

Greater Geelong Planning Scheme Amendments
C444ggee and C453ggee
Lara Farms Residential Development and Business Park

Panel Report

Planning and Environment Act 1987

11 June 2026

How will this report be used?

This is a brief description of how this report will be used for the benefit of people unfamiliar with the planning system. If you have concerns about a specific issue you should seek independent advice.

The planning authority must consider this report before deciding whether to adopt the Amendments.

[section 27(1) of the *Planning and Environment Act 1987* (the PE Act)]

For the Amendments to proceed, it must be adopted by the planning authority and then sent to the Minister for Planning for approval.

The planning authority is not obliged to follow the recommendations of the Panel, but it must give its reasons if it does not follow the recommendations. [section 31 (1) of the PE Act and section 9 of the *Planning and Environment Regulations 2015*]

If approved by the Minister for Planning a formal change will be made to the Planning Scheme. Notice of approval of the Amendments will be published in the Government Gazette. [section 37 of the PE Act]

Planning Panels Victoria acknowledges the Wurundjeri Woi Wurrung People as the traditional custodians of the land on which our office is located. We pay our respects to their Elders past and present.

Planning and Environment Act 1987

Panel Report pursuant to section 25 of the PE Act

Greater Geelong Planning Scheme Amendments C444ggee and C453ggee

Lara Farms Residential Development and Business Park

11 June 2026



Michael Ballock, Chair



Kate Partenio, Member

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Glossary and abbreviations

ALCAM	Australian Level Crossing Assessment Model
Council	Greater Geelong City Council
DDO	Design and Development Overlay
DPO	Development Plan Overlay
EAO	Environmental Audit Overlay
EPA	Environment Protection Authority
FZ	Farming Zone
GAEP	Greater Avalon Employment Precinct
GRREP	Geelong Ring Road Employment Precinct
GRZ	General Residential Zone
IN1Z	Industrial 1 Zone
HTfV	Head, Transport for Victoria
IN3Z	Industrial 3 Zone
SGS	SGS Economics and Planning
SMS	Safety Management Study
Structure Plan	Lara Structure Plan 2011
SWMS	Stormwater Management Strategy
TIA	Transport impact assessment

Overview

Amendment summary

The Amendment	Greater Geelong Planning Scheme Amendments C444ggee and C453ggee
Common name	Lara Farms Residential Development and Business Park
Brief description	Amendment C444ggee proposes to rezone land for residential development from the Farming Zone to General Residential Zone Schedule 1 and land reserved for open space and drainage from Farming Zone to Industrial 3 Zone to ensure alignment with future surrounding land use. The Amendment applies the Environmental Audit Overlay and a new schedule to the Development Plan Overlay Amendment C453ggee proposes to rezone land from the Farming Zone to Industrial 3 Zone and Industrial 1 Zone and apply the Design and Development Overlay Schedule 55.
Subject land	Amendment C444ggee applies to 76-156 Canterbury Road East, 705-765 and 785-805 Princes Highway, Lara Amendment C453ggee applies to 76-156 Canterbury Road East, 705-765 and 785-805 Princes Highway and 610 Rennie Street, Lara
The Proponent	Lara Farms
Planning Authority	Greater Geelong City Council
Authorisation	28 August 2025, with conditions
Exhibition	9 October to 17 November 2025
Submissions	Number of Submissions: C444ggee 25 Opposed: 17 and C453ggee 25 Opposed 17

Panel process

The Panel	Michael Ballock (Chair), Kate Partenio
Directions Hearing	By video, 2 March 2026
Panel Hearing	In person and by video, Wurriki Nyal, 137-149 Mercer Street, Geelong 14, 15 and 16 April 2026
Site inspections	Unaccompanied, 13 April 2026

Panel process

Parties to the Hearing	Greater Geelong City Council represented by Peter Schembri Senior Strategic Planner Lara Farms represented by Nick Tweedie and Tiphane Acreman of Counsel instructed by Norton Rose Fulbright who called expert evidence from: - Traffic from Leigh Furness of Traffix Group - Traffic from Tim De Young of Eukai - Economics from Chris McNeill of Colliers - Drainage from Nina Barich of Incitus - Planning from Mark Woodland of Urbis - Process safety from Nigel Cann of Arup Head Transport for Victoria represented by Olivia Coghill
Citation	Greater Geelong PSA C444ggee and C453ggee [2026] PPV
Date of this report	11 June 2026

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.**

1 Introduction

1.1 The Amendment

(i) Amendments description

Amendment C444ggee

The purpose of the Amendment C444ggee is to facilitate the residential development of land within urban Geelong's Settlement Boundary and identified in the *Lara Structure Plan 2011* as being able to accommodate residential development by rezoning land for residential development from the Farming Zone (FZ) to General Residential Zone Schedule 1 (GRZ1) and land reserved for open space and drainage from FZ to Industrial 3 Zone (IN3Z) to ensure alignment with future surrounding land use. The Amendment applies the Environmental Audit Overlay (EAO) and a new Development Plan Overlay Schedule 48 (DPO48).

Specifically, the Amendment proposes to:

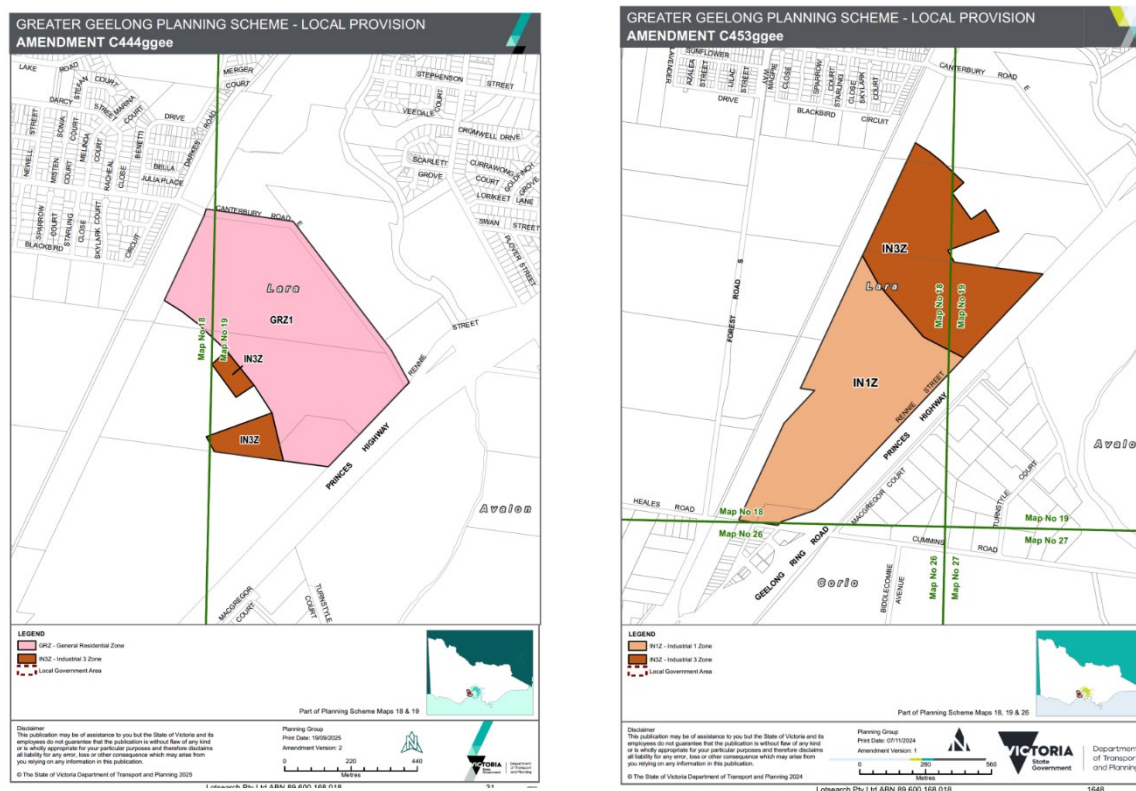
- Insert DPO48 into the Planning Scheme
- amend planning scheme map nos. 18 and 19 to rezone land at 76-156 Canterbury Road East (part), 705-765 Princess Highway (part) and 785-805 Princes Highway (part), Lara from FZ to GRZ1.
- amend planning scheme maps nos. 18 and 19 to rezone land at 785-805 Princes Highway (part) from FZ to IN3Z
- amend planning scheme map no. 18EAO and inserts planning scheme map 19EAO to apply the EAO to 76-156 Canterbury Road East (part) and 705-765 Princes Highway (part), Lara
- amend planning scheme map no. 48DPO and inserts planning scheme map 19DPO to apply the DPO48 to 76-156 Canterbury Road East (part), 705-765 Princess Highway (part) and 785-805 Princes Highway (part), Lara.

Amendment C453ggee

The purpose of the Amendment C453ggee is to facilitate the industrial and commercial development of the land in accordance with the objectives sought under the *G21 Regional Growth Plan 2013* and *Lara Structure Plan 2011*. It does this by rezoning the land from the FZ to IN3Z and Industrial 1 Zone (IN1Z) and applies the Design and Development Overlay Schedule 55 (DDO55).

Specifically, the Amendment proposes to:

- insert DDO55 into the Planning Scheme
- amend Planning Scheme Map Nos. 18, 19 and 26 to rezone land at 76-156 Canterbury Road East (part), 785-805 Princes Highway (part), 705-765 Princes Highway (part) and 610 Rennie Street, Lara from the FZ to IN3Z and Industrial 1 Zone (IN1Z)
- amend Planning Scheme Map Nos. 18DDO, 19DDO and 26DDO to apply the Design and Development Overlay Schedule 55 (DDO55) to 76-156 Canterbury Road East (part), 785-805 Princes Highway (part), 705-765 Princes Highway (part) and 610 Rennie Street, Lara.

Figure 1 Zoning maps for Amendments C444ggee and C453ggee**(ii) The subject land**

The Amendments apply to land identified in Tables 1 and 2 and shown in Figure 2. The land that is the subject of C444ggee has an area of approximately 40 hectares. The land the subject of C453ggee has an area of approximately 78 hectares.

Table 1 Amendment C444ggee land parcels

Address	Certificate of Title	Registered proprietor
76-156 Canterbury Road East	Volume 09925 Folio 167	Lara Farms Pty Ltd
705-765 Canterbury Road East	Volume 09329 Folio 313	Trevor Clarence Nash, Anthony Leo Raso and Janine Baird (executors of the estate of Donald Nash)
785-805 Canterbury Road East	Volume 12385 Folio 750	Lara Farms Pty Ltd

Source: submission by Lara Farms p. 3

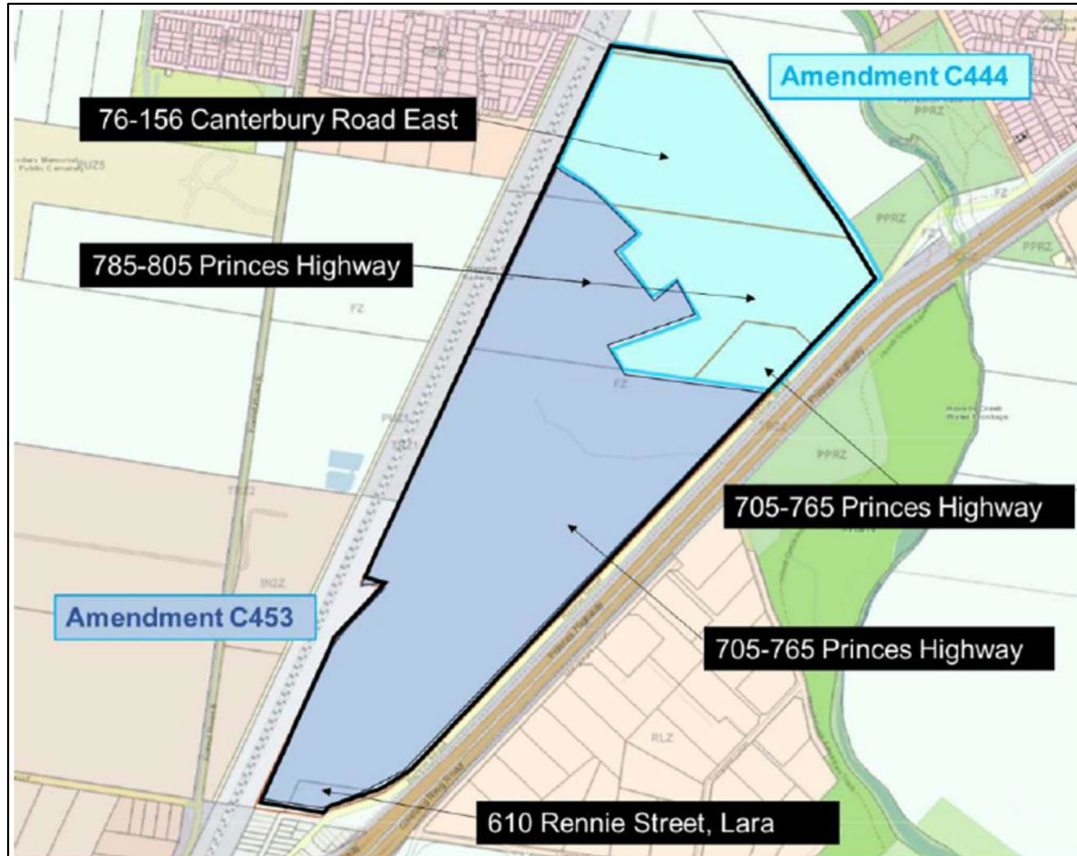
Table 2 Amendment C453ggee land parcels)

Address	Certificate of Title	Registered proprietor
76-156 Canterbury Road East	Volume 0992 Folio 167	Lara Farms Pty Ltd
705-765 Canterbury Road East	Volume 09002 Folio 669	Lara Farms Pty Ltd
785-805 Canterbury Road East	Volume 12385 Folio 750	Lara Farms Pty Ltd
610 Rennie Street	Volume 09002 Folio 659	Benjamin Fabretto

Source: submission by Lara Farms p. 3

The overall Amendment area is bounded by the Melbourne-Geelong railway corridor to the west, Canterbury Road East to the north, Rennie Street and the Princes Freeway to the east and southeast.

Figure 2 Location of the Amendments land



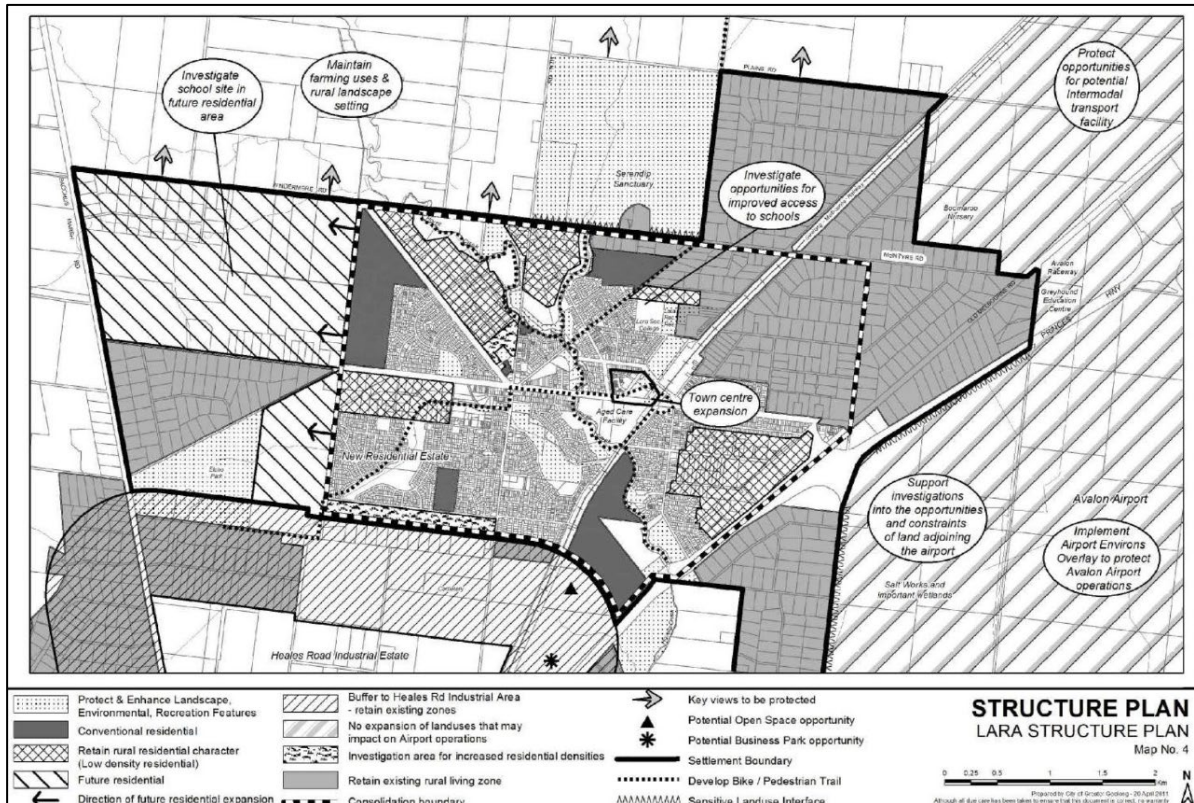
1.2 Background

In April 2011, Greater Geelong City Council (Council) adopted the *Lara Structure Plan* (Structure Plan) which was implemented into the Greater Geelong Planning Scheme via Amendment C198 on 11 August 2011. It is also a Background document in the Schedule to Clause 72.08.

The purpose of the Structure Plan is to:

- identify the key strategic planning issues facing the township, including community aspirations and needs
- articulate the preferred future directions for the townships, including the location of Settlement Boundaries
- identify appropriate planning controls which will protect and enhance the distinctive elements of the township, biodiversity and landscape features.

The Structure Plan, among other things, identifies Lara's role as *"an urban satellite of Geelong. Lara offers a range of lifestyles and housing choice including urban and rural residential."*

Figure 4 Lara Structure Plan and settlement boundary

Source: Council Part A submission

On 18 January 2022, Council received a proposal for a planning scheme amendment to rezone the land bound by Canterbury Road East, the railway line, Rennie Street and the buffer to the Geelong Ring Road Employment Precinct to the GRZ. The properties concerned are known as 705-765 Princes Highway, 775 Princes Highway, 785-805 Princes Highway and 76-156 Canterbury Road East, Lara.

On 16 February 2022, Council wrote to the proponent advising that the proposal was accepted and that:

...any amendment to rezone this area should include the land to the north of Canterbury Road East. Support or acknowledgement of the application from the owners of the northern parcels would be a requirement of any application lodged.

The land north of Canterbury Road East comprised three parcels: 95 Canterbury Road East, 99 Canterbury Road East and 101-145 Canterbury Road East, Lara.

A formal application for a planning scheme Amendment was lodged by the landowners in June 2022, comprising:

- Lara Farms Pty Ltd (76-156 Canterbury Road East, 785-805 Princes Highway and 705-765 Princes Highway)
- NNLALE Pty Ltd (95 Canterbury Road East and 99 Canterbury Road East)
- Benng Pty Ltd (101-145 Canterbury Road East).

However, due to ongoing complex flooding assessment and stormwater management investigations of the land north of Canterbury Road East, the parties agreed to remove that land from the Amendment (C444ggee).

In parallel with the residential rezoning discussions, Lara Farms also put forward proposals and preliminary technical work for an industrial business park on the balance of their land, as well as 610 Rennie Street, Lara.

A formal application (for the now C453ggee land) was lodged by Lara Farms on 11 August 2022 after agreement with Council to:

- rezone the land closest to the proposed residential land to the north, to the INZ3 and rezone the balance to the INZ1
- process the residential and industrial zone amendments as separate amendments.

At its meeting on 25 March 2025, Council resolved (among other things) to request the Minister to authorise the preparation and exhibition of the Amendments.

Council sought the views of the Environment Protection Authority (EPA) in accordance with the *Ministerial Direction 19—Amendments that may result in impacts on the environment, amenity and human health*. Following advice from the EPA, Council agreed to apply the EAO to part of the C444ggee land.

On 10 June 2025, Council requested authorisation to exhibit the Amendments.

On 28 August 2025, the Department of Transport and Planning (DTP) issued authorisation for both Amendments under delegation from the Minister subject to conditions.

Notice of the Amendments were:

- sent to directly affected landowners, 575 nearby residential properties and other landowners in the area;
- published online at Council's and DTP's websites;
- published in the Geelong Times; and
- published in the Victoria Government Gazette on 16 October 2025.

In addition to the relevant amendment documents, the following supporting documents were relevant to the entire site and exhibited with both Amendments:

- Bushfire Risk Assessment (Beacon Ecological, June 2022)
- Fauna Assessment Report (Austral, November 2024)
- Limeburners Bay Ramsar Wetland Impact Assessment Report (Venant Solutions, November 2024)
- Preliminary Risk Screen Assessment (AAA Environmental, June 2023)
- Site History Review (Compass Environmental, May 2022)
- Stormwater Management Strategy (Loetis, November 2024)
- Targeted growling grass frog and golden sun moth surveys (Austral, February 2025).

The following supporting documents were exhibited with C444ggee:

- Acoustic Report (Enfield, January 2024)
- Affordable and Social Housing Overview (UrbanXchange, March 2022)
- Infrastructure Servicing Assessment (Loetis, November 2024)
- Planning Report (Tract, September 2025)
- Transport Impact Assessment (Traffix Group, November 2024)
- Vegetation Assessment (Mark Trengove Ecological Services November 2024)

- DRAFT Section 173 Agreement (Community Infrastructure Contribution).

The following supporting documents were exhibited with C453ggee:

- Infrastructure Servicing Assessment (Loetis, November 2024)
- Planning Report (Tract, November 2024)
- Transport Impact Assessment (Ratio, October 2024)
- Vegetation Assessment (Mark Trengove Ecological Services November 2024)
- DRAFT Section 173 Agreement (610 Rennie Street, Lara).

Table 3 Chronology of events

Date	Event
11 August, 2011	Lara Structure Plan (April 2011) Amendment C198 gazetted
8-May-2019	Sale by expression of interest for the Amendments land closes
16 February, 2022	Following a period of discussion and engineering advice between City planners/ engineers and TGM Group/ Tract Consultants, Council writes to Tract informing that (among other things) a residential rezoning request is supported and should include the land to the north of Canterbury Road East
14 June, 2022	Residential rezoning request lodged by Tract on behalf of: - Lara Farms Pty Ltd (76-156 Canterbury Road East, 785-805 Princes Highway and 705-765 Princes Highway) - NNLALE Pty Ltd (95 Canterbury Road East and 99 Canterbury Road East) - Benng Pty Ltd (101-145 Canterbury Road East) - The request is supported by several technical reports
17 June, 2022	Amendment C444ggee created in the Amendment Tracking System
5 August, 2022	Received Corangamite Catchment Management Authority floodplain management advice for Amendment C444ggee
29 July, 2022	Amendment C444ggee MD19 early advice received from the EPA
Late 2022 - 2024	Ongoing collaboration between Tract (Lara Farms) and Council to prepare separate technical reports and amendment documents for the two Amendments. Other than agreement to prepare a combined Flood Impact Report, Limeburners Bay Ramsar Wetland Impact Assessment and Stormwater Management Strategy
6 January, 2023	Amendment C453ggee created in the Amendment Tracking System
22 December, 2023	Tract on behalf of Lara Farms Pty Ltd lodge an industrial rezoning request for the land at 76-156 Canterbury Road East, 785-805 Princes Highway, 705-765 Princes Highway and 610 Rennie Street. The request is supported by several technical reports.
30 April, 2024	Amendment C453ggee MD19 early advice received from the EPA
10 October, 2024	Agreement between Council officers and all landowners to remove the NNLALE and Benng land from Amendment C444ggee
11 November, 2024	Stormwater Management Strategy Rev06 completed

Date	Event
25 March, 2025	Council Meeting resolution to prepare and exhibit Amendments C444ggee and C453ggee
23 April, 2025	In accordance with Ministerial Direction 19 further advice received from the EPA for both Amendments
May-2025	Draft section 173 agreements for C444ggee Community Infrastructure Contribution and C453ggee managing potentially contaminated land (610 Rennie Street) prepared for exhibition

1.3 The Panel's approach

Key issues raised in submissions were:

- 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 has assessed the Amendments against the principles of net community benefit and sustainable development, as set out in Clause 71.02-3 (Integrated decision making) of the Planning Scheme.

The Panel considered all written submissions made in response to the exhibition of the Amendments, observations from site visits and submissions, evidence and other material presented to it during the Hearing. All submissions and materials have been considered by the Panel in reaching its conclusions, regardless of whether they are specifically mentioned in the report.

This report deals with the issues under the following headings:

- Strategic issues
- Traffic
- High Pressure Pipelines
- Drainage and flooding
- Other matters.

1.4 Versions of the Amendment

The Panel directed Council to circulate a 'Day 1' version of the Amendment documentation before the commencement of the Hearing and a final version with its closing submissions. Council circulated:

- Day 1 Amendment documents (Documents 18 and 19)
- final version Amendment documents (Documents 35 and 36).

The Day 1 version incorporated changes in response to submissions. The final version incorporated further changes in response to evidence and matters raised during the Hearing.

Except where stated otherwise, the Panel supports the changes in the Day 1 and final versions, which provide greater clarity and improve the operation of the controls.

Parties were given the opportunity to provide written comments on the final versions following the close of the Hearing. Three parties elected to do so:

- Lara Farms (Documents 43 and 44)
- Head Transport for Victoria (Document 39)
- Viva Energy (Documents 41 and 42).

The Panel has had regard to all comments on the final version in developing its recommended version.

The Panel's recommended DPO48 and DDO55 in Appendices C and D uses Council's final version as the starting point.

2 Strategic issues

2.1 Planning context

Table 4 Planning context

	Relevant references
Victorian planning objectives	- section 4 of the PE Act
Municipal Planning Strategy	- Clauses 02.03-1 (Settlement), 02.02 (Vision), 02.03-1 (Settlement), 02.03-2 (Environmental and landscape values), 02.03-3 (Environmental risks and amenity), 02.03-7 (Economic development), - Clauses 02.03-8 (Transport), 02.03-9 (Infrastructure), 02.04-3 (Housing and settlement framework plan)
Planning Policy Framework	- Clauses 11.01-R (Settlement Geelong G21), 11.01-1L-01 (Greater Geelong), 11.01-1L-03 (Lara), 11.02-1S (Supply of urban land) - Clauses 12.01 (Biodiversity), 12.03-1S (River and riparian corridors, waterways, lakes, wetlands and billabongs), 12.05-1S (Environmental sensitive areas) - Clauses 13.02-1S (Bushfire Planning), 13.03-1S (Floodplain management), 13.04-1S (Contaminated and potentially contaminated land), 3.05-1S (Noise management), 13.07-1S (Land use compatibility) - Clauses 15.01-4S (Healthy neighbourhoods), 15.03-1S (Aboriginal cultural heritage) - Clauses 16.01-1S (Housing supply), 16.01-1R (Infill housing Geelong G21), 16.01-2S (Housing affordability) - Clauses 17.01-1S (Diversified economy), 17.01-1R (Geelong 21), Clause 17.03-1S (Industrial land supply), (Sustainable industry) - Clauses 18.01 (Land use and Transport), 18.02 (Movement networks), 18.02-3S (Public Transport) - Clause 19.01-3S (Pipeline infrastructure)
Other planning strategies and policies	- Plan for Victoria - G21 Geelong Regional Plan - Lara Structure Plan
Planning scheme provisions	- General Residential Zone - Industrial 1 Zone - Industrial 3 Zone
Planning scheme amendments	- Amendment C438ggee - Archimedes Avenue, Lara rezoning - Amendment C469ggee - Greater Geelong Planning Scheme Local Policy Review - Draft Amendment C477ggee - Greater Avalon Employment Precinct

	- Amendment C428ggee Urban Geelong Long Term Settlement Boundary Review
Ministerial directions	- Ministerial Direction No. 1 (Potentially contaminated land) - Ministerial Direction 11 (Strategic Assessment of Amendments) - Ministerial Direction No. 19 (Amendments that may result in impacts on the environment, amenity and human health)
Planning practice notes	- Planning Practice Note 23: Applying the Incorporated Plan and Development Plan Overlays - Planning Practice Note 30: Potentially Contaminated Land - Planning Practice Note 46: Strategic Assessment Guidelines, September 2022 - Planning Practice Note 91: Using the residential zones

2.2 Strategic justification

(i) The issue

The issue is whether the Amendments are strategically justified.

(ii) Evidence and submissions

Council submitted that the Amendments are firmly grounded in a well-established hierarchy of strategic policy documents including the *G21 Regional Growth Plan*, the *City of Greater Geelong Settlement Strategy* (Settlement Strategy) and the Structure Plan.

With respect to Amendment C444ggee, the Settlement Strategy identifies the subject land as an Established Urban Area capable of facilitating infill housing, while the G21 Regional Growth Plan designates Lara as a District Town where development of underutilised sites is actively encouraged to ensure housing choice. The Structure Plan specifically identifies the site for residential use, subject to development being located outside the 100-year flood event.

Amendment C453ggee similarly aligns with these strategic documents by facilitating commercial and industrial development adjacent to the Geelong Ring Road Employment Precinct, responding to a clearly identified shortage of industrial land in Lara.

Council added that both Amendments are consistent with the Planning Policy Framework and well supported by the Municipal Planning Strategy:

- C444ggee advances the settlement objectives at Clause 02.03-1 by directing and containing growth within the Urban Geelong Settlement Boundary and contributing to housing supply for a growing population, while also addressing environmental risks at Clause 02.03-3 through flood and bushfire assessment.
- C453ggee advances the economic development objectives at Clause 02.03-7 by supporting new industrial development around major transport routes, consistent with the municipality's role as the primary employment hub for the G21 region.

Both Amendments make proper use of the Victoria Planning Provisions, with:

- C444ggee appropriately applying the GRZ 1 and DDO48 to guide future subdivision and development
- C453ggee applying the IN1Z and IN3Z with DDO55 to ensure appropriate built form outcomes at this high-exposure location.

Council submitted that the planning controls proposed by each Amendment are the most appropriate tools available.

The DPO is required for C444ggee given the size and self-contained nature of the residential land, ensuring that subdivision design addresses stormwater management, open space, infrastructure provision and interface issues before development proceeds. The EAO is appropriately applied to part of the C444ggee land following a Preliminary Risk Screen Assessment that identified medium contamination potential due to historic poultry farming and imported fill.

For C453ggee, the DDO was preferred over a DPO because the land is largely consolidated, allowing tailored built form and design requirements addressing environmental interfaces, stormwater management, transport integration and landscape amenity along the Princes Freeway and rail corridor.

The Amendments also address all relevant Ministerial Directions.

Ministerial Direction No. 1 on potentially contaminated land is satisfied for C453ggee through a combination of a Preliminary Risk Screen Assessment confirming suitability for the majority of the site and a s173 Agreement under the PE Act over 610 Rennie Street restricting sensitive uses in the absence of an environmental audit.

Ministerial Direction No. 19 on environmental impacts has been addressed through early referral to the Environment Protection Authority for both Amendments, with the EPA's advice incorporated into the exhibited documents.

Council concluded that it is satisfied that the Amendments achieve a net community benefit by managing population growth pressures, delivering employment land in a supply-constrained market and providing high-quality urban design, open space and stormwater outcomes within the established settlement boundary.

Mr Woodland gave evidence on behalf of Lara Farms Pty Ltd (Lara Farms). His opinion was that C444ggee was strategically justified because it:

- is required to implement the relevant planning objectives relating to facilitating residential land supply in Greater Geelong
- is consistent with the delivery of the relevant housing policy targets set under Plan for Victoria for Greater Geelong
- is required to give effect to particular land use outcomes outlined in Plan for Victoria, the Geelong Housing & Settlement Framework and the Structure Plan.
- addresses any potential environmental effects associated with the Geelong Ring Road Employment Precinct (GRREP)
- addresses other relevant matters such as climate change, bushfire risk, land contamination
- makes proper use of the Victoria Planning Provisions to facilitate the delivery of a new residential neighbourhood in this location.

He also held the view that C453ggee was strategically justified because:

- The potential to create a business park on the subject site was first identified in the Lara Structure Plan in 2011. The site is well located for such uses insofar as it is close to the GRREP and its exposure and access to the Princes Highway.
- The rezoning is needed to implement the relevant planning objectives relating to facilitating industrial land supply in Greater Geelong. The abovementioned land supply analysis has identified the need to bring-on the potential business park opportunity, to increase the City's industrial land supply.
- The GRREP is (by design) not catering for smaller and medium size operations that generally require smaller holdings. The nature and location of the business park Amendment area is well suited to small-medium sized light industrial and commercial uses in that it can complement the larger format industrial uses in that are GRREP, as well as continuing to fulfil a land use separation role between the GRREP and residential areas in Lara.
- Creating a business park in the business park Amendment Area will create substantial localised employment opportunities for the Lara community.
- The DPO55 will ensure that future development of the business park area is well designed.
- C453ggee:
 - addresses any potential environmental effects associated with the GRREP, for the reasons set out later in this report
 - makes proper use of the Victoria Planning Provisions to facilitate the delivery of a new commercial and industrial precinct this location, for the reasons set out later in this report.

No other submissions considered the strategic justification of the Amendments.

(iii) Discussion

The Panel is satisfied that both Amendments rest on a solid and well-articulated strategic foundation. The subject land has been identified for residential and business park purposes since the adoption of the Lara Structure Plan in 2011 and that strategic intent has been consistently reinforced through subsequent policy documents including the G21 Regional Growth Plan, the City of Greater Geelong Settlement Strategy and, most recently, Plan for Victoria and its associated housing targets.

The Panel is also satisfied that the planning controls proposed for each Amendment are appropriate and proportionate to the nature of the land and the development outcomes sought.

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.

(iv) Conclusions and recommendation

For the reasons set out in this report, the Panel concludes that the Amendments:

- are supported by and implements, the relevant sections of the Planning Policy Framework
- are consistent with the relevant Ministerial Directions and Practice Notes
- are well founded and strategically justified
- should proceed subject to addressing the more specific issues raised in submissions as discussed in the following chapters.

The Panel recommends Council:

Adopt Greater Geelong Planning Scheme Amendments C444ggee and C453ggee as exhibited with the changes recommended in this Report.

3 Traffic

3.1 The issues

The issues are:

- rail crossing upgrade timing and requirements
- impacts on the arterial road network
- impacts on the local road network
- internal road network.

3.2 Rail crossing upgrade timing and requirements

(i) Evidence and submissions

Lara Farms tabled a Rail Crossing Risk Assessment Report prepared by Nelson-Furnell (March 2026) at the request of the Head, Transport for Victoria (HTfV) for the rail crossing adjacent to the site on Canterbury Road East. The report used the Australian Level Crossing Assessment Model (ALCAM) to evaluate the risk of the rail crossing for vehicles and pedestrians.

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.

The report assumed an increase in vehicular traffic on Canterbury Road East of 73 percent as a result of the proposed development intensity and that this would increase risk of train collisions by 38 percent noting drivers and pedestrians cannot reliably detect and respond to the presence of high speed trains.

The rail crossing is currently controlled by half boom gates with flashing light which is the highest level of control at road crossings. The road surface across the crossing was noted as poor and needing repair by the track operator. No upgrade was recommended to the vehicular control, noting the proposed traffic levels fall well short of thresholds for grade separation.

However, there are no pedestrian crossing facilities to assist pedestrians and cyclists to cross safely. This was considered due to very little existing pedestrian use and that if such users cross they would do so on the roadway and have the benefit of the boom gates, flashing lights and audible warnings.

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 report noted that 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 (masked) 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.

The report concluded that the rail crossing be upgraded to include a gated pedestrian crossing with latched emergency egress and wing fencing, noting passive control was unsuitable due to the speed of trains and latched gates are the industry standard.

The report was accepted by all parties however, of debate was the timing of the upgrade.

Council submitted that the pedestrian upgrade was required prior to the occupancy of the first dwelling, noting that:

...the first stage of development is likely to be closest to the rail crossing and any staging approach without delivery in the first stage of shared paths and the upgraded rail crossing safety would create relatively isolated early stages with poor connectivity to services and community facilities west of the railway line

Lara Farms advised that the crossing upgrade was a significant infrastructure item, likely to be in the order of two million dollars and should be provided after a level of development had occurred.

Both traffic experts, Mr Furness and Mr De Young, who gave evidence for Lara Farms, considered that the crossing should be designated as a 'short-term' project (within five years) but was not necessarily required before the occupancy of the first dwelling.

(ii) Discussion

As Council noted the future residents will be able to walk to existing public transport, Lara Lakes Primary School and Lara Lakes Preschool, all within a 1 kilometre walk west of the rail line.

Clause 56.06-2 of the Greater Geelong Planning Scheme contains the following walking and cycling network objectives:

- To contribute to community health and well being by encouraging walking and cycling as part of the daily lives of residents, employees and visitors.
- To provide safe and direct movement through and between neighbourhoods by pedestrians and cyclists.
- To reduce car use, greenhouse gas emissions and air pollution.

Canterbury Road East already carries in excess of 2,000 vehicles per day and this will continue to increase with development of the land. A footpath should be provided as part of day 1 works to connect to the existing paths west of the rail line. Such a path will require the provision of a safe crossing facility at the rail line, noting that pedestrians on the footpath would not be constrained by the boom gates controlling road traffic.

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.

As noted in the rail risk assessment a passive pedestrian crossing is not suitable at this location, with a full gated facility the only recommended option.

3.3 Impacts on the arterial road network

(i) Evidence and submissions

HTfV submitted that the industrial traffic generation rate adopted by Traffix Group in March 2026 from Section 5.6.4 of the Transport for New South Wales Guide to Transport Impact Assessment Version 1.1 (the NSW guide) for large format warehousing is too low. It called for an updated Transport Impact Assessment (TIA) using a higher rate more consistent with the exhibited traffic impact assessment prepared by Ratio Consultants in 2024 to help it understand the potential impacts on the State Transport System.

HTfV noted that the C453ggee land will be zoned in part (59 per cent) INZ1 which will allow a wide range of industrial uses, with the remainder (41 per cent) being INZ3 which is generally used as an amenity buffer and provides for uses more compatible with nearby communities. Without a specific development plan it argued that applying a rate based on large scale warehouses was inappropriate for a business park and ignored the potential for higher traffic generating uses to be developed on the land.

Mr De Young advised that the adopted peak hour rate of 0.14 trips per 100 square metres gross floor area for the whole of the industrial land is based on surveys in NSW of large format warehouses undertaken in 2024 (11 sites) and 2012 (2 sites) and recently published in the NSW guide. He argued that the data for large format warehouses represents the current data available for an industrial site of this size and includes a large variety of uses in the sites including office. By comparison he noted that the data in the NSW guide for 'business parks' dates back to 1994 and 2012 and may not represent current development.

In relation to the higher rate of 0.47-0.49 trips per hour adopted by Ratio he considered that rate not to be representative, noting it is based on one survey, not a peer reviewed body of work and the rates are for the use peak hours not the arterial road network peak.

Mr Furness also advised that the TIA was conservative as the PM peak hour includes traffic from the proposed sports precinct with no deduction from the industrial land area that would be taken for the sport centre.

Mr McNeill gave evidence that the industrial land is likely to attract smaller industrial users such as people-generated industry including automotive repairs trade supplies and gymnasiums. Medium and larger industrial uses may be attracted to the site as overflow from the GRREP. He considered that the Lara Business Park would attract local and regional businesses, whereas development of the proposed Avalon employment precinct to the east of Geelong will attract larger scale development servicing a state and national base.

Mr Woodland also concurred with Mr McNeill that the industrial area would be a business park with a range of uses consistent with the Lara Structure Plan.

Lara Farms submitted that there is ample spare capacity in the road network to absorb a greater level of traffic should a higher traffic generation ensue and an updated report was not necessary.

(ii) Discussion

The exhibited explanatory report for C453 report states *“the proposed Amendment facilitates the development of an industrial/commercial business park”*. The business park description is consistent with the evidence of Mr McNeill and Mr Woodland.

In relation to large scale warehousing the NSW guide states:

Large format warehousing typically covers warehousing, storage, distribution and logistics activities, generally accommodated in tenancies providing greater than 5,000 m² of Gross Floor Area. Office components within these facilities are usually minimal and serve only a supportive, ancillary role.

The industrial and warehouse market has evolved with a distinction between large format warehousing and traditional business parks or smaller manufacturing developments. Large format warehouses are driven by the rise of e-commerce and the integration of automation, requiring significantly more space to accommodate logistics systems and automated material handling equipment. These facilities are designed emphasising efficiency through automation and scalability, in contrast to the smaller, more localised focus of business parks and manufacturing spaces.

While the Lara Business Park may attract some large scale warehousing, given the advice of the planning and 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.

The industrial traffic generation rate determined by Ratio Consultants is based on a survey of a business park in Truganina of comparable size and benchmarked favourably against the NSW business park dataset in accordance with the preferred approach set out in the NSW guide. The Panel finds this generation rate more applicable for this site.

Notwithstanding this, the Panel notes the significant body of work undertaken by both Traffix Group and Ratio Consultants including sensitivity testing of some assumptions. The work provides comfort that there is capacity in the road network to absorb traffic generated by the changes in land use, particularly at the Princes Freeway, North Shore interchange ramps which are well underutilised at present. While refinement of the work could be undertaken, the Panel is not convinced that a further assessment will change this conclusion.

3.4 Impacts on the local road network

(i) Evidence and submissions

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.

The submitters advised flooding occurs at the Hovells Creek culvert resulting in the closure of Rennie Street for a few days at a time. Council confirmed that flooding may occur several times a year and included an extract of a report by Pit and Sherry on the culvert design and 10 tonne load limit. The report, which the Panel was advised was prepared a number of years ago, concluded that the reason for the load limit could not

be determined without dewatering the area. It also noted that the crossing has no barriers and recommended a network wide barrier risk assessment.

Mr Furness provided updated future daily traffic volume estimates during the Hearing. Both Mr Furness and Mr De Young advised that there is sufficient capacity in the road network to accommodate the increase in traffic from both rezonings, including at the level crossing. They considered that closure of Rennie Street during flood events may cause some inconvenience but that the impact was acceptable. They noted there are several alternative routes that people can use including access to the Princes Freeway Lara interchange to the north for those living north of the culvert, and to the North Shore interchange and Canterbury Road to the south and east. They agreed that safety at the culvert could be improved by the provision of safety barriers.

(ii) Discussion

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, noting that 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 in its ordinary course of business noting that while there will be an increase in traffic as a result of the rezonings the volume change is unlikely to alter the scope of works for any upgrade. Similarly, capacity at the McClelland Avenue level crossing in the Lara township is a matter for the HTfV to address in its ordinary course of business. The Panel makes no specific findings in relation to these matters.

3.5 Internal road network

(i) Evidence and submissions

In its Day 1 version of DPO48 Council included a requirement for a Road Network and Traffic Management Plan to include key local streets (bus capable with shared path) to and from Canterbury Road East to the local park. In addition, Council amended Figure 1: South East Lara Residential Growth Area Framework Plan to show two key local streets with access from Canterbury Road East.

Council advised that the current bus route on Canterbury Road East uses local streets to turn around to the west of the level crossing. With the advent of the new residential precinct the bus route is likely to be extended across the rail line and may need to similarly use local streets to turn.

Lara Farms submitted that the internal road network shown on the plan should be removed to avoid constraining the ultimate design. Mr Furness and Mr DeYoung opined that buses are likely to run along Canterbury Road East and Rennie Street but may not need to enter the residential precinct. They did not consider that buses would need to access the local park but may potentially need to traverse the precinct should the district sports facility be built to the south within the industrial precinct although they noted industrial streets by nature can accommodate buses. They considered that it was not

necessary to show the local streets at this stage and the needs for bus routes could be determined during the permit stage.

The HTfV in its final day changes requested the DPO include a requirement for the road network to accommodate buses as advised by HTfV.

Given the expert evidence Lara Farms did not support this change.

Council submitted that the DDO55 should be amended to provide for the following upgrades so that Rennie Street:

- is bus capable
- includes a shared path on the west side
- restricts parking on the southern side grass verge.

Lara Farms opposed this change to the DDO55.

(ii) Discussion

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 constructed in the industrial area provision may be required for turn around within the residential precinct. The Panel agrees with the experts that the local park does not need to be served by a bus route.

However, including a requirement in the DPO48 requiring consideration of bus routes in the design of subdivisions will ensure that suitable provisions can be made for an efficient bus route. Showing the local roads on the framework plan is not necessary to give effect to this and planning is not yet far enough advanced to include a route into the potential sports precinct. Accordingly, there is little value in including the key local roads on the framework plan.

With respect to Rennie Street, 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. 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. Consequently, the Panel does not support the provision of these two changes.

However, the Panel does see a benefit in providing for a shared path along Rennie Street to enable sustainable and alternative forms of transport. The Panel notes the requirement for a shared path along the southern side of Canterbury Road East as part of the DPO48 shared path which turns north east at the intersection with Rennie Street. In the Panel's view the shared path should also turn south along Rennie Street to connect a shared path along the business park frontage to Rennie Street included in DDO55.

3.6 Conclusions and recommendations

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 DPO48.

- The use of the traffic generation rate for large scale warehousing in the Traffic Impact Assessment is not consistent with the expected industrial use of the site however, adequate analysis has been undertaken to determine that the proposed rezoning will not have an unacceptable impact on the road network and further study is not necessary.
- A local bus route may need to utilise local streets within the residential precinct to turn and DPO48 should include a requirement for the inclusion of bus routes as advised by HTfV.
- Key local streets do not need to be shown in the DPO48 Framework Plan.
- 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.
- Map 1 of DDO55 should be amended to show a shared path along the western side of Rennie Street.

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.

Amend Map 1 of Design and Development Overlay Schedule 55 to show a shared path along the western side of Rennie Street.

4 High pressure pipelines

4.1 Issue

How to protect the high pressure pipelines running adjacent to and through the land.

4.2 Background

A network of licensed pipelines is located in or near the land:

- Natural gas pipelines operated by APA Group
 - Brooklyn - Corio (T24)
 - Brooklyn - Lara (T112)
 - Iona - Lara (T92)
- Oil pipelines operated by Viva Energy Australia
 - WAG Pipeline (Altona - Geelong)
 - WOPL (White Oil Pipeline)
 - BOPL (Black Oil Pipeline).

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*.

4.3 Evidence and submissions

Viva Energy (Viva) submitted that the safety obligations in AS 2885 require a safety management study (SMS) for any land use change within each pipeline's Measurement Length:

- WAG: 128 metres
- WOPL: 87 metres.

Viva noted that part of the residential land is also within the Measurement Length of the BOPL but did not state its Measurement Length. It advised that the change in land use to residential triggers the need for an SMS due to the potential for introducing new sensitive uses such as child care or a higher density population. Viva advised that there are multiple types of SMS defined in AS 2855 including Encroachment and Land Use Change.

Viva sought particular wording in the DPO48 and DDO55 requiring an SMS be conducted to the satisfaction of the Minister responsible for administering the Pipelines Act and implementation of any subsequent protective or mitigation measures identified in the SMS.

For DDO55 Viva recommended under application requirements that the last dot point be amended to the following:

- A land use and/or encroachment Safety Management Study (SMS) prepared in accordance with *AS2885 Pipelines – Gas and liquid petroleum*¹ 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.

¹ Explanatory Note: There are no alternatives to AS2885 Pipelines – Gas and liquid petroleum.

In addition, the second last dot point under Decision guidelines be amended with the addition of the following words “*by implementing the findings of the SMS*”

For DPO48 Viva recommended under Conditions and requirement for permits that the last dot point read as follows:

- An application for a permit listed in clause 2.0 of this schedule² on land identified within the Measurement Length of a High Pressure Oil Pipeline as shown in Figure 2, must include a condition requiring that, prior to the commencement of works, the applicant address the interface with the pipeline to the satisfaction of the Minister administering the Pipelines Act 2005 (Vic).³ This will require the completion of a use and/or encroachment⁴ Safety Management Study (SMS) prepared in accordance with *AS2885 Pipelines – Gas and liquid petroleum* and the implementation of any protective works or mitigation measures identified in that SMS.

Under High Pressure Oil Pipeline Plan the second dot point be amended to read as follows:

- Is accompanied by a land use and/or encroachment⁵ Safety Management Study (SMS) in accordance with *Australian Standard 2885 Pipelines – Gas and liquid petroleum*⁶ and that addresses management of risk associated with the pipeline to the satisfaction of the Minister administering the *Pipelines Act 2005* (Vic).⁷

In addition, the following be inserted as a new dot point “Implements any protective works or mitigation measures identified in that SMS.”

APA Group submitted that the Measurement Lengths for the gas pipelines are:

- IONA—Lara, Brooklyn: 525 metres
- Brooklyn-Corio: 297 metres.

However, it determined that the pipelines in this location are ‘no-rupture’ pipelines the length could be reduced to the ‘Area of Consequence’, a length of 85 metres either side of the pipeline. APA sought to limit sensitive uses from within this area and provided a list of uses it sought to exclude:

Accommodations (other than Dependent persons unit and dwelling)

- Aged Care Facilities
- Retirement Villages
- Child care / Family Day Care Centres
- Cinema-based Entertainment Facility
- Schools or other Educational Establishments
- Hospitals
- Place of Assembly or Worship
- Service Station or Industrial / Warehouse uses that have large volumes of volatile and hazardous material
- Higher Density Residential uses (greater than 50 dwellings per hectare)
- Prisons / Corrective Institutions.

² Explanatory Note: The proposed amendment ensures that all applications within the Measurement Length are conditioned to address the interface with pipelines.

³ Explanatory Note: This reflects the role of the Minister and is consistent with the Day 1 version. Alternatively, the Pipeline Licensee.

⁴ Explanatory Note: This reflects the different purposes and types of SMS.

⁵ Explanatory Note: This reflects the different purposes and types of SMS.

⁶ Explanatory Note: There are no alternatives to AS2885 Pipelines – Gas and liquid petroleum.

⁷ Explanatory Note: This reflects the role of the Minister. Alternatively, the Pipeline Licensee per the Day 1 version.

Lara Farms submitted that delays can occur in the SMS process and sought an alternative process subject to the approval of the responsible authority. Council advised that they have no expertise in pipelines and would need to defer to the operators.

Mr Cann gave evidence on behalf of Lara Farms and considered it appropriate to engage with the operator given:

Viva Energy indicates that the oil pipelines are not designed or in a condition to meet the requirements of a residential (T1) land use and that additional protection would be highly likely as an outcome of SMS studies of the Western Altona Geelong (WAG) and White oil Pipeline (WOPL) pipelines.⁸

He:

- supported the use of the shorter Area of Consequence for the gas pipelines.
- considered that the SMS should be undertaken when construction methods were being determined at the detailed design stage rather than during the subdivision planning stage.

Council submitted that in light of the changes to the DDO55 and DPO48 provisions with respect to the high-pressure oil and gas pipelines a consequential change to the Clause 66.06 Schedule. Council proposed the following:

Table 5 Council proposed changes to Clause 66.06 Schedule

Clause	Kind of application	Person or body to be notified
Schedule 55 to Clause 43.02 (DDO) Schedule 48 to Clause 43.04 (DPO)	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 or DPO48 Figure 2	Pipeline Licensee

4.4 Discussion

The oil and gas pipelines are essential infrastructure and the materials they convey are highly volatile. Undertaking a land use 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.

As Council has no expertise in this area it is more appropriate for the Minister responsible for administering the Pipelines Act to be satisfied with any SMS. For this reason, the Panel prefers Viva's wording with respect to the SMS process.

The Panel accepts the need to amend the Clause 66.06 Schedule and agrees with Council's proposed changes.

4.5 Conclusions and recommendations

The Panel concludes:

- The wording proposed by Viva Energy in their response to the final day DDO55 and DPO48 drafting is preferred.

⁸ Evidence statement paragraph 1.1.8

- 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

The Panel recommends:

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.

5 Drainage and flooding

(i) The issues

The issues are whether the development and drainage of the land will impact:

- Hovells Creek
- the Hovells Creek floodplain
- the Limeburners Bay Ramsar wetlands
- flooding on Rennie Street culvert.

(ii) Evidence and submissions

Council submitted that the Loetis Stormwater Management Strategy November 2024 (SWMS) was prepared by Lara Farms to accompany both Amendments given the shared stormwater catchments and proposed treatment assets. The SWMS noted that a flood study commissioned by Council in 2018 and finalised in 2020 identified part of the subject site as prone to flooding during a 1% AEP event. However, a proposed planning scheme amendment to formalise that designation was subsequently abandoned following community consultation.

The SWMS clarified that any inundation identified on the site arises from local catchment runoff generated by rainfall falling directly on the site rather than from external riverine flows and that formal flood modelling of the site was not considered necessary. A separate Flood Impact Report prepared by Venant Solutions (June 2024) concluded that the site is unaffected by riverine flooding from Hovells Creek and that changes to ground levels would not cause flood impacts, with increased runoff from development to be managed through the SWMS.

Council submitted that it accepted both reports and the Corangamite Catchment Management Authority, which submitted to both exhibited Amendments without objection, 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.

Council advised that 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. Nevertheless, it maintained that flood impacts have been appropriately assessed through the SWMS, which must be given regard when preparing a development plan or lodging permit applications under DDO55 or DPO48.

Ms Barich gave evidence on behalf of Lara Farms that the SWMS demonstrated "*a reasonable compliance with the stormwater management objectives, at the time the studies were completed.*" She concluded development of the site can:

- comply with the minor drainage standards for development of the site
- comply with the requirements of flood protection for future allotments and safe conveyance of overland flow
- meet the flow mitigation targets required

- meet the stormwater quality targets required with the incorporation of a constructed wetland system in the drainage reserves as proposed in the exhibited SWMS
- meet the general environmental duty for stormwater management as reasonably practicable.

She reached a similar conclusion to the SWMS that development of this site would not have any adverse impacts to the downstream receiving waterway, Hovells Creek, the floodplain or Limeburners Bay Ramsar wetland.

With respect to DPO48, Ms Barich recommended:

- removing the reference to *WSUD Engineering Procedures: Stormwater CSIRO Publishing 2005*
- that sufficient documentation has been provided regarding the impacts of the overall volume of stormwater on downstream land that is to be addressed in the Integrated Water Management Plan and the DPO48 requirements relating to Stormwater Management Systems should be removed.

With respect to DDO55, Ms Barich recommended:

- removing the reference to *WSUD Engineering Procedures: Stormwater CSIRO Publishing 2005* because the relevant requirements are captured in the reference to EPA Publication 1739.1
- removal of the requirement to mitigate peak flows to existing flow magnitudes because it is included in the Victorian Planning Provisions and therefore not required in a separate point.
- removal of the volume requirements dot point which is captured in the EPA Publication 1739.1 (June 2021), which is stated and therefore is not required.
- removal of the second point under Stormwater Management Systems which is not required
- removal of the sub points under Section 3, Stormwater Management, Stormwater Management Systems which are not required.
- that no additional requirements relating to a stormwater volume management strategy was required.

Council submitted that it had accepted the SWMS developed by Loetis and:

The evidence of Ms Barish provides an independent review confirming the SWMS provides a sound basis to develop the Amendments land from a stormwater management perspective.

Nevertheless, Council considered that its provisions in the DPO48 and DDO55 were both reasonable and necessary and Ms Barich failed to consider the cumulative impacts on Limeburners Bay. Developments planned or underway include Greater Avalon Employment Precinct (GAEP), Northern and Western Geelong Growth Areas, Lara West and Manzeene Village and GRREP. Consequently:

An approach of planning the catchment on a case-by-case basis means that nobody has sight lines on the bigger picture and we end up with many smaller development areas ultimately contributing to significant changes to hydrology or pollutant loads. This isn't to say that C453ggee needs to address everyone else's water, but the context of broader changes in the catchment results in an increased need to reduce as much of the impact from this site as possible.

(iii) Discussion

The Panel finds that the flood and drainage evidence is broadly consistent and supportive of the Amendments proceeding.

Both the SWMS and the independent evidence of Ms Barich confirm that the site is not subject to riverine flooding from Hovells Creek and that the identified inundation on the site arises from local catchment runoff rather than external flood flows. The Corangamite Catchment Management Authority's submissions to both Amendments, without objection, further corroborates this conclusion.

The Panel is satisfied that the SWMS provides a sound strategic basis for the rezonings and that the more detailed work required at development plan and permit application stage is the appropriate mechanism for resolving residual drainage matters.

The Panel appreciates that a SWMS is a strategic approach to stormwater management but of necessity will evolve as the land progresses from a strategic assessment at the amendment stage to approvals at the detailed design and subdivision stage enabled by the DPO. In that context the Panel accepts Council's submission about the need to take a catchment rather than a site by site perspective. For that reason, the Panel considers that Council's drafting of the Integrated Water Management provisions of the DPO48 and DDO55 are appropriate.

(iv) Conclusions

The Panel concludes:

- 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.

6 Other matters

6.1 Industrial land supply

(i) The issue

The issue is whether it is appropriate to rezone the C453ggee land to IN1Z and IN3Z.

(ii) Evidence and submissions

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 hectares potentially being rezoned through Amendment C477ggee (currently at the consideration of submissions stage). When these are included, the total zoned vacant industrial supply rises to around 81 years, far exceeding any near-term need.

It contended that Avalon Airport should be allowed to develop a critical mass of industrial activity before competing sites like Lara Business Park are rezoned. Avalon Airport already hosts several major tenants but has not yet reached the threshold needed to form a self-sustaining industrial cluster. Rezoning Lara Business Park prematurely could draw investment away from Avalon Airport and undermine this cluster-forming process. The same concern applied to the proposed Amendment C477ggee for the GAEP.

Avalon Airport concluded that it did not oppose the Lara Business Park as an industrial location in principle, or object to the proposed IN1Z and IN3Z zoning categories but considered that the timing was wrong. It recommended that rezoning be deferred until the Industrial Land Supply Review is finalised, that Avalon Airport be given the opportunity to establish its industrial cluster first.

Mr McNeill gave evidence on behalf of Lara Farms that the draft *Industrial Land Supply Review 2025* prepared by Charter Keck Cramer for Council concluded that there is a genuine need for additional industrial land supply in both the northern and southern parts of Geelong. In his view the report provided a realistic assessment of future demand based on recent consumption rates and an accurate picture of current vacant land supply.

On the basis of this land supply review his evidence was that the C453ggee land should be rezoned to IN1Z and IN3Z to address an identified short-term gap in supply, specifically, land suitable for smaller, general-purpose industrial users such as automotive repairers, trade suppliers and gymnasiums. He stated that this was an urgent need because most other future industrial precincts identified for Greater Geelong are unlikely to come to market in the near-term, making the C453ggee land's relatively quick availability a key advantage.

In response to the Avalon Airport submission Mr McNeill's evidence was that the Lara Business Park and the GAEP serve fundamentally different industrial markets and are therefore unlikely to compete directly with one another. While the GAEP is positioned as a nationally and regionally significant precinct suited to advanced manufacturing, freight, logistics and airport-related industries, the Lara Business Park is oriented towards local and regional demand, particularly smaller general-purpose industrial users including people-servicing businesses such as automotive repairers and trade suppliers.

He added that this distinction is supported by the SGS Economics and Planning (SGS) *Economic Scoping Study 2025*, prepared for the Victorian Planning Authority in support of Amendment C477ggee. This study benchmarks the GAEP against state significant industrial precincts in Melbourne's western corridor, including the Western State Significant Industrial Precinct, rather than against localised Greater Geelong precincts. The demand scenarios modelled in the SGS study contemplate land consumption rates at the GAEP that significantly exceed total projected demand for Greater Geelong as a whole, reinforcing the view that the GAEP is competing in a different market segment entirely.

Mr McNeill disagreed with Avalon Airport's claim that there is no short-term need for additional industrial land. Drawing on the draft Charter Keck Cramer report, he concluded that Greater Geelong does face a genuine near-term supply gap, particularly for smaller industrial lots in the IN1Z and IN3Z. Most identified future precincts, including the GAEP, are unlikely to deliver land to the market quickly enough to address this short-term need, whereas the Lara Business Park can be brought forward in a relatively short timeframe.

He concluded that the proposed Amendments C444ggee and C453ggee are necessary to address demonstrable short-term industrial land supply needs at a local and regional level, while the GAEP is expected to serve a distinct and larger scale market. The two precincts are complementary rather than competing and he considered it unlikely that rezoning of the Lara Business Park would inhibit the development of Avalon Airport's industrial areas.

Council submitted that it supported the position of Mr McNeill.

(iii) Discussion

The central issue raised in submissions is whether there is a sufficient short-term need for additional industrial land in Greater Geelong to justify rezoning the Lara Business Park at this time. The Avalon Airport submission focuses on the potential supply of industrial land and Mr McNeill's evidence on the immediate demand identified in the draft Charter Keck Cramer report.

In this regard the Panel finds the approach of the SGS report instructive and helpful. The Panel accepts that the GAEP land, given its juxtaposition with the airport would be oriented towards a fundamentally different industrial employment market. The Panel accepts Mr McNeill'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 submission that rezoning Lara Business Park will draw

investment away from Avalon Airport is not persuasive given this clear market differentiation.

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.

(iv) Conclusions

The Panel concludes it is appropriate to rezone the C453ggee land to INZ and IN3Z as proposed.

6.2 Sports facility

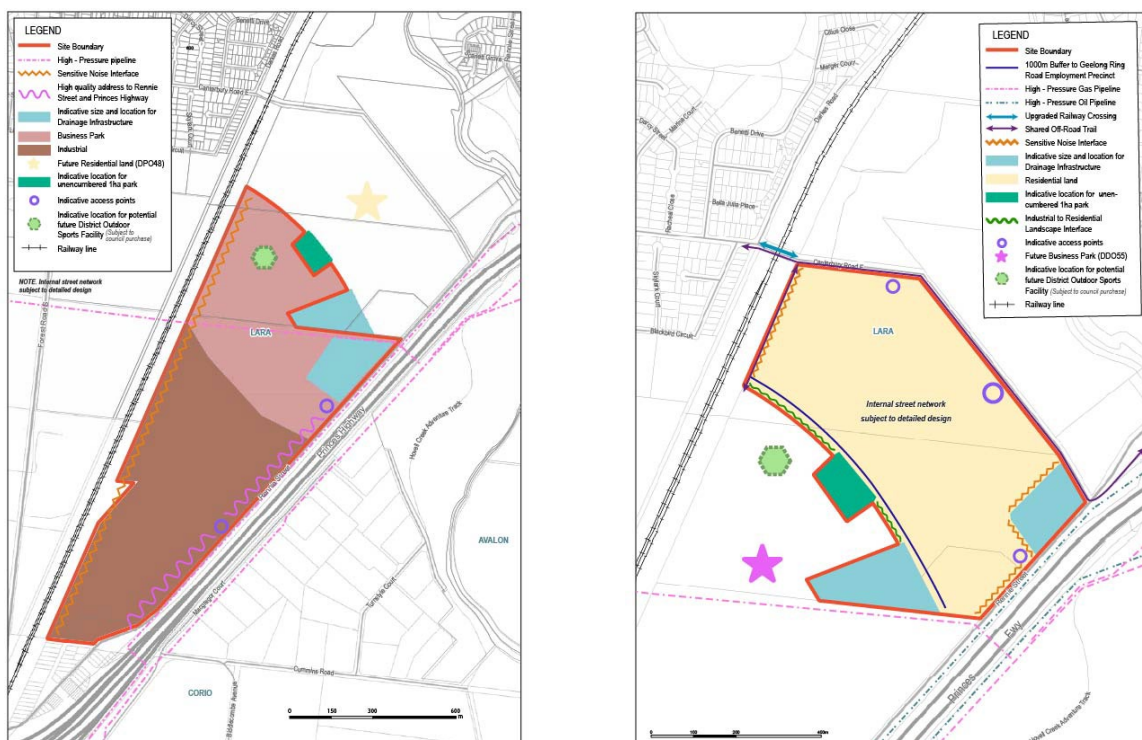
(i) The issue

The issue is 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.

(ii) Background

DDO55 and DPO48 both include a reference to an indicative location for potential district outdoor sports facility (Figure 5).

Figure 5 DDO55 and DPO48 maps showing potential sports facility location



(iii) Evidence and submissions

Lara Farms, in its response to Council's final versions of the DDO55 and DPO48 said that there is no current proposal for a District Outdoor Sport Facility. Consequently, the requirements to consider this facility in a DDO55 at subdivision stage or in the preparation of the DPO48 development plan are unreasonable.

The issue raised by Lara Farms in submissions was that 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 Map 1. It submitted there is no current proposal or commitment to purchase the land from Lara Farms to use as a sports facility. It stated that 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, even though it has no present intention to purchase it. Additionally, the DPO48 makes provision for a potential future district outdoor sports facility within the business park area. If Council does elect to purchase land for this purpose, then this will create an even more substantial land use separation between the business park and residential areas.

Council submitted that the sports facility was "*off the table*" because there was no funding for the facility and recommended inclusion of the following text on Map 1 of the DDO55:

- If the potential future District Outdoor Sports Facility (subject to Council purchase) is not required, alternative uses and development can still be considered to be generally in accordance with the Lara Business Park Outline Development Plan

Lara Farms submitted that the secondary consent mechanism in the first paragraph of Clause 4.0 of the DPO48 relates to Figure 1 only so a secondary consent provision is also necessary for the requirements of the development plan. It recommended that the third provision of 4.0 Requirements for a development plan have the words "*to the satisfaction of the Responsible Authority*" added.

(iv) Discussion

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. Nevertheless, the Panel prefers Council notation on Map 1 advising that alternative used and development can be considered if the sports facility does not proceed.

However, the following landscaping requirement in DDO55 proposed by Council is appropriate because it does not impinge on a permit consideration.

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

The Panel accepts Lara Farm's change to enable secondary consent consideration of the development plan in DPO48.

(v) Conclusions and recommendations

The Panel concludes the changes to the DDO55 and DPO 48 with respect to the sports facility and secondary consent proposed by Lara Farms and Council are appropriate.

The Panel recommends

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 Development Plan Overlay Schedule 48 with the Panel preferred version in Appendix C, in addition to the recommended changes to Figure 1.

Appendix A Document list

No.	Date	Description	Provided by
Tabled documents—Amendment C444ggee and C453ggee			
1	3-Mar-26	Panel Directions and Hearing Timetable (version 1)	Planning Panels Victoria (PPV)
2	11-Mar-26	Submitter map	Greater Geelong City Council (Council)
3	23-Mar-26	Traffix Group - Traffic Impact Assessment	Lara Farms Pty Ltd (Lara Farms)
4	31-Mar-26	Part A submission	Council
5	7-Apr-26	Letter advising the Panel of the provided expert reports	Lara Farms
6	7-Apr-26	Expert evidence statement - Chris McNeill	Lara Farms
7	7-Apr-26	Expert evidence statement - Tim De Young	Lara Farms
8	7-Apr-26	Expert evidence statement - Leigh Furness	Lara Farms
9	7-Apr-26	Expert evidence statement - Nina Barich	Lara Farms
10	7-Apr-26	Expert evidence statement - Tom Evans	Lara Farms
11	8-Apr-26	ALCAM risk report - LX1351 Canterbury Road East, Lara	Lara Farms
12	9-Apr-26	Expert evidence statement - Nigel Cann	Lara Farms
13	9-Apr-26	Expert evidence statement - Mark Woodland	Lara Farms
14	13-Apr-26	Email withdrawing request to be heard	Viva Energy
15	13-Apr-26	Hearing submission	Lara Farms
16	13-Apr-26	Hearing submission	Head Transport for Victoria (HTfV)
17	13-Apr-26	Part B submission: a) Attachment A - DPO48 b) Attachment B - Rennie Street culvert report c) Attachment C – City of Greater Geelong Shared Trails Plan d) Attachment D - Lara Farms Flood Impact Report e) Attachment E - CCMA Flood Advice 2022 f) Attachment F – Plan for Victoria Map 15 g) Attachment G - Response to drainage advice	Council
18	13-Apr-26	Day 1 version DPO48	Council

No.	Date	Description	Provided by
19	13-Apr-26	Day 1 version DDO55	Council
20	13-Apr-26	Letter outlining experts to be called (and their expertise)	Lara Farms
21	14-Apr-26	Pipeline drafting submissions: a) Attachment A - DPO48 pipeline drafting only b) Attachment B - DDO55 pipeline drafting only c) Attachment C - Memorandum by Fyfe (16 December 2024)	Lara Farms
22	15-Apr-26	Corrected daily traffic volumes	Lara Farms
23	15-Apr-26	Further documents supporting Part B submission: a) Hovells Creek map from page 25, with legend b) Corrected Council Part B paragraph 136 reference c) Geelong Industrial Land Supply Review 3 October d) C444ggee Authorisation letter to PA with conditions e) C444ggee - DTP edits 43.04s48 Development Plan Overlay—Authorisation f) C453ggee Authorisation letter to PA with conditions g) C453ggee - DTP edits 43.04s48 Development Plan Overlay—Authorisation h) Combined Permits	Council
24	16-Apr-26	Comments on process safety engineering expert statement	Viva Energy (Viva)
25	16-Apr-26	Lara Farms (mark-ups) - C444ggee Council Day 1 version DPO48	Lara Farms
26	16-Apr-26	Lara Farms (mark-ups) - C453ggee Council Day 1 version DDO55	Lara Farms
27	16-Apr-26	Closing submission	Council
28	17-Apr-26	Guide to Transport Impact Assessment - Technical guidance for transport practitioners	Lara Farms
29	17-Apr-26	Further Panel directions	PPV
30	17-Apr-26	Directions to parties about Viva correspondence (D24)	PPV
31	17-Apr-26	Correspondence in response to Viva's correspondence	Lara Farms
32	20-Apr-26	Correspondence in response to Lara Farm's correspondence	Viva
33	22-Apr-26	Correspondence to the parties in response to Lara Farms and Viva Energy correspondence (D31 and D32)	PPV

No.	Date	Description	Provided by
34	23-Apr-26	Email requesting a consequential change to Clause 66.06 Schedule	Council
35	23-Apr-26	Greater Geelong C453ggee - Council version DDO55	Council
36	23-Apr-26	Greater Geelong C444ggee - Council version DPO48	Council
37	23-Apr-26	Clean Copy - Greater Geelong C453ggee - Final version DDO55	Council
38	23-Apr-26	Clean Copy - Greater Geelong C444ggee - Final version DPO48	Council
39	30-Apr-26	Final version DPO48	HTfV
40	30-Apr-26	Letter to Panel in response to providing comments on the final version of DDO55 and DPO48	Viva
41	30-Apr-26	Greater Geelong C453ggee - DDO55 (track changes)	Viva
42	30-Apr-26	Greater Geelong C444ggee - DPO48 (track changes)	Viva
43	30-Apr-26	Mark up and comments on clean copy - Greater Geelong C444ggee - Council Final version DPO48	Lara Farms
44	30-Apr-26	Mark up and comments on clean copy - Greater Geelong C453ggee - Council Final version DDO55	Lara Farms

Appendix B Panel recommended version of the DDO55

SCHEDULE 55 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

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

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

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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 ensure landscaping enhances the environmental and rural characteristics of Lara.~~

To ~~achieve~~ ~~promote~~ 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**

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.

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 meet the State Policy minimum tree canopy target of 30-25% contained in the City of Greater Geelong Urban Forest Strategy 2025-2015.~~

[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.

3.0

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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 street tree planting.
- fronting edge roads ~~adjacent~~ 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.

~~Subdivision should provide for road frontage to any directly adjoining open space.~~

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.

~~Subdivision design should allow for the appropriate integration and connectivity to the potential District Outdoor Sport Facility (generally located as shown on Map 1) to the satisfaction of the responsible authority.~~

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 ~~in accordance with performance objectives of Urban Stormwater: Best Practice Environmental Management Guidelines (CSIRO, 1999), Infrastructure Design Manual, and CoGG Design Notes. The Stormwater Management Plan must be developed in consultation with the Head, Transport for Victoria as it relates to the use of culverts under the Princes Freeway.~~

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 dependent 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](#). ~~Traffic Impact Assessment—Proposed Rezoning by Ratio (705-765 Princes Highway, 710 Rennie Stret & 76-156 Canterbury Road East, Lara)—dated 31 October 2024 or an alternative Traffic Impact Assessment approved by the Responsible Authority~~ minimises the number of road crossings of the high pressure gas pipeline and ensure they are at 90 degrees to the pipeline.
- promotes a high degree of internal permeability including ~~a network of bus-capable roads and the~~ 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](#).
~~is bus-capable~~
 - ~~implements measures to dissuade car parking on the southern side grass verge as appropriate.~~
- 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, well-lit 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 ~~and/or bike lane~~ 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

~~---/---/---~~
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.](#)

~~A Safety Management Study (SMS) led by the Pipeline Licensee is required for a permit within~~

~~the Measurement Length or Area of Consequence of any High Pressure Pipeline shown on Map 2 to the satisfaction of the Responsible Authority. The application must include details on any necessary protective works resulting from the SMS following engagement with the Pipeline Licensee. This application requirement does not apply to alterations or additions to an existing building where the alterations are within the building footprint or for minor buildings and works at the discretion of the responsible authority.~~

- 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~~A land use and/or encroachment Safety Management Study (SMS) prepared in accordance with AS2885 Pipelines – Gas and liquid petroleum ~~or such alternative material~~ 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.

6.0

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Proposed C453ggee

Decision guidelines

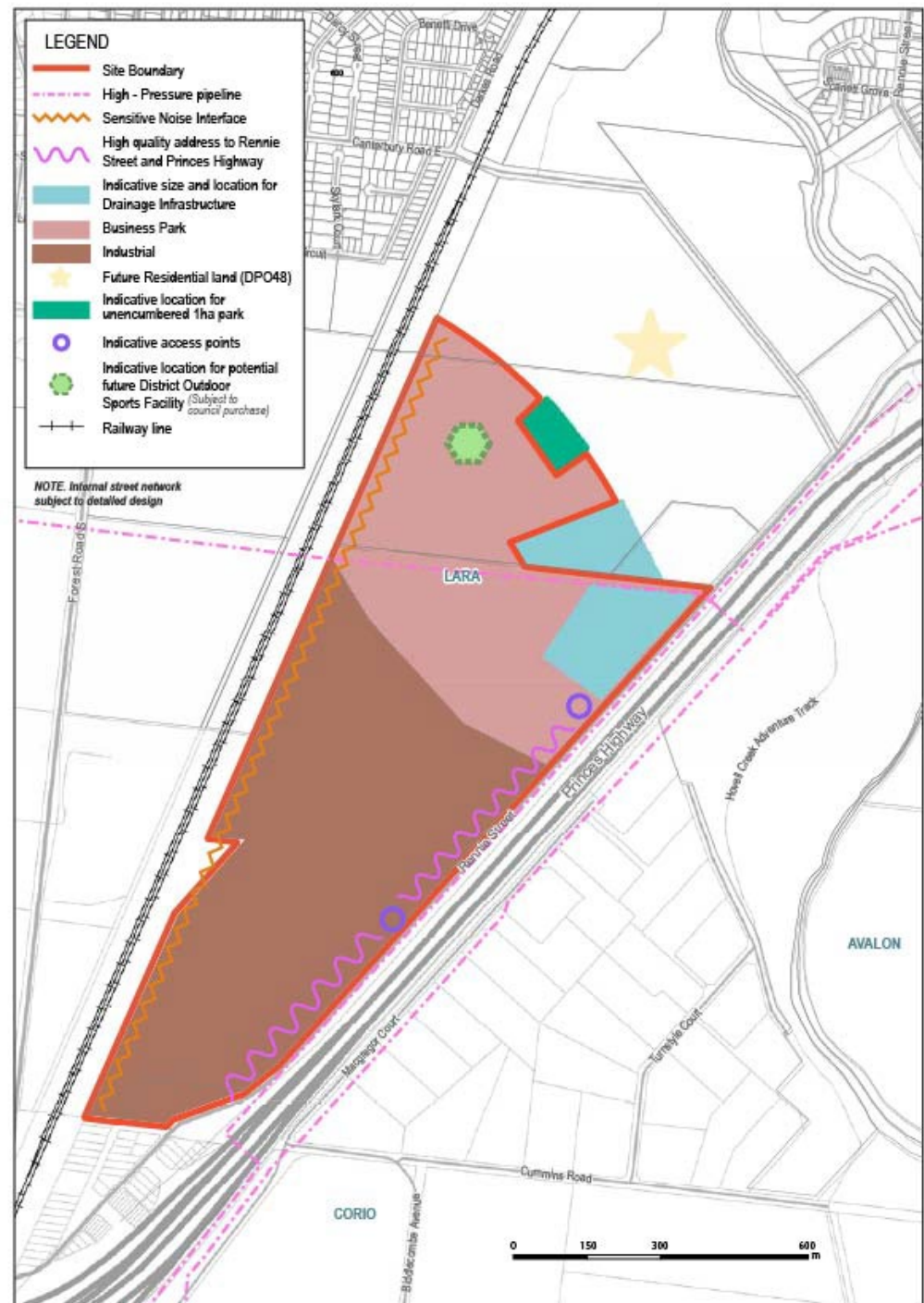
The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

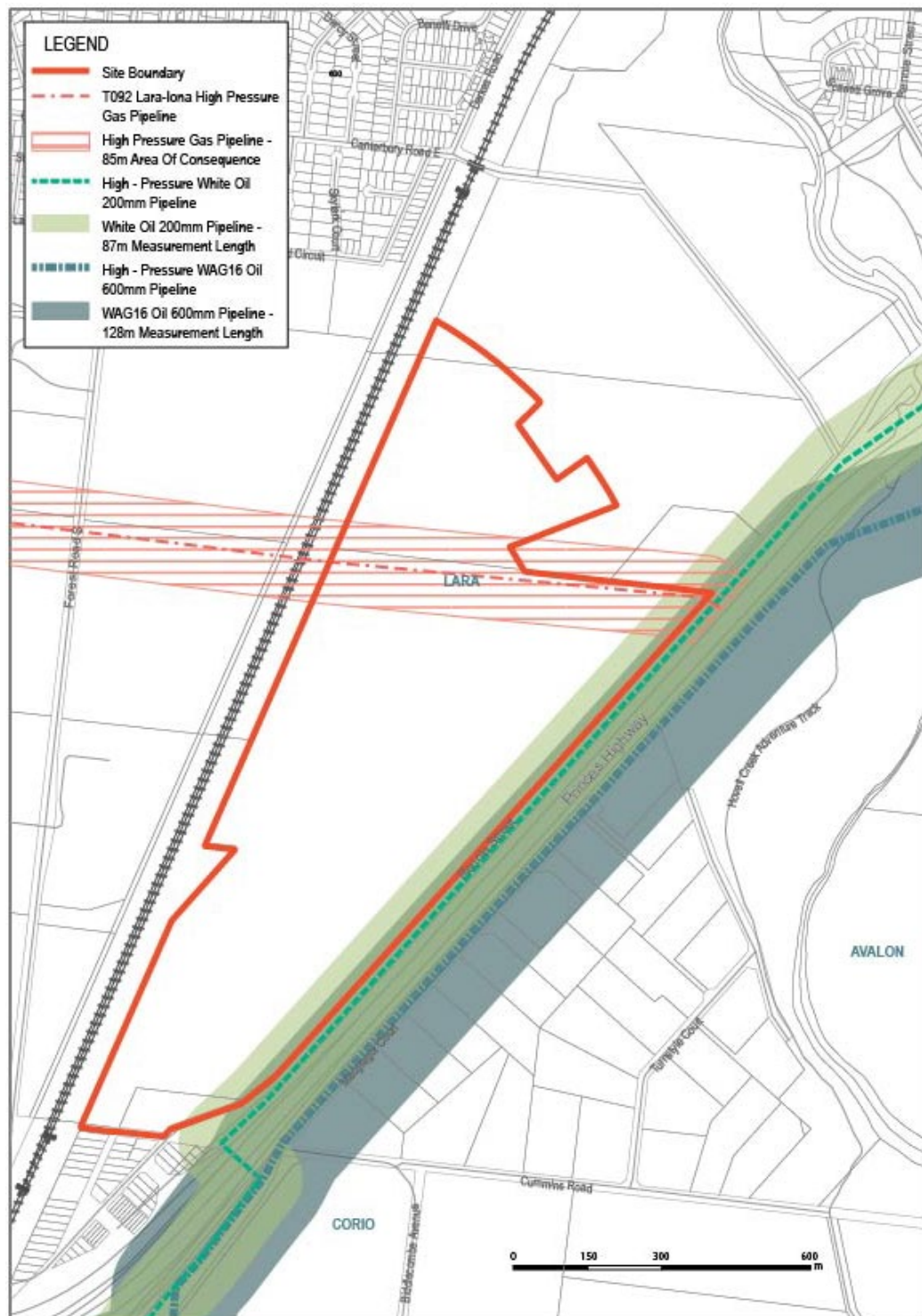
- The design and siting of existing development in the area.
- Whether there are any adverse impacts to Hovells Creek, and the Port Phillip Bay (Western Shoreline) and Bellarine Peninsula Ramsar site.
- Whether the design and landscaping of the site contributes to the amenity of ~~The interface with~~ adjointing uses zones, 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.

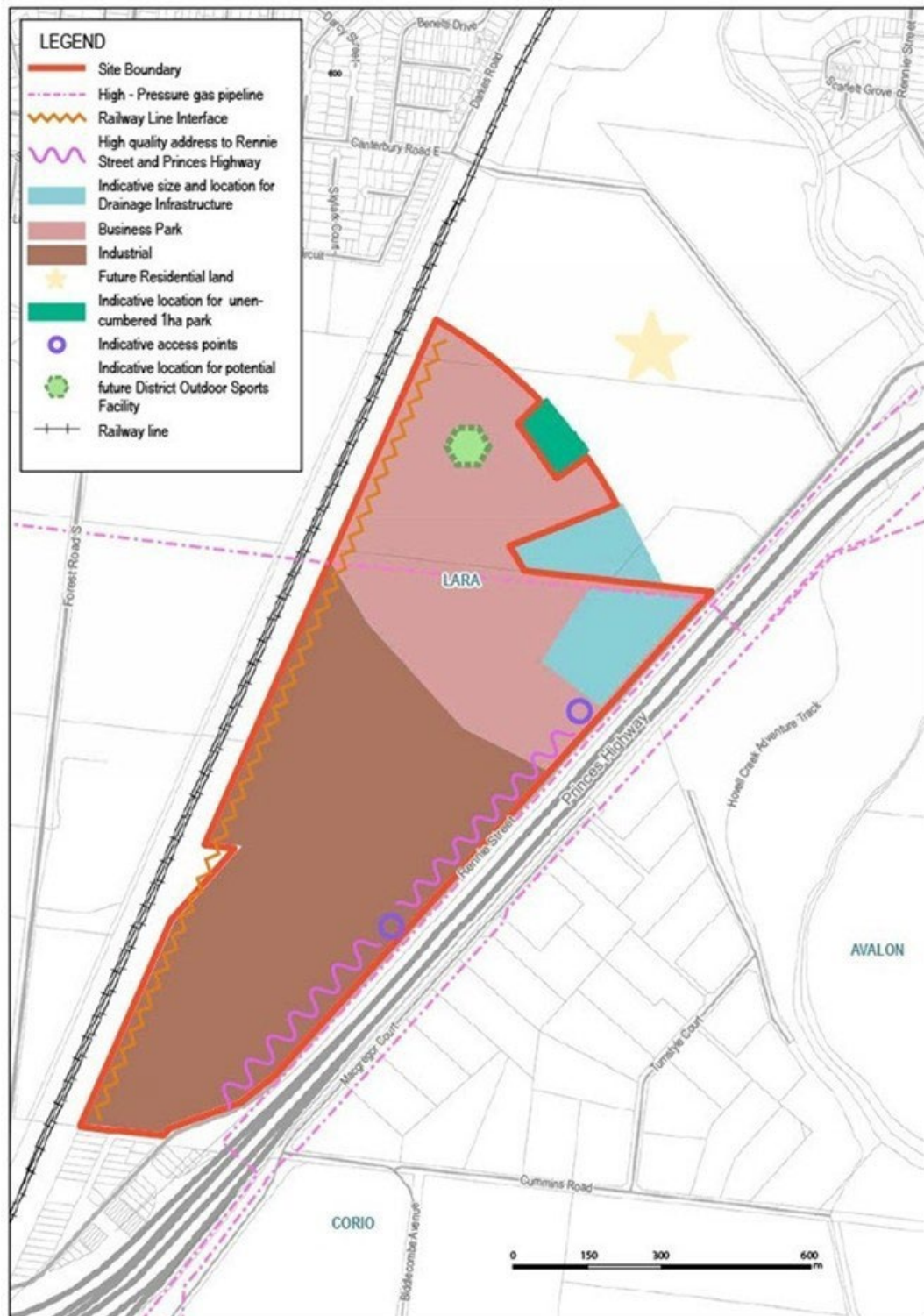
Map 1 - Lara Business Park Outline Development Plan

INSERT

If the potential future District Outdoor Sports Facility (subject to Council purchase) is not required, alternative uses and development can still be considered to be generally in accordance with the Lara Business Park Outline Development Plan



INSERT**Map 2 - Lara Business Park High Pressure Pipeline Plan**

DELETE

Appendix C Panel recommended version of the DPO48

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Proposed C444ggee

SCHEDULE 48 TO CLAUSE 43.04 DEVELOPMENT PLAN OVERLAY

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

SOUTH EAST LARA RESIDENTIAL GROWTH AREA

1.0

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Proposed C444ggee

Objectives

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

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Proposed C444ggee

Requirement before a permit is granted

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*. **\[with a consequential amendment to clause 66.0\]**](#)

3.0

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Proposed C444ggee

Conditions and requirements for permits

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.

- 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 ~~P~~plan for that land will be given effect.
- Unless a contribution~~n~~ 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.

~~Gas and oil pipelines:~~

- ~~• A permit to subdivide land, construct a building or carry out works on land identified within or adjacent to the high pressure gas pipeline as shown in Figure 2, must include a condition requiring that, prior to the commencement for works, the applicant address the interface treatment of the high pressure gas pipeline throughout the land.~~
- ~~• 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 2, must include a condition requiring that, prior to the commencement for works, mitigation measures identified in the High Pressure Oil Pipeline Plan be implemented to safeguard the pipelines to the satisfaction of the Minister administering the *Pipelines Act 2005*.~~

- 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 An application for a permit to subdivide land, construct a building or construct or carry out works listed in clause 2.0 of this schedule on land identified within the measurement lengths of the Westernport Altona Geelong Pipeline and White Measurement Length of a High Pressure Oil Pipeline as shown in Figure 2, must include a condition requiring that, prior to the commencement of works, and the applicant address the interface with the pipeline to the satisfaction of the Responsible Authority Minister administering the Pipelines Act 2005 (Vic). This will require the completion of a use and/or encroachment Safety Management Study (SMS) prepared in accordance with *AS2885 Pipelines – Gas and liquid petroleum* or alternative material that addresses management of risk associated with the pipeline be provided to the Responsible Authority, and and the implementation of any protective works or mitigation measures identified in the that SMS or in the alternative material be implemented.~~
- ~~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* or alternative material that addresses management of risk associated with the pipeline be provided to the Responsible Authority; and~~
 - ~~- any protective works or mitigation measures identified in the SMS or in the alternative material be implemented.~~

4.0

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.

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 ~~pipeline Licensee/operator~~ 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 of housing types.

- A minimum 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 ~~(which includes a potential District Outdoor Sports Facility generally located as shown on Figure 1).~~
- A pedestrian and bicycle network plan showing shared paths that are well connected to nearby destinations including adjoining residential land and the Hovells Creek Public Recreation Reserve as determined by the Road Network and Traffic Management Plan.
- A cross section for the "Industrial to Residential Landscape Interface" which provides a 3 metre landscaped verge between residential development and industrial precincts. This does not apply to areas where the park or drainage basin interfaces between the two precincts.
- Spatial identification of which areas of the land require noise attenuation measures to be implemented in accordance with the approved Traffic & Rail Noise Impact Assessment.
- Any high pressure pipeline and ~~its~~ 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:
 - Respond to ~~and~~ integrate with adjoining development.
 - Where lots border a public open space or public street network, provide an active frontage.
 - Promote accessibility to public transport.
 - Contribute to the permeability of the street network.
 - Provide a range of dwelling and built form types.

A Staging and Infrastructure Delivery Plan that shows:

- the development of the land and infrastructure required, including the staging of the drainage, open space and road infrastructure required to service the stages of development.
- ~~The plan must address~~ the delivery of any identified new or upgraded off site infrastructure required to support the development to the satisfaction of the Responsible Authority and any other relevant Authority. 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* ~~(or subsequent version)~~, and include:

- Reference to:
 - 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](#) ~~Functional Peak Flood Level Determination.~~
- Identification of all land to be set aside for drainage purposes, detailing the approximate size and location of all drainage reserves and system components, including wetlands, rain gardens and retarding basins to meet peak discharge limits and WSUD elements to meet Best Practice Environmental Management Guidelines. A Stormwater Management System that:
 - Ensures peak discharge rates ~~and pollutant loads~~ of all stormwater leaving the site post development are no greater than pre-development. [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.](#)

~~Consultation with the Head, Transport for Victoria as it relates to the Princes Freeway.~~

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-01A 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. ~~Provide key local streets (bus-capable with shared path) to and from Canterbury Road East to the local park.~~
- Details of all necessary upgrades to the surrounding road network to urban standards including any required upgraded intersection treatments ~~or level crossings~~ informed by a Transport 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. 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, ~~controlled~~ 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 at the planning permit stage that meets the minimum tree canopy target of ~~30~~25% ~~contained in the City of Greater Geelong Urban Forestry Strategy 2025-2025~~ and which stipulates the number and type of trees to be delivered.
- 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.

~~*—Consideration for of the potential future District Outdoor Sports Facility~~

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 ~~(and in the case of a Traffic Noise Impact Assessment the~~

Head, Transport for Victoria) 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.
- ~~■ For areas other than sleeping and living areas, adopts the median value of the range of recommended design sound levels of Australian Standard AS/NZ 2107:2016 (Acoustics—Recommended design sound level and reverberation times for building interiors).~~
- Includes recommendations for any noise attenuation measures required to meet the applicable noise level objectives ~~based on the following hierarchy that prioritises measures that benefit both outdoor and indoor areas of sensitive land uses:~~
 - ~~—— noise barriers, preferably as close as practicable to the noise source(s), and then;~~
 - ~~—— noise compatible design for buildings, with siting, orientation and internal layout, to be considered prior to setting building envelope performance requirements.~~
- Specifies:
 - ~~■ that the manner by which the Traffic and Rail Noise Impact Assessment is to be implemented should be by way of a signed agreement made between the landowner, the Head, Transport for Victoria and the Responsible Authority under Section 173 of the Planning and Environment Act~~
 - appropriate noise attenuation measures that can be included within Memorandum of Common Provisions

Identifies which areas of the Site (or which lots) require noise attenuation measures to be implemented within the Memorandum of Common Provisions.

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 measurement length of a high pressure gas pipeline easement as shown in Figure 2, the development plan a Plan must be prepared that:~~

- ~~■ Identifies the location and extent of the easement, and the Area of Consequence.~~
- ~~■ Is accompanied by a Safety Management Study (SMS) in accordance with AS 2885.~~
- ~~■ Ensures that the only land use provided for within the Area of Consequence is Dwelling (at less than 50 dwellings per hectare) sensitive uses are avoided or mitigated through appropriate siting and design measures.~~
- ~~■ Ensures that the Pipeline Licensee is engaged in the preparation of the High Pressure Gas Pipeline Plan and further consulted before the Development Plan is approved.~~

High Pressure Oil Pipeline Plan

~~Where development is proposed within the Measurement Length of a high pressure oil pipeline subject to the Pipelines Act as shown in Figure 2, a Plan must be prepared that:~~

- ~~■ Identifies the location and extent of the easement, and the Measurement Length.~~
- ~~■ Is accompanied by a Safety Management Study (SMS) in accordance with Australian Standard 2885 Pipelines – Gas and liquid petroleum as required.~~
- ~~■ Ensures that sensitive uses are avoided or mitigated through appropriate siting and design measures.~~
- ~~■ Provides details of how all foreseeable threats to the pipeline are identified and managed through protection measures in accordance with safety obligations of the Australian Standard 2885 Pipelines – Gas and liquid petroleum~~
- ~~■ Has engaged with the Pipeline Licensee in the preparation of the Plan.~~

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:

- 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 and/or encroachment Safety Management Study (SMS) in accordance with *Australian Standard 2885 Pipelines – Gas and liquid petroleum* 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 *Pipelines Act 2005* (Vic).
- Implements any protective works or mitigation measures identified in that SMS.
- ~~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 sensitive uses are avoided or mitigated through appropriate siting and design measures.

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

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

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

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

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

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

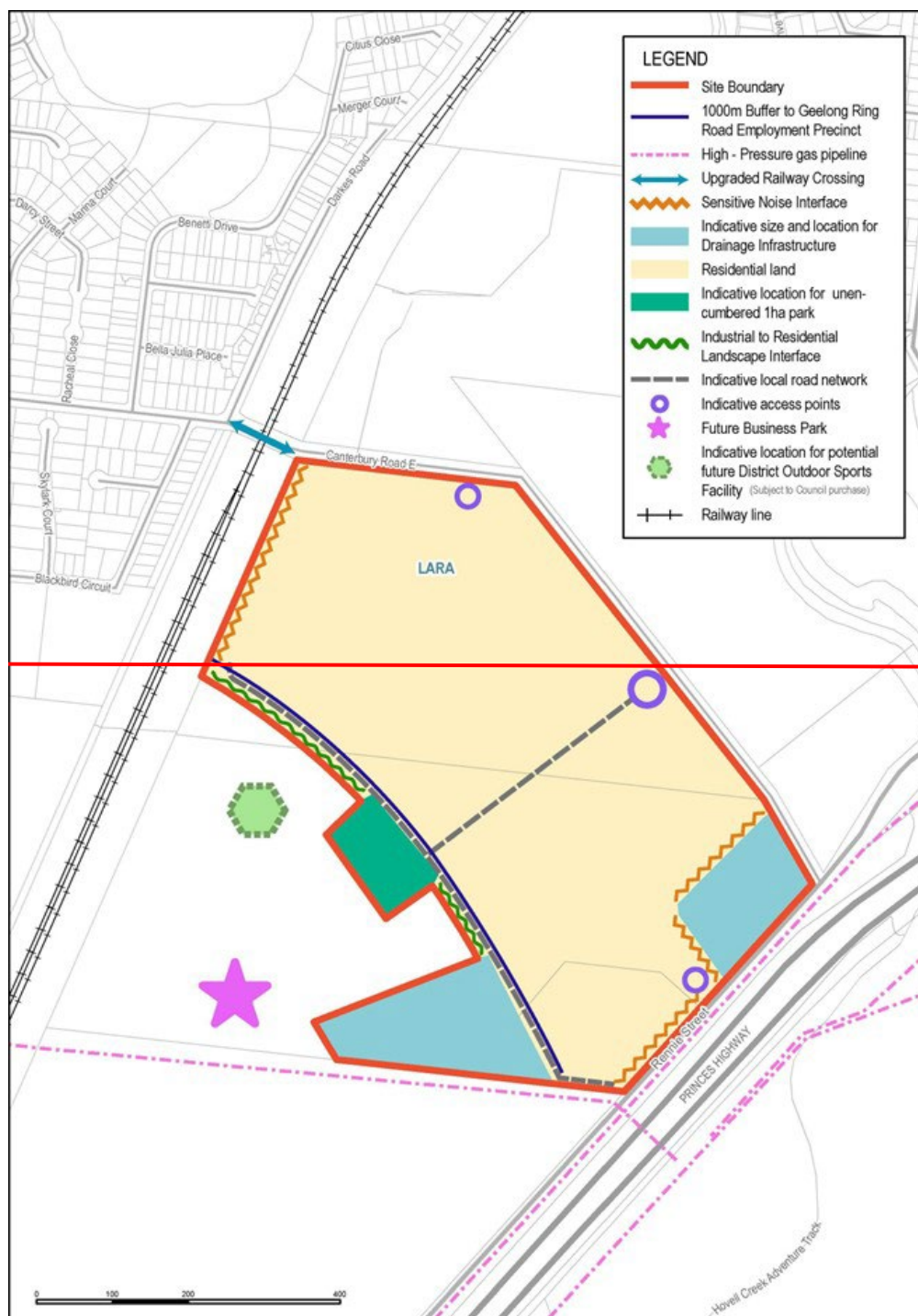
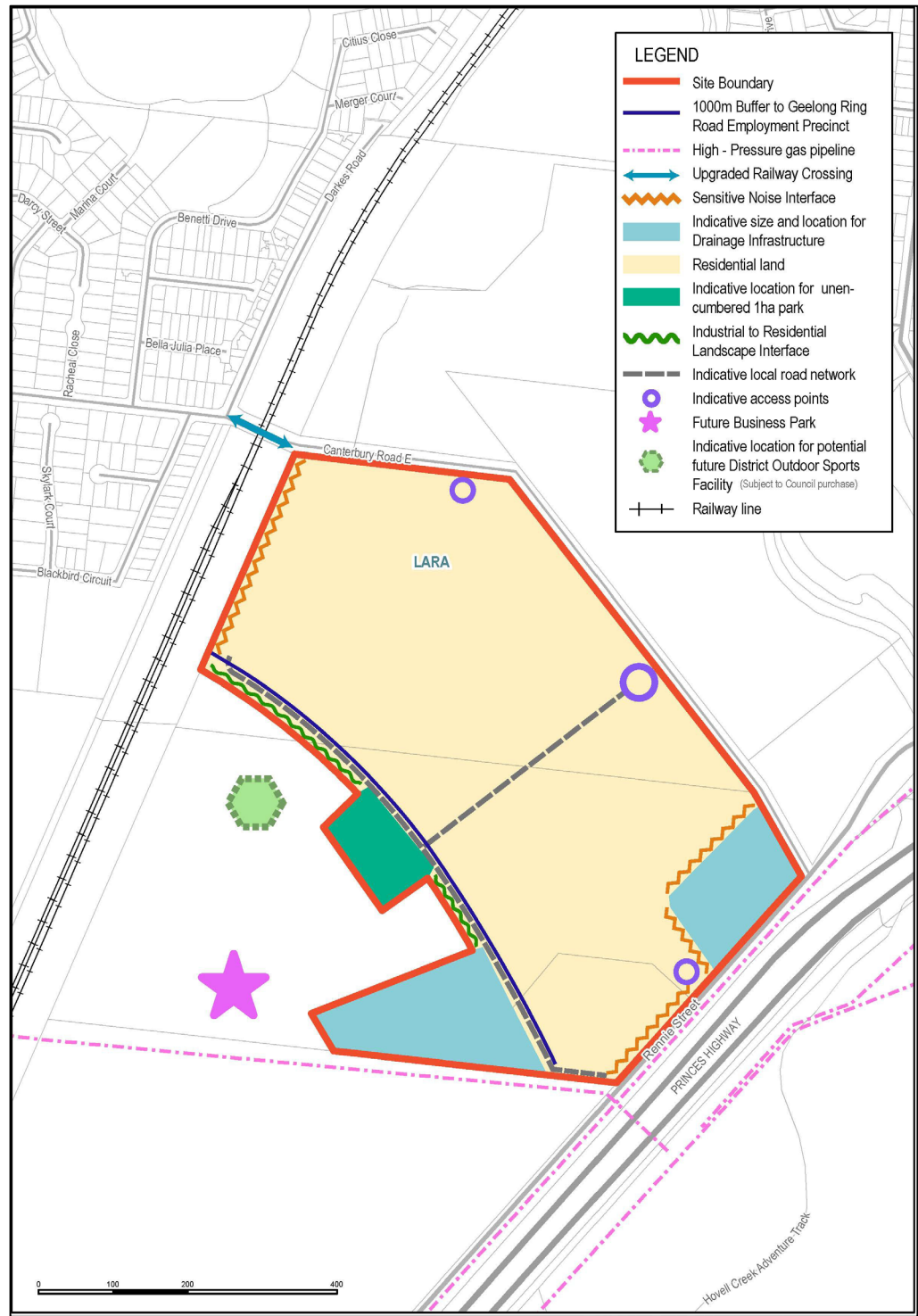


Figure 1: South East Lara Residential Growth Area Framework Plan

DELETE



INSERT – ‘Key Local Street (indicative)’ removed

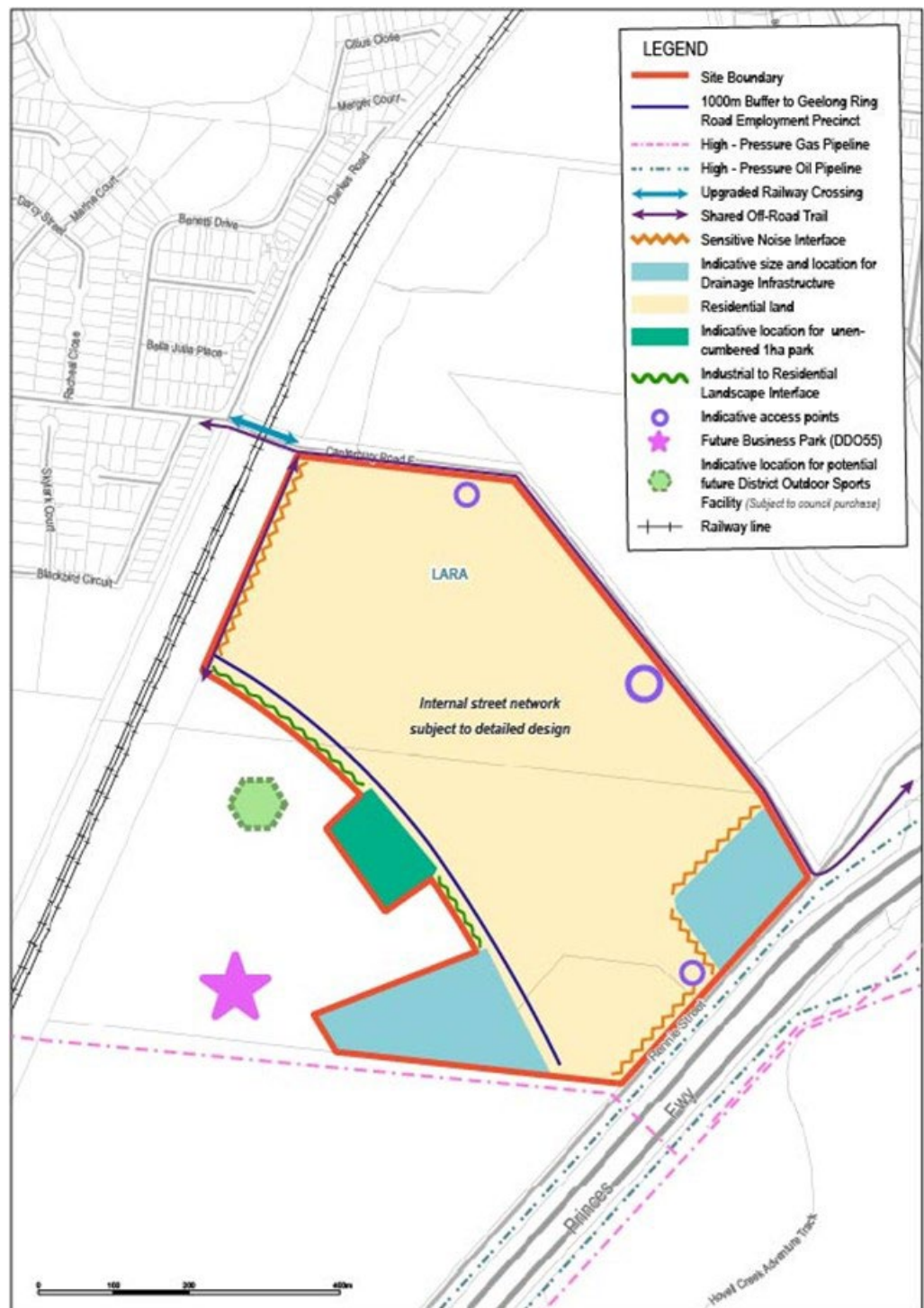


Figure 2: South East Lara Residential Growth Area High Pressure Pipeline Plan

