

Planning Report

Tract



Planning Scheme Amendment – Greater Geelong Planning Scheme

76-156 Canterbury Road East, Lara, 610 Rennie Street, Lara and 705-765 & 785-805 Princes Highway, Lara

Prepared for Lara Farms Pty Ltd

Quality Assurance

Planning Report

Planning Scheme Amendment – Greater Geelong Planning Scheme
76-156 Canterbury Road East, Lara, 610 Rennie Street, Lara and 705-765 & 785-805 Princes Highway, Lara

Project Number

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1 Executive Summary

1.1 Overview

Tract has prepared this report on behalf of Lara Farms Pty Ltd in support of the proposed planning scheme amendment (the 'Amendment') to the Greater Geelong Planning Scheme as it relates to the land at 76-156 Canterbury Road East, Lara and 705-765 & 785-805 Princes Highway, Lara and 610 Rennie Street, Lara (the 'Site').

The Site is currently located within the Farming Zone (FZ) and is not affected by any Overlay controls.

The Amendment is required to facilitate the transition of the land to industrial and employment purposes in accordance with the high-level outcomes sought under various strategic documents including the *G21 Regional Growth Plan* and *Lara Structure Plan*. This is to be achieved by:

- Applying the Industrial 1 Zone (IN1Z) and the Industrial 3 Zone (IN3Z) as well as the Design & Development Overlay Schedule 50 to the land affected by the amendment.
- Amending Planning Scheme Map Nos. 18ZN, 19ZN and 18DDO and 19DDO.

Due to the reasons outlined within this report, it is respectfully submitted that the proposed amendment is highly responsive to the objectives and provisions of the *Greater Geelong Planning Scheme*, as well as relevant strategic direction for the Site.

1.2 Limitations

This report has considered the following documents:

- Greater Geelong Planning Scheme
- Certificates of Title dated May 2022
- *G21 Regional Growth Plan (2013)*
- *City of Greater Geelong Settlement Strategy (2020)*
- *Lara Structure Plan (2011)*
- *Ministerial Direction – Form and Context of Planning Schemes*
- *Ministerial Direction No. 11 – Strategic Assessment of Amendments*
- *Ministerial Direction No. 15 – The Planning Scheme Amendment Process*
- *Planning Practice Note 30 – Potentially Contaminated Land*
- *Planning Practice Note 46 – Strategic Assessment Guidelines*
- *Planning Practice Note 92 – Managing Buffers for Land Use Compatibility*

1.3 Report Structure

This report describes the Site and its context (Chapter 2), details the proposed amendment (Chapter 3) and identifies relevant planning policy and provisions (Chapter 4). The proposed amendment is assessed against the Strategic Assessment Guidelines and key planning considerations (Chapter 5) to form the conclusions of this report (Chapter 6).

2 Urban Context Review

2.1 Site Analysis

Title Particulars

The following table describes considerations relating to the Certificates of Title associated with the four parcels that comprise the broader Site. Parcels marked 'no applicable encumbrances' are not impacted by any encumbering easements, covenants, caveats or restrictions under Section 173 of the *Planning and Environment Act 1987* or the *Subdivision Act 1988*.

Refer to **Appendix A – Certificates of Title** for further details.

Lot Description	Title Particulars
3C\15B\PP5452	No applicable encumbrances. Lara Farms Pty Ltd are the registered proprietors of the estate in fee simple.
Lot 2 on Plan of Subdivision 98249	The land is impacted by an encumbering pipeline easement (E-1) in favour of Transmission Pipelines Australia (Assets) Pty Ltd. E-1 generally measure 20 metres in width and bisects the northern portion of the land from east to west. The land is also impacted by Covenant V953535R which relates to the creation of E-1 upon the transfer of the land. It affords the right to undertake works associated with the pipeline infrastructure and associated carriageway and need to maintain the easement area without obstruction. Lara Farms Pty Ltd are the registered proprietors of the estate in fee simple.
Lot 1 on Title Plan 156147	No applicable encumbrances. Lara Farms Pty Ltd are the registered proprietors of the estate in fee simple.
Lot 1 on Lot Plan 98249	No applicable encumbrances. Benjamin Fabretto is the sole proprietor of the estate in fee simple.

2.2 Site Description

The Site comprises four parcels which are formally identified as 76-156 Canterbury Road East, Lara and 705-765 & 785-805 Princes Highway, Lara and 610 Rennie Street, Lara. The Site is irregularly shaped and has a total area of approximately 78 hectares. The Site is generally bound by Canterbury Road East, the Princes Highway/Rennie Street, and the western standard gauge railway corridor.

The Site has a frontage to Rennie Street measuring approximately 1,500m, is relatively flat and slopes gently from west to east towards the Hovells Creek to the north-east.

The majority of the Site comprises agricultural land utilised for cropping purposes and various associated structures/features (including portable silos and decommissioned dams). The land 705-765 Princes Highway is occupied by a residential dwelling and associated outbuildings. The dwelling incorporates a garden which primarily consist of native and exotic trees and shrubs planted for aesthetic purposes. Although the dwelling allotment forms part of this amendment, the dwelling and immediate surrounds is located outside the scope of the application but is rather associated with Amendment C444.



Figure 1: Aerial Plan

2.3 Site Context

The Site is located within the City of Greater Geelong and is situated approximately 650 metres south of the Lara Town Centre.

Broadly speaking, the Site sits as an undeveloped wedge between Industrial Land to the west within the Geelong Ring Road Employment Precinct and rural Living to the east. The rural lifestyle allotments which provide a transitional interface to land outside the settlement boundary are utilised for agricultural and conservation purposes.

The land to the immediate north between the Site extending north to the Hovells Creek reserve is subject to a Planning Scheme Amendment (C444) application currently under consideration by the City of Greater Geelong. The amendment seeks to facilitate the transition of the land to urban purposes in accordance with the high-level outcomes sought under various strategic documents.

Proximate community infrastructure includes:

- Open space – Austin Park, Lara Recreation Reserve, Lara Tennis Club, Lara Dog Park, Hovells Creek Public Recreation Reserve, Lara Lake Reserve.
- Education – Lara Secondary College, Lara Primary School, St Anthony's Primary School, various early learning centres and kindergartens.
- Retail/commercial – Lara Village Shopping Centre, The Centreway.
- Community/civic – Lara Maternal and Child Health Centre, Lara Library, Lara Community Centre.

The Site is proximate to the Geelong Ring Road Employment Precinct (GRREP) which is the municipality's largest designated growth area for industrial development. The GRREP is zoned to accommodate intensive industrial land uses and associated employment opportunities.

The Site is also proximate to the Werribee/Avalon and Point Wilson/Limeburners Bay areas of the Port Phillip Bay (Western Shoreline) and Bellarine Peninsula Ramsar Site which site includes freshwater wetlands, estuaries, intertidal shorelines, sub-tidal beds, inland saline wetlands and a wastewater treatment facility.

The Site is within the vicinity of the following pipeline corridor assets:

- W.A.G Pipeline (Altona - Geelong), Viva Energy Australia – Oil pipeline corridor
- WOPL (White Oil Pipeline), Viva Energy Australia – Oil pipeline corridor
- Brooklyn - Corio (T24), APA Group – Natural gas pipeline corridor
- Brooklyn - Lara (T112), APA Group – Natural gas pipeline corridor
- Iona - Lara (T92), APA Group – Natural gas pipeline corridor

The nearest public transport connections are local bus services which operate routes that provide connectivity across Lara and services the nearby GRREP and Corio. The closest bus service (Route 11) operates along Rennie Street with the closest bus stop approximately 800m north of the Site.

The Site is also proximate to Lara Railway Station which operates the Melbourne – Geelong – Warrnambool V/Line service.

The Site's primary vehicular connections are Forest Road and the Princes Freeway. Forest Road (C114) is a declared arterial road and provides connectivity with the Lara Town Centre to the north and established suburbs of Corio, Norlane and North Geelong to the south via the Princes Highway/Melbourne Road (A10). The Princes Highway provides onward connections to Central Geelong and Waurn Ponds to the south. The Princes Freeway (M1) which provides broader access to Melbourne and Colac.



Figure 2: Context Plan

3 Proposal

3.1 Overview

The amendment is required to facilitate the transition of the land to urban purposes in accordance with the high-level outcomes sought under various strategic documents including the *G21 Regional Growth Plan* and *Lara Structure Plan*.

In summary, it is proposed to:

- Applying the Industrial 1 Zone (IN1Z) and the Industrial 3 Zone (IN3Z) as well as the Design & Development Overlay Schedule 50 to the land affected by the amendment.
- Amending Planning Scheme Map Nos. 18ZN, 19ZN, 18DDO and 19DDO.

Council is contemplating a potential purchase part of the land affected by the amendment for a possible regional sports reserve. The proponent is currently engaging with Council on a confidential, without prejudice basis in this respect. It remains to be seen whether Council will commit to the purchase of the land.

The amendment does not seek to introduce or amend any clauses contained within the Municipal Planning Strategy or Planning Policy Framework. Furthermore, the proposed amendment does not necessitate any further changes to the ordinance of the Greater Geelong Planning Scheme, including Particular Provisions, General Provisions and Operational Provisions.

To assist Council with their consideration of the proposed PSA, a Framework Plan for the Lara Business Park has been prepared (refer to **Appendix A**) which identifies the broad land use composition consisting of industrial/employment land as well as a Specialised Activity Centre along the northern edge of the Site. In addition to this, the Framework Plan identifies the preferred location of infrastructure including stormwater basin and main access locations off Rennie Street. Finally, the Framework Plan identifies opportunities and constraints including the high-pressure gas pipeline easement as well as the public open space interface along the northern edge of the Site which is proposed via Amendment C444.

3.2 Future Planning Permit Applications

The application of Schedule 50 to the Design and Development Overlay will allow for future planning permit applications to be approved generally in accordance with the design objectives of the DDO50. The DDO50 includes a series of requirements for both buildings and works as well as subdivision including fencing, site layout & design, car parking & access, landscaping, stormwater management and traffic & pedestrian movements.

In accordance with the provisions of Clause 43.02, a planning permit will be required to construct a building or construct or carry out works.

The use, subdivision, and/or development of the land is not concurrently sought with this amendment.

4 Planning Framework

4.1 Planning Policy Framework

To ensure the overarching objectives of planning in Victoria are met, policies contained within the Planning Policy Framework (PPF) must be considered. The PPF clauses of most relevance are detailed below.

Clause 11 – Settlement

Clause 11 states that planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure. Relevant sub-clauses include:

- **Clause 11.01-1S – Settlement** – seeks to promote the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements.
- **Clause 11.01-1R – Settlement – Geelong G21** – aims to support the growth of Bannockburn, Colac, Drysdale/Clifton Springs, Lara, Leopold, Ocean Grove and Torquay/Jan Juc as district towns by building on existing and planned infrastructure and focussing growth along key road and rail networks.
- **Clause 11.02-1S – Supply of urban land** – seeks to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.
- **Clause 11.03-6S – Regional and local places** – seeks to facilitate integrated place-based planning

Clause 12 – Environmental and Landscape Values

Clause 12 recognises that planning should help protect the health of ecological systems and the biodiversity they support by conserving areas with identified environmental and landscape values. Planning should also protect, restore and enhance sites and features of nature conservation, biodiversity, geological or landscape value. Relevant sub-clauses include:

- **Clause 12.01-1S – Protection of biodiversity** – seeks to assist the protection and conservation of Victoria's biodiversity.
- **Clause 12.01-2S – Native vegetation management** – aims to ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation.
- **Clause 12.03-1S – River corridors, waterways, lakes and wetlands** – seeks to protect and enhance river corridors, waterways, lakes and wetlands.
- **Clause 12.05-2S – Landscapes** – aims to protect and enhance significant landscapes and open spaces that contribute to character, identity and sustainable environments.

Clause 13 – Environmental Risks and Amenity

Clause 13 states that planning should strengthen the resilience and safety of communities by adopting a best practice environmental management and risk management approach. Relevant sub-clauses include:

- **Clause 13.01-1S – Natural hazards and climate change** – seeks to minimise the impacts of natural hazards and adapt to the impacts of climate change through risk-based planning.
- **Clause 13.02-1S – Bushfire planning** – aims to strengthen the resilience of settlements and communities to bushfire through risk-based planning that prioritises the protection of human life.

- **Clause 13.04-1S – Contaminated and potentially contaminated land** – aims to ensure that contaminated and potentially contaminated land is used and developed safely.
- **Clause 13.07-1S – Land use compatibility** – seeks to protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.

Clause 14 – Natural Resource Management

Clause 14 states that planning is to assist in the conservation and wise use of natural resources including energy, water, land, stone and minerals to support both environmental quality and sustainable development. Relevant sub-clauses include:

- **Clause 14.02-1S – Catchment planning and management** – aims to assist the protection and restoration of catchments, waterways, estuaries, bays, water bodies, groundwater, and the marine environment.
- **Clause 14.02-2S – Water quality** – seeks to protect water quality.

Clause 15 – Built Environment and Heritage

Clause 15 recognises the role of urban design, building design, heritage and energy and resource efficiency in delivering liveable and sustainable cities, towns and neighbourhoods. This includes promoting excellence in the built environment and ensuring all land use and development appropriately responds to its surrounding landscape and character, valued built form and cultural context. Relevant sub-clauses include:

- **Clause 15.01-1S – Urban design** – seeks to create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.
- **Clause 15.03-2S – Aboriginal cultural heritage** – aims to ensure the protection and conservation of places of Aboriginal cultural heritage significance.

Clause 17 – Economic Development

Clause 17 acknowledges that planning can provide a strong and innovative economy, where all sectors are critical to economic prosperity. Planning is to contribute to the economic wellbeing of the state and foster economic growth by providing land, facilitating decisions and resolving land use conflicts, so that each region may build on its strengths and achieve its economic potential. Relevant sub-clauses include:

- **Clause 17.01-1S – Diversified economy** – seeks to strengthen and diversity the economy.
- **Clause 17.01-1R – Diversified economy – Geelong G21** – aims to new businesses that provide employment and innovation opportunities in identified employment nodes across the region.
- **Clause 17.01-2S – Innovation and research** – seeks to create opportunities for innovation and the knowledge economy within existing and emerging industries, research and education.
- **Clause 17.03-1S – Industrial land supply** – seeks to ensure availability of land for industry.
- **Clause 17.03-2S – Sustainable industry** – aims to facilitate the sustainable operation of industry.

Clause 18 – Transport

Clause 18 states that planning should ensure a safe, integrated and sustainable transport system that contributes to environmental sustainability and coordinated and reliable movements of people and goods. Relevant sub-clauses include:

- **Clause 18.01-2S – Transport system** – seeks to facilitate the efficient, coordinated and reliable movement of people and goods by developing an integrated and efficient transport system
- **Clause 18.01-2R – Transport system – Geelong G21** – aims to support improved transit and access within Geelong and the wider region.
- **Clause 18.02-4S – Roads** – seeks to facilitate an efficient and safe road network that integrates all movement networks and makes best use of existing infrastructure.

- **Clause 18.02-5S – Freight** – seeks to facilitate an efficient, coordinated, safe and sustainable freight and logistics system that enhances Victoria’s economic prosperity and liveability.
- **Clause 18.02-5R – Freight Links – Geelong G21** - Recognise and develop a national transport and logistics precinct to the north of Geelong, connecting Avalon Airport, Geelong Port and the Geelong Ring Road Employment Precinct.

Clause 19 – Infrastructure

Clause 19 states that planning should ensure that the growth and redevelopment of settlements is planned in a manner that allows for the logical and efficient provision and maintenance of infrastructure. Furthermore, planning for development of social and physical infrastructure should enable it to be provided in a way that is efficient, equitable, accessible and timely. Relevant sub-clauses include:

- **Clause 19.01-3S – Pipeline infrastructure** – aims to ensure that gas, oil and other substances are safely delivered to users and to and from port terminals at minimal risk to people, other critical infrastructure and the environment.
- **Clause 19.03-3S – Integrated water management** – seeks to sustainably manage water supply, water resources, wastewater, drainage and stormwater through an integrated water management approach.

4.2 Municipal Planning Strategy

The Municipal Planning Strategy (MPS) introduces the Greater Geelong Planning Scheme by describing its context and setting out the vision and strategic directions for planning in Greater Geelong. It is a succinct expression of the overarching strategic policy directions of the Greater Geelong municipality, providing context for the local policies in the Planning Policy Framework (PPF), based on the municipality’s location and regional context, history, assets, strengths, key attributes and influences. The MPS is divided into four parts, as relevant to the proposed amendment:

Clause 02.01 – Context

Clause 02.01 contains the context to the City of Greater Geelong planning policies and strategic direction, highlighting role of the Greater Geelong area as the states largest regional city and primary service and employment hub for the G21 Geelong Region Alliance. It also recognises the municipalities location on the state and interstate road and rail network, providing direct links to South Australia, south-western Victoria and Melbourne, with the City’s infrastructure base including Avalon Airport, the Geelong Port and major road and rail connections to Metropolitan Melbourne and Victoria’s western regions.

Clause 02.02 – Vision

The key land use and development aspirations that support this vision are to facilitate:

- A prosperous economy that supports jobs and education opportunities.
- A fast, reliable and connected transport network.
- Sustainable development that supports population growth and protects the natural environment.
- An inclusive, diverse, healthy and socially connected community.
- A destination that attracts local and international visitors.

Clause 02.03 - Strategic Directions

Clause 02.03-1 – Settlement outlines expected future population growth anticipated in Geelong, with the growth creating demand for new dwellings within both Greenfield and infill development. The Clause highlights Lara as a township designated for urban growth due to its strategic location between Geelong and Melbourne with excellent road, rail and seaport and airport links.

Strategic directions for the township of Lara at Clause 02.03-1:

- Maintain a compact urban form and provide for sustainable communities.
- Protect and enhance key environmental, cultural and landscape features, including the rural characteristics of Lara.

- Facilitate an adequate supply of residential and commercial land, community and recreation services and infrastructure.
- Facilitate an efficient and integrated movement network for all modes of transport.

Clause 02-03-2 - Environmental and landscape values recognises that development has had a direct impact on the municipality's natural environments and the flora and fauna that they sustain. There is a need to protect and enhance the natural environment and provide for more sustainable development.

Strategic directions are as follows:

- Protect the habitats of indigenous species from the impacts of land use and development.
- Protect, restore and enhance biodiversity and natural systems.
- Protect, maintain and enhance waterways, rivers, wetlands and groundwater.
- Protect connectivity between waterways and wetlands.
- Protect, maintain and enhance the coast, estuaries and marine environment.
- Reduce the amount of runoff from urban development and improve the quality of stormwater runoff entering waterways, estuarine and marine waters.
- Support development in rural areas that respects the rural landscape character.

Clause 02.03-3 - Environmental risk and amenity emphasizes that areas in the municipality are susceptible to bushfire hazard, including grassland areas around Lara. It further recognises areas at risk of flooding, coastal inundation, and salinity.

With regards to amenity, the policy acknowledges that non-residential uses can reduce the amenity of residential areas through impacts from traffic, car parking, hours of operation, appearance and noise. In order to maintain the residential character and amenity of an area it is important that non-residential uses are well-located and managed, and discourage the encroachment of incompatible uses into residential areas.

Clause 02.03-5 - Built environment and sustainability seeks to balance growth in the municipality while maintaining its identity by identifying areas for varying levels of change and by balancing the need for conservation and renewal. The protection of amenity and facilitation of environmentally sustainable and healthy development that will benefit and improve the community's quality of life is at the forefront of Council's built environment goals. The policy encourages environmentally sustainable design in all development and encourages all development to provide high quality urban design and landscaping.

Clause 02.03-7 Economic Development provides the following objectives and commentary regarding industry:

- There is a need to provide support for ongoing employment and economic development in the Geelong region.
- While traditional manufacturing industries will continue to be economic and employment drivers in the municipality, the City's economy will need to focus on emerging industry sectors that underpin economic development.
- The changing nature of industrial development means that most industrial development now requires land that offers a high amenity environment for workers and visitors.
- There is a need to support industry through the maintenance and improvement of infrastructure including roads, rail, Avalon Airport, Geelong Port and associated facilities.
- The extractive industry operations in the municipality make a vital contribution to the building and construction industries and are of major economic importance to the Geelong region.

Strategic directions:

- Provide an adequate supply of industrial land that meets the needs of different industries.
- Focus new industrial development around major transport routes and infrastructure assets.
- Encourage the growth of new and economically sustainable industry sectors.
- Provide a diverse range of high quality industrial and commercial land.

Clause 02.03-9 Infrastructure states the following:

- There is a need to provide or upgrade infrastructure that enhances safety, accessibility and inclusion for all members of the community including social infrastructure that responds to Geelong’s ageing population.
- The provision of a comprehensive, safe and accessible open space network is a key feature of the City.
- There is a need to provide infrastructure in an efficient and timely manner, particularly in growth areas.

Strategic directions

- Encourage safe and equal access to community and development infrastructure for all members of the community.
- Develop a comprehensive, safe and accessible open space network.
- Ensure that development and community infrastructure is provided or upgraded in a sustainable and timely manner in all areas, with particular regard to the servicing of new communities in urban growth areas and large urban infill areas.

Clause 02.04 – Strategic Framework Plans

Clause 02.04-1 – Municipal Framework Plan – identifies the Site abutting areas defined as ‘established urban area’ to the north, ‘rural living’ area to the east and ‘existing industrial’ area to the west. (refer to **Figure 3**).

4.3 Strategic Planning Considerations

G21 Regional Growth Plan

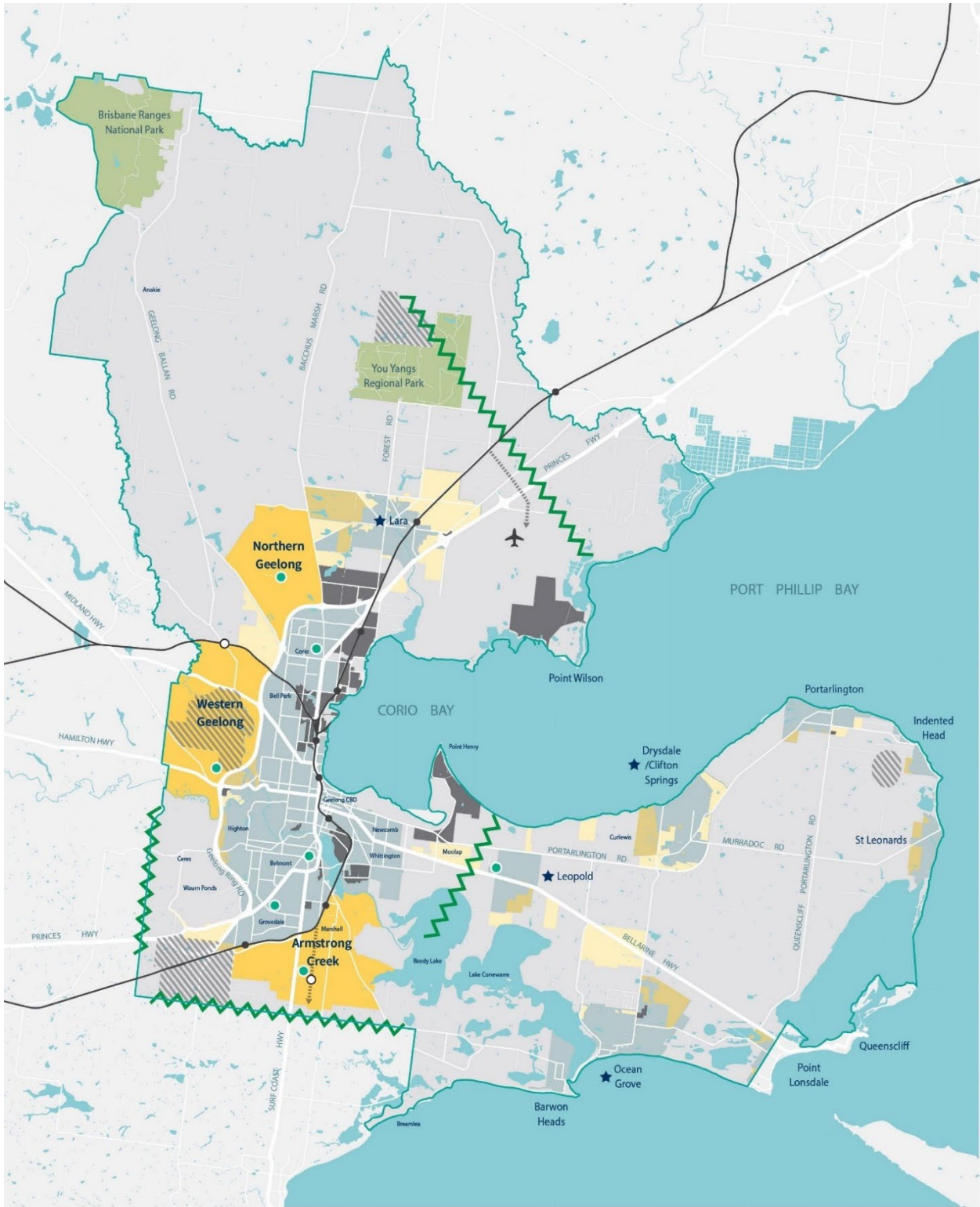
The *G21 Regional Growth Plan* (the ‘Growth Plan’) (2013) is intended to manage growth and land use pressures to 2050 in the G21 region (comprising the local government areas of Greater Geelong, Surf Coast Shire, Golden Plains Shire, Colac Otway Shire and Borough of Queenscliffe). It pulls together the strategic land use and growth planning already completed across the region and builds on this to identify where future residential and employment growth will occur and the critical infrastructure required to support it.

The Growth Plan sets out the following vision for the region:

‘The Geelong region is Australia’s most desirable destination for living, visiting, working and investing; it is renowned for its vibrant cohesive community, exceptional physical environment and vigorous economy’

The Growth Plan plans for a future population of 500,000 and beyond and identifies targeted areas to cater for additional population growth to 500,000 and longer term growth areas if the region’s growth becomes more rapid. The Site is identified within Lara which is a ‘District Town’ designated for planned growth as follows (refer to **Figure 7**):

‘Encourage growth of district towns or centres consistent with existing Structure Plans/Growth Plans. Development of underutilised sites and urban infill is actively recommended within these settlements to ensure a range of housing choice.’



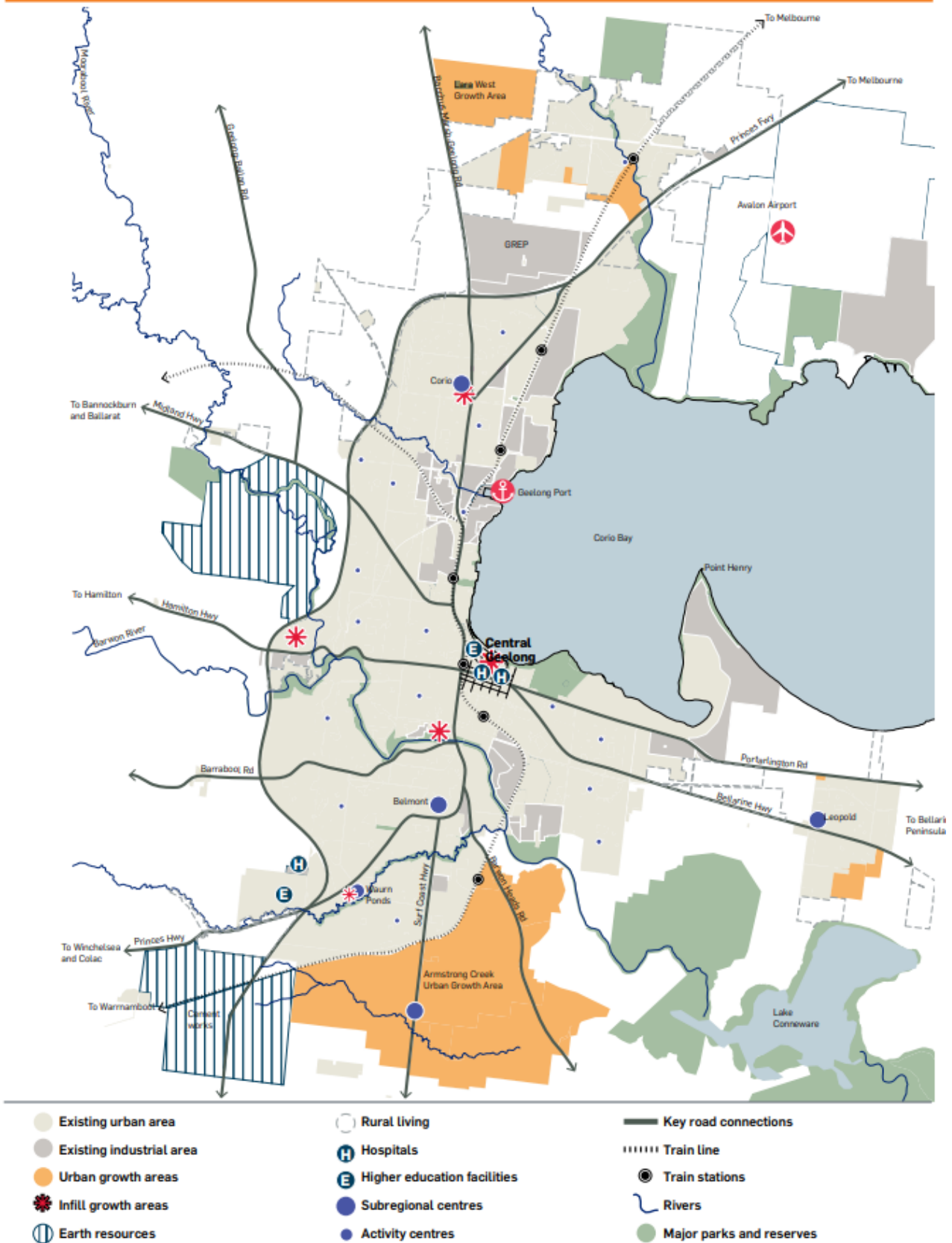
DRAWING KEY

GREATER GEELONG LGA LOCAL GOVERNMENT AREA	GROWTH AREAS	SUB-REGIONAL ACTIVITY CENTRE	PROPOSED TRANSPORT CORRIDOR
LOCAL GOVERNMENT AREA	URBAN DEVELOPMENT	RAILWAY STATIONS	RAILWAY NETWORK
MAJOR RESOURCES	RURAL LIVING AREAS NO EXPANSION	AVALON AIRPORT	HIGHWAYS
NON-URBAN BREAK	ESTABLISHED URBAN AREAS	DISTRICT TOWN	MAJOR ROADS
	EXISTING INDUSTRIAL AREAS	PROPOSED STATION	



Figure 3: Municipal Framework Plan

MAP 3 - GEELONG CONTEXT



G21 REGIONAL GROWTH PLAN

11

Figure 4: G21 Regional Growth Plan - Geelong context

Lara Structure Plan

The Lara Structure Plan (the 'Structure Plan') was adopted by the City of Greater Geelong in April 2011. The Structure Plan is intended to provide a strategic framework to guide the growth and development of Lara over a ten year period.

The Structure Plan recognises the role of Lara as a strategic growth area for the municipality and sets out the following vision for Lara:

'Lara in 2021 will offer residents a diverse lifestyle choice from urban living to rural residential living. The town will retain its rural setting with the You Yangs providing a scenic back drop. The town will continue to be attractive to families and there will be a range of services, infrastructure and facilities including an integrated open space network, community hubs and a vibrant, attractive town centre to cater to community needs.

The train station will be upgraded to become a modern transport interchange increasing the use of public transportation. Lara will continue to take advantage of its strategic location close to Geelong, Melbourne, ports, Avalon Airport and road and rail networks to attract investment opportunities.'

While Lara is a designated urban growth location the Structure Plan recognises it is subject to a range of physical constraints, both natural and artificial which will influence the opportunities and directions of urban growth. Portions of the Site are specifically identified for 'Conventional Residential Development Opportunities' including 76-156, 705-765 & 785-805 Canterbury Road East and 95 & 99 Canterbury Road East. The following commentary is provided in relation to this land:

76-156, 705-765 & 785-805 Canterbury Road East

'This is an area of high ground between Hovells Creek, the Princes Highway and the Melbourne Geelong Railway line. It is currently undeveloped rural land zoned Farming Zone.

The land offers good opportunities for residential development provided such development is located outside the 100 year flood extent with minimum floor levels set above the adjacent flood level with an appropriate freeboard or safety margin. As this area is adjacent to Hovells Creek, best practice stormwater quality management needs to be installed as part of any subdivision to ensure that there is minimal impact on the Creek downstream to Limeburners Bay.

The south west corner of the site is located within the 1000 metre buffer zone required for the Heales Road Industrial Estate. It is not recommended the area within the buffer be rezoned for residential purposes. There is an opportunity to investigate non-sensitive land uses on the balance of this site which will not compromise the buffer to Heales Road. Uses could include a sporting facility (as identified in the Structure Plan) or a potential Business Park on the southern most portion of the site adjacent to the Heales Road Industrial Estate.

It is recommended that this site be rezoned from Farming Zone to Residential 1 Zone subject to a Development Plan Overlay or approved subdivision plan to address development issues such as stormwater management, open space, movement network, infrastructure provision, subdivision layout and interface to the railway line and Hovells Creek reserve.'

The following principles and directions are relevant to the Site and proposed amendment:

- Support the rezoning of the identified buffer zone area relating to the Heales Road Industrial Estate (GRREP) to provide a business park on the southernmost portion of the site adjacent to the GRREP.
- Maintain a buffer of non-sensitive land uses between the Heales Road Industrial Estate and the Lara township to the north.
- Provide for the protection of Aboriginal cultural heritage areas including community education, interpretation and awareness.
- Support the introduction of planning scheme controls over flood and inundation prone areas, biodiversity sites and networks to protect existing values and future enhancement of these values.

The Lara Structure Plan map identifies the buffer to the Heales Road Industrial Area (now GRREP).

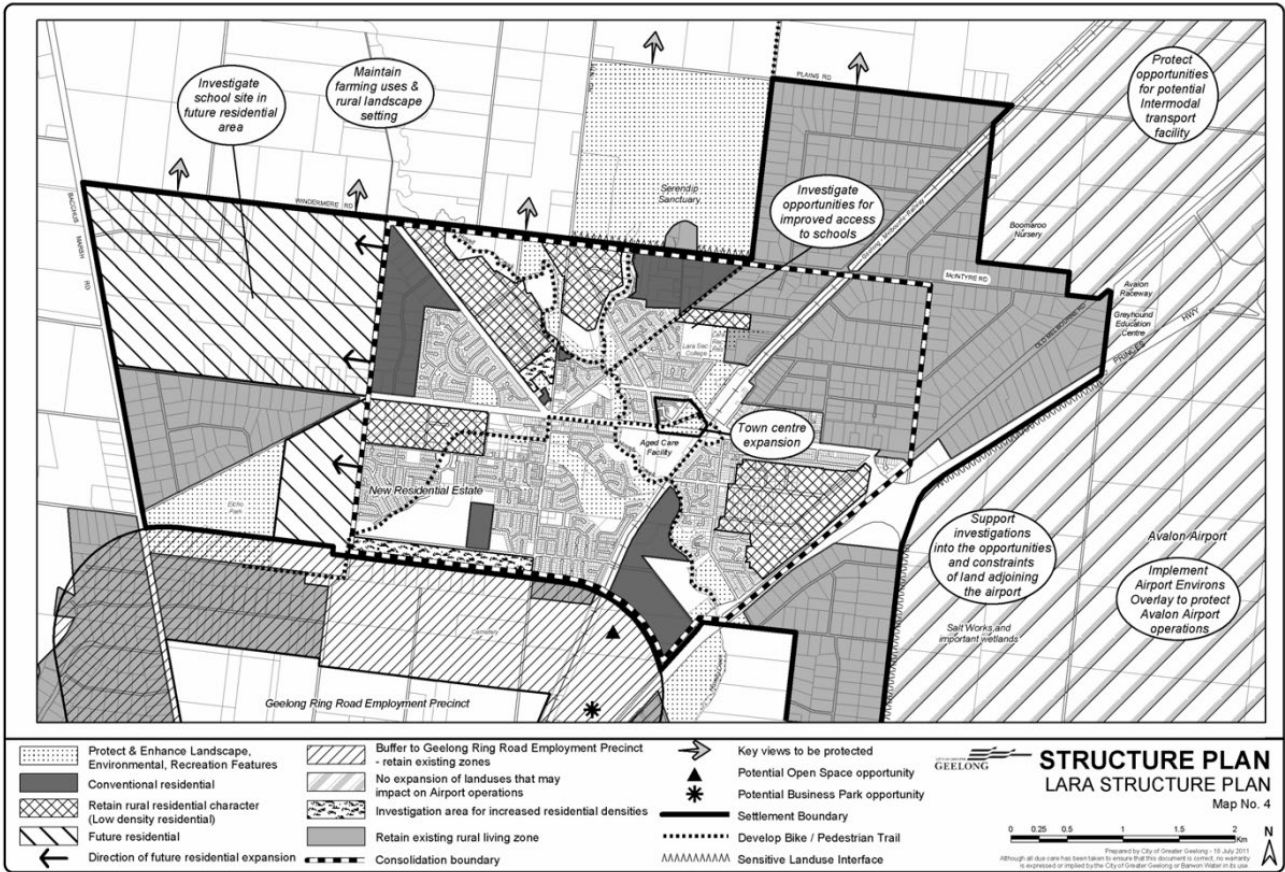


Figure 5: Lara Structure Plan Map

4.4 Ministerial Directions

A planning scheme amendment must respond to any relevant Ministerial Direction. The following Ministerial Directions are relevant to this amendment:

Ministerial Direction No. 1 – Potentially Contaminated Land

This Direction is intended to ensure that potentially contaminated land is suitable for a use which is proposed to be allowed under an amendment to a planning scheme and which could be significantly adversely affected by contamination.

Ministerial Direction – Form and Content of Planning Schemes

This Direction prescribes requirements relating to the form and content of all planning schemes prepared under Part 3 of the *Planning and Environment (Planning Schemes) Act 1996* and any amendment to those planning schemes.

Ministerial Direction No. 11 – Strategic Assessment of Amendments

This Direction is intended to 'ensure a comprehensive strategic evaluation of a planning scheme amendment and the outcomes it produces.' This includes the requirement for a planning authority to evaluate various stipulated strategic considerations and to assess the impact on resourcing and administration costs.

Ministerial Direction No. 15 – The Planning Scheme Amendment Process

This Direction prescribes times for completing steps in the planning scheme amendment process.

4.5 Planning Practice Notes

Planning Practice Note 30 – Potentially Contaminated Land

Planning Practice Note 30 – Potentially Contaminated Land (PPN30) provides guidance as to how to identify potentially contaminated land, the appropriate level of assessment of contamination in different circumstances, appropriate provisions in planning scheme amendments and appropriate planning permit conditions.

Planning Practice Note 46 – Strategic Assessment Guidelines

Planning Practice Note 46 – Strategic Assessment Guidelines (PPN46) relates to the Strategic Assessment Guidelines which are intended to provide a consistent framework for preparing and evaluating a proposed planning scheme amendment and its outcomes

Ministerial Direction No. 11 Strategic Assessment of Amendments requires a planning authority to evaluate and discuss how an amendment addresses a number of strategic considerations. PPN46 explains what should be considered as part of the direction.

Refer below for a comprehensive assessment of the proposed Amendment against the Strategic Assessment Guidelines.



Figure 7: Aboriginal Cultural Heritage Sensitivity Plan

5 Planning Assessment

5.1 Strategic Assessment Guidelines

In accordance with the requirements set out under Ministerial Direction No. 11 – Strategic Assessment of Amendments and Planning Practice Note 46 – Strategic Assessment Guidelines an evaluation of the proposed amendment and its outcomes against the applicable framework has been undertaken.

5.2 Key Issues

This section of the report has been prepared to provide an overview of the envisaged key issues relating to the proposed Amendment. It is to be read in conjunction with the accompanying technical assessments contained in the background documents referred to herein.

Traffic

The accompanying **Traffic Impact Assessment**, prepared by Ratio provides an assessment of the existing road network and confirms that based on the assumed traffic generation volumes resulting from the future development that there are no insurmountable traffic and safety matters that would preclude the future development of the land for industrial purposes following the gazettal of the proposed amendment.

Ratio has conducted all necessary investigations in relation to implications for the existing and proposed network and provides guidance on a framework of creating access to and from Rennie Street to ensure the road network will operate satisfactorily.

The detailed consideration of traffic and connectivity infrastructure will be dealt with at the point in time where a planning permit application is sought for industrial subdivision in accordance with the Greater Geelong Planning Scheme.

Civil Infrastructure & Servicing

The accompanying **Infrastructure Servicing Assessment Report**, prepared by Loetis confirms that there are no insurmountable civil infrastructure and servicing constraints that would preclude the future development of the land for industrial purposes following the gazettal of the proposed amendment.

Loetis has conducted all necessary investigations in relation to sewer, potable water, recycled water, electricity, gas reticulation and telecommunications. This has confirmed the serviceability of the land affected by the amendment, pending some infrastructure upgrades and outstanding responses from servicing authorities.

The detailed consideration of civil infrastructure and servicing will be dealt with at the point in time where a planning permit application is sought for subdivision.

Drainage

The accompanying **Stormwater Management Plan**, prepared by Loetis confirms that the development of the land affected by the amendment will be capable of appropriately managing stormwater in accordance with the relevant standards without causing any adverse impacts in the receiving waterways/infrastructure.

The Stormwater Management Plan confirms that stormwater quantity and quality measures can be successfully implemented via drainage reserve on the Site in accordance with appropriate best practice standards to ensure there will be no adverse impacts generated on the Port Phillip Bay (Western Shoreline) and Bellarine Peninsula Ramsar site.

Biodiversity

The accompanying **Fauna Assessment**, prepared by Austral and **Flora Assessment** prepared by Mark Trengove Ecological Services provides an assessment of the quantity and significance of native vegetation across the Site. Broadly, the assessment found that the vegetation across the Site is dominated by exotic pasture species and weeds.

The assessment also identifies that the future development of the land affected by the amendment would require the approval of a Stormwater Management Plan that demonstrates there will be no adverse impacts generated on the Port Phillip Bay (Western Shoreline) and Bellarine Peninsula Ramsar site.

Land Contamination

The accompanying **Site History Review**, prepared by Compass Environmental has been prepared to provide an overview of historical activities and uses of the Site, and the associated potential for contamination.

The Site History Review identifies the Site has have a low potential for contamination, with the main potential sources of contamination being associated with its past agricultural use, particularly the possible presence of imported fill material, or building demolition rubble associated with demolished buildings.

More broadly, the Site History Review identifies that the areas surrounding the Site have a low to medium potential for contamination. This is on the basis of historical and current uses of the land for agricultural and commercial/industrial purposes, and the railway use adjacent to the west. The main potential pathway for detrimental impact to the Site from an off-site source was considered to be via migration of impacted groundwater.

A **Preliminary Risk Screening Assessment** has also been prepared by AAA Environmental which found that the land parcel defined as Portion of 76-156 Canterbury Road East and 705-775 & 785-805 Princes Highway, Lara is unlikely that contaminated land is present, and no environmental audit is required.

High Pressure Gas Transmission

As outlined above, the Site is within the vicinity of several natural gas and oil pipeline corridors. The accompanying **Infrastructure Servicing Assessment Report**, prepared by Loetis provides an overview of preliminary considerations relevant to this planning scheme amendment.

Preliminary advice from APA Group and Viva Energy in relation to these pipeline corridors and associated assets confirmed a number of information requirements and permit conditions that will be statutorily dealt with at the future planning permit stage for subdivision following the gazettal of this amendment.

There is existing precedent for the safe management of land uses adjacent to the pipeline corridors in the municipality through the preparation of the Lara West Precinct Structure Plan. Key strategies include subdivision design and layout measures and specific environmental assessments prior to development occurring.

Potential Regional Active Open Space Reserve

Council is contemplating a potential purchase part of the land affected the amendment for a possible regional sports reserve. The proponent is currently engaging with Council on a confidential, without prejudice basis in this respect. It remains to be seen whether Council will commit to the purchase of the land.

6 Conclusion

This report has detailed a planning scheme amendment request made in respect of the land at 76-156 Canterbury Road East, Lara and 705-765 & 785-805 Princes Highway, and 610 Rennie Street, Lara.

This report has described the Site and its context, detailed the proposal, provided an overview of the planning framework, assessed the planning merits of the proposal against relevant state and local planning policy and provided an overview of the envisaged key issues relating to the proposed amendment and future development of the Site for industrial purposes to support a future Business Park.

The proposal is underpinned by state and local planning policy and will appropriately facilitate the transition of the land to urban purposes in accordance with the high-level outcomes sought under various strategic documents including the *G21 Regional Growth Plan* and *Lara Structure Plan*.