

Noor Syuhada Shamsul
Victorian Planning Authority

13 June 2025

via email: bannockburnse@vpa.vic.gov.au

Dear Noor

Submission to the Bannockburn South East Draft Precinct Structure Plan

Tract acts on behalf of Ryan Road Investments Pty Ltd who are a significant land holder within the Gheringhap Employment Precinct ("GEP"), which is located approximately 4km to the east of the Bannockburn South East Precinct Structure Plan ('the PSP') area.

The GEP is in a prominent location on the Midland Highway and will be a focal point for employment generating industrial and commercial development; and as such it is critical that strong transport links are established between the GEP and the PSP area.

Our interest relates specifically to the future east-west arterial road that is to be partially delivered through the PSP, which is identified in the PSP's Precinct Infrastructure Plan as project RD-01. Prior to the finalisation of the draft PSP a series of technical reports, including the Infrastructure Development Staging Plan, identified three options for the alignment of this road east of the PSP area connecting through to the Midland Highway.

These options are identified at Figure 1 (attached). We provide the following points for consideration in relation to these options:

- Option 1 Northern Alignment: This option as depicted would bypass the GEP entirely and would be a missed opportunity in terms of delivering strong transport links between the PSP and the GEP.
- Option 2: Central Alignment: This option continues due east from the PSP boundary and bisects a significant portion of the future GEP land. This would have considerable implications for the orderly development and staging of the precinct, particularly with respect to its alignment with Council's existing Structure Plan.
- Option 3: Southern Alignment: This option diverts south and appears to rely on the upgrade of the existing McCurdy Road reserve located in the southern portion of the GEP. The alignment then tracks north-east to connect to the recently constructed midland highway roundabout, consistent with the direction of Council's existing Structure Plan.

In addition to the above, the subsequent Background Report states that: *'The east-west link road must connect to Midland Highway and provide access to Gheringhap Employment Precinct. This requires crossing a railway line. Following general feedback from stakeholders, the transport modelling assumed the southernmost alignment to logically connect with Gheringhap Employment Precinct'.*

We strongly support the position as outlined above and submit that the southern alignment is the most appropriate outcome for the orderly planning and development of the PSP area and the GEP.

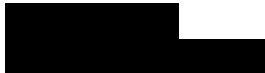
Notwithstanding, we note that the draft PSP does not speak to the alignment of the east-west arterial beyond the boundary of the PSP area.

In light of the above, we submit the following key points for consideration by the VPA:

- The draft PSP does not contain any specific direction relating to the full alignment of the east-west arterial which is a significant gap with respect to the orderly planning of the area.
- The PSP must be amended to include specific direction relating to the east-west arterial, and in particular, provide explicit policy support for the southernmost alignment.
- Doing this will support and provide a basis for the future planning for the road by the relevant authority.

We are pleased to provide the above input into the development of the final Bannockburn South East Precinct Structure Plan and would welcome the opportunity to communicate further with the VPA on any of the matters that we have raised. We reserve our right to make future submissions in relation to this amendment.

Yours sincerely



Tract
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Attachment 1

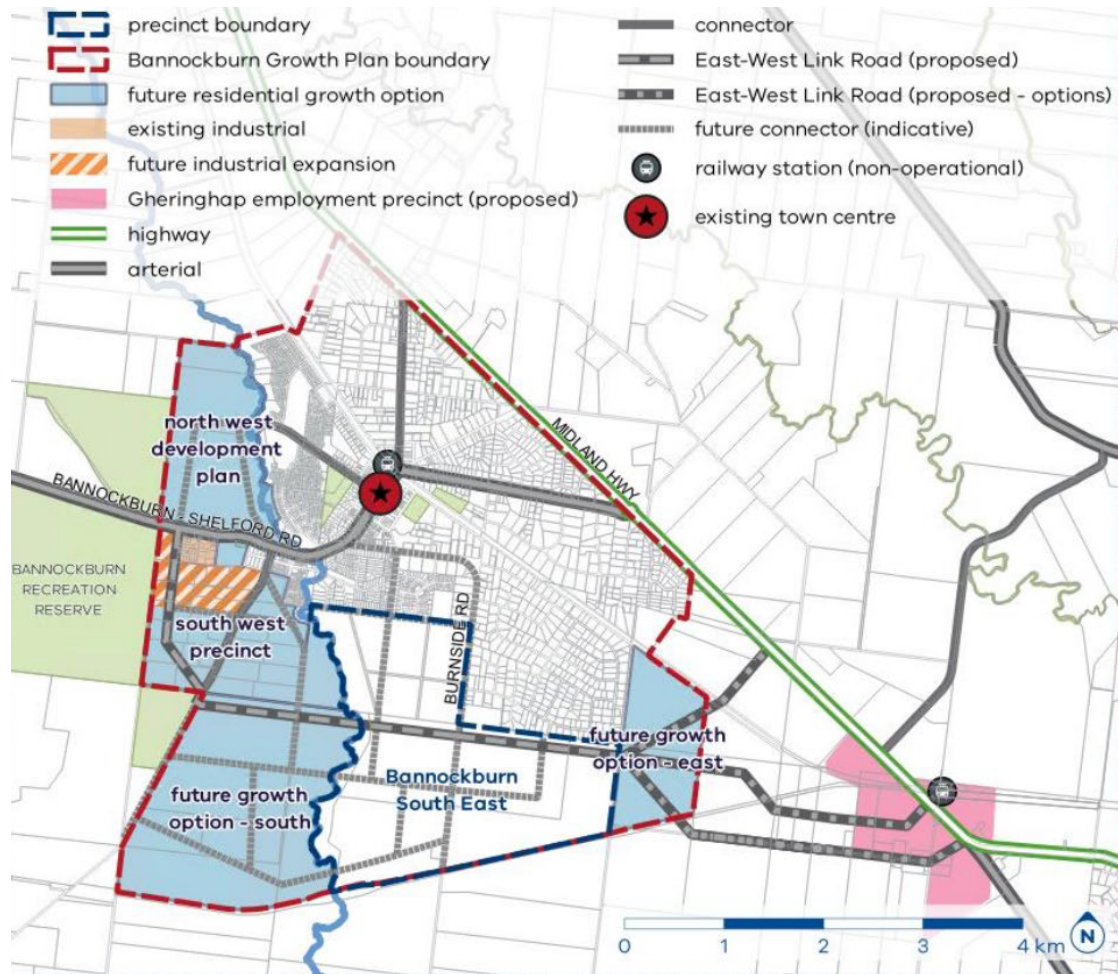


Figure 1 Infrastructure Development Staging Plan