

Greater Geelong Planning Scheme

Amendment C453ggee

Explanatory Report

Overview

The proposed amendment will 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 Farming Zone (FZ) to Industrial 3 Zone (IN3Z) and Industrial 1 Zone (IN1Z) and applies the Design and Development Overlay Schedule 55 (DDO55).

Where you may inspect this amendment

The amendment can be inspected free of charge at City of Greater Geelong website at www.geelongaustralia.com.au/amendments/

The amendment is available for public inspection, free of charge, during office hours at the following places:

Wurriki Nyal, 137-149 Mercer Street, Geelong Monday to Friday 8am to 5pm

The amendment can also be inspected free of charge at the Department of Transport and Planning website at <http://www.planning.vic.gov.au/public-inspection> or by contacting the office on 1800 789 386 to arrange a time to view the amendment documentation.

Submissions

Any person may make a submission to the planning authority about the amendment. Submissions about the amendment must be received by 17 November 2025

A submission must be sent to:

Strategic Implementation, City of Greater Geelong

By post: PO Box 104, GEELONG VIC 3220, or

By email: amendments@geelongcity.vic.gov.au, or

Lodged online: www.geelongaustralia.com.au/amendments

Panel hearing dates

In accordance with clause 4(2) of Ministerial Direction No.15 the following panel hearing dates have been set for this amendment:

- Directions hearing: 2 March 2026
- Panel hearing: 13 April 2026

Details of the amendment

Who is the planning authority?

This amendment has been prepared by the City of Greater Geelong which is the planning authority for this amendment.

The amendment has been made at the request of Tract Consultants Pty Ltd on behalf of Lara Farms Pty Ltd.

Land affected by the amendment

The amendment applies to the land at 76-156 Canterbury Road East (part), 785-805 Princes Highway (part), 705-765 Princes Highway (part) and 610 Rennie Street, Lara.



Figure 1 – Land affected by the amendment

What the amendment does

The proposed amendment facilitates the development of an industrial/commercial Business Park in accordance with the objectives sought under the G21 Regional Growth Plan 2013 and Lara Structure Plan 2011.

The amendment is supported by a Section 173 Agreement stating land at 610 Rennie Street to be rezoned Industrial 1 Zone must not be used for a childcare centre or caretaker's house.

Specifically, the amendment makes the following changes:

Zoning maps

- Amends 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 Farming Zone to Industrial 3 Zone (IN3Z) and Industrial 1 Zone (IN1Z).

Overlays maps

- Amends 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.

Planning scheme ordinance

- Inserts Schedule 55 to Clause 43.02 Design and Development Overlay.

Strategic assessment of the amendment

Why is the amendment required?

The proposed amendment will facilitate future commercial and industrial development in accordance with the outcomes sought under various strategic documents including the G21 Regional Growth Plan and Lara Structure Plan 2011.

Lara is a designated strategic growth area for the municipality and the Structure Plan identifies the township as supported by a range of higher order services, infrastructure and facilities, and is proximate to key transport interchanges including the rail network, Avalon Airport and Geelong and Melbourne ports.

The land subject to this amendment is located adjacent to the Geelong Ring Road Employment Precinct (GRREP), located to the site's west. The Structure Plan acknowledges and identifies the subject land as a potential business park and an opportunity to develop a sporting facility.

Business Park

Greater Geelong has the second largest economy in Victoria with an estimated Gross Regional Product of \$19.6 billion for the years 2022-2023.

Council updated a set of reports on the status of land supply for the G21 region for both residential and industrial land. The Industrial Land Supply Report 2018 notes that Lara has one industrial precinct serving the local community. There is 13 hectares of industrial land with the bulk zoned Industrial 3 (12 hectares) with less than 1 hectare of land available as supply.

With a limited supply of zoned industrial land in Lara, there is a need to provide

additional land for local service requirements and employment opportunities.

Planning controls

To facilitate the future business park, Amendment C453ggee proposes to rezone the southern portion of the site to Industrial 1 Zone (IN1Z) and land adjacent to the proposed future residential land to the north to Industrial 3 Zone (IN3Z). Both zones will be subject to a new Schedule to the Design and Development Overlay (DDO55).

Industrial 1 Zone

Industrial 1 Zone (IN1Z) provides for general industrial uses, such as large-scale manufacturing, logistics, and warehousing. They tend to be strategically located away from residential areas ensuring minimal impact. The proposed IN1Z will provide for a range of warehousing and industrial uses that can accommodate the recommended buffer distance to sensitive land uses. It is considered the appropriate zone given the site's proximity to the GRREP, Avalon Airport, rail corridor and Princes Highway.

Industrial 3 Zone

Industrial 3 Zone (IN3Z) accommodates lighter industrial uses near residential or commercial areas. It supports businesses with minimal environmental impact, such as technology, research, or small-scale manufacturing. IN3Z also allows limited retailing including convenience shops and small scale supermarkets in appropriate locations. The focus for the IN3Z is on maintaining a buffer between industrial activities and residential zones.

How does the amendment implement the objectives of planning in Victoria?

The amendment implements the objectives of planning in Victoria as set out in sections 4(1) and 12(1)(a) of the *Planning and Environment Act 1987* (the Act) as follows:

Objective (a): The proposed amendment provides for the fair, orderly, economic and sustainable use and development of land as it facilitates a use of land compatible with the GRREP precinct and provides additional land for local service requirements.

Objective (b): The proposed amendment will provide for the protection of natural resources and the maintenance of ecological processes and genetic diversity through its consideration of native vegetation and regard to the Port Phillip Bay (Western Shoreline) and Bellarine Peninsula Ramsar site.

Objective (d): The proposed amendment does not compromise any places of known scientific, aesthetic, architectural, or historical interest, or otherwise of special cultural value.

Objective (e): The proposed amendment will allow for the orderly provision of public assets and utilities through the levying of development contributions via an

agreement made pursuant to Section 173 of the Act, as required.

Objective (f): The proposed amendment facilitates development in accordance with the objectives set out in paragraphs (a), (b), (d) and (e).

Objective (g) and Section 12(1)(a): The proposed amendment seeks to balance the present and future interests of all Victorians by facilitating investment and development in the Greater Geelong and G21 region and by enabling future use and development of the land for economic and employment purposes.

How does the amendment address any environmental, social and economic effects?

The proposed amendment adequately addresses environmental, social and economic effects set out in sections 12(2)(b) and (c) of the Act.

The amendment results in net community benefit achieved through the implementation of strategic direction set out under various strategic documents including the G21 Regional Growth Plan and Lara Structure Plan.

Environmental

The amendment positively addresses environmental effects by:

- Demonstrating consideration for sensitive downstream receptors including the Port Phillip Bay (Western Shoreline) and Bellarine Peninsula Ramsar site to proactively mitigate the potential for adverse impacts.
- Encouraging the implementation of stormwater quantity and quality measures in accordance with appropriate best practice standards to minimise the impact of the future industrial development.
- Facilitating future industrial development on land that is largely occupied by exotic pasture species and weeds.
- Providing a Preliminary Risk Screen Assessment (PRSA) to confirm the land affected by the amendment is suitable for future industrial and employment use and no further investigation is warranted.
- Supporting the transition of the land to urban uses in a manner that addresses bushfire risk and will allow for the future implementation of any required risk mitigation measures.

Social

The amendment positively addresses social effects by:

- providing development opportunities that will facilitate a range of employment generating activities that help to retain or create new local employment.
- facilitating the future development of a Regional Sports Facility that services the locals needs.

Economic

The amendment positively addresses economic effects by:

- Allowing future industrial development in proximity to existing state and local infrastructure.
- Safeguarding the ongoing operation and expansion of intensive industrial land uses within the GRREP.
- Facilitating significant private sector investment in the local area that will unlock future investment opportunities associated with the future development of the land.
- Promoting economic development through efficient and functional industrial development.

Does the amendment address relevant bushfire risk?

The land subject to the amendment is not affected by the Bushfire Management Overlay (BMO) but is designated as a Bushfire Prone Area pursuant to the Building Regulations 2018.

Council consulted with the Country Fire Authority (CFA) in the preparation of this amendment. The CFA consider the amendment low risk and note that the site is encircled by perimeter roads and the bushfire hazard is likely to be minimal.

A State policy for Bushfire Planning is included within the Greater Geelong Planning Scheme at Clause 13.02-1S. The amendment is broadly consistent with the overarching objective of this policy which seeks to strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life.

A local policy for bushfire risk management is included within the Greater Geelong Planning Scheme at Clause 02.03-3 (Environmental Risk and Amenity). The amendment is broadly consistent with the overarching objective of this policy which seeks to minimise the impacts of wildfire by ensuring that development considers the hazards associated with wildfire.

Bushfire considerations will be further considered at the planning permit phase following the gazettal of this amendment.

Does the amendment comply with the requirements of any other Minister's Direction applicable to the amendment?

Ministerial Direction on The Form and Content of Planning Schemes

The amendment is consistent with the Ministerial Direction on *The Form and Content of Planning Schemes* under section 7(5) of the Act and meets the requirements of relevant Ministerial Directions as follows:

Direction No. 1 – Potentially contaminated land

The amendment proposes to rezone land to Industrial 1 Zone and Industrial 3 Zone which allows sensitive land uses subject to a planning permit. While sensitive land uses are discouraged due to the site's proximity to the GRREP, a PRSA was provided ensuring the majority of the site is suitable for sensitive land uses. Where a PRSA was not provided (610 Rennie Street, Lara), Council and the landowner have agreed to enter into a Section 173 Agreement stating the land must not be used as a Childcare centre or a caretaker's house in the absence of a certificate of environmental audit or statement. The agreement will be signed and registered on title as part of the amendment process, thereby satisfying Ministerial Direction No. 1.

Direction No. 11 – Strategic Assessment of Amendments

The amendment complies with Ministerial Direction No. 11 (Strategic Assessment of Amendments) under section 12 of the PE Act. The amendment is consistent with this direction and this explanatory report provides a comprehensive strategic evaluation of the amendment and the outcomes it produces.

Direction No. 15 – The Planning Scheme Amendment Process

The amendment will advance in accordance with the steps and timing specified in this Direction.

Direction No. 19 - Amendments that may result in impacts on the environment, amenity and human health.

In response to Ministerial Direction No. 19, Council has referred the amendment to the Environment Protection Authority (EPA) for comment. The views of the EPA have been considered in the preparation of this amendment.

EPA recommended that Council consider the context of the site and whether the IN1Z is the appropriate zone and identify and consider any land use conflicts which may result from the Amendment and review the landfill gas risk assessment.

Council have considered any potential land use conflicts which may result from the proposed zones. The proposed IN1Z will provide for a range of warehousing and industrial uses that can accommodate a buffer distance between 100 metres and 500 metres. It is considered the appropriate zone given its proximity to GRREP, Avalon Airport, rail corridor and Princes Highway. For any proposed industry and warehouse use that does not comply with the threshold distances under Clause 53.10, a planning authority will need to consider the effect that the use may have on nearby existing or proposed residential areas or other uses sensitive to industrial off-side effects.

Council is satisfied that the land subject to the amendment is unlikely to be contaminated and environmental conditions are suitable for the proposed use. The closed landfill (Corio Landfill) is located 354 metres to the south of the site. A landfill gas validation program confirmed the site is not impacted by landfill gas.

How does the amendment support or implement the Planning Policy Framework and any adopted State policy?

The amendment supports and implements the following objectives, strategies and policies contained within the Planning Policy Framework by:

Clause 11.01.1S – Settlement and Clause 11.01-1R – Geelong G21

The amendment supports Clause 11.03-1S and Clause 11.03-1R in supporting the sustainable growth of Lara as an identified growth node in a manner that builds on existing infrastructure and will provide employment and economic growth and G21 region.

Clause 11.02-1S – Supply of urban land

The amendment ensures a sufficient supply of land is available for commercial and industrial uses in an area identified as having limited supply and a needing additional land for local service requirements.

Clause 12.01 – Biodiversity, Clause 12.03-1S River and riparian corridors, waterways, lakes, wetlands and billabongs and Clause 12.05-1S Environmental sensitive areas

The amendment considers the impacts of any change in land use or development that may affect the biodiversity value of the downstream Ramsar Limeburner's Bay Wetland and Hovells Creek environs in the Limeburner's Bay Wetland Impact Assessment Report.

The amendment facilitates best practice stormwater management to improve the quality of stormwater runoff from urban environment.

Clause 13.02-1S – Bushfire planning

The amendment prioritises the protection of human life through bushfire mitigation strategies that will strengthen the future community's resilience to impacts and directs population growth and development to low risk locations.

Clause 13.07-1S – Land use compatibility

The amendment complies with Clause 13.07-1S by maintaining buffer distances associated with the GRREP to ensure land use compatibility objectives are achieved, safeguard existing/future industrial operations and expansion, and that no adverse impacts to surrounding residential areas are imposed.

Clause 17.01-1S – Diversified economy and Clause 17.01-1R – Geelong G21

The amendment facilitates the diversification of the economy through the provision of a range of employment generating development and land use and provides additional employment areas in a location close to where people live.

Clause 17.03-1S – Industrial land supply and Clause 17.03-2S – Sustainable industry

The amendment ensures that there is an adequate supply of industrial land and located in appropriate locations where there is good access for employees, freight and road transport available and ensures that manufacturing and storage industries are located close to air, rail and road freight terminals, thus ensuring the facilitation of sustainable operation of industry.

Clause 18.01-1S – Land use and transport integration

The amendment facilitates access to economic opportunities by making best use of existing economic infrastructure and plans the use of land adjacent to the transport system having regard to the current and future development and operation of the transport system.

Clause 18.02-3S – Public transport

The amendment ensures development protects the Regional Rail Network with provisions that consider the interface to the rail corridor.

Clause 19.01-3S – Pipeline infrastructure

The amendment provides an appropriate outcome with respect to existing gas pipeline infrastructure that will mitigate risk while also contributing to an integrated network of public open space.

Clause 19.03-3S – Integrated water management and Clause 19.03-2S Infrastructure design and provisions

The amendment facilitates the delivery of infrastructure that meets the needs of the community. This includes an integrated water management approach with respect to water supply, water resources, wastewater, drainage and stormwater.

How does the amendment support or implement the Municipal Planning Strategy?

The amendment supports and implements the strategic directions contained in the Municipal Planning Strategy (MPS) at Clause 02 as follows:

Clause 02.01 – Context

Encouraging economic and employment development opportunity within an existing settlement boundary in a manner that will support Greater Geelong as the state's largest regional city and the primary service and employment hub for the G21 Geelong Region Alliance.

Clause 02.02 – Vision

Support Council's overarching vision for Greater Geelong by providing land use and development aspirations that supports the visions to facilitate a prosperous economy that supports jobs.

Clause 02.03-1 – Settlement

Supporting urban development outcomes in line with objectives for Lara. This

includes supporting Lara's role in the growth of the region with its strategic location between Geelong and Melbourne with excellent road, rail, seaport and airport links. Additionally, this amendment encourages the protection of key environmental assets and responsive outcomes to flooding considerations and established land uses such as Avalon Airport and the GRREP.

Clause 02.03-7 – Economic development

Supporting the need for ongoing employment and economic development within the Geelong region, acknowledging that traditional manufacturing industries will continue to be economic and employment drivers in the municipality.

Providing new industrial development around major transport routes and infrastructure assets.

The amendment does not seek to introduce or amend any clauses contained within the Municipal Planning Strategy.

Does the amendment make proper use of the Victoria Planning Provisions?

The amendment makes proper use of the Victoria Planning Provisions (VPP) by rezoning the land to the Industrial 1 Zone (IN1Z) and Industrial 3 Zone (IN3Z) as well as applying Schedule 55 to the Design and Development Overlay (DDO55).

The IN1Z provides for general industrial uses, including large-scale manufacturing, logistics, and warehousing and is considered the most appropriate zone given the site's proximity to the GRREP, Avalon Airport, rail corridor and Princes Highway.

The IN3Z accommodates lighter industrial uses near residential or commercial areas. It supports businesses with minimal environmental impact and provides a buffer between industrial activities and residential zones.

The DDO is the appropriate tool to facilitate future development as the land is mostly consolidated and it allows for tailored built form and design requirements that are not achievable through zone controls alone. DDO55 is necessary to ensure that future development:

- responds sensitively to key environmental and visual interfaces,
- supports integrated transport and service infrastructure,
- achieves best-practice stormwater management, and
- enhances visual and landscape amenity in a high-exposure precinct along the Princes Freeway and rail corridor.

How does the amendment address the views of any relevant agency?

Council have consulted with several relevant agencies prior to exhibition including:

APA Group

APA reviewed the amendment documentation in relation to the high pressure pipeline running east to west through the site. DDO55 has been drafted to include provisions relating to the pipelines easement, landscaping and site layout and design. AS2885 requires a Safety Management Study (SMS) to be undertaken with any change of land use classification within the Measurement Length of the pipeline. Without details on the specific nature of future land uses, which is not expected at this stage of the process, APA is unable to confirm where an SMS may be required. A SMS is required once detailed proposals for land use within the area are developed.

Barwon Water

Barwon Water assessed the amendment documentation in relation to drinking water and sewerage services for the subject area. Barwon Water advised that the current water infrastructure has sufficient capacity to meet the peak demand for drinking water and the area requires a new sewer pump station and a sewer raising main.

Council have included a provision in DDO55 for a planning permit for subdivision to include a condition requiring a S173 Agreement to facilitate delivery of any off-site infrastructure.

Country Fire Authority (CFA)

CFA consider the amendment low risk and note that the site is encircled by perimeter roads and that there is likely to be minimal bushfire hazard.

Corangamite Catchment Management Authority (CCMA)

CCMA are satisfied that the amendment is unlikely to increase the flood risk to Hovells Creek. However, noted an assessment should be conducted to determine any impacts to the Port Phillip Bay (Western Shoreline) and Bellarine Peninsula Ramsar site.

A Limeburners Bay Ramsar Wetland Impact Assessment was prepared by Venant Solutions and has informed the Stormwater Management Strategy relevant to this amendment. The Impact Assessment documents the environmental values of the receiving environment, quantifies the increase in runoff volume from the site, investigates options to mitigate the increased volume and assesses the impact on the receiving environment (Port Phillip Bay (Western Shoreline) and Bellarine Peninsula Ramsar site).

A summary of the report found that the anticipated impacts of the amendment on natural values, including aquatic ecosystems, flora, and fauna, are generally minimal when mitigated as proposed.

Department of Transport and Planning (DTP) – Transport

DTP requested further information regarding the impact on Canterbury Road East and the Shell Parade/Geelong Ring Road off-ramp, a freeway merge capacity

assessment, a risk assessment of the Canterbury Road East level crossing and public transport requirements.

The Traffic Impact Assessment (TIA) was revised to address all of DTP comments. Further analyses were undertaken and the TIA concluded:

- The site access intersections are expected to operate adequately following full development with no mitigation works required.
- The intersections of Forest Road/Canterbury Road East and Rennie Street/Canterbury Road East are expected to operate to a satisfactory level.
- The existing Shell Parade/Princess Freeway On/Off-Ramp is currently slightly deficient with respect to merge length and acceleration length. However, is considered acceptable based on existing geometry, expected truck size and acceleration behaviour.

VicTrack

VicTrack provided several comments in relation to traffic and pedestrian movement, drainage and retarding basins, fences, landscaping, lighting, signs and facades.

The TIA has considered pedestrian and cyclist movement across the level crossing and recommended provision of access gates. The DDO55 includes all of VicTracks recommendations and requires a permit condition or a Section 173 Agreement to facilitate delivery of off-site infrastructure.

Viva Energy

Viva Energy Australia requested several conditions be included into the planning controls.

DDO55 requires a Safety Management Study (SMS) for any permit application within a high-pressure pipeline measurement length and the Lara Business Park outline development plan in DDO55 shows the location of all high pressure pipelines.

The following stakeholders were consulted with no response provided:

- Department of Energy, Environment and Climate Action (DEECA)
- Victorian Planning Authority (VPA)
- Wadawurrung Traditional Owners Aboriginal Corporation (WTOAC)

Exhibition of the amendment will provide stakeholders and agencies a formal opportunity to make a submission on the Amendment.

Does the amendment address relevant requirements of the Transport Integration Act 2010?

The Transport Integration Act 2010 establishes a framework for the provision of an integrated and sustainable transport system in Victoria. The Act provides for a system in which all transport activities and modes work together and recognises the interdependency of transport and land use.

The intent of the amendment broadly aligns with the objectives and decision principles outlined in Section 2 of the Act. The amendment aims to encourage land use and development with access to a transport system by which persons can access social and economic opportunities to support individual and community wellbeing and support the facilitation of an economic prosperity through enabling efficient and effective access to places of employment and services.

The amendment will facilitate development which integrates with and promotes a sustainable transport system to better address transport accessibility, access to employment and sustainable communities. This integration will ensure that the transport system is able to support the land use outcomes as foreshadowed by this amendment and similarly that the proposed land use patterns support the use of an integrated transport system.

Council is considered an 'interface body' under Section 25 of the Transport Integration Act 2010. An interface body must have regard to the transport system objectives and the decision-making principles of the Transport Integration Act when performing its functions under any interface legislation (including the Planning and Environment Act 1987) which are likely to have a significant impact on the transport system. The proposed amendment ensures transport and land use planning are integrated and appropriate transport infrastructure outcomes are provided for.

How does the amendment have regard to the principles set out in the *Yarra River Protection (Wilip-gin Birrarung murrong)* Act 2017 in relation to Yarra River land and other land, the use or development of which may affect Yarra River land?

The amendment does not affect Yarra River land.

Resource and administrative costs

What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?

The amendment will not pose unreasonable resource and administrative costs on Council in its normal capacity as the Responsible Authority.