

BANNOCKBURN SOUTH EAST PSP

INFRASTRUCTURE DEVELOPMENT STAGING PLAN

BACKGROUND DOCUMENT

APRIL 2025

Purpose

This document explains how the methodology outlined in the *Infrastructure and Development Staging Guidance Note* (the Guidance Note) was applied to prepare the Infrastructure and Development Staging Plan (IDSP) for the Bannockburn South East Precinct Structure Plan (BSE PSP). This document also draws on the various technical information which informs the Bannockburn South East IDSP.

Guidance Note Background

The Victorian Planning Authority developed the Guidance Note to assist planning authorities, responsible authorities, agencies and other stakeholders to:

1. Understand and inform the methodology for the preparation of an IDSP and accompanying requirements and guidelines in the PSP.
2. Define the stages of the IDSP to appropriately manage the expected growth scenarios for a new community and plan for the provision of infrastructure (local and state) in the most efficient way.
3. Apply and enforce the IDSP in practice.

Under this guidance, the draft Bannockburn South East IDSP has been prepared for public consultation in 2025. The Guidance Note can be found here: [Guidance Note: Infrastructure Coordination: Infrastructure and Development Staging](#)

Summary of outcomes in Bannockburn South East IDSP

Existing development fronts, utilities and connections to Charlton Road and Burnside Road made it logical to begin development in the north of the Bannockburn South East PSP.

Beyond the IDSP implementation, within the PSP and Urban Growth Zone (UGZ), there are no additional statutory controls proposed to manage infrastructure and development staging. The Responsible Authority may seek to apply the Generally in Accordance principle to provide reasonable discretion when assessing planning permit applications. Refer to the [Generally in Accordance Guidance Note](#) for further information.

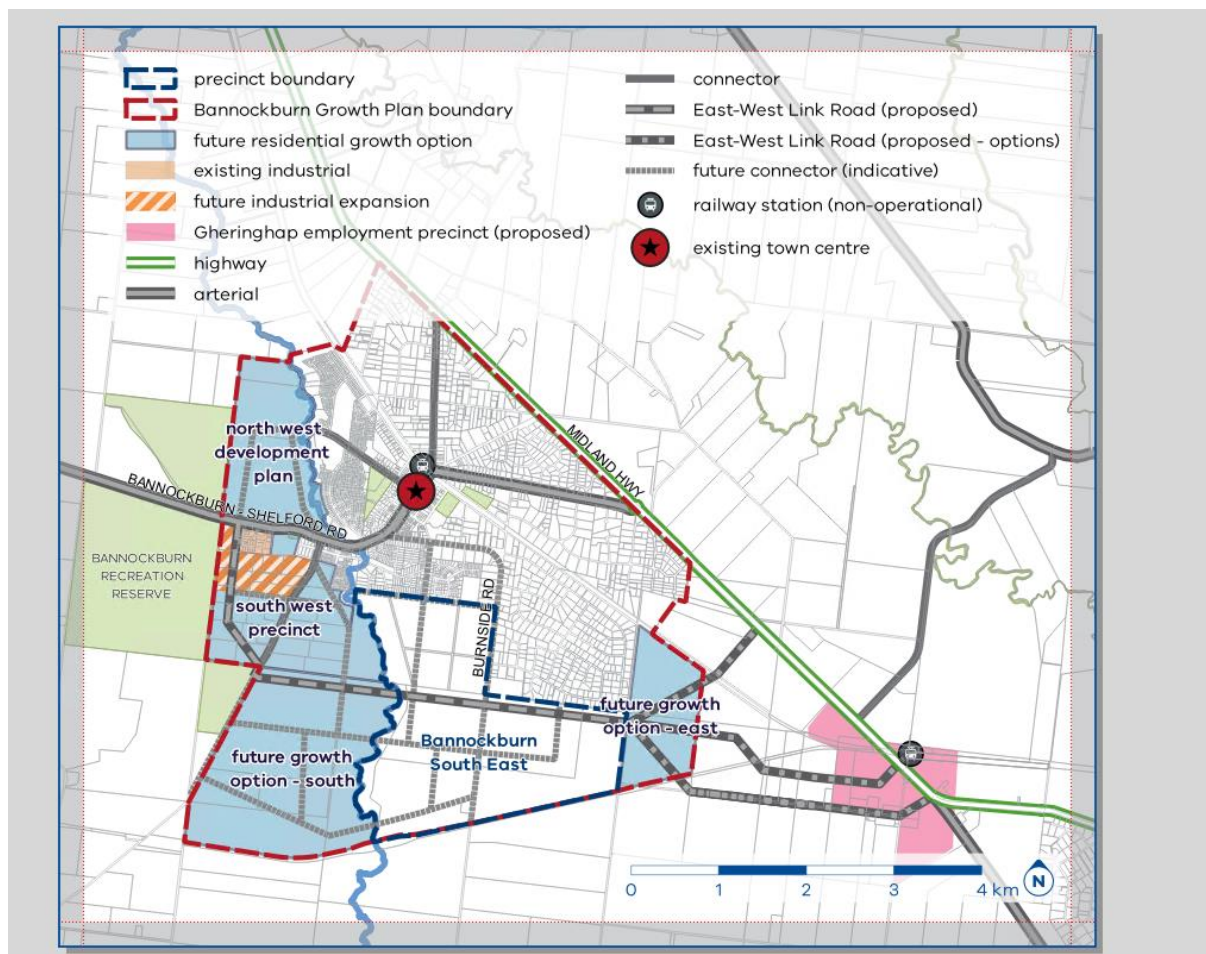
Step Analysis

The Guidance Note includes a five-step process for preparing an IDSP. It is an iterative process, and the steps may need to be adjusted several times including after public consultation, before there is agreement on the final IDSP. The preparation of the IDSP includes the following steps:

Step 1:	Undertake contextual analysis.
Step 2:	Analyse and map development drivers within the precinct.
Step 3:	Analyse financial revenue against infrastructure expenditure over time
Step 4:	Combine the outputs of Steps 1 to 3 into a single IDSP identifying sub-areas within the precinct suitable for development stages numbered in order.
Step 5:	Monitor and review.

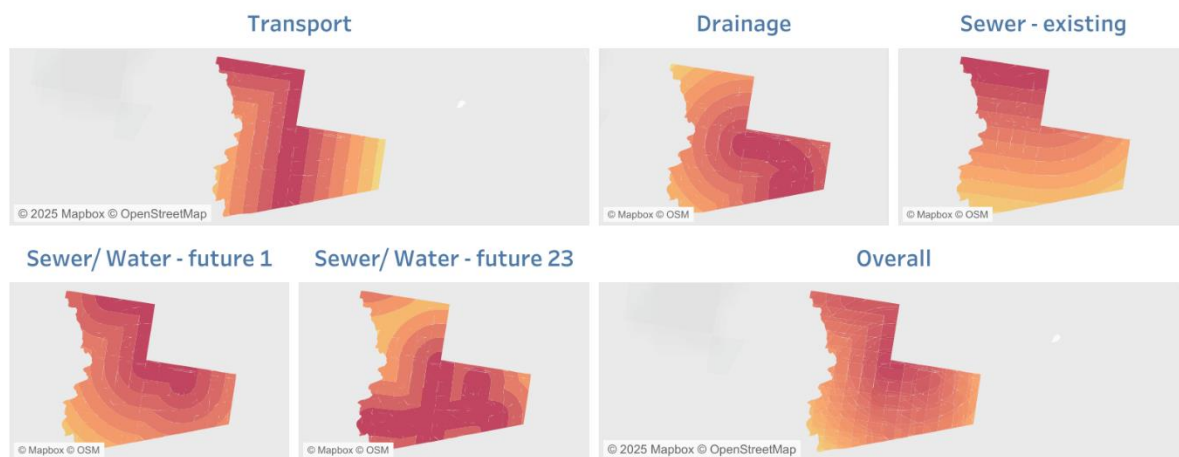
Step 1 – Contextual analysis: Existing and planned infrastructure and services

Factor	Analysis
Existing utilities services	There is an existing sewer network located in the north of the precinct.
Existing and planned transport infrastructure within the precinct and/or surrounds	<ul style="list-style-type: none"> Charlton Road forms the northern perimeter of the precinct and is aligned East-West. Burnside Road runs through the centre of the precinct and is aligned North-South.
Existing activity nodes within the precinct or surrounds	<ul style="list-style-type: none"> St Mary McKillop Primary School is located approximately 1 km from northern precinct boundary. High Street activity node in Bannockburn Township to the North of the precinct.



Step 2 - Development analysis: Within in the precinct

Factor	Analysis
Key proposed movement network infrastructure and intersections	<ul style="list-style-type: none"> East-West arterial running through centre of precinct will form the main transport axis for the connector and local road network to develop from. It will connect the neighbouring Bannockburn South West precinct. Burnside Road will continue to serve as a gateway into the precinct as the main North-South transport route.
Key proposed drainage	<ul style="list-style-type: none"> Each retarding basin/wetland serves a separate drainage catchment. Therefore, they are independent and could proceed at the same time. The retarding basins/wetlands along Bruce Creek and along the railway are the lowest point of the individual catchments. To avoid temporary drainage works the retarding basins/wetlands should be constructed first, then the development within that drainage catchment can proceed. <ul style="list-style-type: none"> Draining to WLRB7 shouldn't commence before the downstream WLRB9 and connecting waterway are in place. WLRB5 and WLRB6 should not proceed until the downstream waterway and WLRB9 are in place.
Key proposed community infrastructure, including schools, community facilities and emergency services	<ul style="list-style-type: none"> BSE PSP will deliver one town centre and emergency services centre, as well as a network of schools with co-located open space and community services. New housing growth and expansion of the connector road network will drive the demand, timing and delivery of the community facilities.



The information in the tables above were then translated into 'heat maps', allowing for an analysis of where development would be staged from (in other words, where a logical location for Stage 1 would be). The overall heat map demonstrates that a logical Stage 1 would be from the northern precinct boundary.

Step 3 – Financial Analysis

The financial analysis for the IDSP provides an understanding of when revenue is likely to be available from DCP levies for the delivery of infrastructure. The analysis has been used to assign infrastructure to a stage in alignment estimated funds.

The financial analysis has only considered development infrastructure delivered by Council and funded through the BSE DCP.

The delivery of the state infrastructure will be subject to future state government budget outcomes as well as any potential Growth Area Infrastructure Contribution Works in Kind (GAIC WIK) arrangements.

Assumptions

It has been assumed that projects identified to be delivered in a stage will be delivered by developers through Works in Kind (WIK) arrangements. If this is to occur, then developers will forward fund the cost of constructing the infrastructure and offset against their future DCP monetary contribution. This assumption relies on developer eagerness and ability to deliver projects through WIK arrangements.

Inputs

The financial analysis identifies how many hectares will be developed per year for each stage and uses this to calculate how much Development Levies will be collected, based on the levies shown in the DCP. It shows that a total of 309.3 hectares will be developed throughout the life of the DCP, and this will generate over \$301,423,938 in development levies.

Financial Analysis table and summary

Stage	Area of stage (NDA)	Levy per ha	Stage Revenue	Stage Cost	Overall Position
1	179.9	\$974,156.00	\$175,250,664.40	\$156,564,953.32	\$18,685,711.08
2	129.4	\$974,156.00	\$126,055,786.40	\$149,022,104.68	-\$4,280,607.21

Table 1: Development levies and net position against the estimated project cost, per stage.

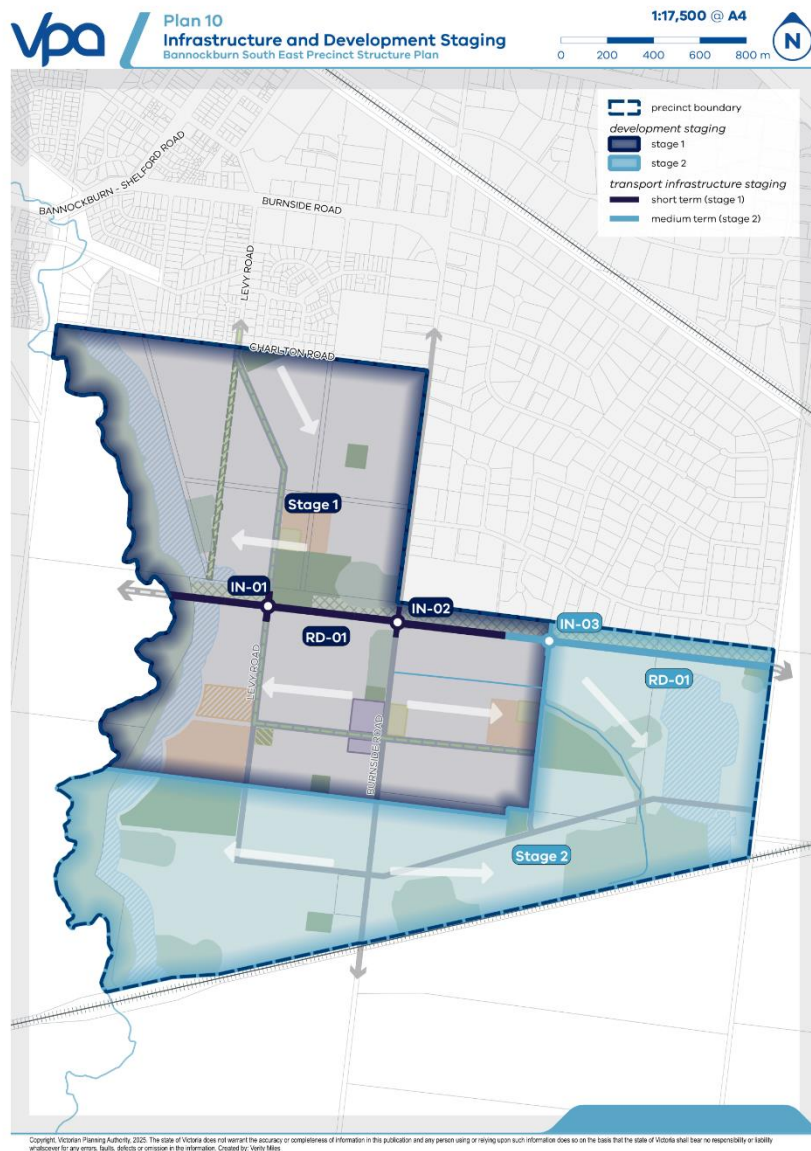
Note: Some discrepancies in numbers may exist due to rounding.

Revenue will exceed infrastructure delivery costs in stage 1 leaving a surplus of \$18,685,711.08. This will help council to manage the deficit of \$4,280,607.21 anticipated in stage 2, which is due to the staging of some significant community infrastructure coupled with low NDA.

Step 4 – Preparation of Infrastructure and Development Staging Plan (IDSP)

STAGE 1: (short-term)	
Leveraging existing conditions	<ul style="list-style-type: none"> Connections to the existing development front and sewer network to the north of the precinct. Established gateways like Charlton Road and Burnside Road, which enable residents access to nearby key services outside the BSE precinct as it begins to develop.
Enabling development and access in this stage	<ul style="list-style-type: none"> For drainage, each retarding basin/wetland serve a separate drainage catchment and therefore they are independent and could proceed at the same time. WLRB3 can be constructed independently. Staging for drainage is always best commencing from the downstream end of the precinct, which is from the south. However, this is not always possible given there are no existing development fronts and road access to the south. Therefore, construction of WLRB5 and WLRB6 may require developers to construct temporary drainage works in lieu of final downstream infrastructure (i.e. WW-01 and WLRB9). The development of RD-01, IN-01 and IN-02 enables a starting point for the connector road network to grow north-south and east-west to new community services, open space and the town centre. Road bridges BR-01 should be delivered to align with the development of the Bannockburn South West Precinct and Future Growth Option South. Anticipated need is long term.
DCP Projects	<ul style="list-style-type: none"> RD-01, BR-01, IN-01 and IN-02

	<ul style="list-style-type: none"> CI-01, CI-02, CI-03, SR-01 and IR-01 RBWL3, RBWL5 and RBWL6
STAGE 2: (medium-term)	
Leveraging existing conditions	<ul style="list-style-type: none"> Leverage roads, services, drainage and utility lines established in the development of Stage 1.
Enabling development and access in this stage	<ul style="list-style-type: none"> Development of IN-03 is crucial to complete the main transport axis enabling new residential development to connect to the established schools and services. Each drainage asset within Stage 2 can proceed at any time as development occurs. As mentioned, it would be ideal but not required for WW-01 and WLRB9 to be constructed prior to WLRB5 and WLRB6.
DCP Projects	<ul style="list-style-type: none"> RD-01, BR-02 and IN-03 SR-02 and SR-03 RBWL1, RBWL2, RBWL4, RBWL7, RBWL8, RBWL9 and RBWL10 WW-01, DR-01 and DR-02



Step 5 - Monitor and review

The Bannockburn South East IDSP will be tested through the panel process and amended as appropriate.

Periodic review of the IDSP and supporting ordinance is recommended post gazettal of the PSP. This would be the responsibility of the responsible authority and should have regard to updates in funding information, developability, relevant consultation with landowners and updated information or policy from government.

References

e.g.

Victorian Planning Authority, *Draft Bannockburn South East Development Contributions Plan: Draft for Public Consultation April 2025*, Victorian Government, 2025.

SMEC, *Bannockburn South East PSP Utility Servicing Assessment*, 1 August 2024

ASR, *Bannockburn South East PSP Community Infrastructure Assessment*, 5 July 2024

Stantec, *Bannockburn South East Precinct Structure Plan Integrated Transport Assessment*, 19 December 2024

Alluvium, *Bannockburn South East Precinct Structure Plan – Stormwater Drainage Design Concept Design Report (Draft)*, 28 March 2025