.10 |
| | | Including Delivery | | | | | $ 6,017,152.68 |

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**RD-01-01 - East-West Link Road (BR-01 to IN-01) ~ 120m**
**Road - Secondary Arterial -800m (Modified Benchmark Item 2)**

Rev 4 - 11 September 2025

| Group | Item | Description | Quanity | Unit | Rate ($) | Benchmark cost index | Amount ($) (With Benchmark cost index) |
|---|---|---|---|---|---|---|---|
| Siteworks and Earthworks | 1.1 | Site Preparation | 2736 | m2 | 4.96 | 1.32 | $ 17,910.43 |
| | 1.2 | Soil stabilisation - gypsum treatment | 354 | m2 | 4.65 | 1.32 | $ 2,170.66 |
| | 1.3 | Earthworks | 713 | m3 | 40.52 | 1.32 | $ 38,124.34 |
| | 1.4 | Erosion protection for 1:4 batters | 242 | m2 | 4.29 | 1.32 | $ 1,369.51 |
| Road Pavement | 2.1 | Secondary Arterial Pavement | 846 | m2 | 133.78 | 1.32 | $ 149,474.60 |
| | 2.2 | Collector Arterial Pavement | 0 | m2 | 112.44 | 1.32 | $ - |
| | 2.3 | Subgrade Preparation | 169 | m2 | 16.16 | 1.32 | $ 3,611.17 |
| | 2.4 | Lime stabilisation, 0.5m past BoK | 967 | m2 | 54.22 | 1.32 | $ 69,235.32 |
| Concrete Works | 3.1 | Kerb and Channel | 242 | m | 60.9 | 1.32 | $ 19,441.31 |
| | 3.2 | Traffic Island | 0 | m2 | 84.07 | 1.32 | $ - |
| | 3.3 | SUP/footpath/ Cycle Path | 601 | m2 | 91.94 | 1.32 | $ 72,979.88 |
| | 3.4 | Cycle Path | 0 | m2 | 91.94 | 1.32 | $ - |
| Drainage | 4.1 | Drainage Pipe 300mm CR Bfilled | 0 | m | 197.96 | 1.32 | $ - |
| | 4.2 | Drainage Pipe 375mm CR Bfilled | 0 | m | 282.96 | 1.32 | $ - |
| | 4.3 | Drainage Pipe 450mm CR Bfilled | 0 | m | 334.33 | 1.32 | $ - |
| | 4.4 | Drainage Pipe 600mm CR Bfilled | 120 | m | 550 | 1.32 | $ 87,120.00 |
| | 4.5 | Drainage - Pits | 3 | No. | 2806.1 | 1.32 | $ 11,112.16 |
| | 4.6 | Drainage - Subsoil Drainage | 242 | m | 43.4 | 1.32 | $ 13,854.72 |
| Traffic | 5.1 | Traffic Signals | 0 | Item/ per leg | 128786.34 | 1.32 | $ - |
| Landscape | 6.1 | Trees | 16 | No.<br>m2<br>m2 | 363.01 | 1.32 | $ 7,762.61 |
| | 6.2 | Landscaping | 1288 | m2 | 25.16 | 1.32 | $ 42,769.00 |
| | 6.3 | Topsoil Seeding | 1288 | m2 | 8.44 | 1.32 | $ 14,346.99 |
| Street Lighting | 7.1 | Street Lighting (Road) | 120 | m | 225.67 | 1.32 | $ 35,746.13 |
| Miscellaneous | 8.1 | Linemarking | 2049 | m2 of pavement | 4.09 | 1.32 | $ 11,062.92 |
| | 8.2 | Regulatory Signage | 2 | Item | 380.39 | 1.32 | $ 1,004.23 |
| | 8.3 | Landscape Maintenance (road) | 1288 | m2 | 2.96 | 1.32 | $ 5,031.65 |
| | 8.4 | Tactile Pavers (Hazard only) | 0 | Item | 319.78 | 1.32 | $ - |
| Other | 9.1 | Demolition of existing concrete kerbs, footpath, islands | 0 | m3 | 206 | 1.32 | $ - |
| | 9.2 | Rock excavation and removal / sodic soil treatment (capping layer) | 169 | m3 | 116.53 | 1.32 | $ 26,040.18 |
| | 9.3 | Redundant pavement demolition | 0 | m3 | 206 | 1.32 | $ - |
| Delivery | 10.1 | Council Fees | 1 | % | 3.25 | 1 | $ 20,480.45 |
| | 10.2 | VicRoads Fees | 1 | % | 1 | 1 | $ 6,301.68 |
| | 10.3 | Traffic Management | 1 | % | 5 | 1 | $ 31,508.39 |
| | 10.4 | Environmental Management | 1 | % | 0.5 | 1 | $ 3,150.84 |
| | 10.5 | Survey/Design | 1 | % | 5 | 1 | $ 31,508.39 |
| | 10.6 | Supervision and Project Management | 1 | % | 9 | 1 | $ 56,715.10 |
| | 10.7 | Site Establishment | 1 | % | 2.5 | 1 | $ 15,754.19 |
| | 10.8 | Contingency | 1 | % | 15 | 1 | $ 94,525.17 |
| | | Excluding Delivery | | | | 1 | $ 630,167.80 |
| | | Including Delivery | | | | | $ 890,112.02 |

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**RD-01-02 - East-West Link Road (IN-01 to IN-02) ~ 104m**
**Road - Secondary Arterial -800m (Modified Benchmark Item 2)**

Rev 4 - 11 September 2025

| Group | Item | Description | Quanity | Unit | Rate ($) | Benchmark cost index | Amount ($) (With Benchmark cost index) |
|---|---|---|---|---|---|---|---|
| Siteworks and Earthworks | 1.1 | Site Preparation | 2292 | m2 | 4.96 | 1.32 | $ 15,004.42 |
| | 1.2 | Earthworks | 636 | m3 | 40.52 | 1.32 | $ 33,991.20 |
| | 1.3 | Erosion protection for 1:4 batters | 208 | m2 | 4.29 | 1.32 | $ 1,179.43 |
| Road Pavement | 2.1 | Secondary Arterial Pavement | 729 | m2 | 133.78 | 1.32 | $ 128,788.46 |
| | 2.2 | Collector Arterial Pavement | 0 | m2 | 112.44 | 1.32 | $ - |
| | 2.3 | Subgrade Preparation | 146 | m2 | 16.16 | 1.32 | $ 3,111.41 |
| | 2.4 | Lime stabilisation, 0.5m past BoK | 417 | m2 | 54.22 | 1.32 | $ 29,825.10 |
| Concrete Works | 3.1 | Kerb and Channel | 208 | m | 60.9 | 1.32 | $ 16,742.96 |
| | 3.2 | Traffic Island | 0 | m2 | 84.07 | 1.32 | $ - |
| | 3.3 | SUP/footpath/ Cycle Path | 625 | m2 | 91.94 | 1.32 | $ 75,847.17 |
| | 3.4 | Cycle Path | 0 | m2 | 91.94 | 1.32 | $ - |
| Drainage | 4.1 | Drainage Pipe 300mm CR Bfilled | 0 | m | 197.96 | 1.32 | $ - |
| | 4.2 | Drainage Pipe 375mm CR Bfilled | 0 | m | 282.96 | 1.32 | $ - |
| | 4.3 | Drainage Pipe 450mm CR Bfilled | 0 | m | 334.33 | 1.32 | $ - |
| | 4.4 | Drainage Pipe 600mm CR Bfilled | 104 | m | 550 | 1.32 | $ 75,504.00 |
| | 4.5 | Drainage - Pits | 3 | No. | 2806.1 | 1.32 | $ 11,112.16 |
| | 4.6 | Drainage - Subsoil Drainage | 208 | m | 43.4 | 1.32 | $ 11,931.77 |
| Traffic | 5.1 | Traffic Signals | 0 | Item/ per leg | 128786.34 | 1.32 | $ - |
| Landscape | 6.1 | Trees | 14 | No.<br>m2<br>m2 | 363.01 | 1.32 | $ 6,727.59 |
| | 6.2 | Landscaping | 937 | m2 | 25.16 | 1.32 | $ 31,133.80 |
| | 6.3 | Topsoil Seeding | 937 | m2 | 8.44 | 1.32 | $ 10,443.93 |
| Street Lighting | 7.1 | Street Lighting (Road) | 104 | m | 225.67 | 1.32 | $ 30,979.98 |
| Miscellaneous | 8.1 | Linemarking | 1979 | m2 of pavement | 4.09 | 1.32 | $ 10,685.60 |
| | 8.2 | Regulatory Signage | 2 | Item | 380.39 | 1.32 | $ 1,004.23 |
| | 8.3 | Landscape Maintenance (road) | 937 | m2 | 2.96 | 1.32 | $ 3,662.80 |
| | 8.4 | Tactile Pavers (Hazard only) | 0 | Item | 319.78 | 1.32 | $ - |
| Other | 9.1 | Demolition of existing concrete kerbs, footpath, islands | 0 | m3 | 206 | 1.32 | $ - |
| | 9.2 | Rock excavation and removal / sodic soil treatment (capping layer) | 146 | m3 | 116.53 | 1.32 | $ 22,436.42 |
| | 9.3 | Redundant pavement demolition | 0 | m3 | 206 | 1.32 | $ - |
| Delivery | 10.1 | Council Fees | 1 | % | 3.25 | 1 | $ 16,903.65 |
| | 10.2 | VicRoads Fees | 1 | % | 1 | 1 | $ 5,201.12 |
| | 10.3 | Traffic Management | 1 | % | 5 | 1 | $ 26,005.62 |
| | 10.4 | Environmental Management | 1 | % | 0.5 | 1 | $ 2,600.56 |
| | 10.5 | Survey/Design | 1 | % | 5 | 1 | $ 26,005.62 |
| | 10.6 | Supervision and Project Management | 1 | % | 9 | 1 | $ 46,810.12 |
| | 10.7 | Site Establishment | 1 | % | 2.5 | 1 | $ 13,002.81 |
| | 10.8 | Contingency | 1 | % | 15 | 1 | $ 78,016.86 |
| | | Excluding Delivery | | | | 1 | $ 520,112.41 |
| | | Including Delivery | | | | | $ 734,658.78 |

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**RD-01-03 - East-West Link Road (IN-02 to IN-03) ~ 227m**
**Road - Secondary Arterial -800m (Modified Benchmark Item 2)**

Rev 4 - 11 September 2025

| Group | Item | Description | Quanity | Unit | Rate ($) | Benchmark cost index | Amount ($) (With Benchmark cost index) |
|---|---|---|---|---|---|---|---|
| Siteworks and Earthworks | 1.1 | Site Preparation | 3630 | m2 | 4.96 | 1.32 | $ 23,763.68 |
| | 1.2 | Earthworks | 1248 | m3 | 40.52 | 1.32 | $ 66,738.89 |
| | 1.3 | Erosion protection for 1:4 batters | 454 | m2 | 4.29 | 1.32 | $ 2,569.32 |
| Road Pavement | 2.1 | Secondary Arterial Pavement | 1588 | m2 | 133.78 | 1.32 | $ 280,436.43 |
| | 2.2 | Collector Arterial Pavement | 0 | m2 | 112.44 | 1.32 | $ - |
| | 2.3 | Subgrade Preparation | 318 | m2 | 16.16 | 1.32 | $ 6,775.08 |
| | 2.4 | Lime stabilisation, 0.5m past BoK | 907 | m2 | 54.22 | 1.32 | $ 64,947.58 |
| Concrete Works | 3.1 | Kerb and Channel | 454 | m | 60.9 | 1.32 | $ 36,473.60 |
| | 3.2 | Traffic Island | 0 | m2 | 84.07 | 1.32 | $ - |
| | 3.3 | SUP/footpath/ Cycle Path | 681 | m2 | 91.94 | 1.32 | $ 82,601.19 |
| | 3.4 | Cycle Path | 0 | m2 | 91.94 | 1.32 | $ - |
| Drainage | 4.1 | Drainage Pipe 300mm CR Bfilled | 0 | m | 197.96 | 1.32 | $ - |
| | 4.2 | Drainage Pipe 375mm CR Bfilled | 0 | m | 282.96 | 1.32 | $ - |
| | 4.3 | Drainage Pipe 450mm CR Bfilled | 0 | m | 334.33 | 1.32 | $ - |
| | 4.4 | Drainage Pipe 600mm CR Bfilled | 227 | m | 550 | 1.32 | $ 164,802.00 |
| | 4.5 | Drainage - Pits | 6 | No. | 2806.1 | 1.32 | $ 22,224.31 |
| | 4.6 | Drainage - Subsoil Drainage | 454 | m | 43.4 | 1.32 | $ 25,992.68 |
| Traffic | 5.1 | Traffic Signals | 0 | Item/ per leg | 128786.34 | 1.32 | $ - |
| Landscape | 6.1 | Trees | 31 | No. m2 m2 | 363.01 | 1.32 | $ 14,684.26 |
| | 6.2 | Landscaping | 1361 | m2 | 25.16 | 1.32 | $ 45,197.15 |
| | 6.3 | Topsoil Seeding | 1361 | m2 | 8.44 | 1.32 | $ 15,161.52 |
| Street Lighting | 7.1 | Street Lighting (Road) | 227 | m | 225.67 | 1.32 | $ 67,619.76 |
| Miscellaneous | 8.1 | Linemarking | 2949 | m2 of pavement | 4.09 | 1.32 | $ 15,922.78 |
| | 8.2 | Regulatory Signage | 4 | Item | 380.39 | 1.32 | $ 2,008.46 |
| | 8.3 | Landscape Maintenance (road) | 1361 | m2 | 2.96 | 1.32 | $ 5,317.31 |
| | 8.4 | Tactile Pavers (Hazard only) | 0 | Item | 319.78 | 1.32 | $ - |
| Other | 9.1 | Demolition of existing concrete kerbs, footpath, islands | 0 | m3 | 206 | 1.32 | $ - |
| | 9.2 | Rock excavation and removal / sodic soil treatment (capping layer) | 318 | m3 | 116.53 | 1.32 | $ 48,855.22 |
| | 9.3 | Redundant pavement demolition | 0 | m3 | 206 | 1.32 | $ - |
| Delivery | 10.1 | Council Fees | 1 | % | 3.25 | 1 | $ 32,242.97 |
| | 10.2 | VicRoads Fees | 1 | % | 1 | 1 | $ 9,920.91 |
| | 10.3 | Traffic Management | 1 | % | 5 | 1 | $ 49,604.56 |
| | 10.4 | Environmental Management | 1 | % | 0.5 | 1 | $ 4,960.46 |
| | 10.5 | Survey/Design | 1 | % | 5 | 1 | $ 49,604.56 |
| | 10.6 | Supervision and Project Management | 1 | % | 9 | 1 | $ 89,288.21 |
| | 10.7 | Site Establishment | 1 | % | 2.5 | 1 | $ 24,802.28 |
| | 10.8 | Contingency | 1 | % | 15 | 1 | $ 148,813.69 |
| | | Excluding Delivery | | | | 1 | $ 992,091.24 |
| | | Including Delivery | | | | | $ 1,401,328.88 |

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**RD-01-04 - East-West Link Road (IN-03 to Eastern extent) ~ 752m**

Rev 4 - 11 September 2025

**Road - Secondary Arterial -800m (Modified Benchmark Item 2)**

| Group | Item | Description | Quanity | Unit | Rate ($) | Benchmark cost index | Amount ($) (With Benchmark cost index) |
|---|---|---|---|---|---|---|---|
| Siteworks and Earthworks | 1.1 | Site Preparation | 12043 | m2 | 4.96 | 1.32 | $ 78,845.53 |
| | 1.2 | Earthworks | 4138 | m3 | 40.52 | 1.32 | $ 221,348.07 |
| | 1.3 | Erosion protection for 1:4 batters | 1504 | m2 | 4.29 | 1.32 | $ 8,517.91 |
| Road Pavement | 2.1 | Secondary Arterial Pavement | 5265 | m2 | 133.78 | 1.32 | $ 929,683.44 |
| | 2.2 | Collector Arterial Pavement | 0 | m2 | 112.44 | 1.32 | $ - |
| | 2.3 | Subgrade Preparation | 1053 | m2 | 16.16 | 1.32 | $ 22,460.28 |
| | 2.4 | Lime stabilisation, 0.5m past BoK | 3008 | m2 | 54.22 | 1.32 | $ 215,310.58 |
| Concrete Works | 3.1 | Kerb and Channel | 1504 | m | 60.9 | 1.32 | $ 120,918.61 |
| | 3.2 | Traffic Island | 10 | m2 | 84.07 | 1.32 | $ 1,076.55 |
| | 3.3 | SUP/footpath/ Cycle Path | 2256 | m2 | 91.94 | 1.32 | $ 273,789.88 |
| | 3.4 | Cycle Path | 0 | m2 | 91.94 | 1.32 | $ - |
| Drainage | 4.1 | Drainage Pipe 300mm CR Bfilled | 0 | m | 197.96 | 1.32 | $ - |
| | 4.2 | Drainage Pipe 375mm CR Bfilled | 0 | m | 282.96 | 1.32 | $ - |
| | 4.3 | Drainage Pipe 450mm CR Bfilled | 0 | m | 334.33 | 1.32 | $ - |
| | 4.4 | Drainage Pipe 600mm CR Bfilled | 752 | m | 550 | 1.32 | $ 545,952.00 |
| | 4.5 | Drainage - Pits | 19 | No. | 2806.1 | 1.32 | $ 70,376.99 |
| | 4.6 | Drainage - Subsoil Drainage | 1504 | m | 43.4 | 1.32 | $ 86,171.88 |
| Traffic | 5.1 | Traffic Signals | 0 | Item/ per leg | 128786.34 | 1.32 | $ - |
| Landscape | 6.1 | Trees | 102 | No.<br>m2<br>m2 | 363.01 | 1.32 | $ 48,645.66 |
| | 6.2 | Landscaping | 4512 | m2 | 25.16 | 1.32 | $ 149,858.14 |
| | 6.3 | Topsoil Seeding | 4512 | m2 | 8.44 | 1.32 | $ 50,270.38 |
| Street Lighting | 7.1 | Street Lighting (Road) | 752 | m | 225.67 | 1.32 | $ 224,009.07 |
| Miscellaneous | 8.1 | Linemarking | 9777 | m2 of pavement | 4.09 | 1.32 | $ 52,782.20 |
| | 8.2 | Regulatory Signage | 14 | Item | 380.39 | 1.32 | $ 7,029.61 |
| | 8.3 | Landscape Maintenance (road) | 4512 | m2 | 2.96 | 1.32 | $ 17,630.37 |
| | 8.4 | Tactile Pavers (Hazard only) | 0 | Item | 319.78 | 1.32 | $ - |
| Other | 9.1 | Demolition of existing concrete kerbs, footpath, islands | 0 | m3 | 206 | 1.32 | $ - |
| | 9.2 | Rock excavation and removal / sodic soil treatment (capping layer) | 1053 | m3 | 116.53 | 1.32 | $ 161,961.45 |
| | 9.3 | Redundant pavement demolition | 0 | m3 | 206 | 1.32 | $ - |
| Delivery | 10.1 | Council Fees | 1 | % | 3.25 | 1 | $ 106,815.75 |
| | 10.2 | VicRoads Fees | 1 | % | 1 | 1 | $ 32,866.39 |
| | 10.3 | Traffic Management | 1 | % | 5 | 1 | $ 164,331.93 |
| | 10.4 | Environmental Management | 1 | % | 0.5 | 1 | $ 16,433.19 |
| | 10.5 | Survey/Design | 1 | % | 5 | 1 | $ 164,331.93 |
| | 10.6 | Supervision and Project Management | 1 | % | 9 | 1 | $ 295,797.47 |
| | 10.7 | Site Establishment | 1 | % | 2.5 | 1 | $ 82,165.97 |
| | 10.8 | Contingency | 1 | % | 15 | 1 | $ 492,995.79 |
| | | Excluding Delivery | | | | 1 | $ 3,286,638.60 |
| | | Including Delivery | | | | | $ 4,642,377.03 |

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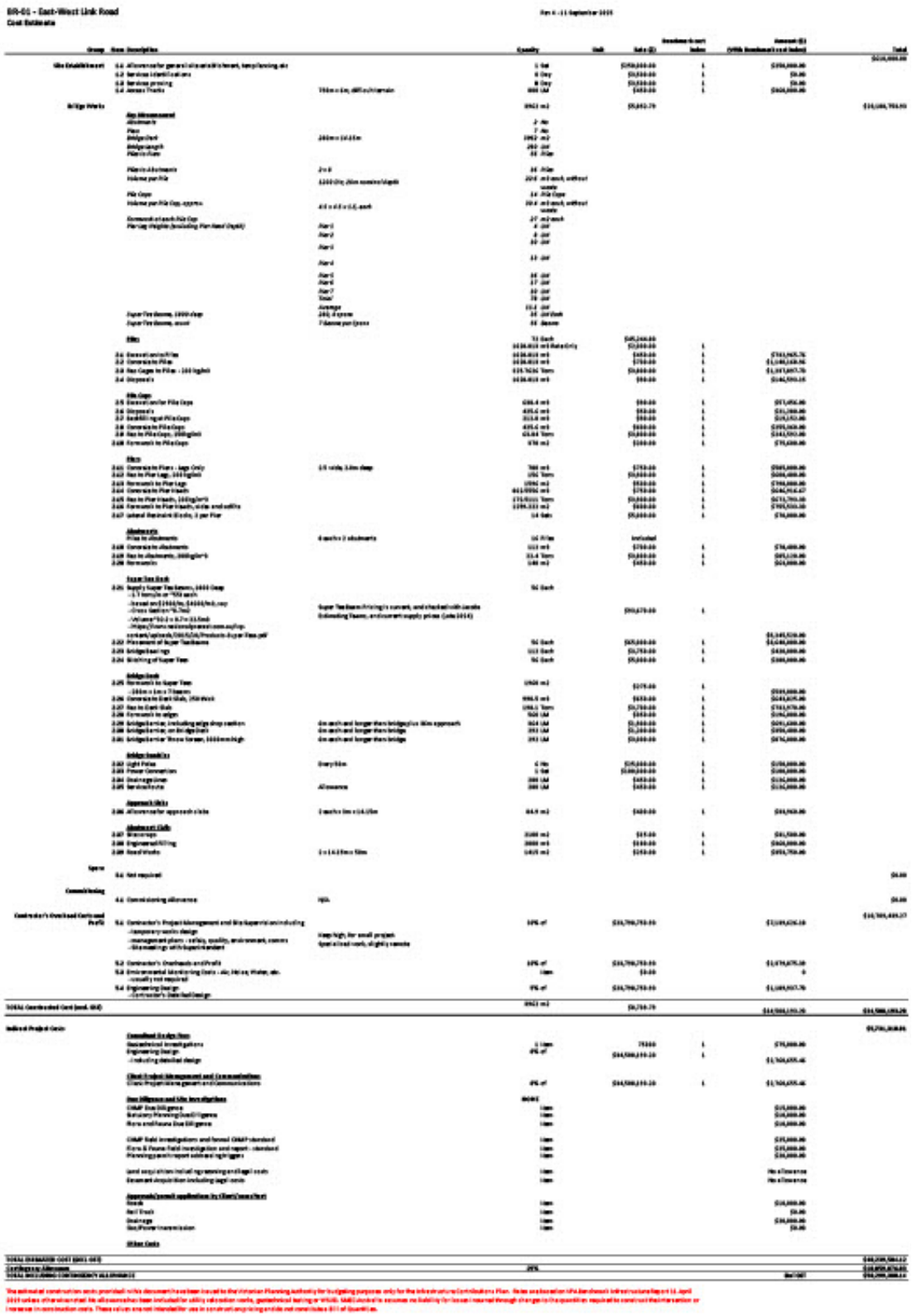

BR-01 – East-West Link Road
Cost Estimate

As at – 11 September 2025

| Group | Item | Description | | Quantity | Unit | Rate ($) | Escalation to start Index | Amount ($) (VPA Benchmark cost Index) | Total |
|---|---|---|---|---|---|---|---|---|---|
| Site Establishment | 1.1 | Allowance for general site establishment, temp fencing, etc | | 1 | Int | $750,000.00 | 1 | $750,000.00 | $2,125,000.00 |
| | 1.2 | Services identifications | | 5 | Day | $1,500.00 | 1 | $7,500.00 | |
| | 1.3 | Services pressing | | 5 | Day | $1,500.00 | 1 | $7,500.00 | |
| | 1.4 | Access Tracks | 750m x 6m, allow for diversion | 900 | LM | $400.00 | 1 | $360,000.00 | |
| Bridge Works | | | | 3963 | m2 | $5,852.79 | | | $23,199,793.05 |
| | | **Pre Abutment** | | | | | | | |
| | | Abutments | | 2 | No | | | | |
| | | Piers | | 2 | No | | | | |
| | | Bridge Deck | 220m x 18.18m | 3963 | m2 | | | | |
| | | Bridge Length | | 220 | LM | | | | |
| | | Piles in Axis | | 22 | Pile | | | | |
| | | Piles in Abutments | 2 x 8 | 16 | Pile | | | | |
| | | Volume per Pile | 1200 Dia, 25m nominal depth | 214 | m3 each, without waste | | | | |
| | | Pile Caps | | 12 | Pile Caps | | | | |
| | | Volume per Pile Cap, approx | 4.5 x 4.5 x 1.5, each | 304 | m3 each, without waste | | | | |
| | | Formwork to each Pile Cap | | 27 | m2 each | | | | |
| | | Piling Rig/s (including Pile Head Digout) | Alert | 4 | Unit | | | | |
| | | | Alert | 2 | Unit | | | | |
| | | | Alert | 22 | Unit | | | | |
| | | | Alert | 11 | Unit | | | | |
| | | | Alert | 11 | Unit | | | | |
| | | | Alert | 22 | Unit | | | | |
| | | | Alert | 17 | Unit | | | | |
| | | | Alert | 22 | Unit | | | | |
| | | | Total | 73 | Unit | | | | |
| | | | Average | 11.1 | Unit | | | | |
| | | Super Tee Beams, 1200 dep | 24L/ 4 spans | 24 | Unit Each | | | | |
| | | Super Tee Beams, count | 7 Beams per Span | 28 | Beam | | | | |
| | | **Piles** | | 72 | Each | $25,244.00 | | | |
| | 2.1 | General unit Pile | | 1136.4616 | m3 Rate Only | $5,000.00 | 1 | | |
| | 2.2 | Concrete to Pile | | 1136.4616 | m3 | $650.00 | 1 | $738,699.76 | |
| | 2.3 | Rec Cage to Pile - 100 kg/m3 | | 1136.4616 | m3 | $750.00 | 1 | $1,140,169.76 | |
| | 2.4 | Dispose/s | | 115.7436 | Tons | $3,000.00 | 1 | $1,397,807.76 | |
| | | | | 1136.4616 | m3 | $50.00 | 1 | $146,700.15 | |
| | | **Pile Caps** | | | | | | | |
| | 2.5 | General unit for Pile Caps | | 486.4 | m3 | $50.00 | 1 | $57,456.00 | |
| | 2.6 | Dispose/s | | 486.4 | m3 | $50.00 | 1 | $11,200.00 | |
| | 2.7 | Add400 kg/m3 Pile Caps | | 313.6 | m3 | $50.00 | 1 | $15,152.00 | |
| | 2.8 | Concrete to Pile Caps | | 486.4 | m3 | $650.00 | 1 | $395,560.00 | |
| | 2.9 | Rec to Pile Caps, 200kg/m3 | | 63.84 | Tons | $3,000.00 | 1 | $242,592.00 | |
| | 2.10 | Formwork to Pile Caps | | 576 | m2 | $200.00 | 1 | $75,600.00 | |
| | | **Piers** | | | | | | | |
| | 2.11 | Concrete to Piers - Legs Only | 2.5 wide, 2.5m deep | 700 | m3 | $750.00 | 1 | $525,000.00 | |
| | 2.12 | Rec to Pier Legs - 150 kg/m3 | | 192 | Tons | $3,000.00 | 1 | $576,000.00 | |
| | 2.13 | Formwork to Pier Legs | | 1596 | m2 | $550.00 | 1 | $798,000.00 | |
| | 2.14 | Concrete to Pier Heads | | 411.9996 | m3 | $750.00 | 1 | $308,916.67 | |
| | 2.15 | Rec to Pier Heads, 160kg/m3 | | 172.9211 | Tons | $3,000.00 | 1 | $672,750.10 | |
| | 2.16 | Formwork to Pier Heads, sides and soffits | | 1295.111 | m2 | $650.00 | 1 | $707,555.10 | |
| | 2.17 | Lateral Restraint Rods, 1 per Pier | | 14 | Set | $5,000.00 | 1 | $70,000.00 | |
| | | **Abutments** | | | | | | | |
| | | Piles to abutments | 4 each x 2 abutments | 16 | Pile | Included | | | |
| | 2.18 | Concrete to abutments | | 112 | m3 | $750.00 | 1 | $70,000.00 | |
| | 2.19 | Rec to abutments, 160kg/m3 | | 31.4 | Tons | $3,000.00 | 1 | $97,128.00 | |
| | 2.20 | Formwork | | 140 | m2 | $450.00 | 1 | $63,000.00 | |
| | | **Super Tee Deck** | | | | | | | |
| | 2.21 | Supply Super Tee beams, 1200 Deep<br>- 2.7 tons/m or ~950 each<br>- Actual wt (1016/lm, 1400/lm), say<br>- Cross section ~0.7m2<br>- Volume ~0.2 x 0.7 = 0.14m3<br>- https://www.nationalprecast.com.au/wp-content/uploads/2019/04/Product-Super-Tee.pdf | Super Tee beam pricing is current, and stacked with Leeds Extending Beams, and current supply prices (July 2025) | 56 | Each | $50,179.00 | 1 | | |
| | 2.22 | Placement of Super Tee Beams | | 56 | Each | $25,000.00 | 1 | $1,345,536.00<br>$1,400,000.00 | |
| | 2.23 | Bridge bearings | | 112 | Each | $5,750.00 | 1 | $644,000.00 | |
| | 2.24 | Stitching of Super Tee | | 56 | Each | $5,000.00 | 1 | $280,000.00 | |
| | | **Bridge Deck** | | | | | | | |
| | 2.25 | Formwork to Super Tee<br>- 220m x 2m x 2 faces | | 1760 | m2 | $275.00 | 1 | $484,000.00 | |
| | 2.26 | Concrete to East Slab, 250 thick | | 990.5 | m3 | $650.00 | 1 | $643,875.00 | |
| | 2.27 | Rec to East Slab | | 198.1 | Tons | $3,750.00 | 1 | $743,578.00 | |
| | 2.28 | Formwork to edges | | 920 | LM | $550.00 | 1 | $506,000.00 | |
| | 2.29 | Bridge barrier, including edge drop section | 6m each end longer than bridge/s i.e. 6m approach | 924 | LM | $1,000.00 | 1 | $924,000.00 | |
| | 2.30 | Bridge barrier, on Bridge Deck | 6m each end longer than bridge | 352 | LM | $1,200.00 | 1 | $394,000.00 | |
| | 2.31 | Bridge barrier 'Noise barrier, 1500mm high | 6m each end longer than bridge | 352 | LM | $2,000.00 | 1 | $674,000.00 | |
| | | **Bridge Deck Etc** | | | | | | | |
| | 2.32 | Light Poles | Every 50m | 4 | No | $25,000.00 | 1 | $100,000.00 | |
| | 2.33 | Power Connection | | 1 | No | $100,000.00 | 1 | $100,000.00 | |
| | 2.34 | Drainage Line | | 300 | LM | $450.00 | 1 | $135,000.00 | |
| | 2.35 | Services Etc | Allowance | 300 | LM | $450.00 | 1 | $135,000.00 | |
| | | **Approach Fills** | | | | | | | |
| | 2.36 | Allowance for approach fills | 3 each x 6m x 6.15m | 64.9 | m3 | $400.00 | 1 | $25,920.00 | |
| | | **Abutment Fills** | | | | | | | |
| | 2.37 | Drainage | | 3100 | m3 | $25.00 | 1 | $81,500.00 | |
| | 2.38 | Engineered Fill/rg | | 2600 | m3 | $200.00 | 1 | $520,000.00 | |
| | 2.39 | Road Works | 2 x 14.2 thru 50m | 1425 | m2 | $250.00 | 1 | $356,250.00 | |
| Spare | | | | | | | | | |
| | 4.1 | Not required | | | | | | | $0.00 |
| Commissioning | | | | | | | | | |
| | 4.1 | Commissioning allowance | 10% | | | | | | $0.00 |
| Contractor's Overhead Costs and Profit | | | | | | | | | $10,799,499.27 |
| | 5.1 | Contractor's Project Management and Site Supervision including:<br>- temporary works design<br>- management plans - safety, quality, environment, comms<br>- Site meetings with Superintendent | 10% of<br>Keep high, for small project<br>Spatial road work, slightly remote | 10% | of | $21,799,793.55 | | $2,179,979.35 | |
| | 5.2 | Contractor's Overheads and Profit | 10% of | 10% | of | $21,799,793.55 | | $2,179,979.35 | |
| | 5.3 | Environmental Monitoring Costs - Air, Noise, Water, etc.<br>- usually not required | 1 item | 1 | item | $0.00 | | $0.00 | |
| | 5.4 | Engineering Design<br>- Contractor's Detailed Design | 5% of | 5% | of | $21,799,793.55 | | $1,089,937.78 | |
| TOTAL Contracted Cost (excl. GST) | | | | 3963 | m2 | $5,710.79 | | $21,799,193.20 | $21,799,193.20 |
| Indirect Project Costs | | | | | | | | | $5,710,319.81 |
| | | **Consultant Design fees** | | | | | | | |
| | | Geotechnical investigations | 1 item | 1 | item | 75000 | 1 | $75,000.00 | |
| | | Engineering Design<br>- including detailed design | 4% of | 4% | of | $21,799,193.20 | 1 | $1,703,975.28 | |
| | | **Client Project Management and Communications** | | | | | | | |
| | | Client Project Management and Communications | 4% of | 4% | of | $21,799,193.20 | 1 | $1,703,975.28 | |
| | | **Due Diligence and Site Investigations** | | 0.00 | | | | | |
| | | CHAP Due Diligence | 1 item | 1 | item | | | $15,000.00 | |
| | | Statutory Planning Due Diligence | 1 item | 1 | item | | | $10,000.00 | |
| | | Flora and Fauna Due Diligence | 1 item | 1 | item | | | $10,000.00 | |
| | | CHAP field investigations and formal CHAP standard | 1 item | 1 | item | | | $35,000.00 | |
| | | Flora & Fauna field investigation and report - standard | 1 item | 1 | item | | | $35,000.00 | |
| | | Planning permit report external right agent | 1 item | 1 | item | | | $10,000.00 | |
| | | Land acquisition initial negotiating and legal costs | 1 item | 1 | item | | | No Allowance | |
| | | Easement acquisition including legal costs | 1 item | 1 | item | | | No Allowance | |
| | | **Approvals/permit applications by Client/owner/Port** | | | | | | | |
| | | Roads | 1 item | 1 | item | | | $10,000.00 | |
| | | Rail Track | 1 item | 1 | item | | | $0.00 | |
| | | Drainage | 1 item | 1 | item | | | $10,000.00 | |
| | | Gas/Power transmission | 1 item | 1 | item | | | $0.00 | |
| | | **Other Costs** | | | | | | | |
| TOTAL ESTIMATED COST (EXCL GST) | | | | | | | | | $27,509,513.01 |
| Contingency Allowance | | | | 20% | | | | | $5,501,902.60 |
| TOTAL ESTIMATED EXPENDITURE ALLOWANCE | | | | | | | | Rounded | $33,000,000.00 |

The estimated construction costs provided in this document are been issued to the Victorian Planning Authority for budgeting purposes only for the Infrastructure Contributions Plan. Rates are based on VPA Benchmark Infrastructure Report 11 April 2025 unless otherwise noted. No allowance has been included for utility relocation costs, geotechnical testing or WSUD. Mott MacDonald assumes no liability for losses incurred through changes to the quantities required to construct the intersection or increase in construction costs. These values are not intended for use in construction pricing and do not constitute a BOQ of quantities.

## 9.1 Community Projects

The costs for community infrastructure projects are based on:

- Benchmarks for all pavilions – The costs from Bannockburn South East Precinct Community Infrastructure Design (Taylors, September 2025) and Bannockburn South East Precinct Community Infrastructure Design Cost Plan (Melbourne Quantity Surveyors or MQS, September 2025). Costs include larger than typical umpire rooms, change rooms, club rooms and includes a cold store and bar servery, which is not typical for pavilions. Hence the application of benchmarks.
- Designs and costs from Taylors and MQS for:
  - SR-01: Bespoke cost is approximately $796,005 cheaper than the benchmarks.
  - SR-02: Bespoke cost is approximately $94,005 cheaper than the benchmarks.
  - SR-03: Bespoke cost is $17,575,000, whereas the benchmark is around $13,800,649, this is due to additional scope items that aren't included in the benchmarks, these include an additional tennis/netball court, 10 sets of lighting and additional pathways and ancillary items.
  - CI-01: Bespoke cost is $17,883,000. This is due to additional scope items not included in the benchmarks but are required to meet the needs of the community because of removing the third community facility. CI-01 includes larger kindergarten to accommodate demand and a neighbourhood house which is required to meet demand.
  - CI-02: Bespoke cost is approximately $12,086,000 which is higher than the benchmark $10,136,913 due to construction factors.
  - IR-01: Bespoke cost is $15,449,000 given there are no benchmark costs for this.

### 9.1.1 Community Infrastructure Cost Plan Summary

EXECUTIVE SUMMARY

Melbourne Quantity Surveyors

**Bannockburn South East Precinct**
**Community Infrastructure Design**
**Bannockburn VIC**

Cost Plan A
Revision D
Masterplan

29 September 2025

| BUILDING AREAS | AREA (m2) |
|---|---|
| Fully Enclosed Covered Areas (FECA) | m² |
| Unenclosed Covered Areas (UCA) | m² |
| Gross Floor Areas (GFA) (FECA + UCA) | m² |

**INTRODUCTION**

The Cost Plan is based on Masterplan documents from Taylors Development Strategists.

**DOCUMENTS**

This Cost Plan is based on the following documents provided by Taylors Development Strategists.

Architectural drawings dated 25/02/2025

**TOTAL CONSTRUCTION COST ESTIMATE**

The current anticipated Total End Cost is:

| | |
|---|---|
| Sports Reserve 1 | $7,379,000 |
| Sports Reserve 1 - External Works | $9,894,000 |
| Sports Reserve 2 | $7,379,000 |
| Sports Reserve 2 - External Works | $10,596,000 |
| Sports Reserve 3 | $8,574,000 |
| Sports Reserve 3 - External Works | $17,757,000 |
| Indoor Recreation Centre | $15,449,000 |
| Community Facility 1 | $17,883,000 |
| Community Facility 2 | $12,086,000 |
| **Total End Cost ex GST** | **$106,997,000** |

*Note:*

*The Cost Plan is based on preliminary information and therefore should be regarded as indicative only of the possible order of cost.*
*The cost of various components of the Cost Plan could vary significantly depending on the final design, materials selection and quality of the proposed building works.*

*We recommend that a detailed Cost Plan be prepared at Schematic Design stage to verify the anticipated total cost.*

Refer to the attached Cost Plan A for details.

Melbourne Quantity Surveyors Pty Ltd
A: 28 Webb Street, Warrandyte 3113
P: (03) 9068 3950

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# EXECUTIVE SUMMARY

Melbourne Quantity Surveyors

**Bannockburn South East Precinct**
**Community Infrastructure Design**
**Bannockburn VIC**

Cost Plan A
Revision D
Masterplan

29 September 2025

| BUILDING AREAS | AREA (m2) |
|---|---|
| Fully Enclosed Covered Areas (FECA) | m² |
| Unenclosed Covered Areas (UCA) | m² |
| Gross Floor Areas (GFA) (FECA + UCA) | m² |

## INCLUSIONS

The Cost Plan includes allowances for the following:

- Preliminaries
- Overheads and Profit
- Building works
- External works
- External Services
- Demolition
- Hard Landscaping
- Soft Landscaping
- Contingencies
- Design Consultants' fees
- Site and services infrastructure upgrades
- Automation, IT, AV and communications equipment
- FF&E including loose furniture, window dressings & equipment etc
- Supervision & project management
- Council fees
- Competitive Tendering
- Locality allowance
- Environmentally sustainable design initiatives

## EXCLUSIONS

The Cost Plan excludes the following:

- GST
- Supply authority and headworks charges
- Cost escalation up to completion of construction September, 2025
- Cost escalation after September, 2025
- Staging costs
- Procurement method costs
- Disbursements
- Management support costs
- Decanting, relocation and temporary accommodation
- Rainwater harvesting
- Solar PV System
- Asbestos removal
- Rock excavation
- Site decontamination
- Adverse ground conditions
- Out of hours works
- Traffic management
- Site establishment

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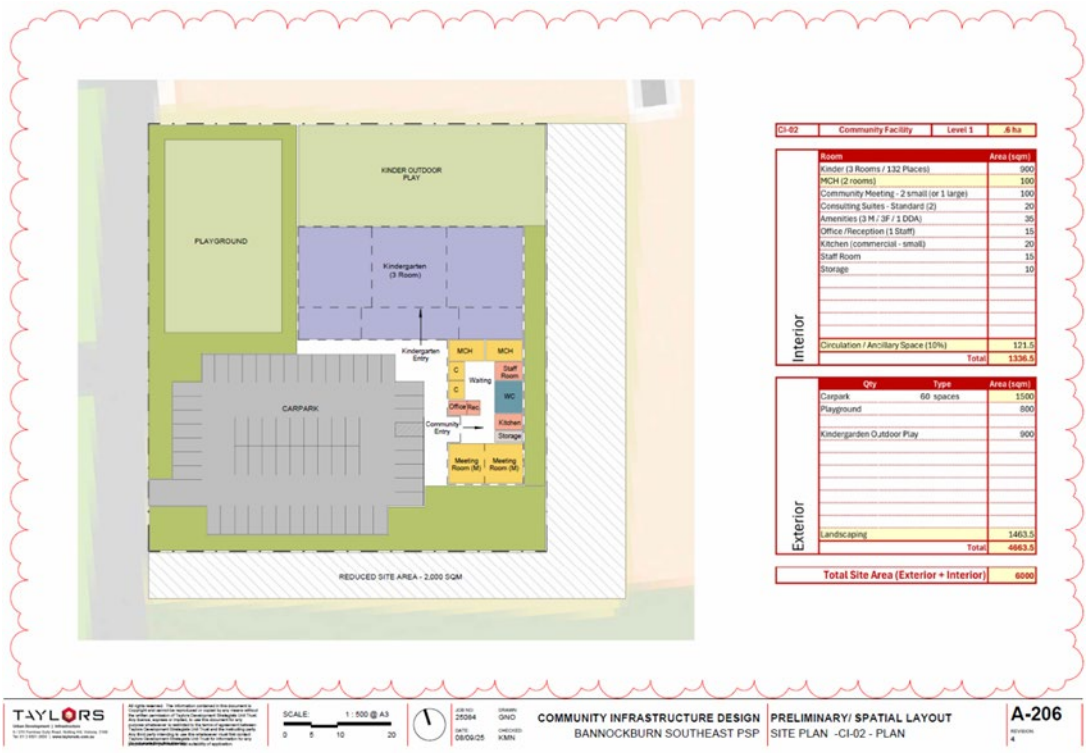
### 9.1.2 CI-01 Level 2 Community facility




COMMUNITY FACILITY 2

Melbourne Quantity Surveyors

29 September 2025

**Bannockburn South East Precinct**
**Community Infrastructure Design**
**Bannockburn VIC**

Cost Plan A
Revision D
Masterplan

| BUILDING AREAS | AREA (m2) |
|---|---|
| Fully Enclosed Covered Areas (FECA) | 1337 m² |
| Unenclosed Covered Areas (UCA) | m² |
| Gross Floor Areas (GFA) (FECA + UCA) | 1337 m² |

| | Quantity | $/m2 | Total |
|---|---|---|---|
| **COST PLAN SUMMARY** | | | |
| **CONSTRUCTION AREA SUMMARY** | | | |
| **Fully Enclosed Covered Area (FECA)** | **1337 m²** | | |
| Kinder (3 Rooms / 132 Places) | 900 m² | $3,900/m² | 3,510,000 |
| MCH (2 rooms) | 100 m² | $4,100/m² | 410,000 |
| Community Meeting - 2 Small (or 1 large) | 100 m² | $4,100/m² | 410,000 |
| Consulting Suites - Standard (2) | 20 m² | $4,300/m² | 86,000 |
| Amenities (4 M / 4 F / 1 DDA) | 35 m² | $5,500/m² | 193,000 |
| Office/Reception (1 Staff) | 15 m² | $4,800/m² | 72,000 |
| Kitchen (commercial - small) | 20 m² | $6,800/m² | 136,000 |
| Staff Room | 15 m² | $4,200/m² | 63,000 |
| Storage 1 | 10 m² | $3,700/m² | 37,000 |
| Circulation / Ancillary Space (10%) | 122 m² | $3,900/m² | 474,000 |
| **Unenclosed Covered Area (UCA)** | **m²** | | |
| Unenclosed Covered Area | m² | | 0 |
| **External Areas** | **4664 m²** | | |
| Carpark (75 spaces) | 1500 m² | $250/m² | 375,000 |
| Playground | 800 m² | $750/m² | 600,000 |
| Kindergarten Outdoor Play | 900 m² | $750/m² | 675,000 |
| Landscaping | 1464 m² | $40/m² | 59,000 |
| **External Works and Services** | | | |
| External Works | 10.00% | | 710,000 |
| External Services | 5.00% | | 355,000 |
| Site and services infrastructure upgrades | 2.50% | | 196,000 |
| **Gross Floor Area (GFA = FECA + UCA)** | **1337 m²** | | 8,361,000 |

# COMMUNITY FACILITY 2

Melbourne Quantity Surveyors

29 September 2025

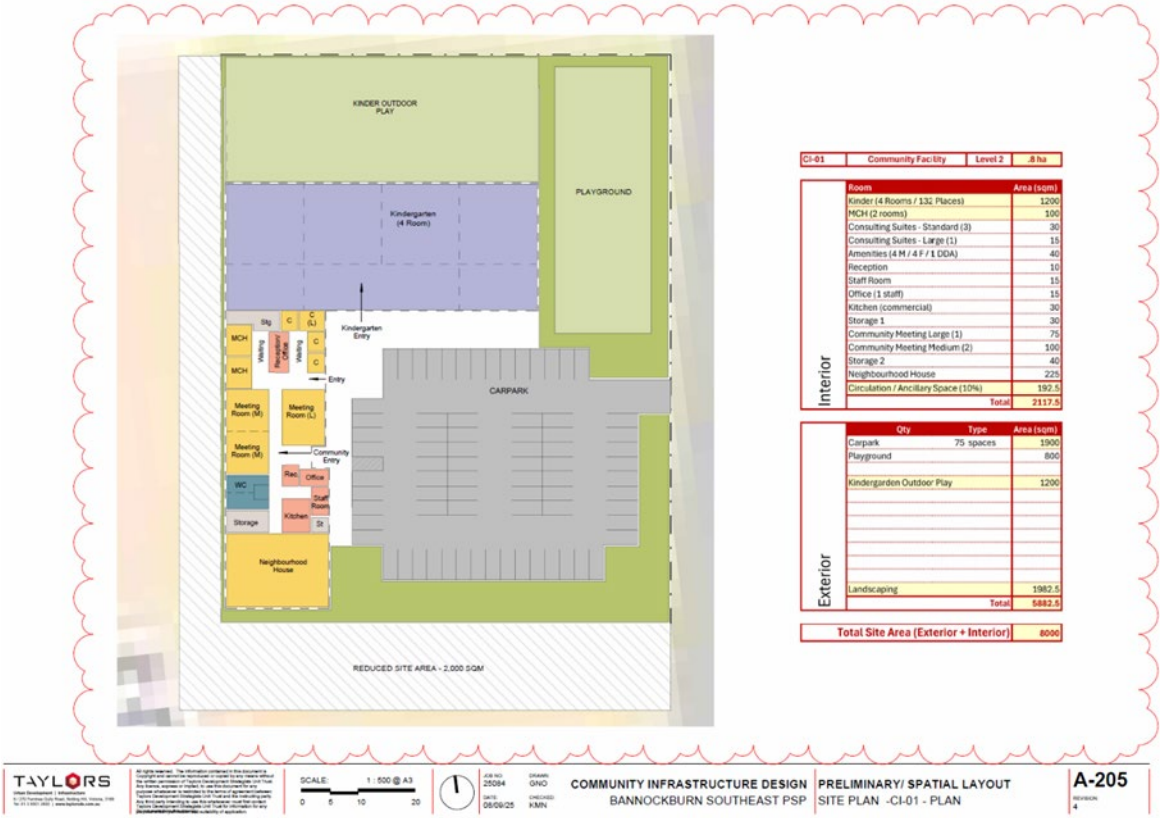
**Bannockburn South East Precinct**
**Community Infrastructure Design**
**Bannockburn VIC**

Cost Plan A
Revision D
Masterplan

| BUILDING AREAS | AREA (m2) |
|---|---|
| Fully Enclosed Covered Areas (FECA) | 1337 m² |
| Unenclosed Covered Areas (UCA) | m² |
| Gross Floor Areas (GFA) (FECA + UCA) | 1337 m² |

| | Quantity | $/m2 | Total |
|---|---|---|---|
| **COST PLAN SUMMARY** | | | |
| **CONSTRUCTION COST SUMMARY** | | | |
| Total Building Cost | 1337 m² | $4034/m² | 5,391,000 |
| External Works and Services | 1337 m² | $2222/m² | 2,970,000 |
| **NET CONSTRUCTION COST (NCC) (ex GST) (Sep, 2025)** | | **$6255.89/m²GFA** | **8,361,000** |
| **CONTINGENCIES AND ALLOWANCES** | | | |
| Environmentally sustainable design initiatives | 2.00% | | 168,000 |
| Locality allowance | 0.50% | | 42,000 |
| Additional costs for staging of the works | | | excluded |
| Additional costs for procurement method | | | excluded |
| Contingency | 15.00% | | 1,255,000 |
| **TOTAL CONSTRUCTION COST (TCC) (ex GST) (Sep, 2025)** | | **$7352.04/m²GFA** | **9,826,000** |
| **FEES, FFE, IT AND OTHER CLIENT ITEMS** | | | |
| Council fees | 1.00% | | 98,000 |
| Supply authority and headworks charges | 0.00% | | excluded |
| Traffic management | 2.00% | | 197,000 |
| Environmental Management | 0.50% | | 49,000 |
| Survey/Design | 5.00% | | 491,000 |
| Supervision & project management | 9.00% | | 884,000 |
| Site establishment | 2.50% | | 246,000 |
| FF&E including furniture, window dressings & equipment etc | 2.50% | | 246,000 |
| Automation, IT, AV and communications equipment | 0.50% | | 49,000 |
| Disbursements | | | excluded |
| Management support costs | | | excluded |
| Decanting, relocation and temporary accommodation | | | excluded |
| **TOTAL PROJECT COST (TPC) (ex GST) (Sep, 2025)** | | **$9043.02/m²GFA** | **12,086,000** |
| **ESCALATION AND GST** | | | |
| Cost Escalation | | | |
| Escalation rate 3.00% — Market conditions 0.00% | | | |
| Up To — Date — Months — %/Year — Weighting | | | |
| Tender — Sep, 25 — 0 — 3.50% — 100% | 0.00% | | excluded |
| Completion — Sep, 25 — 0 — 3.50% — 70% | 0.00% | | excluded |
| Goods and services tax | 10.00% | | excluded |
| **NET CONSTRUCTION COST (NCC) (Inc GST) (Sep, 2025)** | | **$9043.02/m²GFA** | **12,086,000** |
| **TOTAL END COST (TEC) (Sep, 2025)** | **1337 m²** | | **12,086,000** |

### 9.1.3 CI-02 Level 1 Community facility



# COMMUNITY FACILITY 1

Melbourne Quantity Surveyors

29 September 2025

**Bannockburn South East Precinct**
**Community Infrastructure Design**
**Bannockburn VIC**

Cost Plan A
Revision D
Masterplan

| BUILDING AREAS | AREA (m2) |
|---|---|
| Fully Enclosed Covered Areas (FECA) | 2118 m² |
| Unenclosed Covered Areas (UCA) | m² |
| Gross Floor Areas (GFA) (FECA + UCA) | 2118 m² |

| | Quantity | $/m2 | Total |
|---|---|---|---|
| **COST PLAN SUMMARY** | | | |
| **CONSTRUCTION AREA SUMMARY** | | | |
| **Fully Enclosed Covered Area (FECA)** | **2118 m²** | | |
| Kinder (3 Rooms / 132 Places) | 1200 m² | $3,900/m² | 4,680,000 |
| MCH (3 rooms) | 100 m² | $4,100/m² | 410,000 |
| Consulting Suites - Standard (3) | 30 m² | $4,300/m² | 129,000 |
| Consulting Suites - Large (1) | 15 m² | $4,300/m² | 65,000 |
| Amenities (4 M / 4 F / 1 DDA) | 40 m² | $5,500/m² | 220,000 |
| Reception | 10 m² | $4,800/m² | 48,000 |
| Staff Room | 15 m² | $4,200/m² | 63,000 |
| Office (1 staff) | 15 m² | $4,100/m² | 62,000 |
| Kitchen (commercial) | 30 m² | $6,800/m² | 204,000 |
| Storage 1 | 30 m² | $3,700/m² | 111,000 |
| Community Meeting Large (1) | 75 m² | $3,900/m² | 293,000 |
| Community Meeting Medium (2) | 100 m² | $3,900/m² | 390,000 |
| Storage 2 | 40 m² | $3,700/m² | 148,000 |
| Neighbourhood House | 225 m² | $3,900/m² | 878,000 |
| Circulation / Ancillary Space (10%) | 193 m² | $3,900/m² | 751,000 |
| **Unenclosed Covered Area (UCA)** | **m²** | | |
| Unenclosed Covered Area | m² | | 0 |
| **External Areas** | **5883 m²** | | |
| Carpark (75 spaces) | 1900 m² | $250/m² | 475,000 |
| Playground | 800 m² | $750/m² | 600,000 |
| Kindergarten Outdoor Play | 1200 m² | $750/m² | 900,000 |
| Landscaping | 1983 m² | $40/m² | 80,000 |
| **External Works and Services** | | | |
| External Works | 10.00% | | 1,051,000 |
| External Services | 5.00% | | 526,000 |
| Site and services infrastructure upgrades | 2.50% | | 289,000 |
| **Gross Floor Area (GFA = FECA + UCA)** | **2118 m²** | | **12,373,000** |

# COMMUNITY FACILITY 1

Melbourne Quantity Surveyors

29 September 2025

**Bannockburn South East Precinct**
**Community Infrastructure Design**
**Bannockburn VIC**

Cost Plan A
Revision D
Masterplan

| BUILDING AREAS | AREA (m2) |
|---|---|
| Fully Enclosed Covered Areas (FECA) | 2118 m² |
| Unenclosed Covered Areas (UCA) | m² |
| Gross Floor Areas (GFA) (FECA + UCA) | 2118 m² |

| | Quantity | $/m2 | Total |
|---|---|---|---|
| **COST PLAN SUMMARY** | | | |
| **CONSTRUCTION COST SUMMARY** | | | |
| Total Building Cost | 2118 m² | $3991/m² | 8,452,000 |
| External Works and Services | 2118 m² | $1852/m² | 3,921,000 |
| **NET CONSTRUCTION COST (NCC) (ex GST) (Sep, 2025)** | | **$5843.21/m²GFA** | **12,373,000** |
| **CONTINGENCIES AND ALLOWANCES** | | | |
| Environmentally sustainable design initiatives | 2.00% | | 248,000 |
| Locality allowance | 0.50% | | 62,000 |
| Additional costs for staging of the works | | | excluded |
| Additional costs for procurement method | | | excluded |
| Contingency | 15.00% | | 1,856,000 |
| **TOTAL CONSTRUCTION COST (TCC) (ex GST) (Sep, 2025)** | | **$6866.12/m²GFA** | **14,539,000** |
| **FEES, FFE, IT AND OTHER CLIENT ITEMS** | | | |
| Council fees | 1.00% | | 145,000 |
| Supply authority and headworks charges | 0.00% | | excluded |
| Traffic management | 2.00% | | 291,000 |
| Environmental Management | 0.50% | | 73,000 |
| Survey/Design | 5.00% | | 727,000 |
| Supervision & project management | 9.00% | | 1,309,000 |
| Site establishment | 2.50% | | 363,000 |
| FF&E including furniture, window dressings & equipment etc | 2.50% | | 363,000 |
| Automation, IT, AV and communications equipment | 0.50% | | 73,000 |
| Disbursements | | | excluded |
| Management support costs | | | excluded |
| Decanting, relocation and temporary accommodation | | | excluded |
| **TOTAL PROJECT COST (TPC) (ex GST) (Sep, 2025)** | | **$8445.34/m²GFA** | **17,883,000** |
| **ESCALATION AND GST** | | | |
| Cost Escalation | | | |

| Escalation rate | 3.00% | Market conditions | | 0.00% |
|---|---|---|---|---|
| Up To | Date | Months | %/Year | Weighting |
| Tender | Sep, 25 | 0 | 3.50% | 100% |
| Completion | Sep, 25 | 0 | 3.50% | 70% |

| | | | |
|---|---|---|---|
| | 0.00% | | excluded |
| | 0.00% | | excluded |
| Goods and services tax | 10.00% | | excluded |
| **NET CONSTRUCTION COST (NCC) (Inc GST) (Sep, 2025)** | | **$8445.34/m²GFA** | **17,883,000** |
| **TOTAL END COST (TEC) (Sep, 2025)** | **2118 m²** | | **17,883,000** |

### 9.1.4 IR-01 Indoor Recreation Centre (2 court)




| IR-01 | Indoor Recreation Centre | .6 ha |
|---|---|---|

Interior

| Room | Area (sqm) |
|---|---|
| Multi Purpose Courts (2) | 1700 |
| Stands | 100 |
| Change Rooms (4) | 200 |
| Umpire Room (2) | 40 |
| First Aid | 15 |
| Amenities (4M / 4F / 1 DDA) | 40 |
| Office (3 staff) | 30 |
| Kiosk / Kitchen (small) | 20 |
| Storage | 120 |
| Multi Purpose Room / Club Room (dividable) | 100 |
| Circulation / Ancillary Space (10%) | 67 |
| **Total** | **2432** |

Exterior

| | Qty | Type | Area (sqm) |
|---|---|---|---|
| Carpark | 45 | spaces | 1170 |
| Half Court (multipurpose) | | | 425 |
| Landscaping | | | 1973 |
| **Total** | | | **3568** |

| Total Site Area (Exterior + Interior) | 6000 |
|---|---|

TAYLORS

SCALE: 1 : 500 @ A3 (0 5 10 20)

JOB NO: 25084 DRAWN: GNO DATE: 25/02/25 CHECKED: KMN

COMMUNITY INFRASTRUCTURE DESIGN
BANNOCKBURN SOUTHEAST PSP

PRELIMINARY/ SPATIAL LAYOUT
SITE PLAN -IR-01 PLAN

A-204 REVISION 2

# INDOOR RECREATION CENTRE

Melbourne Quantity Surveyors

29 September 2025

**Bannockburn South East Precinct**
**Community Infrastructure Design**
**Bannockburn VIC**

Cost Plan A
Revision D
Masterplan

| BUILDING AREAS | AREA (m2) |
|---|---|
| Fully Enclosed Covered Areas (FECA) | 2432 m² |
| Unenclosed Covered Areas (UCA) | m² |
| Gross Floor Areas (GFA) (FECA + UCA) | 2432 m² |

| | Quantity | $/m2 | Total |
|---|---|---|---|
| **COST PLAN SUMMARY** | | | |
| **CONSTRUCTION AREA SUMMARY** | | | |
| **Fully Enclosed Covered Area (FECA)** | **2432 m²** | | |
| Multi Purpose Courts (2) | 1700 m² | $3,300/m² | 5,610,000 |
| Stands | 100 m² | $3,550/m² | 355,000 |
| Change Rooms (4) | 200 m² | $4,200/m² | 840,000 |
| Umpires Rooms (2) | 40 m² | $4,200/m² | 168,000 |
| First Aid | 15 m² | $4,100/m² | 62,000 |
| Amenities (4M / 4F / 1 DDA) | 40 m² | $6,500/m² | 260,000 |
| Office (3 Staff) | 30 m² | $3,750/m² | 113,000 |
| Kiosk/Kitchen (small) | 20 m² | $6,500/m² | 130,000 |
| Storage 1 | 120 m² | $3,700/m² | 444,000 |
| Multipurpose Room / Club Room (dividable) | 100 m² | $3,900/m² | 390,000 |
| Circulation / Ancillary Space (10%) | 67 m² | $3,350/m² | 225,000 |
| **Unenclosed Covered Area (UCA)** | **m²** | | |
| Unenclosed Covered Area | m² | | 0 |
| **External Areas** | **3568 m²** | | |
| Carpark | 1170 m² | $250/m² | 293,000 |
| Half Court (multipurpose) | 425 m² | $250/m² | 107,000 |
| Landscaping | 1973 m² | $40/m² | 79,000 |
| **External Works and Services** | | | |
| External Works | 10.00% | | 908,000 |
| External Services | 5.00% | | 454,000 |
| Site and services infrastructure upgrades | 2.50% | | 250,000 |
| **Gross Floor Area (GFA = FECA + UCA)** | **2432 m²** | | **10,688,000** |

# INDOOR RECREATION CENTRE

Melbourne Quantity Surveyors

29 September 2025

**Bannockburn South East Precinct**
**Community Infrastructure Design**
**Bannockburn VIC**

Cost Plan A
Revision D
Masterplan

| BUILDING AREAS | AREA (m2) |
|---|---|
| Fully Enclosed Covered Areas (FECA) | 2432 m² |
| Unenclosed Covered Areas (UCA) | m² |
| Gross Floor Areas (GFA) (FECA + UCA) | 2432 m² |

| | Quantity | $/m2 | Total |
|---|---|---|---|
| **COST PLAN SUMMARY** | | | |
| **CONSTRUCTION COST SUMMARY** | | | |
| Total Building Cost | 2432 m² | $3535/m² | 8,597,000 |
| External Works and Services | 2432 m² | $860/m² | 2,091,000 |
| **NET CONSTRUCTION COST (NCC) (ex GST) (Sep, 2025)** | | **$4394.74/m²GFA** | **10,688,000** |
| **CONTINGENCIES AND ALLOWANCES** | | | |
| Environmentally sustainable design initiatives | 2.00% | | 214,000 |
| Locality allowance | 0.50% | | 54,000 |
| Additional costs for staging of the works | | | excluded |
| Additional costs for procurement method | | | excluded |
| Contingency | 15.00% | | 1,604,000 |
| **TOTAL CONSTRUCTION COST (TCC) (ex GST) (Sep, 2025)** | | **$5164.47/m²GFA** | **12,560,000** |
| **FEES, FFE, IT AND OTHER CLIENT ITEMS** | | | |
| Council fees | 1.00% | | 126,000 |
| Supply authority and headworks charges | 0.00% | | excluded |
| Traffic management | 2.00% | | 251,000 |
| Environmental Management | 0.50% | | 63,000 |
| Survey/Design | 5.00% | | 628,000 |
| Supervision & project management | 9.00% | | 1,130,000 |
| Site establishment | 2.50% | | 314,000 |
| FF&E including furniture, window dressings & equipment etc | 2.50% | | 314,000 |
| Automation, IT, AV and communications equipment | 0.50% | | 63,000 |
| Disbursements | | | excluded |
| Management support costs | | | excluded |
| Decanting, relocation and temporary accommodation | | | excluded |
| **TOTAL PROJECT COST (TPC) (ex GST) (Sep, 2025)** | | **$6352.38/m²GFA** | **15,449,000** |
| **ESCALATION AND GST** | | | |
| Cost Escalation | | | |

| Escalation rate | 3.00% | Market conditions | | 0.00% |
|---|---|---|---|---|
| Up To | Date | Months | %/Year | Weighting | |
| Tender | Sep, 25 | 0 | 3.50% | 100% | 0.00% | excluded |
| Completion | Sep, 25 | 0 | 3.50% | 70% | 0.00% | excluded |

| | | | |
|---|---|---|---|
| Goods and services tax | 10.00% | | excluded |
| **NET CONSTRUCTION COST (NCC) (Inc GST) (Sep, 2025)** | | **$6352.38/m²GFA** | **15,449,000** |
| **TOTAL END COST (TEC) (Sep, 2025)** | **2432 m²** | | **15,449,000** |

### 9.1.5 SR-01 Sports Reserve (partially within transmission easement)




| SR-01 | Sports Reserve | 5.6 ha |
|---|---|---|

**Pavilion**

| Room | Area (sqm) |
|---|---|
| Change Rooms (6) incl amenities | 440 |
| Umpire Rooms (3) incl amenities | 90 |
| Storage | 60 |
| Office | 30 |
| Canteen/Kitchen (incl Dry Store) | 50 |
| Cold Store | 10 |
| Public Toilets (4 UNISEX; 1 DDA) | 20 |
| First Aid | 15 |
| Bar / Servery | 25 |
| Club Room | 200 |
| Circulation (10%) | 94 |
| Total | 1034 |

**Reserve**

| | Qty | Type | Area (sqm) |
|---|---|---|---|
| Oval (AFL / Cricket / Soccer - Large) | 1 | | 22000 |
| Soccer Field | 1 | | 8500 |
| | | | 0 |
| Carpark | 120 | spaces | 2880 |
| Covered Spectator Area | | | 80 |
| Pedestrian Path Networks / Hardstand | | | 1000 |
| Internal Access Roads | | | 1350 |
| Landscaping (including easement) | | | 19156 |
| Total | | | 54966 |

| Total Site Area (Pavilion + Reserve) | 56000 |
|---|---|

**Ancillary Items**

| | Qty | Type |
|---|---|---|
| Cricket Pitch (turf) | 1 | |
| Practice Nets (2x lanes) | 1 | |
| Goals (AFL) | 2 | sets |
| Lighting | 6 | |
| Signage | 15 | |
| Site Boundary fencing | 1000 | m |
| Driveway crossing | 1 | |
| Utility Service connection | 1 | |
| Drainage | 1 | TBC |
| Interchange shelters | 5 | |
| Furniture | 10 | |
| Safety Netting | 2 | |
| Irrigation for Turf Surface | 30500 | m2 |
| Score Board | 2 | |

TAYLORS

SCALE: 1 : 2000 @ A3 (0 20 40 80)

JOB NO: 25094 | DRAWN: GNO | DATE: 08/09/25 | CHECKED: KMN

COMMUNITY INFRASTRUCTURE DESIGN
BANNOCKBURN SOUTHEAST PSP

PRELIMINARY/ SPATIAL LAYOUT
SITE PLAN -SR-01

A-201 REVISION 4

## SPORTS RESERVE 1

Melbourne Quantity Surveyors

29 September 2025

**Bannockburn South East Precinct**
**Community Infrastructure Design**
**Bannockburn VIC**

Cost Plan A
Revision D
Masterplan

| BUILDING AREAS | AREA (m2) |
|---|---|
| Fully Enclosed Covered Areas (FECA) | 1034 m² |
| Unenclosed Covered Areas (UCA) | m² |
| Gross Floor Areas (GFA) (FECA + UCA) | 1034 m² |

| | Quantity | $/m2 | Total |
|---|---|---|---|
| **COST PLAN SUMMARY** | | | |
| **CONSTRUCTION AREA SUMMARY** | | | |
| **Fully Enclosed Covered Area (FECA)** | **1034 m²** | | |
| Change Rooms (6) including amenities | 440 m² | $4,200/m² | 1,848,000 |
| Umpire Rooms (6) including amenities | 90 m² | $4,400/m² | 396,000 |
| Storage | 60 m² | $3,350/m² | 201,000 |
| Office | 30 m² | $3,750/m² | 113,000 |
| Canteen/Kitchen (including Dry Store) | 50 m² | $6,500/m² | 325,000 |
| Cold Store | 10 m² | $4,300/m² | 43,000 |
| Public Toilets (4 unisex; 1 DDA) | 20 m² | $6,500/m² | 130,000 |
| First Aid | 15 m² | $4,100/m² | 62,000 |
| Bar/Servery | 25 m² | $6,000/m² | 150,000 |
| Club Room | 200 m² | $3,750/m² | 750,000 |
| Circulation / Ancillary Space (10%) | 94 m² | $3,350/m² | 315,000 |
| **Unenclosed Covered Area (UCA)** | **m²** | | |
| Unenclosed Covered Area | m² | | 0 |
| **External Works and Services** | | | |
| External Works | 10.00% | | 434,000 |
| External Services | 5.00% | | 217,000 |
| Site and services infrastructure upgrades | 2.50% | | 120,000 |
| **Gross Floor Area (GFA = FECA + UCA)** | **1034 m²** | | **5,104,000** |

**Melbourne Quantity Surveyors Pty Ltd**
A: 28 Webb Street, Warrandyte 3113
P: (03) 9068 3950

## SPORTS RESERVE 1

Melbourne Quantity Surveyors

29 September 2025

**Bannockburn South East Precinct**
**Community Infrastructure Design**
**Bannockburn VIC**

Cost Plan A
Revision D
Masterplan

| BUILDING AREAS | AREA (m2) |
|---|---|
| Fully Enclosed Covered Areas (FECA) | m² |
| Unenclosed Covered Areas (UCA) | m² |
| Gross Floor Areas (GFA) (FECA + UCA) | m² |

| | Quantity | $/m2 | Total |
|---|---|---|---|
| **COST PLAN SUMMARY** | | | |
| **CONSTRUCTION COST SUMMARY** | | | |
| Total Building Cost | m² | $0/m² | 0 |
| External Works and Services | 54966 m² | $125/m² | 6,846,000 |
| **NET CONSTRUCTION COST (NCC) (ex GST) (Sep, 2025)** | | | **6,846,000** |
| **CONTINGENCIES AND ALLOWANCES** | | | |
| Environmentally sustainable design initiatives | 2.00% | | 137,000 |
| Locality allowance | 0.50% | | 35,000 |
| Additional costs for staging of the works | | | excluded |
| Additional costs for procurement method | | | excluded |
| Construction contingency | 15.00% | | 1,027,000 |
| **TOTAL CONSTRUCTION COST (TCC) (ex GST) (Sep, 2025)** | | | **8,045,000** |
| **FEES, FFE, IT AND OTHER CLIENT ITEMS** | | | |
| Council fees | 1.00% | | 80,000 |
| Supply authority and headworks charges | 0.00% | | excluded |
| Traffic management | 2.00% | | 161,000 |
| Environmental Management | 0.50% | | 40,000 |
| Survey/Design | 5.00% | | 402,000 |
| Supervision & project management | 9.00% | | 724,000 |
| Site establishment | 2.50% | | 201,000 |
| FF&E including furniture, window dressings & equipment etc | 2.50% | | 201,000 |
| Automation, IT, AV and communications equipment | 0.50% | | 40,000 |
| Disbursements | | | excluded |
| Management support costs | | | excluded |
| Decanting, relocation and temporary accommodation | | | excluded |
| **TOTAL PROJECT COST (TPC) (ex GST) (Sep, 2025)** | | | **9,894,000** |
| **ESCALATION AND GST** | | | |
| Cost Escalation | | | |
| Escalation rate 3.00% — Market conditions — 0.00% | | | |
| Up To — Date — Months — %/Year — Weighting | | | |
| Tender — Sep, 25 — 0 — 3.50% — 100% | | 0.00% | excluded |
| Completion — Sep, 25 — 0 — 3.50% — 70% | | 0.00% | excluded |
| Goods and services tax | | 10.00% | excluded |
| **NET CONSTRUCTION COST (NCC) (Inc GST) (Sep, 2025)** | | | **9,894,000** |
| **TOTAL END COST (TEC) (Sep, 2025)** | | | **9,894,000** |

**Melbourne Quantity Surveyors Pty Ltd**
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P: (03) 9068 3950

## SPORTS RESERVE 1

Melbourne Quantity Surveyors

29 September 2025

**Bannockburn South East Precinct**
**Community Infrastructure Design**
**Bannockburn VIC**

Cost Plan A
Revision D
Masterplan

| BUILDING AREAS | AREA (m2) |
|---|---|
| Fully Enclosed Covered Areas (FECA) | 1034 m² |
| Unenclosed Covered Areas (UCA) | m² |
| Gross Floor Areas (GFA) (FECA + UCA) | 1034 m² |

| | Quantity | $/m2 | Total |
|---|---|---|---|
| **COST PLAN SUMMARY** | | | |
| **CONSTRUCTION COST SUMMARY** | | | |
| Total Building Cost | 1034 m² | $4191/m² | 4,333,000 |
| External Works and Services | 1034 m² | $746/m² | 771,000 |
| **NET CONSTRUCTION COST (NCC) (ex GST) (Sep, 2025)** | | $4936.17/m²GFA | 5,104,000 |
| **CONTINGENCIES AND ALLOWANCES** | | | |
| Environmentally sustainable design initiatives | 2.00% | | 103,000 |
| Locality allowance | 0.50% | | 26,000 |
| Additional costs for staging of the works | | | excluded |
| Additional costs for procurement method | | | excluded |
| Construction contingency | 15.00% | | 766,000 |
| **TOTAL CONSTRUCTION COST (TCC) (ex GST) (Sep, 2025)** | | $5801.74/m²GFA | 5,999,000 |
| **FEES, FFE, IT AND OTHER CLIENT ITEMS** | | | |
| Council fees | 1.00% | | 60,000 |
| Supply authority and headworks charges | 0.00% | | excluded |
| Traffic management | 2.00% | | 120,000 |
| Environmental Management | 0.50% | | 30,000 |
| Survey/Design | 5.00% | | 300,000 |
| Supervision & project management | 9.00% | | 540,000 |
| Site establishment | 2.50% | | 150,000 |
| FF&E including furniture, window dressings & equipment etc | 2.50% | | 150,000 |
| Automation, IT, AV and communications equipment | 0.50% | | 30,000 |
| Disbursements | | | excluded |
| Management support costs | | | excluded |
| Decanting, relocation and temporary accommodation | | | excluded |
| **TOTAL PROJECT COST (TPC) (ex GST) (Sep, 2025)** | | $7136.36/m²GFA | 7,379,000 |
| **ESCALATION AND GST** | | | |
| Cost Escalation | | | |

| Escalation rate | 3.00% | Market conditions | | 0.00% |
|---|---|---|---|---|
| Up To | Date | Months | %/Year | Weighting |
| Tender | Sep, 25 | 0 | 3.50% | 100% |
| Completion | Sep, 25 | 0 | 3.50% | 70% |

| | | | |
|---|---|---|---|
| | 0.00% | | excluded |
| | 0.00% | | excluded |
| Goods and services tax | 10.00% | | excluded |
| **NET CONSTRUCTION COST (NCC) (Inc GST) (Sep, 2025)** | | $7136.36/m²GFA | 7,379,000 |
| **TOTAL END COST (TEC) (Sep, 2025)** | 1034 m² | | 7,379,000 |

**Melbourne Quantity Surveyors Pty Ltd**
A: 28 Webb Street, Warrandyte 3113
P: (03) 9068 3950

## SPORTS RESERVE 1

Melbourne Quantity Surveyors

29 September 2025

**Bannockburn South East Precinct**
**Community Infrastructure Design**
**Bannockburn VIC**

Cost Plan A
Revision D
Masterplan

| BUILDING AREAS | AREA (m2) |
|---|---|
| Fully Enclosed Covered Areas (FECA) | m² |
| Unenclosed Covered Areas (UCA) | m² |
| Gross Floor Areas (GFA) (FECA + UCA) | m² |

| | Quantity | $/m2 | Total |
|---|---|---|---|
| **COST PLAN SUMMARY** | | | |
| **CONSTRUCTION AREA SUMMARY** | | | |
| **Fully Enclosed Covered Area (FECA)** | **m²** | | |
| Fully Enclosed Covered Area | m² | | 0 |
| **Unenclosed Covered Area (UCA)** | **m²** | | |
| Unenclosed Covered Area | m² | | 0 |
| **External Areas** | **54966 m²** | | |
| Oval (AFL/Cricket/Soccer - Large) | 22000 m² | $80/m² | 1,760,000 |
| Soccer Field | 8500 m² | $95/m² | 808,000 |
| Carpark | 2880 m² | $250/m² | 720,000 |
| Covered Spectator Area | 80 m² | $1,500/m² | 120,000 |
| Pedestrian Path Networks/Hardstand | 1000 m² | $110/m² | 110,000 |
| Internal Access Roads | 1350 m² | $180/m² | 243,000 |
| Landscaping | 19156 m² | $40/m² | 767,000 |
| **Ancillary Items** | | | |
| Cricket Pitch (turf) | 1 No | $25,000 | 25,000 |
| Practice Nets (2 lanes) | 1 No | $50,000 | 50,000 |
| Goals (AFL) | 2 No | $15,000 | 30,000 |
| Lighting | 6 No | $25,000 | 150,000 |
| Signage | 15 No | $1,000 | 15,000 |
| Site Boundary Fencing | 1000 m | $100 | 100,000 |
| Driveway Crossing | 1 No | $10,000 | 10,000 |
| Utility Service Connection | 1 No | $40,000 | 40,000 |
| Drainage | 1 No | $50,000 | 50,000 |
| Interchange Shelters | 5 No | $15,000 | 75,000 |
| Furniture | 10 No | $5,000 | 50,000 |
| Safety Netting | 2 No | $20,000 | 40,000 |
| Irrigation for Turf Surface | 30500 m² | $20 | 610,000 |
| Score Board | 2 No | $20,000 | 40,000 |
| **External Works and Services** | | | |
| External Works | 10.00% | | 582,000 |
| External Services | 5.00% | | 291,000 |
| Site and services infrastructure upgrades | 2.50% | | 160,000 |
| **Gross Floor Area (GFA = FECA + UCA)** | **m²** | | **6,846,000** |

**Melbourne Quantity Surveyors Pty Ltd**
A: 2B Webb Street, Warrandyte 3113
P: (03) 9068 3950

## SPORTS RESERVE 1

Melbourne Quantity Surveyors

29 September 2025

**Bannockburn South East Precinct**
**Community Infrastructure Design**
**Bannockburn VIC**

Cost Plan A
Revision D
Masterplan

| BUILDING AREAS | AREA (m2) |
|---|---|
| Fully Enclosed Covered Areas (FECA) | m² |
| Unenclosed Covered Areas (UCA) | m² |
| Gross Floor Areas (GFA) (FECA + UCA) | m² |

| | Quantity | $/m2 | Total |
|---|---|---|---|
| **COST PLAN SUMMARY** | | | |
| **CONSTRUCTION COST SUMMARY** | | | |
| Total Building Cost | m² | $0/m² | 0 |
| External Works and Services | 54966 m² | $125/m² | 6,846,000 |
| **NET CONSTRUCTION COST (NCC) (ex GST) (Sep, 2025)** | | | **6,846,000** |
| **CONTINGENCIES AND ALLOWANCES** | | | |
| Environmentally sustainable design initiatives | 2.00% | | 137,000 |
| Locality allowance | 0.50% | | 35,000 |
| Additional costs for staging of the works | | | excluded |
| Additional costs for procurement method | | | excluded |
| Construction contingency | 15.00% | | 1,027,000 |
| **TOTAL CONSTRUCTION COST (TCC) (ex GST) (Sep, 2025)** | | | **8,045,000** |
| **FEES, FFE, IT AND OTHER CLIENT ITEMS** | | | |
| Council fees | 1.00% | | 80,000 |
| Supply authority and headworks charges | 0.00% | | excluded |
| Traffic management | 2.00% | | 161,000 |
| Environmental Management | 0.50% | | 40,000 |
| Survey/Design | 5.00% | | 402,000 |
| Supervision & project management | 9.00% | | 724,000 |
| Site establishment | 2.50% | | 201,000 |
| FF&E including furniture, window dressings & equipment etc | 2.50% | | 201,000 |
| Automation, IT, AV and communications equipment | 0.50% | | 40,000 |
| Disbursements | | | excluded |
| Management support costs | | | excluded |
| Decanting, relocation and temporary accommodation | | | excluded |
| **TOTAL PROJECT COST (TPC) (ex GST) (Sep, 2025)** | | | **9,894,000** |
| **ESCALATION AND GST** | | | |
| Cost Escalation | | | |
| Escalation rate 3.00% — Market conditions — 0.00% | | | |
| Up To — Date — Months — %/Year — Weighting | | | |
| Tender — Sep, 25 — 0 — 3.50% — 100% | | 0.00% | excluded |
| Completion — Sep, 25 — 0 — 3.50% — 70% | | 0.00% | excluded |
| Goods and services tax | | 10.00% | excluded |
| **NET CONSTRUCTION COST (NCC) (Inc GST) (Sep, 2025)** | | | **9,894,000** |
| **TOTAL END COST (TEC) (Sep, 2025)** | | | **9,894,000** |

**Melbourne Quantity Surveyors Pty Ltd**
A: 2B Webb Street, Warrandyte 3113
P: (03) 9068 3950

### 9.1.6 SR-02 Sports Reserve




| SR-02 | Sports Reserve | 3.3 ha |
|---|---|---|

**Pavilion**

| Room | Area (sqm) |
|---|---|
| Change Rooms (6) incl amenities | 440 |
| Umpire Rooms (3) inc amenities | 90 |
| Storage | 60 |
| Office | 30 |
| Canteen/Kitchen (incl Dry Store) | 50 |
| Cold Store | 10 |
| Public Toilets (4 UNISEX; 1 DDA) | 20 |
| First Aid | 15 |
| Bar / Servery | 25 |
| Club Room | 200 |
| Circulation (10%) | 94 |
| Total | 1034 |

**Reserve**

| | Qty | Type | Area (sqm) |
|---|---|---|---|
| Athletics Track | 1 | | 4300 |
| Athletics Internal (multisport) | 1 | | 10200 |
| Carpark | 120 | spaces | 2880 |
| Covered Spectator Area | | | 80 |
| Pedestrian Path Networks / Hardstand | | | 1000 |
| Internal Access Roads | | | 1350 |
| Landscaping | | | 12156 |
| Total | | | 31966 |

| Total Site Area (Pavilion + Reserve) | 33000 |
|---|---|

**Ancillary Items**

| | Qty | Type |
|---|---|---|
| Cricket Pitch (turf) | 0 | |
| Practice Nets | 0 | |
| Goals (AFL) | 0 | sets |
| Lighting | 4 | |
| Signage | 15 | |
| Site Boundary fencing | 1100 | m |
| Driveway crossing | 1 | |
| Utility Service connection | 1 | |
| Drainage | 1 | TBC |
| Interchange shelters | 5 | |
| Furniture | 10 | |
| Safety Netting | 0 | |
| Irrigation for Turf Surface | 0 | m2 |
| Score Board | 2 | |

TAYLORS
Urban Development | Infrastructure

SCALE: 1 : 2000 @ A3
0 20 40 80

JOB NO: 25094 | DRAWN: GNO | DATE: 08/09/25 | CHECKED: KMN/KIB

COMMUNITY INFRASTRUCTURE DESIGN
BANNOCKBURN SOUTHEAST PSP

PRELIMINARY/ SPATIAL LAYOUT
SITE PLAN -SR-02

A-202
REVISION: 4

## SPORTS RESERVE 2

Melbourne Quantity Surveyors

29 September 2025

**Bannockburn South East Precinct**
**Community Infrastructure Design**
**Bannockburn VIC**

Cost Plan A
Revision D
Masterplan

| BUILDING AREAS | AREA (m2) |
|---|---|
| Fully Enclosed Covered Areas (FECA) | 1034 m² |
| Unenclosed Covered Areas (UCA) | m² |
| Gross Floor Areas (GFA) (FECA + UCA) | 1034 m² |

| | Quantity | $/m2 | Total |
|---|---|---|---|
| **COST PLAN SUMMARY** | | | |
| **CONSTRUCTION AREA SUMMARY** | | | |
| **Fully Enclosed Covered Area (FECA)** | **1034 m²** | | |
| Change Rooms (6) including amenities | 440 m² | $4,200/m² | 1,848,000 |
| Umpire Rooms (6) including amenities | 90 m² | $4,400/m² | 396,000 |
| Storage | 60 m² | $3,350/m² | 201,000 |
| Office | 30 m² | $3,750/m² | 113,000 |
| Canteen/Kitchen (including Dry Store) | 50 m² | $6,500/m² | 325,000 |
| Cold Store | 10 m² | $4,300/m² | 43,000 |
| Public Toilets (4 unisex; 1 DDA) | 20 m² | $6,500/m² | 130,000 |
| First Aid | 15 m² | $4,100/m² | 62,000 |
| Bar/Servery | 25 m² | $6,000/m² | 150,000 |
| Club Room | 200 m² | $3,750/m² | 750,000 |
| Circulation / Ancillary Space (10%) | 94 m² | $3,350/m² | 315,000 |
| **Unenclosed Covered Area (UCA)** | **m²** | | |
| Unenclosed Covered Area | m² | | 0 |
| **External Works and Services** | | | |
| External Works | 10.00% | | 434,000 |
| External Services | 5.00% | | 217,000 |
| Site and services infrastructure upgrades | 2.50% | | 120,000 |
| **Gross Floor Area (GFA = FECA + UCA)** | **1034 m²** | | **5,104,000** |

**Melbourne Quantity Surveyors Pty Ltd**
A: 28 Webb Street, Warrandyte 3113
P: (03) 9068 3950

## SPORTS RESERVE 2

Melbourne Quantity Surveyors

29 September 2025

**Bannockburn South East Precinct**
**Community Infrastructure Design**
**Bannockburn VIC**

Cost Plan A
Revision D
Masterplan

| BUILDING AREAS | AREA (m2) |
|---|---|
| Fully Enclosed Covered Areas (FECA) | 1034 m² |
| Unenclosed Covered Areas (UCA) | m² |
| Gross Floor Areas (GFA) (FECA + UCA) | 1034 m² |

| | Quantity | $/m2 | Total |
|---|---|---|---|
| **COST PLAN SUMMARY** | | | |
| **CONSTRUCTION COST SUMMARY** | | | |
| Total Building Cost | 1034 m² | $4191/m² | 4,333,000 |
| External Works and Services | 1034 m² | $746/m² | 771,000 |
| **NET CONSTRUCTION COST (NCC) (ex GST) (Sep, 2025)** | | $4936.17/m²GFA | **5,104,000** |
| **CONTINGENCIES AND ALLOWANCES** | | | |
| Environmentally sustainable design initiatives | 2.00% | | 103,000 |
| Locality allowance | 0.50% | | 26,000 |
| Additional costs for staging of the works | | | excluded |
| Additional costs for procurement method | | | excluded |
| Contingency | 15.00% | | 766,000 |
| **TOTAL CONSTRUCTION COST (TCC) (ex GST) (Sep, 2025)** | | $5801.74/m²GFA | **5,999,000** |
| **FEES, FFE, IT AND OTHER CLIENT ITEMS** | | | |
| Council fees | 1.00% | | 60,000 |
| Supply authority and headworks charges | 0.00% | | excluded |
| Traffic management | 2.00% | | 120,000 |
| Environmental Management | 0.50% | | 30,000 |
| Survey/Design | 5.00% | | 300,000 |
| Supervision & project management | 9.00% | | 540,000 |
| Site establishment | 2.50% | | 150,000 |
| FF&E including furniture, window dressings & equipment etc | 2.50% | | 150,000 |
| Automation, IT, AV and communications equipment | 0.50% | | 30,000 |
| Disbursements | | | excluded |
| Management support costs | | | excluded |
| Decanting, relocation and temporary accommodation | | | excluded |
| **TOTAL PROJECT COST (TPC) (ex GST) (Sep, 2025)** | | $7136.36/m²GFA | **7,379,000** |
| **ESCALATION AND GST** | | | |
| Cost Escalation | | | |
| Escalation rate 3.00% — Market conditions — 0.00% | | | |
| Up To: Date — Months — %/Year — Weighting | | | |
| Tender: Sep, 25 — 0 — 3.50% — 100% | 0.00% | | excluded |
| Completion: Sep, 25 — 0 — 3.50% — 70% | 0.00% | | excluded |
| Goods and services tax | 10.00% | | excluded |
| **NET CONSTRUCTION COST (NCC) (Inc GST) (Sep, 2025)** | | $7136.36/m²GFA | **7,379,000** |
| **TOTAL END COST (TEC) (Sep, 2025)** | 1034 m² | | 7,379,000 |

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P: (03) 9068 3950

## SPORTS RESERVE 2

Melbourne Quantity Surveyors

29 September 2025

**Bannockburn South East Precinct**
**Community Infrastructure Design**
**Bannockburn VIC**

Cost Plan A
Revision D
Masterplan

| BUILDING AREAS | AREA (m2) |
|---|---|
| Fully Enclosed Covered Areas (FECA) | m² |
| Unenclosed Covered Areas (UCA) | m² |
| Gross Floor Areas (GFA) (FECA + UCA) | m² |

| | Quantity | $/m2 | Total |
|---|---|---|---|
| **COST PLAN SUMMARY** | | | |
| **CONSTRUCTION AREA SUMMARY** | | | |
| **Fully Enclosed Covered Area (FECA)** | **m²** | | |
| Fully Enclosed Covered Area | m² | | 0 |
| **Unenclosed Covered Area (UCA)** | **m²** | | |
| Unenclosed Covered Area | m² | | 0 |
| **External Areas** | **31966 m²** | | |
| Athletics Track | 4300 m² | $350/m² | 1,505,000 |
| Athletics Internal (multisport) | 10200 m² | $250/m² | 2,550,000 |
| Carpark | 2880 m² | $250/m² | 720,000 |
| Covered Spectator Area | 80 m² | $1,500/m² | 120,000 |
| Pedestrian Path Networks/Hardstand | 1000 m² | $110/m² | 110,000 |
| Internal Access Roads | 1350 m² | $180/m² | 243,000 |
| Landscaping | 12156 m² | $40/m² | 487,000 |
| **Ancillary Items** | | | |
| Cricket Pitch (turf) | No | $25,000 | 0 |
| Practice Nets (2 lanes) | No | $50,000 | 0 |
| Goals (AFL) | No | $15,000 | 0 |
| Lighting | 4 No | $25,000 | 100,000 |
| Signage | 15 No | $1,000 | 15,000 |
| Site Boundary Fencing | 1100 m | $100 | 110,000 |
| Driveway Crossing | 1 No | $10,000 | 10,000 |
| Utility Service Connection | 1 No | $40,000 | 40,000 |
| Drainage | 1 No | $50,000 | 50,000 |
| Interchange Shelters | 5 No | $15,000 | 75,000 |
| Furniture | 10 No | $5,000 | 50,000 |
| Safety Netting | No | $20,000 | 0 |
| Irrigation for Turf Surface | m² | $20 | 0 |
| Score Board | 2 No | $20,000 | 40,000 |
| **External Works and Services** | | | |
| External Works | 10.00% | | 623,000 |
| External Services | 5.00% | | 312,000 |
| Site and services infrastructure upgrades | 2.50% | | 172,000 |
| **Gross Floor Area (GFA = FECA + UCA)** | **m²** | | **7,332,000** |

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## SPORTS RESERVE 2

Melbourne Quantity Surveyors

29 September 2025

**Bannockburn South East Precinct**
**Community Infrastructure Design**
**Bannockburn VIC**

Cost Plan A
Revision D
Masterplan

| BUILDING AREAS | AREA (m2) |
|---|---|
| Fully Enclosed Covered Areas (FECA) | m² |
| Unenclosed Covered Areas (UCA) | m² |
| Gross Floor Areas (GFA) (FECA + UCA) | m² |

| | Quantity | $/m2 | Total |
|---|---|---|---|
| **COST PLAN SUMMARY** | | | |
| **CONSTRUCTION COST SUMMARY** | | | |
| Total Building Cost | m² | $0/m² | 0 |
| External Works and Services | 31966 m² | $229/m² | 7,332,000 |
| **NET CONSTRUCTION COST (NCC) (ex GST) (Sep, 2025)** | | | **7,332,000** |
| **CONTINGENCIES AND ALLOWANCES** | | | |
| Environmentally sustainable design initiatives | 2.00% | | 147,000 |
| Locality allowance | 0.50% | | 37,000 |
| Additional costs for staging of the works | | | excluded |
| Additional costs for procurement method | | | excluded |
| Contingency | 15.00% | | 1,100,000 |
| **TOTAL CONSTRUCTION COST (TCC) (ex GST) (Sep, 2025)** | | | **8,616,000** |
| **FEES, FFE, IT AND OTHER CLIENT ITEMS** | | | |
| Council fees | 1.00% | | 86,000 |
| Supply authority and headworks charges | 0.00% | | excluded |
| Traffic management | 2.00% | | 172,000 |
| Environmental Management | 0.50% | | 43,000 |
| Survey/Design | 5.00% | | 431,000 |
| Supervision & project management | 9.00% | | 775,000 |
| Site establishment | 2.50% | | 215,000 |
| FF&E including furniture, window dressings & equipment etc | 2.50% | | 215,000 |
| Automation, IT, AV and communications equipment | 0.50% | | 43,000 |
| Disbursements | | | excluded |
| Management support costs | | | excluded |
| Decanting, relocation and temporary accommodation | | | excluded |
| **TOTAL PROJECT COST (TPC) (ex GST) (Sep, 2025)** | | | **10,596,000** |
| **ESCALATION AND GST** | | | |
| Cost Escalation | | | |
| Escalation rate 3.00% — Market conditions 0.00% | | | |
| Up To — Date — Months — %/Year — Weighting | | | |
| Tender — Sep, 25 — 0 — 3.50% — 100% | 0.00% | | excluded |
| Completion — Sep, 25 — 0 — 3.50% — 70% | 0.00% | | excluded |
| Goods and services tax | 10.00% | | excluded |
| **NET CONSTRUCTION COST (NCC) (Inc GST) (Sep, 2025)** | | | **10,596,000** |
| **TOTAL END COST (TEC) (Sep, 2025)** | m² | | 10,596,000 |

**Melbourne Quantity Surveyors Pty Ltd**
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P: (03) 9068 3950

## SPORTS RESERVE 2

Melbourne Quantity Surveyors

7 March 2025

**Bannockburn South East Precinct Community Infrastructure Design Bannockburn VIC**

Cost Plan A - Draft
Revision B
Masterplan

| BUILDING AREAS | AREA (m2) |
|---|---|
| Fully Enclosed Covered Areas (FECA) | 1034 m² |
| Unenclosed Covered Areas (UCA) | m² |
| Gross Floor Areas (GFA) (FECA + UCA) | 1034 m² |

| | Quantity | $/m2 | Total |
|---|---|---|---|
| **COST PLAN SUMMARY** | | | |
| **CONSTRUCTION AREA SUMMARY** | | | |
| **Fully Enclosed Covered Area (FECA)** | **1034 m²** | | |
| Change Rooms (6) including amenities | 440 m² | $4,200/m² | 1,848,000 |
| Umpire Rooms (6) including amenities | 90 m² | $4,400/m² | 396,000 |
| Storage | 60 m² | $3,350/m² | 201,000 |
| Office | 30 m² | $3,750/m² | 113,000 |
| Canteen/Kitchen (including Dry Store) | 50 m² | $6,500/m² | 325,000 |
| Cold Store | 10 m² | $4,300/m² | 43,000 |
| Public Toilets (4 unisex; 1 DDA) | 20 m² | $6,500/m² | 130,000 |
| First Aid | 15 m² | $4,100/m² | 62,000 |
| Bar/Servery | 25 m² | $6,000/m² | 150,000 |
| Club Room | 200 m² | $3,750/m² | 750,000 |
| Circulation / Ancillary Space (10%) | 94 m² | $3,350/m² | 315,000 |
| **Unenclosed Covered Area (UCA)** | **m²** | | |
| Unenclosed Covered Area | m² | | 0 |
| **External Areas** | **58966 m²** | | |
| Athletics Track | 4300 m² | $350/m² | 1,505,000 |
| Athletics Internal (multisport) | 10200 m² | $250/m² | 2,550,000 |
| Carpark | 2880 m² | $250/m² | 720,000 |
| Covered Spectator Area | 80 m² | $1,500/m² | 120,000 |
| Pedestrian Path Networks/Hardstand | 1000 m² | $110/m² | 110,000 |
| Internal Access Roads | 1350 m² | $180/m² | 243,000 |
| Landscaping | 39156 m² | $40/m² | 1,567,000 |
| **Ancillary Items** | | | |
| Cricket Pitch (turf) | No | $25,000 | 0 |
| Practice Nets (2 lanes) | No | $50,000 | 0 |
| Goals (AFL) | No | $15,000 | 0 |
| Lighting | 4 No | $25,000 | 100,000 |
| Signage | 15 No | $1,000 | 15,000 |
| Site Boundary Fencing | 1100 m | $100 | 110,000 |
| Driveway Crossing | 1 No | $10,000 | 10,000 |
| Utility Service Connection | 1 No | $40,000 | 40,000 |
| Drainage | 1 No | $50,000 | 50,000 |
| Interchange Shelters | 5 No | $15,000 | 75,000 |
| Furniture | 10 No | $5,000 | 50,000 |
| Safety Netting | No | $20,000 | 0 |
| Irrigation for Turf Surface | m² | $20 | 0 |
| Score Board | 2 No | $20,000 | 40,000 |

**Melbourne Quantity Surveyors Pty Ltd**
A: 2B Webb Street, Warrandyte 3113
P: (03) 9068 3950

## SPORTS RESERVE 2

Melbourne Quantity Surveyors

7 March 2025

**Bannockburn South East Precinct**
**Community Infrastructure Design**
**Bannockburn VIC**

Cost Plan A - Draft
Revision B
Masterplan

| BUILDING AREAS | AREA (m2) |
|---|---|
| Fully Enclosed Covered Areas (FECA) | 1034 m² |
| Unenclosed Covered Areas (UCA) | m² |
| Gross Floor Areas (GFA) (FECA + UCA) | 1034 m² |

| | Quantity | $/m2 | Total |
|---|---|---|---|
| **COST PLAN SUMMARY** | | | |
| **External Works and Services** | | | |
| External Works | 10.00% | | 1,164,000 |
| External Services | 5.00% | | 582,000 |
| Site and services infrastructure upgrades | 2.50% | | 321,000 |
| **Gross Floor Area (GFA = FECA + UCA)** | **1034 m²** | | **13,705,000** |
| **CONSTRUCTION COST SUMMARY** | | | |
| Total Building Cost | 1034 m² | $4191/m² | 4,333,000 |
| External Works and Services | 1034 m² | $9064/m² | 9,372,000 |
| **NET CONSTRUCTION COST (NCC) (ex GST) (Mar, 2025)** | | **$13254.35/m²GFA** | **13,705,000** |
| **CONTINGENCIES AND ALLOWANCES** | | | |
| Environmentally sustainable design initiatives | 5.00% | | excluded |
| Locality allowance | 0.50% | | 69,000 |
| Additional costs for staging of the works | | | excluded |
| Additional costs for procurement method | | | excluded |
| Design contingency | 10.00% | | 1,371,000 |
| Construction contingency | 10.00% | | 1,371,000 |
| **TOTAL CONSTRUCTION COST (TCC) (ex GST) (Mar, 2025)** | | **$15972.92/m²GFA** | **16,516,000** |
| **FEES, FFE, IT AND OTHER CLIENT ITEMS** | | | |
| Building Permit, Council and sundry fees | 1.00% | | 165,000 |
| Design Consultants' fees | 8.00% | | 1,321,000 |
| Project Management fees | 4.00% | | 661,000 |
| FF&E including furniture, window dressings & equipment etc | 2.50% | | 413,000 |
| Automation, IT, AV and communications equipment | 0.50% | | 83,000 |
| Supply authority and headworks charges | 1.00% | | 165,000 |
| Disbursements | | | excluded |
| Management support costs | | | excluded |
| Decanting, relocation and temporary accommodation | | | excluded |
| **TOTAL PROJECT COST (TPC) (ex GST) (Mar, 2025)** | | **$18688.59/m²GFA** | **19,324,000** |
| **ESCALATION AND GST** | | | |
| Cost Escalation | | | |
| Escalation rate 3.00% — Market conditions 0.00% | | | |
| Up To — Date — Months — %/Year — Weighting | | | |
| Tender — Mar, 27 — 24 — 3.50% — 100% | 7.00% | | 1,156,000 |
| Completion — Mar, 29 — 24 — 3.50% — 70% | 4.90% | | 809,000 |
| Goods and services tax | 10.00% | | 2,128,900 |
| **NET CONSTRUCTION COST (NCC) (Inc GST) (Mar, 2025)** | | **$22647.87/m²GFA** | **23,417,900** |
| **TOTAL END COST (TEC) (Mar, 2029)** | **1034 m²** | | **23,417,900** |

**Melbourne Quantity Surveyors Pty Ltd**
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### 9.1.7 SR-03 Sports Reserve




| SR-03 | Sports Reserve | 7.6 ha |
|---|---|---|

**Pavilion**

| Room | Area (sqm) |
|---|---|
| Change Rooms (8) incl amenities | 580 |
| Umpire Rooms:(4) incl amenities | 104 |
| Storage | 60 |
| Office | 30 |
| Canteen/Kitchen (incl Dry Store) | 50 |
| Cold Store | 10 |
| Public Toilets (4 UNISEX; 1 DDA) | 20 |
| First Aid | 15 |
| Bar / Servery | 25 |
| Club Room | 200 |
| Circulation (10%) | 110 |
| Total | 1204 |

**Reserve**

| | Qty | Type | Area (sqm) |
|---|---|---|---|
| Oval (AFL / Cricket - Large) | 2 | | 40000 |
| Soccer Field | 0 | | 0 |
| Netball / Tennis (multisport) | 5 | | 8500 |
| Carpark | 175 | spaces | 4200 |
| Covered Spectator Area | | | 120 |
| Pedestrian Path Networks / Hardstand | | | 1500 |
| Internal Access Roads | | | 1350 |
| Landscaping | | | 19126 |
| Total | | | 74796 |

| Total Site Area (Pavilion + Reserve) | 76000 |
|---|---|

**Ancillary Items**

| | Qty | Type |
|---|---|---|
| Cricket Pitch (turf) | 2 | |
| Practice Nets (3x lanes) | 1 | |
| Goals (AFL) | 4 | sets |
| Lighting | 10 | |
| Signage | 24 | |
| Site Boundary fencing | 1400 | m |
| Driveway crossing | 1 | |
| Utility Service connection | 1 | |
| Drainage | 1 | TBC |
| Interchange shelters | 8 | |
| Furniture | 20 | |
| Safety Netting | 4 | |
| Irrigation for Turf Surface | 40000 | m2 |
| Score Board | 4 | |

TAYLORS

SCALE: 1 : 2000 @ A3
0 20 40 80

JOB NO: 25094 DRAWN: GNO
DATE: 08/09/25 CHECKED: KMN

COMMUNITY INFRASTRUCTURE DESIGN
BANNOCKBURN SOUTHEAST PSP

PRELIMINARY/ SPATIAL LAYOUT
SITE PLAN -SR-03

A-203
REVISION 4

## SPORTS RESERVE 3

Melbourne Quantity Surveyors

29 September 2025

**Bannockburn South East Precinct**
**Community Infrastructure Design**
**Bannockburn VIC**

Cost Plan A
Revision D
Masterplan

| BUILDING AREAS | AREA (m2) |
|---|---|
| Fully Enclosed Covered Areas (FECA) | 1204 m² |
| Unenclosed Covered Areas (UCA) | m² |
| Gross Floor Areas (GFA) (FECA + UCA) | 1204 m² |

| | Quantity | $/m2 | Total |
|---|---|---|---|
| **COST PLAN SUMMARY** | | | |
| **CONSTRUCTION AREA SUMMARY** | | | |
| **Fully Enclosed Covered Area (FECA)** | **1204 m²** | | |
| Change Rooms (8) including amenities | 580 m² | $4,200/m² | 2,436,000 |
| Umpire Rooms (8) including amenities | 104 m² | $4,400/m² | 458,000 |
| Storage | 60 m² | $3,350/m² | 201,000 |
| Office | 30 m² | $3,750/m² | 113,000 |
| Canteen/Kitchen (including Dry Store) | 50 m² | $6,500/m² | 325,000 |
| Cold Store | 10 m² | $4,300/m² | 43,000 |
| Public Toilets (4 unisex; 1 DDA) | 20 m² | $6,500/m² | 130,000 |
| First Aid | 15 m² | $4,100/m² | 62,000 |
| Bar/Servery | 25 m² | $6,000/m² | 150,000 |
| Club Room | 200 m² | $3,750/m² | 750,000 |
| Circulation / Ancillary Space (10%) | 110 m² | $3,350/m² | 369,000 |
| **Unenclosed Covered Area (UCA)** | **m²** | | |
| Unenclosed Covered Area | m² | | 0 |
| **External Works and Services** | | | |
| External Works | 10.00% | | 504,000 |
| External Services | 5.00% | | 252,000 |
| Site and services infrastructure upgrades | 2.50% | | 139,000 |
| **Gross Floor Area (GFA = FECA + UCA)** | **1204 m²** | | **5,932,000** |

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| BUILDING AREAS | AREA (m2) |
|---|---|
| Fully Enclosed Covered Areas (FECA) | 1204 m² |
| Unenclosed Covered Areas (UCA) | m² |
| Gross Floor Areas (GFA) (FECA + UCA) | 1204 m² |

| | Quantity | $/m2 | Total |
|---|---|---|---|
| **COST PLAN SUMMARY** | | | |
| **CONSTRUCTION COST SUMMARY** | | | |
| Total Building Cost | 1204 m² | $4184/m² | 5,037,000 |
| External Works and Services | 1204 m² | $743/m² | 895,000 |
| **NET CONSTRUCTION COST (NCC) (ex GST) (Sep, 2025)** | | $4926.91/m²GFA | **5,932,000** |
| **CONTINGENCIES AND ALLOWANCES** | | | |
| Environmentally sustainable design initiatives | 2.00% | | 119,000 |
| Locality allowance | 0.50% | | 30,000 |
| Additional costs for staging of the works | | | excluded |
| Additional costs for procurement method | | | excluded |
| Contingency | 15.00% | | 890,000 |
| **TOTAL CONSTRUCTION COST (TCC) (ex GST) (Sep, 2025)** | | $5789.87/m²GFA | **6,971,000** |
| **FEES, FFE, IT AND OTHER CLIENT ITEMS** | | | |
| Council fees | 1.00% | | 70,000 |
| Supply authority and headworks charges | 0.00% | | excluded |
| Traffic management | 2.00% | | 139,000 |
| Environmental Management | 0.50% | | 35,000 |
| Survey/Design | 5.00% | | 349,000 |
| Supervision & project management | 9.00% | | 627,000 |
| Site establishment | 2.50% | | 174,000 |
| FF&E including furniture, window dressings & equipment etc | 2.50% | | 174,000 |
| Automation, IT, AV and communications equipment | 0.50% | | 35,000 |
| Disbursements | | | excluded |
| Management support costs | | | excluded |
| Decanting, relocation and temporary accommodation | | | excluded |
| **TOTAL PROJECT COST (TPC) (ex GST) (Sep, 2025)** | | $7121.26/m²GFA | **8,574,000** |
| **ESCALATION AND GST** | | | |
| Cost Escalation | | | |
| Escalation rate 3.00% — Market conditions 0.00% | | | |
| Up To: Tender — Date: Sep, 25 — Months: 0 — %/Year: 3.50% — Weighting: 100% | 0.00% | | excluded |
| Up To: Completion — Date: Sep, 25 — Months: 0 — %/Year: 3.50% — Weighting: 70% | 0.00% | | excluded |
| Goods and services tax | 10.00% | | excluded |
| **NET CONSTRUCTION COST (NCC) (Inc GST) (Sep, 2025)** | | $7121.26/m²GFA | **8,574,000** |
| **TOTAL END COST (TEC) (Sep, 2025)** | 1204 m² | | 8,574,000 |

**Melbourne Quantity Surveyors Pty Ltd**
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## SPORTS RESERVE 3

Melbourne Quantity Surveyors

29 September 2025

**Bannockburn South East Precinct**
**Community Infrastructure Design**
**Bannockburn VIC**

Cost Plan A
Revision D
Masterplan

| BUILDING AREAS | AREA (m2) |
|---|---|
| Fully Enclosed Covered Areas (FECA) | m² |
| Unenclosed Covered Areas (UCA) | m² |
| Gross Floor Areas (GFA) (FECA + UCA) | m² |

| | Quantity | $/m2 | Total |
|---|---|---|---|
| **COST PLAN SUMMARY** | | | |
| **CONSTRUCTION AREA SUMMARY** | | | |
| **Fully Enclosed Covered Area (FECA)** | **m²** | | |
| Fully Enclosed Covered Area | m² | | 0 |
| **Unenclosed Covered Area (UCA)** | **m²** | | |
| Unenclosed Covered Area | m² | | 0 |
| **External Areas** | **74796 m²** | | |
| Oval (AFL/Cricket/Soccer - Large) | 40000 m² | $80/m² | 3,200,000 |
| Soccer Field | m² | $95/m² | 0 |
| Netball/Tennis (multisport) | 8500 m² | $350/m² | 2,975,000 |
| Carpark | 4200 m² | $250/m² | 1,050,000 |
| Covered Spectator Area | 120 m² | $1,500/m² | 180,000 |
| Pedestrian Path Networks/Hardstand | 1500 m² | $110/m² | 165,000 |
| Internal Access Roads | 1350 m² | $180/m² | 243,000 |
| Landscaping | 19126 m² | $40/m² | 766,000 |
| **Ancillary Items** | | | |
| Cricket Pitch (turf) | 2 No | $25,000 | 50,000 |
| Practice Nets (3 lanes) | 1 No | $50,000 | 50,000 |
| Goals (AFL) | 4 No | $15,000 | 60,000 |
| Lighting | 10 No | $25,000 | 250,000 |
| Signage | 24 No | $1,000 | 24,000 |
| Site Boundary Fencing | 1400 m | $100 | 140,000 |
| Driveway Crossing | 1 No | $10,000 | 10,000 |
| Utility Service Connection | 1 No | $40,000 | 40,000 |
| Drainage | 1 No | $50,000 | 50,000 |
| Interchange Shelters | 8 No | $15,000 | 120,000 |
| Furniture | 20 No | $5,000 | 100,000 |
| Safety Netting | 4 No | $20,000 | 80,000 |
| Irrigation for Turf Surface | 40000 m² | $20 | 800,000 |
| Score Board | 4 No | $20,000 | 80,000 |
| **External Works and Services** | | | |
| External Works | 10.00% | | 1,044,000 |
| External Services | 5.00% | | 522,000 |
| Site and services infrastructure upgrades | 2.50% | | 287,000 |
| **Gross Floor Area (GFA = FECA + UCA)** | **m²** | | **12,286,000** |

**Melbourne Quantity Surveyors Pty Ltd**
A: 28 Webb Street, Warrandyte 3113
P: (03) 9068 3950

## SPORTS RESERVE 3

Melbourne Quantity Surveyors

29 September 2025

**Bannockburn South East Precinct**
**Community Infrastructure Design**
**Bannockburn VIC**

Cost Plan A
Revision D
Masterplan

| BUILDING AREAS | AREA (m2) |
|---|---|
| Fully Enclosed Covered Areas (FECA) | m² |
| Unenclosed Covered Areas (UCA) | m² |
| Gross Floor Areas (GFA) (FECA + UCA) | m² |

| | Quantity | $/m2 | Total |
|---|---|---|---|
| **COST PLAN SUMMARY** | | | |
| **CONSTRUCTION COST SUMMARY** | | | |
| Total Building Cost | m² | $0/m² | 0 |
| External Works and Services | 74796 m² | $164/m² | 12,286,000 |
| **NET CONSTRUCTION COST (NCC) (ex GST) (Sep, 2025)** | | | **12,286,000** |
| **CONTINGENCIES AND ALLOWANCES** | | | |
| Environmentally sustainable design initiatives | 2.00% | | 246,000 |
| Locality allowance | 0.50% | | 62,000 |
| Additional costs for staging of the works | | | excluded |
| Additional costs for procurement method | | | excluded |
| Contingency | 15.00% | | 1,843,000 |
| **TOTAL CONSTRUCTION COST (TCC) (ex GST) (Sep, 2025)** | | | **14,437,000** |
| **FEES, FFE, IT AND OTHER CLIENT ITEMS** | | | |
| Council fees | 1.00% | | 144,000 |
| Supply authority and headworks charges | 0.00% | | excluded |
| Traffic management | 2.00% | | 289,000 |
| Environmental Management | 0.50% | | 72,000 |
| Survey/Design | 5.00% | | 722,000 |
| Supervision & project management | 9.00% | | 1,299,000 |
| Site establishment | 2.50% | | 361,000 |
| FF&E including furniture, window dressings & equipment etc | 2.50% | | 361,000 |
| Automation, IT, AV and communications equipment | 0.50% | | 72,000 |
| Disbursements | | | excluded |
| Management support costs | | | excluded |
| Decanting, relocation and temporary accommodation | | | excluded |
| **TOTAL PROJECT COST (TPC) (ex GST) (Sep, 2025)** | | | **17,757,000** |
| **ESCALATION AND GST** | | | |
| Cost Escalation | | | |
| Escalation rate 3.00% — Market conditions — 0.00% | | | |
| Up To — Date — Months — %/Year — Weighting | | | |
| Tender — Sep, 25 — 0 — 3.50% — 100% | 0.00% | | excluded |
| Completion — Sep, 25 — 0 — 3.50% — 70% | 0.00% | | excluded |
| Goods and services tax | 10.00% | | excluded |
| **NET CONSTRUCTION COST (NCC) (Inc GST) (Sep, 2025)** | | | **17,757,000** |
| **TOTAL END COST (TEC) (Sep, 2025)** | m² | | 17,757,000 |

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A: 28 Webb Street, Warrandyte 3113
P: (03) 9068 3950

## 9.2 Drainage Projects

### 9.2.1 Drainage Cost Estimate

| Item | Description | WLRB1 | WLRB2 | WLRB4 | WLRB5 | WLRB6 | SBRB7 | SBRB8 | WL7&3/RB3 | Waterway 1 | 1% AEP pipe | Culvert 1 | Culvert 2 | Culvert 3 | ALL ASSETS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | SITEWORKS AND EARTHWORKS | $ 3,472,586.9 | $2,111,068.7 | $2,392,501.8 | $5,035,452.7 | $1,279,276.9 | $ 293,718.5 | $ 30,716.1 | $3,077,640.2 | $1,121,313.3 | $ 122,998.0 | $ 11,477.5 | $ 5,692.0 | $ 7,288.0 | $18,961,730.6 |
| 2 | DRAINAGE | $ 701,535.0 | $ 814,193.2 | $ 857,830.7 | $1,426,024.9 | $ 698,659.5 | $ 385,400.0 | $ 218,358.0 | $1,716,230.8 | $ - | $ 1,143,726.7 | $ 138,904.6 | $ 663,158.1 | $ 575,725.3 | $ 9,339,746.9 |
| 3 | ROCK WORKS | $ 36,600.0 | $ 36,600.0 | $ 51,100.0 | $ 16,600.0 | $ 16,600.0 | $ 5,100.0 | $ 5,100.0 | $ 86,700.0 | $ 145,440.0 | $ 2,000.0 | $ - | $ 15,000.0 | $ 15,000.0 | $ 431,840.0 |
| 4 | CLAY LINER | $ 202,123.5 | $ 275,960.5 | $ 581,460.5 | $ 678,562.5 | $ 259,205.0 | $ 14,100.0 | $ 13,512.5 | $1,041,731.5 | $ - | $ - | $ - | $ - | $ - | $ 3,066,656.0 |
| 5 | TOPSOIL | $ 102,905.9 | $ 73,332.8 | $ 123,957.9 | $ 154,721.9 | $ 61,105.5 | $ 14,573.0 | $ 12,289.2 | $ 289,366.2 | $ 172,197.0 | $ - | $ - | $ - | $ - | $ 1,004,449.4 |
| 6 | PLANTING | $ 537,123.2 | $ 385,363.7 | $ 631,247.2 | $ 771,149.4 | $ 321,855.8 | $ 77,218.0 | $ 65,239.4 | $1,537,668.9 | $ 825,085.8 | $ - | $ - | $ - | $ - | $ 5,151,951.3 |
| 7 | PUMPING | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 8 | LANDSCAPE | $ 269,485.2 | $ 226,854.4 | $ 613,019.6 | $ 321,135.6 | $ 241,058.2 | $ 86,867.8 | $ 73,247.4 | $1,019,542.4 | $ 217,814.1 | $ - | $ - | $ - | $ - | $ 3,069,024.7 |
| 9 | MISCELLANEOUS | $ 70,900.0 | $ 70,900.0 | $ 70,900.0 | $ 70,900.0 | $ 70,900.0 | $ 60,900.0 | $ 60,900.0 | $ 141,800.0 | $ 64,800.0 | $ 60,000.0 | $ 30,000.0 | $ 30,000.0 | $ 30,000.0 | $ 832,900.0 |
| 10 | OTHER | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| | SUB-TOTAL WORKS | $ 5,393,259.8 | $3,994,273.2 | $5,322,017.7 | $8,474,547.1 | $2,948,660.9 | $ 937,877.3 | $ 479,362.6 | $8,910,680.0 | $2,546,650.2 | $ 1,328,724.7 | $ 180,382.1 | $ 713,850.1 | $ 628,013.3 | $41,858,299.0 |
| 11 | DELIVERY (inc. 35% contingency) | $ 3,303,371.6 | $2,446,492.3 | $3,259,735.9 | $5,190,660.1 | $1,806,054.8 | $ 574,449.8 | $ 479,362.6 | $5,457,791.5 | $1,559,823.3 | $ 813,843.9 | $ 110,484.1 | $ 437,233.2 | $ 384,658.2 | $25,823,961.1 |
| 12 | TOTAL ESTIMATED COST | $ 8,696,631 | $ 6,440,766 | $ 8,581,754 | $ 13,665,207 | $ 4,754,716 | $ 1,512,327 | $ 772,972 | $ 14,368,471 | $ 4,106,473 | $ 2,142,569 | $ 290,866 | $ 1,151,083 | $ 1,012,671 | $67,496,507.1 |

### 9.2.2 RBWL1

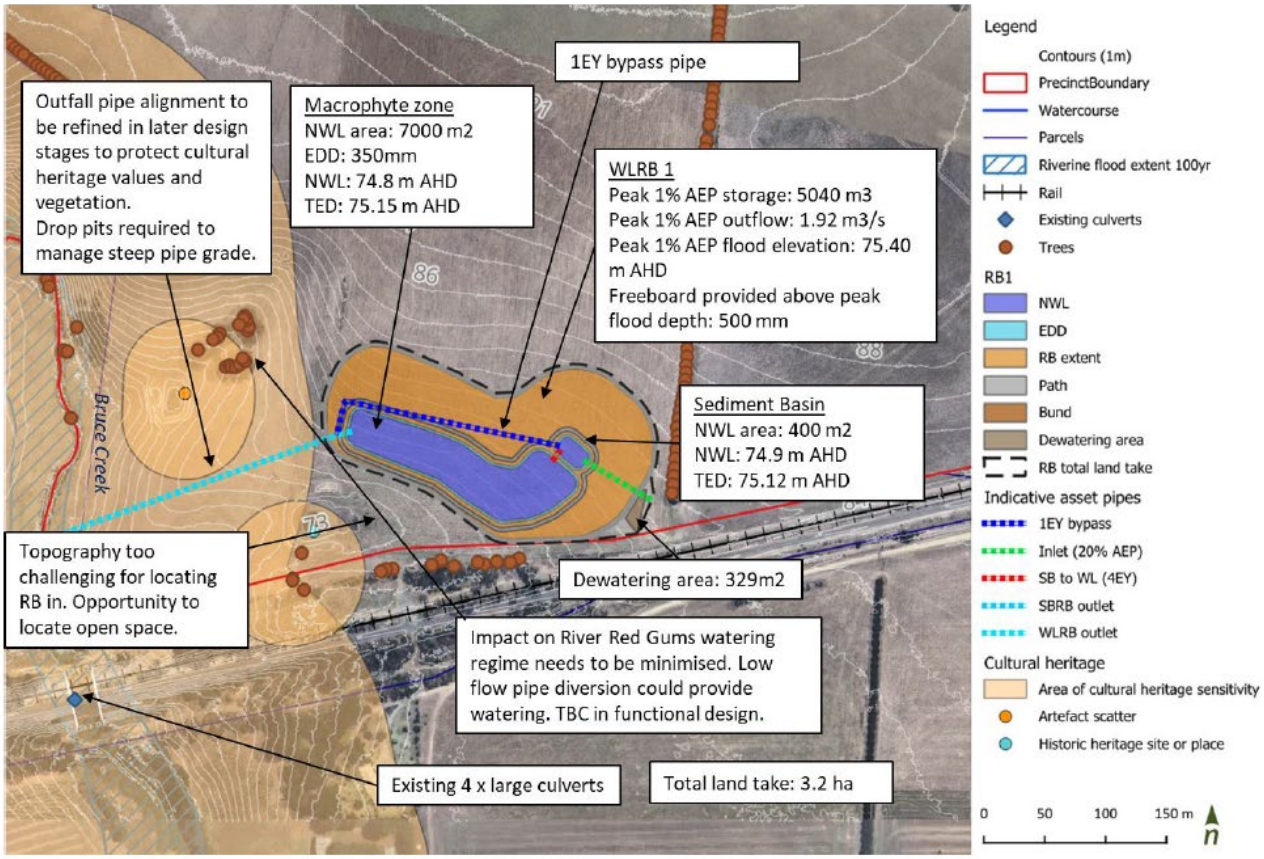



**Figure 40.** *WLRB 1 Concept Design*

### 9.2.3 RBWL2

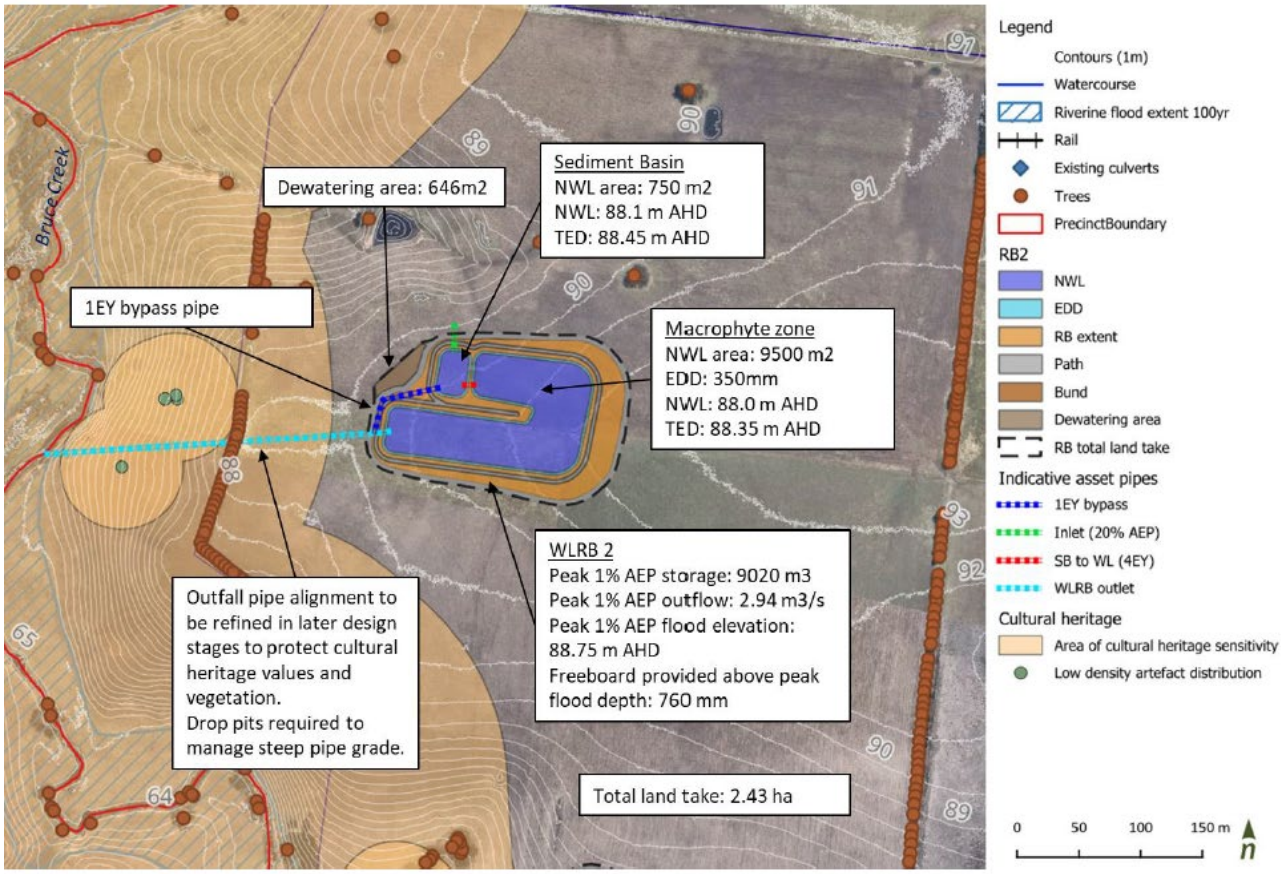



**Figure 41.** *WLRB 2 Concept Design*

### 9.2.4 RBWL3/7

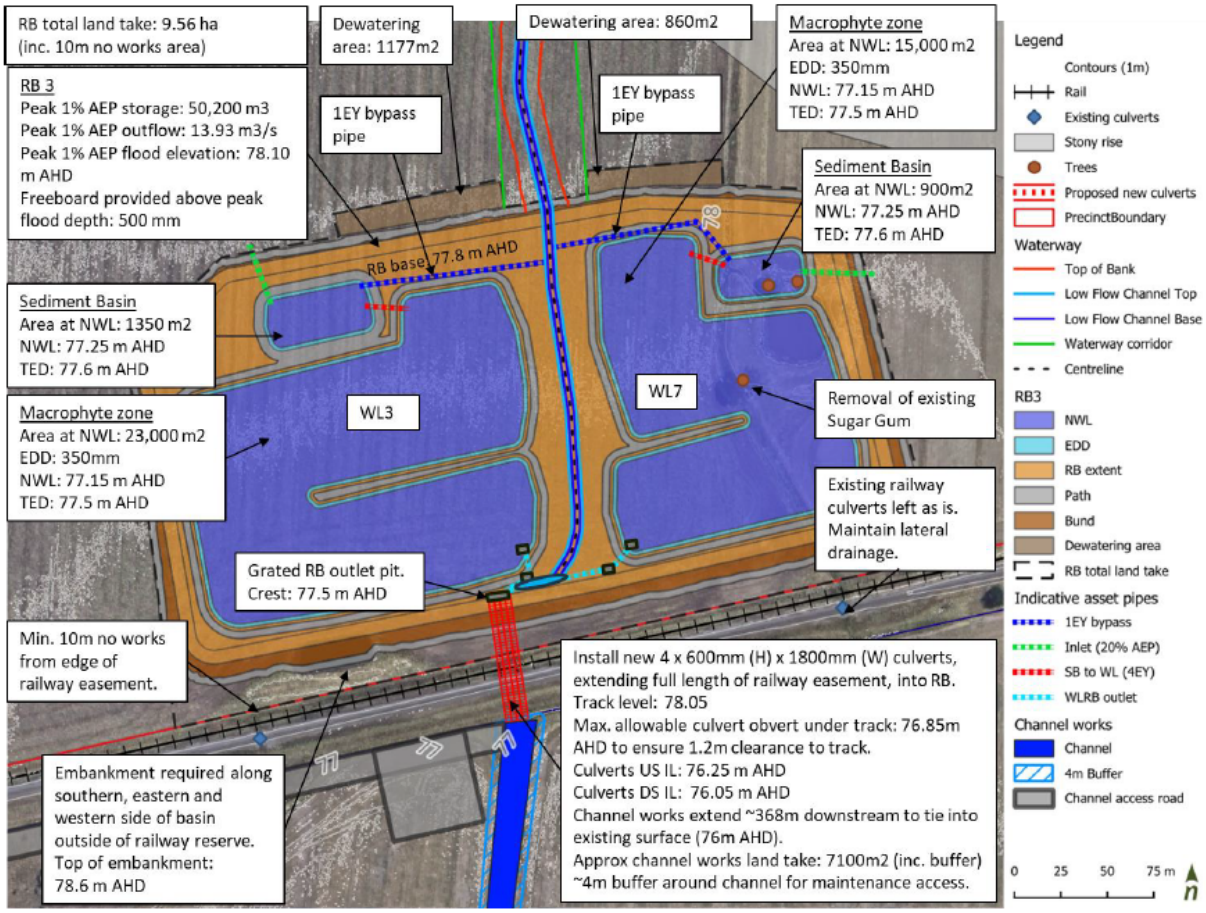



**Figure 42.** *WL 3, WL 7 and RB 3 Concept Design*

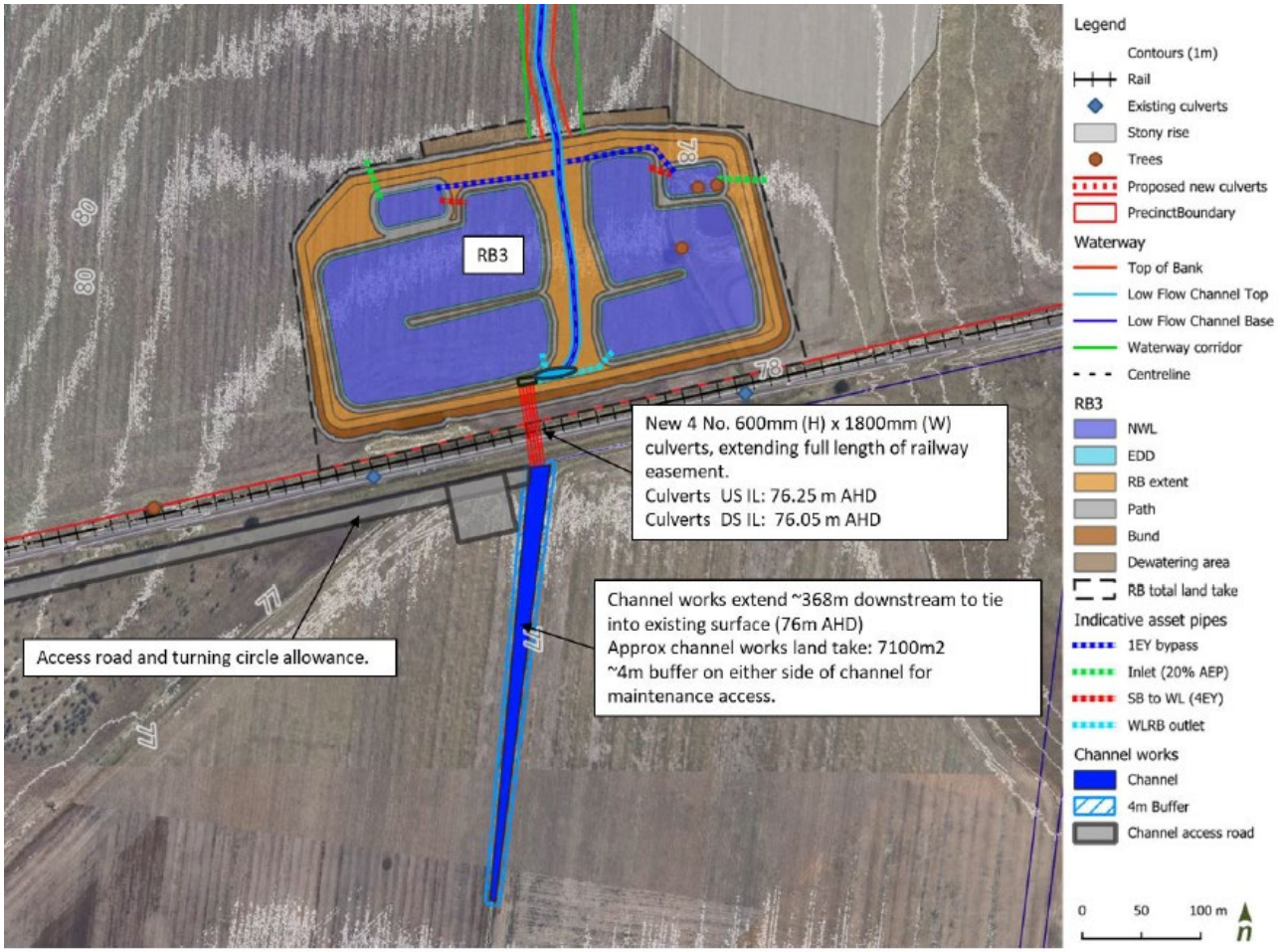



**Figure 43.** *WL 3, WL 7 and RB 3 Concept Design outfall*

### 9.2.5 RBWL4

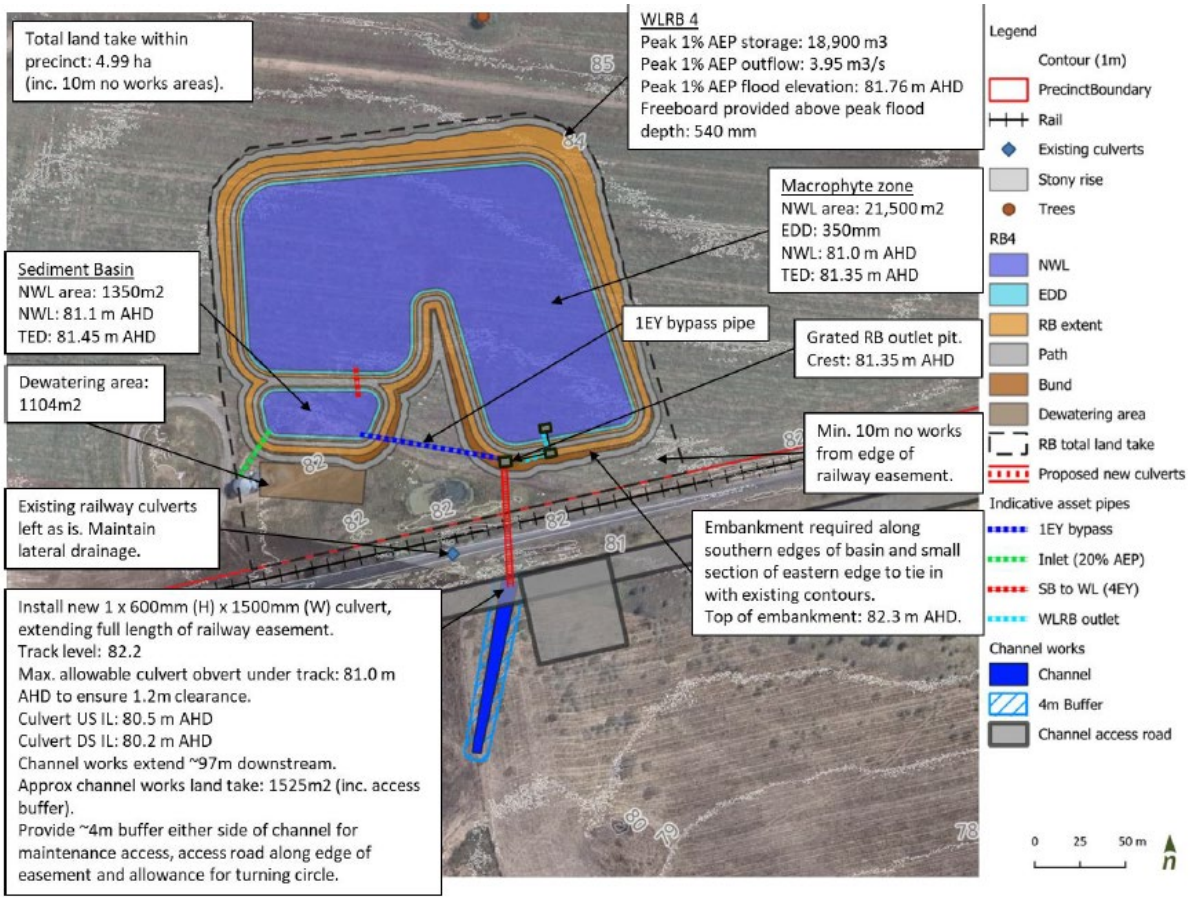



**Figure 44.** *WLRB 4 Concept Design*

### 9.2.6 RBWL5

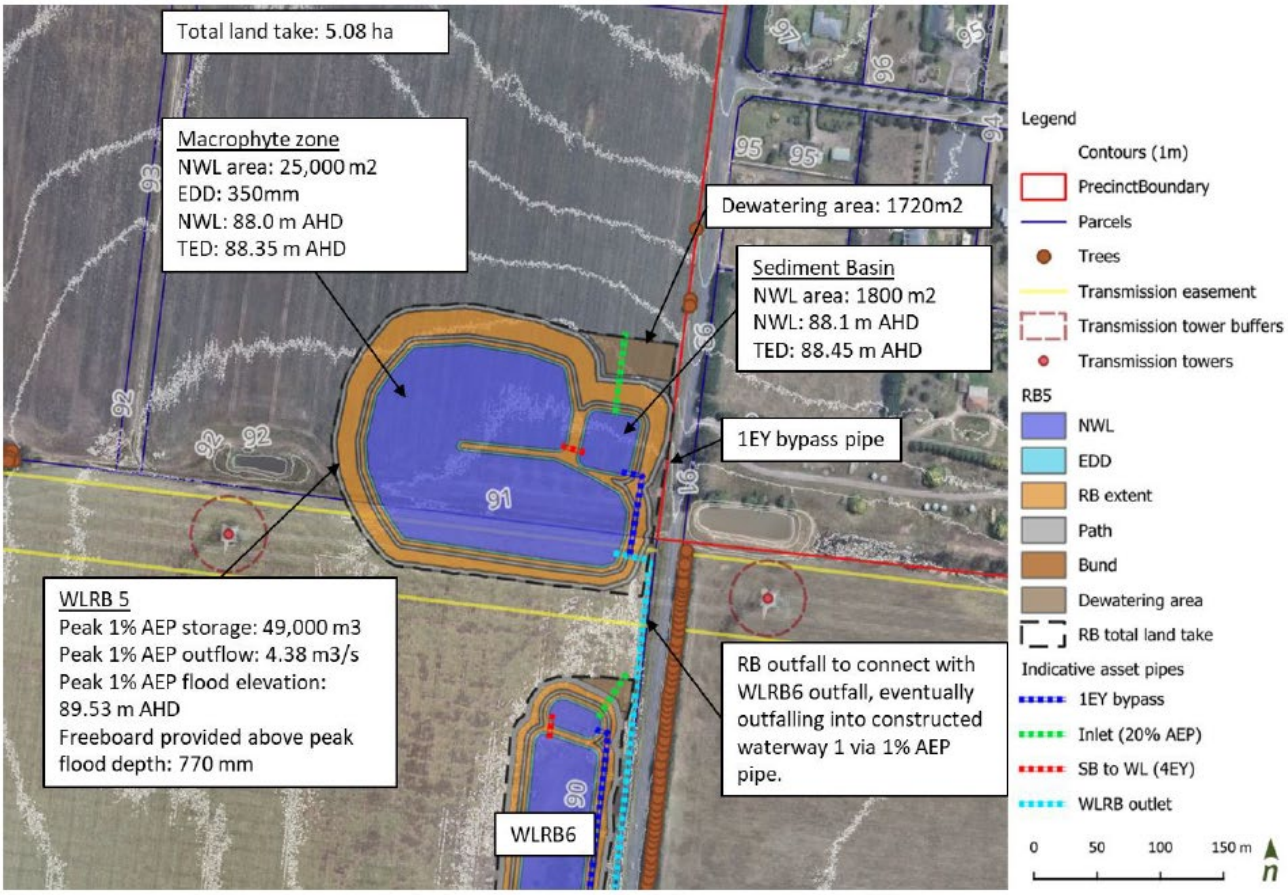



**Figure 45.** *WLRB 5 Concept Design*

### 9.2.7 RBWL6

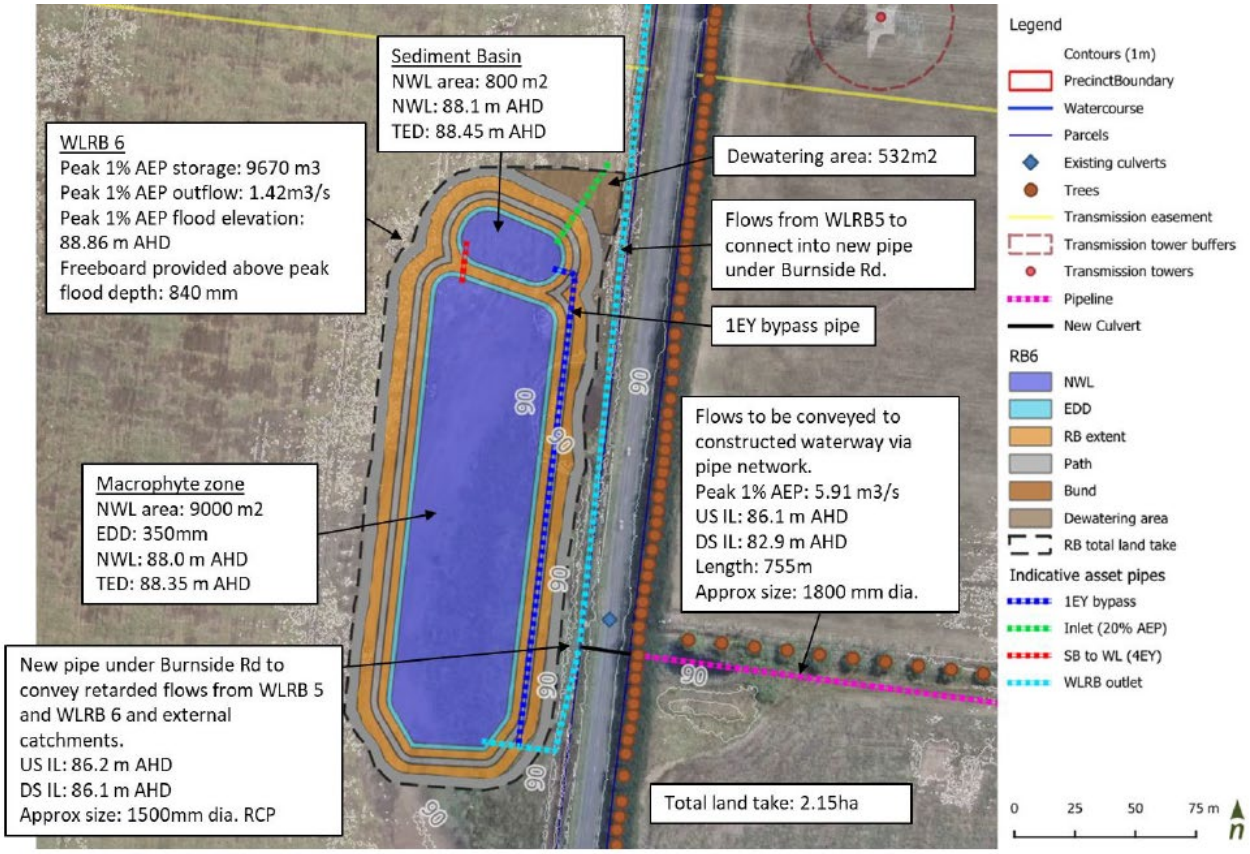



**Figure 46.** *WLRB 6 Concept Design*

### 9.2.8 RBSB7

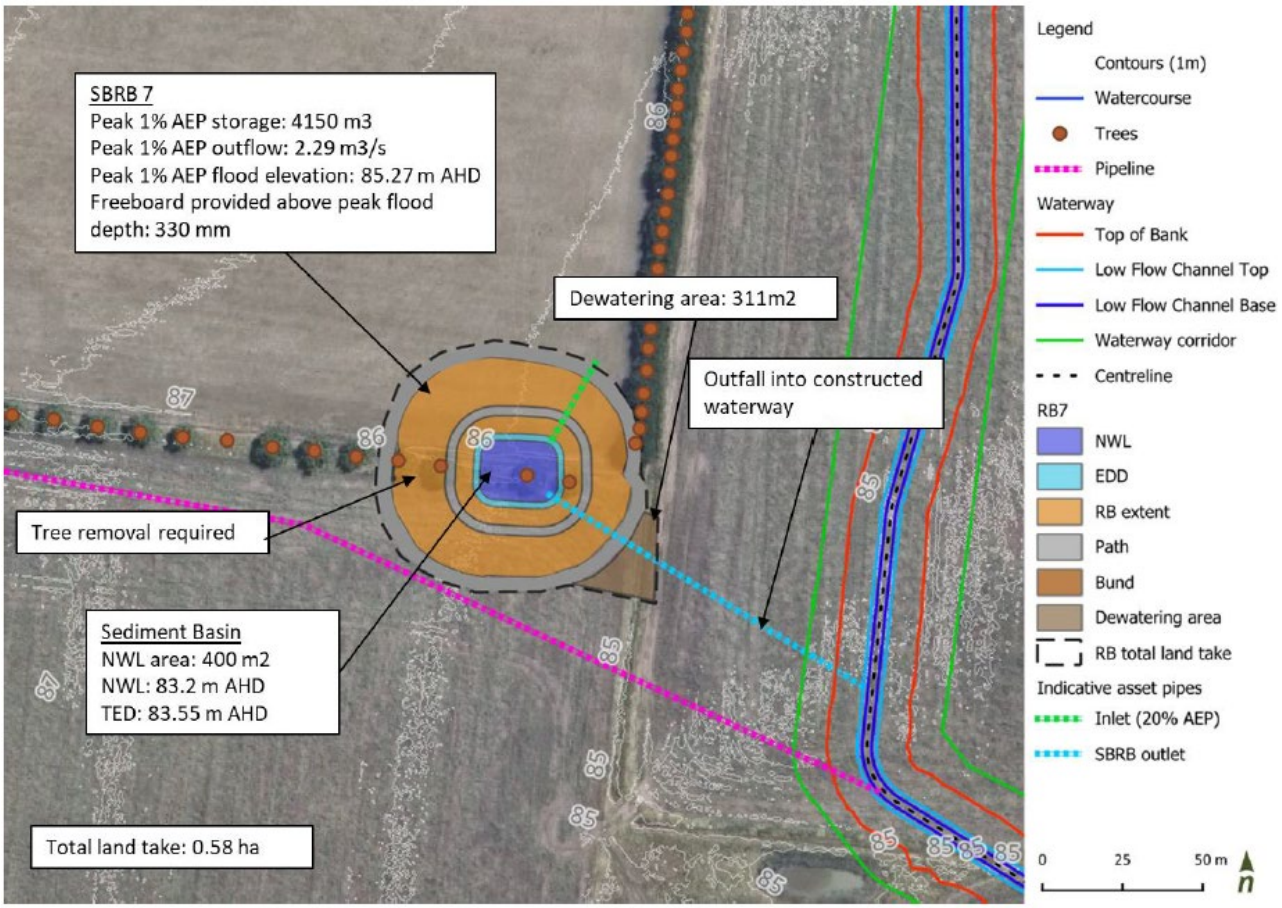



**Figure 47.** *SBRB 7 Concept Design*

### 9.2.9 RBSB8

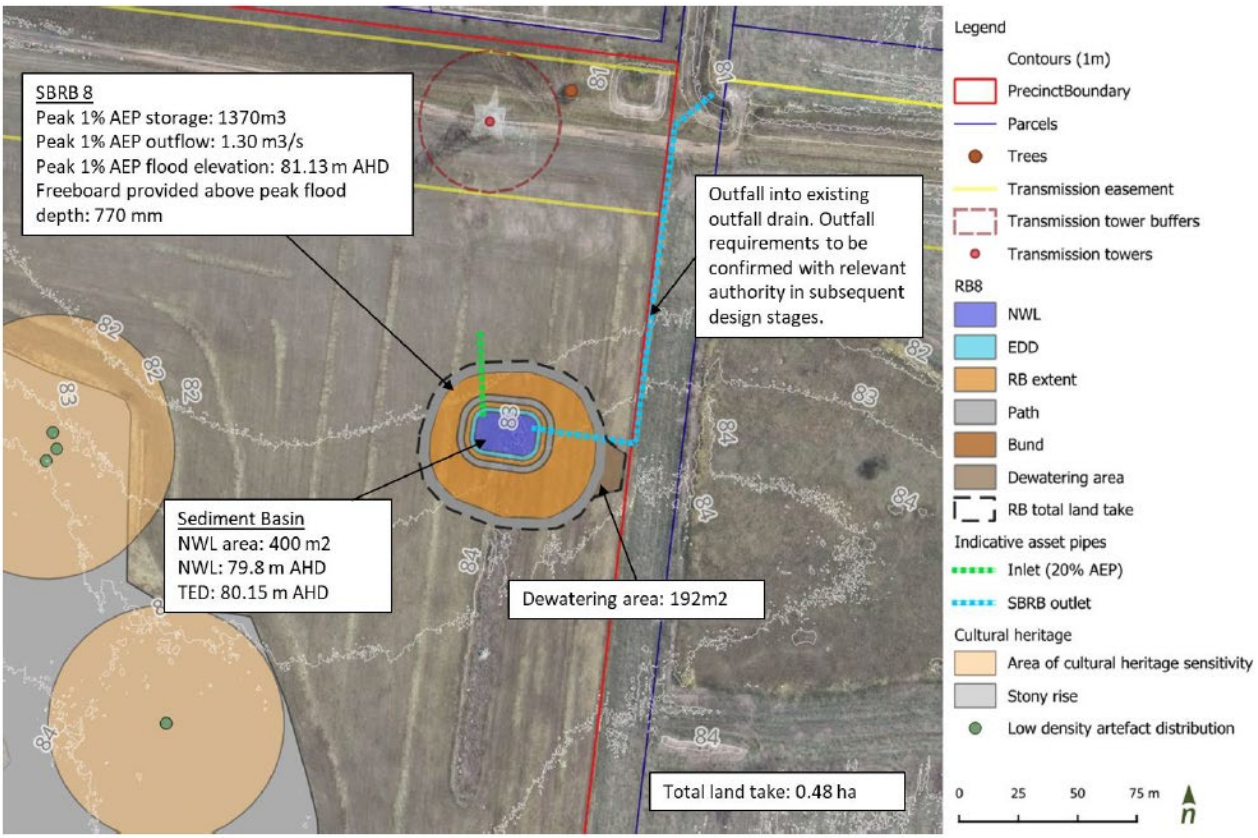



Figure 48. *WLRB 8 Concept Design*

### 9.2.10 WW-01

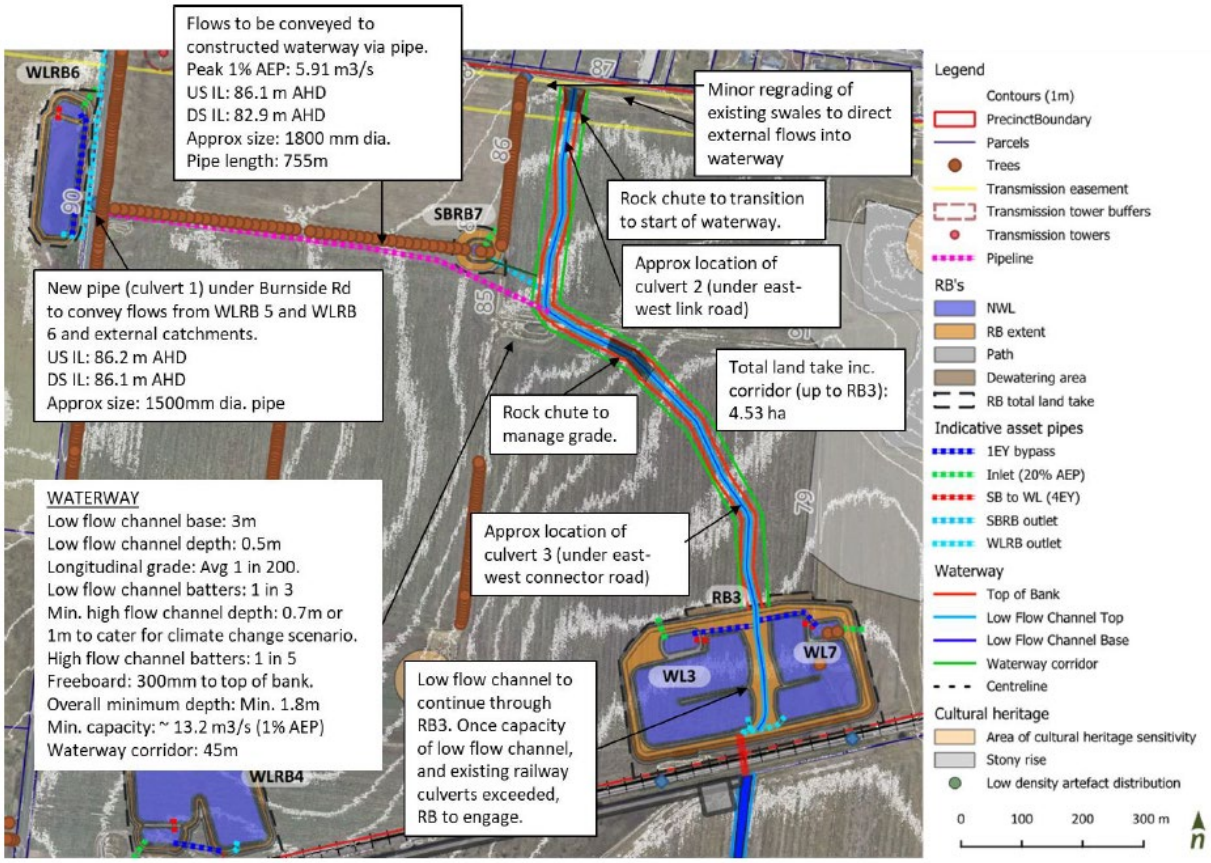



**Figure 49.** *Waterway concept design*

# Appendix F Committee-preferred PSP

VICTORIA
State Government

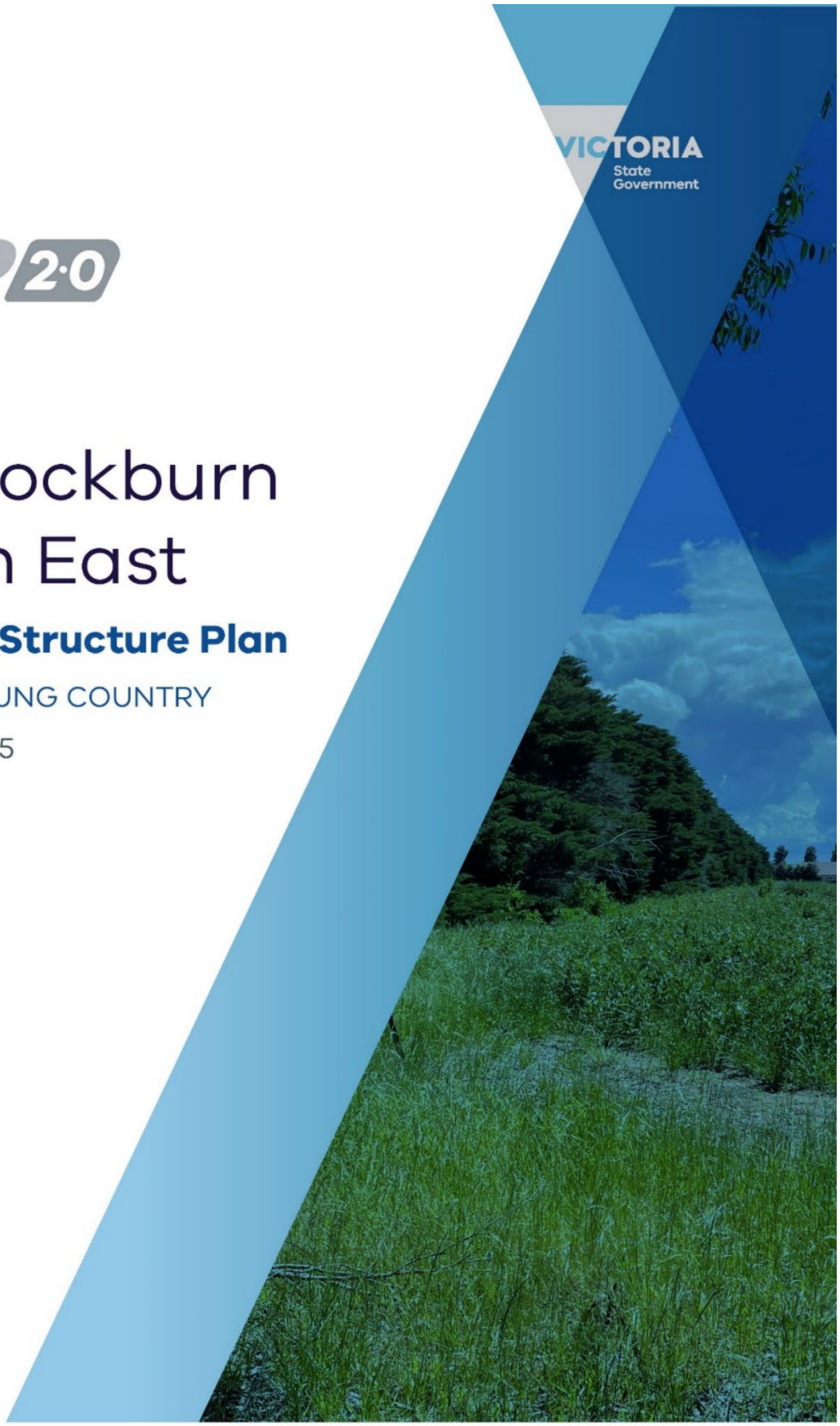
PSP 2.0

# Bannockburn South East

## Precinct Structure Plan

WADAWURRUNG COUNTRY

October 2025



More Homes For Victorians | VICTORIA State Government | Department of Transport and Planning

vpa Victorian Planning Authority

# 1 CONTEXT

## 1.1 How to read this document

The precinct structure plan (PSP) guides land use and development where a planning permit is required under the Urban Growth Zone at Clause 37.07 of the Golden Plains Planning Scheme (Scheme), or any other provision of the Scheme that references this PSP.

**Part 1: Context**

The first part contains the contextual overview of the PSP document and the function of individual components as well as infrastructure contributions required to deliver the precinct.

**Part 2: PSP outcomes**

The second part contains the outcomes the PSP is seeking to achieve.

A planning application and subsequent planning permit must implement the outcomes of the PSP.

The outcomes are expressed as:

- The **Vision**, which is the overarching unique place-based outcome intended for this PSP.
- The **Purpose**, which sets out how the PSP will deliver on the vision for the precinct.
- The **Objectives,** place-based objectives to achieve the vision and purpose for the precinct.

**Part 3: Implementation**

The third part contains the strategic land use context and place-making elements to be implemented for the precinct and responds to each of the six 20-minute neighbourhood hallmarks.

Note: The VPA has consolidated two hallmarks to create one hallmark for this PSP: Connect people to jobs, higher order services and thriving local economies.

Each hallmark is implemented according to the following sub-structure:

- PSP objectives: The PSP identifies a set of place-based objectives to achieve the vision and purpose for the precinct. These provide the guidance required to achieve the specific outcomes sought for each of the six hallmarks within the precinct. A responsible authority may consider alternative strategies to achieve the vision and objectives. Alternative strategies must demonstrate how they will achieve the vision and objectives of the PSP.
- PSP implementation and delivery: The PSP provides guidance in the form of requirements, plans, tables and diagrams to help with understanding of how to implement the strategies.
- Place-based requirements: PSP Requirements must be adhered to in developing the land. Where they are not demonstrated in a permit application, requirements will usually be included as a condition on a planning permit whether or not they take the same wording as in the structure plan. A requirement may reference a plan, table or figure in the structure plan.
- Place-based guidelines: The PSP Guidelines express how discretion will be exercised by the responsible authority in certain matters that require a planning permit. The responsible authority may consider an alternative to a guideline if it is satisfied that an application for an alternative, implements the outcomes. A guideline may include or reference a plan, table or figure in the PSP.

Any objective, requirement or guideline applies to the whole PSP, and not just to the Hallmark under which it is nested. Meeting these requirements and guidelines will implement the vision, purpose and objectives of the PSP.

**Part 4: Appendices**

This section contains the technical and administrative information required to support the implementation of the strategic land use context and place-making elements of the PSP. It will generally comprise of a series of tables and plans. These include:

- Precinct infrastructure plan and table.
- Summary land use budget and parcel-specific land use budget.
- Cross-sections.
- Design outcomes for Bruce Creek open space and the utilities easement.
- Glossary of terms.

Not every aspect of land use, development or subdivision is addressed in this PSP. A responsible authority may manage development, and issue permits as relevant under its general discretion. The Generally in Accordance Guidance Note is available on the VPA website to provide direction in the application of discretion where a PSP applies.

Development must comply with Acts and approvals where relevant e.g., the Environment and Biodiversity Conservation Act 1999 or the Aboriginal Heritage Act 2006, among others.

## 1.2 Purpose of the PSP

The purpose of the PSP is to activate the PSP outcomes by:

- Providing the planning conditions for private industry delivery.
- Identifying and, where appropriate, providing the shared funding for a diverse range of open spaces and community infrastructure.
- Ensuring planning permit applications will generate the necessary population to support investment in critical infrastructure.

## 1.3 Regional context

Bannockburn is a peri-urban town located between Geelong (approximately 18km northeast) and Melbourne (75km southwest). Located in Golden Plains Shire it is part of the Geelong Regional Alliance group of Councils (G21).

Bannockburn sits between the Midland Highway and the Gheringhap-Maroona Freight Railway, making it a strategic gateway location connecting Geelong to the west of the state, and to a lesser-extent Melbourne. As the largest urban centre in Golden Plains, Bannockburn supports a network of southern townships in the Shire including Teesdale, Inverleigh, Lethbridge, Batesford and Gheringhap.

The Bannockburn Growth Plan (2021) identified the delivery of the South East Precinct as a priority to contribute to the short and medium term housing supply within Golden Plains Shire. The precinct is one of several growth areas identified in Bannockburn. Refer to Figure 4 Bannockburn Growth Framework Plan in the Bannockburn South East Background Report (Background Report).

The G21 Regional Growth Plan (2013) identifies Bannockburn as a Regional Centre in the North West Gateway of the G21 region. The G21 Regional Growth Plan acknowledges Bannockburn's provision of larger lifestyle lots and relatively affordable housing options as a major drawcard for growth in the area. Settlements such as Bannockburn play an important role in supporting surrounding rural communities and productive farming activity.

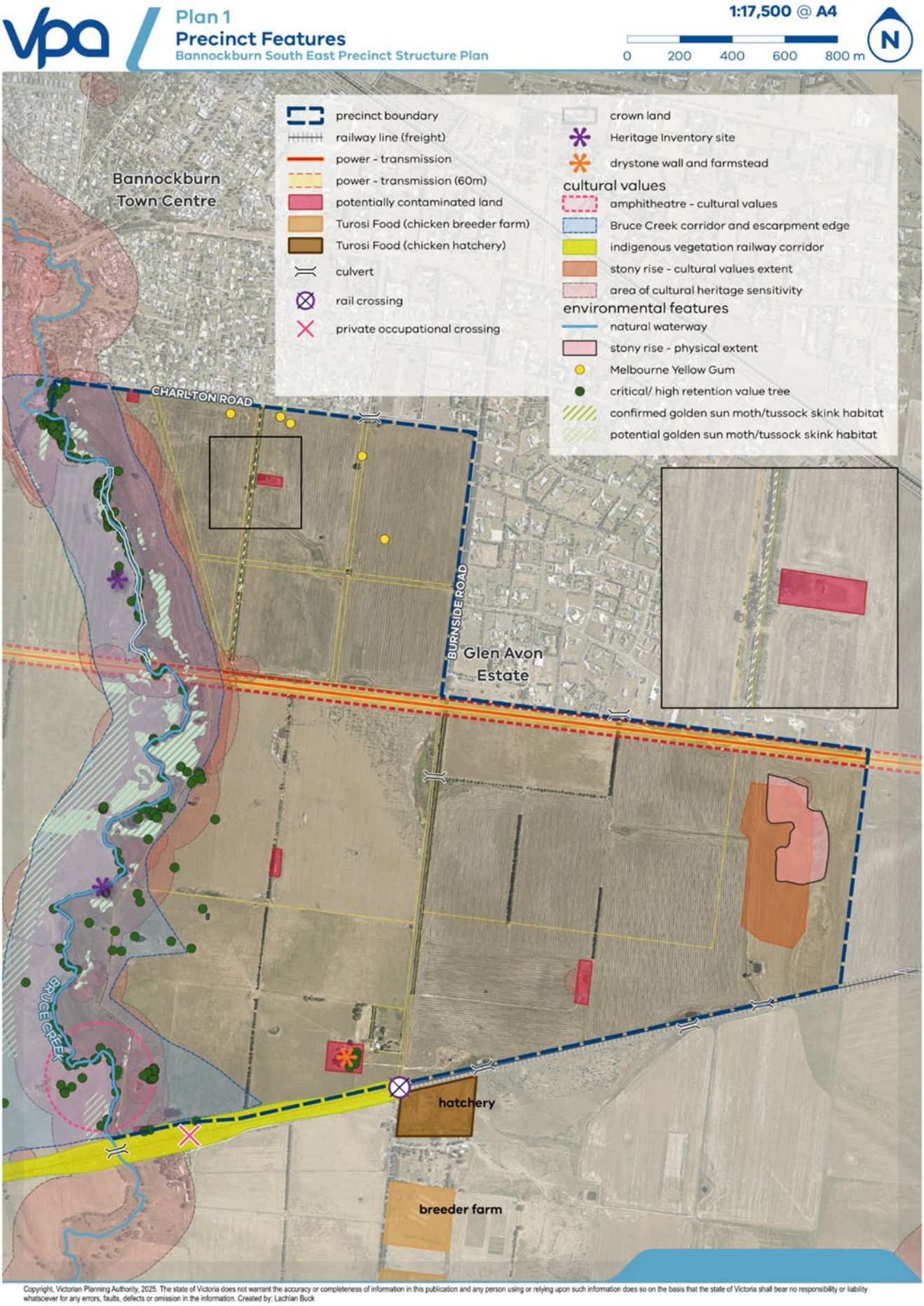
## 1.4 Precinct features

The Bannockburn South East Precinct is bounded by existing residential areas, including lower density areas to the north, farmland identified for future growth areas to the east, farmland identified for future growth areas to the west opposite Bruce Creek and rural land uses to the south opposite the freight railway.

Plan 1 illustrates the existing precinct features that guide and influence the future urban structure of the precinct:

- Bruce Creek – Located along the western border of the precinct, it is known for its high cultural, landscape and ecological values. It provides an opportunity to protect and enhance biodiversity and Wadawurrung living cultural heritage, whilst managing bushfire risk.
- Crown land – There is a portion of Crown Land within the precinct to the north-west along Bruce Creek. No development is proposed in this area.
- Railway – Forms a hard southern boundary to the precinct and presents some barriers to future connectivity. It is part of the Gheringhap to Maroona freight railway line. There is an existing at-grade level crossing at Burnside Road and existing culverts under the railway. The railway is owned by VicTrack and managed by the Australian Rail Track Corporation.
- Existing roads – There are opportunities to extend north-south connections via Burnside Road and Levy Road.
- Utilities line easement – Bisects the precinct from east to west. Whilst this is a physical barrier it also presents an opportunity to enhance active links and accommodate appropriate uses within and around the easement.
- Chicken hatchery and breeder farm – Located 50 metres off the precinct's southern boundary at 499 Burnside Road is a chicken hatchery and approximately 420m from the precinct is a breeder farm.
- Slopes – The precinct is predominantly flat with a gentle slope towards Bruce Creek, which has varied grade of slope.
- Stony Rises – Identified for its moderate archaeological sensitivity and likely to contain artefact scatters and stone arrangement. It may be protected and reserved for passive recreation to the east of the precinct.
- Amphitheatre – An open landscape at the south of the Bruce Creek, which holds significant cultural value.
- Gheringhap Employment Precinct – Approximately 6km from the Bannockburn South East precinct. It will provide local employment opportunities for future residents.

Refer to the Background Report for a more detailed discussion of regional and site-specific features that have informed spatial planning outcomes sought by this PSP.


Plan 1
Precinct Features
Bannockburn South East Precinct Structure Plan
1:17,500 @ A4
0 200 400 600 800 m
N
precinct boundary
railway line (freight)
power - transmission
power - transmission (60m)
potentially contaminated land
Turosi Food (chicken breeder farm)
Turosi Food (chicken hatchery)
culvert
rail crossing
private occupational crossing
crown land
Heritage Inventory site
drystone wall and farmstead
cultural values
amphitheatre - cultural values
Bruce Creek corridor and escarpment edge
indigenous vegetation railway corridor
stony rise - cultural values extent
area of cultural heritage sensitivity
environmental features
natural waterway
stony rise - physical extent
Melbourne Yellow Gum
critical/ high retention value tree
confirmed golden sun moth/tussock skink habitat
potential golden sun moth/tussock skink habitat
Bannockburn
Town Centre
CHARLTON ROAD
BURNSIDE ROAD
Glen Avon
Estate
BRUCE CREEK
hatchery
breeder farm
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## 1.5 Wadawurrung Cultural context

The Registered Aboriginal Party (RAP) is the Wadawurrung Traditional Owners Aboriginal Corporation (WTOAC). WTOAC is the RAP for and on behalf of the Wadawurrung People. The Wadawurrung People are recognised as the Traditional Owners of their lands and waters from the Great Dividing Range in the north to the coast in the south, from the Werribee River in the East and along the Surf Coast in the west. The VPA have consulted with WTOAC and the traditional owners of the land to help ascertain the important cultural values that signify the precinct.

## 1.6 Post-contact heritage

The land has primarily been used for farming and agricultural purposes.

Bannockburn South East does not contain registered/listed post-contact heritage sites.

Historically, agricultural activity has both transformed, and utilised geological features within the study area, and more broadly in the geographic region. The alluvial soils found within proximity of named and unnamed waterways naturally attracted the early European settlers with more productive soils and access to water. Repeated ploughing and grazing activity have transformed much of the study area, with the removal of trees and levelling of fields influencing subtle landscape changes. Historic settlers also generally found that 'Stony Rises' interfered with efforts to operate farm machinery and often sought to remove such obstacles wherever possible. However, the presence of surface or near surface basalt provided a ready resource for the construction of dry stone walls in the region.

The pastoral settlers of the 1830s and 1840s modified the landscape in a variety of ways, including the clearing of vegetation to create open pastures and the construction of 'home stations' which were occupied by the run holder or appointed manager.

Bannockburn South East is relatively close to the earliest track/roadway linking the area to pastoral stations east and west of present-day Bannockburn.

Present-day Burnside Road was surveyed as early as 1878, however does not appear to have been constructed as a formed road until the 1920s.

The Gheringhap-Maroona railway line is located immediately south of the study area. Officially opened in 1913, it was primarily constructed to provide a direct transport route for agricultural produce from the Wimmera and Northern Mallee regions.

## 1.7 Strategic policy context

This PSP is informed by:

- The Planning Policy Framework set out in the Scheme
- The Bannockburn Growth Plan (VPA, May 2021)
- Plan for Victoria Plan Melbourne 2017–2050
- G21 Regional Growth Plan
- The Precinct Structure Planning Guidelines: New Communities in Victoria (VPA, 2021)
- Applying the PSP Guidelines in regional areas guidance note (VPA, 2021)
- Bruce's Creek Master Plan (2009).

## 1.8 Development contributions plan (DCP)

This PSP is supported by the Bannockburn South East Development Contributions Plan (the DCP) and is incorporated into the Scheme.

The DCP sets out the essential infrastructure requirements and expected contributions arrangements delivered as part of the development permit process.

# 2 PSP OUTCOMES

## 2.1 PSP vision

Bannockburn is on Wadawurrung Country. The precinct will recognise Wadawurrung culture, heritage and values by responding to and designing for identified cultural heritage places, waterways, environs, vantage and viewing points, flora and fauna that make up Wadawurrung Country.

The PSP seeks to preserve areas of Aboriginal importance such as the Bruce Creek corridor and the Stony Rises in the east as well as trees of Aboriginal and environmental significance within the precinct. Wadawurrung values and stories will be embedded into open spaces, trails and community places.

Bruce Creek is known for its ecological, landscape and intrinsic cultural values. It will be protected and enhanced to form an open space, environmental and active transport spine for the precinct, with pedestrian and cycling paths, wayfinding, storytelling and recreational facilities. The unique biodiversity within the Bruce Creek corridor will be conserved to be enjoyed by the future community. The location of any infrastructure across the creek will be codesigned with the Wadawurrung Traditional Owners Aboriginal Corporation.

Integrated Water Management (IWM) is an important consideration for the precinct to develop in a manner that is sensitive to the water cycle and contributes towards enhancing environmental flows and systems, protects downstream impacts on the Barwon River and the RAMSAR (Convention on Wetlands) listed Lake Connewarre, considers alternative water use, urban amenity, storm water management, and supports a liveable, sustainable and healthy community in Bannockburn for future generations.

New community master planning will incorporate built form that is consistent with Bannockburn's treasured open rural township character, while also delivering on sustainable development outcomes. The precinct will have a lower average density than other growth areas such as in Geelong and include a diverse range of high quality, and well-designed housing typologies and urban amenity Design and development of new neighbourhoods and open spaces will prioritise addressing flood risk, bushfire risk and the management of storm water.

Embedding sustainability outcomes across the planning and development process including in design, transport, open space and water management will help in creating an ecologically sensitive and resilient community and ensure that residents can build important social and place based connections. These connections will be strengthened by the precinct's network of attractive open spaces, waterways and off-road paths, connecting people to places of amenity and employment.

The precinct's network of paths will ensure that it is walkable and cyclable in areas of high canopy cover and encourage the use of active transport options on a wide network interlinking with Bruce Creek and the existing township to the north. This will connect schools, recreation spaces, community hubs and the new local town centre by way of active transport and green corridors that attract community life, events and cultural expression.

A new local town centre will be located on an attractive east-west link road, which will define a northern and southern neighbourhood as identified in the Bannockburn Growth Plan. The northern neighbourhood will have a strong connection to the existing Bannockburn town centre and its social and economic infrastructure. The southern neighbourhood will be focused towards a new vibrant community with access to the new local town centre, new community facilities and key links to Bruce Creek. A new east-west link road will cross Bruce Creek via a bridge crossing and connect to the Midland Highway to protect existing traffic routes such as High Street in Bannockburn's town centre from being overwhelmed and to provide linkages to employment and the Geelong region.

## 2.2 PSP purpose

1. Place Wadawurrung cultural values at the centre of the precinct by recognising and protecting areas of cultural significance.
2. Encourage an urban form that integrates with and supports Bannockburn's rural character and lifestyle.
3. Create a healthy pedestrian and cycling friendly community by providing an interconnected active transport network linking the existing township and key destinations in the precinct, including schools, the local town centre and Bruce Creek.
4. Protect Bruce Creek's ecological, landscape and intrinsic cultural values from the impacts or urbanisation and population growth in accordance with the Bruce Creek Masterplan (BCM).
5. Support the timely delivery of key transport, community and drainage infrastructure by identifying staging of the precinct.
6. Provide destinations and services to support a liveable neighbourhood anchored by a strong local town centre and community hubs.
7. Deliver a diverse and affordable housing mix including social housing and targeted areas of denser typologies in proximity to services and high amenity open spaces.

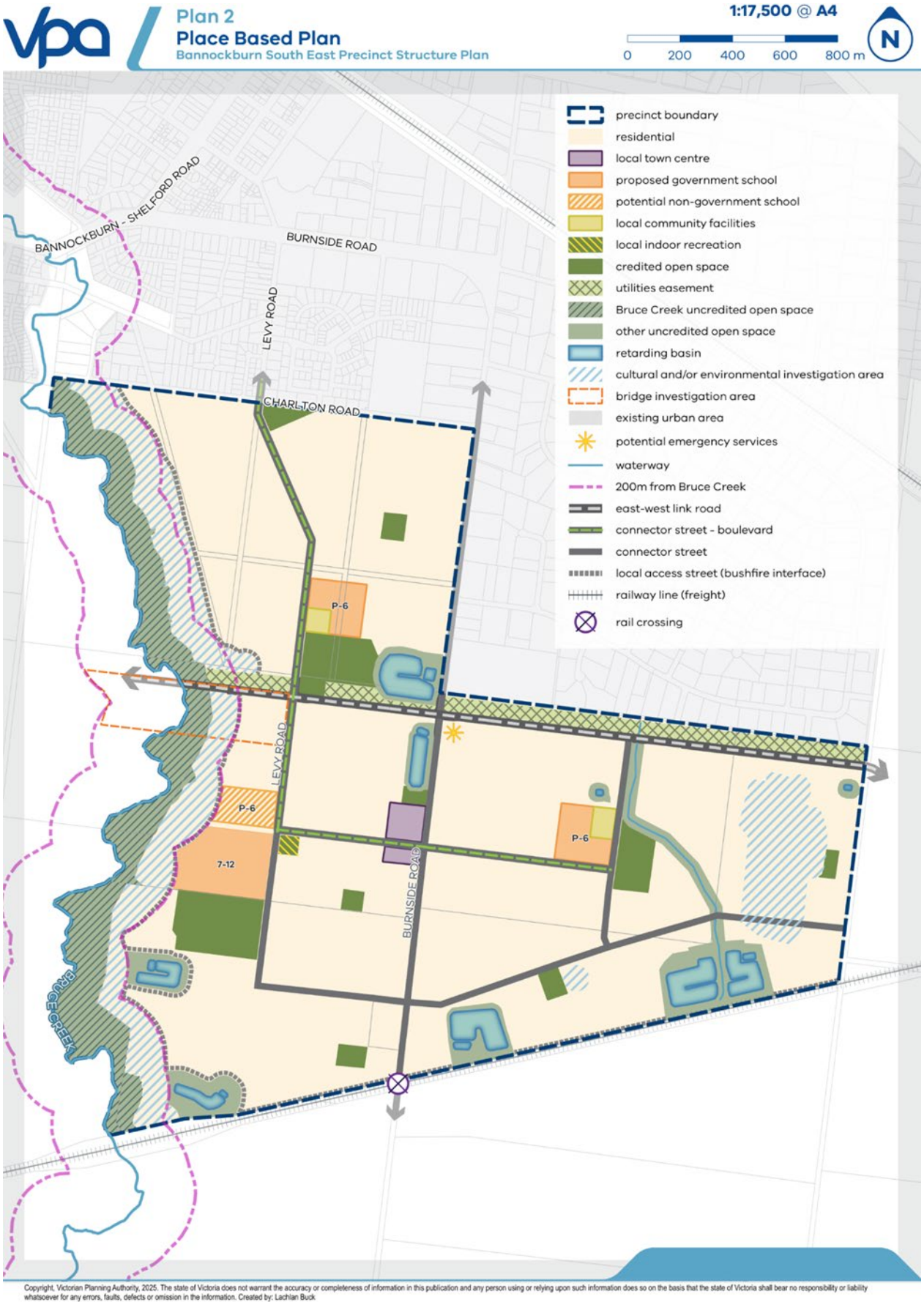


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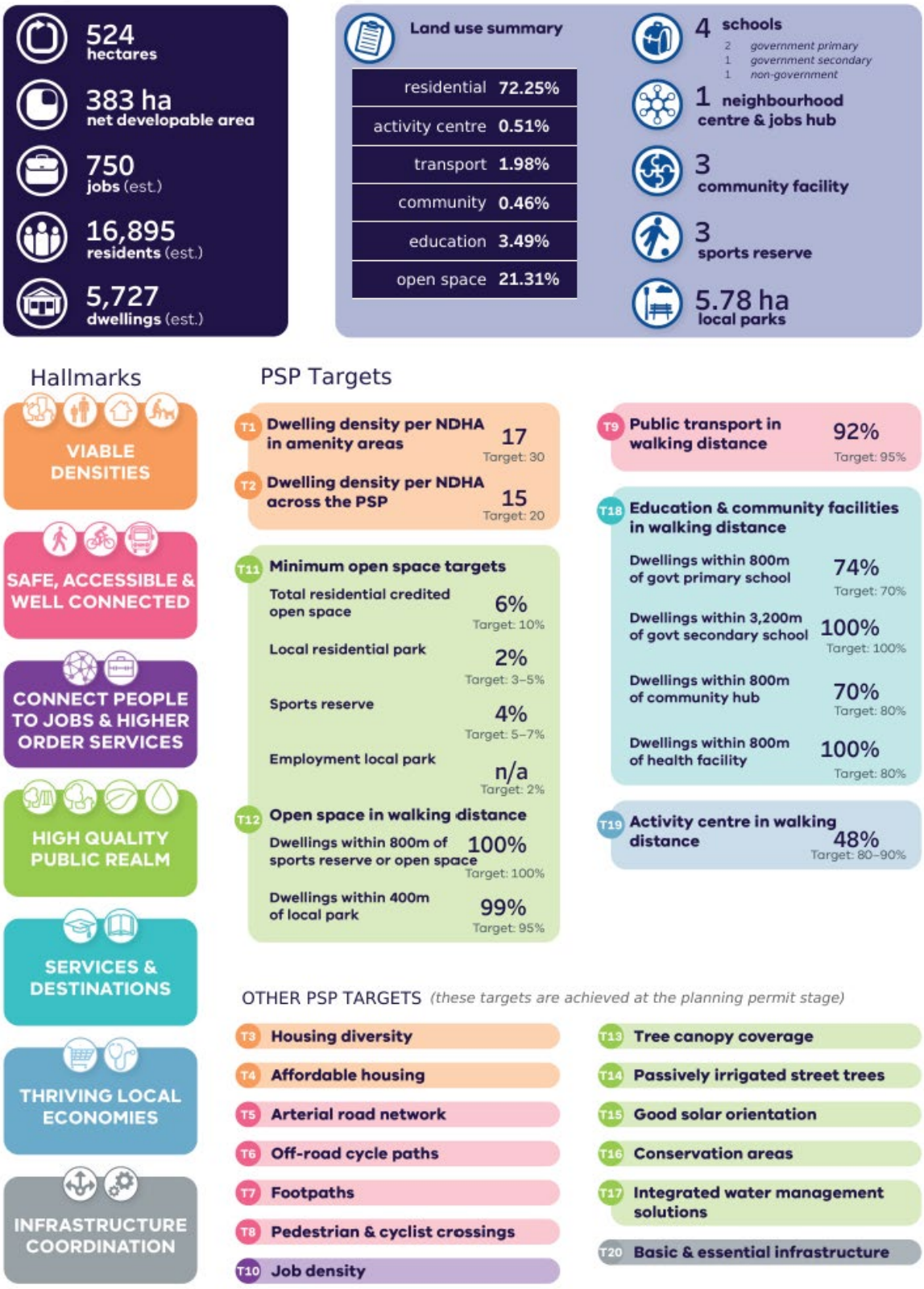
Figure 1 summarises how Bannockburn South East measures against the performance targets based on the PSP Guidelines. The metrics including total numbers and percentage are rounded.

**Figure 1 PSP Performance Summary**



# 3 GENERAL NOTES

1. **General Note – Density within the cultural and/or environmental investigation area**

   If any part of the cultural and/or environmental investigation area is confirmed to be developable by the responsible authority, the density applied to this area is 14 dwellings per net developable hectare.

2. **General Note - Final location and design of uses adjacent cultural and/or environmental investigation area.**

   Any change to the location or shape of the schools, indoor recreation centre, streets or sports reserve (SR-03) adjacent as a consequences of the need to be consistent with the Bruce Creek Conservation Management Plan or an approved CHMP, may be considered by the responsible authority as being generally in accordance with the PSP, if the revised design response achieves the relevant PSP objectives and performance standards to the satisfaction of the responsible authority.

   Should the location or configuration of these elements be altered from the PSP location or configuration post-gazettal of this PSP, then the land within the existing designation of the elements may be used and developed in accordance with the applied zoning of that land under Schedule 1 of the Urban Growth Zone."

3. **General Note - Eastern cultural and/or environmental investigation area**

   Any change to the location of PSP elements (such as the passive park or streets) required to be consistent with an approved Cultural Heritage Management Plan, may be considered by the responsible authority as being generally in accordance with the PSP, if the revised design response achieves the relevant PSP objectives and performance standards to the satisfaction of the responsible authority.

4. **General Note – Protection of Aboriginal Cultural Heritage**

   A permit for subdivision, land use, buildings or works may vary from the layout shown in plans or diagrams contained in this PSP, where that variation is necessary to protect or respond to Aboriginal cultural heritage and the responsible authority is satisfied that the alternative layout meets the relevant PSP objectives, requirements and guidelines.

5. **General Note – Land reserved for east west link road**

   The ultimate cross section for the east-west link road as per Cross Section 1 in Appendix 4 is 32m wide. 26m is expected to be outside of the utilities easement.

# 4 IMPLEMENTATION

## 4.1 Viable densities

### 4.1.1 Objectives

Table 1 Place-based objectives – viable densities

| Objectives | | Implementation Tools |
|---|---|---|
| 01 | Facilitate a diversity of housing types that promote choice and a sense of place for residents at a density that strengthens neighbourhood character, and supports employment and community uses within the Bannockburn South East Precinct. | R1, R2, R3, G1, G3 & G4 |
| 02 | Ensure that development appropriately responds to cultural and/or environmental investigation area as shown in Plan 2 Place Based Plan. | R2, R4 & R5 |
| 03 | To facilitate a mechanism for the voluntary provision of affordable housing. | G2, G3 & G4 |

### 4.1.2 Requirements and guidelines

Table 2 Requirements and guidelines – Viable densities

| Requirements | |
|---|---|
| R1 | Subdivision for residential development must be generally in accordance with Plan 3 Housing, and Table 3 Housing density and diversity, to the satisfaction of the responsible authority.<br><br>Densities lower than targets specified in Table 3, may be considered if it can be demonstrated that the market for housing at the target density is not sufficiently mature. |
| R2 | Subdivision design must respond to the existing precinct features and surrounding uses, in particular:<br>• Areas of ecological and cultural significance, such as the Bruce Creek corridor.<br>• Any current and future Victorian Aboriginal Heritage Register Places.<br>• Existing to high and critical retention value trees and Melbourne Yellow Gums.<br>• Existing and future drainage and waterway areas.<br>• Character and heritage, including existing structures and dry stone walls.<br>• Future Bruce Creek bridge crossing and east-west link road.<br><br>Rural interfaces and utilities easement. |
| R3 | Subdivision must facilitate passive surveillance to adjoining open space, landscape values areas, and waterway corridors. |

| | |
|---|---|
| R4 | Subdivision and development within the cultural and/or environmental investigation area adjacent to the Bruce Creek uncredited open space, as shown on Plan 3 Housing, must be:<br>• Consistent with any relevant approved Conservation Management Plan.<br>• Consistent with a Cultural Heritage Management Plan approved under the *Aboriginal Heritage Act 2006*.<br>Designed to adequately mitigate bushfire risk. |
| R5 | Subdivision and development within the property containing the stony rise to the east of the precinct as shown in Plan 1 Precinct Features and Plan 2 Place Based Plan, must be assessed and the extent of the stony rise and the developable area identified. The assessment must demonstrate that developable area is:<br>• Designed to minimise impacts on biodiversity values, particularly habitat for matters of national environmental significance as defined under the *Environmental Protection and Biodiversity Conservation Act 1999.*<br>Consistent with a Cultural Heritage Management Plan approved under the *Aboriginal Heritage Act 2006*, where applicable. |
| **Guidelines** | |
| G1 | Specialised housing forms, such as retirement living, or aged care should:<br>• Respond to and integrate with adjoining development, avoiding inactive interfaces and blank facades to the public street network.<br>• Be located within amenity areas as shown on Plan 3 housing.<br>• Be accessible by public transport.<br>Not present a barrier to movement through the surrounding road and pedestrian movement network |
| G2 | Applications for residential subdivision and development that contribute to meeting the target of 6.5% minimum of affordable housing generally in accordance with the *Golden Plains Shire Council Social and Affordable Housing Policy* (2023) and *Bannockburn South East Social and Affordable Housing Strategy* (Urbanxchange, August 2023) is encouraged. |
| G3 | Social and affordable housing and key worker housing should be in high amenity areas close to services and community facilities and provide for a range of housing typologies to meet demonstrated local needs generally in accordance with Table 3 Housing density and diversity. |
| G4 | Where affordable housing is provided, consideration should be given to meeting the needs of different income ranges and household sizes. |

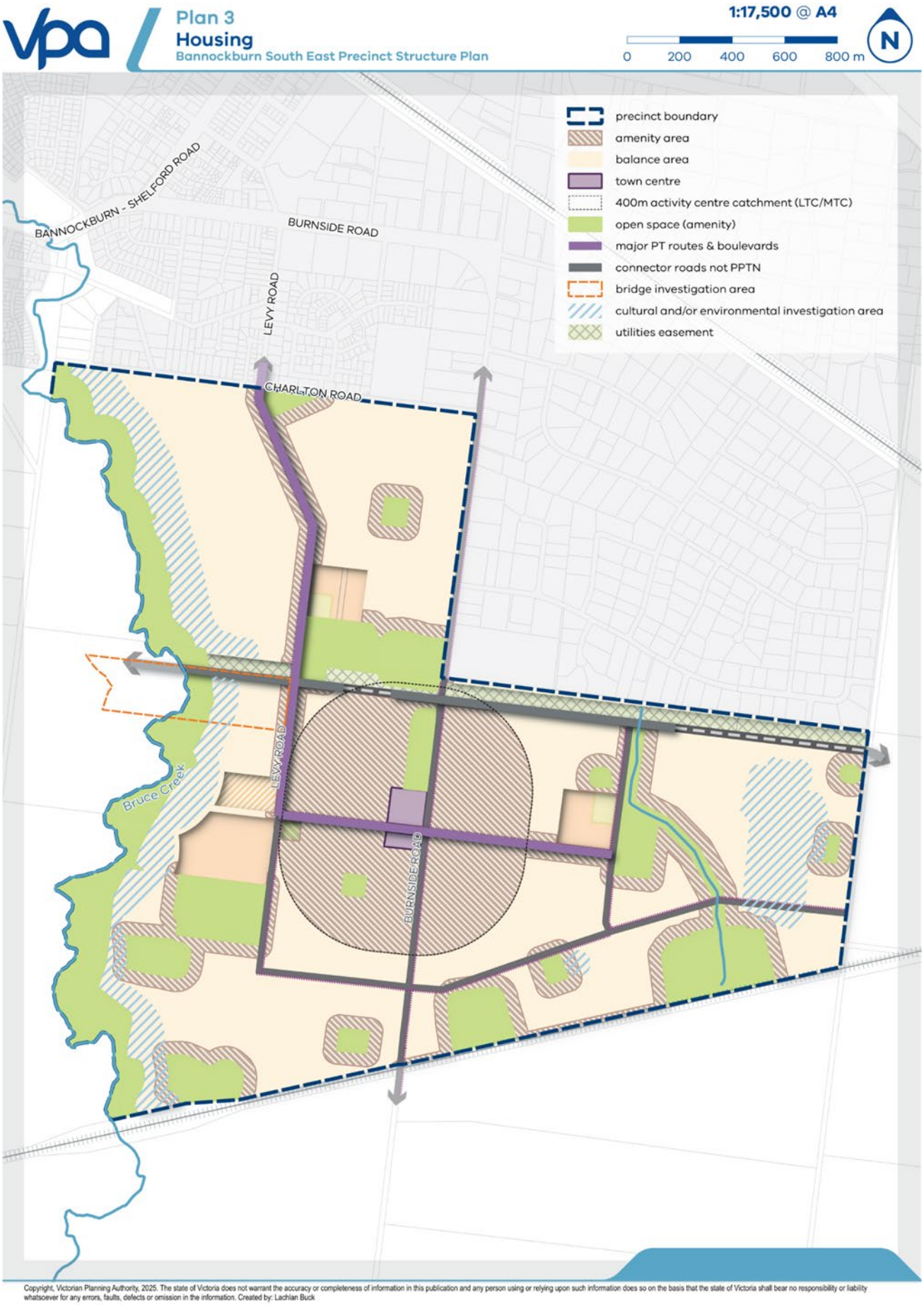
Table 3 Housing density and diversity

| **Amenity Area** | |
|---|---|
| Housing catchment area | Applies to land which is located within 400m walkable catchments of activity centres and train stations, and 50m walkable catchment of open space and the Principal Public Transport Network or similar. |
| Target density | Average of 17 dwellings or more per net developable hectare (NDHa) |

| | |
|---|---|
| Target typologies | **Character statement**<br><br>Development will have a modest scaled urban neighbourhood character, characterised by buildings up to three storeys in height. Mixed typologies will be applied throughout the amenity areas to help create a sense of place, provide visual transition in built form, create view corridors and provide appropriate interfaces with other catchments areas.<br><br>**Typologies**<br><br>To support delivery of diverse housing outcomes in amenity areas, the PSP and applicable planning applications should enable opportunities to deliver at least three (3) different housing typologies. The mix of dwelling typologies should include, but is not limited to*:*<br><br>• Walk-up low-rise apartment style development with concealed integrated car parking.<br>• Shop-top retail low-rise (2–3 storey) residential development for sites closer to the local town centre.<br>• Attached townhouse development.<br>• Semi-detached/duplex-style development (e.g. Small Lot Housing Code products).<br>• Detached traditional style housing.<br>• Retirement living. |
| **Balance Area** | |
| Housing catchment area | Applies to land which is located outside of the nominated amenity area/s. |
| Target density | Average of 14 dwellings or more per NDHa |
| Target typologies | **Character statement**<br><br>Development will have a suburban neighbourhood character featuring buildings up to three storeys in height. Housing will generally comprise detached and semi-detached typologies, however more intensive forms of development such as terraced homes and attached townhouses may be provided in certain locations (e.g. interfaces with amenity areas).<br><br>**Typologies**<br><br>To support delivery of diverse housing outcomes in balance areas, the PSP and applicable planning applications should enable opportunities to deliver at least two (2) different housing typologies. The mix of dwelling typologies should include, but is not limited to:<br><br>• Attached townhouse development.<br>• Semi-detached/duplex style development (i.e. Small Lot Housing Code products).<br>• Detached traditional style housing.<br>• Semi-detached/detached low-rise social and affordable housing.<br>• Retirement living. |

Table 4 Dwelling yields

| Housing catchment area | NDA(HA) | Dwellings/NDHA | No. of dwellings |
|---|---|---|---|
| Amenity area | 149 | 17 | 2539 |
| Balance area | 231 | 14 | 3236 |
| **TOTAL** | 383.21 | 15.07 | 5775 |
| **Anticipated population at 2.95 persons per dwelling** | | | 17036 |

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## 4.2 Safe, accessible and well-connected

### 4.2.1 Objectives

Table 5 Objectives – Safe, accessible and well-connected

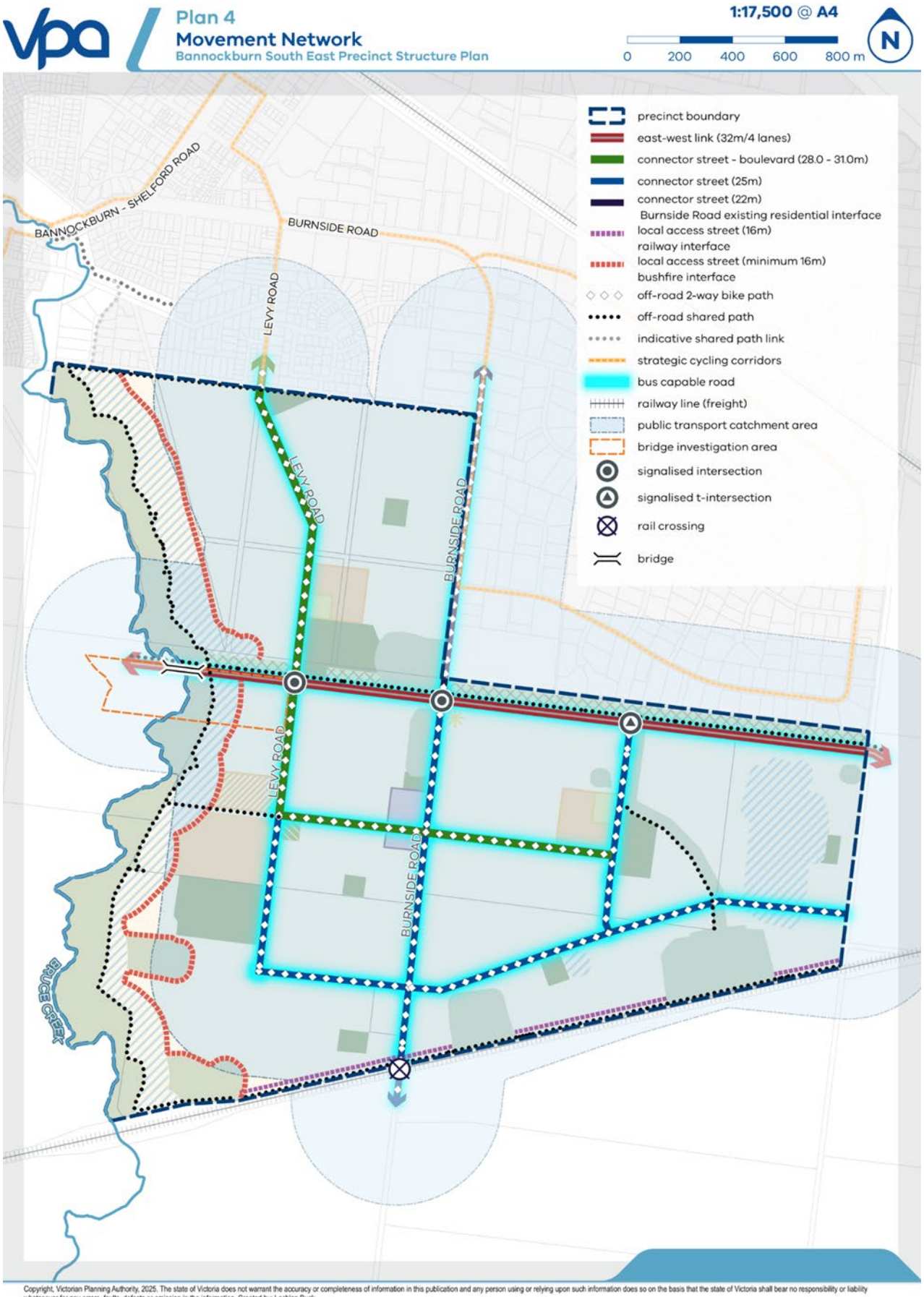
| Objectives | | Implementation tools |
|---|---|---|
| 04 | Deliver a network for roads, active transport and public transport that is permeable and integrated. | R7, R8, R9, G5, G6 & G10 |
| 05 | Establish a safe, accessible and efficient movement network which supports community access to existing and future services and destinations whilst enhancing Bannockburn's character. | R7, R8, R9, G8 & G10 |
| 06 | Facilitate the provision of land for the long term delivery of a higher order east-west road that relieves traffic from Bannockburn High Street and balances its movement and place function. | R6, R9, G6 & G7 |
| 07 | Deliver walking and cycling connections to Bannockburn and the precinct's key destinations, such as the existing town centre, future local town centre, community facilities, schools, open spaces and Bruce Creek. | R7, R8, R9, R10, R11, G7, G8, G9 & G10 |

### 4.2.2 Requirements and guidelines

Table 6 Requirements and guidelines – Safe, accessible and well-connected

| Requirements | |
|---|---|
| R6 | Connector roads and local streets must be designed and developed generally in accordance with the relevant cross sections in Appendix 4 unless otherwise agreed by the responsible authority. |
| R7 | Pedestrian and cyclist crossings must be provided generally in accordance with those indicated in Plan 4 Movement network and public transport. |
| R8 | Pedestrian and cyclist crossings must be provided every 400–800m, where appropriate, along the east-west link road, rail lines, waterways, and any other accessibility barriers. |
| R9 | Design of all subdivisions, streets and the east-west link road must provide:<br>• A permeable, direct and safe street network prioritising walking and cycling, particularly walking and cycling to schools.<br>• Safe and convenient crossing points of connector roads and local streets at all intersections and on key desire lines as well as crossing waterways.<br>• Safe pedestrian crossings of the east-west link road at all intersections, at key desire lines, and on regular intervals appropriate to the function of the road and public transport provision.<br>• Safe and convenient transition between on and off-road bicycle networks<br>• Convenient access to regional and local points of interest and destinations for effective integration with neighbouring properties, parkland and sports reserves.<br>• Direct and convenient walking access to public transport services. |

| | |
|---|---|
| R10 | The Bridge Investigation Area represents a potential location for a bridge crossing of Bruce Creek as informed by the *Bannockburn South East Bridge Feasibility Assessment* (Jacobs, April 2025). Final siting and design will be determined through consultation with the Registered Aboriginal Party (RAP) and compliance with the *Aboriginal Heritage Act 2006*and all relevant statutory requirements. |
| R11 | The design and construction of any bridge crossing of Bruce Creek must:<br>• Be designed to minimise impacts on biodiversity values, particularly habitat for matters of national environmental significance as defined under the *Environmental Protection and Biodiversity Conservation Act, 1999.*<br>• Be consistent with any relevant approved Conservation Management Plan.<br>• Be consistent with the document titled *Design and construction standards for Growling Grass Frog passage structures* (DELWP 2016).<br>• Be consistent with any Cultural Heritage Management Plan (CHMP) approved under the *Aboriginal Heritage Act 2006* for the land.<br>• Meet the objectives of Corangamite Catchment Management Authority's *Waterway Crossing Performance Objectives*.<br>• Be consistent with the Bruce Creek Masterplan (BCM). |
| **Guidelines** | |
| G5 | A variety of cross sections should be used in subdivision layouts for local streets to create differentiation, sense of place and neighbourhood character.<br>Alternative cross sections should ensure that:<br>• Sufficient provision is made for street tree planting to achieve 30% canopy tree coverage in the public realm.<br>• Minimum required carriageway dimensions are maintained to ensure safe and efficient operation of emergency vehicles on all streets as well as buses on connector streets.<br>• The performance characteristics of standard cross sections as they relate to pedestrian and cycle use are maintained.<br>Relevant minimum road reserve widths for the type of street are maintained. |
| G6 | Where alternative cross-sections have been implemented, they should provide for off-road bicycle paths on all connector streets and the east-west link road. |
| G7 | Alternative footpath or shared path approaches may be used where they enhance walkability and permeability and respond to the purpose of the place and character of the urban form to the satisfaction of the responsible authority. |
| G8 | Waterway crossings should be provided at intervals no greater than 400m or corresponding with all perpendicular through roads or pedestrian and cycle paths, where possible. |
| G9 | Street layouts should provide multiple convenient routes via direct off-road active network paths to major destinations such as local parks, sporting reserves, community facilities, major and neighbourhood activity centres, local town centres, train/bus interchanges and significant employment areas both within the precinct and in surrounding areas. |

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## 4.3 Connect people to jobs, higher order services and thriving local economies

### 4.3.1 Objectives

Table 7 Objectives – Connect people to jobs and higher order services

| Objectives | | Implementation tools |
|---|---|---|
| 08 | Strengthen Bannockburn's local and regional economy and create opportunities for new businesses and a variety of local jobs. | R12, R14, G11 & G12 |
| 09 | Deliver a high amenity local town centre that can adapt and evolve over time to cater to the daily needs of surrounding residents and reflects Bannockburn's sense of identity and local character. | R12, R13, G11 & G12 |
| 010 | Ensure that the hierarchy is maintained between the local town centre and the primacy of the existing Bannockburn Town Centre. | R12 & R13 |
| 011 | Facilitate the delivery of local jobs. | R14, G11 & G12 |

### 4.3.2 Requirements and guidelines

Table 8 Requirements and guidelines – Connect people to jobs and higher order services

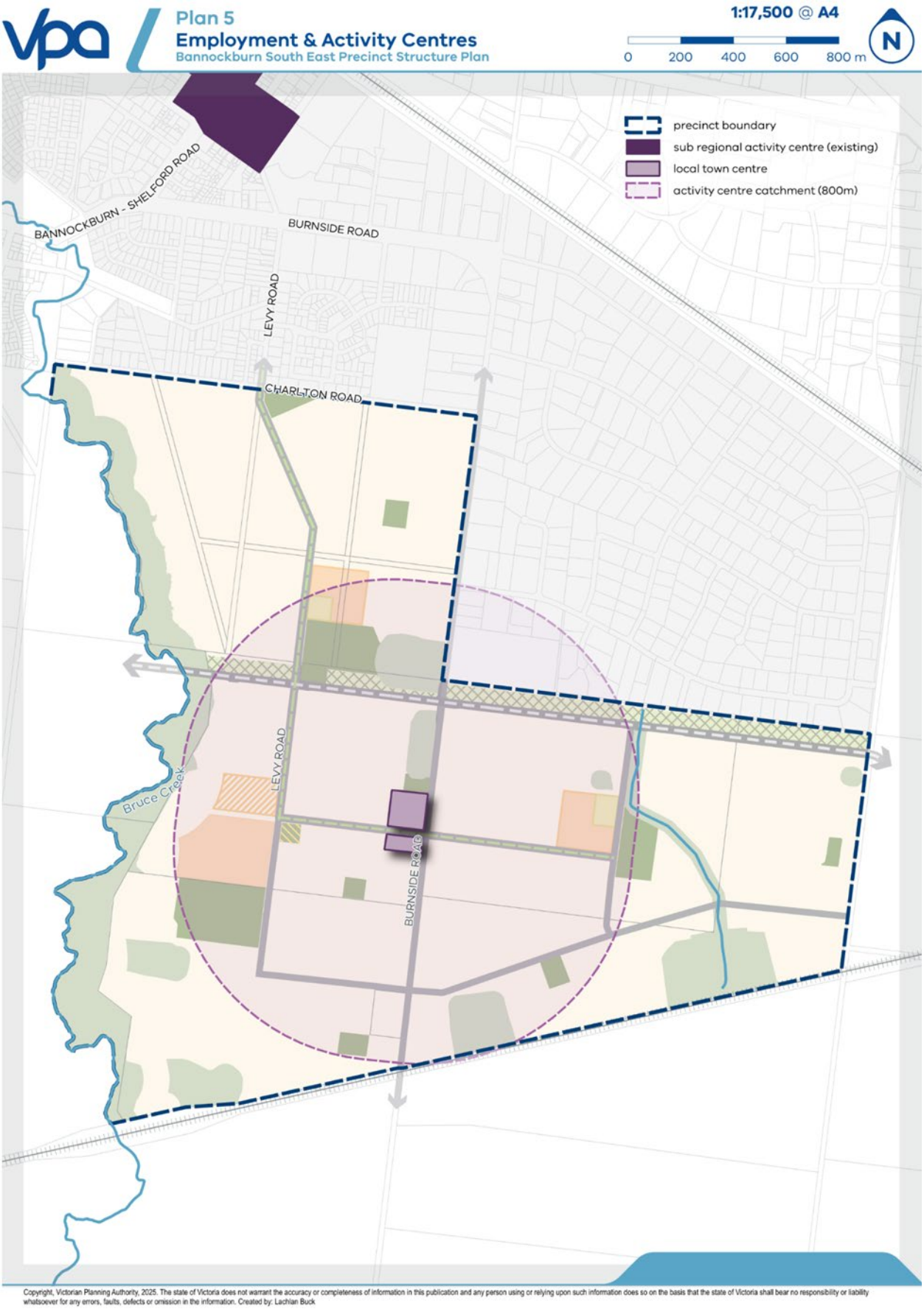
| Requirements | |
|---|---|
| R12 | Subdivision and development involving the delivery and design of the local town centre shown on Plan 5 Employment and Activity Centres must:<br>• Appropriately reflect and cater for the anticipated needs of the community.<br>• Complement the planned activity and community-related outcomes in adjoining neighbourhoods.<br>• Provide convenient, walkable access to everyday retail and commercial needs and services. |
| R13 | A local town centre must be developed generally in the location shown on Plan 5 Employment and Activity Centres with:<br>• Direct access to a connector road.<br>• Direct access to walking paths, cycling paths and bus capable roads.<br>• Concealed and integrated carparking. |
| R14 | The subdivision must provide a diverse range of lot sizes to accommodate the needs of a range of commercial businesses and industries, where applicable. |
| **Guidelines** | |
| G10 | Complementary land uses should be located adjacent to existing or future local town centre. These may include:<br>• Medical centres.<br>• Convenience shops.<br>• Food and drink premises. |
| G11 | Environmentally sustainable principles and initiatives should be considered in the design of commercial buildings including (but not limited to): |

- Integrated Water Management for onsite storage and re-use.
- Solar panels and associated battery storage.
- Electrical Vehicle charging.
- Climate cooling through building design.
- Shade and cooling of open air car parks.

Refer to Appendix 3 Local town centre performance requirements and guidelines.

Table 9 Employment generation table

| Land use | NDA (ha) | Estimated jobs |
|---|---|---|
| Education and other community facilities | 20.2 | Up to 390 |
| Local town centre | 2.7 | 360 |
| **Total** | **26.3** | **360** |

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## 4.4 High quality public realm

### 4.4.1 Objectives

Table 10 Objectives – High quality public realm

| Objectives | | Implementation tools |
|---|---|---|
| 012 | Promote safe, functional and enjoyable streetscapes, local parks, and sports reserves and recreation facilities that cater to a diversity of people and ages. | R25, R37, R39, G13, G21, G22, G24 & G25 |
| 013 | Deliver an accessible and integrated network of local parks, sports reserves and recreation facilities that meet the needs and aspirations of the new community with adaptable, flexible and multi-use designs. | R38, R40, G21, G22 |
| 014 | Contribute to the protection and integration of areas of Wadawurrung cultural heritage and living cultural values through the urban form and open space network and encourage suitable interpretations of these values throughout subdivision design. | R34, R35, R39, G29, G30, G31, G32 & G33 |
| 015 | Contribute to the long-term conservation of significant flora and fauna species through habitat protection, maintenance of passage for fauna, and the management of urban stormwater flows. | R15, R16, R,17, R18, G18, G23, G27, G28 |
| 016 | Ensure the retention and establishment of trees through responsive layout of lots, streets and open spaces. | R15, R30, G13, G23 & G24 |
| 017 | Facilitate safe, resilient, water sensitive, environmentally sustainable urban environments that respond to climate change and other hazards. | R20, R25, R26, R28, R29, G19, G34, G35 |
| 018 | Develop sustainable water supply, drainage and wastewater systems that protect, conserve, and improve biodiversity, waterways and other natural resources and maintains or enhances the safety, health and wellbeing of people and property. | R29, R31, R32, R33, R34, R35, R36, G19 & G35 |
| 019 | Increase community resilience to bushfire by ensuring bushfire hazards are identified and bushfire risk is reduced to an acceptable level. | R21, R22, R23, R24, R25, R26, R27, G14, G15, G16 & G17 |
| 020 | Promote an integrated and high quality open space and conservation outcome for the Bruce Creek corridor. | R17, R18, R34, R40, G26, G27, G28, G29, G32, G33 |

### 4.4.2 Requirements and guidelines

Table 11 Requirements and guidelines – High quality public realm

| Requirements | |
|---|---|
| R15 | Significant trees and habitat areas (*Melbourne Yellow Gums, High/Critical Retention Trees* and *Golden Sun Moth/Tussock Skink Habitat*) identified in Plan 6 Public Realm must be retained and protected to the satisfaction of the responsible authority. |

| | |
|---|---|
| R16 | Applications must demonstrate how the proposed development will avoid and minimise impacts on biodiversity values, particularly habitat for matters of national environmental significance in the *Environment Protection and Biodiversity Conservation Act 1999* to the satisfaction of the responsible authority. |
| R17 | Any biodiversity conservation area to be vested in the relevant authority must be finished to a standard that satisfies the requirements of that authority. Works required prior to the transfer include:<br>• Clearing of rubbish and weeds.<br>• Completion of essential repairs to and stabilisation of any structures.<br>• Installation of any fencing required to ensure public safety.<br>Any works carried out must be consistent with any relevant approved Cultural Heritage Management Plan and/or Conservation Management Plan. |
| R18 | Public lighting must be designed and baffled to prevent light spill and glare within and adjacent to Bruce Creek, unless otherwise agreed by the Department of Energy, Environment and Climate Action. |
| R19 | Vegetation within bushfire hazard areas shown on Plan 8 Bushfire must be managed to the relevant vegetation threat level unless otherwise agreed by the responsible authority and relevant fire authority. |
| R20 | Development adjoining bushfire hazards shown on Plan 8 Bushfire must be setback in accordance with the corresponding bushfire hazard designations to the satisfaction of the responsible authority and relevant fire authority and as outlined in *Bannockburn South East PSP - Bushfire Assessment* (January 2025), unless otherwise agreed with the responsible authority and relevant fire authority. |
| R21 | Subdivision adjoining a bushfire hazard area must include a publicly accessible perimeter road unless otherwise agreed by the responsible authority and relevant fire authority. |
| R22 | Any vegetation located in a setback required for bushfire purposes must be managed in accordance with the following requirements, unless otherwise agreed by the responsible authority and relevant fire authority:<br>• Grass must be short cropped and maintained during the declared fire danger period.<br>• All leaves and vegetation debris must be removed at regular intervals during the declared fire danger period.<br>• Within 10m of a building, flammable objects must not be located close to the vulnerable parts of the building.<br>• Plants greater than 10cm in height must not be placed within 3m of a window or glass feature of the building.<br>• Shrubs must not be located under the canopy of trees.<br>• Individual and clumps of shrubs must not exceed $5m^2$ in area and must be separated by at least 5m.<br>• Trees must not overhang or touch any elements of a building.<br>This requirement does not apply to perimeter roads in bushfire designated areas. Street planting in these locations must be of a species to the satisfaction of the responsible authority in consultation with the relevant fire authority. |
| R23 | Landscape design and plant selection in open spaces, including waterways and drainage corridors, must mitigate bushfire risk to the satisfaction of the responsible authority. |

| | |
|---|---|
| R24 | Canopy tree coverage within the public realm must achieve a minimum of 30% (excluding areas dedicated to biodiversity or native vegetation conservation).<br>The responsible authority and the relevant fire authority may choose to waive this requirement for perimeter roads adjoining bushfire hazard areas. Street planting in these locations must be of a species to the satisfaction of the responsible authority in consultation with the relevant fire authority. |
| R25 | Any lot created for a future government or non-government school must be capable of accommodating a building envelope that achieves the setbacks from classified vegetation required under S43C2 of the National Construction Code 2022 (or as updated) to the satisfaction of the responsible authority in consultation with the relevant fire authority. |
| R26 | A landscape plan must implement integrated water management and water sensitive design outcomes to the satisfaction of the responsible authority. |
| R27 | Stormwater runoff from development must meet the objectives of the *Urban Stormwater – Best Practice Environmental Management Guidelines (Victorian Stormwater Committee, 1999), and EPA (Environment Protection Authority) Urban Stormwater Publication 1739.1 (*or as amended) (including achieving the General Environmental Duty described within) prior to discharge to receiving waterways and as outlined in Plan 7 Water, where reasonably practicable unless otherwise approved by Corangamite Catchment Management Authority and the responsible authority.<br>Proposals that exceed the performance objectives are highly encouraged and can be considered, all to the satisfaction of Corangamite Catchment Management Authority and the responsible authority. |
| R28 | Passive irrigation of street trees must be provided, unless otherwise agreed by the responsible authority.<br>Alternative irrigation may be considered where it can be demonstrated through a comprehensive alternative plan (such as an Integrated Water Management Plan) that passive irrigation is either unnecessary or inferior to the proposed alternative (for example, recycled water irrigation of street trees in mandated recycled water areas). |
| R29 | The final layout, boundaries and design of constructed wetlands, retarding basins, stormwater quality treatment infrastructure, and associated paths, boardwalks, bridges, and planting, must include appropriate treatments to provide protection for dispersive soils where these are present and be designed to the satisfaction of Corangamite Catchment Management Authority and the responsible authority, and must mitigate the risk of erosion from sodic and dispersive soils. |
| R30 | Stormwater conveyance and treatment must be designed generally in accordance with the final stormwater drainage concept, Plan 7 Water, such that:<br>• Overland flow paths and piping within road reserves will be connected and integrated across property/parcel boundaries.<br>Corangamite Catchment Management Authority and the responsible authority freeboard requirements for overland flow paths will be adequately contained within the road reserves and waterways. |
| R31 | The risk of erosion of sodic and/or dispersive soils must be avoided or mitigated. Potential management methods may include but are not limited to: |

| | |
|---|---|
| | • Widening the buffer distances between the core riparian zone and the outside vegetated buffers that allows sufficient tolerances for channel migration.<br>• Diversion of water away from sodic and/or dispersive materials.<br>• Minimising potential convergence and/or ponding of surface flows.<br>• Compacting to reduce pore spaces and minimise water movement through material.<br>• Physical and chemical soil ameliorants.<br>• Maintenance of topsoil across undisturbed land, preferably with grasses to provide surface soil stability and root anchorage.<br>• Minimise the amount of time land is exposed (e.g., by staging development).<br>• Ensure that culverts and drains excavated into dispersive subsoils are capped with non-dispersive topsoil, gypsum stabilised and vegetated. |
| R32 | Stormwater drainage infrastructure may be constructed in the cultural and/or environmental 32ea on Plan 7 Water, provided that the responsible authority is satisfied with the design:<br>• Minimises impacts on biodiversity values, particularly habitat for matters of national environmental significance *Environment Protection and Biodiversity Conservation Act 1999.*<br>• Is consistent with the document titled *Growling Grass Frog Habitat Design Standards (DELWP, 2017).*<br>• Is consistent with a Cultural Heritage Management Plan approved under the *Aboriginal Heritage Act 2006.*<br>• Is consistent with any relevant erosion management plan is approved by the responsible authority. |
| R33 | Constructed drainage waterways are to be designed generally in accordance with Plan 10 Infrastructure and Development Staging, unless otherwise agreed with the responsible authority. Waterways must, to the satisfaction of the responsible authority:<br>• Provide safe drainage and flood protection.<br>• Incorporate sufficient setbacks or buffers from built infrastructure such as roads and residential and commercial uses to safeguard the ecological function and values of the waterway.<br>Protect environmental, cultural values and enhance urban amenity values. |
| R34 | Dry stone walls must be retained unless otherwise agreed by the responsible authority. Dry stone walls to be retained must:<br>• Be situated within a public open space or road reserve to the satisfaction of the responsible authority.<br>• Have a suitable landscape interface.<br>• Be checked by a suitably qualified dry stone wall expert for any loose stones that are to be reinstated in the wall in secure positions.<br>• Be incorporated into subdivision design to minimise disturbance to the walls (e.g. utilisation of existing openings for vehicle and pedestrian access). |
| R35 | Prior to subdivision of land containing the high voltage utilities easement, a concept plan for the easement must be prepared, which demonstrates high quality amenity, open space and development outcomes corresponding with the list of considerations found in Appendix 6 Utilities easement design outcomes to the satisfaction of the responsible authority. |

| | |
|---|---|
| R36 | Wadawurrung cultural heritage and historic heritage sites (e.g. drystone walls and the farmstead) must be recognised through the design of public places, infrastructure and interpretive installations. |
| R37 | Subdivisions that include the Bruce Creek corridor must have regard to Appendix 5, Bruce Creek Open Space Design Outcomes to the satisfaction of the responsible authority. |
| **Guidelines** | |
| G12 | Canopy trees should have an average canopy of foliage of at least 6.4m in diameter at maturity in summer. Where this cannot be achieved because of local climate and soil conditions, a suitable species should be selected which closest achieves suitable canopy cover, to the satisfaction of the responsible authority. Achieve of a minimum 30% canopy tree coverage within the public realm must still be met. |
| G13 | All fencing adjoining bushfire hazard areas shown on Plan 8 Bushfire should be made from non-combustible materials. |
| G14 | Lot design adjoining bushfire interface, shown on Plan 8 Bushfire should allow for the provision of a static water supply of 2,500L for personal firefighting where practical. |
| G15 | Subdivision should include a network of streets that provide multiple evacuation routes away from bushfire risks and areas of bushfire hazard. Setbacks within private allotments can be used for bushfire setbacks where there is appropriate vegetation management. |
| G16 | Where a setback is required from a bushfire hazard, the setback should be provided on public land additional to the Bruce Creek uncredited open space where practical. |
| G17 | Movement corridors for local fauna and adjacent land uses should be designed and managed sensitively to facilitate fauna movement in accordance with a management plan. |
| G18 | The design and layout of roads, road reserves and public open space should optimise water use efficiency and long-term viability of vegetation, tree canopy and public landscaped areas through use of Water Sensitive Urban Design (WSUD) initiatives and opportunities for IWM. |
| G19 | Opportunities should be provided for the community to access and experience conservation areas while acknowledging the primary purpose of these areas is to protect and manage threatened species and vegetation communities. |
| G20 | Revegetate relevant land within the Bruce Creek Conservation Area to restore and enhance the Natural Temperate Grasslands and ensure protection of extant biodiversity values. |
| G21 | Alternative locations and configurations for local parks shown on Public Realm Plan, may be considered subject to:<br>• Open space being retained within the same landownership. unless otherwise agreed with the affected landowners.<br>• Not diminishing the quality or usability of the space.<br>• Not adversely affecting walkable accessibility of the network.<br>• Not adversely affecting the overall diversity of the precinct's open space network. |
| G22 | The open space network should:<br>• Include a range of open space typologies and sizes in accordance with Table 12 Open space delivery and Plan 6 Public realm. |

| | |
|---|---|
| | • Maximise the amenity and value of open space through shared paths, trails, interpretive features and other recreational elements. |
| G23 | Where practicable, low and moderate arboricultural value trees (excluding designated weed species) should be considered for retention, protected and enhanced, and indigenous revegetation undertaken to provide habitat and movement corridors for local fauna. |
| G24 | Open Space and landscape in the public realm should ensure that street trees have adequate root zone space free from infrastructure or utilities. |
| G25 | Incorporate opportunities for alternative energy, where practical such as solar lighting, wind trees and neighbourhood batteries into streetscapes and the public realm. |
| G26 | Drainage assets and public open space areas should be located adjacent with the conservation area and waterways to provide a buffer to development where appropriate to the satisfaction of the responsible authority. |
| G27 | Drainage assets adjacent to Bruce Creek in areas of Aboriginal Cultural Heritage Sensitivity should be located and designed in collaboration with the Wadawurrung. The design process should include consideration of the following:<br>• Rehabilitation, protection and creation of habitat values, including for threatened species such as Growling Grass Frog.<br>• Contributing towards a resilient, clean and healthy system of rivers and waterways.<br>• Ensuring cultural flows are maintained and maximising opportunities for cultural and economic access to water. |
| G28 | Significant flora and fauna species should be integrated into the open space network in a way that:<br>• Respects and incorporates Wadawurrung values and aspirations.<br>• Maximises passive amenity values.<br>• Builds opportunities for the community to connect with the landscape and embeds passive educational outcomes.<br>• Reflects the *Growling Grass Frog Habitat Design Standards 2017.*<br>• Ensures ongoing viability of habitat and maximises habitat connectivity. |
| G29 | The open space network should respond to the values of adjoining areas of Wadawurrung cultural value and significance, including but not limited to the Bruce Creek corridor and area of Stony Rises. |
| G30 | Significant elements of the landscape and built form should be used as focal points for view lines along streets. Elements may include hill tops, ridge lines, prominent vegetation and other landmarks.<br>Special consideration should be given to maintaining visual connectivity to landscape features that are important to Wadawurrung relationships to the precinct, such as the Barrabool Hills including Mt Moriac, Mt Gnarwarre and Mt Pollock. |
| G31 | Wadawurrung should be invited to placename new precinct features (e.g. constructed waterways, roads, trails and open spaces). |
| G32 | Dependent on the outcomes and cultural value findings of the relevant Cultural Heritage Management Plans (CHMPs) and/or other cultural heritage |

| | |
|---|---|
| | investigations, open space outcomes within the areas of Stony Rises and Bruce Creek should be designed to:<br>• Prioritise indigenous vegetation restoration and renourishment.<br>• Maximise significant view lines to and from features within the precinct, and features of significance across Wadawurrung Country.<br>• Integrate with the wider open space and active transport network. |
| G33 | Opportunities should be explored through cultural heritage interpretation trails along public path networks in areas of known historic cultural history or areas of Aboriginal cultural heritage sensitivity (e.g. Bruce Creek), in consultation with relevant stakeholders.<br>Signage or interpretive opportunities should be integrated into the public realm to contribute to the knowledge and understanding of the local area's Aboriginal cultural and historic cultural history. |
| G34 | Development should demonstrate a reduced reliance on potable water using alternative design features such as stormwater collection, and recycled water. In particular, the use of lot scale rainwater tanks plumbed for internal reuse (e.g. toilets). |
| G35 | Applications should consider a range of IWM options as indicated in Plan 7 Water and Figure 2 Integrated Water Management opportunities to provide for urban amenity and meet the vision and objectives of the Bannockburn Integrated Water Management Plan. Potential IWM options may include but are not limited to:<br>• Rainwater tanks on all commercial and residential lots.<br>• Passive irrigation of trees in the public realm, include all streets and public open space.<br>• Stormwater reuse for public open space.<br>• Kerb cut-out installation around public open space.<br>• Enablement of infiltration wetlands to be installed. |

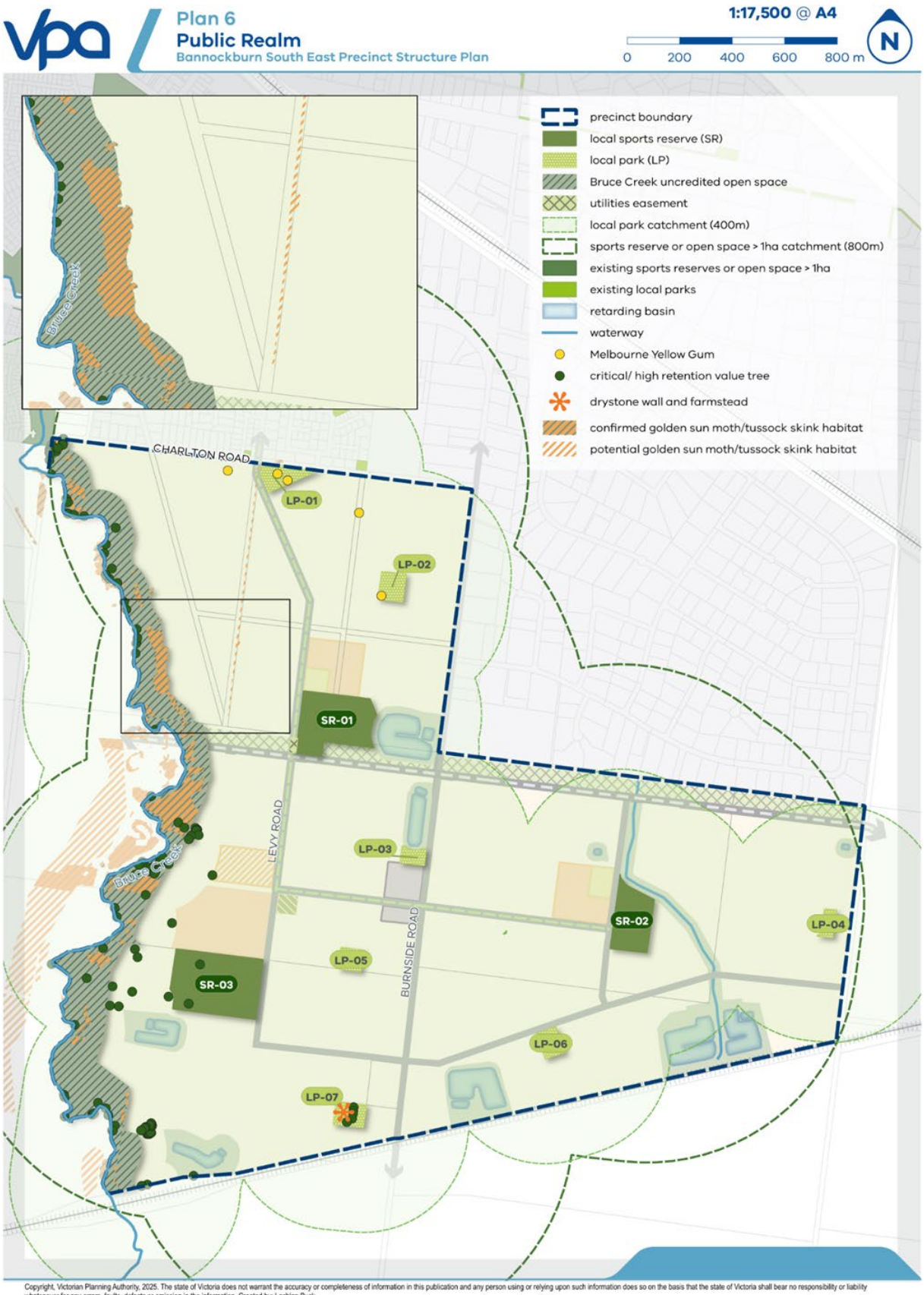
Table 12 Open space delivery

| Park ID | Area (HA) | Type | Locational Attributes | Responsibility |
|---|---|---|---|---|
| **Active Open Space** | | | | |
| SR-01 | 5.63 | Local Sports Reserve | Co-located with northern primary school, partially within utilities easement (0.55ha of 5.63ha) | Golden Plains Shire |
| SR-02 | 3.31 | Local Sports Reserve | Co-located with eastern primary school and constructed waterway | Golden Plains Shire |
| SR-03 | 7.60 | Local Sports Reserve | In south on the Levy Road extension, co-located with secondary school and abutting the Bruce Creek corridor | Golden Plains Shire |

| Park ID | Area (HA) | Type | Locational Attributes | Responsibility |
|---|---|---|---|---|
| **Local Parks** | | | | |
| LP-01 | 1.24 | Local Park | Corner of Levy Road and Charlton Road at north of precinct, including multiple extant Melbourne Yellow Gums | Golden Plains Shire |
| LP-02 | 1.00 | Local Park | Local park in north with an extant Melbourne Yellow Gum | Golden Plains Shire |
| LP-03 | 0.54 | Local Park | Local park co-located with local town centre with potential urban square/plaza treatment | Golden Plains Shire |
| LP-04 | 0.50 | Local Park | Eastern local park, co-located with sediment basin | Golden Plains Shire |
| LP-05 | 0.70 | Local Park | Local park in south/centre of precinct | Golden Plains Shire |
| LP-06 | 0.80 | Local Park | Local park in southeast of precinct on corner of future connector routes | Golden Plains Shire |
| LP-07 | 1.00 | Local Park | Local park in near southern precinct boundary, including many extant indigenous trees and a historic farmstead with drystone walls | Golden Plains Shire |
| **Indoor Recreation** | | | | |
| IR-01 | 0.60 | Indoor Recreation Facility | On central connector spine, co-located with secondary school, sports reserve and potential private primary school | Golden Plains Shire |

Table 13 Water infrastructure

| Drainage Scheme | | | |
|---|---|---|---|
| **Asset ID** | **Area (HA)** | **Asset Type** | **Responsibility** |
| RBWL1 | 4.31 | Retarding basin / wetland | Golden Plains Shire |
| RBWL2 | 3.21 | Retarding basin / wetland | Golden Plains Shire |
| RBWL3 | 4.99 | Retarding basin / wetland | Golden Plains Shire |
| RBWL4 | 5.08 | Retarding basin / wetland | Golden Plains Shire |
| RBWL5 | 2.31 | Retarding basin / wetland | Golden Plains Shire |
| RBWL6 | 0.58 | Retarding basin / wetland | Golden Plains Shire |
| RBWL7 | 0.48 | Sediment basin | Golden Plains Shire |
| RBWL8 | 9.56 | Retarding basin / wetland | Golden Plains Shire |
| WW-01 | 4.14 | Constructed waterway | Golden Plains Shire |

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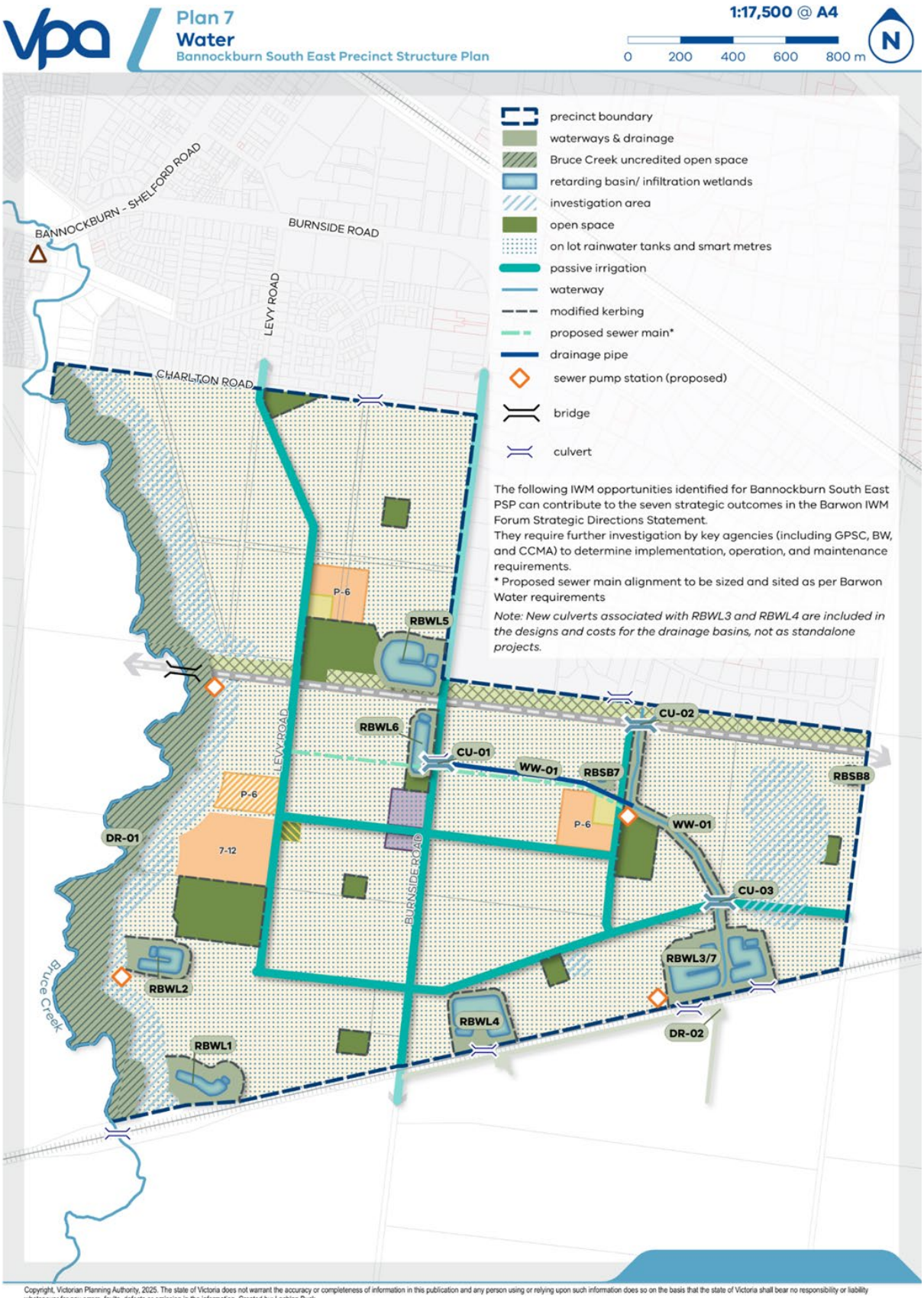


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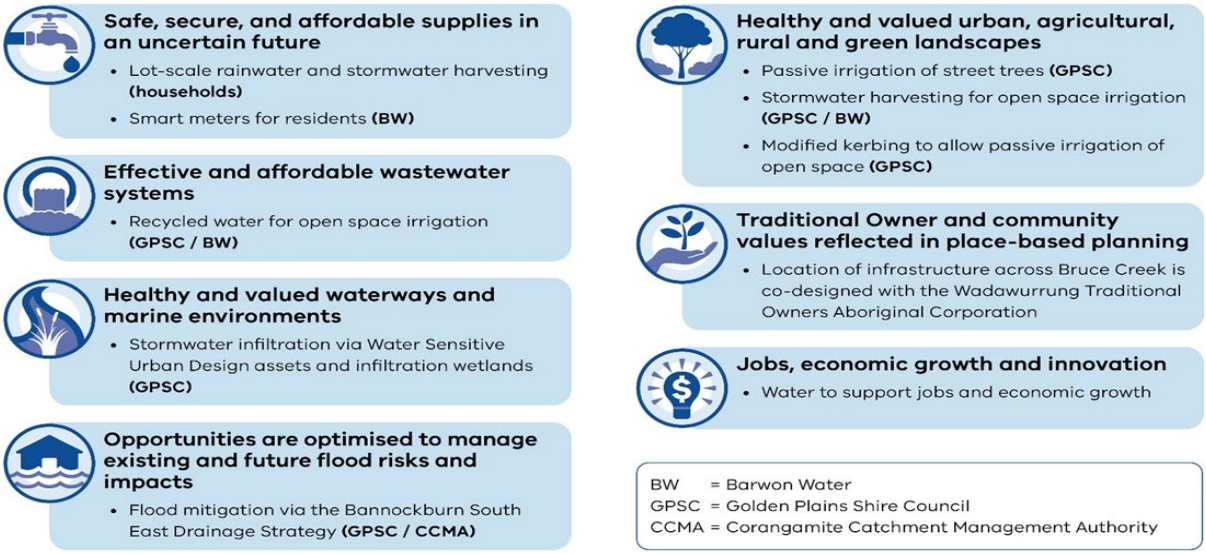
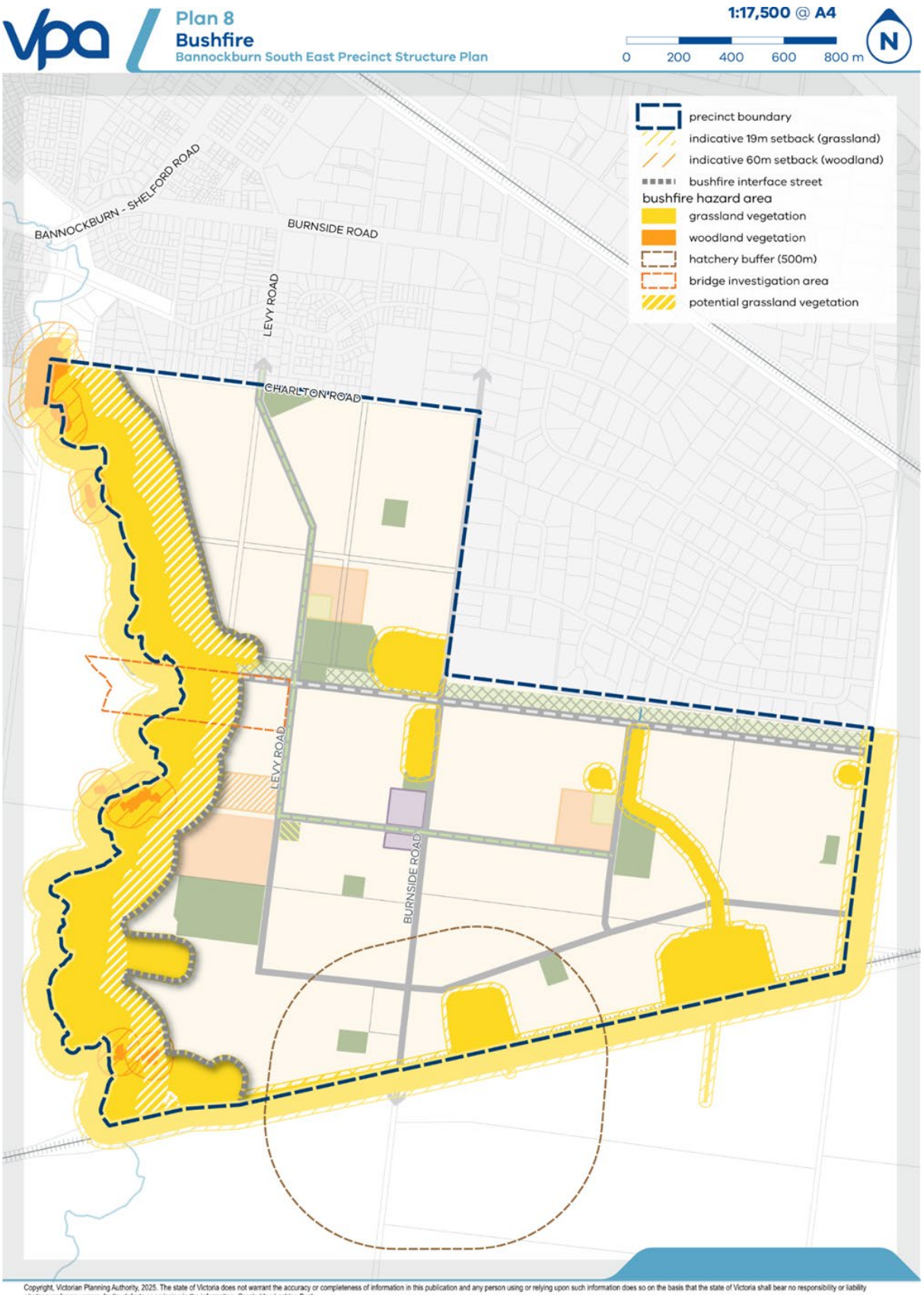
Figure 17 Integrated Water Management opportunities



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## 4.5 Services and destinations

### 4.5.1 Objectives

Table 14 Objectives – Services and destinations

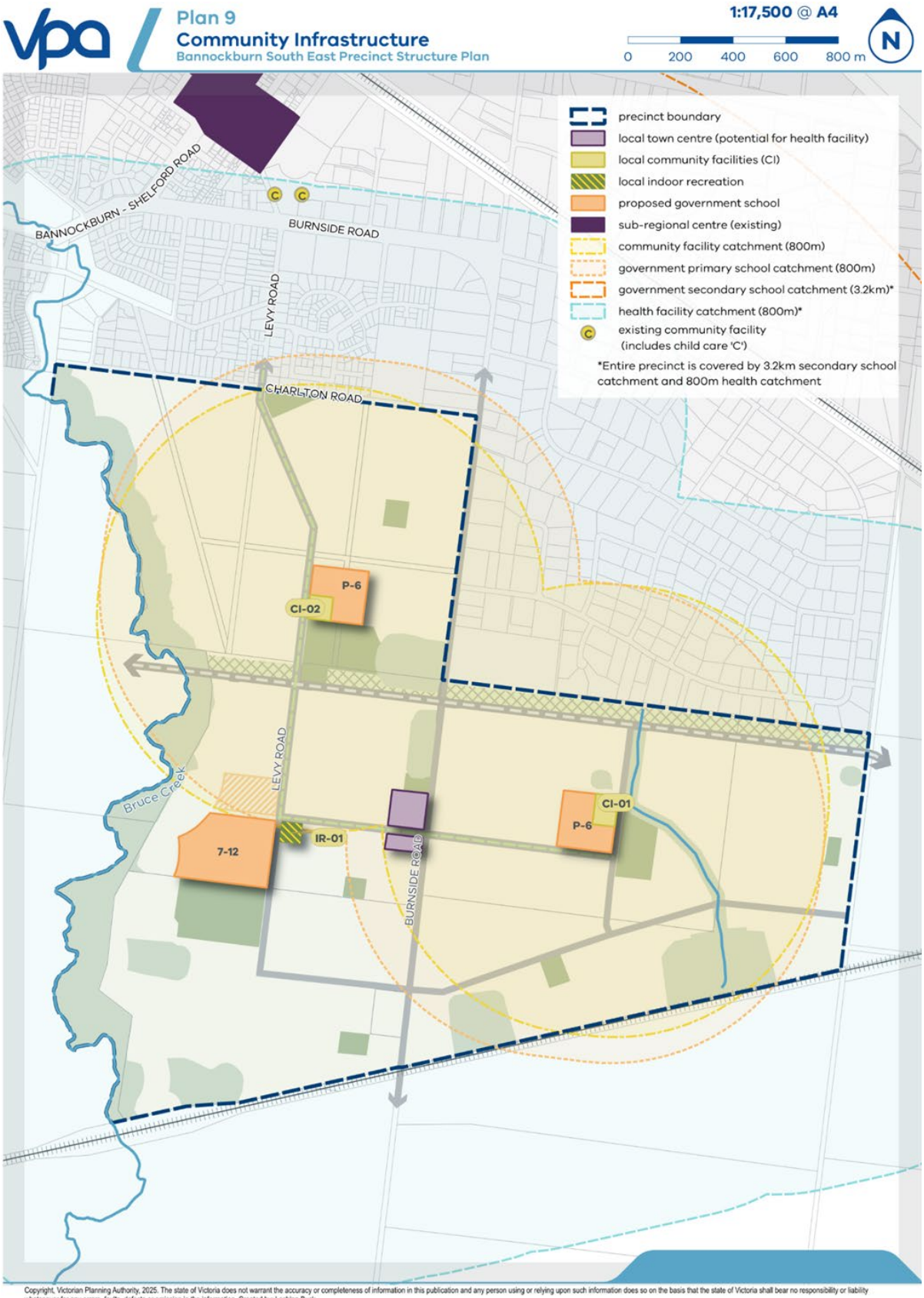
| Objectives | | Implementation tools |
|---|---|---|
| 021 | To support education and community infrastructure and facilities that cater for multiple social needs, and that are located to equitably and efficiently maximise their accessibility and shared use with adjoining precincts and the broader region. | R41, R42, R43, & G39 |
| 022 | To facilitate development of shared-use facilities by co-locating schools and community facilities with sporting reserves adjacent to the Local Town Centre and facilitating the appropriate and timely delivery of local community infrastructure and services. | G36, G37, G38, G40, G41, G42 & G43 |

### 4.5.2 Requirements and guidelines

Table 15 Requirements and guidelines – Services and destinations

| Requirements | |
|---|---|
| R38 | Education facilities must have a minimum of two road frontages (three preferred), with one connector road abutting the school with a road easement wide enough to allow for school bus movement while accommodating on-street parking, adequate drop off and pick up zones, and two-way traffic movement. |
| R39 | Any connector road or access street abutting a community or education facility must be designed to achieve slow vehicle speeds and provide designated pedestrian crossing points in the vicinity of the school site. |
| R40 | Subdivision and development involving the delivery of government school sites must be undertaken in accordance with the criteria specified in the *Victorian Government School Site Selection Criteria Toolbox* (Department of Education, April 2025). Any lot created for a government school site or proposals to modify the location of the proposed government schools from the incorporated PSP must be to the satisfaction of the Department of Education. |
| **Guidelines** | |
| G36 | The design of community facilities and infrastructure should cater towards and supports various user needs to promote inclusivity. |
| G37 | The incorporation of landscaping and design treatments should reflect local character and community needs. |
| G38 | Where the responsible authority is satisfied that land shown as a non-government school site is unlikely to be used for a school at ultimate development of the PSP, that land must be used for an alternative purpose that is compatible with the surrounding land uses and the provisions of the applied zone. Justification should be provided in accordance with the VPAs guidance note titled *Development of Non-Government School Sites for an Alternative Purpose*. |
| G39 | Emergency services should have access to the arterial road network to maximise coverage and reduce response times. |

| | |
|---|---|
| G40 | Social services that support the needs of the community should be provided within the walkable catchment shown on Plan 9 Community. |
| G41 | Social services that support the needs of the community should be provided simultaneously with the delivery of Affordable Housing. |
| G42 | Community facilities, schools and sports reserves which are co-located should be designed to:<br>• Maximise efficiencies through the sharing of car parking and other complementary infrastructure.<br>• Maximise direct access and permeability for pedestrians and cyclists through and between facilities.<br>• Apply a user centred approach to ensure these spaces are accessible, flexible, safe and intuitive to create a positive experience for the community. |

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## 4.6 Infrastructure coordination

### 4.6.1 Objectives

Table 16 Objectives – Infrastructure coordination

| Objectives | | Implementation tools |
|---|---|---|
| 023 | To identify and guide the timely staging and delivery of infrastructure and development, encourage leveraging of existing and planned infrastructure. | R44, R45, R46, G44, G45 & G46 |
| 024 | To facilitate development that:<br>• Is adapted and resilient to climate related hazards.<br>• Supports the transition to net zero greenhouse gas emissions.<br>• Encourages renewable energy generation, storage and distribution.<br>• Reduces the urban heat island effect.<br>• Minimises waste generation and supports resource recovery and circular economy principles.<br>• Conserves potable water. | G47 & G48 |

### 4.6.2 Requirements and guidelines

Table 17 Requirements and guidelines – Infrastructure coordination

| Requirements | |
|---|---|
| R41 | Sequencing of infrastructure development must be generally in accordance with the Plan 10 Infrastructure and Development Staging unless otherwise agreed by the responsible authority. |
| R42 | Delivery of underground services must be coordinated, located, and bundled (utilising common trenching) to facilitate the planting of trees and other vegetation within road verges where practical. |
| R43 | Above ground utilities must be identified at the subdivision design stage to ensure effective integration with the surrounding neighbourhood, to minimise amenity impacts and be designed to the satisfaction of the relevant authority. Where that infrastructure is intended to be in public open space, the land required to accommodate that infrastructure will not be counted as contributing to public open space requirements specified and will be in addition to the areas designated in Appendix 2 Summary land use budget & parcel specific land use budget. |
| R44 | Development must provide for the delivery of ultimate waterway and drainage infrastructure to the satisfaction of the responsible authority.<br>The Responsible Authority can consider interim drainage solutions where it can be demonstrated that the interim drainage will not prejudice the implementation of drainage shown in the ultimate strategy. |

| Guidelines | |
|---|---|
| G43 | Out-of-sequence development should only be by negotiation and agreement between a developer and the impacted infrastructure providers and not impose unreasonable additional burden on infrastructure providers. |
| G44 | Development staging should have regard to:<br>• Proximity to existing or proposed development fronts or serviced land.<br>• Proximity to significant existing public transport infrastructure or public transport service.<br>• Proximity to existing or committed community infrastructure, such as schools.<br>• Proximity to new or existing road infrastructure.<br>• Its role in facilitating delivery of the above infrastructure.<br>• The presence of Eastern Grey Kangaroos, with staging planned to avoid landlocking.<br>Staging that meets alternative criteria to the above may be considered by the responsible authority where an applicant satisfactorily demonstrates that development will not be isolated from basic and essential infrastructure and services, as identified in Plan 10 Infrastructure and Development Staging. |
| G45 | Prioritise the consolidation and placement of utilities outside of the cultural and/or environmental investigation area as shown on Plan 2 Place Based Plan. Where the placement of utilities cannot avoid crossing the cultural and/or environmental investigation area it must be located to avoid disturbance to existing waterway values, native vegetation, areas of strategic importance to Growling Grass Frog and cultural heritage sites, to the satisfaction of the responsible authority. |
| G46 | Development should consider Environmentally Sustainable Development principles, such as the inclusion of, but not limited to:<br>• Material re-use and recycling (use of materials with reduced embodied energy).<br>• Electrical self-generation, car charge schemes, smart grids, microgrids and battery storage.<br>• Use of tools such as Built Environment Sustainability Scorecard (BESS) & Sustainable Subdivisions Framework (Council Alliance for a Sustainable Built Environment).<br>• Measures that reduce the urban heat island effect.<br>• Waste management initiatives.<br>• Smart meters and power point tracking.<br>• Flywheel energy storage systems in commercial, community and school settings.<br>• Development that facilitates the reduction of environmental impacts and resource use through:<br>– Public realm design and connectivity.<br>– Facilitation of alternative energy generation systems.<br>– Access to public and integrated active transport networks. |
| G47 | Rooftop solar and battery storage facilities should be included for homes, commercial, community and school buildings, where practical to the satisfaction of the network distributor. |

REQUIREMENTS

R44R41 Sequencing of infrastructure development must be generally in accordance with the Plan 10 Infrastructure and Development Staging, unless otherwise agreed by the responsible authority.



# 5 APPENDICES

## 5.1 Appendix 1: Precinct infrastructure plan




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Table 18 Precinct infrastructure

| Category | Pip Ref. No. | Title | Description | Lead Agency | Component included in DCP | | | Timing | Apportionment Funding Source | Apportionment |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Ultimate Land | Interim Construction | Ultimate Construction | | | |
| Road | RD-01 | East-West Link Road (Interim) | Purchase of land for ultimate (4 lane) east-west link road | Golden Plains Shire Council | Yes | No | No | Medium to Long | Development | 100% |
| Road | RD-02 | Burnside Road level crossing upgrade | Upgrades to Burnside Road rail level crossing | Golden Plains Shire Council | Yes | No | Yes | Short to Long | Development | 100% |
| Road | RD-03 | Burnside Road upgrades (south) | Upgrades to Burnside Road south of the freight railway and north of Hamilton Highway including culvert upgrades | Golden Plains Shire Council | Yes | No | Yes | Short to Long | Development | 93% |
| Road | RD-04 | Pope Street upgrades | Upgrades to Pope Street between Burnside Road and High Street | Golden Plains Shire Council | Yes | No | Yes | Short to Long | Development | 37% |
| Road | RD-05 | High Street upgrades | Upgrades to High Street/Bannockburn-Shelford Road between Moreillon Boulevard and McPhillips Road | Golden Plains Shire Council | Yes | No | Yes | Short to Long | Development | 20% |
| Road | RD-06 | Burnside Road upgrades (north) | Upgrades to Burnside Road between Levy Road and High Street | Golden Plains Shire Council | Yes | No | Yes | Short to Long | Development | 53% |
| Road | RD-07 | Levy Road upgrades | Upgrades to Levy Road between Charlton Road and Burnside Road | Golden Plains Shire Council | Yes | No | Yes | Short to Long | Development | 80% |
| Intersection | IN-01 | Levy Road / Future East-West Link | Purchase of land for ultimate 4-way intersection (Levy | Golden Plains Shire Council | Yes | No | No | Medium to Long | Development | 100% |

| Category | Pip Ref. No. | Title | Description | Lead Agency | Component included in DCP | | | Timing | Apportionment Funding Source | Apportionment |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Ultimate Land | Interim Construction | Ultimate Construction | | | |
| | | Road Intersection | Road/future east-west link road) | | | | | | | |
| Intersection | IN-02 | Burnside Road / Future East-West Link Road Intersection | Purchase of land for ultimate 4-way intersection (Burnside Road/future east-west link road) and construction of interim 4-way intersection (Burnside Road/future east-west link road) | Golden Plains Shire Council | Yes | Yes | No | Short to Medium | Development | 100% |
| Intersection | IN-03 | Future Connector / Future East-West Link Road Intersection | Purchase of land for ultimate 3-way intersection (future connector/future east-west link road) | Golden Plains Shire Council | Yes | No | No | Medium to Long | Development | 100% |
| Intersection | IN-04 | Burnside Road / Hamilton Highway Intersection | Construction of roundabout (Burnside Road/Hamilton Highway) | Golden Plains Shire Council | Yes | No | Yes | Short to Long | Development | 100% |
| Intersection | IN-05 | Levy Road / Burnside Road / Pope Street Intersection | Construction of 4-way signalised intersection (Levy Road/Burnside Road/Pope Street) | Golden Plains Shire Council | Yes | No | Yes | Short to Long | Development | 74% |
| Intersection | IN-06 | High Street / Pope Street Intersection | Construction of 4-way signalised intersection (Pope Street/High Street) | Golden Plains Shire Council | Yes | No | Yes | Short to Long | Development | 20% |
| Intersection | IN-07 | High Street / Burnside | Construction of 3-way signalised intersection | Golden Plains Shire Council | Yes | Yes | Yes | Short to Long | Development | 20% |

| Category | Pip Ref. No. | Title | Description | Lead Agency | Component included in DCP | | | Timing | Apportionment Funding Source | Apportionment |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Ultimate Land | Interim Construction | Ultimate Construction | | | |
| | | Road Intersection | (Burnside Road/Bannockburn-Shelford Road) | | | | | | | |
| Bridge | BR-01 | East-West Link Road Bridge | Construction of interim (2 lane) bridge | Golden Plains Shire Council | Yes | No | No | Long | Development | 50% |
| Community facility | CI-01 | Level 2 Community Facility | Purchase of land for level 2 community facility and construction of level 2 community facility | Golden Plains Shire Council | Yes | No | Yes | Medium | Development | 100% |
| Community facility | CI-02 | Level 1 Community Facility | Purchase of land for level 1 community facility and construction of level 1 community facility | Golden Plains Shire Council | Yes | No | Yes | Medium | Development | 100% |
| Indoor recreation | IR-01 | Indoor Recreation Centre (2 Court) | Purchase of land for 2 court indoor recreation facility and construction of 2 court indoor recreation facility | Golden Plains Shire Council | Yes | No | Yes | Medium | Development (Land)<br><br>Community (Construction) | 100% (Land)<br>75% (Construction) |
| Sports reserve | SR-01 | Sports Reserve Partially within transmission easement) | Purchase of land for sports reserve, construction of sports reserve and construction of pavilions | Golden Plains Shire Council | Yes | No | Yes | Medium | Community (Pavilions) and Development (Land and other construction) | 100% |
| Sports reserve | SR-02 | Sports Reserve | Purchase of land for sports reserve, construction of sports reserve and Construction of pavilions | Golden Plains Shire Council | Yes | No | Yes | Medium | Community (Pavilions) and Development (Land and other construction) | 100% |

| Category | Pip Ref. No. | Title | Description | Lead Agency | Component included in DCP | | | Timing | Apportionment Funding Source | Apportionment |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Ultimate Land | Interim Construction | Ultimate Construction | | | |
| Sports reserve | SR-03 | Sports Reserve | Purchase of land for sports reserve, construction of sports reserve and construction of pavilions | Golden Plains Shire Council | Yes | No | Yes | Long | Community (Pavilions) and Development (Land and other construction) | 100% |
| Basin/wetland | RBWL1 | Retarding Basin / Wetland | Purchase of land for wetland/retarding basin and construction of wetland/retarding basin | Golden Plains Shire Council | Yes | No | Yes | Long | Development | 100% |
| Basin/wetland | RBWL2 | Retarding Basin / Wetland | Purchase of land for wetland/retarding basin and construction of wetland/retarding basin | Golden Plains Shire Council | Yes | No | Yes | Long | Development | 100% |
| Basin/wetland | RBWL3/7 | Retarding Basin / Wetland | Purchase of land for wetland/retarding basin and construction of wetland/retarding basin | Golden Plains Shire Council | Yes | No | Yes | Medium to Long | Development | 100% |
| Basin/wetland | RBWL4 | Retarding Basin / Wetland | Purchase of land for wetland/retarding basin and construction of wetland/retarding basin | Golden Plains Shire Council | Yes | No | Yes | Medium to Long | Development | 100% |
| Basin/wetland | RBWL5 | Retarding Basin / Wetland | Purchase of land for wetland/retarding basin and construction of wetland/retarding basin | Golden Plains Shire Council | Yes | No | Yes | Short | Development | 100% |

| Category | Pip Ref. No. | Title | Description | Lead Agency | Component included in DCP | | | Timing | Apportionment Funding Source | Apportionment |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Ultimate Land | Interim Construction | Ultimate Construction | | | |
| Basin/wetland | RBWL6 | Retarding Basin / Wetland | Purchase of land for wetland/retarding basin and construction of wetland/retarding basin | Golden Plains Shire Council | Yes | No | Yes | Short | Development | 100% |
| Basin/wetland | RBSB7 | Sediment Basin | Purchase of land for sediment basin and construction of sediment basin | Golden Plains Shire Council | Yes | No | Yes | Short | Development | 100% |
| Basin/wetland | RBSB8 | Sediment Basin | Purchase of land for sediment basin and construction of sediment basin | Golden Plains Shire Council | Yes | No | Yes | Short to Medium | Development | 100% |
| Constructed waterway | WW-01 | Constructed Waterway | Purchase of land for constructed waterway and construction of constructed waterway | Golden Plains Shire Council | Yes | No | Yes | Short to Medium | Development | 100% |
| Constructed waterway | DR-01 | Bruce Creek open space reserve | Purchase of land for open space reserve and drainage | Golden Plains Shire Council | Yes | No | Yes | Medium to Long | Development | 100% |
| Constructed waterway | DR-02 | Culvert and channel | Purchase of land for drainage channels south of precinct | Golden Plains Shire Council | Yes | No | Yes | Medium to Long | Development | 100% |
| Culvert | CU-01 | Culvert | Construction of culvert under Burnside Road | Golden Plains Shire Council | Yes | No | Yes | Short to Medium | Development | 100% |
| Culvert | CU-02 | Culvert | Construction of culvert under east-west link road | Golden Plains Shire Council | Yes | No | Yes | Short to Medium | Development | 100% |
| Culvert | CU-03 | Culvert | Construction of culvert under new connector road | Golden Plains Shire Council | Yes | No | Yes | Short to Medium | Development | 100% |

## 5.2 Appendix 2: Summary & parcel-specific land use budget

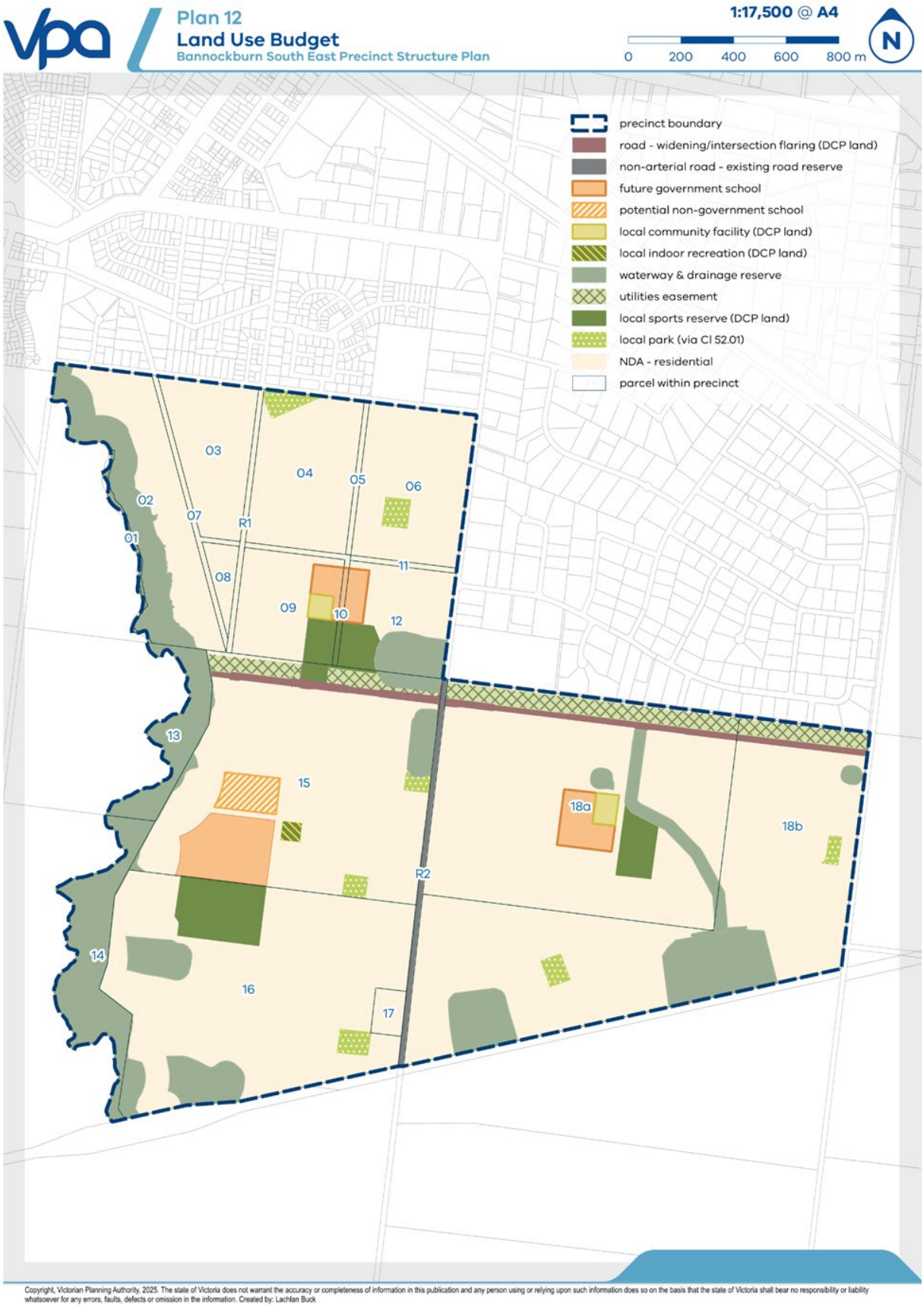


Table 19 Summary land use budget

| Description | PSP Number | | |
|---|---|---|---|
| | HECTARES | % OF TOTAL | % OF NDA |
| **TOTAL PRECINCT AREA (ha)** | **524.00** | | |
| **Transport** | | | |
| Road - Widening/Intersection Flaring (DCP land) | 7.36 | 1.40% | 1.92% |
| Burnside Road - Existing Road Reserve | 3.05 | 0.58% | 0.80% |
| Sub-total Transport | 10.40 | 2.0% | 2.71% |
| **Community & Education** | | | |
| Proposed Government School | 15.40 | 2.94% | 4.02% |
| Potential Non-Government School | 3.00 | 0.57% | 0.78% |
| Local Community Facility (DCP land) | 1.80 | 0.34% | 0.47% |
| Local Indoor Recreation (DCP land) | 0.60 | 0.11% | 0.16% |
| Sub-total Education | 20.80 | 4.0% | 5.4% |
| **Open Space** | | | |
| **Uncredited Open Space** | | | |
| Waterway and Drainage Reserve | 74.15 | 14.15% | 19.35% |
| Utilities Easements | 13.11 | 2.50% | 3.42% |
| Sub-total Uncredited Open Space | 87.26 | 16.65% | 22.77% |
| **Credited Open Space** | | | |
| Local Sports Reserve (DCP land) | 16.54 | 3.2% | 4.32% |
| Local Network Park (via Cl53.01) | 5.78 | 1.1% | 1.51% |
| Sub-total Credited Open Space | 22.32 | 4.3% | 5.82% |
| Total All Open Space | 109.58 | 20.9% | 28.60% |
| **TOTAL NET DEVELOPABLE AREA (NDA)** | **383.21** | **73.13%** | |

Table 20 Parcel-specific land use budget

| Parcel ID | TOTAL AREA (HECTARES) | Road - Widening/Intersection Flaring (DCP land) | Proposed Government School | Potential Non-Government School | DCP Community Facilities | Local Indoor Recreation (DCP land) | Waterway and Drainage Reserve | Utilities Easements | Local Sports Reserve (DCP land) | Local Network Park (via Cl 53.01) | Total Net Developable Area (Hectares) | Net Developable Area % of Property | Total Contribution Land (Hectares) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0.85 | - | - | - | - | - | 0.85 | - | - | - | 0.00 | 0.00% | 0.85 |
| 2 | 30.26 | - | - | - | - | - | 12.72 | - | - | - | 17.54 | 57.97% | 12.72 |
| 3 | 15.82 | - | - | - | - | - | - | - | - | - | 15.82 | 100.00% | 0.00 |
| 4 | 22.53 | - | - | - | - | - | - | - | - | 1.24 | 21.30 | 94.51% | 1.24 |
| 5 | 1.18 | - | - | - | - | - | - | - | - | - | 1.18 | 100.00% | 0.00 |
| 6 | 23.96 | - | - | - | - | - | - | - | - | 1.00 | 22.96 | 95.83% | 1.00 |
| 7 | 2.42 | - | - | - | - | - | - | - | - | - | 2.42 | 100.00% | 0.00 |
| 8 | 2.54 | - | - | - | - | - | - | - | - | - | 2.54 | 100.00% | 0.00 |
| 9 | 15.54 | - | 1.53 | - | 0.80 | - | - | - | 1.96 | - | 11.25 | 72.39% | 4.29 |
| 10 | 1.63 | - | 0.41 | - | - | - | - | - | 0.34 | - | 0.87 | 53.77% | 0.75 |
| 11 | 0.82 | - | - | - | - | - | - | - | - | - | 0.82 | 100.00% | 0.00 |
| 12 | 16.37 | 0.00 | 1.56 | - | - | - | 3.87 | - | 2.41 | - | 8.53 | 52.09% | 7.84 |
| 13 | 8.48 | - | - | - | - | - | 8.48 | - | - | - | 0.00 | 0.00% | 8.48 |
| 14 | 15.17 | - | - | - | - | - | 15.17 | - | - | - | 0.00 | 0.00% | 15.17 |
| 15 | 81.92 | 2.87 | 8.40 | 3.00 | - | 0.60 | 4.11 | 3.54 | 0.92 | 1.24 | 57.24 | 69.87% | 21.14 |
| 16 | 84.84 | - | - | - | - | - | 9.20 | - | 7.60 | 1.00 | 67.02 | 79.00% | 17.81 |
| 17 | 2.03 | - | - | - | - | - | - | - | - | - | 2.03 | 100.00% | 0.00 |
| 18a | 91.76 | 3.19 | 3.50 | - | 1.00 | - | 4.10 | 6.57 | 3.31 | - | 70.09 | 76.39% | 15.10 |
| 18b | 100.79 | 1.30 | - | - | - | - | 15.64 | 3.00 | - | 1.30 | 79.55 | 78.92% | 18.24 |
| R1 | 2.06 | - | - | - | - | - | - | - | - | - | - | - | - |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| R2 | 3.05 | - | - | - | - | - | - | - | - | - | - | - | - |
| **SUB TOTAL** | **524.02** | **7.36** | **15.40** | **3.00** | **1.80** | **0.60** | **74.15** | **13.11** | **16.54** | **5.78** | **381.15** | **73.45%** | **124.63** |

## 5.3 Appendix 3: Local town centre performance requirements & guidelines

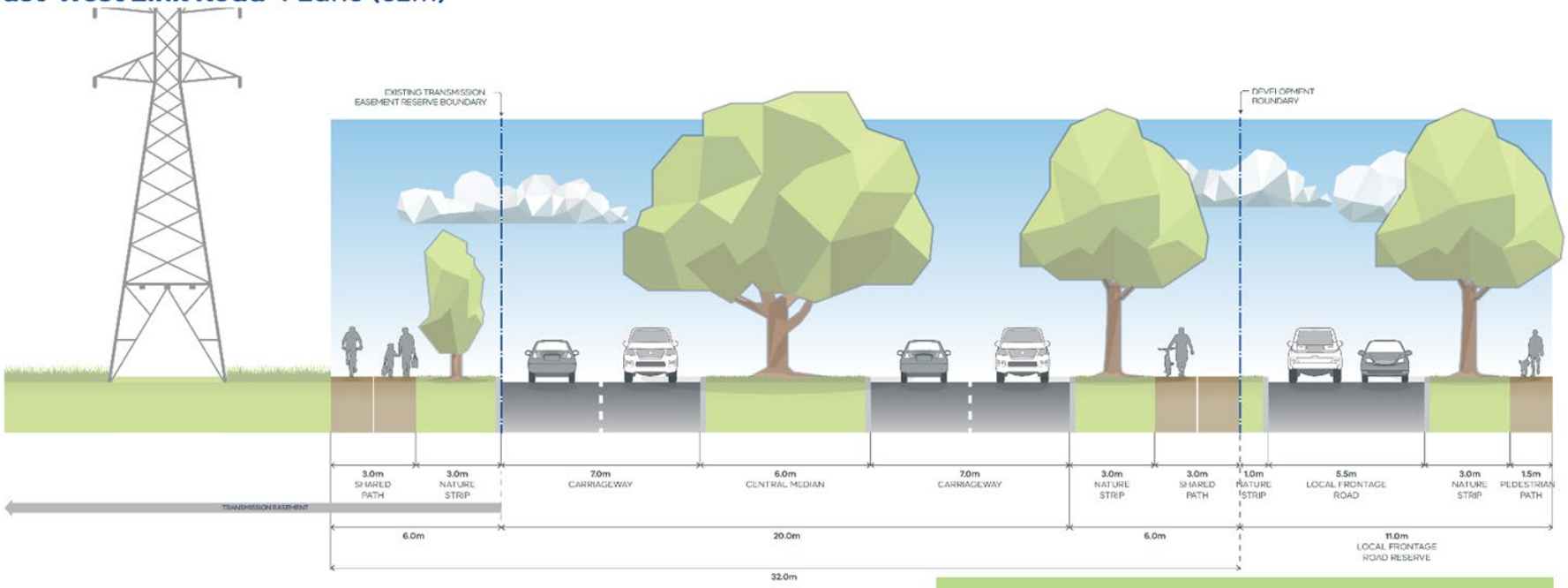
Table 21 Local town centre performance requirements and guidelines

| PERFORMANCE REQUIREMENTS | PERFORMANCE GUIDELINES |
|---|---|
| Must address all relevant elements of the Urban Design Guidelines of Victoria. | Development should result in a walkable, pedestrian focused, mixed-use urban neighbourhood.<br>Development should be structured to seamlessly integrate with surrounding land including the wetlands, waterways, and neighbourhoods.<br>Development should be structured to create physical and visual connections with surrounding features and points of interest to reinforce the sense of place and identity.<br>Development should prioritise active transport and facilitate the provision of safe and direct off-road walking and cycling connections. |
| Must provide an area of 2.7 net developable hectares for the provision of the Local Town Centre. The land area may be reduced at the discretion of the council. | Should provide a retail floor space of 7,650Asm2.<br>Development should deliver a compact, walkable street and block pattern.<br>Development should include a high intensity, activated spine of retail and employment opportunities.<br>Development should include a centrally located civic plaza or public space that provides a clear point of focus for the retail core.<br>Development should include car parking that is concealed and well-integrated. |
| Promote Ecologically Sustainable Development | Development should include climate resilient design such as:<br>• Minimise urban heat island effect through light roofs and minimising hardscaped surfaces.<br>• Orient buildings to ensure passive heating, cooling and ventilation.<br>• Solar Photovoltaic Technology on buildings.<br>• Minimise gas connections.<br>• High amount of vegetation and canopy cover, shelter and shading.<br>• Water sensitive urban design and passive irrigation.<br>Development should:<br>• Group waste collection points to maximise opportunities for recycling and reuse.<br>• Consider the lifecycle of materials including embodied carbon.<br>• Use construction practices that use recycled materials.<br>Development should support zero and low emissions transport:<br>• Provision for electric vehicle (EV) charging infrastructure provision and future proofing for EV.<br>• Bicycle parking facilities and supporting infrastructure and space for additional bike parking and facilities. |

## 5.4 Appendix 4: Standard road cross sections

Streetscape Cross Section
Victorian Planning Authority

## Cross Section 1
## East-West Link Road 4 Lane (32m)




NOTES:

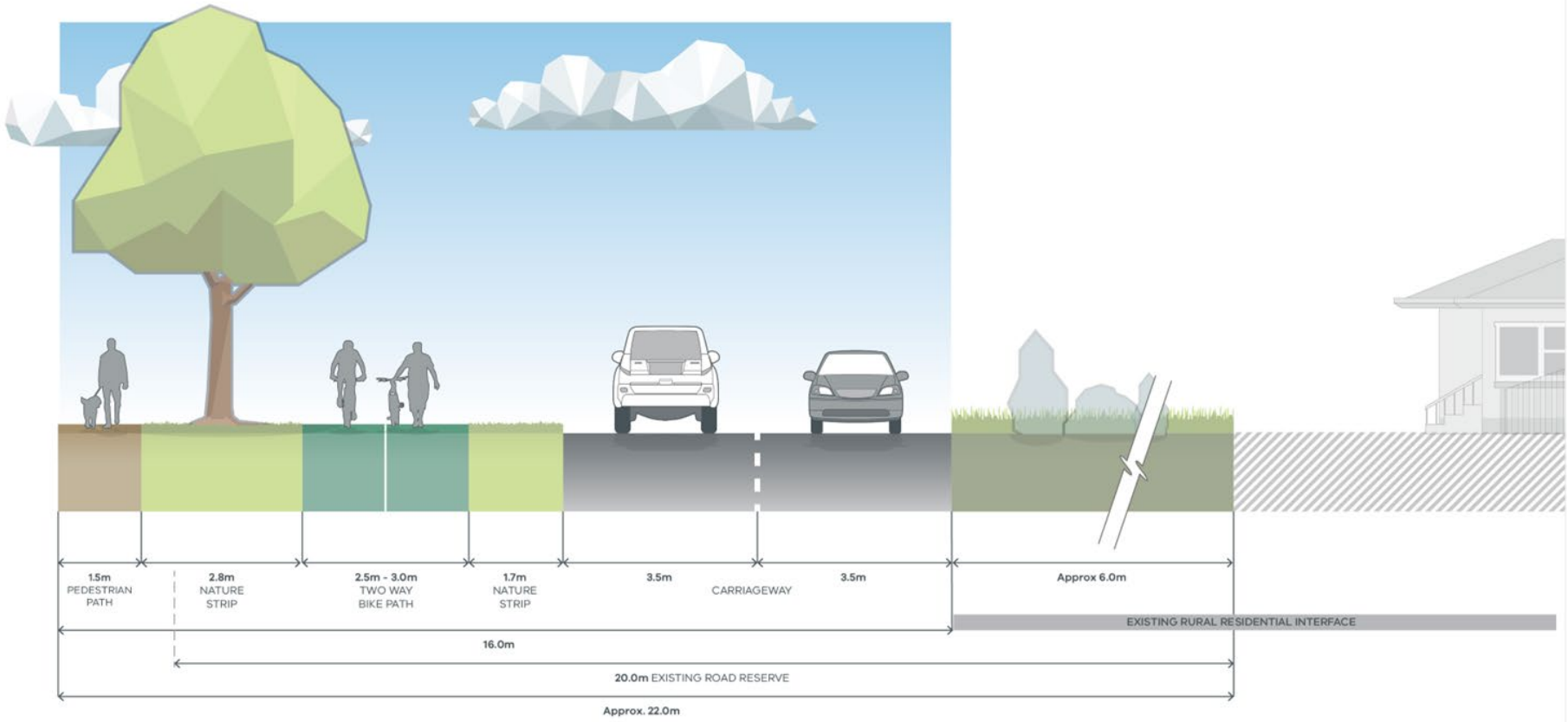
- Includes typical residential interface both sides.
- Minimum street tree mature height 15 metres.
- Cross section indicative, final location of infrastructure and landscaping to be developed at detailed design stage.
- Variations to indicative cross-section may include water sensitive urban design (WSUD) outcomes. These could include but are not limited to bioretention tree planter systems and/or median bioretention swales. Such variations must be to the satisfaction of the responsible authority.
- For the purpose of defining land take for the ultimate east west link road and designing a future interface with development.




**Inset Plan**

Streetscape Cross Section
Victorian Planning Authority

## Cross Section 2
## **Connector Street** (22m) Burnside Road Existing Residential Interface (north of transmission easement)

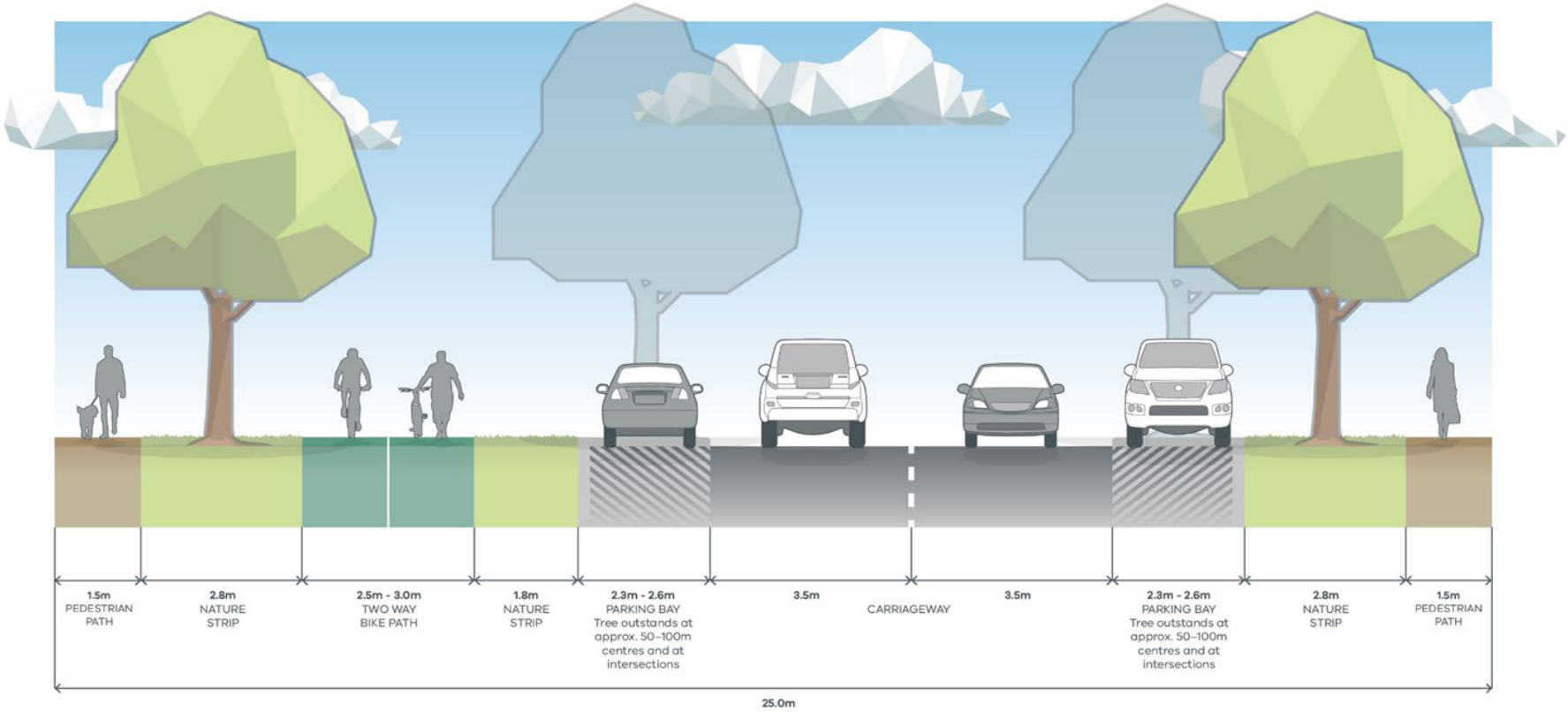



NOTES:

- Minimum street tree mature height 15 metres.
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.
- Variation to indicative cross-section may include water sensitive urban design (WSUD) outcome. These could include but are not limited to bioretention tree planter systems and/or median bioretention swales. Such variations must be to the satisfaction of the responsible authority.

Streetscape Cross Section
Victorian Planning Authority

## Cross Section 3
## Connector Street (25m)

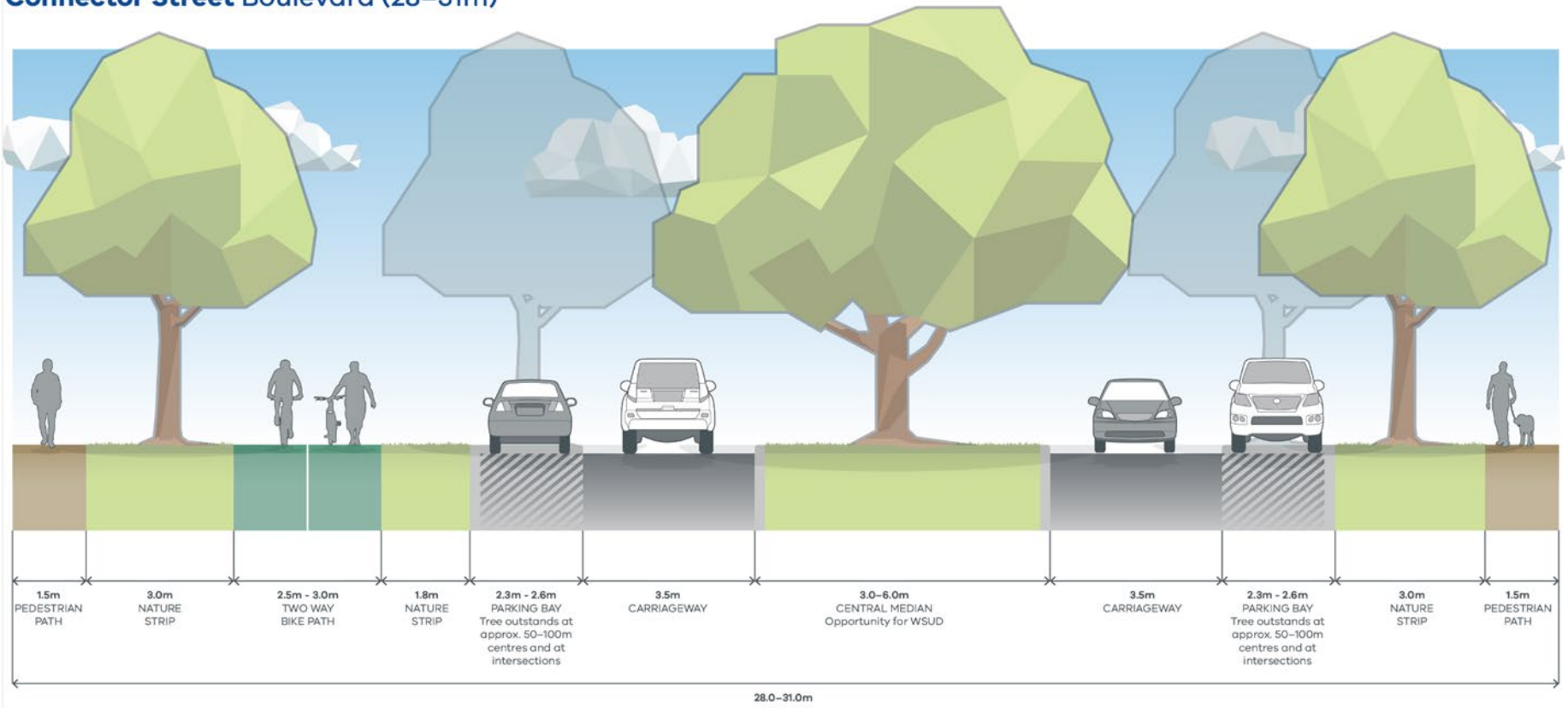



NOTES:

- Minimum street tree mature height 15 metres.
- Where roads abut school drop-off zones and throughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must be incorporated into any additional pavement.
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.
- Variation to indicative cross-section may include water sensitive urban design (WSUD) outcome. These could include but are not limited to bioretention tree planter systems and/or median bioretention swales. Such variations must be to the satisfaction of the responsible authority.
- Parking bay widths are flexible and may be adjusted depending on need.
- Parking may be removed from interfacing side when connector is abutting a drainage reserve.
- The standard connector cross section may be altered in the circumstances of a constrained reserve (i.e. where limited by adjacent heritage features) to the discretion of Council, prioritising the continuity and function of pedestrian pathways and offroad cycleways.

Streetscape Cross Section
Victorian Planning Authority

## Cross Section 4
## **Connector Street** Boulevard (28–31m)

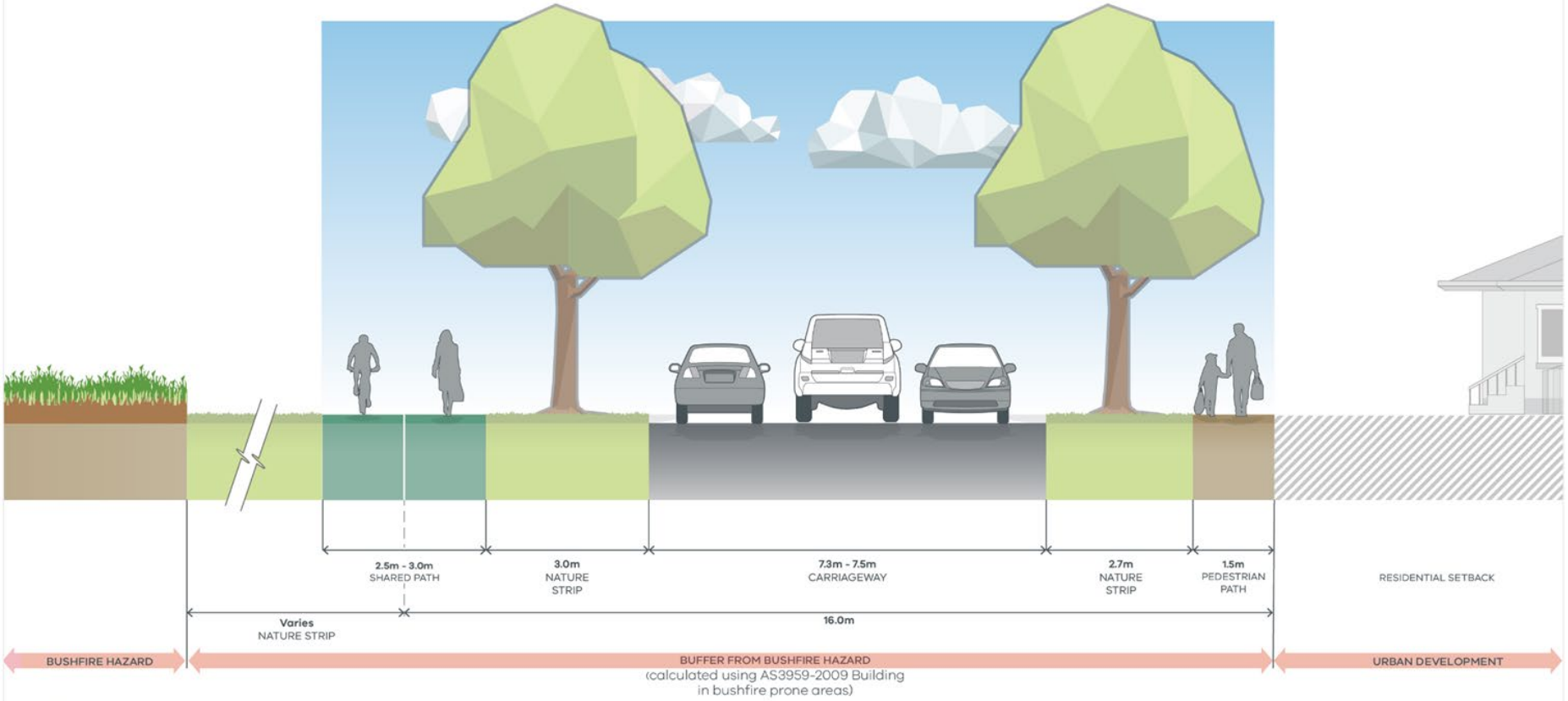



NOTES:

- Include a central median with large canopy trees to create a boulevard effect. Trees are to be centrally planted in median.
- Topsoil used in central medians is to be sandy loam, with a minimum depth of 200mm. The surface of medians is to be free-draining with a minimum cross fall of 2%, and is to be planted with warm season grasses.
- In areas where high pedestrian volumes are expected (e.g. around schools and town centres), central medians should be paved with harder wearing surfaces such as granitic sand or other pavements. Canopy tree planting must be incorporated into additional paved area.
- Any garden beds in central medians are to be offset 1.5m from back of kerb.
- Depending on the location of breaks in the median, provide intermediate pedestrian crossing points to accommodate mid-block crossings.
- An alternative boulevard treatment can be achieved through a wider verge on one side capable of accommodating a double row of canopy trees.
- Variations to indicative cross-section may include water sensitive urban design (WSUD) outcome. These could includebut are not limited to bioretention tree planter systems and/or median bioretention swales. Such variations must be to the satisfaction of the responsible authority.

Streetscape Cross Section
Victorian Planning Authority

## Cross Section 5
## Local Access Street - (16m with varied nature strip) - Bushfire interface

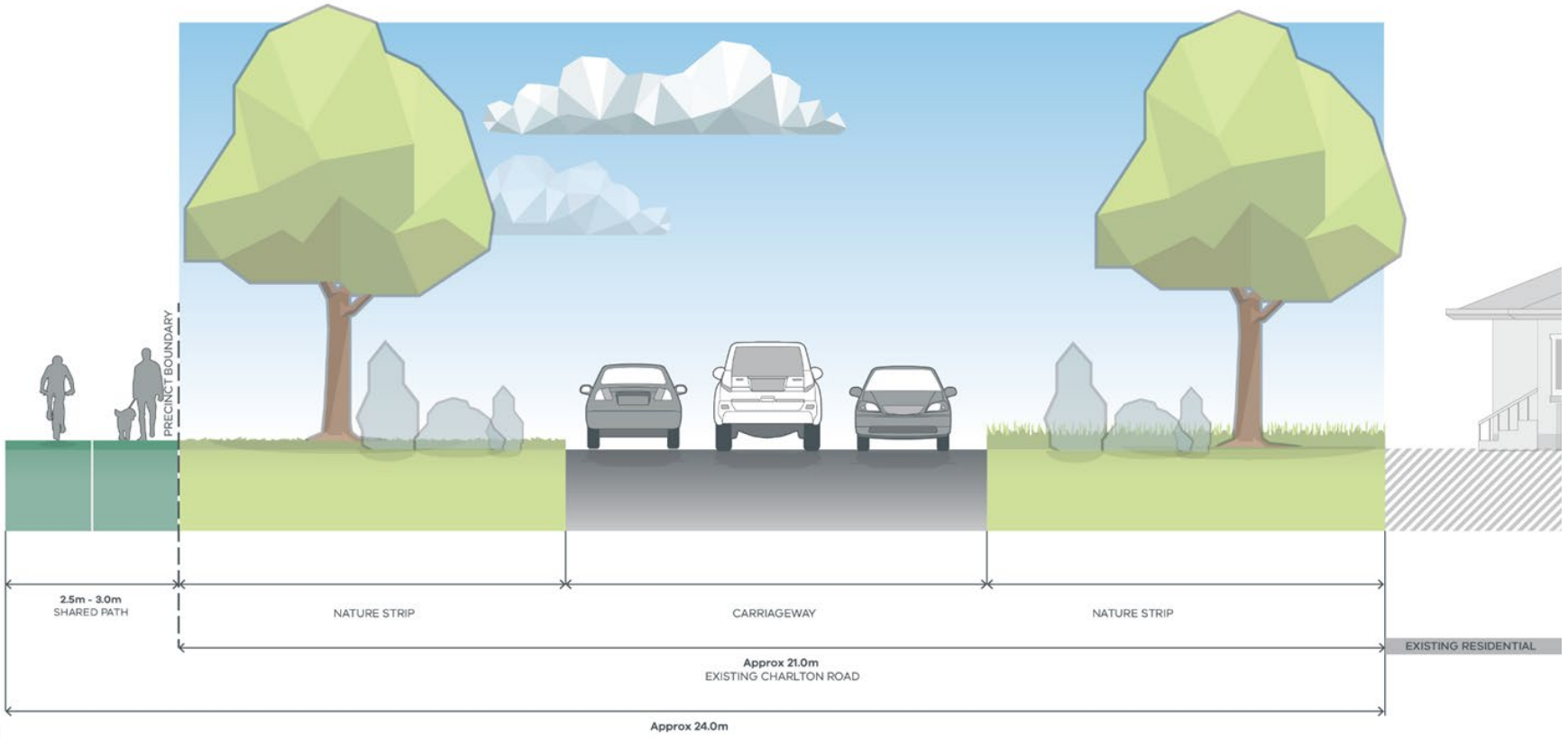



NOTES:

- Where the required buffer is greater than the road reserve, the buffe may comprise the front setback in conjunction with vegetation management.
- Shared path may be accommodated within the variable nature strip outside the 16m street cross section.

Streetscape Cross Section
Victorian Planning Authority

## Cross Section 6
## **Local Access Street** (24m) Existing Residential Interface (Charlton Road)

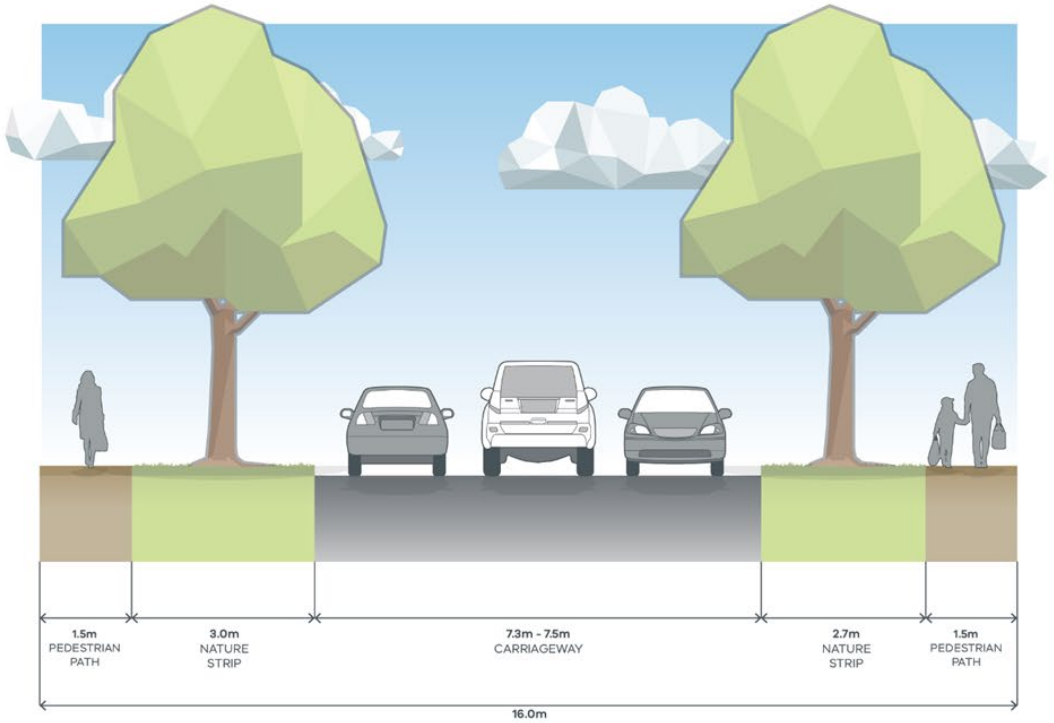



NOTES:

- Minimum street tree mature height 15 metres.
- Shared path should ensure connections to current and future crossing points, paths and bus stands.

Streetscape Cross Section
Victorian Planning Authority

## Cross Section 7
## Local Access Street Level 1 (16m)

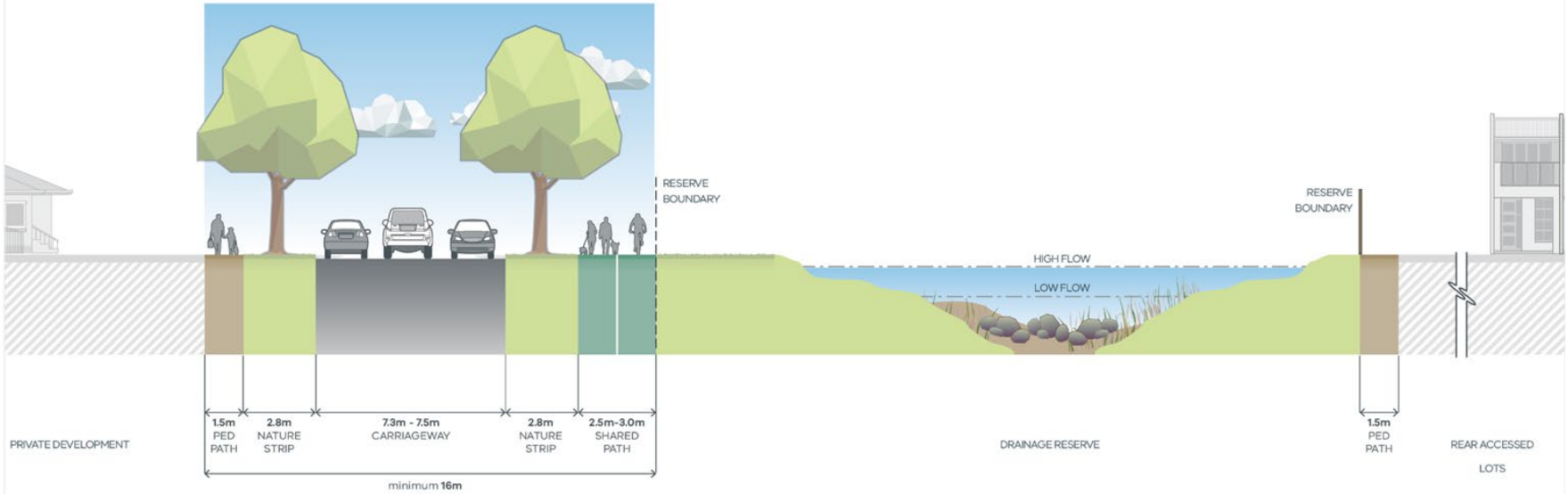



NOTES:

- Minimum street tree mature height 15 metres.

Streetscape Cross Section
Victorian Planning Authority

## Cross Section 8
## Local Access Street - Constructed Waterway Interface (minimum 16m)

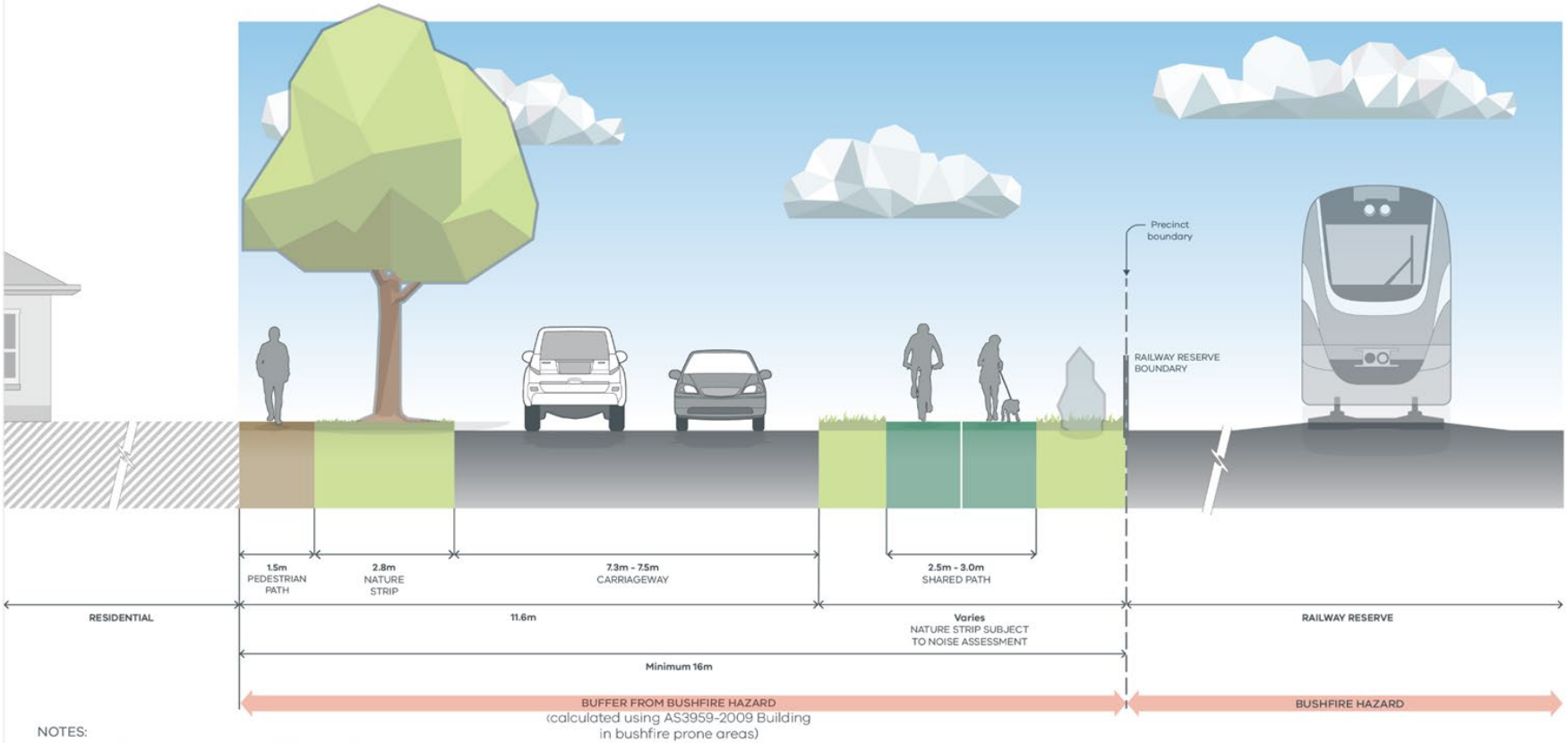



**NOTES:**

- Waterway widths are subject to Council approval
- Waterway should be fronted by either local street or rear loaded residential lots. Houses should not back onto or side directly to the reserve
- Minimum street tree mature height 15 metres.

Streetscape Cross Section
Victorian Planning Authority

## Cross Section 9
## Local Access Street (16m) - Railway Interface

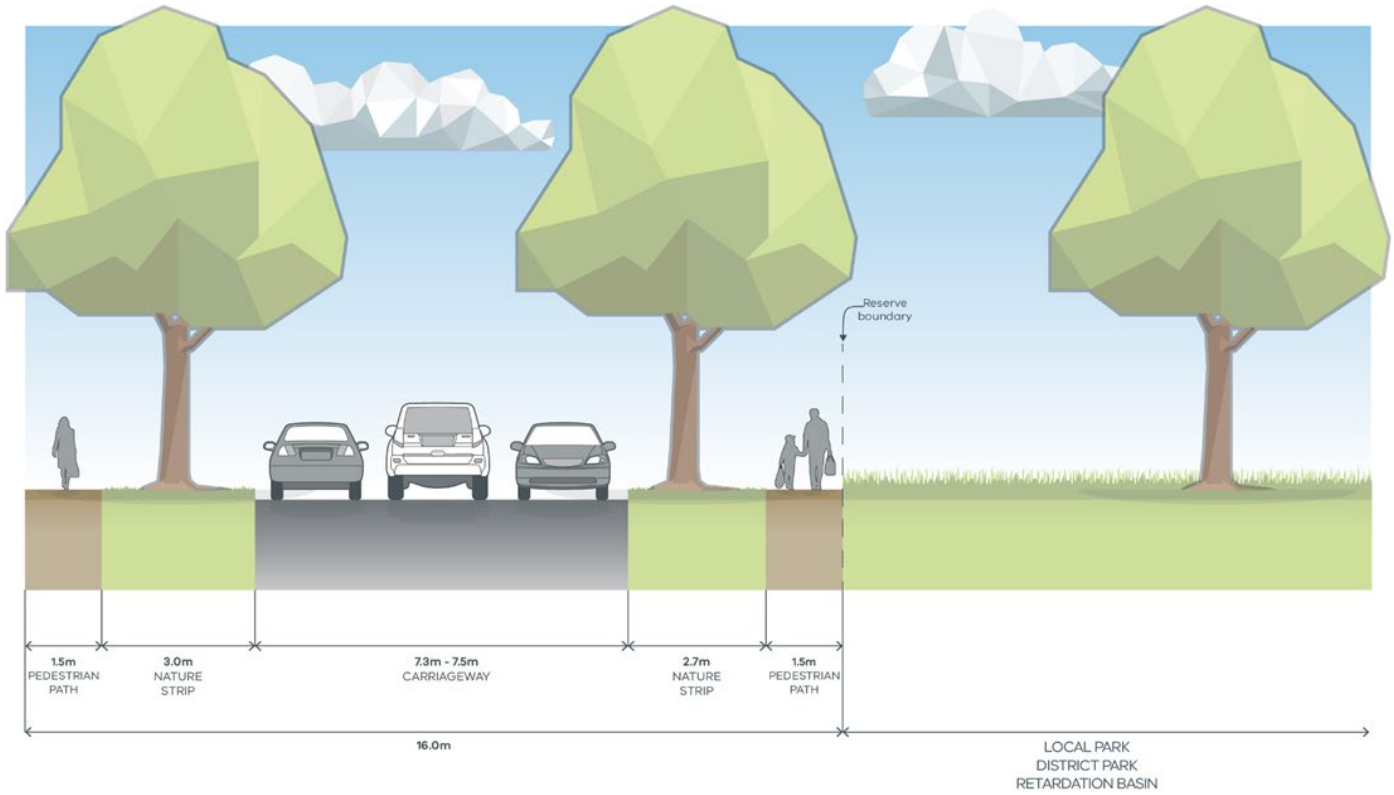



NOTES:

- Refer to Australian Railway Track Corporation standards.
- A shared path may be located in the nature strip adjacent the railway reserve subject to approval by the responsible authority.
- Fencing to the railway reserve boundary is to be visually transparent.

Streetscape Cross Section
Victorian Planning Authority

## Cross Section 10
## Local Access Street (16m) - Park and Retardation Basin Interface Street




NOTES:

- Minimum street tree mature height 15 metres.
- Verge widths maybe reduced where roads abut open space with the consent of the responsible authority.

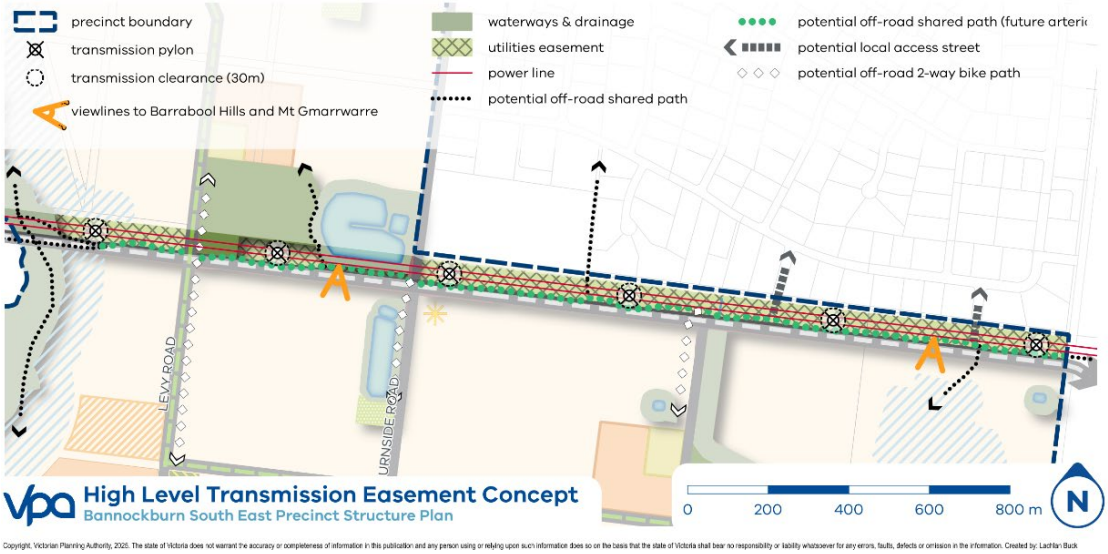
### 5.5 Appendix 5: Bruce Creek open space design outcomes

| Objective | Outcomes |
|---|---|
| Protect and enhance habitat values | • Avoid degradation of existing Ecological Vegetation Classes.<br>• Any public paths or infrastructure, including but not limited to drainage infrastructure must be designed and located to avoid or minimise disturbance to vegetation, Tree Protection Zones and Growling Grass Frog habitat.<br>• To ensure habitat values are enhanced and protected, if tree removal is permitted by Council, it will be in accordance with the tree removal hierarchy within the *Golden Plains Shire Tree Protection and Management Policy* (May 2023) including but not limited to retaining trunks, large branches or stumps for habitat and amenity. |
| Mitigate bushfire risk | • Ensure revegetation and landscaping is sensitive to bushfire considerations and avoids reclassifying areas to higher risk landscapes.<br>• Provide a suitable landscape/road interface and buffer between corridor and development.<br>• Design paths, trails and maintenance vehicle access to facilitate fuel reduction and ecological burning to reduce fire risk and encourage ecological diversity. |
| Protect sites of historic and cultural heritage | • Ensure the design of active transport network avoids allowing direct pedestrian access to sensitive sites of cultural heritage significance, based on findings and recommendations as part of future Cultural Heritage Management Plan preparation.<br>• Avoid works that would require ground disturbance in proximity to sites of significance unless otherwise agreed by the Registered Aboriginal Party and responsible authority. |
| Respect and incorporate Wadawurrung cultural values | • Protect the open nature of the amphitheatre – prioritise revegetation and avoid uses such as built structures and shared paths.<br>• Avoid areas of sensitivity such as artefact sites.<br>• Prioritise habitat restoration and revegetation to protect key threatened species. |
| Nominate suitable path and trail locations | • Locate intensive commuter type cycleways at edge of corridor in flat and unconstrained land.<br>• Locate shared path network to prioritise less constrained land, ensure accessibility and ease of use and provide connections to the creek landscape.<br>• Locate walking/jogging/cycling paths closer to the creek line, avoiding the most constrained land where possible.<br>• Identify and locate maintenance vehicle access through the reserve. |
| Nominate suitable locations for creek crossing points | • Locate higher order cycle/pedestrian crossings where there are clear paths of lesser constrained land.<br>• Potential to locate lower order boardwalk/pedestrian crossings in more constrained areas. |
| Identify locations suitable for facilities and recreational activities | • Prioritise unconstrained land within the corridor for credited open space, potentially including facilities such as public toilets, playgrounds etc. |

| | |
|---|---|
| | • Potential for low impact structures such as picnic areas in low constraint areas, particularly those with visual amenity. |
| Ensure open space is deliverable and function in both the short and long term | • Area defined as creek corridor should make sense regarding title boundaries.<br>• Pathway networks and facilities should not be limited to one parcel to ensure functionality of the corridor is not limited in the shorter term.<br>• Any public paths or infrastructure, including but not limited to drainage infrastructure must be designed and located to avoid or minimise disturbance to vegetation including, Tree Protection Zones and Growling Grass Frog habitat. |

## 5.6 Appendix 6: Utilities easement design outcomes

Figure 3 High Level Utilities Easement Concept




Open space and development outcomes for the utilities easement should:

- Be in accordance with standards and guidelines set out in A guide to living with transmission line easements (Ausnet) and permissions set out in Table 22.
- Prioritise active transport connectivity, both on an east-west and north-south axes.
- Ensure visual and transport continuity on an east-west axis.
- Encourage the effective use of encumbered land for high quality passive and active open space, including encouraging passive surveillance, permeable frontages and activity.
- Consider innovative practices in areas such as urban agriculture, microgrids and Integrated Water Management.
- Consider Wadawurrung connections to Country and opportunities to embed cultural values and practices within open space outcomes.
- Retain and build on significant sightlines to features such as the Barrabool Hills and Mount Gnarwarre.
- Consider the potential role for open space in preserving, enhancing and providing connectivity for biodiversity and habitat values.
- Consider transport links to existing uses, while ensuring the safe and effective function of the proposed east west link road is prioritised.
- Provide a diversity of open space uses and outcomes, including but not limited to dog parks, bike tracks, playgrounds and sports and recreation.

Table 22 Utilities easement allowances and restrictions

| Features | Allowance | Restrictions |
|---|---|---|
| Roads | Roads that cross generally perpendicular to the easement are acceptable provided that they are at least 30m away from towers. | Roads that run parallel to the line are not permitted within the easement. |
| Lighting | Lighting poles are permitted, with pole heights determined by available clearances to the overhead lines and must be of a hinged design that lowers to ground for maintenance. | |

| | | |
|---|---|---|
| Lots | General subdivision of the land is acceptable subject to relevant subdivision planning provisions. | Subdivision must not create residential or commercial lots wholly within the easement. |
| Drainage | Wetlands and reserves are permitted subject to acceptance of designs by AusNet. | No water bodies permitted within 30m of towers. |
| Services and Utilities | Any underground services within the easement are subject to approval by AusNet. | Nothing permitted within 30m of towers.<br>Solar panels are not permitted in the easement. |
| Structures | Structures are subject to approval by AusNet. | Buildings are not permitted in the easement. |
| Access | Use of vehicles and equipment over 3m in height is subject to written approval from AusNet. | |
| Landscaping | Planting of vegetation is restricted to lower height species with reduced planting density to ensure that a fire cannot spread throughout the easement. Approval is required by AusNet. | |
| Recreation | Open space and recreation assets i.e. seating, playground equipment are permitted subject to AusNet provisions on materiality and height (e.g. 1m maximum for playground equipment). | |

| Features | Allowance Restrictions |
|---|---|
| Roads | Roads that cross generally perpendicular to the easement are acceptable provided that they are at least 30m away from towers. Roads that run parallel to the line are not permitted within the easement. |
| Lighting | Lighting poles are permitted, with pole heights determined by available clearances to the overhead lines and must be of a hinged design that lowers to ground for maintenance. |
| Lots | General subdivision of the land is acceptable subject to relevant subdivision planning provisions. Subdivision must not create residential or commercial lots either wholly or partially within the easement. |
| Drainage | Wetlands and reserves are permitted subject to acceptance of designs by AusNet. No water bodies permitted within 30m of towers. |
| Services and Utilities | Any underground services within the easement are subject to approval by AusNet. Nothing permitted within 30m of towers. |
| Solar panels are not permitted in the easement. | |
| Structures | Structures are subject to approval by AusNet. Buildings are not permitted in the easement. |
| Access | Use of vehicles and equipment over 3m in height is subject to written approval from AusNet. |
| Landscaping | Planting of vegetation is restricted to lower height species with reduced planting density to ensure that a fire cannot spread throughout the easement. Approval is required by AusNet. |
| Recreation | Open space and recreation assets i.e. seating, playground equipment are permitted subject to AusNet provisions on materiality and height (e.g. 1m maximum for playground equipment). |

## 5.7 Appendix 7: Glossary of terms

| Objective | Outcomes |
|---|---|
| **Activity centre** | Provides the focus for services, employment and social interaction. They are where people shop, work, meet, relax and live. Usually well-serviced by public transport, they range in size and intensity of use. |
| **Affordable housing** | Defined under the *Planning and Environment Act 1987* as housing, including social housing, that is appropriate for the needs of very low, low or moderate-income households. |
| **Canopy tree cover** | The total area of a tree's foliage (which comprises of the layer of leaves, branches, and stems) that covers the ground when viewed from above. |
| **Canopy tree** | A tree which has an average potential canopy of foliage of at least 6.4m in diameter or greater at maturity in the summer months. |
| **Co-location** | Adjoining land uses to enable complementary programs, activities, and services as well as shared use of resources and facilities, for example, siting schools and sporting fields together. |
| **Community facility** | Infrastructure provided by government or non-government organisations for accommodating a range of community support services, programs, and activities. This includes:<br>• Facilities for education and learning (e.g. government and non-government schools, universities, adult learning centres).<br>• Early years (e.g. preschool, maternal and child health, childcare).<br>• Health and community services (e.g. hospitals, aged care, doctors, dentists, family and youth services, specialist health services).<br>• Community (e.g. civic centres, libraries, neighbourhood houses).<br>• Arts and culture (e.g. galleries, museums, performance space).<br>• Sport, recreation and leisure (e.g. swimming pools).<br>• Justice (e.g. law courts).<br>• Voluntary and faith (e.g. places of worship), and<br>• Emergency services (e.g. police, fire and ambulance stations). |
| **Encumbered land** | Land that is constrained for development purposes, including easements for power/transmission lines, sewer, gas, waterways/drainage; retarding basins/ wetlands; landfill; conservation, protected vegetation and heritage areas. This land may be used for a range of activities (e.g. walking trails, sports fields) and is not credited. However, regard is taken to the availability of encumbered land when determining the open space requirement. |
| **Frontage** | The road alignment at the front of a lot. If a lot abuts two or more roads, the one to which the building, or proposed building faces. |
| **Gross developable area** | Total precinct area excluding encumbered land, arterial roads and other roads with four or more lanes. |
| **Housing density (gross)** | The number of houses divided by gross developable area. |
| **Housing density (net)** | The number of houses divided by net developable area. |
| **Linear open space network** | Corridors of open space, mainly along waterways that link together forming a network. |

| | |
|---|---|
| **Land use budget table** | A table setting out the total precinct area, gross developable area, net developable area and constituent land uses proposed within the precinct. |
| **Local town centre** | An activity centre smaller than a neighbourhood activity centre which may include a small limited-line supermarket or convenience store plus non-retail uses. |
| **Net developable area (NDA) or hectare (NDHa)** | Land within a precinct available for development. This excludes encumbered land, arterial roads, railway corridors, government and non-government schools and community facilities and public open space. It includes lots, local streets, and connector streets. Net developable area may be expressed in terms of hectare units (i.e. NDHa). |
| **Passive open space** | Open space that is set aside for parks, gardens, linear corridors, conservation bushlands, nature reserves, public squares and community gardens that are made available for passive recreation, play and unstructured physical activity including walking, cycling, hiking, revitalisation, contemplation and enjoying nature. |
| **Principal public transport network** | Incorporated document *Principle Public Transport Network 2017* (Victorian Government, 2017), and *Principle Public Transport Network Area Maps* (Victorian Government, August 2018). |
| **Public open space** | Land that is set aside in the precinct structure plan for public recreation that incorporates active and passive open space. |
| **Social housing** | Social housing as defined by *the Housing Act 1983* (Act) means the following housing (other than under the Victorian Affordable Housing Programs) —<br>(a) public housing<br>(b) housing owned, controlled or managed by a participating registered agency<br>A type of rental housing that is provided and/or managed by the government or by a not-for-profit organisation. Social housing is an overarching term that covers both public housing and community housing. |
| **Subsidised market housing** | Housing (rented or owned) which is made available to households at below market rates through subsidies (eligibility criteria set out in the Act). |
| **Cultural and / or environmental investigation area** | Land shown on Plan 2 Place Based Plan that is potentially developable subject to approvals that consider cultural heritage, biodiversity and risk of erosion. |
| **Water sensitive urban design** | A sustainable water management approach that aims to provide water quality, flood management and green landscapes. Key principles include:<br>• minimising water-resistant areas.<br>• recharging natural groundwater aquifers (where appropriate) by increasing the amount of rain absorbed into the ground.<br>• encouraging onsite reuse of rain and incorporation of rain gardens.<br>• encouraging onsite treatment to improve water quality, and<br>• removing pollution and using temporary rainfall storage (retarding basins/wetlands) to reduce the load on drains. |

# Appendix G Committee-preferred UGZ1

## SCHEDULE 1 TO CLAUSE 37.07 URBAN GROWTH ZONE

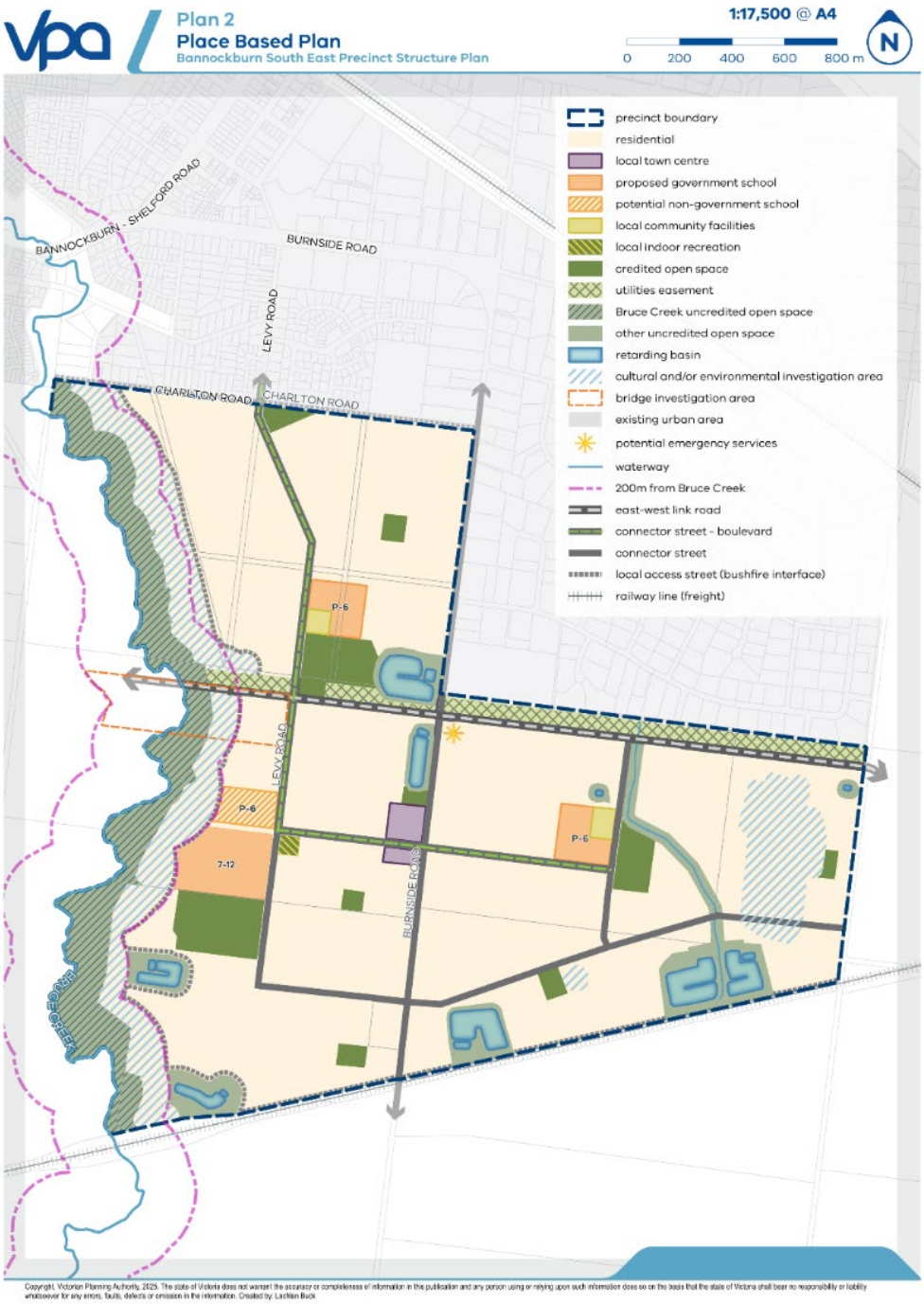
Shown on the planning scheme map as **UGZ1**.

### BANNOCKBURN SOUTH EAST PRECINCT STRUCTURE PLAN

### 1.0 The Plan

Plan 1 shows the future urban structure proposed in the incorporated *Bannockburn South East Precinct Structure Plan*. It is a reproduction of Plan 2 in the incorporated *Bannockburn South East Precinct Structure Plan ('PSP').*

Plan 1 to Schedule 1 to Clause 37.07



## 2.0 Use and development

### 2.1 The Land

The provisions of this schedule apply to the land within the 'precinct boundary' shown on Plan 1 of this schedule and shown as UGZ1 on the planning scheme maps. This schedule must be read in conjunction with the PSP.

Note: *If land shown on Plan 1 is not zoned UGZ1, the provisions of this schedule do not apply.*

### 2.2 Applied zone provisions

Table 1 allocates the land use/development shown on Plan 1 of this schedule with a corresponding zone from this planning scheme.

Where the use/development described in the left column is carried out or proposed generally in accordance with the PSP, the use, subdivision, construction of a building and construction and carrying out of works provisions of the corresponding zone in the right column apply.

The precise boundary of the applied zones will be determined by the designation of land in a relevant plan of subdivision to the satisfaction of the responsible authority.

A reference to a planning scheme zone in an applied zone must be read as if it were a reference to an applied zone under this schedule.

Note: *For example: The General Residential Zone specifies 'Place of worship' as a Section 1 Use with the condition, 'The site must adjoin, or have access to, a road in a Transport Zone 2 or a Transport Zone 3.' In this instance the condition should be read as, 'The site must adjoin, or have access to, a road in a Transport Zone 2 or a Transport Zone 3 or an applied Transport Zone 2 or a Transport Zone 3 in the Urban Growth Zone schedule applying to the land.'*

**Table 1: Applied zone provisions**

| Land shown on Plan 1 of this schedule | Applied zone provisions |
|---|---|
| East-west link road | Clause 36.04 – Transport Zone 3 |
| Local town centre | Clause 34.01 – Commercial 1 Zone |
| All other land | Clause 32.08 – General Residential Zone |

## 2.3 Specific provisions – Use of land

### Table 2: Use of land

#### Section 1 - Permit not required

| Use | Condition |
|---|---|
| Emergency services facility | Must be generally in accordance with the location shown as 'potential emergency services' on Plan 2 of the PSP. |
| Minor sports and recreation facility | Must be generally in accordance with the location shown as 'credited open space' on Plan 2 of the PSP and with the prior written consent of the responsible authority. |
| Primary school | Must be generally in accordance with the location shown as 'potential non-government school' on Plan 2 of the PSP. |
| Shop (other than Adult sex product shop) where the applied zone is Commercial 1 Zone | The combined leasable floor area of all shops must not exceed 7,650 square metres. |
| Any use listed in Clause 62.01 | Must meet the requirements of Clause 62.01 |

#### Section 2 - Permit required

| Use | Condition |
|---|---|
| Not specified | |

#### Section 3 – Prohibited

| Use | Condition |
|---|---|
| Not specified | |

### Use of land for local community facilities

A permit is not required to use land for local community facilities provided the use is located and carried out generally in accordance with the PSP and with the prior written consent of the responsible authority.

### Chicken hatchery and breeder farm – Avian biosecurity

The keeping of poultry and domestic birds is prohibited on all land within the boundary of the PSP.

## 2.4 Specific provisions - Subdivision

### Bruce Creek Conservation Management Plan

A permit must not be granted to subdivide land within 200 metres of the Bruce Creek until a Bruce Creek Conservation Management Plan (CMP) has been prepared for the length of the Bruce Creek within the precinct boundary, to the satisfaction of the responsible authority. Before making a decision, the responsible authority must, as relevant, consult with the Department of Energy, Environment and Climate Action (DEECA) and the Wadawurrung Traditional Owners Aboriginal Corporation (WTOAC).

The CMP must include the following, unless otherwise agreed by the responsible authority:

- Consolidated information on the existing conditions of the waterway and adjoining land, including Growling Grass Frog, Golden Sun Moth, Tussock Skink and Victorian Grassland Earless Dragon survey records.
- An assessment of Growling Grass Frog, Golden Sun Moth, Tussock Skink and Victorian Grassland Earless Dragon habitat.
- A response to the relevant objectives, requirements and guidelines in the incorporated PSP.
- A response to the escarpment, such that urban development is appropriately set back from the escarpment to protect its landscape quality.
- A determination of the boundary between land required for conservation in addition to that already designated as Bruce Creek uncredited open space and land suitable for urban development if relevant. The land required for conservation will be defined as the Bruce Creek Conservation Area.
- Identification of suitable locations for public access points, walking paths/trails, and passive recreation, if appropriate.
- Identification of suitable locations for water management assets and associated infrastructure, if appropriate.
- Guidance on protecting and enhancing terrestrial habitats in accordance with Growling Grass Frog Habitat Design Standards (DEECA, 2017).
- Actions for the rehabilitation of significant habitat, including future land ownership and commitments.
- Advice regarding approvals under the Flora and Fauna Guarantee Act 1988, Wildlife Act 1975 and Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth) and compensatory mechanisms, if required.

The CMP must be consistent with any relevant approved Cultural Heritage Management Plan prepared under the Aboriginal Heritage Act 2006.

The CMP must be consistent with any relevant decision made by the Minister under the Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth).

The CMP may be prepared and approved in stages, provided that:

- Each stage corresponds to land under a single ownership or coordinated ownership group
- Each stage demonstrates alignment with the overall ecological objectives for Bruce Creek and how that stage can be integrated with adjacent CMP stages to create a generally consistent response across the CMP area
- Each stage includes a statement clarifying the scope of the EPBC Act referral obligations, limited to land under the applicant's ownership and recommends coordination with adjacent landowners

A permit granted to subdivide land must be consistent with a CMP approved under this schedule.

The CMP may be amended to the satisfaction of the responsible authority, provided relevant requirements in this clause are addressed and provided relevant consultation has occurred.

A permit may be granted before a CMP is prepared:

- for a subdivision required to create a lot for land to be vested in a public authority; or
- if the responsible authority is satisfied that the land within 200 metres of the Bruce Creek is expected to be further subdivided and a further permit will be required for that subdivision,

if the responsible authority is satisfied that the subdivision does not prejudice the outcomes described by and intended to be achieved by the PSP or by this clause.

### Bruce Creek Conservation Area Concept Plan

A permit must not be granted to subdivide land within 200 metres of Bruce Creek until a Conservation Area Concept Plan (Concept Plan) has been prepared to the satisfaction of the responsible authority. Before making a decision, the responsible authority must, as relevant, consult with DEECA and the Wadawurrung Traditional Owners Aboriginal Corporation (WTOAC).

The Concept Plan must include the following, unless otherwise agreed with the responsible authority:

- The boundary of the Bruce Creek Conservation Area as defined by the approved Bruce Creek CMP
- Native vegetation, as indicated by the Existing Ecological Conditions Report (EHP, 2022)
- Records of Matters of National Environmental Significance (MNES) and state significance
- Location of scattered trees
- Location of existing and proposed infrastructure including roads, buildings, river/creek crossings, shared trails and services etc.
- Public access points, walking paths and shared trails (if known). Public access arrangements may be shown in the Concept Plan where known, however, where possible, these arrangements should generally be determined by the future land manager Golden Plains Shire Council and the approved Bruce Creek CMP.
- A Conservation Interface Plan (Interface Plan) showing the location of:
  - Land-uses, such as sealed roads, paths, parks, and open space (the width of roads and paths must be shown). The conservation area boundary fenced to exclude vehicles to the satisfaction of the responsible authority, allowing for pedestrian and maintenance access where required.
  - Fences, bollards, paths or other form of delineation between the conservation area and adjacent house lots in exceptional cases where there is no road proposed between the conservation area and adjacent house lots.
  - Adjacent house lots, showing the direction of frontage. Development must front onto the conservation area (i.e. there should be no side or back fences abutting the conservation area).
- The Interface Plan must also demonstrate:
  - Street and path lighting adjacent to the conservation area baffled to cast light away from the conservation area.
  - Traffic-calming treatments (where practicable) to mitigate wildlife-vehicle collision risk on roads that adjoin, intersect or transect conservation areas.
  - All necessary fire breaks are located outside of the conservation area.
  - The conservation area must be protected by an appropriate traffic barrier which should be detailed on the Interface Plan.
  - How a shared path can be delivered in stages, generally within an adjacent street reserve, along the length of the interface.
  - The location of street plantings must ensure there is no tree shading of native grasslands or wetlands within the conservation area. Where shading is likely to occur, trees should not be planted within 10m of a conservation area boundary and should not be any species that could act as an environmental weed.
  - The location and design of any drainage infrastructure.

A permit may be granted before a Concept Plan is prepared:

- for a subdivision required to create a lot for land to be vested in a public authority; or
- if the responsible authority is satisfied that the land within 200 metres of the Bruce Creek is expected to be further subdivided and a further permit will be required for that subdivision, if the responsible authority is satisfied that the subdivision does not prejudice the outcomes described by and intended to be achieved by the PSP or by this clause.

### Bridge investigation area

A permit must not be granted for the subdivision of the land within the “Bridge investigation area” shown on Plan 1 of the schedule or for building and works within such area unless the responsible authority is satisfied that the permitted subdivision or building or works will not prejudice the future construction or delivery of a bridge over Bruce Creek.

## 2.5 Specific provisions - Buildings and works

### Dwellings on a lot less than 300 square metres

A permit is not required to construct or extend one dwelling on a lot with an area less than 300 square metres where a site is identified as a lot to be assessed against the incorporated *Small Lot Housing Code* (Victorian Planning Authority, November 2019 and November 2024 versions) via a restriction on title and it complies with the *Small Lot Housing Code* (Victorian Planning Authority, November 2019 and November 2024 versions) incorporated in the Golden Plains Planning Scheme.

### Buildings and works for a non-government school

A permit is required to construct a building or construct or carry out works associated with a non-government primary school, unless exempt under Clauses 62.02-1 and 62.02-2.

### Buildings and works on future public land

A permit is not required to construct a building or construct or carry out works for a minor sports and recreation facility or community facility provided the facility is located and carried out generally in accordance with the PSP and with the prior written consent of Golden Plains Shire Council.

## 3.0 Application requirements

The following requirements apply to an application for a permit under Clause 37.07-9 to 37.07-16 and must accompany an application, as appropriate, to the satisfaction of the responsible authority. If in the opinion of the responsible authority a requirement listed below is not relevant to the assessment of an application, the responsible authority may waive or reduce the requirement.

### Residential subdivision

In addition to the requirements of Clause 56.01-2, a subdivision design response for a residential subdivision of 10 lots or more must be accompanied by the information listed below. An application for the construction of 10 or more dwellings on a lot must be accompanied by the same information:

- A written statement that sets out how the application implements the PSP.
- A land use budget setting out the amount of land allocated to the proposed uses, expected population, dwelling and employment yields.
- A master plan for all land in contiguous ownership showing the proposed uses across the site and the proposed subdivision staging.
- A lot size diversity plan including a colour-coded lot size plan responding to the densities and housing typologies outlined in Table 3 - Housing Density and Diversity in the PSP.
- If a voluntary contribution of subsidised market housing is proposed, a written statement detailing the contribution including delivery mechanisms.
- A traffic assessment including functional layout plans and a feasibility/concept road safety audit that demonstrates how movement networks integrate with adjacent urban development or can integrate with future development on adjacent land parcels and identifies any external State or local road network upgrades identified in the incorporated development contributions plan and required as a result of subdivision. The traffic assessment must be prepared to the satisfaction of the Head, Transport for Victoria, as related to Declared Arterial roads..
- For applications where the land contains trees that have been identified on Plan 6 of the incorporated PSP as ‘Melbourne Yellow Gum’ or ‘critical/high retention value tree’:
  - An arboricultural report that identifies and assesses all trees on the site in accordance with the Australian Standard AS4970:2009 - Protection of Trees on Development Sites.
  - A tree retention plan including:

  - individual trees to be retained.
  - tree protection zones applied consistent with Australian Standard AS4970:2009 - Protection of Trees on Development Sites.
  - a response to Plan 6 – Public Realm & Water and any tree protection requirements and guidelines within the incorporated PSP.
- The location of any potential bus route and bus stop locations prepared in consultation with the Head, Transport for Victoria.
- An integrated water management plan demonstrating how the proposal contributes towards the following:
  - Strategic outcomes for integrated water management identified in the current DEECA *Barwon Strategic Directions Statement*.
  - Actions identified in Barwon Water's most current *Urban Water Strategy.*
  - Vision and objectives identified in the *Bannockburn Integrated Water Management Plan* (Golden Plains Shire Council, July 2024)
  - Stormwater flow volume reduction targets identified in the EPA *Urban stormwater management guidance: Publication 1739.1*, 2021
  - The General Environmental Duty as per the *Environmental Protection Act 2017*
  - Outcomes identified in the Corangamite Regional Catchment Strategy.
  - Regional outcomes identified in the Corangamite Waterway Strategy.
  - Waterway and integrated water management outcomes which enable land to be used for multiple recreation and environmental purposes
- A hydrogeological report identifying the groundwater conditions on the site that assesses any potential impacts from groundwater on the proposed development and vice versa and includes any measures required to mitigate the potential impacts.
- A stormwater management strategy that addresses the provision, staging and timing of stormwater drainage works, including temporary outfall provisions, to the satisfaction of the relevant water authority and the responsible authority.
- A Public Infrastructure Plan which addresses the following:
  - Land that may be affected or required for the provision of infrastructure works.
  - The provision, staging and timing of stormwater drainage works.
  - The provision, staging and timing of road works internal and external to the land consistent with any relevant traffic report or assessment.
  - What, if any, infrastructure set out in the incorporated *Bannockburn South East Development Contributions Plan* is sought to be provided as "works in kind" subject to the written consent of the collecting agency.
  - The provision of public open space and land for any community facilities; and
  - Any other matter relevant to the provision of public infrastructure required by the responsible authority.

The Public Infrastructure Plan must be prepared to the satisfaction of the Head, Transport for Victoria, as related to Declared Arterial roads.

### Bushfire Management Plan

An application to subdivide land adjacent to a Bushfire Hazard Area as shown on Plan 8 Bushfire Hazard Areas of the incorporated PSP must be accompanied by a Bushfire Management Plan that demonstrates how the application will address bushfire risk at the site. The plan must be prepared in accordance with the Bushfire Management section of the incorporated PSP unless otherwise agreed in writing by the responsible authority and relevant fire authority.

The plan must include:

- The design and layout of the subdivision, including lot layout, road design and access points, both vehicular and pedestrian.

- The location of any bushfire hazard areas.
- The details of any bushfire protection measures required for individual lots.
- The identification of any areas to form the setback between a bushfire hazard and built form.
- The details of any vegetation management in any area of defendable space including information on how vegetation will be managed and when the vegetation management will occur (i.e. annually, quarterly, during the fire danger period).
- Notation that indicates what authority is responsible for managing vegetation within open space areas; and
- Notation that ensures that the areas of classified vegetation in the nominated bushfire hazard areas must be managed to a level that will ensure the vegetation classification under AS3959-2018 will not be altered.

The responsible authority and relevant fire authority may waive this requirement if a plan has been approved for the land.

### Local Town Centre

An application to use or develop land for a Local Town Centre must also include the following information:

- A design response report and plans that:
  - Address any local town centre requirements and guidance, including *Appendix 3 Local town centre performance requirements & guidelines* in the incorporated PSP.
  - Demonstrate how the proposal contributes to delivering the local jobs anticipated in *Table 9 Employment generation* of the incorporated PSP.
  - Address any relevant urban design guidelines prepared by the Victorian Government or Golden Plains Shire Council.
  - Demonstrate how the proposal integrates with existing or approved development in the area.
  - Demonstrate site responsive architecture and urban design.
  - Explain how the proposal responds to feedback received following consultation with relevant infrastructure agencies such as Department of Transport and Planning.
  - Include environmental sustainability initiatives including integrated water management and energy conservation.
  - Include provisions for car parking including the location and design of car parking areas and car parking rates for proposed uses within the centre.
  - Address the provision of advertising signs.
  - Include arrangements for the provision of service areas and for deliveries and waste disposal including access for larger vehicles and measures to minimise the impact on the amenity of the centre and adjoining neighbourhoods.
  - Demonstrate how opportunities for medium density housing and future commercial expansion can be incorporated into the centre (including on future upper levels and through future car park redevelopments); and
  - An overall landscape concept/master plan for the centre including a design of any public spaces.

### Sodic and dispersive soils management plan

An application to subdivide land or construct or carry out bulk earthworks must be accompanied by a sodic and dispersive soils management plan prepared by a suitably qualified professional, that describes:

- The existing site conditions, including:

  - Assessment of the extent of sodic and dispersive soils (including laboratory analysis of Exchangeable Sodium Percentage and soil dispersion) from soils collected from the soil profile down to the anticipated depth of excavation/land disturbance in the works area.
  - Land gradient.
  - Potential surface water receptors.
  - Erosion risk mapping.
  - The extent of any proposed earthworks.
  - The extent of any existing erosion, landslip or other land degradation.
- Identification and assessment of risks of sodic and dispersive soils to the environment from proposed development activities (including but not limited to surface water and buildings and structures).
- Recommendations for soil management practices (including fill) with consideration of anticipated sodic and dispersive soil exposure.
- The management of drainage during all stages of development (including run-off).
- The staging of development.
- Approaches that could be employed to minimise disturbance of sodic and dispersive soils.
- Any training and supervisions processes proposed for construction contractors to ensure compliance with the sodic and dispersive soils management plan.
- Proposed document monitoring and reporting processes that ensure works are undertaken in accordance with the sodic and dispersive soils management plan.
- Any treatment of soil proposed to be removed from the site.
- Any post-construction monitoring and/or management requirements; and
- Recommendations to inform the preparation of a site management plan including:
  - The management, volume and location of any stockpiles.
  - Vehicle access and movement within the site area.
  - Treatments to rehabilitate areas that are disturbed during site works.
  - Any soil treatment and construction techniques to reduce risk to existing or current infrastructure and dwellings.

The recommendations that inform the site management plan may be incorporated into a construction environmental management plan to the satisfaction of the responsible authority.

### Preliminary Risk Screen Assessment

An application to subdivide land or to use land for a sensitive use (residential use, childcare centre, kindergarten, pre-school centre, primary school, even if ancillary to another use) or children's playground or secondary school, or construct or carry out buildings and works associated with these uses where the land is identified in Table 3 of this Schedule must be accompanied by either:

- A preliminary risk screen assessment statement issued in accordance with the Environment Protection Act 2017 stating that an environmental audit is not required for the proposal; or
- An environmental audit statement issued under Part 8.3 of the Environment Protection Act 2017 stating that the land is suitable for the proposal; or
- A certificate of environmental audit for the land issued in accordance with Part IXD of the Environment Protection Act 1970; or
- A statement of environmental audit for the land issued in accordance with Part IXD of the Environment Protection Act 1970 stating that the environmental conditions of the land are suitable for the proposal.

Where a preliminary risk screen assessment (or environmental audit) has already been undertaken for the land, a further preliminary risk screen assessment (or environmental audit) may not be required, if the previous preliminary risk screen assessment (or environmental audit) has considered the relevant land uses.

This requirement does not apply to the construction or carrying out of buildings and works if:

- The buildings and works are associated with an existing sensitive use, secondary school or children's playground, included in Clause 62.02-1 or 62.02-2, and the soil is not disturbed.
- The buildings and works are required by the Environment Protection Authority Victoria or an environmental auditor appointed under the Environment Protection Act 2017 to make the site suitable for use; or
- The buildings and works are reasonably required by the environmental auditor appointed under the *Environment Protection Act 2017* or the *Environment Protection Act 1970* to undertake a preliminary risk screen assessment or environmental audit.

This application requirement does not apply to land where an existing sensitive use (residential use, childcare centre, kindergarten, pre-school centre, primary school, even if ancillary to another use) or children's playground or secondary school is established immediately before the approval date of Amendment C107gpla or to construct or carry out buildings and works associated with these uses, or to any lot where the Environmental Audit Overlay applies.

**Table 3 Land subject to PRSA requirement**

| Address | Legal Description |
|---|---|
| Levy Road Bannockburn | Lot 1 TP134465 |
| Levy Road Bannockburn | Lot 2 LP6088 |
| Burnside Road Bannockburn | Lot 13 LP6088 |
| 430 Burnside Road Bannockburn | Lot 2 LP97121 |
| 431 Burnside Road Bannockburn | Lot B PS920570 |

### Retail economic impact assessment

An application to use land for a Shop in a local town centre where the combined leasable floor area of all shops exceeds the figure shown in the land use table at 2.3 of this schedule must be accompanied by a retail economic impact assessment prepared by a suitably qualified professional.

### Sustainability assessment

#### Residential

An application for the development of land (other than subdivision) under the categories listed below, must be accompanied by a sustainable design assessment using the Built Environment Sustainability Scorecard (BESS), STORM, MUSIC or comparable other methods:

- 3 - 9 dwellings.
- A building used for accommodation (other than dwellings) with a gross floor area between 100 square metres and 1500 square metres.

An application for the development of land (other than subdivision) under the categories listed below, must be accompanied by a sustainability management plan (including an assessment using BESS, STORM, GreenStar, MUSIC or comparable other methods) and a Green Travel Plan:

- 10 or more dwellings.
- A building for accommodation other than dwellings with a gross floor area of 1500 square metres or more.

**Non-residential**

An application for the development of land (other than subdivision) under the categories listed below, must be accompanied by a sustainable design assessment (including an assessment using BESS, STORM, MUSIC or other comparable method):

- A non-residential building with a gross floor area between 300 square metres and 1500 square metres.
- An extension to an existing non-residential building creating between 300 square metres and 1500 square metres of additional gross floor area.

An application for the development of land (other than subdivision) under the categories listed below, must be accompanied by a sustainability management plan (including an assessment using BESS, GreenStar, STORM, MUSIC or other methods) and a Green Travel Plan:

- A non-residential building with a gross floor area of 1500 square metres or more.
- An extension to an existing non-residential building creating 1500 square metres or more of additional gross floor area.

### Acoustic assessment

An application to use, subdivide, and/or construct a building or construct or carry out works for Accommodation, Education centre (other than Tertiary institution and Employment training centre) or Hospital on land within 80 metres of the Gheringhap-Maroona Freight Railway, must be accompanied by an acoustic assessment report prepared by a qualified acoustic consultant or other suitably skilled person to the satisfaction of the responsible authority which:

- Applies the following noise objectives:
  - Not greater than 35 dB LAeq,8h when measured within a sleeping area between 10.00pm and 6.00am.
  - Not greater than 40 dB LAeq,16h when measured within a living area between 6.00am and 10.00pm.
  - For areas other than sleeping and living areas, not greater than the median value of the range of recommended designed sound levels of Australian Standard AS/NZ 2107:2016 (Acoustics – Recommended design sound level and reverberation times for building interiors).
- Noise levels should be assessed:
  - Considering the cumulative noise from all sources impacting on the proposal including road traffic noise, agriculture and industry noise, as well as other potential noise sources; and
  - In unfurnished rooms with a finished floor and the windows closed and be based on average external noise levels measured as part of a noise level assessment.
- Identifies lots and/or buildings requiring mitigation from noise from all sources impacting on the proposal, including road traffic noise and industry noise. If lots and/or buildings requiring acoustic mitigation are identified, the report should include recommendations for any noise attenuation measures required to meet the applicable noise level objectives. These recommendations should prioritise measures that benefit both outdoor and indoor spaces, and should address:
  - Noise compatible design for buildings, with siting, orientation, and internal layout, to be considered prior to setting building envelope performance requirements
  - Potential noise character (tonality, impulsiveness or intermittency)
  - Noise with high energy in the low frequency range
  - Transient or variable noise; and
  - Vibration.

This requirement does not apply if the permit applicant provides, to the satisfaction of the responsible authority, a statement in writing, supported by verifiable evidence from a qualified acoustic consultant or other suitably skilled person and having regard to Clause 13.05. The statement must demonstrate that:

- The proposed development is not prejudiced
- Community amenity and human health is not adversely impacts by noise emissions; and
- No noise attenuation measures are required.

### Victorian Grassland Earless Dragon

An application to use or subdivide land or construct a building or construct or carry out works on a lot containing land identified as potential habitat in the Victorian Grassland Earless Dragon habitat distribution model (HDM) available online via the DEECA NatureKit platform must be accompanied by an impact assessment for the species comprising:

- a habitat assessment; and
- detection surveys where suitable habitat is present

to the satisfaction of the responsible authority in consultation with the Department of Energy, Environment and Climate Action.

A permit may be granted before an impact assessment is prepared for if the responsible authority is satisfied that the land identified as potential habitat in the Victorian Grassland Earless Dragon habitat distribution model (HDM) available online via the DEECA NatureKit platform is expected to be further subdivided and a further permit will be required for that subdivision.

## 4.0 Conditions and requirements for permits

**Conditions - Subdivision permits that allow the creation of a lot less than 300 square metres**

A permit issued before 31 December 2026 which allows for the subdivision of land to create a residential lot of less than 300 square metres, must include the following condition:

- Before the plan of subdivision is certified under the Subdivision Act 1988, a plan must be approved and endorsed by the responsible authority, that identifies the lots to which:
  - Type A or Type B of the *Small Lot Housing Code* (Victorian Planning Authority, 2019) applies; or
  - Type A, Type B or Type C of the *Small Lot Housing Code* (Victorian Planning Authority, November 2024) applies.

    to the satisfaction of the responsible authority.

A permit issued on or after 31 December 2026, other than an amendment of a permit issued before 31 December 2026 under section 72 of the Planning and Environment Act 1987, which allows for the subdivision of land to create a lot of less than 300 square metres, must include the following condition:

- Before the plan of subdivision is certified under the Subdivision Act 1988, a plan that identifies the lots to which Type A, Type B or Type C of the Small Lot Housing Code (Victorian Planning Authority, November 2024) applies, must be approved and endorsed by the responsible authority.

**Condition – Integrated water management plan**

A permit to subdivide land where, as part of the application, an integrated water management plan has been provided to the satisfaction of the responsible authority, must include the following condition:

- Unless otherwise agreed by the responsible authority, before certification of the plan of subdivision the Integrated Water Management Plan must be approved and endorsed by the responsible authority.

**Condition - Subdivision or buildings and works permits where land is required for community facilities or public open space**

A permit to subdivide land or construct a building or construct or carry out works on land required for community facilities or public open space must include the following conditions:

- The costs associated with effecting the transfer or vesting of land required for community facilities or public open space must be borne by the permit holder.

- Land required for community facilities or public open space must be transferred to or vested in the relevant public agency with any designation (e.g., reserve, or lot) nominated by the relevant agency.

**Conditions - Road network**

A permit to subdivide land or construct a building or construct or carry out works where land is required for road widening must contain the following conditions:

- Prior to the certification of a plan of subdivision for the relevant stage, the plan of subdivision must show the land affected by the widening of the road reserve which is required to provide road widening and/or right of way flaring for the ultimate design of any adjacent intersection.
- Land required for road widening including right of way flaring for the ultimate design of any intersection within an existing or proposed east-west link road must be transferred to or vested in council at no cost to the acquiring agency unless funded by the incorporated Bannockburn South East Development Contributions Plan.

**Condition - Public transport**

A permit to subdivide land where, as part of the application bus stop locations have been identified to the satisfaction of the responsible authority in consultation with the Head, Transport for Victoria must contain the following condition:

Unless otherwise agreed by Public Transport Victoria, prior to the issue of Statement of Compliance for the relevant subdivision stage, bus stop hard stands with direct and safe pedestrian access to a pedestrian path must be constructed:

- In accordance with the Public Transport Guidelines for Land Use and Development; and compliant with the Disability Discrimination Act – Disability Standards for Accessible Public Transport 2002.
- At locations approved by Public Transport Victoria, at no cost to Public Transport Victoria, and to the satisfaction of Public Transport Victoria.

**Conditions – Environmental audit**

Any permit to subdivide land, or to use land for a sensitive use (residential use, childcare centre, kindergarten, pre-school centre, primary school, even if ancillary to another use) or children's playground or secondary school, or to construct or carry out buildings and works associated with these uses, where the land is identified in Table 3 of this Schedule and where an environmental audit statement under Part 8.3 of the Environment Protection Act 2017 has been issued stating that the land is suitable for the use or proposed use subject to recommendations must contain the following conditions:

- Any recommendations that relate to the development of the land must be complied with to the satisfaction of the responsible authority before the development commences for the relevant stage;
- Any recommendations that relate to the use of the land must be complied with to the satisfaction of the responsible authority before the use commences for the relevant stage; and
- Written confirmation of compliance with any recommendations in the environmental audit statement must be provided by a suitably qualified environmental professional (with the costs borne by the applicant) to the satisfaction of the responsible authority. Compliance sign-off must be in accordance with any requirements in the environmental audit statement recommendations regarding verifications of works.

Where recommendations of the Environmental Audit Statement require significant ongoing maintenance and/or monitoring, the applicant must enter into an agreement with the responsible authority under section 173 of the Planning and Environment Act 1987. The section 173 agreement must be executed on the title of the relevant land prior to the grant of a permit to develop the land, unless otherwise agreed to by the responsible authority. The applicant must meet all costs associated with the drafting and execution of the agreement, including those incurred by the responsible authority.

**Condition – Avian biosecurity**

A permit granted for residential subdivision must include the following condition:

- The owner must enter into an agreement under section 173 of the Planning and Environment Act 1987 with the responsible authority covenanting that they will not keep poultry or domestic birds on the lot
- The agreement must be registered on the title to every lot created by the subdivision. The preparation and execution of an agreement must be at no cost to the responsible authority.

**Condition – Bushfire management plan**

A permit granted to subdivide land adjacent to a Bushfire Hazard Area shown on Plan 8 of the incorporated PSP must include the following condition:

- Unless otherwise agreed by the responsible authority and the relevant fire authority, before certification of the plan of subdivision the Bushfire Management Plan must be endorsed by the responsible authority.

**Condition – Construction site management plan**

A permit for subdivision must include the following condition:

- Prior to the commencement of works, a Construction Site Management Plan that addresses bushfire risk during, and where necessary, after construction must be approved by the Responsible Authority. The plan must specify:
  - The staging of development and the likely bushfire risks at each stage;
  - An area of land between the development edge and non-urban areas consistent with the separation distances specified in AS3959-2018, where bushfire risk is managed to enable the development, on completion, to achieve a BAL-12.5 construction standard in accordance with AS3959-2018;
  - The land management measures to be undertaken by the developer to reduce the risk from fire within any surrounding rural or undeveloped landscape to protect residents and property from the threat of grassfire and bushfire;
  - Provision of adequate access and egress for early subdivisions to minimise grass and bushfire risks to new residents prior to the full completion of the PSP.

**Condition – Construction environmental management plan**

A permit granted to subdivide land, construct a building or construct or carry out works within 50 metres of the 'Bruce Creek Conservation Area' as defined by the Bruce Creek Conservation Management Plan (CMP) required under Clause 2.4 of this schedule where a CMP has been prepared to the satisfaction of the responsible authority must include the following condition:

- Unless otherwise approved in writing by the responsibility authority, prior to the commencement of works within 50 metres of the 'Bruce Creek Conservation Area', a construction environmental management plan must be submitted to and approved by the responsible authority, demonstrating how the 'Bruce Creek Conservation Area' will be protected during works.

The construction environmental management plan must be generally in accordance with the CMP and the document titled *DELWP requirements for Construction Environmental Management Plans under the Melbourne Strategic Assessment* (November 2020), or any future revision or superseding document. Once approved the construction environmental management plan will form part of the permit and must be implemented to the satisfaction of the responsible authority.

**Condition – Land management plan**

A permit granted to subdivide land, construct a building or construct or carry out works on a lot containing land within the 'Bruce Creek Conservation Area' as defined by the Bruce Creek Conservation Management Plan (CMP) required under Clause 2.4 of this schedule where a CMP has been prepared to the satisfaction of the responsible authority must include the following condition:

- Prior to the commencement of works within 50 metres of the 'Bruce Creek Conservation Area' as defined by the Bruce Creek Conservation Management Plan (CMP) required under Clause 2.4 of the Urban Growth Zone – Schedule 1, a land management plan for the 'Bruce Creek Conservation Area' must be prepared by a suitably qualified person and submitted to and approved by the responsible authority. The land management plan must be generally in accordance with the CMP and outline how the 'Bruce Creek Conservation Area' will be maintained, managed and improved, including:
  - How environmental weeds will be managed up until the securing of the 'Bruce Creek Conservation Area' by Golden Plains Shire Council.
  - Revegetation in accordance with the prevailing Ecological Vegetation Classes.
  - How any revegetation will be undertaken in coordination with weed management activities to prevent re-colonisation of weed species.
  - How rubbish and hazards will be removed, and any contaminated material managed up until the securing of the 'Bruce Creek Conservation Area' by Golden Plains Shire Council.

Once approved the land management plan will form part of the permit and must be implemented to the satisfaction of the responsible authority.

**Requirement – Bruce Creek conservation management plan**

A permit granted to subdivide land, construct a building or construct or carry out works within the 'Bruce Creek Conservation Area' as defined by the Bruce Creek Conservation Management Plan (CMP) required under Clause 2.4 of this schedule where a CMP has been prepared to the prepared to the satisfaction of the responsible authority must be consistent with an approved CMP to the satisfaction of the responsible authority.

**Requirement – Victorian Grassland Earless Dragon impact assessment**

A permit granted to subdivide land or to construct a building or construct or carry out works on a lot containing land identified as potential habitat in the Victorian Grassland Earless Dragon habitat distribution model (HDM) available online via the DEECA NatureKit platform where an impact assessment has been prepared to the satisfaction of the responsible authority must be in accordance with an impact assessment for the Victorian Grassland Earless Dragon species prepared to the satisfaction of the responsible authority under Clause 3.0 of this schedule.

**Requirement – Acoustic assessment**

A permit granted to use or subdivide land, construct a building or construct or carry out works where an acoustic assessment report prepared to the satisfaction of the responsible authority and has identified that mitigation from noise sources is required, must implement any recommendations of the acoustic assessment report and include any conditions necessary, in the opinion of the responsible authority, to implement noise attenuation measures.

**Requirement – Sodic and dispersive soil site management plan**

A permit granted to subdivide land or to undertake earthworks where a sodic and dispersive soils management plan has been prepared to the satisfaction of the responsible authority as part of the application must include a condition requiring the preparation of a site management plan that implements the recommendations of the sodic and dispersive soil management plan, to the satisfaction of the responsible authority.

**Requirement – Subdivision and housing design guidelines**

A permit granted to subdivide land into 10 lots of more must include a condition requiring the preparation of subdivision and housing design guidelines generally in accordance with the incorporated PSP to the satisfaction of the responsible authority.

## 5.0 Exemption from notice and review

None specified.

## 6.0 Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 37.07-9 to 37.07-16, in addition to those specified in Clause 37.07-14 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

**Acoustic Attenuation**

If Accommodation, Hospital or Education centre (other than Tertiary institution and Employment training centre) is proposed, whether the proposal minimises the risk of harm from noise exposure (near the transport system and other noise emission sources) to human health and the environment so far as reasonably practicable having regard to:

- Whether the impact of potential noise sources have been mitigated through siting, orientation design, layout, and location and whether this reduces the need for acoustic treatment of buildings or compromises the useability of the building by its occupant.
- Any building façade treatments that are required to mitigate noise impacts.
- Any relevant recommendations of an Acoustic Assessment Report for the application.

**Affordable housing**

Before deciding on an application to develop or subdivide land for dwellings which includes a voluntary contribution to subsidised affordable housing, the responsible authority must consider, as appropriate:

- The Ministerial Notice under section 3AA(2) of the Planning and Environment Act 1987, as amended from time to time.

**Retail impact**

Before deciding on an application to create Shop floorspace above the 7,650 square metres permitted 'as of right' for the local town centre, the responsible authority must consider, as appropriate:

- The local catchment and PSP catchment demand for the additional floor area; and
- Whether the application will jeopardise the primacy of the Bannockburn Town Centre.

**Bridge investigation area and cultural and/or environmental investigation areas**

In assessing applications to subdivide or develop land within the 'bridge investigation area' or 'cultural and/or environmental investigation area', the responsible authority should consider compliance with:

- An approved Cultural Heritage Management Plan (CHMP) under the *Aboriginal Heritage Act 2006 (Vic),* where applicable. Consideration should be given to any consultations or preliminary advice from the Registered Aboriginal Party that informs the design's alignment with cultural heritage sensitivities. Approval decisions by the relevant statutory authority cannot be inconsistent with an approved CHMP.
- Any approvals required under the *Environment Protection and Biodiversity Conservation Act 1999*.

## 7.0 Signs

The sign category for this land is the category specified in the zone applied to the land at Clause 2.2 of this schedule.