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Proposed C453ggee

SCHEDULE 55 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

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

LARA BUSINESS PARK

1.0

Design objectives

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

2.0

Buildings and works

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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 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.

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 minimum tree canopy target of 25% contained in the *City of Greater Geelong Urban Forest Strategy 2015-2025*.

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 operator.

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.

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Subdivision

A permit to subdivide land must meet the following requirements:

General

Subdivision should provide:

- lot sizes and designs that meet market demands.
- road reserves that deliver appropriate street tree planting.
- edge roads adjacent to 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.

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.

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 in accordance with performance objectives of Urban Stormwater: Best Practice Environmental Management Guidelines (CSIRO, 1999), Infrastructure Design Manual, and CoGG Design Notes.

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, to ensure that:

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

Traffic and Pedestrian Movements

Subdivision design should provide a movement network that:

- has regard to the *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 the provision of at least two entry roads off Rennie Street.
- prevents vehicle connection to the future residential land to the north.
- delivers road widths and cross-sections that are suitable for industrial vehicle movements and consistent with the Infrastructure Design Manual.

- provides an integrated network of safe and convenient footpaths on both sides of every street.
- provides shared pathways to facilitate future active transport connections between the future 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.

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Signs

None specified.

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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 Safety Management Study led by the pipeline licensee is required for a permit within the measurement length of any High Pressure Pipeline to the satisfaction of the Responsible Authority.

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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.
- The interface with adjoining zones, rail corridor, Rennie Street and Princess Highway.
- Whether the subdivision design is generally in accordance with the Lara Business Park Outline Development Plan.

Map 1 Lara Business Park Outline Development Plan

