

MINUTES

COUNCIL MEETING

Tuesday 25 August 2026
6:00 pm

City Hall
57 Little Malop Street, Geelong 3220

LIVE STREAMED ON THE CITY'S WEBSITE:

www.geelongaustralia.com.au/meetings

COUNCIL:

Cr S Kontelj (Kardinia Ward) - Mayor
Cr E Kontelj (Hamlyn Heights Ward) - Deputy Mayor
Cr R Nelson (Barrabool Hills Ward)
Cr E Sinclair (Charlemont Ward)
Cr M Cadwell (Cheetham Ward)
Cr E Wilkinson (Connewarre Ward)
Cr A Aitken (Corio Ward)
Cr A Katos (Deakin Ward)
Cr T Sullivan (Leopold Ward)
Cr R Story (Murradoc Ward)
Cr C Burson (You Yangs Ward)

1. PROCEDURAL MATTERS.....	4
1.1. Acknowledgement of Country	4
1.2. Apologies	4
1.3. Leaves of Absence.....	4
1.4. Declarations of Conflicts of Interest	4
1.5. Confirmation of Minutes	4
1.6. Public Question and Submission Time	5
2. REPORTS	28
2.1. Second Youth Council Report 2026	28
2.2. Place Naming Policy	31
2.3. Draft West Fyans - Fyans Street Precinct Structure Plan	36
2.4. Northern and Western Geelong Growth Areas Strategic Assessment Finalisation	41
2.5. Amendment C450ggee - Creamery Road Precinct Structure Plan - Consideration of Panel Report and Adoption of Plan.....	53
2.6. Amendments C444ggee South East Lara Residential Growth Area & C453ggee Lara Business Park - Consideration of Panel Report and Adoption of Amendments	62
2.7. Newcombe Street (Princess Street - The Glen), Drysdale - Finalisation of Special Rate and Charge Scheme SRC 373	68
2.8. Declaration of Public Road pathway s204(1) (2), Mindil Street, Armstrong Creek.....	71
2.9. Planning Committee Terms of Reference	76
2.10. MAV State Council Meeting Motions.....	78
2.11. T2600059 - Limeburners Boat Ramp Redevelopment Stage 2	82
2.12. T2600014 - Enterprise Asset Management Services Integrator	86
3. RECORD OF INFORMAL MEETINGS OF COUNCILLORS.....	90
4. CONFIDENTIAL.....	91
4.1. Land Acquisition Program Implementation - Delegations (Confidential).....	91
4.2. T2600077 - Operation & Management of the Interim Geelong Resource Recovery Centre (Confidential).....	91
4.3. T2600069 - Microsoft Licensing Services (Confidential).....	92
5. CLOSE OF MEETING.....	93

Present: Cr S Kontelj
Cr E Kontelj
Cr R Nelson
Cr T Sullivan
Cr A Aitken
Cr E Wilkinson
Cr E Sinclair
Cr A Katos
Cr M Cadwell
Cr R Story
Cr C Burson

Also Present: A Wastie (Chief Executive Officer), T Edwards (Executive Director, Corporate Services), J Randles (Executive Director, Growth and Place), J Stirton (Executive Director, City Infrastructure), A Higgs (Acting Executive Director City Life), A Martin (Chief Governance and Risk Officer) S Beck (Acting Manager Council & Corporate Governance) D Pangrazio (Acting Senior Governance Advisor – Council Business) R Fleury (Corporate Communications Officer - Mayor & Councillor).

Opening: The Mayor declared the meeting open at 6.04pm.

Cr E Kontelj returned to the meeting at 8.06pm.

2.6. Amendments C444ggee South East Lara Residential Growth Area & C453ggee Lara Business Park - Consideration of Panel Report and Adoption of Amendments

Source: **Growth & Place**
Interim Executive Director: **Jacqueline Randles**

Purpose

2. To consider the Amendment C444ggee and Amendment C453ggee Panel Report and adopt the amendments.

Background

3. On 25 March 2025, Council supported exhibition to: (1) rezone 76-156 Canterbury Road East, 705-765 Princes Highway and 785-805 Princes Highway, Lara to facilitate residential growth (this is Planning Scheme Amendment C444ggee); and (2) rezone 705-765 Princes Highway, 785-805 Princes Highway, 76-156 Canterbury Road East and 610 Rennie Street, Lara for an industrial business park (this is Planning Scheme Amendment C453ggee). The properties and rezonings are detailed in attachment 1.
4. The amendments, initiated by Lara Farms Pty Ltd, apply to 115-hectares of land located south of the Lara Town Centre. The land is identified by the 2011 Lara Structure Plan as being appropriate for housing and a potential business park opportunity.
5. Amendment C444ggee rezones the existing Farming Zone to General Residential Zone 1 and Industrial 3 Zone, inserts a new Schedule to Clause 43.04 Development Plan Overlay (DPO48) and applies the Environmental Audit Overlay to manage potentially contaminated land. DPO48 includes the 'South East Lara Residential Area Framework Plan', which is shown in attachment 2.
6. Amendment C453ggee rezones the existing Farming Zone to Industrial 1 Zone and Industrial 3 Zone and inserts a new Schedule to Clause 43.02 Design and Development Overlay (DDO55). DDO55 includes the 'Lara Business Park Outline Development Plan', shown in attachment 3.
7. Public exhibition of both amendments occurred in October-November 2025. Amendment C444ggee received 25 submissions. Of the 25 submissions, 12 were accepting or provided comments only and 13 objected or requested changes. Amendment C453ggee received 17 submissions. Of the submissions, 12 were accepting or provided comments only and 5 objected.
8. In January 2026, after considering submissions to both amendments, Council's delegate resolved to refer all the submissions to an Independent Panel Hearing appointed by the Minister for Planning. Prior to the hearing, Council engaged with the Department of Transport and Lara Farms's traffic expert to consider traffic and transport infrastructure submissions. This approach resulted in an updated combined Transport Impact Assessment for both amendments accepted by Council.

9. A Panel Hearing was held over 3 days in April 2026. Parties at the hearing consisted of representatives from Council, Lara Farms, the Department of Transport and Viva Energy.

Key Matters

10. Council as the planning authority for both amendments and under section 27(1) of the Planning and Environment Act, must consider the Panel's report before deciding whether or not to adopt the Amendments.
11. Council received the Panel Report dated 11 June 2026 (refer to attachment 4 - executive summary) and released it to the public. The full Panel Report is available at the Amendment C444ggee and C453ggee webpages on the City's website. The Report issues largely pertain to impacts on the local road network, management of high-pressure pipelines, stormwater management and flooding. Council's response to these key issues is discussed in attachment 5.
12. The Report finds that both amendments are well founded and strategically justified. They give effect to longstanding and consistent strategic policy intent and respond to a demonstrated need for both residential and industrial land supply in Lara.
13. The Panel concludes that the railway level crossing at Canterbury Road East be upgraded with a controlled pedestrian crossing. It recommends that DPO48 require the upgrade to be delivered in the early stages of residential development, which is agreed by Council.
14. The Panel heard expert evidence on traffic impacts generated by future uses facilitated by the residential and industrial rezonings on the road network. The Panel concluded that the evidence provides comfort that there is capacity in the road network to absorb traffic generated by the changes in land use.
15. Several high-pressure oil and gas transmission pipelines traverse through or adjacent to the subject land of both amendments. The issue of how to best protect this network was discussed during the Panel Hearing. Council has generally accepted the Panel's DPO48 and DDO55 drafting with changes explained in attachment 5.
16. A single Stormwater Management Strategy was prepared for both amendments. The Panel concluded that the Strategy confirms that Hovells Creek flood extents based on the 2020 Lara Flood Study do not encroach onto the subject land during a significant storm event. The Panel Report supports Council's Integrated Management Plan and Stormwater Management Requirements proposed in the planning controls.
17. It is recommended that Amendments C444ggee and C453ggee be adopted in the form shown in attachments 2 and 3 respectively and submitted to the Minister for Planning requesting approval.
18. Section 173 agreements for community infrastructure and affordable housing contributions will be signed by the residential rezoning landowners (C444ggee) prior to the August 2026 Council meeting. After Amendment C444ggee is adopted, Council's delegate signs the agreements, and the agreements are then registered on Title.

RESOLUTION - Item 2.6

Cr A Katos moved, Cr C Burson seconded -

That Council:

- 1. Adopts Amendment C444ggee – South East Lara Residential Growth Area - in the form shown in Attachment 2 of this report;**
- 2. Adopts Amendment C453ggee - Lara Business Park - in the form shown in Attachment 3 of this report; and**
- 3. Submits the adopted Amendments and prescribed information to the Minister for Planning requesting approval.**

Carried

Financial Sustainability

19. There are no significant financial implications to Council beyond that usually associated with the planning scheme amendment process. Costs associated with the proposed amendments are the responsibility of the proponent.
20. As part of Amendment C444ggee, a Community Infrastructure Levy (CIL) will be secured by a Section 173 Agreement to go toward social infrastructure in Planning Area 14 (Lara) of Greater Geelong's Social Infrastructure Plan 2020-2023.
21. The agreement will secure a contribution of \$2,200 per lot/dwelling to be paid to Council. Approximately 600 dwellings are to be constructed on the land impacted by C444ggee.
22. A draft agreement between Council and the Proponent has been prepared and will be signed once Amendment C444ggee has been adopted.

Community Engagement

23. Amendments C444ggee & C453ggee were exhibited in accordance with the requirements of the Planning and Environment Act 1987.
24. Internal and external agencies including the APA Group (Australia's energy infrastructure partner), Barwon Water, Country Fire Authority, VicTrack, Department of Transport and Planning, Department of Environment, Energy and Climate Action, Viva Energy, Environmental Protection Authority, Corangamite Catchment Management Authority and Wadawurrung Traditional Owners were consulted.
25. All submitters had an opportunity to be heard before an Independent Panel. The Panel considered all submissions referred to it, not just the submissions presented at the hearing.
26. The Panel Report is published on the Geelong Australia webpage and all submitters to the amendments were alerted to the publication. A further alert was provided to submitters of the date this report would be presented at a Council Meeting.

Social Equity and Sustainability

27. The amendments have appropriately considered social equity principles. The City has engaged with directly affected landowners and the broader community about the proposed Amendments.
28. Lara Farms Pty Ltd has agreed to enter into a Section 173 Agreement with Council for the provision of affordable housing. This Agreement will provide social benefits by facilitating an increase in affordable housing. Furthermore, the amendments will increase housing supply and employment opportunities in an area that has been identified for urban growth.
29. A draft agreement between Council and the Proponent has been prepared and will be signed once Amendment C444ggee has been adopted.

Gender Equality – Gender+ Impact Assessment

30. The proposed amendments do not have a direct detrimental impact on Gender Equality. The proposed amendments provide a positive response to the Gender Equality Act 2020. No Gender+ Equality Assessment was conducted as part of these amendments.

Relevant Law/Policy/Legal Implications

31. The amendments accord with the objectives of Planning in Victoria and Victoria's Housing Statement. The proposed planning controls will facilitate residential use and development consistent with the strategic directions of the Lara Structure Plan 2011, Clause 02.03-1 (Municipal Planning Strategy – Settlement) and Clause 16.01-1S (Housing Supply).
32. The amendments are consistent with the Planning Policy Framework of the Planning Scheme.
33. The amendments have been prepared in the format required for planning schemes as outlined in the Ministerial Direction on the Form and Content of Planning Schemes.

Alignment to Council Plan and Vision

34. This report aligns with the Council Plan 2025-29 strategic priority:
- Sustainable development that supports population growth
 - Economic Development
 - Environment and Circular Economy
35. This report aligns with the Community led 30-year Vision, "Greater Geelong: A Clever and Creative Future" community aspiration:
- Sustainable development that supports population growth and protects the natural environment.
 - A prosperous economy that supports jobs and education opportunities
 - An inclusive, diverse, healthy and socially connected community
 - A fast, reliable and connected transport network

Conflict of Interest

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

Risk Assessment and Risk Appetite Statement

37. The recommendation aligns with Council's cautious appetite for Regulatory, Legal and Governance risks by implementing appropriate rezoning and overlays in a location identified for future development through the statutory planning scheme amendment process and supporting consistent, transparent decision-making.
38. The recommendation also aligns with Council's balanced appetite for Community risks by enabling the development of areas while protecting amenity through overlay controls, to create a planned future residential community and adjacent business park development. Failure to proceed would result in a lack of developable residential and industrial land, limiting the area's growth potential and putting pressure on other areas.

Environmental Sustainability

39. The amendments are supported by technical assessments to address flood risk, stormwater management, drainage, native fauna and vegetation and public open space. This information has informed the outlined development within the Development Plan Overlay Schedule 48 (DPO48) and Design and Development Overlay (DDO55).

Attachments

1. C444ggee - C453ggee Property Addresses [**2.6.1** - 1 page]
2. C444ggee Amendment Documents [**2.6.2** - 18 pages]
3. C453ggee Amendment Documents [**2.6.3** - 11 pages]
4. C444ggee & C453ggee Panel Report Executive Summary [**2.6.4** - 2 pages]
5. Amendments C444ggee & C453ggee Council's Response to Key Issues Addressed by Panel Report [**2.6.5** - 11 pages]

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Recommendation

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Risk Assessment and Risk Appetite Statement

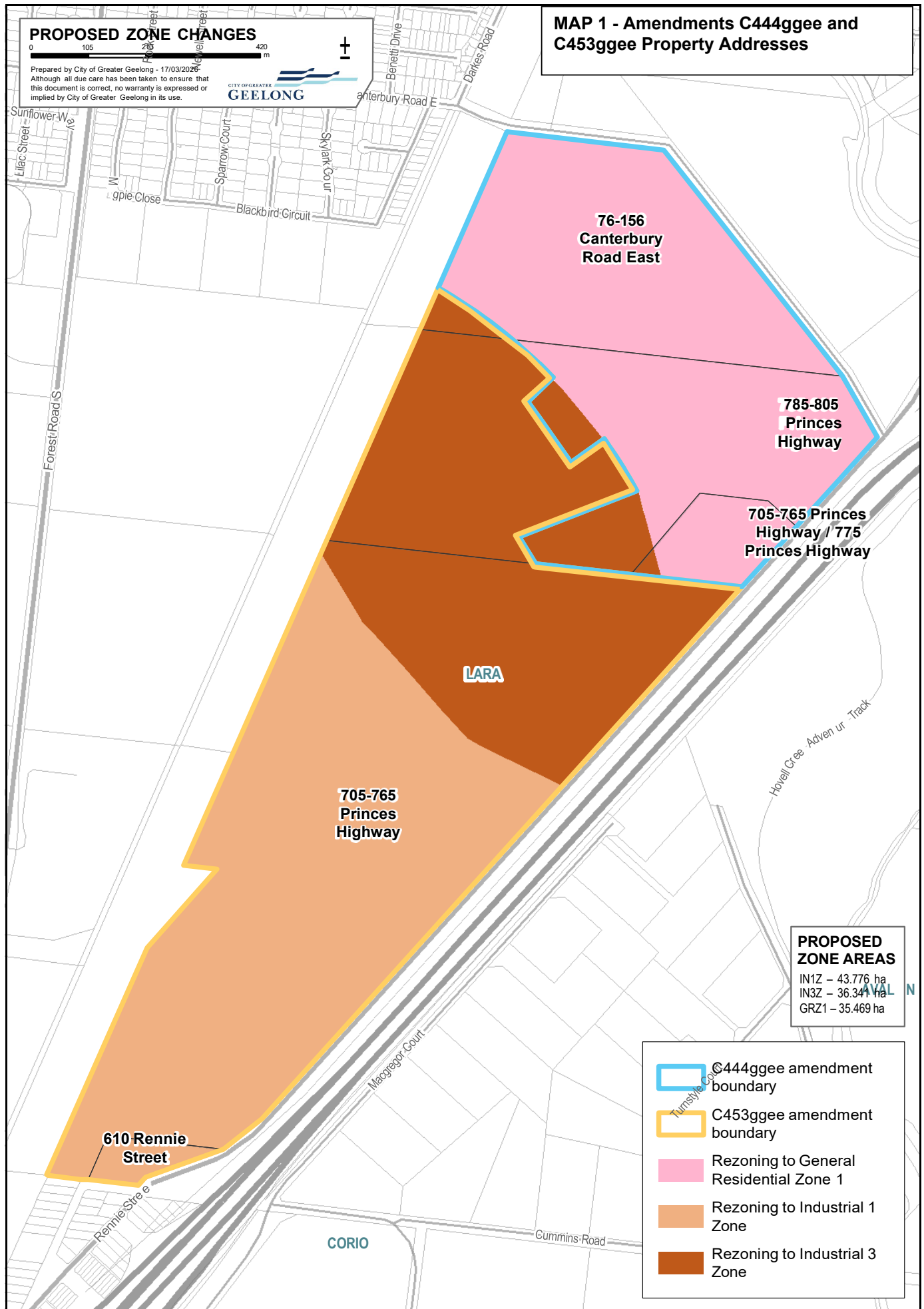
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Planning and Environment Act 1987

Greater Geelong Planning Scheme

Amendment C444ggee

Instruction sheet

The planning authority for this amendment is the City of Greater Geelong.

The Greater Geelong Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of 3 attached map sheets.

Zoning Maps

1. Amend Planning Scheme Map Nos. 18 and 19 in the manner shown on the attached map marked "Greater Geelong Planning Scheme, Amendment C444ggee".

Overlay Maps

2. Amend Planning Scheme Map No. 18DPO in the manner shown on the attached map marked "Greater Geelong Planning Scheme, Amendment C444ggee".
3. Insert new Planning Scheme Map No. 19DPO in the manner shown on the attached map marked "Greater Geelong Planning Scheme, Amendment C444ggee".
4. Amend Planning Scheme Map No. 18EAO in the manner shown on the attached map marked "Greater Geelong Planning Scheme, Amendment C444ggee".
5. Insert new Planning Scheme Map No. 19EAO in the manner shown on the attached map marked "Greater Geelong Planning Scheme, Amendment C444".

Planning Scheme Ordinance

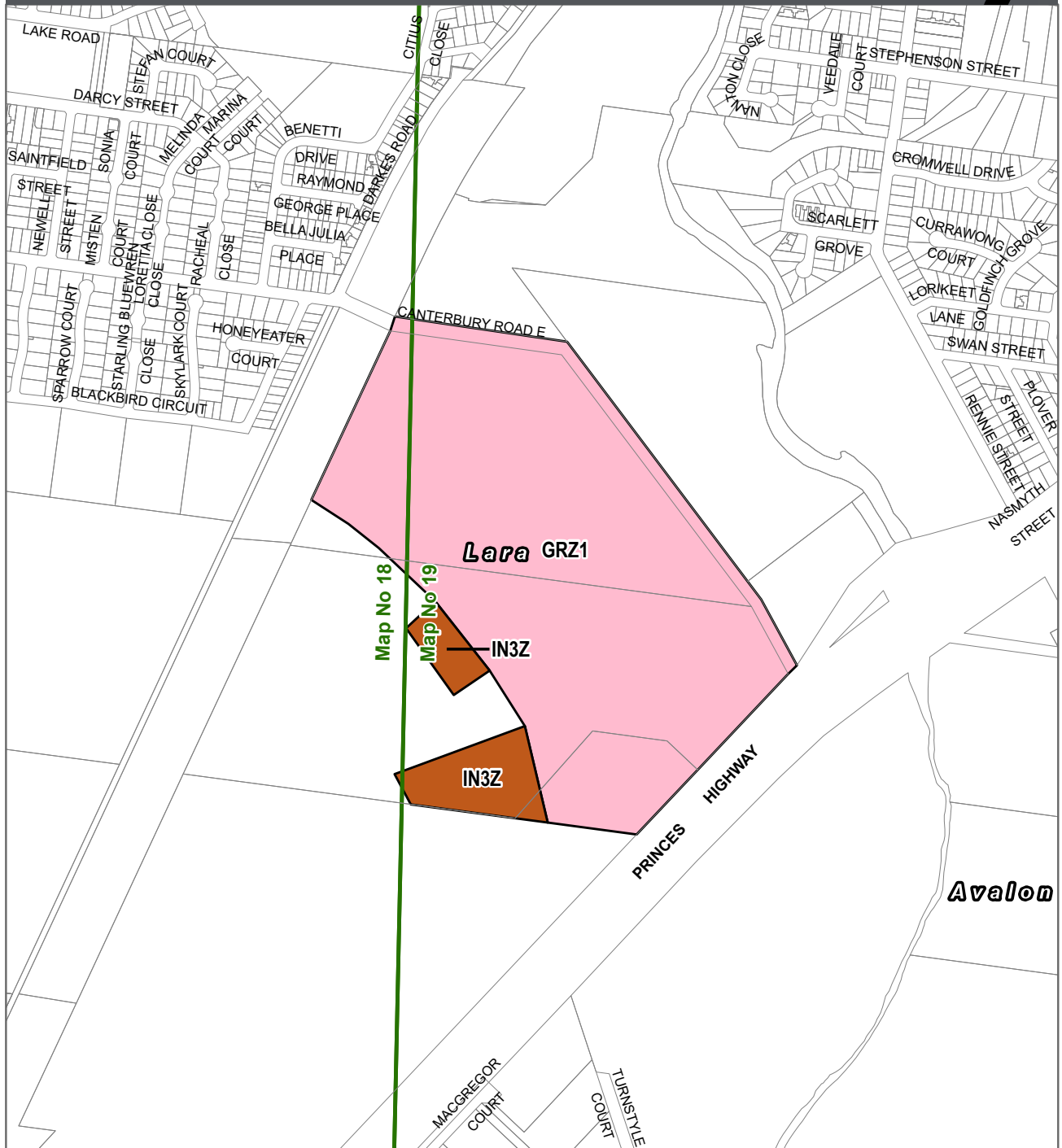
The Planning Scheme Ordinance is amended as follows:

6. In **Overlays** – Clause 43.04, insert a new Schedule 48 in the form of the attached document.

7. In **General Provisions** – Clause 66.06, replace the Schedule with a new Schedule in the form of the attached document.
8. In **Operational Provisions** – Clause 72.03, replace the Schedule with a new Schedule in the form of the attached document.

End of document

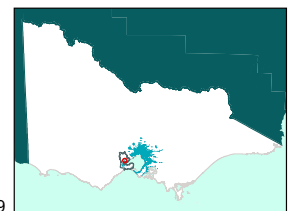
GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION AMENDMENT C444ggee



LEGEND

- GRZ - General Residential Zone
- IN3Z - Industrial 3 Zone
- Local Government Area

Part of Planning Scheme Maps 18 & 19

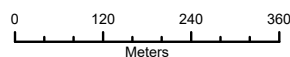


Disclaimer

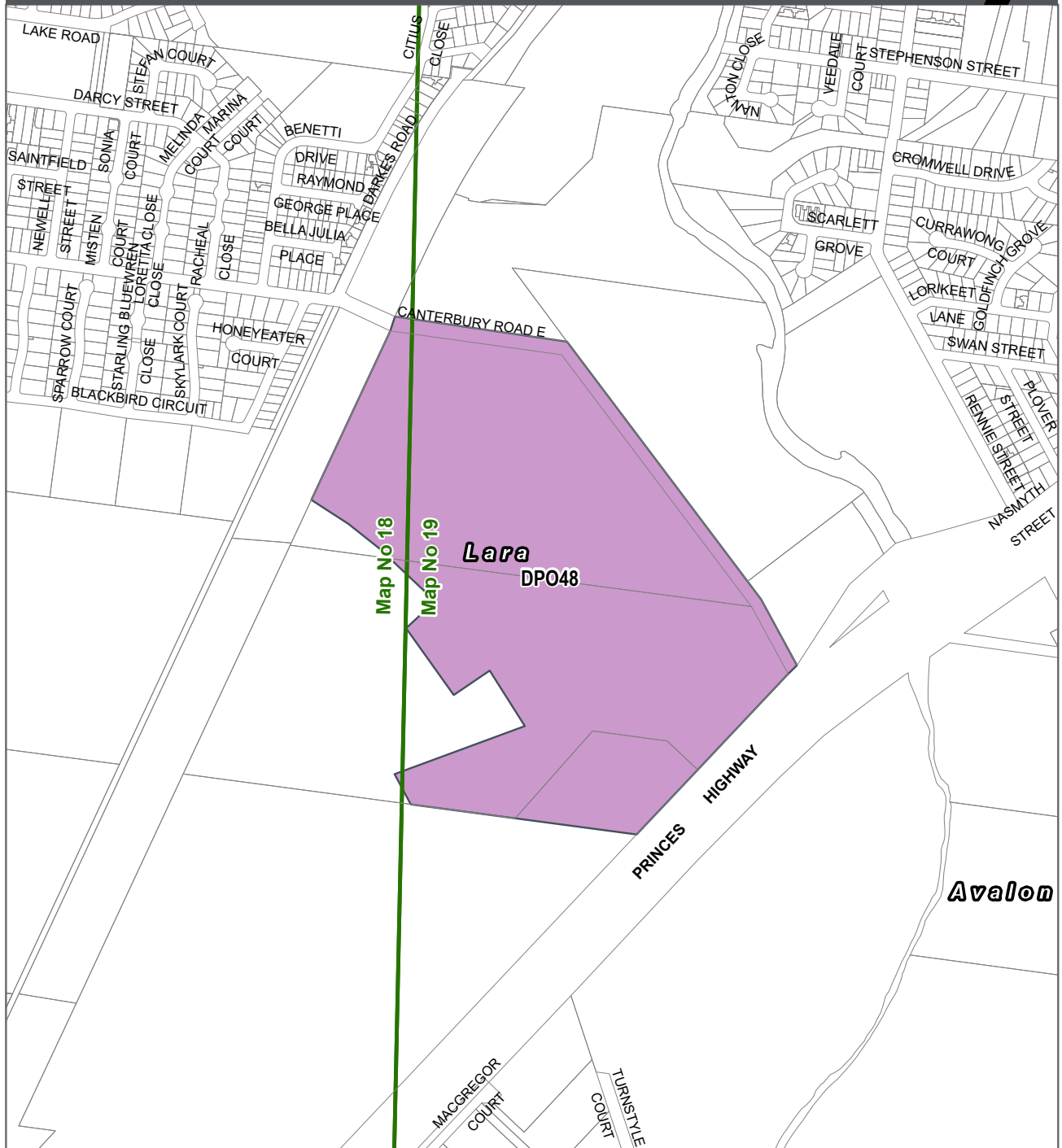
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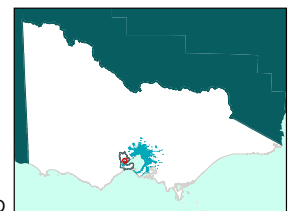
GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION AMENDMENT C444ggee



LEGEND

- DPO48 - Development Plan Overlay - Schedule 48
- Local Government Area

Part of Planning Scheme Maps 18DPO & 19DPO

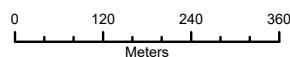


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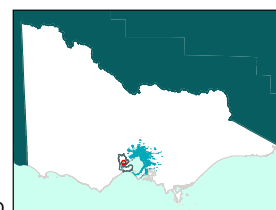
GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION AMENDMENT C444ggee



LEGEND

- EAO - Environmental Audit Overlay
- Local Government Area

Part of Planning Scheme Maps 18EAO & 19EAO

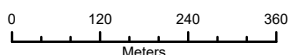


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GREATER GEELONG PLANNING SCHEME

--/--/----
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**

--/--/----
Proposed C444ggee

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**

--/--/----
Proposed C444ggee

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.

For any permit application on land within the Area of Consequence of a High Pressure Gas Pipeline or within the Measurement Length of a High Pressure Oil Pipeline as shown in Figure 2, notice must be given to the Pipeline Licensee in accordance with s 52(1)(c) of the Planning and Environment Act 1987.

3.0**Conditions and requirements for permits**

--/--/----
Proposed C444ggee

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 or 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 or 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.

GREATER GEELONG PLANNING SCHEME

- 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.
- Rainwater tanks must be installed to all residential dwellings, plumbed to toilets, laundry and garden irrigation use, and given effect by a restriction on title of the relevant plan of subdivision or a Clause 32.08-10 buildings and works permit condition for a Residential village or Retirement village.
- A permit for subdivision of land within the catchments identified in the Stormwater Management Strategy prepared by Loetis dated 11 November 2024, must contain the following conditions and requirements, unless the Responsible Authority is satisfied that the conditions and requirements have been, or can be, satisfied by an alternative method:
 - Prior to certification of the Plan of Subdivision, an easement(s) (or widened easements) for stormwater drainage to Hovells Creek that are required must be secured to the satisfaction of Council.
 - All costs associated with the facilitation and delivery of down-stream drainage works to Hovells Creek that are required for the development of the land, including acquisition of easement land (if required) and outfall construction, shall be at the cost of the developer.
- A permit to subdivide land, construct a building or construct or carry out works on land identified within the Area of Consequence of a High Pressure Gas Pipeline, as shown in Figure 2, must include a condition requiring that, prior to the commencement of works, the applicant address the interface treatment of the High Pressure Gas Pipeline throughout the land to the satisfaction of the Responsible Authority.
- A permit to subdivide land, construct a building or construct or carry out works on land identified within the measurement lengths of the Westernport Altona-Geelong Pipeline and White Oil Pipeline, as shown in Figure 2, must include a condition requiring that, prior to the commencement of works and to the satisfaction of the Responsible Authority:
 - an encroachment SMS prepared in accordance with *AS2885 Pipelines – Gas and liquid petroleum* that addresses management of risk associated with the pipeline be prepared to the satisfaction of the Minister administering the Pipelines Act 2005 (Vic); and
 - any protective works or mitigation measures identified in that SMS be implemented.

4.0

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Proposed C444ggee

Requirements for development plan

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

GREATER GEELONG PLANNING SCHEME

Prior to the approval of any development plan, notice of the plan must be given to the High Pressure Gas Pipeline Licensee and High Pressure Oil Pipeline Licensee seeking their comment on the proposed plan.

A development plan must include the following requirements to the satisfaction of the Responsible Authority:

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 types.
- A residential density of 15-20 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.
- Assessment of how the design provides for appropriate access to the adjoining DDO55 industrial land.
- 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 or Rail Noise Impact Assessment.
- Any high pressure gas pipeline and any 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:
 - 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 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. The railway level crossing upgrade works must be completed before the first dwelling is occupied.

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 Rev06 prepared by Loetis, dated 11 November 2024*, and include:

- Reference to:

GREATER GEELONG PLANNING SCHEME

- WSUD Engineering Procedures: Stormwater CSIRO Publishing 2005.
- Clauses 53.18 and 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.
 - Increased Peak flood and flooding frequency impacts.
- 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 of all stormwater leaving the site post development are no greater than pre-development. Pollutant loads must achieve best practice pollutant removal targets.
 - 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.
- Consideration of flows to culverts beneath the Princes Freeway, after consultation with the Head, Transport for Victoria.

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 *Transport Impact Assessment G37968R-02A prepared by Traffix Group dated March 2026* and includes:

- An internal road network with a high level of access for all vehicular (including buses as advised by the Head, Transport for Victoria) and non-vehicular traffic and which responds to the topography.
- Details of all necessary upgrades to the surrounding road network to urban standards including any required upgraded intersection treatments informed by a Traffic Impact Assessment.
- Details of the Canterbury Road East railway level crossing upgrade including:
 - an active pedestrian crossing with automatic gates and latched egress escape gates
 - wing and corridor fencing to prevent users from easily bypassing the pedestrian crossing.
- Identification of any land required for the future upgrade of the Canterbury Road East railway level crossing.

GREATER GEELONG PLANNING SCHEME

- Identification of locations where separate paths for pedestrians and cyclists are required to connect to the wider movement network including:
 - along the south side of Canterbury Road East.
 - along the south side of Canterbury Road East, west of the railway level crossing to Blackbird Circuit.
 - from or near the intersection of Canterbury Road East and Rennie Street to the Hovells Creek Trail. The connection must provide for the safe crossing of Rennie Street.
- 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 which demonstrates how development will contribute towards meeting the State Policy to achieve an overall 30 per cent tree canopy target for urban areas.
- 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.

A **Traffic or 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:
 - Not greater than 35 dB LAeq,8h when measured within a sleeping area between 10 pm and 6 am (for road noise).
 - Not greater than 40 dB LAeq,16h when measured within a living area between 6 am and 10 pm (for road noise).
 - Not greater than 55 dB LAmax when measured within a sleeping area between 10 pm and 6 am (for rail noise).
- Assesses noise levels:
 - considering the cumulative noise impacting on the proposal including rail noise or road traffic noise as appropriate.
 - 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.
- Includes recommendations for any noise attenuation measures required to meet the applicable noise level objectives.
- Specifies appropriate noise attenuation measures that can be included within a 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.

Which Assessment to prepare will be determined as follows:

- a Traffic Noise Impact Assessment within 250 metres of the nearest trafficable lane of the Princes Highway.
- a Rail Noise Impact Assessment within 180 metres of the centre of the nearest V/Line track.

High Pressure Gas Pipeline Plan

Where development is proposed within the Area of Consequence of a High Pressure Gas Pipeline as shown in Figure 2, a Plan must be prepared that:

GREATER GEELONG PLANNING SCHEME

- Identifies the location and extent of the easement, and the Area of Consequence.
- Is accompanied by a land use Safety Management Study (SMS) in accordance with *Australian Standard 2885 Pipelines – Gas and liquid petroleum* or such alternative material that addresses management of risk associated with the pipeline be provided to the satisfaction of the Responsible Authority.
- Ensures that the only land use (other than Minor utility installation) provided for within the Area of Consequence is Dwelling (at less than 50 dwellings per hectare).

High Pressure Oil Pipeline Plan

Where development is proposed within the Measurement Length of a High Pressure Oil Pipeline as shown in Figure 2, a Plan must be prepared that:

- Identifies the location of the pipe, the extent of any easement and the Measurement Length.
- Is accompanied by a land use Safety Management Study (SMS) in accordance with *Australian Standard 2885 Pipelines – Gas and liquid petroleum* and that addresses management of risk associated with the pipeline to the satisfaction of the Minister administering the Pipelines Act 2005 (Vic).
- Ensures 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.

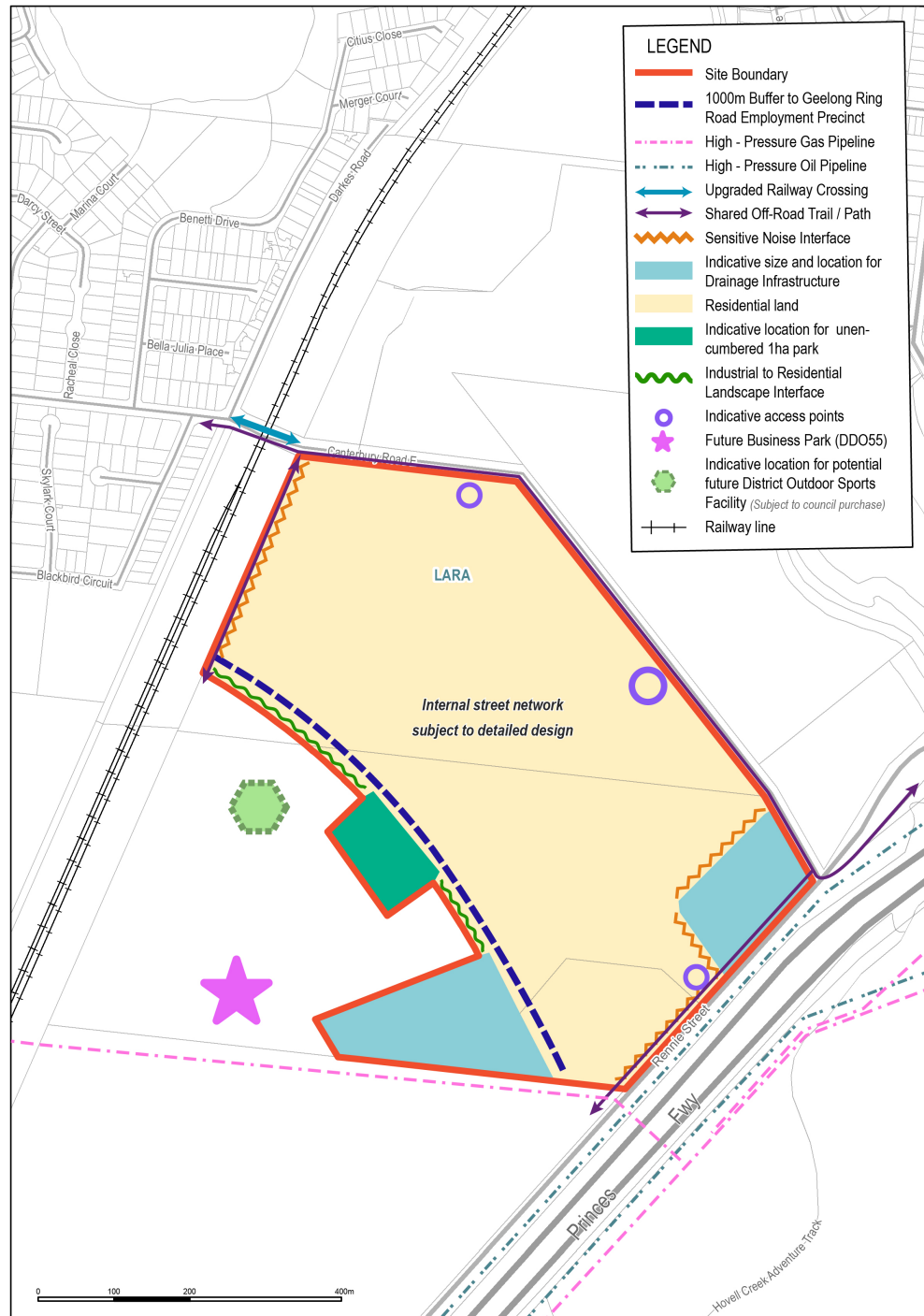
An **Environmentally Sustainable Development (ESD) Assessment** that includes:

GREATER GEELONG PLANNING SCHEME

- 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.

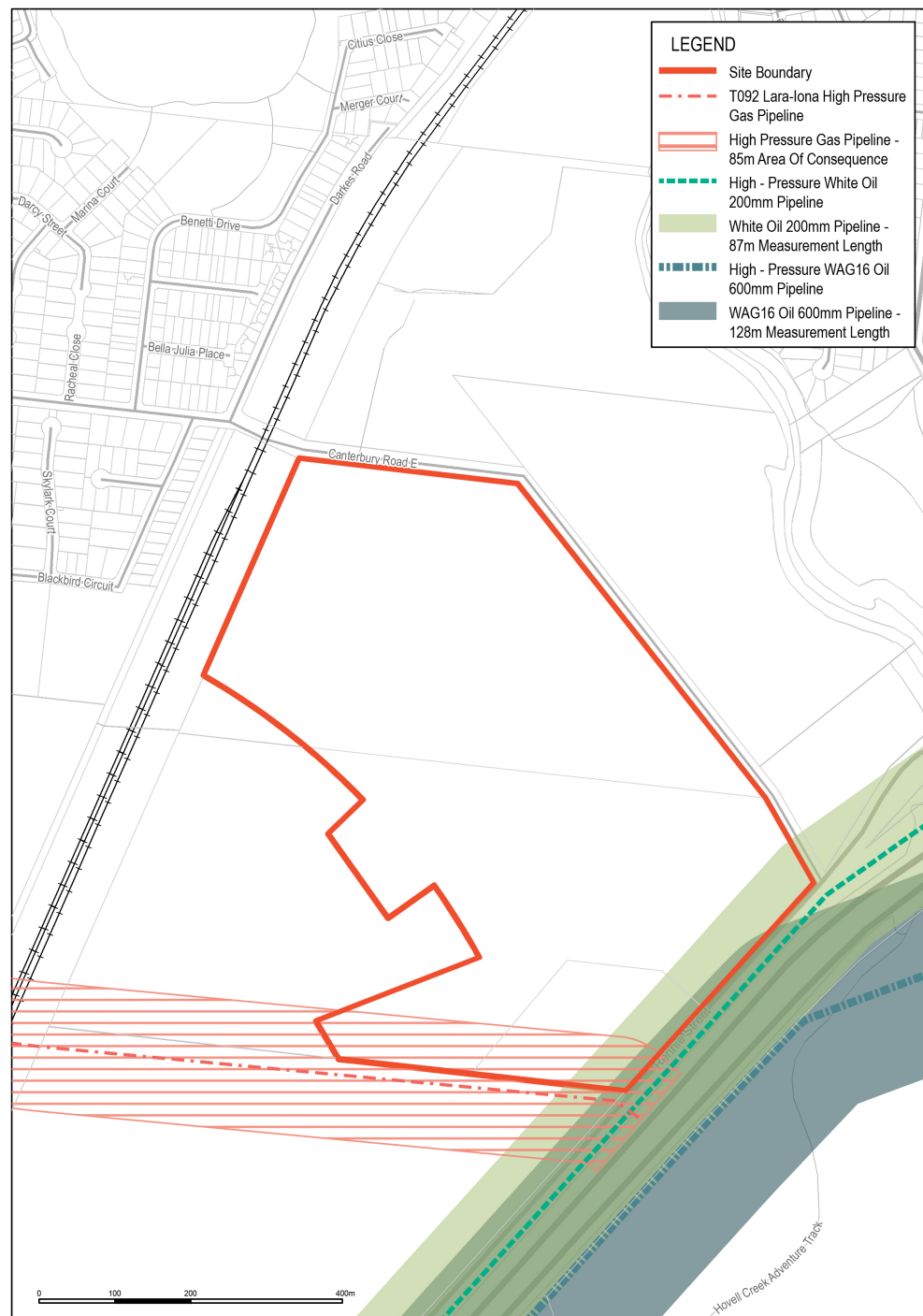
GREATER GEELONG PLANNING SCHEME

Figure 1: South East Lara Residential Growth Area Framework Plan



GREATER GEELONG PLANNING SCHEME

Figure 2: South East Lara Residential Growth Area High Pressure Pipeline Plan



GREATER GEELONG PLANNING SCHEME

19/03/2015
C323**SCHEDULE TO CLAUSE 66.06 NOTICE OF PERMIT APPLICATIONS UNDER LOCAL PROVISIONS****1.0****Notice of permit applications under local provisions**---/---/---
Proposed C444ggee

Clause	Kind of application	Person or body to be notified
Clause 4 of Schedule 3 to 37.07 (UGZ)	Any application on land identified as an offset site on the Armstrong Creek West Native Vegetation Precinct Plan November 2012	Secretary to the Department of Environment, Land, Water and Planning (as constituted under Part 2 of the <i>Conservation, Forests and Lands Act 1987</i>)
Clause 5.1 of Schedule 4 to 37.07 (UGZ)	An application on land identified as an offset site on the Native Vegetation Precinct Plan-Horseshoe Bend Precinct, Armstrong Creek Urban Growth Area, August 2014	Secretary to the Department of Environment, Land, Water and Planning (as constituted under Part 2 of the <i>Conservation, Forests and Lands Act 1987</i>)
Clause 5.0 of Schedule 5 to 37.07 (UGZ)	An application on land identified as an offset site on the Armstrong Creek Town Centre Native Vegetation Precinct Plan March 2014	Secretary to the Department of Environment, Land, Water and Planning (as constituted under Part 2 of the <i>Conservation, Forests and Lands Act 1987</i>)
Schedule 48 to Clause 43.04 (DPO)	An application on the land within the Area of Consequence of a High Pressure Gas Pipeline or within the Measurement Length of a High Pressure Oil Pipeline as shown in DPO48 Figure 2	Pipeline Licensee

GREATER GEELONG PLANNING SCHEME

15/11/2018
C385ggee**SCHEDULE TO CLAUSE 72.03 WHAT DOES THIS PLANNING SCHEME CONSIST OF?****1.0**---/---
Proposed C444ggee**Maps comprising part of this planning scheme:**

- 1, 1VPO, 1SLO, 1HO, 1BMO
- 2, 2ESO, 2VPO, 2SLO, 2HO, 2BMO
- 3, 3ESO, 3VPO, 3HO, 3LSIO-FO, 3PAO
- 4, 4ESO, 4HO, 4PAO
- 5, 5ESO, 5VPO, 5SLO, 5HO, 5BMO
- 6, 6ESO, 6VPO, 6SLO, 6HO, 6LSIO-FO
- 7, 7ESO, 7VPO, 7SLO, 7HO, 7LSIO-FO, 7PAO, 7BMO, 7SCO
- 8, 8ESO, 8SLO, 8HO, 8LSIO-FO, 8PAO, 8BMO
- 9, 9ESO, 9HO, 9LSIO-FO, 9SLO
- 10, 10ESO, 10HO, 10LSIO-FO
- 11, 11ESO, 11LSIO-FO, 11DCPO, 11SCO
- 12, 12ESO, 12HO, 12SLO, 12LSIO-FO, 12VPO, 12BMO, 12DCPO, 12DPO, 12SCO
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- 15, 15ESO, 15PAO, 15VPO, 15HO, 15LSIO-FO
- 16, 16ESO, 16HO, 16LSIO-FO, 16SLO
- 17, 17EAO, 17ESO, 17HO, 17DDO, 17VPO, 17DCPO
- 18, 18ESO, 18DDO, 18DPO, 18HO, 18LSIO-FO, 18PAO, 18EAO, 18SBO, 18DCPO, 18BMO
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- 34, 34ESO, 34HO, 34DDO
- 35, 35DDO

GREATER GEELONG PLANNING SCHEME

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- 37, 37HO, 37DDO, 37EAO, 37DDO14, 37DPO, 37SBO
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- 72, 72ESO, 72VPO, 72HO, 72SLO, 72BMO

GREATER GEELONG PLANNING SCHEME

- 73, 73ESO, 73VPO, 73SLO, 73LSIO-FO
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- 75, 75VPO, 75SCO, 75PAO
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- 88, 88ESO, 88HO, 88LSIO-FO, 88DDO, 88SBO, 88BMO, 88SCO, 88SLO
- 89, 89ESO, 89DDO14, 89BMO, 89SLO, 89DPO

Planning and Environment Act 1987

Greater Geelong Planning Scheme

Amendment C453ggee

Instruction sheet

The planning authority for this amendment is the City of Greater Geelong.

The Greater Geelong Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of 2 attached map sheets.

Zoning Maps

1. Amend Planning Scheme Map Nos. 18, 19 and 26 in the manner shown on the one attached map marked “Greater Geelong Planning Scheme, Amendment C453ggee”.

Overlay Maps

2. Amend Planning Scheme Map Nos. 18DDO, 19DDO and 26DDO in the manner shown on the one attached map marked “Greater Geelong Planning Scheme, Amendment C453ggee”.

Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

3. In **Overlays** – Clause 43.02, insert a new Schedule 55 the form of the attached document.
4. In **General Provisions** – Clause 66.06, replace the Schedule with a new Schedule in the form of the attached document.

End of document

GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION AMENDMENT C453ggee



LEGEND

- IN1Z - Industrial 1 Zone
- IN3Z - Industrial 3 Zone
- Local Government Area

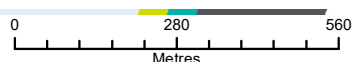
Part of Planning Scheme Maps 18, 19 & 26



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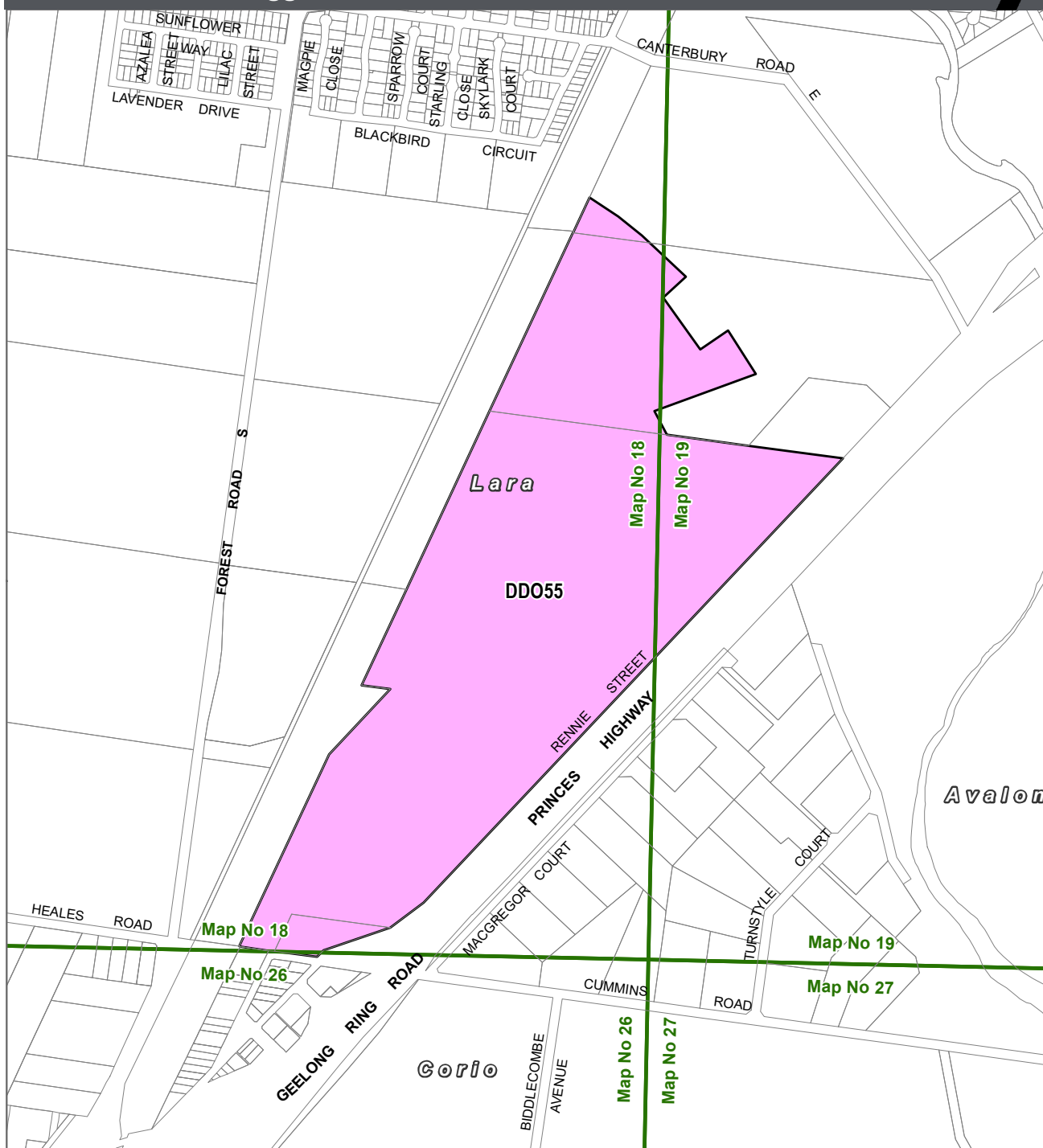
Planning Group
Print Date: 07/11/2024
Amendment Version: 1



Department of Transport and Planning

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GREATER GEELONG PLANNING SCHEME - LOCAL PROVISION AMENDMENT C453ggee



LEGEND

- DDO55 - Design and Development - Schedule 55
- Local Government Area

Part of Planning Scheme Maps 18DDO, 19DDO & 26DDO



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Planning Group
Print Date: 10/06/2025
Amendment Version: 2



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VICTORIA
State Government
Department of Transport and Planning

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GREATER GEELONG PLANNING SCHEME

--/---
Proposed C453ggee

SCHEDULE 55 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO55**

LARA BUSINESS PARK**1.0****Design objectives**

--/---
Proposed C453ggee

To facilitate commercial and industrial development that is efficient, functional and meets changing market demands.

To ensure development achieves a high-quality, site responsive design that enhances visual amenity from major transport routes and surrounding non industrial land.

To achieve best practice stormwater quality, management and reuse measures that protect, and conserve biodiversity and waterway values of the Ramsar Wetlands and Hovells Creek.

To ensure that appropriate regard is given to the management of risks associated with development in the vicinity of high pressure pipelines licensed under the *Pipelines Act 2005*.

2.0**Buildings and works**

--/---
Proposed C453ggee

A permit is required to construct a fence where the fence is located along a boundary that has a frontage to a street and is:

- Visually impermeable and greater than 1.5 metres in height above natural ground level; or
- Constructed of unpainted galvanised steel or uncoated wire.

Buildings and works should meet the following requirements:

Site Layout & Design

Buildings should address the street frontage by including the following elements in the design;

- Facade treatments that include design elements that add visual interest.
- Locating office components in a visible location at the front of the building.
- Incorporating facades that address both frontages where the site is located on a corner.
- Clearly delineated visitor access points to the building.

Buildings should provide a variation of massing, building materials, finishes and colours to avoid visual bulk.

Building roofs should use lighter coloured materials and finishes.

Sites adjoining Rennie Street should provide a design response that achieves positive visual amenity including landscaping and canopy trees when viewed from the Princes Freeway.

Buildings, works, plant and machinery should be constructed, housed and maintained in a manner that minimises the visual impact.

Discourage large expanses of facades along the rail corridor that are painted in signal colours, or signs with signal shapes and signal colours.

Discourage extensive lighting along the rail corridor to avoid negative impacts on train drivers.

Car parking and Access

Avoid potential conflict between pedestrian and vehicle movements including through provision of pedestrian links through car parking areas.

Car parking should be provided at the front of the site.

GREATER GEELONG PLANNING SCHEME

All vehicle crossings, accessways and parking areas should be sealed with an all weather coat.

Lighting should be provided to car parking areas where relevant.

If more than 10 car spaces are provided the design should incorporate landscaped island beds to break up the hard surface area and improve visual amenity.

Landscaping

The front setback should be landscaped with at least one canopy tree and vegetation, and where practical, integrate water sensitive urban design principles.

Landscaped island beds in car parks should include trees to provide shade to achieve a 30% canopy target for all car parks.

Landscaping should be provided along boundaries which adjoin a sensitive land use or environmental feature (such as outdoor recreation facility or reserve).

Landscaping areas should be designed to be low maintenance, including selection of hardy landscape species that require minimal ongoing maintenance and have low water usage. Where practical and consistent with this requirement, landscaping species should be locally indigenous or native.

Landscaping should demonstrate how it is contributing towards meeting the State Policy to achieve an overall 30 per cent tree canopy target for urban areas.

Landscaped areas should be protected from vehicle damage by incorporating protective design features.

Any landscaping over a high pressure pipeline or within an associated easement must consider the operational safety of the pipeline and be to the satisfaction of the Pipeline Licensee.

The quality and quantity of landscaping should reflect the scale of the building and car park area to provide screening and softening of visual bulk.

Avoid the planting of trees adjacent to the rail corridor where it may adversely affect rail infrastructure.

Signs

Signs should be co-located on sites which have more than one tenant where reasonably practicable to avoid sign clutter.

Stormwater Quality and Re-Use

Best practice storm water quality and reuse measures, including rain gardens, should be encouraged as part of the design for larger developments and on sites where it is practical to implement.

Loading bays should be covered, active work areas should be contained internally within buildings and waste disposal areas should be appropriately located to reduce the potential for contaminated runoff.

Fences

Front and side fences should be of quality materials and colours that complement the building and surrounding area and be visually permeable.

Wherever possible, fencing should be softened and screened by vegetation planting.

Fences to a minimum height of 1.8 metres should be provided adjacent to the rail corridor to prevent trespass.

GREATER GEELONG PLANNING SCHEME

3.0

Proposed C453ggee

Subdivision

A permit to subdivide land must meet the following requirements:

General

Subdivision should provide:

- lot sizes and designs that meet market demands.
- road reserves that deliver appropriate street tree planting.
- fronting roads to all drainage and open space reserves.

If subdivision and development require the delivery of any off-site infrastructure, a permit condition or a Section 173 Agreement should be used to facilitate delivery of the infrastructure.

Subdivision sequencing should generally support the efficient delivery of service infrastructure and road connections and support early delivery of public and active transport infrastructure.

Unless located in a reserve, subdivision must locate a high pressure pipeline easement within the frontage of industrial lots where carparking and landscaping is proposed.

Stormwater Management

Subdivision must be informed by a Stormwater Management Plan and should set aside land for drainage purposes to meet peak discharge limits and water sensitive urban design elements having regard to EPA Publication 1739.1, Urban Stormwater Management Guidelines.

The Stormwater Management Plan must have regard to flows to culverts beneath the Princes Freeway, after consultation with the Head, Transport for Victoria.

The design of retarding basins should:

- Have sufficient land area set aside for heavy vehicle access and sediment drying, and measures to mitigate mosquito breeding in accordance with best practice guidelines.
- Consider any wildlife hazard assessments to mitigate the risks of wildlife strikes in the vicinity of Avalon Airport.
- Be sited generally in accordance with Map 1. The location of retarding basins immediately adjacent to the rail corridor is discouraged.

A Stormwater Management System should have regard to the *Loetis Stormwater Management Strategy, Lara Farms – Rennie St Lara Rev 06, November 2024* and be designed having regard to EPA Publication 1739.1, Urban Stormwater Management Guidelines and the Infrastructure Design Manual, to ensure that:

- peak discharge rates of all stormwater leaving the site post development are no greater than pre-development rates and the overall volume of outfall stormwater is reduced to the extent reasonably practicable.
- no unreasonable adverse impacts to any surrounding and downstream land, including the saline dependant floodplains of Hovells Creek, and the Port Phillip Bay (Western Shoreline) and Bellarine Peninsula Ramsar site.

Traffic and Pedestrian Movements

Subdivision design should provide a movement network that:

- has regard to the Transport Impact Assessment G37968R-01A prepared by *Traffix Group dated March 2026*.
- minimises the number of road crossings of the high pressure gas pipeline and ensure they are at 90 degrees to the pipeline.

GREATER GEELONG PLANNING SCHEME

- promotes a high degree of internal permeability including provision of at least two entry roads off Rennie Street.
- upgrades Rennie Street to a standard that includes a shared path on the development side.
- prevents as far as practicable Business Park vehicle connections to the future DPO48 residential land to the north.
- delivers road widths and cross-sections that are suitable for industrial vehicle movements and consistent with the Infrastructure Design Manual.
- provides an integrated network of safe and convenient footpaths on both sides of every street.
- provides shared pathways to facilitate future active transport connections between the future DPO48 residential area and park as well as connecting the business park to the surrounding shared trail network, particularly the Hovells Creek Shared Path and any future shared path along Canterbury Road East.

Exemption of notice and review

An application to subdivide land is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act.

4.0

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Proposed C453ggee

Signs

None specified.

5.0

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Proposed C453ggee

Application requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A design response which provides a detailed design statement including an assessment of how the proposed development responds to the requirements outlined in Clause 2.0.
- A Stormwater Volume Management Strategy that assesses how stormwater volume leaving the land can be reduced to the extent reasonably practical (under EPA Publication 1739.1) and includes:
 - Targets for volume reduction, informed by the downstream Limeburners Bay Ramsar biodiversity values.
 - Volume reduction measures to be integrated into the detailed design of the subdivision, as well as where reasonably practical incorporated into lots.
 - Measures proposed within reserves created as part of the subdivision.
- For any land within the Area of Consequence of a High Pressure Gas Pipeline or within the Measurement Length of a High Pressure Oil Pipeline as shown on Map 2:
 - Notice must be given to the Pipeline Licensee pursuant to Section 52(1)(c) of the *Planning and Environment Act 1987 (Vic)*.
 - A land use and/or encroachment Safety Management Study (SMS) prepared in accordance with *AS2885 Pipelines – Gas and liquid petroleum* and to the satisfaction of the Minister administering the *Pipelines Act 2005(Vic)* that addresses the management of risks associated with the pipeline must be provided to the satisfaction of the Responsible Authority.

GREATER GEELONG PLANNING SCHEME**6.0**

Proposed C453ggee

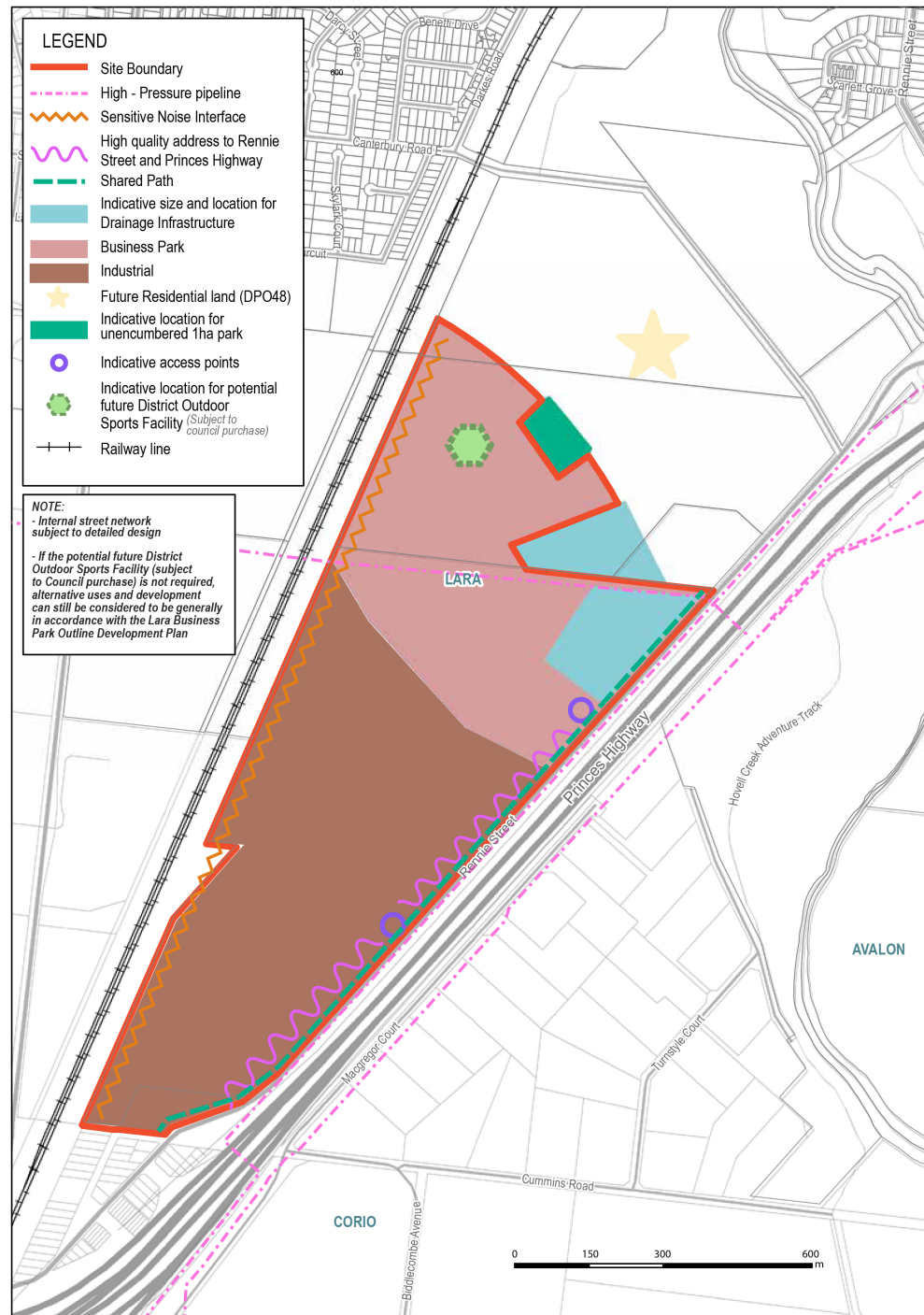
Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The design and siting of existing development in the area.
- Whether there are any adverse impacts to Hovells Creek, and the Port Phillip Bay (Western Shoreline) and Bellarine Peninsula Ramsar site.
- Whether the design and landscaping of the site contributes to the amenity of adjoining uses, rail corridor, Rennie Street and Princess Highway.
- The appearance of the site when viewed from major transport routes and surrounding non-industrial land uses.
- Whether appropriate regard has been given to the management of risks associated with development within an Area of Consequence or Measurement Length of a High Pressure Pipeline as shown on Map 2, by implementing the findings of the SMS.
- Whether the subdivision design is generally in accordance with the Lara Business Park Outline Development Plan.

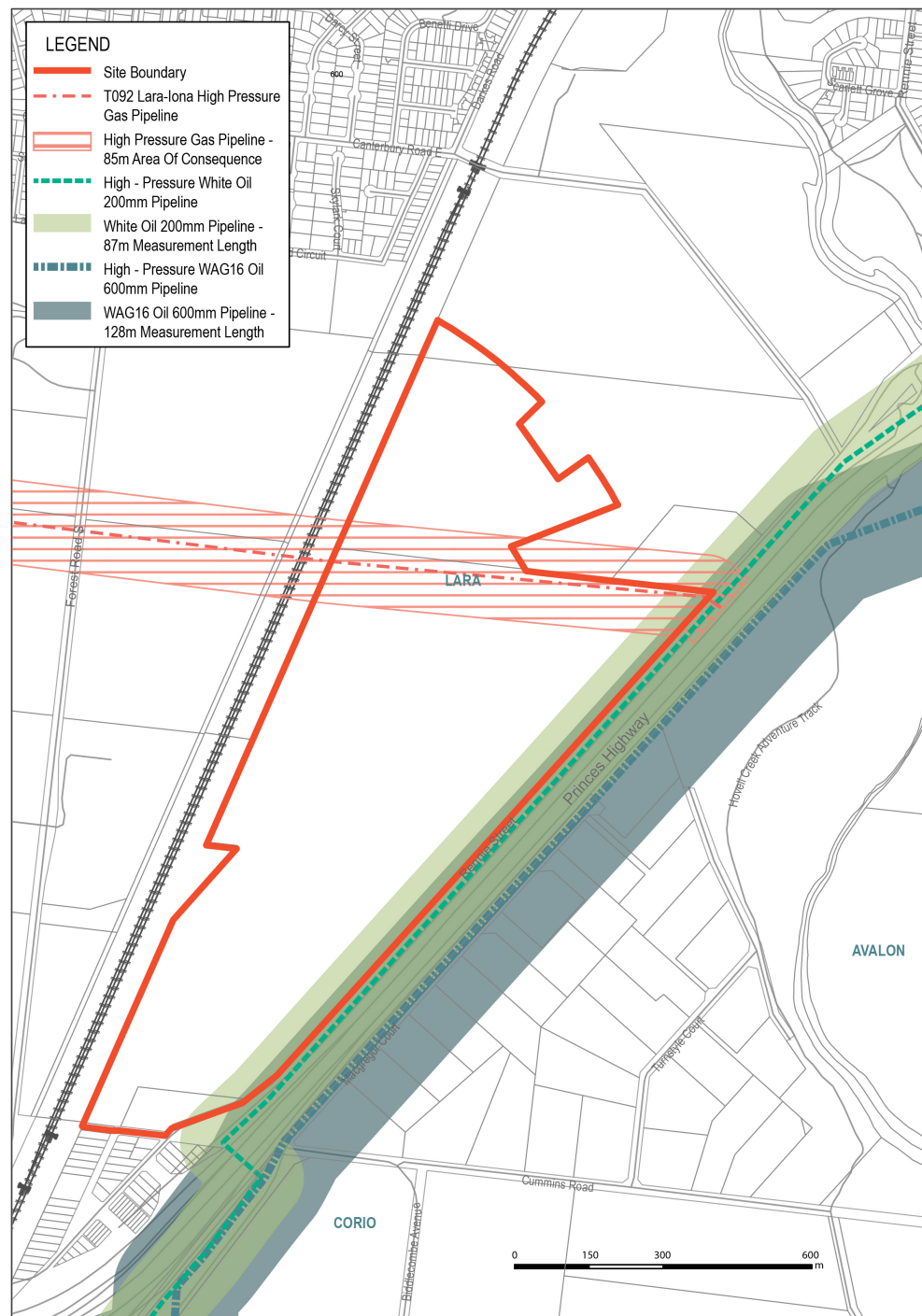
GREATER GEELONG PLANNING SCHEME

Map 1 - Lara Business Park Outline Development Plan



GREATER GEELONG PLANNING SCHEME

Map 2 - Lara Business Park High Pressure Pipeline Plan



GREATER GEELONG PLANNING SCHEME

19/03/2015
C323**SCHEDULE TO CLAUSE 66.06 NOTICE OF PERMIT APPLICATIONS UNDER LOCAL PROVISIONS****1.0****Notice of permit applications under local provisions**---/---
Proposed C453ggee

Clause	Kind of application	Person or body to be notified
Clause 4 of Schedule 3 to 37.07 (UGZ)	Any application on land identified as an offset site on the Armstrong Creek West Native Vegetation Precinct Plan November 2012	Secretary to the Department of Environment, Land, Water and Planning (as constituted under Part 2 of the <i>Conservation, Forests and Lands Act 1987</i>)
Clause 5.1 of Schedule 4 to 37.07 (UGZ)	An application on land identified as an offset site on the Native Vegetation Precinct Plan-Horseshoe Bend Precinct, Armstrong Creek Urban Growth Area, August 2014	Secretary to the Department of Environment, Land, Water and Planning (as constituted under Part 2 of the <i>Conservation, Forests and Lands Act 1987</i>)
Clause 5.0 of Schedule 5 to 37.07 (UGZ)	An application on land identified as an offset site on the Armstrong Creek Town Centre Native Vegetation Precinct Plan March 2014	Secretary to the Department of Environment, Land, Water and Planning (as constituted under Part 2 of the <i>Conservation, Forests and Lands Act 1987</i>)
Schedule 55 to Clause 43.02 (DDO)	An application on land within the Area of Consequence of a High Pressure Gas Pipeline or within the Measurement Length of a High Pressure Oil Pipeline as shown in DDO55 Map 2	Pipeline Licensee

Executive summary

Greater Geelong Planning Scheme Amendments C444ggee and C453ggee (the Amendments) seek to facilitate the residential, industrial and commercial development, of land consistent with the objectives of the *Lara Structure Plan 2011* and *G21 Regional Growth Plan 2013*. The Amendments do this by rezoning land for residential development from the Farming Zone to a mix of General Residential Zone Schedule 1, Industrial 1 Zone and Industrial 3 Zone and by applying the Design and Development Overlay Schedule 55 (DDO55) to industrial land and Development Plan Overlay Schedule 48 (DPO48) to residential land.

Key issues raised in submissions included:

- general increase in traffic and delays
- inadequate road infrastructure
- Rennie Street bridge flooding
- Canterbury Road East railway level crossing safety concerns
- increased noise levels
- management of high pressure pipelines
- potentially contaminated land
- lack of short-term need for industrial land supply and early sequencing
- Lara Lake Primary School capacity.

The Panel concludes that both Amendments are strategically justified. They give effect to longstanding and consistent strategic policy intent, respond to demonstrated need for both residential and industrial land supply in Lara, make proper use of the Victoria Planning Provisions and address all relevant Ministerial Directions. The Amendments represent an appropriate and well-considered translation of strategic policy into statutory planning controls.

The Amendments were supported by all parties to the Hearing where the differences focused on the provisions of the two overlays.

The Panel supports the proposed land zoning. In relation to industrial land zoning it considers there is a sufficient short-term need for additional industrial land in Greater Geelong to justify rezoning the Lara Business Park.

In relation to traffic generation rates and stormwater management the Panel concludes:

- The traffic generation rate used in the Traffic Impact Assessment for large scale warehousing is not consistent with the expected industrial use of the site, however adequate analysis has been undertaken to determine that the proposed industrial rezoning will not have an unacceptable impact on the road network and further study is not necessary.
- The Storm Water Management Strategy prepared by Loetis for both Amendments is appropriate.

In relation to the proposed overlay controls the Panel concludes:

- The upgrade of the Canterbury Road East rail crossing with a gated pedestrian crossing should occur prior to the occupancy of the first dwelling be a requirement in the DPO48.

- A local bus route may need to utilise local streets within the proposed residential precinct to turn. Therefore, DPO48 should include a requirement for the inclusion of bus routes as advised by Head, Transport for Victoria (HTfV).
- Key local streets do not need to be shown in the DPO48 Framework Plan.
- DPO48 Lara Residential Growth Area Framework Plan should be amended to show a shared path along the western side of Rennie Street which connects to the path on Canterbury Road East.
- DDO55 Lara Business Park Outline Development Plan should be amended to show a shared path along the western side of Rennie Street.
- The wording proposed by Viva Energy in relation to the management of high pressure pipelines to the final day DDO55 and DPO48 drafting is supported for inclusion in the final version of DDO55.
- The wording proposed by Greater Geelong City Council in its final version of the Integrated Water Management Plan requirements in DPO48 and Stormwater Management requirements in DDO55 is supported.
- The changes to the DDO55 and DPO48 with respect to the identified sports facility and secondary consent requirements proposed by Lara Farms are appropriate.
- The Clause 66.06 Schedule should be amended to include notice provisions for the pipeline licensees for an application on land within the Area of Consequence of a High Pressure Gas Pipeline or within the Measurement Length of a High Pressure Oil Pipeline.

Recommendations

Based on the reasons set out in this report, the Panel recommends that Council:

1. **Adopt Greater Geelong Planning Scheme Amendments C444ggee and C453ggee as exhibited with the following changes:**
 - a) **Replace Design and Development Overlay Schedule 55 with the Panel preferred version in Appendix B, in addition to the recommended changes to Map 1.**
 - b) **Replace Development Plan Overlay Schedule 48 with the Panel preferred version in Appendix C in addition to the recommended changes to Figure 1.**
 - c) **Amend Figure 1 of Development Plan Overlay Schedule 48 to show a shared path along the western side of Rennie Street which connects to the path on Canterbury Road East.**
 - d) **Amend Map 1 of Design and Development Overlay 55 to show a shared path along the western side of Rennie Street.**
2. **Amend the Clause 66.06 Schedule of the Greater Geelong Planning Scheme to include notice provisions for the pipeline licensees for an application on land within the Area of Consequence of a High Pressure Gas Pipeline or within the Measurement Length of a High Pressure Oil Pipeline as shown in Table 5 of this report.**

Amendments C444ggee & C453ggee Panel Recommendations and Response

Issue	Discussion/Conclusion	Recommendation	Council's Response
1. Strategic Justification - Amendments C444ggee & C453ggee			
The Panel's first task is to determine whether the amendment is strategically justified in: - Facilitating the residential, industrial and commercial development, of land consistent with the objectives of the City of Greater Geelong Settlement Strategy, Lara Structure Plan 2011 and G21 Regional Growth Plan 2013. - Responding to the relevant Ministerial Directions and Guidelines. - Supporting the objectives and strategies identified in the Municipal Planning Strategy and various other council policy documents.	The Panel concludes that both Amendments are well founded and strategically justified. They give effect to longstanding and consistent strategic policy intent, respond to demonstrated need for both residential and industrial land supply in Lara, make proper use of the Victoria Planning Provisions and address all relevant Ministerial Directions. Should proceed subject to addressing the more specific issues raised in submissions.	Adopt Greater Geelong Planning Scheme Amendments C444ggee and C453ggee as exhibited with the changes recommended in the Panel Report.	Council agrees with the Panel's recommendation.

Issue	Discussion/Conclusion	Recommendation	Council's Response
2. Rail crossing upgrade timing and requirements – Amendment C444ggee			
The rail corridor with three rail lines runs along the western boundary with a level crossing at Canterbury Road East. V/Line passenger and freight trains travel through the area at speeds up to 160km/hr. No pedestrian crossing facilities to assist pedestrians and cyclists to cross safely. Due to the speed of trains, the three rail tracks operating over the crossing, increasing the crossing distance and the potential for train to be hidden behind another train, it would be very difficult for a pedestrian to determine a safe crossing opportunity. The consequence of a pedestrian collision is expected to be fatal. All parties agree that there is a significant risk to pedestrian safety at the level crossing but disagreed on the timing of delivery of a pedestrian crossing.	The report considered that as traffic flows and pedestrians increase with the development it would be unsafe for pedestrians to use the roadway, and a dedicated footpath would be required. The provision of a pedestrian crossing facility would meet the standards to link existing pedestrian and cycling networks, provide safe walkable routes to community facilities and public transport and be accessible to people with disabilities. A passive pedestrian crossing is not suitable at this location, with a full gated facility the only recommended option.	The upgrade of the Canterbury Road East rail crossing with a gated pedestrian crossing should occur prior to the occupancy of the first dwelling be a requirement in DPO48 as proposed by Amendment C444ggee.	Council agrees with the recommendation of the Panel Report.
3. Impacts on the arterial road network – Amendment C453ggee			
C453ggee land will be zoned in part INZ1 which will allow a wide range of industrial uses, with the remainder being INZ3 which	While the Lara Business Park may attract some large-scale warehousing, given the advice of the planning and	The extensive and number of traffic impact assessments provides comfort that there is	Council agrees with these recommendations.

Issue	Discussion/Conclusion	Recommendation	Council's Response
is generally used as an amenity buffer and provides for uses more compatible with nearby communities. Applying a rate based on large scale warehouses was inappropriate for a business park and ignored the potential for higher traffic generating uses (such as people-generated industry including automotive repairs trade supplies and gymnasiums) to be developed on the land. Medium and larger industrial uses may be attracted to the site as overflow from the GRREP.	economic witnesses it cannot be expected to be the main or predominant use anticipated on the land and applying the average rate for such a use across the whole of the industrial land is likely to underrepresent the traffic generation rate of the site.	capacity in the road network to absorb traffic generated by the changes in land use as part of Amendment C453ggee, particularly at the Princes Freeway, North Shore interchange ramps which are well underutilised at present.	
4. Impacts on the local road network – Amendments C444ggee & C453ggee			
Several submissions raised concerns regarding the traffic impact on the local road network, including on Canterbury Road East and at the McClelland Avenue level crossing in the Lara township. Flooding events of the Hovells Creek culvert result in Rennie Street being closed for a few days at a time. There is currently no-load limit or barriers on the existing creek crossing.	Traffic diversion during flood events is an existing and occasional condition. While it may cause short-term inconvenience, some delay and queuing and increased traffic flows on detour routes should be tolerable, daily capacity limits are set for general amenity rather than traffic carrying capacity.	Upgrades to the Hovells Creek culvert are required to address long standing issues and this is a matter for the Council to address. Capacity at the McClelland Avenue level crossing in the Lara township is a matter for the HTfV to address.	Council accepts these recommendations.

Issue	Discussion/Conclusion	Recommendation	Council's Response
		The Panel makes no specific findings in relation to these matters.	
5. Internal road network – Amendments C444ggee & C453ggee			
With the advent of the new residential precinct the existing bus route to the west of the subject land is likely to be extended across the rail line and may need to use local streets to turn west. Council included a requirement in DPO48 for a Road Network and Traffic Management Plan to show key local roads that are capable of accommodating a bus route. The proponent submitted that the internal road network shown on the plan should be removed to avoid constraining the ultimate design. HTfV requested the DPO include a requirement for the road network to accommodate buses as advised by HTfV. This was not supported by the proponent.	Given the load limit on the Hovells Creek culvert, it is likely that any extension of the bus route along Canterbury Road East to service the area will be required to turn around and return back across the rail line. Should suitable roads not be yet constructed in the industrial area provision may be required for turn around within the residential precinct. DPO48 requiring consideration of bus routes in the design of subdivisions will ensure that suitable provisions can be made for an efficient bus route. The Panel is uncertain what is meant by 'bus capable' given that Rennie Street will need to be designed to cater for industrial traffic including trucks and articulated vehicles.	Figure 1 of DPO48 should be amended to show a shared path along the western side of Rennie Street which connects to the path on Canterbury Road East. The shared path should also turn south along Rennie Street to connect a shared path along the business part frontage to Rennie Street included in DDO55.	Council accepts these recommendations.

Issue	Discussion/Conclusion	Recommendation	Council's Response
	Equally the Panel is uncertain about the nature of restricting parking on the verge of the south side of Rennie Street. In any event it would be a matter best addressed as part of a planning permit application. These two proposals are not supported by the Panel.		
6. High pressure pipelines - Amendments C444ggee & C453ggee			
How to protect the network of high-pressure gas and oil pipelines running adjacent to and through the land. Pipelines are regulated under the Victorian Pipelines Act 2005 and Pipelines Regulations 2017 and must be operated in compliance with the safety obligations set out in AS 2885 Pipelines—Gas and liquid petroleum.	The oil and gas pipelines are essential infrastructure and are the materials they convey are highly volatile. Undertaking a land use Safety Management Study (SMS) prior to subdivision will allow decisions on location of uses to be reviewed and refined and potentially limit works required from a subsequent or concurrent encroachment SMS. The Minister responsible for administering the Pipelines Act must be satisfied with any SMS. For this reason, the Panel prefers Viva's	The wording proposed by Viva Energy in their response to the final day DDO55 and DPO48 drafting is preferred. That Council amend the draft wording of the proposed DPO48 to require a SMS accompanying a High Pressure Gas Pipeline Plan to be prepared "<i>to the satisfaction of the Minister administering the Pipelines Act 2005 (Vic)</i>" and not "<i>to the satisfaction of the Responsible Authority.</i>"	Council generally accepts the Panel's recommend version with minor changes. Refer to the below for further detail. In relation to the DPO48 and DDO55 high pressure oil pipeline drafting, the Panel considered hearing submissions from Council, Lara Farms and Viva Energy Australia (the Pipeline Licensee).

Issue	Discussion/Conclusion	Recommendation	Council's Response
	wording with respect to the SMS process.	This is to ensure consistency in the wording of requirements of high-pressure pipelines and the appropriateness of the Minister administering pipelines being the relevant and qualified expert in this highly technical field.	
<u>DPO48 (C444ggee) and DDO55 (C453ggee) high pressure oil pipeline drafting</u> In relation to the DPO48 and DDO55 high pressure oil pipeline drafting, the Panel considered hearing submissions from Council, Lara Farms and Viva Energy Australia (the Pipeline Licensee). The Panel briefly discussed whether a Safety Management Study (SMS) should be to the satisfaction of the Minister or Council, finding it more appropriate for the Minister responsible for administering the Pipelines Act to be satisfied with any SMS. For this reason, the Panel preferred Viva Energy's wording with respect to the SMS process, particularly as Council has no expertise in this area. We agree with the Panel. The Panel then supported all the final day wording proposed by Viva Energy for both DPO48 and DDO55 (C444ggee) including drafting not strictly related to SMS approvals. Amendment C444ggee DPO48 clause 4.0 DPO48 clause 4.0 requires the preparation of a Development Plan to include a <i>High Pressure Oil Pipeline Plan</i>, and Viva Energy requires the plan to be 'accompanied by a land use and/or encroachment SMS'. The wording was agreed by the Panel and the Panel Report highlighted undertaking a land use SMS at this stage of the approvals process is appropriate.			

Issue	Discussion/Conclusion	Recommendation	Council's Response
	Council does not consider the possible preparation of an encroachment SMS should occur at the Development Plan preparation stage. Nor should the <i>High Pressure Oil Pipeline Plan</i> include a requirement to implement any protective works or mitigation measures identified in the SMS. Protective works or mitigation measures are appropriately called up under clause '3.0 Conditions and requirements for permits' (noting this should not include completion of a use SMS). Council's position is consistent with the Viva Energy letter 15/04/2026 (Panel Hearing Document No. 40) where Viva said the role of a Land Use Change SMS is to assess whether a proposed change in land use alters the pipeline risk profile. Viva Energy did not submit that an Encroachment SMS is required in preparing a Development Plan. Council has adopted the following relevant DPO48 clause 4.0 <i>High Pressure Oil Pipeline Plan</i> changes (highlighted in yellow): Is accompanied by a land use and/or encroachment Safety Management Study (SMS) in accordance with <i>Australian Standard 2885 Pipelines – Gas and liquid petroleum</i> or such alternative material and that addresses management of risk associated with the pipeline be provided to the satisfaction of the Responsible Authority Minister administering the <i>Pipelines Act 2005</i> (Vic). Implements any protective works or mitigation measures identified in that SMS. Amendment C444ggee DPO48 clause 3.0 Council notes that the Panel-recommended wording in DPO48 contains drafting errors at clause 3.0 where the last dot point refers to the imposition of a condition on an “application for a permit”. Further, the same dot point refers to a list in clause 2.0 which do not exist. The drafting is problematic, and Council has adopted its final day DPO48 wording on this matter. Based on Council's final day version with supported Panel recommendations (in red below), Council has adopted the following relevant DPO48 clause 3.0 drafting:		

Issue	Discussion/Conclusion	Recommendation	Council's Response
A permit to subdivide land, construct a building or construct or carry out works on land identified within the measurement lengths of the Westernport Altona-Geelong Pipeline and White Oil Pipeline, as shown in Figure 2, must include a condition requiring that, prior to the commencement of works and to the satisfaction of the Responsible Authority: (a) an encroachment SMS prepared in accordance with <i>AS2885 Pipelines – Gas and liquid petroleum</i> or alternative material that addresses management of risk associated with the pipeline be provided prepared to the satisfaction of the Responsible Authority Minister administering the <i>Pipelines Act 2005 (Vic)</i>; and (b) any protective works or mitigation measures identified in that SMS or in the alternative material be implemented.			
7. Drainage and flooding - Amendments C444ggee & C453ggee			
Whether the development and drainage of the land will impact: - Hovells Creek - The Hovells Creek floodplain - Limeburners Bay Ramsar wetlands - Flooding on Rennie Street culvert	Reports and the Corangamite Catchment Management Authority, where submitted to both exhibited Amendments without objection. These confirmed that Hovells Creek flood extents based on the 2020 Lara Flood Study do not encroach onto the subject site during a 1% AEP event. The land is nonetheless designated as liable to flooding under the Building Regulations 2018 and that flood modelling has been updated in 2025 as part of the Hovells Creek Catchment Management Strategy.	The Storm Water Management Strategy prepared by Loetis for both Amendments is appropriate. The wording proposed by Council in its final version of the Integrated Water Management Plan requirement in DPO48 and Stormwater Management requirements in DDO55 are supported.	Council agrees with his recommendation.

Issue	Discussion/Conclusion	Recommendation	Council's Response
	It is maintained that flood impacts have been appropriately assessed and must be given regard when preparing a development plan or lodging permit applications under DDO55. The Panel finds that the flood and drainage evidence is broadly consistent and supportive of the Amendments proceeding.		
8. Industrial land supply – Amendment C453ggee			
Whether it is appropriate to rezone the C453ggee land to IN1Z and IN3Z. Avalon Airport Australia Pty Ltd (Avalon Airport) submitted that there is no immediate need to rezone the Lara Business Park for industrial use because Greater Geelong already has an ample supply of industrial land. The Greater Geelong Industrial Land Supply Review 2025 (Document 23c) identified 13 years of zoned supply but critically failed to account for approximately 1,019 hectares of industrial land at Avalon Airport and a further 471	The Panel accepts that the GAEP land, would be oriented towards a fundamentally different industrial employment market to Avalon Airport. The Panel accepts Mr Mc Neill's evidence that the Lara Business Park is positioned to serve local and regional demand for smaller industrial lots in the IN1Z and IN3Z, including people servicing businesses that are not the target occupants of a nationally significant freight and logistics precinct.	The Panel concludes it is appropriate to rezone the C453ggee land to INZ and IN3Z as proposed.	Council agrees with this recommendation.

Issue	Discussion/Conclusion	Recommendation	Council's Response
hectares potentially being rezoned through Amendment C477ggee.	There is no sound basis to defer the rezoning pending completion of the Industrial Land Supply Review, particularly given that the evidence before the Panel already provides a reliable and current picture of supply and demand conditions in Greater Geelong.		
9. Sports facility - Amendments C444ggee & C453ggee			
Whether the changes proposed by Lara Farms in relation to the location of a potential outdoor sports facility in the DDO55 and DPO48 are appropriate.	DDO55 and DPO48 both include a reference to an indicative location for potential district outdoor sports facility. The proponent has raised that the requirements to consider this facility in a DDO55 at subdivision stage or in the preparation of the DPO48 development plan are unreasonable as a permit application for the land shown as a potential sports facility, which does not propose a sports facility use, could be refused on the basis of the facility being shown in DDO55.	Replace Design and Development Overlay Schedule 55 with the Panel preferred version in Appendix B, in addition to the recommended changes to Map 1. Replace the Development Plan Overlay Schedule 48 with the Panel preferred version in Appendix C, in addition to the recommended changes to Figure 1.	Council accepts this recommendation.

Issue	Discussion/Conclusion	Recommendation	Council's Response
	The risk is the land marked as a potential sports facility will be sterilised for any other use because Council considers the land is 'required' for that purpose. The Panel accepts the submission of Lara Farms and notes that the indicative location of the sports facility will remain on the DDO and DPO maps. However, in the absence of a defined proposal from Council, it is unreasonable to include requirements that any subdivision or the development plan should accommodate such a facility.		