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Proposed C444ggee

SCHEDULE 48 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY

Shown on the planning scheme map as **DPO48**.

SOUTH EAST LARA RESIDENTIAL GROWTH AREA

1.0

Objectives

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To facilitate the orderly and integrated residential development of the area.

To create a safe and integrated road network that minimises road connections on to Canterbury Road East.

To provide a shared pathway network that establishes safe and interconnected walking and cycling routes that link to nearby destinations.

To provide a liveable and sustainable urban environment inclusive of a range of lot sizes and housing types to meet diverse community needs, including affordable housing.

To promote best practice storm water management and water quality treatment measures to protect and conserve biodiversity and waterways.

2.0

Requirement before a permit is granted

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A permit may be granted to use or subdivide land, construct a building or construct or carry out works before a development plan has been prepared to the satisfaction of the responsible authority.

Before granting a permit, the responsible authority must be satisfied that the permit will not prejudice the future use and integrated and orderly development of the precinct in accordance with the conditions and requirements for planning permits and requirements for a development plan in this Schedule.

3.0

Conditions and requirements for permits

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The following conditions and/or requirements apply to permits:

- An application for a permit listed in Clause 2.0 of this schedule must be accompanied by a report which details how the proposal will not prejudice the future preparation or implementation of a development plan.
- Except for permits issued under Clause 2.0, a permit must contain conditions or requirements which give effect to the provisions and requirements of an approved Development Plan. This may include a condition requiring a Section 173 Agreement to facilitate delivery of infrastructure identified in the Staging and Infrastructure Plan.
- Where a Traffic & Rail Noise Impact Assessment approved as part of the South East Lara Residential Growth Area Development Plan recommends any noise attenuation measures, permit conditions must give effect to the recommendations of the acoustic assessment unless a restriction on title of the relevant plan of residential subdivision is able to give effect to the recommendations of the acoustic assessment report.
- Where noise attenuation measures are recommended in the approved Traffic & Rail Noise Impact Assessment, the permit must include a condition requiring verification by a qualified acoustic consultant that the constructed development complies with those recommendations.
- Unless there is already an agreement in place between the permit applicant and the Responsible Authority that relates to the provision of affordable housing, a permit for subdivision or (where no subdivision is proposed), a permit for buildings and/or works associated with residential development should include any condition necessary to give effect to any approved Affordable Housing Delivery Strategy required by this schedule.

- Any permit for the subdivision of land must include a condition that provides that, prior to the certification of the plan of subdivision, it must be demonstrated to the satisfaction of the Responsible Authority how any relevant Environmentally Sustainable Development Assessment that is approved as part of any approved Development plan for that land will be given effect.
- Unless a contribution has already been made under any other provision of the scheme, any development of land (whether or not it is subdivided) must make an open space contribution equal to 10% of the net developable land (unencumbered) or in lieu cash payment or a combination of both subject to equalisation. Encumbered land for the purpose of the public open space contribution is land required for one or more of the following purposes:
 - Drainage reserves as approved within the Integrated Water Management Plan;
 - The Industrial to Residential Landscape Interface Treatment as identified in Figure 1.Encumbered land is not to be credited for the purpose of the open space contribution.

4.0 Requirements for development plan

Proposed C444ggee

A development plan must be generally in accordance with Figure 1 of this schedule to the satisfaction of the Responsible Authority.

Prior to the approval of any development plan, notice of the plan must be given to the pipeline licensee/operator seeking their comment on the proposed plan.

A development plan must include the following requirements:

An **Urban Design Masterplan** that includes:

- A general subdivision layout that includes the location and general distribution of lots showing a variety of lot sizes and densities to encourage a variety of housing of housing types.
- A minimum residential density of 15 dwellings per net developable hectare across the whole development plan area.
- The location of all proposed land uses including, but not restricted to roads, open spaces and drainage reserves.
- Contours of land at 0.5-1 metre intervals.
- A development design which provides a positive identity and contributes to the amenity and safety of all surrounding roads by ensuring all development addresses these roads.
- A pedestrian and bicycle network plan showing shared paths that are well connected to nearby destinations including adjoining residential land and the Hovells Creek Public Recreation Reserve as determined by the Road Network and Traffic Management Plan.
- A cross section for the "Industrial to Residential Landscape Interface" which provides a 3 metre landscaped verge between residential development and industrial precincts. This does not apply to areas where the park or drainage basin interfaces between the two precincts.
- Spatial identification of which areas of the land require noise attenuation measures to be implemented in accordance with the approved Traffic & Rail Noise Impact Assessment.
- Any high pressure gas pipeline and its associated easement must be clearly mapped and not located within a road reserve (other than road crossings) or within residential lots.
- If 'Retirement village' or 'Residential village' land uses are included within the development plan, the Urban Design Masterplan must include design details that:
 - Respond to and integrate with adjoining development.
 - Where lots border a public open space or public street network, provide an active frontage.
 - Promote accessibility to public transport.

- Contribute to the permeability of the street network.
- Provide a range of dwelling and built form types.

A **Staging and Infrastructure Delivery Plan** that shows the development of the land and infrastructure required, including the staging of the drainage, open space and road infrastructure required to service the stages of development. The plan must address the delivery of any identified new or upgraded off site infrastructure required to support the development to the satisfaction of the Responsible Authority and any other relevant Authority.

An **Integrated Water Management Plan** that takes an integrated approach to flooding, stormwater and drainage management, is designed with reference to the whole of the catchment. The plan must have regard to the *Stormwater Management Strategy prepared by Loetis, dated 11 November 2024*, (or subsequent version) and include:

- Reference to:
 - WSUD Engineering Procedures: Stormwater CSIRO Publishing 2005.
 - Clause 56.07 of the Greater Geelong Planning Scheme.
 - The Infrastructure Design Manual and associated Design Notes.
 - EPA Publication 1739.1 (or subsequent version), Urban stormwater management guidelines.
 - An approved Avalon Airport Wildlife Hazard Report.
- A Drainage Strategy that addresses:
 - Drainage Feasibility.
 - Stormwater Quality Management.
 - Peak Discharge Management.
 - Potential impacts of the overall volume of stormwater on downstream land.
 - Functional Peak Flood Level Determination.
- Identification of all land to be set aside for drainage purposes, detailing the approximate size and location of all drainage reserves and system components, including wetlands, rain gardens and retarding basins to meet peak discharge limits and WSUD elements to meet Best Practice Environmental Management Guidelines.
- A Stormwater Management System that:
 - Ensures peak discharge rates and pollutant loads of all stormwater leaving the site post development are no greater than pre-development.
 - Ensures no adverse impacts to any surrounding area, upstream or downstream, including the saline dependent floodplain values of Hovells Creek and the Port Phillip Bay (Western Shoreline) and Bellarine Peninsula Ramsar site.
- Consideration of development staging.

An **Avalon Airport Wildlife Hazard Report** that has regard to the National Airports Safeguarding Framework and associated guideline and is conducted by a suitably qualified wildlife hazard expert. The report must assess any water basin, wetlands or potential wildlife attractants proposed by a Integrated Water Management Strategy to manage the risk of wildlife strikes in the vicinity of Avalon Airport.

A **Road Network and Traffic Management Plan** that has regard to the *Traffic Impact Assessment G33105R-03B prepared by Traffix Group dated November 2024* and includes:

- An internal road network with a high level of access for all vehicular and non-vehicular traffic and which responds to the topography.

GREATER GEELONG PLANNING SCHEME

- Details of all necessary upgrades to the surrounding road network to urban standards including any required upgraded intersection treatments or level crossings informed by a Traffic Impact Assessment.
- Identification of locations where separate paths for pedestrians and cyclists are required to connect to the wider movement network including along Canterbury Road East.
- The provisions of safe egress routes during a 1% AEP flood event.

An **Open Space and Landscape Masterplan** that includes:

- The provision of a park to have an area not less than 1 hectare located and configured generally as shown in Figure 1 with the surrounding context.
- A requirement to provide a tree canopy plan at the planning permit stage that meets the minimum tree canopy target of 25% contained in the *City of Greater Geelong Urban Forestry Strategy 2015-2025* and which stipulates the number and type of trees to be delivered.
- Concept plans should show the general layout and indicative landscape treatments (such as paths, seating, lighting, shading structure, play spaces and paving materials) in accordance with Council infrastructure standards, and the use of local indigenous plant species where appropriate.
- Consideration for the potential future District Outdoor Sports Facility.

A **Traffic and Rail Noise Impact Assessment** prepared by a suitably qualified acoustic engineer or other suitably qualified person to the satisfaction of the Responsible Authority, which:

- Applies the following noise objectives:
 - 35 dB LAeq,8h when measured within a sleeping area between 10 pm and 6 am.
 - 40 dB LAeq,16h when measured within a living area between 6 am and 10 pm.
- Assesses noise levels:
 - considering the cumulative noise impacting on the proposal including rail noise, road traffic noise.
 - 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.
- For areas other than sleeping and living areas, adopts the median value of the range of recommended design sound levels of Australian Standard AS/NZ 2107:2016 (Acoustics – Recommended design sound level and reverberation times for building interiors).
- Includes recommendations for any noise attenuation measures required to meet the applicable noise level objectives, based on the following hierarchy that prioritises measures that benefit both outdoor and indoor areas of sensitive land uses:
 - noise barriers, preferably as close as practicable to the noise source(s), and then;
 - noise compatible design for buildings, with siting, orientation and internal layout, to be considered prior to setting building envelope performance requirements.
- Specifies appropriate noise attenuation measures that can be included within Memorandum of Common Provisions;
- Identifies which areas of the Site (or which lots) require noise attenuation measures to be implemented within the Memorandum of Common Provisions.

High Pressure Pipeline Plan

Where development is proposed within the measurement length of a high pressure pipeline easement, the development plan must:

- Identify the location and extent of the easement.

- Be accompanied by a Safety Management Study (SMS) in accordance with AS 2885.
- Ensure that sensitive uses are avoided or mitigated through appropriate siting and design measures.

An **Affordable Housing Delivery Strategy** that includes:

The provision of affordable housing that is equal to the value of 5% of the total number of serviced lots proposed to be provided at a discount of 20% to market value, as determined by an appropriately qualified expert. This is referred to as the **Primary Obligation**.

- The Primary Obligation may be delivered as:
 - A monetary contribution to the City of Greater Geelong Affordable Housing Trust or another Housing Agency nominated by Council which is of equal value (as independently assessed) to the Primary Obligation; or
 - A provision of completed dwellings for nil consideration which in total have the same monetary value as the Primary Obligation as independently assessed; or
 - Any other delivery model of the contribution which is of equal value to the Primary Obligation.
- The strategy should demonstrate how it responds to local housing need and have regard to any relevant Ministerial Notice made under Section 3AA(2) of the Planning and Environment Act 1987.
- The method of securing the implementation of the Affordable Housing Delivery Strategy, and the manner by which it is to be implemented should be by way of an agreement made between the landowner and the responsible authority under Section 173 of the Planning and Environment Act 1987.
- Any requirement in this schedule for a development plan to include an Affordable Housing Delivery Strategy does not apply:
 - where any other provision of the Greater Geelong Planning Scheme, or the Planning and Environment Act 1987 (or any other Act), requires an affordable housing contribution to be made in respect of the residential development of the land.
 - to land in respect of which an agreement with the Responsible Authority has already been entered into for the provision of affordable housing.

An **Environmental Management Plan** ensuring impacts to fauna including the Australasian bittern are minimised.

An **Environmentally Sustainable Development (ESD) Assessment** that includes:

- An assessment of the nature of the proposed development, and the site conditions which present opportunities or constraints for achieving sustainable design outcomes.
- A framework which identifies how the use and development of the land can achieve ESD outcomes in accordance with any relevant policies and strategies developed by the City of Greater Geelong and the Victorian Government.

Figure 1: South East Lara Residential Growth Area Framework Plan

