
CONSIDERATION OF SUBMISSIONS REPORT

AMENDMENT C444GGE: SOUTHEAST LARA RESIDENTIAL GROWTH AREA

AMENDMENT C453GGE: LARA INDUSTRIAL BUSINESS PARK

To: Tim Webb - Coordinator, Strategic Implementation
From: Peter Schembri - Senior Strategic Planner
Subject: Resolution to consider submissions under delegation
File number: Amendments C444ggee & C453ggee

Purpose

1. To consider submissions to Planning Scheme Amendments C444ggee and C453ggee and recommend all the submissions be referred to an Independent Planning Panel.

Background

2. On 25 March 2025 Council resolved to prepare and exhibit Amendments C444ggee and C453ggee. Both amendments were requested by Tract Consultants on behalf of Lara Farms Pty Ltd.
3. Amendment C444ggee seeks to facilitate the development of approximately 600 dwellings by rezoning Farming Zone land to the General Residential Zone Schedule 1 (GRZ1) supported by Development Plan Overlay Schedule 48 (DPO48) and the Environmental Audit Overlay (EAO).
4. Amendment C453ggee seeks to facilitate the development of a 39-hectare industrial business park. It does this by rezoning Farming Zone land closest to the Geelong Ring Road Employment Precinct to Industrial 1 Zone (IN1Z) and land between the proposed C444ggee residential area and the IN1Z to Industrial 3 Zone (IN3Z) to provide a buffer between the IN1Z and future residents of the C444ggee land. The business park will be applied with Design and Development Overlay Schedule 55 (DDO55).
5. The location of both amendments is shown in Attachment 1.
6. Exhibited with Amendment C444ggee is a draft section 173 agreement, prepared by Council and Lara Farms Pty Ltd, to facilitate the provision of a cash contribution towards community infrastructure.
7. Public exhibition of both amendments commenced simultaneously on 9 October and closed on 17 November 2025.

Key Matters

8. A total of 25 submissions were received to Amendment C444ggee. There were 13 objecting submissions from residents, mainly raising increased traffic and related road infrastructure concerns. The Department of Transport and Planning (DTP) requested changes to DPO48 and further assessment of the Traffix Group Transport Impact Assessment (TIA). Other agencies and authorities, as well as Viva Energy and APA Group, supported the amendment, though some also requested changes to DPO48. The proponent lodged a supporting submission.
9. A total of 17 submissions were received to Amendment C453ggee. There were 5 objecting submissions from residents, mainly raising increased traffic and related road infrastructure concerns. DTP requested changes to DDO55 and further assessment of

the Ratio TIA. Other agencies and authorities, as well as Viva Energy and APA Group, supported the amendment, though some also requested changes to DDO55. The EPA recommend applying the EAO to the cadastral boundary of 76-156 Canterbury Road East. The proponent lodged a supporting submission while Avalon Airport suggest delaying the rezoning until Rennie Street is upgraded and Council's industrial land supply review is completed.

10. In accordance with the *Planning and Environment Act* Council must now either: change the amendments in the manner requested by the submitters; refer the submissions to an Independent Panel; or abandon one or both amendments.
11. Council officers have considered all submissions and generally accept the requested changes to DPO48 and DDO55. Marked-up changes to the exhibited overlays will be prepared for the Panel Hearing. The EPA additional EAO recommendation is accepted.
12. The TIA reports identify works required to support the developments, including upgrades to the level crossing, Canterbury Road East and its intersection with Rennie Street, and Rennie Street fronting the future industrial land. The residential rezoning will also provide for new and improved pedestrian and bicycle connectivity.
13. While both TIA reports conclude there are no traffic engineering reasons to prevent the rezonings from proceeding, Council, DTP and Lara Farms P/L agree that a combined TIA is required. Traffix Group will prepare the TIA prior to the Panel Hearing having considered submissions and further information and requested assessments from Council and DTP. A response to common traffic and road infrastructure submissions is provided in Attachment 1, and all submissions are considered in Attachment 2.
14. Overall, no submission provides substantive challenge to the strategic merit of either amendment. The Avalon Airport submission is noted but not a reason to delay the industrial rezoning. The rezonings will facilitate housing and employment opportunities in a designated urban growth location.
15. It is recommended that submissions be referred to an Independent Panel appointed by the Minister for Planning. It has been agreed with Planning Panels Victoria that both amendments will be heard before the same Panel.

Recommendation

16. **That Council having considered all submissions to Amendment C444ggee and Amendment C453ggee to the Greater Geelong Planning Scheme resolves to:**
 - 16.1 **Request the Minister for Planning to appoint an Independent Panel under Part 8 of the Planning and Environment Act, 1987;**
 - 16.2 **Refer all submissions to the Panel; and**
 - 16.3 **Submit to the Panel its response to the submissions generally as outlined in this report.**

Approved as a resolution of Council by Council's delegate:



Tim Webb
Coordinator Strategic Planning

Date: 28 January 2026

Financial Sustainability

1. There are no significant financial implications to Council beyond what are usually associated with the planning scheme amendment process.
2. Consistent with the State Government's infrastructure contributions framework, a Community Infrastructure Levy at a rate of \$2,200 per dwelling will be secured by a Section 173 Agreement as part of Amendment C444ggee.

Community Engagement

3. Exhibition and notice of the amendments were conducted in accordance with the *Planning and Environment Act 1987*.
4. Notices were sent to 575 residential properties and other landowners in the area. A separate statutory notice for each amendment was published in the Geelong Times and the Victoria Government Gazette.
5. Prescribed Ministers, relevant authorities, government agencies and infrastructure operators were notified.
6. The amendment documents and all supporting technical and planning reports were published on the City's [C444ggee](#) and [C453ggee](#) webpages.
7. The ward councillor and the planning portfolio holder on Council were briefed on the main issues raised in submissions on 9 December 2025.
8. In accordance with Clause 4(2) of Ministerial Direction No. 15 the following panel hearing dates have been set for the amendments:
 - 8.1 Directions Hearing: in the week commencing 2 March 2026.
 - 8.2 Panel Hearing: in the week commencing 13 April 2026.
9. Planning Panels Victoria will notify all submitters of the Panel dates and invite requests to be heard at the Hearing.

Social Equity and Sustainability

10. The amendments have appropriately considered social equity principles. Council notified affected landowners and the local community about the proposed rezonings.
11. Provision of social and affordable housing is a key social equity principle. Lara Farms Pty Ltd have agreed to enter negotiations with Council to prepare an Affordable Housing Agreement for Amendment C444ggee. Similarly, a community infrastructure contribution will apply.
12. Amendment C444ggee also provides affordability benefits by providing more residential zoned land within the settlement boundary of Lara Township in proximity to a broad range of services including public transport, employment, education and open space.
13. Amendment C453ggee will facilitate a range of employment generating activities. Development of the area will also provide the opportunity for Council to further investigate the feasibility for a District Outdoor Sports Facility on the industrial zoned land.

Relevant Law/Policy/Legal Implications

14. There is policy support for Amendments C444ggee and C453ggee in the Greater Geelong Planning Scheme clauses 11.01-1R Settlement - Geelong G21 and 11.01-1L-

01 Settlement – Greater Geelong. At Clause 11.01-1L-03 Lara the subject land is identified for conventional residential, with a potential business park and open space opportunity to the south of the Lara settlement boundary. The proposed residential rezoned land is located within the settlement boundary and has long been designated for urban growth.

15. The C444ggee and C453ggee Explanatory Reports provide detailed responses to policy in the Greater Geelong Planning Scheme and the requirements of relevant Ministerial Directions.

Alignment to Community Plan and Vision

16. This report aligns with Our Community Plan 2021-2025 strategic priorities: *Strong local economy* and *Sustainable growth and environment*.
17. This report aligns with the Community led 30-year Vision, “Greater Geelong: A Clever and Creative Future” community aspirations:
 - 17.1 A prosperous economy that supports jobs and education opportunities.
 - 17.2 Sustainable development that supports population growth and protects the natural environment.

Conflict of Interest

18. No officer involved in the preparation of this report declared a general or material conflict of interest.

Risk Assessment

19. There are no risks with proceeding with the recommendations of this report.

Environmental Sustainability

20. The amendments are informed by technical assessments, including surveys of growling grass frog/ golden sun moth and impacts to the Limeburners Bay Ramsar Wetland. Environmental sustainability is a key objective in planning for the future urban development of the area, which will be implemented and managed by development overlay controls.

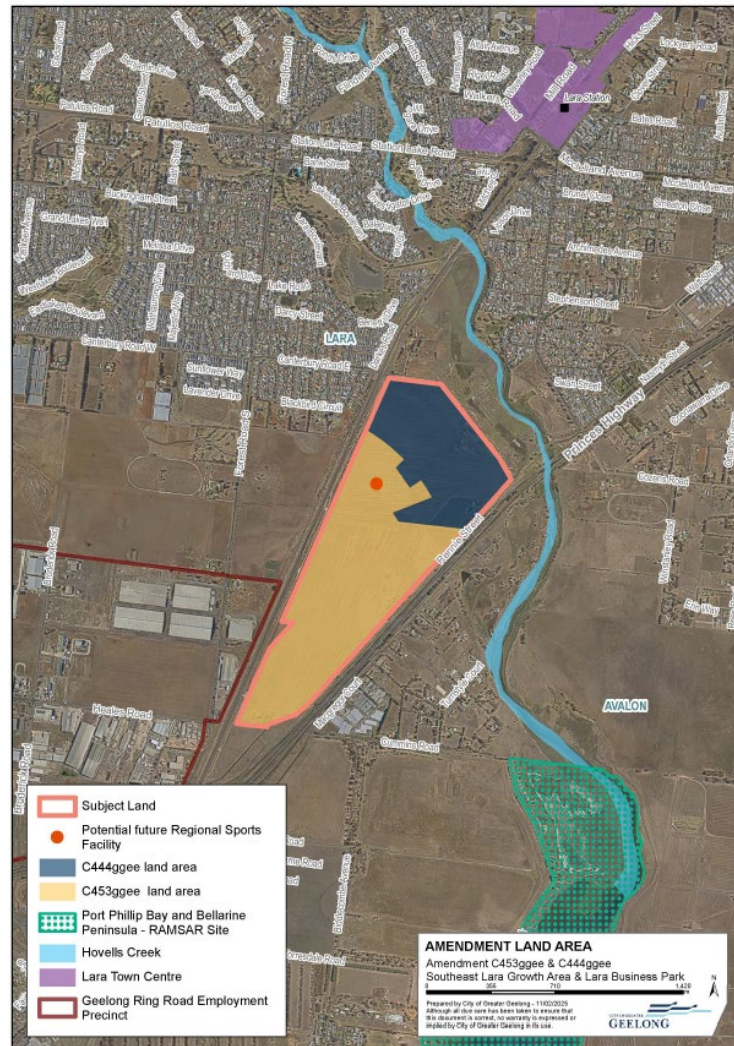
Attachments

1. Consideration of Submissions Report – Amendments C444ggee & C453ggee
2. C444ggee Table 1 & C453ggee Table 2 – Summary and Consideration of Submissions

Attachment 1 - Consideration of Submissions to Amendments C444ggee and C453ggee

BACKGROUND

1. Amendment C444ggee and Amendment C453ggee seek to facilitate planned residential and industrial development respectively, consistent with the 2011 Lara Structure Plan. The triangular shaped land is in the southern area of Lara, located south of Canterbury Road East, between the railway line and Rennie Street/ Princes Freeway.

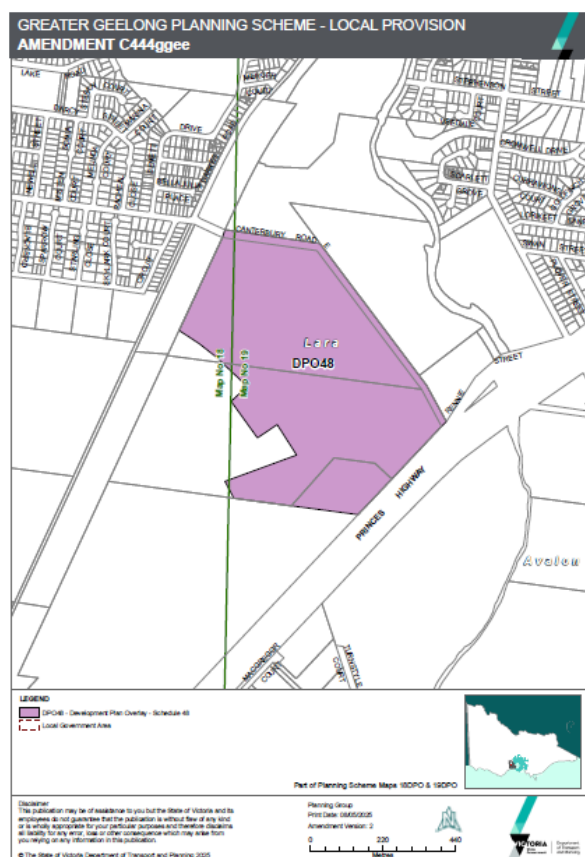
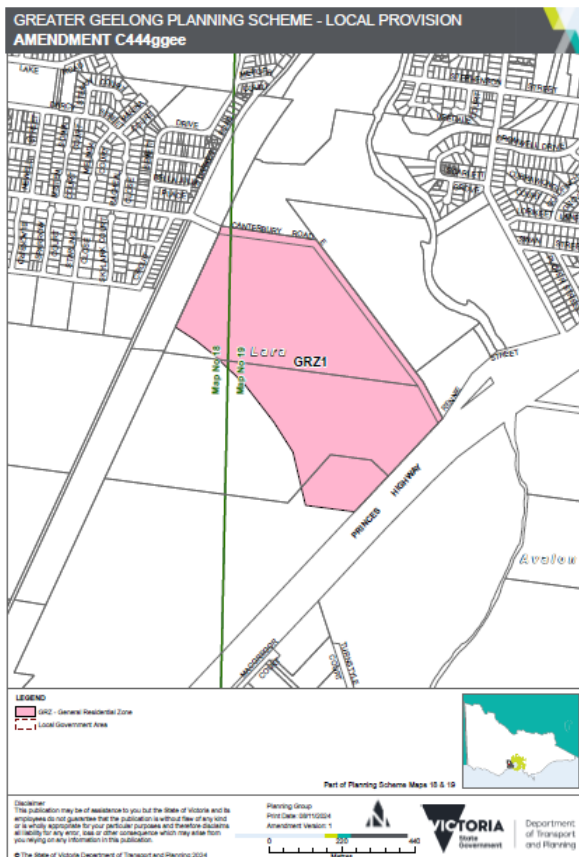


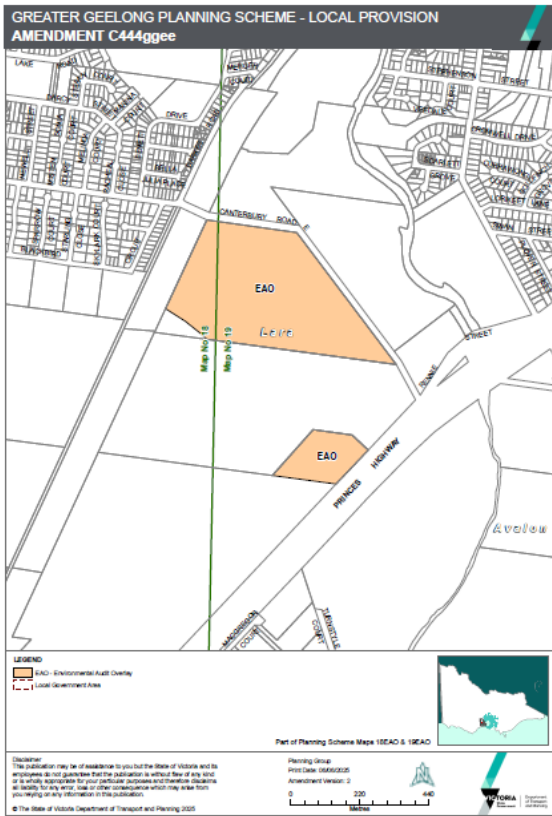
2. Amendment C444ggee initially proposed to rezone 68 hectares of Farming and Rural Living zoned land to the General Residential Zone and apply the Development Plan Overlay and Environmental Audit Overlay.
3. Amendment C453ggee proposes to rezone 78 hectares of Farming and Rural Living zoned land to the Industrial 1 Zone and Industrial 3 Zone, as well as applying the Design and Development Overlay.
4. Lara Farms Pty Ltd is the major owner of the land subject to both amendments and the applicant for both amendments. Lara Farms Pty Ltd plans to develop a 600-lot housing estate and a 39-hectare business park – focusing on light and service industry. In 2022 pre-application discussions it was decided to progress separate amendments given the developer's initial focus on residential development. However, it eventuated that both rezonings progressed in parallel requiring combined drainage, servicing and transport assessments.

5. On 25 March 2025 Council resolved to support the preparation and exhibition of the amendments.
6. Following the Council resolution, officers and the developer worked collaboratively to finalise the necessary technical reports, amendment documents and draft section 173 agreement.
7. It is noted the Council Report included discussion of a potential District Outdoor Sports Facility on the C453ggee land, specifically within the proposed Industrial 3 Zone along its northern boundary with the residential land. The transport and drainage assessments considered the facility.
8. Before requesting Authorisation for the amendments, Council officers sought the views of the Environment Protection Authority (EPA) as required by Ministerial Direction no. 19. Following advice from the EPA on the planning tools to manage potentially contaminated land, it was agreed to apply the Environmental Audit Overlay (EAO) as shown on the exhibited C444ggee EAO Map.

PLANNING SCHEME CHANGES

9. The Council supported proposed amendments to the Greater Geelong Planning Scheme as follows:
10. C444ggee:
 - 10.1 Rezone land from Farming Zone to General Residential Zone Schedule 1 (GRZ1).
 - 10.2 Apply Development Plan Overlay Schedule 48 (DPO48) to the land being rezoned.
 - 10.3 Applying the Environmental Audit Overlay to part of the land.

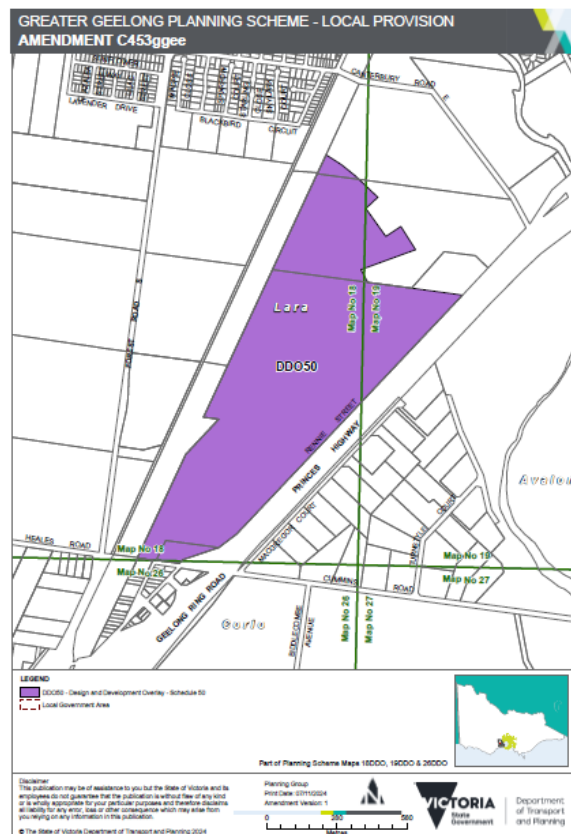
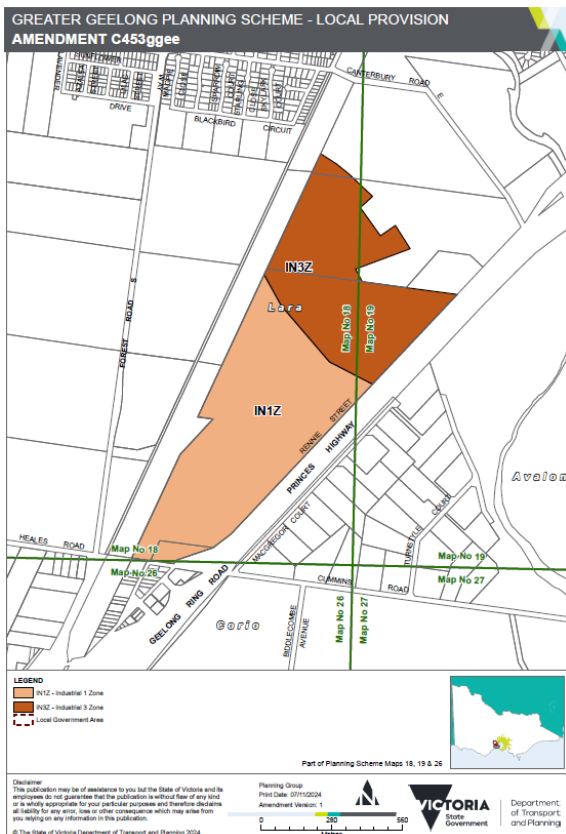




11. C453ggee:

11.1 Rezone land from Farming Zone to Industrial 1 Zone (IN1Z) and Industrial 3 Zone (IN3Z)

11.2 Apply Design and Development Overlay Schedule 50 (DDO50) to the land.

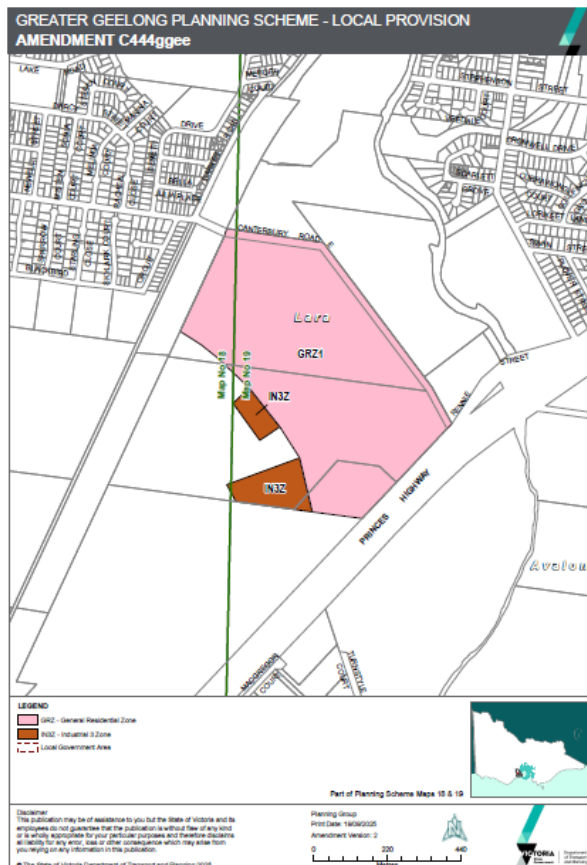


AMENDMENT C444GGEЕ SECTION 173 AGREEMENT

12. In preparing the amendment, Council officers and Lara Farms Pty Ltd agreed on a per lot or dwelling community infrastructure contribution of \$2,200. The contribution will be secured by the signing and registering on Title of a section 173 agreement under the *Planning and Environment Act*.
13. The agreement will be finalised and signed by Lara Farms Pty Ltd prior to Council adopting the amendment.
14. The contribution will be paid to Council at the time of permitted residential subdivision, or where there is no subdivision, prior to the issue of an Occupancy Permit for each dwelling.
15. A separate agreement to provide an affordable housing contribution is currently being prepared. The agreement will set out the terms of the contribution informed by the exhibited 2022 UrbanXchange *Affordable and Social Housing Overview* report and will be signed by Lara Farms Pty Ltd prior to Council adopting the amendment.

AUTHORISATION AND PUBLIC EXHIBITION

16. In June 2025 Council requested Ministerial Authorisation to exhibit the amendments, with both amendments then placed on further review. The Minister's delegate issued authorisation on 28 August 2025 subject to conditions that included drafting changes to the overlays and explanatory reports (it is noted DDO50 was renumbered to DDO55).
17. Another authorisation condition was to change the C444ggee zone map 'to include land for the proposed local park and drainage reserve within the Industrial 3 Zone'. It was originally proposed that land would remain Farming Zone. This resulted in the following zone map being exhibited:



18. The amendment documents and supporting technical reports, as well as the C444ggee draft section 173 agreement, were placed on public exhibition from 9 October 2025 to 17 November 2025.
19. Notices were sent to all directly affected landowners, as well as 575 nearby residents and other property owners. Statutory notices were published in the Geelong Times on Friday 10 October 2025 and the Victoria Government Gazette on Thursday 16 October 2025. Prescribed Ministers, relevant authorities and government agencies were notified.
20. The amendments documents and all supporting technical and planning reports were published on the respective Council C444ggee webpage and C453ggee webpage.

SUBMISSIONS RECEIVED

Amendment C444ggee

21. Council received 25 submissions to the exhibited amendment. Of the 25 submissions, 17 request changes or objections to the amendment. The remaining submitters were supportive.
22. The submissions are summarised as follows:
 - 22.1 Objections from 14 local residents raising traffic and related transport infrastructure concerns, as well as inadequate school and other services to support more people.
 - 22.2 Support from the proponent Lara Farms Pty Ltd.
 - 22.3 Support (2 separate submissions) from the owners of 775 Princes Highway, Lara. The property forms part of the amendment land being rezoned.
 - 22.4 Generally supportive and/or requesting changes to DPO48 from Barwon Water, Corangamite Catchment Management Authority, Dept of Energy, Environment and Climate Change, Dept of Transport, Environment Protection Authority, Viva Energy Australia Pty Ltd and APA Group.
 - 22.5 Support from a resident of Truganina.

Amendment C453ggee

23. Council received 17 submissions to the exhibited amendment. Of the 17 submissions, 10 request changes or objections to the amendment. The remaining submitters were supportive.
24. The submissions are summarised as follows:
 - 24.1 Objections from 5 local residents raising traffic and related transport infrastructure concerns.
 - 24.2 Support from the proponent Lara Farms Pty Ltd.
 - 24.3 Support from part owners of 775 Princes Highway, Lara.
 - 24.4 Generally supportive and/or requesting changes to DPO48 from Barwon Water, Corangamite Catchment Management Authority, Dept of Energy, Environment and Climate Change, Dept of Transport, Environment Protection Authority, Viva Energy Australia Pty Ltd and APA Group.
 - 24.5 An objection from Avalon Airport Pty Ltd.
 - 24.6 Support from a local Lara resident and a resident of Truganina.

Planning Authority consideration of submissions

25. Objections from Lara residents to both amendments mainly focus on increased traffic levels and related road infrastructure gaps. Common issues raised are considered below, as is the submission from the Department of Transport and Planning under delegation from the Head, Transport for Victoria.
26. Submissions are summarised in **Attachment 2** and include a Council officer response.
27. Track-change versions of the exhibited overlay controls (C444 DPO48 and C453 DDO55) will be prepared for the panel hearing based on the responses in this report.

RESPONSE TO TRAFFIC AND ROAD INFRASTRUCTURE SUBMISSIONS

Department of Transport and Planning (DTP)

28. DTP submitted to both amendments raising common issues. DTP noted planning for the Greater Avalon Employment Precinct includes significant reliance on the Avalon Road interchange. DTP requires a cumulative impact assessment of the C444 Traffix Group Transport Impact Assessment (TIA) and the C453 Ratio TIA to address capacity of the Avalon Road interchange, the performance of the Watt Street/ Avalon Road intersection and associated impacts on Watt and Nasmyth streets.
29. DTP also require the revised combined TIA further review upgrades to the Canterbury Road East level crossing and pedestrian/ bicycle connectivity.
30. Council and DTP officers, and representatives of Lara Farms P/L including Traffix Group engineers, met on 14 January 2026. There was agreement that Traffix Group will prepare a combined TIA and undertake further modelling and assessment. This will include the TRZ2 Watt Street/ Avalon Road intersection, the local street network particularly Watt, Nasmyth and Rennie streets, and heavy vehicle distribution.
31. The exhibited Traffix Group TIA finds that peak hour distribution to the Watt Street/ Avalon Road intersection is between 26% and 31% (the red line shown in Traffix Group TIA Figure 39 below).

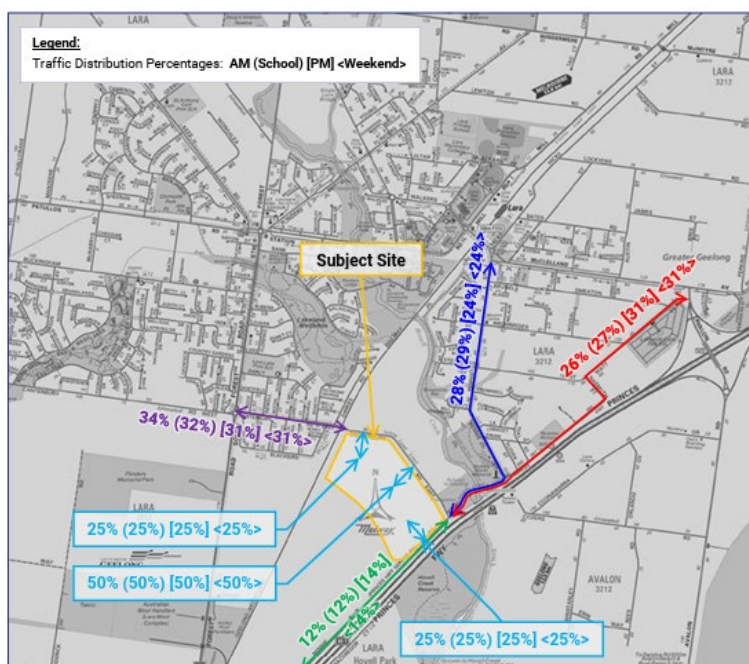
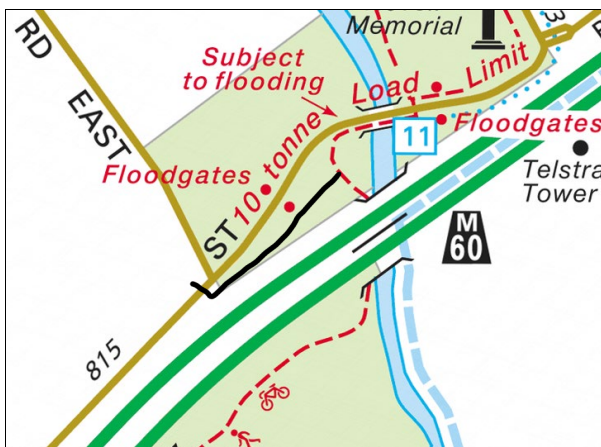


Figure 39: Peak Hour Traffic Distribution

32. The Traffix Group TIA did not assess the demand from the C453 Ratio TIA. Projected traffic volumes on Rennie Street and the Rennie Street/ McClelland Road intersection will also require reassessment.
33. There was general agreement that performance of the Avalon Road interchange is unlikely to be impacted by the rezonings. The Greater Avalon Employment Precinct (GAEP) proposal is a significant State Government led project located south of the Princes Freeway that is currently progressing under Amendment C477ggee. The amendment includes rezoning 471 hectares of land east of Avalon Road (referred to as GAEP West) for industrial use. The supporting Jacobs Strategic Transport Modelling Assessment Report (page 50) finds that if Avalon Airport growth were not to occur then GAEP West could potentially be delivered without needing to upgrade the Avalon Road freeway interchange.
34. At the meeting DTP expanded on their submission for Canterbury Road East level crossing further assessment, particularly of risk. While the Traffix Group TIA concludes that the crossing upgrade will require an active gated control, DTP suggest an Australian Level Crossing Assessment Model (ALCAM) be undertaken given the significance and growth of the Geelong – Melbourne train line.
35. Regarding further assessment of the shared path network and external connectivity, it is noted that the Traffix Group TIA recommends new path infrastructure:
 - 35.1 at section 4.12.1: when the southern side of Canterbury Road East is developed only, the arrangement will include urbanisation of the south side of the road, with kerb and channel and appropriate footpath/shared path.
 - 35.2 at section 4.12.2: to the north of Canterbury Road, a footpath or shared path will need to be provided on Rennie Street in order to connect the footpaths provided along Canterbury Road East to the existing shared paths along Hovells Creek and through Hovells Creek Reserve
36. Council supports the TIA. Providing new paths as part of the residential development will deliver on the trail gaps identified in the City's 2020 Shared Trails Masterplan.
37. Investigation by Traffix Group is required to determine the most suitable alignment of the shared path connecting to the Hovells Creek Trail. This will include the likely requirement for a controlled crossing of Rennie Street and safety assessment of the Rennie Street bridge. Council's indicative alignment (black line) is shown below noting the TIA also recommends upgrade of the Rennie Street/ Canterbury Road East intersection.



Source: Melways online



Source: Nearmap

38. In addition to the above, there is a Canterbury Road East (south side) shared path gap, west of the level crossing to Blackbird Circuit. The length of the new path is approximately 94 metres and should be constructed in association with the level crossing upgrade works.

General increase in traffic, delays and inadequate road infrastructure

39. Amendment C444 submitters 2, 4, 8, 9, 11, 16, 17, 18, 19, 20 and 21 and Amendment C453 submitters 7, 11 and 12 raise traffic and road infrastructure concerns.
40. Both amendments are supported by traffic impact assessments (TIAs):
- 40.1 C444 Traffix Group TIA concludes there are no traffic engineering reasons why the residential rezoning should not proceed, subject to conditions. Recommended conditions include upgrade of the level crossing, Canterbury Road East and the Canterbury Road East/ Rennie Street intersection. The TIA also found that the traffic generated can be accommodated by the surrounding road network, with only minor impacts to the operation of some intersections.
- 40.2 C453 Ratio TIA concludes that the proposed industrial rezoning is appropriate and will not result in any significant traffic or safety impacts that are insurmountable from a traffic perspective. The TIA found that Rennie Street outside of the development will require upgrade and the Rennie Street speed limit should be reduced.
41. While Council generally accepts the traffic reports, as outlined above in response to the DTP submission, Traffix Group will consolidate the two TIAs and provide further assessment and recommendations. Overall, it is expected the proposed overlay controls will appropriately manage the forecast increase in traffic volumes by providing new or upgraded road infrastructure at the time of development.
42. The proposed residential and industrial developments will lead to inevitable increases in traffic, considered to be acceptable based on the traffic engineering assessments.

Rennie Street traffic, condition and excessive speed

43. Rennie Street objections were received from Amendment C444 submitters 2, 10, 17 and 18 and Amendment C453 submitters 2, 7 and 12.
44. The C444 Traffix Group TIA assesses the existing profile, role and traffic volumes of Rennie Street, north of the Hume and Hovell Memorial to McClelland Avenue. The TIA on page 28 found the street is approaching its key characteristic volume of 5,000 vehicles per day but is within its environmental capacity. The TIA then assesses the traffic impact of the proposed residential rezoning. It determines the distribution percentage of traffic from the development, including on Rennie Street (in blue – refer to the above TIA Figure 39).
45. The TIA finds at Table 9 that post-development daily traffic volumes exceed by 288 the target volume of 3,000-5,000 for Rennie Street measured against Council's Road Management Plan. However, under Clause 56.06 of the Planning Scheme the road would be classed as a level 2 connector street with an indicative maximum traffic volume of for a 24-hour period of 3,000-7,000. The TIA on page 50 finds the level of traffic to be carried by Rennie Street is acceptable.
46. The TIA also analysed traffic volumes from potential future residential rezoning of the northern parcel (an additional 134 lots) and district outdoor sports facility, finding Rennie Street impacts to be acceptable. The combined Traffic Group TIA will assess the Ratio TIA volumes, undertake further modelling and consider options to reduce traffic use of Watt and Nasmyth streets.

47. Enforcement of road rules including speeding is a police issue not a planning issue. The C453 Ratio TIA finds that the existing 100 km/hr speed limit fronting the proposed industrial business park will require review and likely reduction to 70-80 km/hr in conjunction with changes to the road environment. Rennie Street at this location will be upgraded to include kerb and channel on the northern side and possibly a parking lane.

Rennie Street bridge flooding

48. Neither the Traffix Group TIA nor the Ratio TIA assessed the traffic impacts of closure of Rennie Street at its crossing of Hovells Creek when the road floods. This was a concern raised by C444 submitters 2, 8, 17, 18 and 25 and Amendment C453 submitter 2. C444 Submission no. 18 points to limited emergency vehicle access if the road is closed and level crossing gates are down for passing trains.
49. The above Melways map shows the location of the Rennie Street floodgates, which are shut with flashing lights after any significant rain event. It is noted the Rennie Street 'bridge' infrastructure is properly described as a series of box culverts with a weir structure immediately abutting the structure.
50. Council does not maintain historical records on the closure of Rennie Street. Council civil infrastructure engineers advise the road floods causing closure once or twice per year on average. The duration of closure can be anywhere from 1 to 3 days depending on the Average Recurrence Interval of the rainfall event, extent of the catchment impacted and any subsequent storms.
51. This issue will be considered by Traffix Group as part of its combined assessment. A third access remains to/from Rennie Street (to the south-west) using the Princes Freeway underpass through to Shell Parade/ School Road or directly onto the Freeway on-ramp. Neither amendment proposes substantial new infrastructure to the extent of Canterbury Road East level crossing grade-separation or bridge crossing of Hovells Creek.

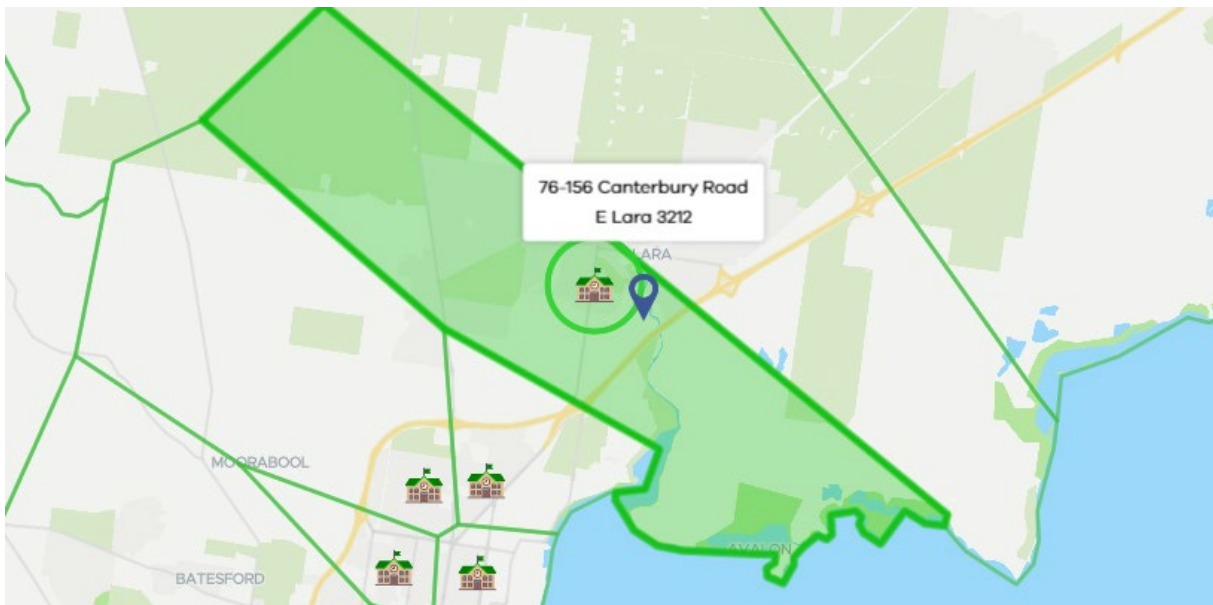
Canterbury Road East level crossing safety

52. Amendment C444 submitters 4 and 18 say development should not proceed until the level crossing is upgraded. The Traffix Group TIA highlights that the existing level crossing on Canterbury Road East requires upgrade to cater for pedestrian and cyclist movements as part of the residential development.
53. The TIA proposes an 'active gated control' into the existing level crossing on both sides of the road, shown in Figure 70 on page 74. As noted above, DTP request an ALCAM risk assessment to determine the site risk rating and an examination of appropriate mitigation measures.
54. Council considers it appropriate for the combined TIA to recommend delivery timing of the works, not *'the timing of these works can be determined through the planning stage of the project'* as stated on page 74. Council's initial position is to require the works early in the residential development, at least prior to occupancy of the first stage of subdivision. Otherwise, in the meantime there would be no safe pedestrian crossing of the railway for new residents. A requirement is proposed for DPO48.
55. The assessment by Traffix Group should include freight train impacts on Canterbury Road East traffic queuing as raised in Submission no. 18.

RESPONSE TO LARA LAKE PRIMARY SCHOOL CAPACITY C444 SUBMISSIONS

Submission no's 8, 9, 15, 18, 19, 20 and 21

56. Several residents object on the grounds that the local State Government primary school is currently at capacity and unable to accommodate more students. Council did not receive a submission from the Department of Education (DoE), though did discuss the amendment at a high level with DoE staff on 19 January 2026.
57. The DoE regularly reviews school enrolments and consults Council on population projections, residential rezonings, development timeframes and housing approval data. The Lara Lake Primary School zone covers a large area including the amendment land as shown on their website:



Source: www.findmyschool.vic.gov.au

58. Lara Primary School is the second public primary school in the area located on Flinders Avenue. There is also a Catholic Primary School on Kees Road. In addition, the DoE is planning for a primary school on O'Hallorans Road within the Lara West Urban Growth Area. Planning for the new school is in the very early stages and will not be delivered for several years, likely on a similar time trajectory to development of the amendment land.
59. In summary, future enrolment pressures on Lara Lake Primary School resulting from the C444 residential development will be carefully monitored by DoE. DoE are able to change school zone areas in Lara and undertake facilities planning to ensure schools continue to operate within capacity.
60. It is noted the Traffix Group TIA analysed impacts of the development on the local road network, including relevant intersections, at school start and finish times. The analysis found the road network would continue to operate under a Level of Service A ('Excellent') except for the Forest Rd South/ Canterbury Rd intersection (roundabout) which would operate at a decreased level of performance. However, the level of impact to the operation of the roundabout was considered to be acceptable.

Attachment 2

Amendment C444ggee – Table 1 Consideration of Submissions

Amendment C453ggee – Table 2 Consideration of Submissions

No.	Surname/ Business Name	Address	Is a change request ed?	Summary of Submission to Amendment C444ggee	Council Officer Response
1	Anthony Raso & Associates Lawyers	1 Darryl St. Scoresby, Vic 3179	No	Submission on behalf of the legal representatives of the Estate of the late Donald Nash (775 Princes Highway, Lara). Consent to the amendment as proposed.	Submission noted
2	Aubrey	Rennie St. Corio 3214	Yes	<p>Objection raising the following issues:</p> <ul style="list-style-type: none"> ▪ Traffic impact from closure of Rennie Street Bridge when it floods. ▪ Speed limit along Rennie Street near the overpass currently at 80km/hr and is considered dangerous. ▪ TIA did not consider the traffic from Spirit of Tasmania since it relocated to the Corio Quay. ▪ Redirection of traffic from the freeway when there is an accident on the Freeway. ▪ Poor quality and narrowness of Rennie Street. ▪ Lack of notification 	<p>Refer to Attachment 1 for a response to common submission traffic and road infrastructure issues.</p> <p>Dangerous driving and speeding are law enforcement responsibilities of Victoria Police, which extend to responding to road accidents. Spirit of Tasmania traffic issues were not considered by the TIA given there is no practical association with the proposed rezoning.</p> <p>Notification met the requirements of the <i>Planning and Environment Act</i>.</p>
3	Barwon Water	55-67 Ryrie St. Geelong 3220	No	<p>Raises no objections to the amendment proceeding and supports the Loetis Infrastructure Servicing Report.</p> <p>Notes that the residential area proposes to mandate rainwater tanks plumbed to toilet and laundries. Barwon Water supports rainwater harvesting for non-potable uses such as toilets and laundries, provided it complies with VBA standards and does not compromise the potable water network. Recommends an interconnection is made to the drinking water supply, installed according to AS/NZS 3500.1:2003, with requirements incorporated into planning permit conditions. The submission includes five drafted conditions (a-e).</p>	<p>Submission noted.</p> <p>Regarding rainwater tanks plumbed to toilet and laundries, Council also supports the use of backflow prevention containment devices and other engineered solutions where required to protect potable water sources.</p> <p>However, interconnections are not triggered at the planning permit application stage and is essentially a plumbing code issue not a planning issue. Installation requires plumbing expertise and would be difficult to enforce via planning permit conditions.</p> <p>It would not be appropriate to include the five proposed BW permit conditions in the Planning Scheme (i.e.</p>

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					<p>DPO48, though not referenced or requested in the submission). Instead, at the residential subdivision application stage, the issue can be considered including potentially placing a Note on the subdivision permit.</p> <p>BW are encouraged to pursue this matter further with the Building and Plumbing Commission, which regulates Victoria’s plumbing practitioners and plumbing work.</p> <p>More broadly, the Loetis SWMS mandates rainwater tanks (pages 26 & 27). It is considered DPO48 sub-clause 3.0 should be revised to provide clearer direction to include subdivision or development conditions. This addition is necessary to give proper effect to the findings of the Limeburners Bay Ramsar Wetland Impact Assessment Report that informs the SWMS.</p>
4	Bethune	Loretta Close, Lara 3212	Yes	<p>Objection raising the following issues:</p> <ul style="list-style-type: none"> ▪ Current transport infrastructure constraints ▪ Level crossing removals, traffic lights, roundabouts, pedestrian crossings and improving existing roads and infrastructure need to be considered prior to any rezoning. 	<p>Refer to Attachment 1 for a response to common submission traffic and road infrastructure issues.</p>
5	CCMA	64 Dennis St. Colac 3250	No	<p>The Corangamite Catchment Management Authority does not object to the amendment.</p> <p>The CMA is satisfied that the development adequately addresses the management of increased peak flows for all flood events up to and including the 1% AEP event.</p> <p>The CMA reviewed the <i>Lara Farms Development Limeburners Bay Ramsar Wetland Impact Assessment Report by Venant</i></p>	<p>Submission noted</p> <p>Council notes the CCMA concern on the overall impact of developments within the Hovells Creek catchment. Council is preparing the Elcho Road East PSP which includes a biodiversity technical water study for Hovells Creek to meet a commitment under the EPBC strategic assessment for the Northern and Western Geelong</p>

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				<p><i>Solutions</i>, which addressed the impacts of increased stormwater volumes on the Ramsar site. The CMA noted the report’s findings and did not dispute them. However, the CMA considers that assessing individual developments in this manor fails to consider the overall impact of the incremental increases of all such developments within the Hovells Creek catchment.</p>	<p>Growth Areas. It is expected this work will inform volume reduction options for the growth area.</p>
6	DEECA	8 Nicholson St. East Melbourne 3002	No	<p>The Dept of Energy, Environment and Climate Action supports the amendment and:</p> <ul style="list-style-type: none"> ▪ is supportive of the results and conclusions of the Fauna Assessment, the Vegetation Assessment and the Targeted Fauna Surveys for Golden Sun Moth and Growling Grass Frog. ▪ Is acceptive of the findings of the Limeburners Bay Ramsar Wetland Impact Assessment and supports the recommendations outlined in the Stormwater Management Strategy (Loetis. November 2024). 	<p>Submission noted</p>
7	Dept. of Transport and Planning	27 Brougham St. Geelong 3220	Yes	<ul style="list-style-type: none"> ▪ The Dept of Transport and Planning under delegation of the Head, Transport for Victoria is generally supportive of the amendment subject to recommended changes. The submission notes that current planning for the Greater Avalon Employment Precinct will require significant reliance on the Avalon Rd interchange. <p>DTP make the following comments on the Traffix Group Transport Impact Assessment, November 2024:</p> <ul style="list-style-type: none"> ▪ The TIA does not consider the cumulative impacts traffic generated from both the residential development and the Lara Business Park (C453ggee). The TIA must be revised to 	<p>Refer to Attachment 1 response.</p> <p>The TIA analyses the proposed residential land (666 dwellings), the potential future northern residential land parcels (134 dwellings) and the possible district outdoor</p>

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				<p>take into consideration the combined impacts of both amendments to inform infrastructure upgrade requirements – esp. to Avalon Rd interchange, Watt St/Avalon Rd intersection and ‘rat-running’ on the local road network including Nasmyth and Watt streets.</p> <ul style="list-style-type: none"> ▪ The TIA needs to assess any potential upgrades to the Canterbury Rd East level crossing, due to combined traffic impacts of this amendment and C453ggee Lara Business Park, as well as determine the potential need for contributions towards upgrades from both these developments. ▪ The design of the internal road network must also support active transport connectivity and wider connecting networks to the proposed sports facility area part of Amendment C453ggee. This will need to include features such as active transport priority crossings, connection to entrances/exits, end-of-trip facilities such as bike parking. 	<p>sports facility, but not the C453 industrial business park. The TIA analysed post development impacts on the TR22 Watt St/Avalon Rd intersection finding it will remain operating under a Level of Service A at all times (Section 4.3 page 46).</p> <p>The C453 Ratio TIA does not include the Watt St/Avalon Rd intersection, with its traffic generation and distribution analysis focusing on Rennie St/ Canterbury Rd East intersection (Figure 5-4) and the two southern end Rennie St/ Princes Freeway ramps. The Ratio TIA included C444 residential traffic volumes in its base case conditions.</p> <p>The TIA recommends the upgrade requires provision of an active gated control to facilitate safe pedestrian and dismounted cyclist movements across the rail line. Pedestrian and cyclist movements to the Business Park can be accommodated by the upgrade and the C453 Ratio Report finds the road crossing is satisfactory. As most of the need for the gated control is generated by the residential development, it is appropriate that C444 fund the upgrade.</p> <p>The features referenced would be considered at a detailed level in association with planning for any new outdoor sports facility. DPO48 will be revised with clearer direction to provide active transport.</p>

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				<ul style="list-style-type: none"> ▪ Section 2.5 needs to be expanded to consider a more comprehensive shared path network that provides greater connectivity for residents to surrounding key destinations. ▪ Figure 7 shows an extract from the Lara Structure Plan which considers the provision of a freeway off-ramp connecting to Canterbury Road East. This is not supported. <p>The submission includes an Attachment B showing requested track-changes of the exhibited DPO48. There is also a query as to how the noise objectives have been arrived at.</p>	<p>Section 2.5 comments on the proposed Framework Plan shown in Section 2.2. Section 4 recommends new shared path infrastructure at sections 4.12.1 and 4.12.2. DPO48 to be revised to require:</p> <ul style="list-style-type: none"> ▪ A shared path on the south side of Canterbury Rd East ▪ A shared path connection to the Hovell Creek Trail including a raised controlled crossing on Rennie St ▪ A shared path on the south side of Canterbury Rd East from west of the level crossing to Blackbird Circuit. <p>Noted and agreed. The TIA summarises actions from the Transport Management Plan which includes implementing an Off Ramp. The TIA does not recommend provision of an off-ramp nor does the Amendment (either in DPO48 or any infrastructure agreement).</p> <p>The changes to DPO48 are generally agreed. The [traffic] noise objectives are derived from the Enfield Acoustic Report page 6. The objectives are also consistent with Greater Geelong Planning Scheme DPO47 147 Colac Road Highton (C397ggee), which is a residential site also adjacent to the Princes Freeway. That amendment was prepared by DTP.</p>
8	Individual submitter	Stephenson St. Lara 3212	Yes	<p>Objection raising the following issues:</p> <ul style="list-style-type: none"> ▪ Current transport infrastructure constraints including Rennie Street Bridge when it floods, Nasmyth Street and 	<p>Refer to Attachment 1 for a response to common submission traffic and road infrastructure issues.</p>

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				<p>unsealed road, Stephenson Street part unsealed road, Watt Street not wide enough.</p> <ul style="list-style-type: none"> ▪ Limited car parking at the Lara Train Station ▪ A current lack of services including schools, doctors and supermarkets. 	<p>Improvements, including expansion of the Station car park, is a DTP responsibility as the population of Lara grows. Outside the scope of the amendment.</p> <p>The town provides a range of community and retail services, which is likely to grow as local demand increases. Lara is designated in policy to support urban growth. Schools are discussed in Attachment 1.</p>
9	Frew	Turnstyle Court, Lara 3212	Yes	<p>Objection raising the following issues:</p> <ul style="list-style-type: none"> ▪ Current limitations with road infrastructure. ▪ Lara Lake Primary School at capacity, with limited parking. 	School and road infrastructure issues are discussed in Attachment 1.
10	Individual submitter	Rennie St. Lara 3212	Yes	<p>Objection raising the following issues:</p> <ul style="list-style-type: none"> ▪ Traffic congestion at the 6 Ways intersection off the back of the Coridale Estate development. ▪ Increased traffic along Rennie Street. 	Refer to Attachment 1 for a response to common submission traffic and road infrastructure issues.
11	Knabel	Merger Court. Lara 3212	Yes	<p>Objection raising the following issues:</p> <ul style="list-style-type: none"> ▪ Insufficient road infrastructure, educational institutions and sporting facilities. ▪ Lara’s appeal as a rural town will be lost. ▪ Council should intervene to ensure no further development of this nature can proceed. 	<p>Refer to Attachment 1 for a response to common submission traffic and road infrastructure issues.</p> <p>The land proposed to be rezoned is located inside the Lara Structure Plan settlement boundary and not considered to affect the appeal or character of the town. Any future rezoning proposals would also be assessed against the Structure Plan.</p> <p>Lara is well served by local and nearby primary and secondary schools and sporting facilities. Development of the area, including the proposed neighbouring business park (Amendment C453), could support a new</p>


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					district outdoor sports facility subject to further investigations by Council.
12	Nash	775 Princess Highway, Lara 3212	No	Directly affected landowner supports the rezoning.	Submission noted
13	Norton Rose Fullbright Lawyers	477 Collins St. Melbourne 3000	No	Submission on behalf of the applicant, Lara Farms Pty Ltd in support of the amendment.	Submission noted
14	Patel	Altezze Dr. Truganina 3029	No	Supports the amendment; adding new infrastructure and help grow the economy and adding work for the local communities along with residential developments.	Submission noted
15	Poynton	Cape Barwon Dr. Lara 3212	Yes	Objection, main concern being access to Lara Lake Primary School and lack of facilities to cope with more students.	School issues are discussed in Attachment 1.
16	Individual submitter	Racheal Close, Lara 3212	Yes	Objection raising the following issues: <ul style="list-style-type: none"> ▪ Impacts on roads and trainline ▪ Increased noise levels ▪ Other more suitable areas for new housing estates 	Refer to Attachment 1 for a response to common submission traffic and road infrastructure issues. The traffic engineering report does not raise noise concerns. The role and function of existing roads can accommodate increased traffic from the residential development. The land is designated in the Lara Structure Plan for residential rezoning. New housing estates are also under construction in the planned Lara West Urban Growth Area.

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17	Shewan	Blackbird Circuit, Lara 3212	Yes	<p>Objection raising the following issues:</p> <ul style="list-style-type: none"> ▪ Huge increase in traffic on existing roads ▪ Canterbury Rd East is the only other way around Lara to the Freeway when the Rennie St. bridge is closed due to flooding. 	Refer to Attachment 1 for a response to common submission traffic and road infrastructure issues.
18	Thomas	Christensen Court, Lara 3212	Yes	<p>Objection raising the following issues:</p> <ul style="list-style-type: none"> ▪ Traffic Assessment does not consider Rennie Street being a narrow road and subject to flooding. ▪ Increased risk of road accidents. ▪ Traffic Assessment does not consider the long crossing times of freight trains. ▪ Limited emergency vehicle access and risk to human life if both the level crossing is down and Rennie Street Bridge is closed. ▪ No safe pedestrian crossing of the Canterbury Road East level crossing ▪ Current limitations with road infrastructure. ▪ Local school already at capacity ▪ Requests residential subdivision not proceed until: (a) bridge is replaced to avoid flooding; and (b) level crossing is upgraded. 	<p>Refer to Attachment 1 for a response to common submission traffic and road infrastructure issues.</p> <p>School issues are discussed in Attachment 1.</p>
19	Ward	Skylark Court, Lara 3212	Yes	<p>Objection raising the following issues:</p> <ul style="list-style-type: none"> ▪ Current limitations with road infrastructure ▪ Local school already at capacity ▪ Requests the area remain as buffer/ farming land 	<p>Refer to Attachment 1 for a response to common submission traffic and road infrastructure issues. School issues are discussed in Attachment 1.</p> <p>The land is designated in the Lara Structure Plan for residential rezoning.</p>

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20	Individual submitter	Skylark Court, Lara 3212	Yes	<p>Objection raising the following issues:</p> <ul style="list-style-type: none"> ▪ Lack of school and road infrastructure ▪ Impacts on the environment. 	<p>Refer to Attachment 1 for a response to common submission traffic and road infrastructure issues. School issues are discussed in Attachment 1.</p> <p>The rezoning is supported by stormwater, flora and fauna assessments that find impacts are minimal and can be appropriately managed.</p>
21	Individual submitter	Bella Julia Place, Lara 3212	Yes	<p>Objection raising the following issues:</p> <ul style="list-style-type: none"> ▪ Increased traffic ▪ Current limitations with road infrastructure ▪ Lack of schools and kindergartens to support the increase in population. 	<p>Refer to Attachment 1 for a response to common submission traffic and road infrastructure issues.</p> <p>School issues are discussed in Attachment 1.</p>
22	EPA Victoria	664 Collins St. Melbourne 3000	No	<p>The EPA submission reviewed the how both C444ggee and C453ggee manage potentially contaminated land.</p> <p>The submission noted the exhibited Environmental Audit Overlay (EAO) Map to be applied and provided no further comment.</p>	Submission noted
23	VIVA Energy Australia Pty Ltd	L16 720 Bourke St. Docklands 3008	Yes	<p>Viva Energy’s primary interest in the amendment as the owner and operator of critical fuel infrastructure in the Geelong region (a network of high-pressure pipelines) is to ensure that its assets are appropriately safeguarded through the planning process.</p> <p>Three (3) pipelines are in or near the Lara residential rezoning:</p> <ul style="list-style-type: none"> ▪ White Oil Pipeline (WOPL) PL7 – traverses the rezoning area ▪ Western-Altona-Geelong (WAG) Pipeline PL65 – its Measurement Length encroaches the rezoning area 	<p>The requested change to DPO48 is agreed. Council will also make associated changes to DPO48 section 4.0 including Figure 1 to better designate between the oil pipelines (Viva) and the gas pipelines (APA).</p>

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				<p>Viva requests a change to DPO48 section 4.0 High Pressure Pipeline Plan to reflect similar requirements exhibited for the Greater Avalon Employment Precinct to extend the requirement for a Safety Management Study, to include the requirement for the applicant to:</p> <p><i>engage with the Pipeline Licensee for any necessary protective works and require a permit to subdivide land, construct a building or carry out works on land identified within or adjacent to the measurement lengths of the Westernport Altona-Geelong Pipeline and White Oil Pipeline, as shown in Figure 1, must include a condition requiring that, prior to the commencement for works, mitigation measures be implemented to safeguard the pipelines to the satisfaction of the Minister administering the Pipelines Act 2005.</i></p>	
24	APA Group	L14 60 City Rd. Southbank 3006	Yes	<p>The submission notes that APA is the Pipeline Licensee for the Iona – Lara (T92), Brooklyn - Lara (T112) and Brooklyn - Corio (T24) pipelines. These are high pressure gas transmission pipelines required to operate in accordance with Australian Standard AS2885.</p> <p>The submission informs of the pipeline risk profile and measurement length (i.e. ML is the heat radiation zone associated with a full-bore rupture), then states: ‘Whilst APA must consider the full ML pursuant to AS2885, the subject pipelines, in this location, are considered to be ‘no-rupture’ pipelines. In this context, the risk of an event impacting the full measurement is considered not to be credible. For town planning purposes only, APA focused on a reduced area that</p>	<p>The requested changes to DPO48 are agreed.</p> <p>Council will also make associated changes to DPO48 section 4.0 including Figure 1 to better designate between the VIVA oil pipelines and APA gas pipelines.</p>

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				<p>would be impacted by a pipeline failure event that is credible – this area is referred to as the Area of Consequence. In this instance the Area of Consequence that would apply to the pipeline running through the subject site is 85m either side of the pipeline.’</p> <p>APA seeks to limit sensitive uses from establishing within the ML and lists land uses it prefers are located outside of the ML. However, APA submits its focus is on the reduced Area of Consequence.</p> <p>APA does not object but comments/ requests changes:</p> <ol style="list-style-type: none"> 1. Given the pipeline running through the subject site is considered to be a no rupture pipeline, APA recommends that Schedule 48 to Clause 43.04 be amended to reference the pipeline Area of Consequence (85m either side of the pipeline) rather than the “measurement length”. 2. The Area of Consequence should be mapped as part of any future development plan, this requirement could be included under requirements for development plan (where reference is currently made to pipeline easements etc being shown). 3. APA would seek to be consulted in approving of any development plan by the Responsible Authority. 4. It is also suggested that where reference to sensitive land uses is made under High Pressure Pipelines, that the sensitive land uses be listed, to provide appropriate clarity to future applicants. 	

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				<p>To support the submission, APA emailed the Council officer a map showing APA pipelines located in and adjacent to the rezone land. The highlighted area is the 'Area of Consequence', not the measurement length.</p> 	
25	Egberts	Corvi Court, Lara 3212	Yes	<p>Hovells Creek flooding regularly closes the Rennie St crossing, and with the town growing rapidly and the new proposed subdivision to the south it is important that the crossing is raised considerably or bridged to ensure there will not be a massive traffic jam in the centre of Lara.</p>	Rennie Street flooding is discussed in Attachment 1.

Note: 'Individual submitter' term used where consent not granted to publish name online

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1	Anthony Raso & Associates Lawyers	1 Darryl St. Scoresby, Vic 3179	No	Submission on behalf of the legal representatives of the Estate of the late Donald Nash. Consent to the amendment as proposed.	Submission noted
2	Aubrey	Rennie St. Corio 3214	Yes	<p>Objection raising the following issues:</p> <ul style="list-style-type: none"> ▪ Noise pollution ▪ Traffic impact from closure of Rennie Street Bridge when it floods, as well as load limit restrictions. ▪ Speed limit along Rennie Street near the overpass currently at 80km/hr and is considered dangerous. ▪ Traffic Assessment did not consider the traffic from Spirit of Tasmania since it relocated to the Corio Quay. ▪ Redirection of traffic from the freeway when there is an accident on the Freeway. ▪ Poor quality and narrowness of Rennie Street. ▪ Lack of notification 	<p>Refer to Attachment 1 for a response to common submission traffic and road infrastructure issues.</p> <p>The property abuts the Princes Freeway off-ramp/ Rennie St/ Shell Parade intersection assessed in the Ratio TIA on page 49. The intersection forms part of the principal road network (TRZ2) which is associated with higher noise levels.</p> <p>Spirit of Tasmania traffic issues were not considered by the TIA given there is no practical association with the proposed rezoning.</p> <p>Notification met the requirements of the <i>Planning and Environment Act</i>.</p>
3	Barwon Water	55-67 Ryrie St. Geelong 3220	No	Raises no objections to the amendment proceeding and supports the Loetis Infrastructure Servicing Report.	Submission noted
4	CCMA	64 Dennis St. Colac 3250	No	<p>The Corangamite Catchment Management Authority (CMA) does not object to the amendment.</p> <p>The CMA is satisfied that the development adequately addresses the management of increased peak flows for all flood events up to and including the 1% AEP event.</p> <p>The CMA reviewed the <i>Lara Farms Development Limeburners Bay Ramsar Wetland Impact Assessment Report by Venant Solutions</i>,</p>	<p>Council notes CCMA concerns on the overall impact of developments within the Hovells Creek catchment. Council is preparing the Elcho Road East PSP which includes a biodiversity technical water study for Hovells Creek to meet a commitment under the EPBC strategic assessment for the Northern and Western Geelong Growth Areas. It is expected this work will inform volume reduction options for the growth area.</p>

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				<p>which addressed the impacts of increased stormwater volumes on the Ramsar site. The CMA noted the report’s findings and did not dispute them. However, the CMA considers that assessing individual developments in this manor fails to consider the overall impact of the incremental increases of all such developments within the Hovells Creek catchment.</p> <p>The CMA also noted that the report investigated various Integrated Water Management (IWM) options to reduce stormwater volumes but concluded that most were impractical. The CMA said: ‘This is disappointing and it is hoped that more IWM options are considered across the catchment to reduce the overall impacts of such developments on Limeburners Bay.’</p>	<p>Regarding the note of disappointment, and in the context that Council supports the Loetis SWMS (informed by the Venant Solutions report), there may be opportunities to investigate reasonably practical options at the detailed planning stage.</p> <p>The Venant Solutions report says:</p> <p>(1) <i>‘Rainwater tanks were not assessed for the business park because the benefit would be significantly dependent on the business water requirements, and this is not known at this stage’</i> (p. 33).</p> <p>(2) <i>‘The business park raingardens would make a reasonable contribution to volume reduction but Lara Farms Pty Ltd advised that their implementation in a business park environment would not be practical because it would involve creating encumbrances on lots where the specific requirements for each lot has not been ascertained, e.g. truck egress and ingress requirements, equipment movements in and around the sites, hard stand on the site and placement of sheds. Therefore, they were not considered to be a reasonably practicable option and hence were not included in the Hovells Creek impact modelling’</i> (p. 35).</p> <p>Further review is consistent with DDO55 design objective: <i>‘To promote best practice stormwater quality, management and reuse measures that protect, and conserve biodiversity and waterway values of the Ramsar Wetlands and Hovells Creek.’</i> DDO to be revised</p>

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					<p>to require preparation of a stormwater volume management strategy.</p> <p>The Venant report also lists ‘stormwater harvesting for irrigation of sporting fields’, which would be an available option should Council pursue a district outdoor sports facility as designated on DDO55 Map 1.</p>
5	DEECA	8 Nicholson St. East Melbourne 3002	No	<p>The Dept of Energy, Environment and Climate Action supports the amendment and:</p> <ul style="list-style-type: none"> ▪ is supportive of the results and conclusions of the Fauna Assessment, the Vegetation Assessment and the Targeted Fauna Surveys for Golden Sun Moth and Growling Grass Frog. ▪ Is acceptive of the findings of the Limeburners Bay Ramsar Wetland Impact Assessment and supports the recommendations outlined in the Stormwater Management Strategy (Loetis. November 2024). 	Submission noted
6	Dept. of Transport and Planning	27 Brougham St. Geelong 3220	Yes	<p>The Dept of Transport and Planning under delegation of the Head, Transport for Victoria is generally supportive of the amendment subject to recommended changes. The submission notes that current planning for the Greater Avalon Employment Precinct will require significant reliance on the Avalon Rd interchange.</p> <p>DTP make the following comments on the Ratio Transport Impact Assessment, 31 October 2024:</p> <ul style="list-style-type: none"> ▪ A combined TIA to ensure that development resulting from this Amendment and Amendment C444ggee is based on consistent traffic generation and distribution modelling, and levels of service. Address: Avalon Rd interchange, Watt St/Avalon Rd 	<p>Refer to Attachment 1 response.</p> <p>The Ratio TIA included C444 residential traffic volumes in its base case conditions. The TR22 Avalon Rd interchange and Watt St/Avalon Rd intersection were not analysed for traffic distribution given limited</p>

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				<p>intersection and 'rat-running' on the local road network including Nasmyth and Watt streets.</p> <ul style="list-style-type: none"> ▪ The design of the internal road network for the possible regional sports facility must also support active transport connectivity including access into/from the facility and to wider connecting networks including the proposed residential area part of Amendment C444ggee. This will need to include features such as active transport priority crossings, connection to entrances/exits, end-of-trip facilities such as bike parking, etc. ▪ Section 4.3 needs to state that all internal roads will provide pedestrian connectivity to the broader network, to align with Section 6.1. ▪ Section 4.4 needs to be updated to be more specific about creating pedestrian connectivity to the regional sports facility and adjacent residential development. ▪ Table 4-4 needs to include a summary of end-of-trip facilities for active transport users, including the number of bike parking spaces to be delivered. ▪ Head TfV requests further information on the underlying assumptions for traffic distribution detailed in Section 5.3. It is unclear to what extent the TIA anticipates light or heavy vehicles using Avalon Road interchange, Watt Street and 	<p>influencing factors and load limit restrictions. Traffix Group engineer to further review impacts to the Watt St/Avalon Rd intersection and Nasmyth/ Watt streets.</p> <p>Agree with relevant changes to DDO55. The features referenced would be considered at a detailed level in association with planning for any new outdoor sports facility.</p> <p>Section 4 focuses on the development site. No update of the Ratio TIA is considered necessary.</p> <p>No update of the Ratio TIA is considered necessary. Can be addressed in DDO55.</p> <p>This is detailed assessment not required for a strategic TIA.</p> <p>Traffix Group to assess any material impacts to the Watt St/Avalon Rd intersection and local road network. The TIA notes on page 28 existing load limits on the surrounding road network, these being Canterbury Rd</p>


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				<p>Nasmyth Street to access the development. There is an assumption that 100% of heavy vehicles will approach the site from the south-west, but it needs to be explained why no movements are expected to occur from the north-east. Also, the possible regional sports reserve has a wider catchment.</p> <ul style="list-style-type: none"> ▪ The Freeway on-ramp assessment (at Rennie Street) is acceptable. For completeness, Table 5-31 should also consider a larger vehicle fleet, up to B-double, so that the deficiencies of the on-ramp are understood and documented for this vehicle type. ▪ Section 6.1 needs to discuss the provision of footpaths along the site frontage. ▪ Section 6.2 should include an indicative map showing how the expansion of the bus network could service the business park and sporting reserve. ▪ Section 6.7 should note the opportunity to provide walking/ riding paths along Rennie St as part of anticipated upgrades. <p>Re. the Loetis Infrastructure Servicing Report, November 2024 - DTP submit in principle the installation of sewer rising main within the VicTrack rail corridor is not opposed however it will require further consultation with VicTrack and is subject to approval.</p>	<p>East and Rennie St north of the Canterbury Rd East intersection. The outdoor sports facility will serve at a 'district' level, which is a step below a 'regional' level. A district level facility serves local neighbourhoods of 3,000-5,000 people (Social Infrastructure Plan, CoGG June 2020).</p> <p>Noted. Traffic Group to consider as part of consolidated TIA review.</p> <p>Noted. To be addressed in DDO55.</p> <p>Noted. Section 4.3 states all internal roads will be bus capable, as will Canterbury Rd East and Rennie St. To be addressed further in DDO55.</p> <p>Noted. Revision of DDO55 to include Rennie St upgrade:</p> <ul style="list-style-type: none"> ▪ Shared path on development side ▪ Bus capable ▪ Measures to dissuade car parking on southern side grass verge <p>Noted.</p>

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				The submission includes an Appendix B showing requested track-changes of the exhibited DDO55.	The requested changes to DDO55 are generally agreed.
7	Individual submitter	Rennie St. Lara 3212	Yes	<p>A Lara resident for the past 50 years. Objection raising the following issues:</p> <ul style="list-style-type: none"> ▪ Increased traffic along Rennie Street. There is no understanding of how many vehicles will be using this area via Rennie Street and Forest Road including heavier vehicles. ▪ Traffic congestion at the 6 Ways intersection off the back of the Coridale Estate development has not been considered. 	Refer to Attachment 1 for a response to common submission traffic and road infrastructure issues.
8	Macroplan for Avalon Airport Pty Ltd	L12 360 Elizabeth St. Melbourne 3000	Yes	<p>Macroplan was commissioned by Avalon Airport Australia Pty Ltd to provide an independent review of the amendment.</p> <p>The submission raises the following issues for consideration:</p> <ul style="list-style-type: none"> ▪ Lack of short term need to supply more zoned industrial land in the region. ▪ The sequence of development, i.e. the C453ggee land should not be rezoned prior to Avalon Airport industry development. <p>The submission suggests:</p> <ul style="list-style-type: none"> ▪ Duplication of Rennie St and signalisation of the entrance to the Princes Freeway on Rennie Road be necessary to develop the INZ1 section of the site. ▪ Delay the rezoning of land until after the Geelong Industrial Land Supply Review is completed and the amendment is reviewed to ensure it is accordance with its findings. 	<p>The submission is suggesting the amendment be delayed. It is also suggesting that if the amendment is approved it should require specific infrastructure works to occur. The submission is interpreted as an objection.</p> <p>The suggested works to Rennie Street are not agreed. The Ratio TIA finds that Rennie St outside the development will require upgrade to include kerb and channel, possibly a parking lane and lower speed limit. The Ratio TIA assessed impacts on the Freeway on-ramp and considered it to be acceptable.</p> <p>The suggestion to delay the rezoning until Council completes its industrial land supply review is also not agreed. The review is primarily an audit and forecasting exercise to be completed in early 2026. The review report will help inform preparation of any future municipal industrial land use strategy should Council commit to further work.</p>

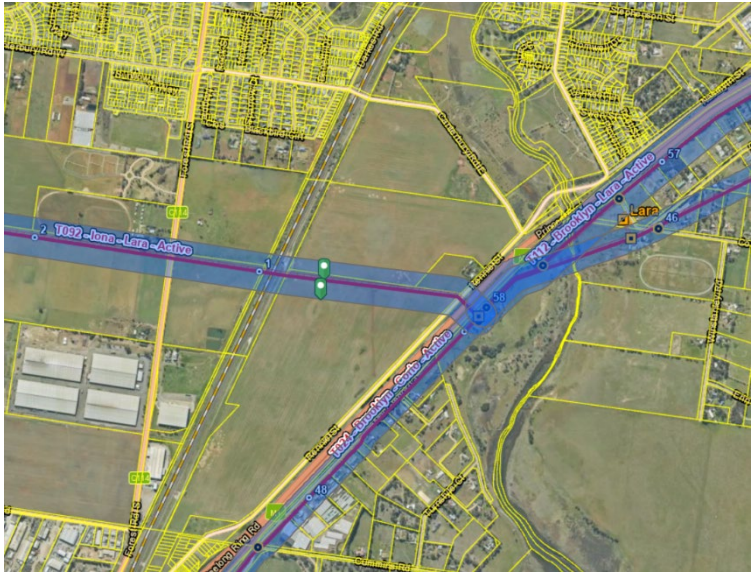
No.	Surname/ Business Name	Address	Is a change reques ted?	Summary of Submission to Amendment C453ggee	Council Officer Response
					Irrespective of the timeline for any further work, Amendment C453ggee is an ongoing proposal initiated in 2022. The amendment is with strategic merit in its current form and supported by policy in the planning scheme. The submission does not raise serious grounds against the proposal to cause its delay to an indeterminate time. The rezoning will facilitate a diverse range of industrial and related local-scale business opportunities unlikely to be offered in the Avalon Airport industrial precinct.
9	Norton Rose Fullbright Lawyers	477 Collins St. Melbourne 3000	No	Submission on behalf of the applicant, Lara Farms Pty Ltd in support of the amendment.	Submission noted
10	Patel	Altezze Dr. Truganina 3029	No	Supports the amendment; help grow the economy and work opportunities.	Submission noted
11	Individual submitter	Racheal Close, Lara 3212	Yes	<p>Objection raising the following issues:</p> <ul style="list-style-type: none"> ▪ Potential devaluing of property ▪ Unwanted industrial manufacturing facilities near residential areas, especially chemical or construction manufacturing. Adding extra trucks is dangerous for the community. ▪ Unwanted noise levels 	<p>Refer to Attachment 1 for a response to common submission traffic and road infrastructure issues.</p> <p>The submission has not provided any evidence of potential property devaluation, which is not a relevant planning matter.</p> <p>The business park is designed to locate light industrial and commercial uses (IN3Z) closest to residential areas, which also serves as a suitable amenity buffer to any heavier warehousing and manufacturing industry (IN1Z) located further south close to the Freeway and the Geelong Ring Road Employment Precinct west of the</p>

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					railway line and Forest Rd South. The Ratio TIA notes that due to road network load limits, heavy vehicle access will be restricted to the southern end of Rennie Street.
12	Individual submitter	Racheal Close, Lara 3212	Yes	<p>Objection raising the following issues:</p> <ul style="list-style-type: none"> ▪ Increase in traffic and delays on existing roads ▪ Increase in noise in a quiet area ▪ Unknown what types of industry uses and other areas in Lara will have less impact. 	Refer to Attachment 1 for a response to common submission traffic and road infrastructure issues.
13	Thomas	Christensen Court, Lara 3212	Yes	<p>The submission notes this area will be the new gateway to the Geelong Region and appearance and presentation are important.</p> <p>Requests the DDO drafting be amended to achieve a better visual outcome along the Freeway frontage by adding:</p> <ul style="list-style-type: none"> ▪ a uniform building setback so that buildings neatly line up with one another, rather than being organised haphazardly; the setback should be very generous to allow space for landscaping and parking (perhaps 15 metres or more) ▪ an increased number of compulsory canopy trees (not just one tree per frontage, but one tree per 5 metres of frontage or similar) ▪ a shortlist of approved canopy tree species to create a uniform "avenue" presentation ▪ strong regulation of permissible signage (minimising visible area of building signage and reducing use of sky signs, preferring lower-height signage to minimise visual noise) ▪ an encouragement to integrate gabions (rock-filled cages) into the landscaping as a design element to "break up" frontages or in lieu of fencing; gabions are a distinctive element of this 	<p>Agree to make DDO55 changes based on responses as follows:</p> <p>Consistent with DDO18 Geelong Ring Rd Employment Precinct which has a similar presence to the Freeway, add/ amend relevant requirements in consultation with the developer.</p> <p>Increase canopy cover requirement to 30% to meet the canopy target at Clause 12.06-1S.</p> <p>Can be resolved at planning permit stage.</p> <p>Add reference to the City's Feb 2024 sign guidelines.</p> <p>Noted and can be considered as part of a landscape plan.</p>

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				<p>immediate locale as seen on the opposite side of the Princes Freeway and elsewhere nearby, and speak to the area's distinctive volcanic plains geology</p> <p>Also submits that Council should work with VicRoads to plant additional vegetation screening along the Princes Freeway Road reserve.</p>	Noted.
14	VIVA Energy	L16 720 Bourke St. Docklands 3008	Yes	<p>Submission stating:</p> <p>Viva Energy owns and operates the Geelong Refinery and a network of licensed pipelines essential to Victoria's fuel supply chain.</p> <p>Three (3) pipelines are located in or near the Lara Business Park:</p> <ul style="list-style-type: none"> ▪ White Oil Pipeline (WOPL) PL7 – traverses the Lara Business Park ▪ Western-Altona-Geelong (WAG) Pipeline PL65 – its Measurement Length encroaches the Lara Business Park <p>Viva requests amendment to the DDO Schedule section 5.0 'Application Requirements' to extend the requirement for a Safety Management Study, to include the requirement for the applicant to engage with the Pipeline Licensee for any necessary protective works.</p>	The requested change to DDO55 is agreed. Council will also change Map 1 to better designate between the Viva oil pipelines and the APA gas pipelines.
15	Individual submitter	Bella Julia Place, Lara 3212	No	<p>Supportive submission saying a business zone will create more job opportunities and in such a fast-growing town, we need more businesses to support us.</p> <p>Submits that the main shopping centre is congested, and another option is needed for those living in this end of Lara. Would like to</p>	<p>Submission noted.</p> <p>To clarify, the submission infers the proposed rezoning will support types of uses that are prohibited in the IN1Z and IN3Z, particularly shops. The business park will provide local employment opportunities but is not</p>

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				see possibly a high school, kinder, daycare, gym, post office, coffee shops, grocer shop, more play parks for kids.	designed for activity centre uses, which are available in the Lara Neighbourhood Activity Centre. Likewise, community uses are not supported. Refer to Attachment 1 for a discussion on schools.															
16	EPA Victoria	664 Collins St. Melbourne 3000	Yes	<p>The EPA submission reviewed how both C444ggee and C453ggee manage potentially contaminated land.</p> <p>For C453ggee the EPA submitted:</p> <p>Given that IN3Z allows some sensitive uses (childcare centre and informal outdoor education, which may include a children’s playground), the EAO should extend across the entire property to ensure that audit system requirements are completed where a sensitive land use is proposed. This will ensure that the risk of harm from potentially contaminated land is addressed.</p> <p>This approach would align with the completed PRSA (prepared by AAA Environmental Pty Ltd, dated 21 June 2023), which recommends that the environmental audit should apply to the cadastral boundary of 76–156 Canterbury Road.</p>	<p>Agreed, the Map 18EAO will be amended to apply to the land marked ‘X’ on the below AAA Environmental P/L Figure 6 (PDF page 62).</p>  <table border="1" data-bbox="1491 1114 2110 1169"> <tr> <td>AAA Environmental Pty Ltd 9103 La Trobe Street Melbourne 3000</td> <td>DIN</td> <td>15 June 2023</td> <td>20245</td> <td>LARA FARMS PTY LTD PRSA</td> </tr> <tr> <td></td> <td>SC</td> <td>15 June 2023</td> <td></td> <td>PRSA AND ENVIRONMENTAL AUDIT AREAS 75-156 Canterbury Road East and 705-775 & 785-805 Princes Hwy Lara</td> </tr> <tr> <td></td> <td>Figure 6 wor</td> <td>NTS</td> <td>A4</td> <td></td> </tr> </table>	AAA Environmental Pty Ltd 9103 La Trobe Street Melbourne 3000	DIN	15 June 2023	20245	LARA FARMS PTY LTD PRSA		SC	15 June 2023		PRSA AND ENVIRONMENTAL AUDIT AREAS 75-156 Canterbury Road East and 705-775 & 785-805 Princes Hwy Lara		Figure 6 wor	NTS	A4	
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17	APA Group	L14 60 City Rd. Southbank 3006	Yes	The submission notes that APA is the Pipeline Licensee for the Iona – Lara, Brooklyn – Lara and Brooklyn - Corio pipelines. These are high pressure gas transmission pipelines required to operate in accordance with Australian Standard AS2885.	<p>The requested change to DDO55 Clause 5.0 is agreed.</p> <p>Council will also make associated changes to DDO55 including Map 1 to better designate between the VIVA oil pipelines and the APA gas pipelines.</p>															

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				<p>The submission informs of the pipeline risk profile and measurement length (i.e. ML is the heat radiation zone associated with a full-bore rupture), then states: ‘Whilst APA must consider the full ML pursuant to AS2885, the subject pipelines, in this location, are considered to be ‘no-rupture’ pipelines. In this context, the risk of an event impacting the full measurement is considered not to be credible. For town planning purposes only, APA focused on a reduced area that would be impacted by a pipeline failure event that is credible – this area is referred to as the Area of Consequence. In this instance the Area of Consequence that would apply to the pipeline running through the subject site is 85m either side of the pipeline.’</p> <p>APA seeks to limit sensitive uses from establishing within the ML and lists land uses it prefers are located outside of the ML. However, APA submits its focus is on the reduced Area of Consequence.</p> <p>APA does not object but comments/ requests changes:</p> <ol style="list-style-type: none"> 1. Ideally sensitive land uses within the gas pipelines “Area of Consequence” (rather than the full pipeline Measurement Length) should trigger a planning permit application and notice to the pipeline licensee. APA understands that this is not always possible given the propose planning framework but would encourage Council to explore possible options to either include this requirement or have an informal process of notifying the pipeline licensee if such application arise in the future. 2. Clause 5.0 to schedule 55 of Clause 43.02 – should reference the pipeline “Area of Consequence” rather than full Measurement length. This being 85 metres either side of the 	<p>Regarding the comment about sensitive land uses, the Area of Consequence is mainly located on the proposed IN3Z land. The uses listed in the submission that are not prohibited under Clause 33.03-1 but require a permit are:</p> <ul style="list-style-type: none"> ▪ Child care centres ▪ Educational Establishments (<i>only Employment training centre and Tertiary institution</i>). ▪ Place of assembly (<i>other than Cinema based entertainment facility which is prohibited</i>) ▪ Service Station or Industrial / Warehouse uses that have large volumes of volatile and hazardous material. <p>The IN3Z schedule can regulate leasable floor area but not land use. Nor can the DDO which is a design and built form control. It is highly unlikely that any of the uses listed above would be proposed within the Area of Consequence and DDO55 contains a permit application requirement for a Safety Management Study led by the pipeline licensee.</p> <p>Clause 19.01-3S includes the strategy: <i>Recognise existing transmission-pressure gas pipelines in planning schemes and protect from further encroachment by residential development or other sensitive land uses, unless suitable additional protection of pipelines is provided</i>. PPN92 identifies the Buffer Area Overlay (BAO) as a purpose-built tool to manage buffers through the planning system. PPN92 says the BAO could potentially be applied to licensed pipelines in certain</p>

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				<p>pipeline. It may also be worthwhile including this area in the proposed mapping, for clarity to future applicants and Council planners.</p> <p>To support the submission, APA emailed the Council officer a map showing APA pipelines located in and adjacent to the rezone land. The highlighted area is the 'Area of Consequence', not the measurement length.</p> 	<p>circumstances. An example is BAO1 <i>Major Pipeline Infrastructure</i> in the Latrobe Planning Scheme which triggers use permits. Given the circumstances of C453, it is not considered necessary to apply the BAO however Council welcomes further consideration of this matter by the panel and developer.</p> <p>A portion of the Area of Consequence is located in the proposed C444 General Residential Zone, where land can be developed for housing between Rennie Street and the drainage reserve. C444 DPO48 requires the preparation of a Development Plan which can designate appropriate locations for different land uses, including Child care centres, Retirement/ Residential villages, aged care facilities and dwelling densities. DPO48 requirement to be added to restrict such uses from within the Area of Consequence. Again, this matter can be further reviewed at the panel hearing.</p> <p>Importantly, both DPO48 and DDO55 will recognise the APA high pressure gas pipeline in the planning scheme consistent with Clause 19.01-3S.</p>

Note: 'Individual submitter' term used where consent not granted to publish name online