

Planning permit no. PA2504094, 52-58 Pipe Road, Laverton North



Officer Assessment Report
Development Approvals & Design



Department
of Transport
and Planning

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Executive Summary



Key Information	Details		
DFP Application No:	PPA-1274		
Application No:	PA2504094		
Date lodged in POL	5 December 2025		
Applicant:	JBS Pork Australia Pty Ltd C/O Dartmouth Consulting		
Planning Scheme:	Wyndham		
Land Address:	52-58 Pipe Road, Laverton North		
Proposal:	Use and development of the land for Industry (Rendering Facility) and associated buildings and works, and reduce the number of carparking spaces required under Clause 52.06		
Development Value:	\$38,000,000		
Why is the Minister responsible?	In accordance with the schedule to Clause 72.01 of the Planning Scheme, the Minister for Planning is the Responsible Authority for this application because of the use or development of land for which Clause 53.22 applies		
DFP eligibility criteria in accordance with 53.22	Category: Category 1 Sector: Metropolitan Melbourne Land use: Industry Location: Wyndham City Council Alignment with DFP threshold/criteria: Yes OVGA: No Invest Victoria: Yes Quantity Surveyor report: Yes		
Why is a permit required?	Clause	Control	Trigger
Zone:	33.02	Industrial 2 Zone	Clause 33.02 - use land as Industry. Clause 33.02-4 - construct a building or carry out works.
Overlays:	Nil		
Particular Provisions:	52.06	Car parking	Clause 52.06-3 - to reduce the number of car parking spaces required under Clause 52.06-5
	52.34	Bicycle facilities	No permit required - One bicycle space is provided, as required under Clause 52.34-5. Two additional spaces will be required to be shown as a condition of permit, as specified in the Sustainable Design Assessment.
	53.10	Uses with adverse amenity potential	Rendering and casing
Cultural Heritage:	No – not located in an area of cultural heritage sensitivity		
Total Site Area:	9417 sqm (rendering facility only)		
Gross Floor Area:	2289 sqm		
Height:	16.1 metres		
Parking:	Cars	Motorcycles	Bicycles



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0

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Referral Authorities:	EPA (Section 55) Wyndham City Council (Section 52) - Objection
Public Notice:	N/A
Informal Notice:	N/A
Delegates List:	Approval to determine under delegation received on 16 March 2026



Application Process

Background

1. The key milestones in the application process were as follows:

Application process	
Application lodgement	5 December 2025
Further information requested	23 December 2025
Further information received	22 January 2026
Decision Plans	Architectural and Landscape Plans prepared by NA Architects, dated 14/1/2026
Other Assessment Documents	<ul style="list-style-type: none">• Stormwater Management Strategy prepared by KD Engineering dated 09/07/2025• Town Planning Report prepared by Dartmouth Consulting dated 22/1/2026• Transport Impact Assessment Report prepared by Salt dated 23/1/2026• Acoustic Report prepared by Watson Moss Growcott Acoustics dated 1/9/2025• Air Quality Impact and Management Assessment Report prepared by The Odour Unit dated September 2025• Expert Odour Management Peer Review prepared by AOC Specialist dated October 2025• Detailed Site Investigation prepared by Edge Group dated February 2019• Feature and Level Survey Plan prepared by Goodison Surveying dated 17/7/2025• Sustainable Design Assessment prepared by NA Architects dated October 2025

2. The subject of this report is the decision plans (as described above).

Proposal Summary

3. The proposal can be summarised as follows:

Proposal:	Use and development of the subject site for Industry (Rendering Facility) and associated buildings and works, reduce the number of carparking spaces required under Clause 52.06
Total Site Area:	9417 sqm (rendering facility only)
Gross Floor Area:	2289 sqm
Net/Leasable Floor Area:	1033 sqm
Height:	16.1m
Land Uses:	Manufacturing and production facility (industry)



Car Parking:	0 car spaces
Bicycle Parking:	1 space
Motorcycle Parking:	0 spaces
Loading arrangements:	Loading dock accessible via internal driveway

4. Specific details of the application include:

- **Use:** The proposal is for a purpose-built pork rendering facility, involving processing pork by-products using a high temperature dry protein recovery process, producing tallow, oil, and protein rich meal. These end products can be used in a range of industries including manufacture of soaps, candles, skincare products, lather conditioners, stock-feed and supplements, pet food, and fertilisers.
 - The use is proposed to operate as part of a broader complex of the existing Diamond Valley Pork abattoir, which is located on the north and west boundaries of the site.
 - Up to four staff are proposed to operate the facility at any one time, between 8am and 12 midnight Monday to Friday.
 - The existing truck wash on the south area of the lot will continue to operate from an existing shed, also in association with the operations of the adjoining Diamond Valley Pork.
- **Buildings and works:** The proposal includes demolition of an existing shed and the redevelopment of the site for a building that will contain the different processing areas of the facility, with the following specifications provided:
 - A maximum building height of 16.1m.
 - The following setbacks:
 - 24.3m to Raymond Road (east)
 - 49.4m to Pipe Road (south)
 - 61.3m to the west boundary
 - 75.8m to the north boundary.
 - A basement for receiving raw material.
 - The building will contain two levels of office at upper levels, as well as an upper level switch room and suspended walkways above.
 - Materials and finishes will mainly be precast concrete panel walls, with a decorative painted band at the upper part of the walls. Roof forms will have a skillion section and gabled section, with a Colorbond Surfmist roof.
 - External fixed equipment associated with the manufacturing process will be located adjacent to the east and west sides of the building. The equipment on the east side would be setback 14.4m from the frontage to Raymond Road.
 - A 3.8m high biofilter is proposed on the west side of the building, which will be connected to the main building by a 9.8m high duct. The biofilter will have precast concrete walls and a flat roof with handrails on the north and south ends. It is noted the west elevation of the biofilter elevation incorrectly shows the overhead pipe connection on the right side of the biofilter, whereas it should be on the left. This will be required to be corrected on any permit issued.
 - The biofilter will have the following setbacks:
 - 34.5m to Pipe Road
 - 6m to the west boundary
 - 23.1m to the proposed main building.
- **Access:** Vehicle access and egress will be via a proposed single vehicle crossing to Raymond Road.
 - Most of the site will be hardstand area to facilitate the various truck movements required to access the loading areas and manoeuvre around the proposed buildings and weighbridge.
- **Car parking:** It is proposed to use the existing Diamond Valley Pork carpark adjacent to the north boundary for staff parking. Staff will be required to walk from the carpark to the site via the footpath along Raymond Road. No parking is proposed on the subject site itself and a full reduction under Clause 52.06 is proposed.
- **Bicycle parking:** 1 bike space is proposed adjacent to the workshop space in the proposed building.

- **Landscaping:** The proposal includes landscaping along the Raymond Road frontage within the site.
- **Fencing:** The existing 2.1m high corrugated metal fence along the site frontage to Raymond Road will be retained.
- **Electrical substation and generator:** The footprint of a substation and generator is shown on the frontage to Raymond Road within the landscaped area.
- No signage is proposed.

5. The applicant has provided the following plans of the proposal:

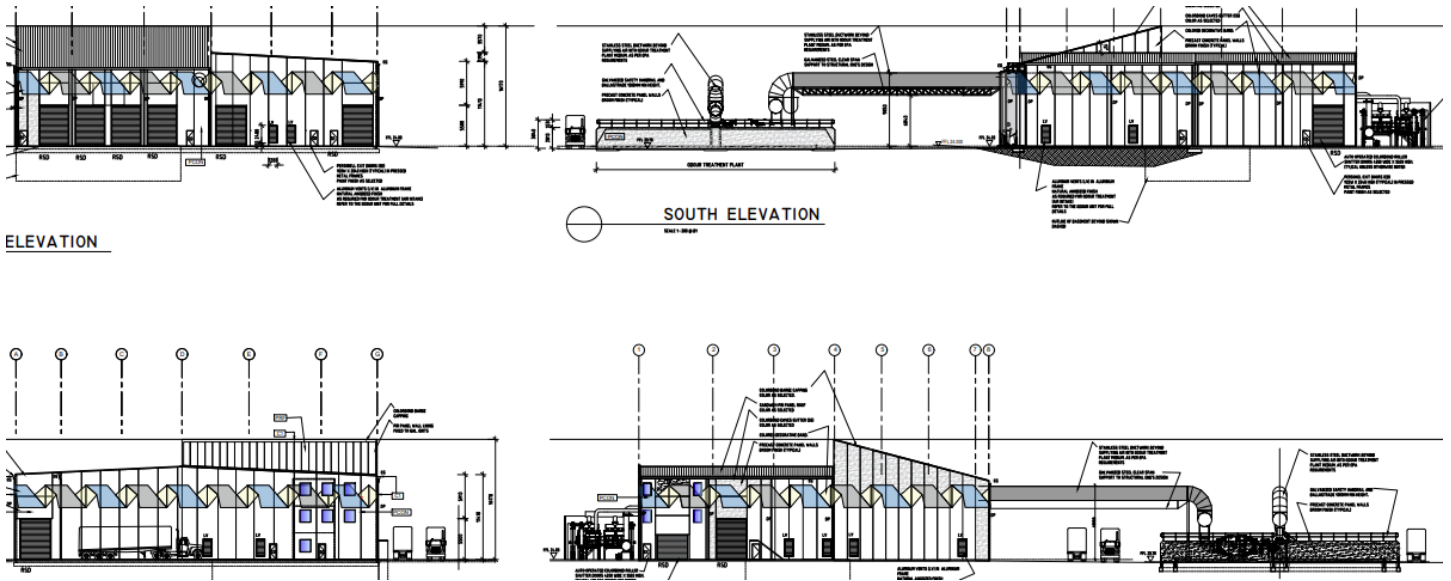


Figure 1 – Architectural elevations of the proposed development.

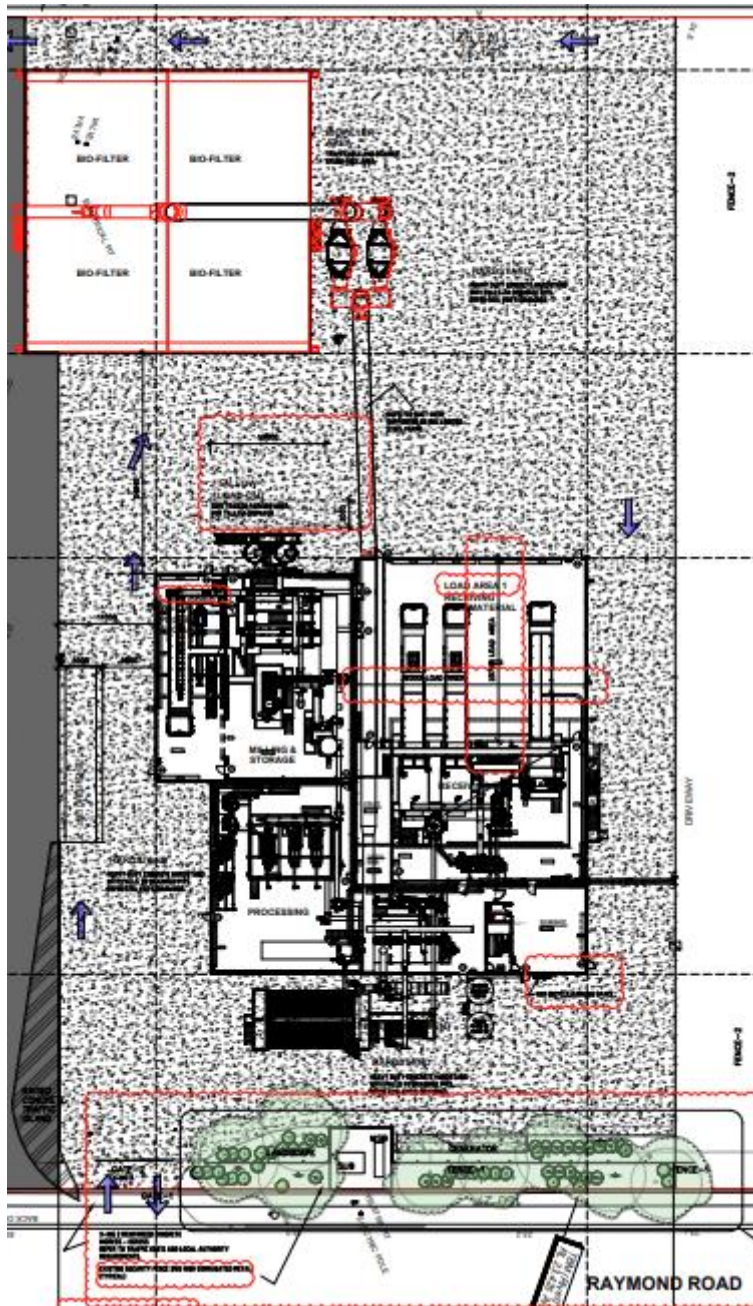


Figure 2 – Site plan.



Site Description

6. The subject site is located on the northwest corner of Pipe Road and Raymond Road in Laverton North. The site is formally identified as Lot 2 of Plan of Subdivision 8055977. It has a frontage to Pipe Road of 129.85 metres and 132.06 metres to Raymond Road, totalling an area of 2.31ha.
7. Two existing industrial sheds are located onsite, one centrally which is proposed to be demolished. The other shed is located adjacent to the southern boundary and used as a truck wash, as described earlier. There is vehicle access from existing crossovers to the southern Pipe Road boundary and another at the north of the site via Raymond Road.
8. A multilevel carpark was approved 1 August 2025 by Wyndham City Council, in an amendment under Section 72 of the *Planning and Environment Act 1987* (WYP4223.21), in the northern area of the subject site, shown on the plans as 'land for future development'. The integration between the proposal and the approved future multilevel carpark is discussed further in the assessment section of this report.
9. There are no restrictions registered on title. A 3.05m wide drainage and sewerage easement runs along part of the west boundary.

Site Surrounds

10. The site is within the heart of the 'Western Industrial Precinct – Laverton North and Derrimut', with all surrounding land also zoned Industrial 2 Zone. The nearest residential land is approximately 2.3km to the east.
11. The surrounding development consists of industrial and warehouse buildings on large sites, with large areas of hardstand surface and car parking surrounding the built form. Diamond Valley Pork adjoins the north and west of the subject site. Land to the south of the site also includes vacant land, and the site directly opposite on Pipe Road includes a disused former caretakers dwelling.
12. The site is well separated from residential areas, with the broader precinct characterised by large-scale industrial operations and supporting infrastructure.
13. Public transport in the form of bus route 417 is available nearby, with a bus stop 280m west of the site at the corner of Pipe Road and Stanley Road. This route connects with Laverton Rail Station. A cycle path is also available 260m east of the site along the M80 trail, providing connections with the broader cycling network.



Figure 3 - Subject site outlined in yellow, broader Diamond Valley Pork complex in red.

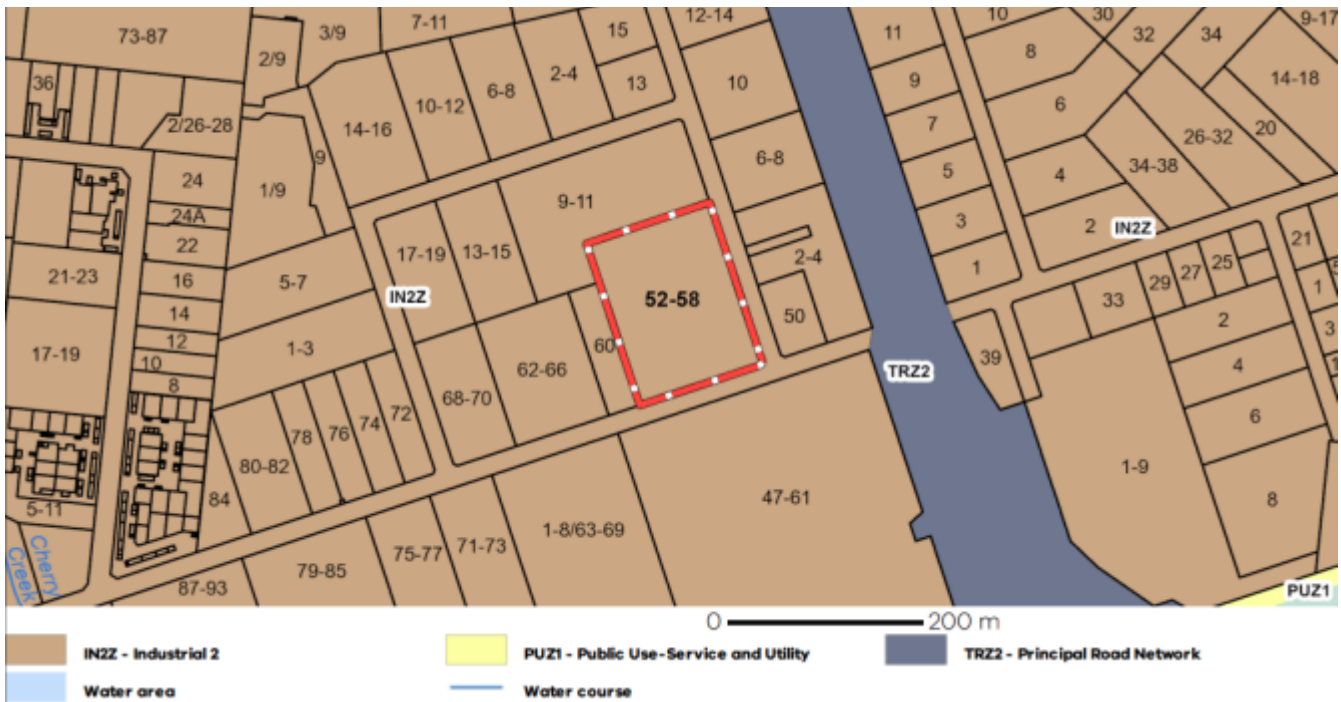


Figure 4 - Zoning map.



Referrals

14. The application was referred to the following agencies:

Provision / Clause	Organisation	Response and date received
Section 55 Referral – Determining	EPA	No objection. Assessment of risks will be undertaken in the assessment of the Development Licence Application, which was lodged by the proponent on 21 January 2026.

15. Referral to Worksafe was not required as the proposal does not include Dangerous Goods as defined under the Occupational Health and Safety Regulations 2017, Dangerous Goods Act 1985 or a fire protection quantity under the Dangerous Goods (Storage and Handling) Regulations 2022.

Notice

16. The application is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) of the *Planning and Environment Act 1987* pursuant to the Industrial 2 Zone for both change of use to industry and buildings and works, as the subject land is not within 30m of a residential zone, hospital or education centre.

17. Notice is also not required to reduce carparking requirements under Clause 52.06, as notice is not required under other permissions sought (i.e. under the Industrial 2 Zone).

18. The application was referred to the following agencies:

Provision / Clause	Organisation	Response and date received
Informal	Wyndham City Council	First response – Objection – 23 January 2026 Second response – Objection – 20 February 2026

Municipal Council

19. Wyndham City Council objected on the following grounds:

- Inadequate car parking provision onsite
- Insufficient canopy coverage
- Safety concerns for the proposed vehicle crossing
- No response to waste management concerns.

20. The grounds are discussed in the table below:

Objection grounds of Wyndham City Council	Recommendation
Adequate on-site car parking arrangements must be provided within the subject site. Reliance on off-site parking is not acceptable, and pedestrian access via Raymond Road is considered impractical. It is strongly recommended that the plans be amended to incorporate compliant on-site parking facilities.	A full reduction in carparking is supported, as discussed in the Assessment section of this report.
The response provided in relation to landscaping is unsatisfactory. The proposal indicates only 5% canopy coverage, which falls significantly short of the 30% target in urban areas. The concerns previously raised regarding landscaping associated with the car parking area have not been adequately addressed. The site presents opportunities for additional landscaping, and it is recommended that the plans be revised to include increased landscaping, particularly along the western boundary.	5% canopy coverage is regarded as appropriate for an industrial area.
The revised plans do not adequately address the comments provided by Traffic and Transport. Concerns relating to the proposed crossover remain unresolved. Specifically, the arrangement of a combined entry and exit via a single crossover continues to raise safety	As discussed in the Assessment section of this report, changes to access/egress will be required in



and operational concerns and must be reconsidered.

The concerns raised are:

Transport

1. The proposed new crossover to Raymond Road is not supported as a combined entry/exit. The submitted Traffic Impact Assessment (TIA) shows that vehicles using the proposed rendering facility exit can use the existing crossover constructed for the Truck Wash facility. The proposed new crossover must be defined as an entry only on the plans. This will remove potential conflicting turning movements and traffic queuing on Raymond Road that would result if two trucks are entering and exiting at the same time. The crossover must be redesigned and reduced in width to accommodate entry only swept paths as shown in the TIA.

2. No safe pedestrian access has been shown on the plans that connect the proposed development (workshop and administration office), with the staff car park. Yellow hatched pedestrian connections are provided in the abutting land parcels comprising the overall Diamond Valley Pork site. Amended plans must be provided showing a designated safe pedestrian connection to this proposed development.

Traffic

1. The proposed shortfall in car parking is not supported. Aerial-view analysis shows that the adjacent facility car park is mostly occupied during weekdays, indicating limited opportunity for overflow parking.

2. The proposed plan also removes on-street parking due to the construction of an additional crossover. This results in a net loss of publicly available parking spaces.

3. The proposed arrangement for vehicles to enter and exit using the same crossover is not supported. It is recommended that entry and exit movements be separated using individual crossovers. Alternatively, a fixed physical barrier may be installed to clearly define vehicle paths. The swept-path analysis also demonstrates conflict when two vehicles attempt to enter and exit simultaneously at the same location.

4. A swept-path analysis is also required for vehicles turning right to and from Raymond Road to ensure safe access and egress.

5. The proposal does not address the connection to the existing footpath network or the provision of safe pedestrian access, particularly if the design intends to utilise the existing car park access point.

6. There is no indication of what the future development on the site will be.

7. All facility/office building doors must open inward in accordance with relevant safety and accessibility requirements.

accordance with Council's recommendations.

Pedestrian access will also be required to be shown on the plans, as well as the approved multilevel carpark.

It is not considered the loss of onstreet parking resulting from the proposed vehicle crossing is unreasonable, noting that it will be limited to only one crossing for the development, although this may be required as separate crossings as recommended by Council. It is considered the proposal will result in only a minor reduction to the offstreet and onstreet carparking available in the surrounding area.

The applicant has advised the facility/office building doors will be designed to comply with the National Construction Code.

Council's comments regarding the capacity of the existing carpark are acknowledged. However, as only four staff are proposed to operate the facility, it is considered in the event carparking is not available within the existing carpark, there is adequate onstreet carparking available in the adjoining and surrounding streets.

The revised plans do not address the comments provided by Environment Heath team (relating to waste):

- Applicant must confirm whether the property is connected to reticulated sewer or operating with an Onsite Wastewater Management System (OWMS), as Council was unable to identify a sewer branch to the property and no Onsite Wastewater Management System.
- If the property is not connected to sewer, the applicant must contact the EPA regarding the disposal of onsite sewage and wastewater, as it may fall under their jurisdiction given its size.

The applicant has advised the proposal will be connected to sewer, located in a sewerage easement on the northwest corner of the lot. This will be required to be addressed in the Operational Management Plan as a condition of permit.

21. Council also recommended conditions be included on the permit, which are addressed at the end of the report.



Statutory Controls – Wyndham Planning Scheme

Provision	Clause		Permit Trigger
Zone:	Clause 33.02	Industrial 2 Zone	<p>Pursuant to Clause 33.02-1, industry is a Section 2 use and therefore a planning permit is required.</p> <p>The office use is considered to be ancillary to the primary use of the land as industry and therefore, no permit is required.</p> <p>Pursuant to Clause 33.02-4, a planning permit is required to construct a building or construct or carry out works.</p>
Particular Provisions:	Clause 52.06	Car parking	Pursuant to Clause 52.06-3, a planning permit is required to reduce the number of car parking spaces required under Clause 52.06-5
	Clause 52.34	Bicycle facilities	No permit required – One bicycle parking space to each 1000sqm of net floor area is required for industry under Clause 52.34. 1033sqm of net floor area is proposed and accordingly one bicycle space is required, which is provided adjacent to the workshop area of the proposed main building. As noted earlier, two additional spaces will be required to be shown as a condition of permit, as specified in the Sustainable Design Assessment.
	Clause 53.10	Uses and activities with potential adverse impacts	The proposed activity is rendering and casings works, which pursuant to Clause 53.10-1 has a threshold distance requirement of 1000m from a residential land or sensitive uses. The proposal is located within the Western Industrial Precinct and is approximately 2.3km from the closest sensitive use (residential zone) and therefore the threshold distance is met.
	Clause 53.18	Stormwater management in urban development	<p>This clause applies to an application under a provision of a zone to construct a building or construct or carry out works. An application to construct a building or to construct or carry out works:</p> <p>a) Must meet all of the objectives of Clauses 53.18-5 and 53.18-6.</p> <p>b) Should meet all of the standards of Clauses 53.18-5 and 53.18-6.</p>
	Clause 53.22	Significant economic development	<p>The proposal is eligible to be considered under Clause 53.22. The responsible authority must consider:</p> <p>a) The purpose of the clause.</p> <p>b) The views of the Office of the Victorian Government Architect.</p>

Strategic Planning Context

Plan for Victoria

22. Plan for Victoria provides a long-term strategic framework to guide sustainable growth, economic development, and infrastructure delivery across the state. The proposed industrial facility at 52-58 Pipe Road, Laverton North aligns with the objectives of Plan for Victoria by supporting industry, job creation, and the development of state-significant employment precincts. The plan emphasises the importance of clustering industries and delivering infrastructure that underpins Victoria's economic competitiveness and resilience.
23. Plan for Victoria outlines the key strategic directions with regard to the provision of housing and commercial activity within Victoria. Pillar 2 of the Plan is 'Accessible jobs and services', of which a key direction is the delivery of more jobs near homes by planning for, protecting and readying commercial and industrial land for development in locations well-served with jobs, shops, public transport and community facilities and services



24. Pillar 3 of the Plan is 'Great places, suburbs and towns' which includes a direction for more canopy trees in urban areas, which is featured in Action 12 of the plan 'Protect and enhance our canopy trees'. This action includes consideration of canopy tree planting in industrial developments.

25. Action 5 of the Plan is 'Match car and bicycle parking requirements and bike facilities with demand', which aims to reduce the number of carparking spaces required for development in locations well serviced by public transport.

Municipal Planning Strategy (MPS) and Planning Policy Framework (PPF)

26. The MPS and PPF encourage appropriate land use and development which enhances the built environment, supports economic growth, meets the community expectations on retail and commercial provision, delivers diversity in housing supply to meet existing and future needs, and integrates transport and infrastructure planning.

27. The relevant MPS and PPF policies have been considered in assessing the application as follows.

Clause	Description
Clause 02.03-7	Strategic Direction – Economic Development
Clause 13.01-3S	Urban Heat
Clause 13.04-1S	Contaminated and potentially contaminated land
Clause 13.05-1S	Noise Management
Clause 13.06-1S	Air Quality Management
Clause 13.07-1S	Land Use Compatibility
Clause 15.01-1S	Urban Design
Clause 15.01-1R	Urban design – Metropolitan Melbourne
Clause 15.01-1L-01	Landscaping
Clause 15.01-2S	Building design
Clause 15.01-2L-01	Environmentally sustainable development
Clause 15.01-2L	Industrial and commercial design
Clause 15.01-2L-03	Heat island effects
Clause 17.01-1S	Diversified economy
Clause 17.01-1R	Diversified economy– Metropolitan Melbourne
Clause 17.03-2S	Sustainable industry
Clause 17.03-3S	State significant industrial land
Clause 18.01-1S	Land use and transport integration
Clause 18.01-3S	Sustainable and safe transport
Clause 18.02-4S	Roads
Clause 19.03-3S	Integrated water management
Clause 19.03-5S	Waste and resource recovery

Strategic Direction and Land Use

28. The proposal is considered to provide an appropriate response to the above-mentioned planning policies as outlined below:

- Policy encourages the growth and intensification of industry and employment in the Western Industrial Precinct - Laverton North and Derrimut (**Clause 02.03-7, 17.01-1S, 17.01-1R and 17.03-3S**).



- The proposal will recover waste that would be otherwise destined for landfill by using pork by-products to produce products such as pet food and fertilisers, through a facility that is integrated with the Diamond Valley Pork abattoir (**Clause 9.03-5S**)
 - The proposal will be collocated with similar industries and provides sufficient threshold distances from sensitive uses (**Clause 17.03-2S** and **19.03-5S**).
 - The proposed development will be consistent with other industrial development in the area (**Clause 15.01-1S**), and with the built form and landscaping objectives (**Clause 13.01-3S, 15.01-2S, 15.01-2L** and **15.01-2L-03**).
 - The site has access to public transport and includes bicycle parking meeting the statutory requirements (**Clause 18.01-3S**), although two additional spaces will be required to be shown as a condition of permit, as specified in the Sustainable Design Assessment.
 - The proposal will respond to environmentally sustainable design (ESD) initiatives with the provision of high-performance materials, energy efficient building services, bicycle facilities, sustainable waste management, and stormwater treatment measures (**Clause 15.01-2L-01, 19.03-3S** and **53.18**).
 - The proposal will provide efficient car parking by using the existing and future carpark on the adjoining land (**Clause 18.02-4S**)
29. The proposed land use is also considered a satisfactory response to the decision guidelines of the Industrial 2 Zone, as follows:
- The proposed use will be collocated and associated with an established abattoir and therefore is in an appropriate location.
 - The proponent has applied for a Development Licence and Operating Licence from EPA for the proposed use. EPA has not objected to the proposal, although noted it will undertake its assessment under the Development Licence application.
 - Noise, air and other emissions are addressed in the following assessment.
 - The truck traffic generated by the proposal will be typical for the industrial use and will have a good level of access to the metropolitan road and freeway network.

Potentially contaminated land

30. The Detailed Site Investigation by Edge Group included a soil and groundwater investigation and found that the site is suitable for industrial use, without need for further assessment. It recommended the current waste water storage system be improved to prevent infiltration due to leakage and contamination. The applicant has advised the system has been removed since the site investigation was completed.

Noise

31. The Acoustic Report prepared by Watson Moss Growcott Acoustics assessed the potential noise from the proposed use and its impact on both the caretakers dwelling opposite the site and the nearest residential uses, including Port Phillip Prison. This report outlines the results of baseline noise monitoring, identifies the relevant EPA Victoria regulations and protocols (EPA 2021, Publication 1826.4), and sets out the acoustic criteria that will apply to the assessment of noise emissions from the facility.
32. The assessment demonstrates that predicted noise levels from typical production hall activities, including internal operations, cooling tower, outdoor condenser unit pump, biofilter and heavy vehicle movements, will comply with EPA Noise Protocol noise limits at the sensitive receiver locations. The nearest residential zones are located approximately 2.3km from the site, and predicted noise levels at these locations, are well below the established limits for day, evening, and night periods. Furthermore, predicted noise levels will comply at the currently unoccupied caretakers dwelling opposite the site.
33. The assessment concluded the proposal would comply with EPA Noise Protocol noise limits, including cumulative noise from other industrial activities, subject to noise control strategies. These include reducing the noise of equipment, reversing alarms and a noise filter to the cooling tower. Conditions of permit will require the recommendations of the acoustic report be carried out in accordance with Clause 13.05-1S (Noise Management).



Air quality management

34. The Air Quality Impact and Management Assessment Report by The Odour Unit found that the proposed use and facility can comply with odour and air quality requirements and reduce odour to acceptable levels, subject to the following recommendations:
- A full capture odour control system is implemented, including the biofilter system.
 - Maintain negative pressure within all buildings.
 - Establishment of a comprehensive maintenance regime for all odour control infrastructure.
 - Develop a site-specific odour management plan.
35. A peer review of the report was undertaken by AOC Specialists, which found the odour management design was best-practice and provided some additional recommendations.
36. It is considered the proposal has demonstrated the proposed use and facility is satisfactory with respect to air quality management and thus Clause 13.06-1S (Air Quality Management), noting it will undergo a more technical assessment under the Development Licence application by EPA. The separation with the closest residential areas, as well as the proposed odour management design and processes, will ensure the proposed use will not pose a human health risk to sensitive land uses.
37. It is further noted the disused caretakers dwelling opposite the site, although unoccupied, has been considered in the air quality and noise assessments. In the event it is occupied again, as it is a residential use in an industrial area, it has a much lesser amenity expectation than a dwelling in a residential zone. Therefore it is not considered to present a planning concern to the proposal.
38. It is not considered that air quality management permit conditions are required, as this aspect of the proposal will be more thoroughly covered by the EPA Development Licence, and to ensure there is no conflict between permit and licence approval requirements. EPA agreed to this approach in an email to DTP dated 3 March 2026.

Land use compatibility

39. It is considered the proposal has demonstrated compatibility with land uses in the area, as it is located in an established industrial area, in excess of the minimum threshold distances from the closest residential areas. It is regarded as a satisfactory response to Clause 13.07-1S (Land Use Compatibility). The key elements of the proposal, including staff numbers, hours of operation, parking location, pedestrian routes and building access will be required to be entered into an Operational Management Plan as a condition of permit.

Buildings and Works

40. In considering the design and built form of the proposed development, the most relevant clauses of the Wyndham Planning Scheme are Clause 15.01-1S (Urban Design), 15.01-2S (Building Design) and 15.01-2L. These policies and controls seek to ensure new development achieves high standards of architectural quality and amenity, and complements the character of the area.
41. The following assessment considers the building design response in terms of height, massing, setbacks and architectural detail. It is considered the proposal is a satisfactory response for the industrial nature of the site and area, and the development is contemporary and functional, with a focus on durability and security.

Integration with future multilevel carpark

42. As noted earlier, a multilevel carpark has been approved for the northern area of the site which will service the broader Diamond Valley Pork complex. The multilevel carpark shown on the endorsed plans will have a frontage to Raymond Road of 68.3m, including a 66.5m carpark width and 1.8m setback. The carpark will have 328 car parking spaces and 8 bicycle parking spaces. An additional 5 car parking spaces are shown on the endorsed plans in the accessway on the lot adjacent to the southwest corner of the subject land (60 Pipe Road). Also as part of the buildings and works approved under the same permit, the existing carpark on the north (9-11 Thomas Road) will be reduced to 106 spaces, as a new building will be constructed over approximately half of the existing carpark area.



Setbacks

- 46. The development provides generous setbacks to all boundaries, with a substantial front setback to Raymond Road and side and rear setbacks that provide for separation between the existing truck wash and future carpark, as well as for truck manoeuvres within the site.
- 47. A landscape strip is provided within the site along the street frontage, featuring sufficient space for the planting of canopy trees. It is acknowledged a substation will be included at the site frontage in accordance with electrical authority requirements. It is considered in the industrial built form environment, this will not have a detrimental impact on the streetscape.
- 48. It is further noted the biofilter will be a low profile structure which will be setback 34.5m to the frontage to Pipe Road, which is regarded as a satisfactory response to the streetscape.

Design detail

- 49. The buildings will be integrated into and form part of the wider Diamond Valley Pork complex. When considered in this context, the cladding materials used are appropriate given the function of the buildings and noting external equipment will also be an interesting feature.

Landscaping

- 50. The plans include landscaping along the frontage to Raymond Road, which will include replanting of 7 Blackwood trees (up to 8m high and 8m wide) and one Lightwood tree (up to 8m high and 5m wide), as well as shrubs. The total combined canopy coverage of these trees will be 371.5sqm, which is 4%. The applicant has stated canopy coverage will be 5%, which is regarded as a more adequate response to Clauses 13.01-3S (Urban heat) and 15.01-1L-01 (Landscaping). A condition of permit will require additional planting within the site that meets a minimum 5% canopy coverage of the subject land.
- 51. This extent of hard surfacing within the site is typical of industrial areas and it is considered that, subject to the condition for 5% canopy coverage, the proposal is a satisfactory response to Clauses 15.01-1L-01 and 15.01-2L-03.

Car and Bicycle Parking, Loading, and Other Services

Car parking

- 52. The site is within a Category 1 carparking area in the *Car Parking Requirement Maps* (Department of Transport and Planning, 2025). Under Clause 52.06-5 following car parking rates are relevant to the application:

Proposed Use	Rate	Amount Required	Amount Provided
Industry	2.9 spaces to each 100sqm of leasable floor area (1033sqm)	29 spaces	No onsite parking provided as part of the proposal

- 53. The proposal does not provide any onsite parking and a full reduction is sought. The reduction is sought on the basis that the proposal will only have 4 staff onsite at any one time, who can use the parking available on the broader Diamond Valley Pork site. This is available in the existing carpark at 9-11 Thomas Road, and ultimately in the future multilevel carpark on the subject site and the additional parking adjacent to the southwest corner of the site at 60 Pipe Road. Onstreet parking is also available along Pipe Road and Raymond Road.
- 54. It is further noted public transport in the form of bus route 417 is available nearby, with a bus stop 280m west of the site at the corner of Pipe Road and Stanley Road. This route connects with Laverton Station.
- 55. A cycle path is also available 260m east of the site along the M80 trail, providing connections with the broader cycling network.

56. It is considered that given the low number of staff, the availability of on and off-street parking in the immediate area, as well as public transport and cycle paths, a full reduction in carparking is satisfactory.

Access, traffic movement and circulation

57. The proposed use is expected to generate up to 20 truck movements per hour, corresponding to staff arrivals and departures (though not directly to/from the subject site) and deliveries. This equates to approximately one movement every 3 minutes, which will not adversely impact the operation of the surrounding road network.

Council has objected to using the proposed vehicle crossing for both access and egress, noting the swept path diagrams show a conflict would occur when two trucks are exiting and entering at the same time. It is acknowledged the applicant's traffic engineer has stated the probability of two vehicles needing to use the vehicle crossing, or queuing in Raymond Road, is unlikely. No thorough assessment, however, has been provided to support this view.

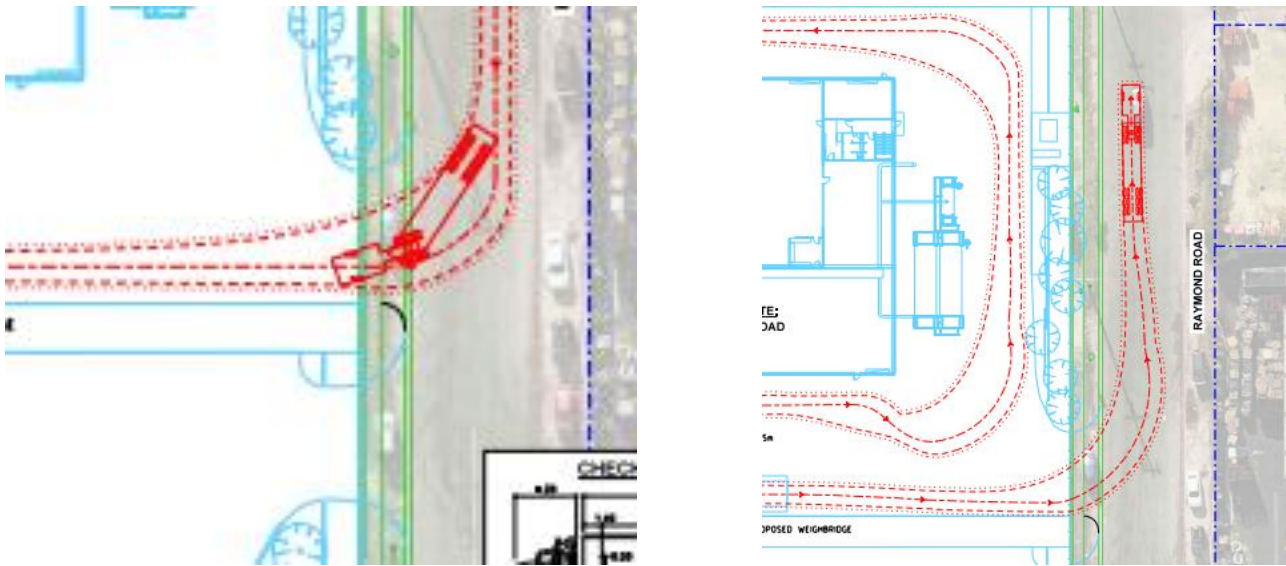


Figure 6 Swept path diagrams showing truck movements using both sides of the proposed vehicle crossing to Raymond Road for access and egress

58. Council has recommended access and egress be separated to resolve the issue, involving one or more of the following options:

- Use of the proposed vehicle crossing for entry only and the existing Truck Wash crossover to exit.
- Separate vehicle crossings for the site.
- A fixed physical barrier may be installed to clearly define vehicle paths.

59. It is noted the swept path diagrams show the truck wash vehicle crossing being used for larger B-double trucks.

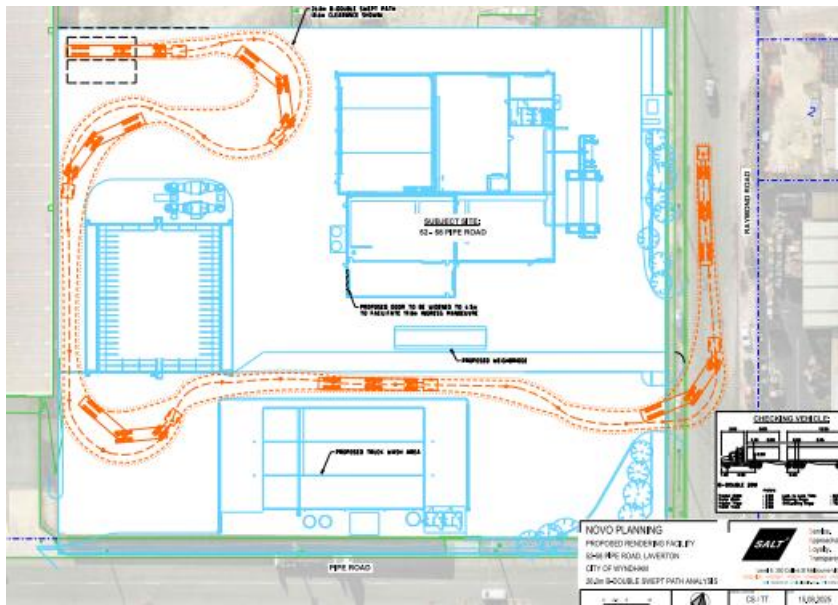


Figure 7 Swept path diagram showing truck movement using existing truck wash vehicle crossing for egress

60. Council has also raised concern about the lack of safe pedestrian access to the proposed facility from the carpark, noting yellow hatched pedestrian connections are provided in the broader Diamond Valley Pork site. The applicant has advised pedestrian access will be via the existing footpath in Raymond Road.
61. To resolve these concerns, it is considered a condition be included on any permit issued, requiring either of the entry/exit arrangements recommended by Council.
62. The parking in both the future multilevel carpark, as well as the existing carpark on the adjoining land, is on the north side of the frontage to Raymond Road. The closest bus stop is to the south – therefore connections for pedestrians and cyclists will be required to be shown at both the north and south sides of the frontage to Raymond Road.

Bicycle facilities

63. The proposal includes one bicycle parking space, which meets the statutory requirement, provided adjacent to the workshop space in the proposed building. It is noted additional bicycle parking is shown in the approved future multilevel carpark.
64. Two additional spaces will be required, however, as the Sustainable Design Assessment specifies two bicycle staff spaces and one visitor space will be provided.

Loading / unloading and waste

65. Off-street loading is provided via a dedicated internal area within the west part of the building, designed to accommodate semi trailer vehicles. Swept path analysis confirms that heavy vehicles, including B-doubles can enter, circulate, and exit the site in a forward direction. Subject to the changes discussed earlier for safer access/egress, the proposed loading arrangements are considered satisfactory.
66. A waste management plan will be required as a condition of permit. It is considered there is sufficient space within or around the facility to provide for waste storage, noting the facility itself is part of the waste recovery stream. There will also be space for waste vehicles to manoeuvre within the site. The waste management arrangements may also result in other consultant reports needing to be amended, for example, the traffic report.

Environment

Environmentally Sustainable Design (ESD)

67. The applicant has submitted a Sustainability Design Assessment that demonstrates the proposal will achieve a BESS score of 56%, which exceeds the minimum 50% requirement.
68. Key ESD initiatives include:
- Minimum 4-star rated WELS fixtures in toilets and bathrooms. It is noted the nature of the facility prohibits the reuse of water within the facility under the Australian Standard for the Hygienic Rendering of Animal Products (AS 5008:2007). Therefore the rainwater cannot be captured from the rooftop and reused within the facility, as would normally be the typical approach to WSUD in a commercial development.
 - Drought tolerant planting response to minimise water consumption.
 - Considered orientation of the building and windows to maximise solar capture.
 - Provision of solar panel capability on the roof.
 - Efficient Hot Water Systems.
 - Low energy lighting fixtures throughout the development which include motion sensors for all areas with sporadic use.
 - Natural ventilation is adopted in the rendering plant via louvres on external walls.
 - The development will use paints with an Ultra Low VOC.

Stormwater Management

69. Clause 53.18 (Stormwater management in urban development) applies to this application. The purpose of this clause is to ensure that stormwater generated by urban development is managed to mitigate environmental, property, and public safety impacts, and to provide benefits such as cooling, local habitat, and amenity.
70. The Stormwater Management Strategy demonstrates the proposal will meet the requirements of Clause 53.18 as follows:
- **Drainage Strategy:** All roof, pavement, and landscaped area drainage is directed to 140 cubic metres of onsite storage within an underground tank and pipes. The piped system is designed for the 10% AEP storm, with overland flow paths for the 1% AEP event.
 - **Water Sensitive Urban Design (WSUD) - MUSIC Modelling:** Stormwater will be treated prior to discharging from the site in accordance with best practice targets:
 - Gross Pollutants: 100% reduction (target 90%)
 - Total Suspended Solids: 84.4% (target 80%)
 - Total Phosphorus: 56.3% (target 45%)
 - Total Nitrogen: 50.4% (target 45%).
71. It is considered the proposed ESD and stormwater initiatives are a satisfactory response to Clauses 15.01-2L-01 and 53.18, taking into account the limitations for water reuse due to the nature of the use.

Other Matters

Clause 53.22 Significant Economic Development

72. The proposal is considered consistent with the purpose of Clause 53.22 as it is a large industrial development in a state-significant employment precinct and will be part of a larger pork manufacturing complex that contributes significantly to Victoria's economy. Subject to the conditions recommended in this report, it is considered the proposal will result in high quality built form and a functional operation and layout.



Response to Council considerations

Proposed conditions and requirements	Recommendation
<p>Sustainable Design</p> <p>Further information:</p> <ol style="list-style-type: none">1. Provide a daylight assessment, including floorplan diagrams, which demonstrates that a daylight factor of 2% or more is achieved to at least 33% of the floor area of office spaces.2. Provide the Music model in appendix D of the ESD report <p>Comments:</p> <p>a) Developments should show how they contribute to an overall 30% tree canopy target for urban areas. Only 1% of the total site area is reserved for vegetation. Alternative design responses to increase tree canopy cover must be implemented.</p> <p>Consider adding landscaping areas along the north and western boundaries of the site. This will provide additional screening benefits and mitigate</p> <p>b) The application fails the mandatory BESS category IWM, measures must be taken to achieve a pass in this category.</p> <p>c) As a predominate material onsite, accounting for a large share of embodied energy, the concrete material commitment must be improved, consider either Supplementary Cement Materials (SCM) or recycled aggregates and non-potable water.</p> <p>Amended Drawings</p> <p>Drawings must be amended to show the following SMP and BESS initiatives:</p> <ol style="list-style-type: none">1. Solar panels shown on the roof plan, annotated with system size, panel inclination angle and orientation;2. Bike parking as demonstrated in the SMP;3. WSUD elements as demonstrated by the updated MUSIC report;4. Light coloured roofing with solar absorptance ≤ 0.45;5. Location and details of EV charging infrastructure; <p>The ESD initiatives shown on plans must be updated to reflect the current SMP and include initiatives that cannot be demonstrated on plan, EG:</p> <ol style="list-style-type: none">1. The commitment to all-electric development with no gas connection;2. WELS ratings of plumbing fixtures;3. Low VOC and low formaldehyde internal finishes;4. Sustainable materials initiatives; <p>Amended SMP</p> <p>The SMP must be amended to show:</p> <ol style="list-style-type: none">1. External shading that is effective in reducing summer solar gains must be provided to east, north facing glazing to Office areas. This must be shown on plans. See the Wyndham Sun shading Standard for further guidance.2. The MUSIC report must be included in the SMP:3. BESS credit 1.4 Daylight Access has been input incorrectly with 100% compliance across the whole site. A daylight assessment must be provided to justify these inputs.:4. Office areas must achieve a daylight factor of 2% or more is achieved to at least 33% of the floor area5. Warehouse areas should show translucent roof sheeting provided to at least 10% of the warehouse roof area. <p>Where this is not possible due to facility operations, this should be justified.</p> <ol style="list-style-type: none">6. Details of EV charging infrastructure including dedicated distribution board(s), electrical capacity, cabling and conduits and appropriate load management, to support the installation of minimum Level 2 32amp EV charging facilities.	<p>It is considered daylight assessment is not required, given the office areas are an ancillary use and minor part of the overall facility. The applicant has also advised due to the nature of the facility, translucent roof sheeting is not possible. The office areas will have windows on both the north and east sides of the building, which is regarded as satisfactory.</p> <p>A MUSIC model has been provided with the application. The proposed water storage and treatment is considered satisfactory, as discussed earlier.</p> <p>The proposed canopy coverage and landscaping, subject to an increase to 5% of the proposal site area, is regarded as satisfactory, as discussed earlier.</p> <p>The following details can be shown on the plans as a condition of permit in accordance with the SDA:</p> <ul style="list-style-type: none">• Rooftop solar panels.• WSUD elements in accordance with the stormwater management strategy. <p>Bicycle parking and roof colour are shown on the current plans and are regarded as satisfactory, subject to two additional spaces being shown on the plans as a condition of permit, as specified in the Sustainable Design Assessment.</p> <p>No EV parking spaces are proposed.</p> <p>No gas connection is proposed.</p> <p>For minor details such as plumbing fixtures, roof solar absorbance and sustainable material initiatives, it is considered their inclusion in the SDA, which will be an endorsed document, is sufficient and do not need to be shown on the plans.</p> <p>The SDA demonstrates compliance with BESS and therefore shading is not regarded as necessary.</p>



7. BESS IWM section must be revised to achieve a passing score, a rainwater tank must be provided to supply office toilet facilities;

8. BESS Credit 2.1 Vegetation inputs must be reviewed and should be achieved by increasing landscape coverage.

Currently 4% is input but landscape area makes up 1.4% of site area from the area analysis shown on the site plan.

BESS Water credit 3.1 - Water efficient landscaping – has been claimed. All areas of water efficient landscaping should be annotated on the Landscape Plan with no irrigation system provided. Alternatively, if an irrigation system is proposed, it should be connected to the rainwater tank with no potable water connection and water credit 3.1 scoped out in accordance with BESS Water 3.1 tool notes.

Environmental Health:

1. This application should be assessed by the Environment Protection Authority (EPA) to ensure compliance with all relevant environmental legislation, standards, and guidelines, as assessment of some of these matters falls outside the scope of Council's Public Health Unit.

2. This application should be assessed by WorkSafe Victoria to ensure compliance with all relevant occupational health and safety legislation and guidelines, including matters relating to adequate ventilation and worker health.

3 and 4 – see above under objection grounds

5. All construction works must comply with EPA Publication 1834.2 - Civil construction, building and demolition guide, or any subsequent versions of this guideline.

6. All activities must be undertaken in accordance with EPA Publication 1254.2- Noise control guidelines, or any subsequent versions of this guideline.

7. All noise control recommendations stated in the Acoustic Report – Environmental Noise Emissions Assessment by Watson Moss Growcott Acoustics must be complied with.

8. All recommendations stated in the Final Air Quality Impact & Management Assessment Report (AQIMA) by The Odour Unit, and Expert Odour Management Peer Review by Jim Demetriou – Air and Odour Specialist must be complied with.

The proposal was referred to EPA during the application process.

A referral to Worksafe was not required.

Items 5-7 will be addressed in conditions of permit. As discussed earlier, air quality will be comprehensively addressed in the Development and Operating Licence applications to the EPA and permit conditions are not required.

Air quality requirements will be covered in greater detail through the EPA licensing process and accordingly permit conditions will not be included for this aspect, as discussed in the Assessment section of this report.

Drainage

Conditions:

1. Prior to the endorsement of a development layout plan, a Storm Water Management Strategy is to be prepared and submitted to the satisfaction of Council. The report is to consolidate any material previously submitted in relation to drainage and water quality treatment, and provide any additional information required by Council. The report is to confirm the dimensions of any drainage or natural waterway reserve within or adjacent to the land, including any associated water quality treatment assets, to the satisfaction of the Responsible Authority.

2. Provision must be made for the drainage of the development shown on the endorsed plan(s) to the requirements and satisfaction of the responsible drainage authority. Drainage of the subject land for commercial/industrial purposes must be provided by underground drainage systems catering for up to 1 in 10-year storm return periods. Flows in excess of 1 in 10-year storm return periods, up to and including 1 in 100-year storm return periods must be accommodated in separate channels and/or within the road reserves and/or within the provided drainage system

Unless approved otherwise by the responsible authority, all commercial/industrial storm water systems must incorporate measures to satisfy the objectives of "Urban Stormwater Management Guidance" (publication 1739.1, EPA 2021) to reduce or retain in total:-

1. 80% of suspended solids;

2. 45% phosphorus;

3. 45% nitrogen; and

4. 70% litter/gross pollutants larger than 5mm.

3. Before any drainage works associated with the development commence, detailed construction plans must be submitted to and approved by the responsible authority.

4. Stormwater runoff generated from the whole of the subject land, including landscaped and paved areas, must not adversely affect neighbouring properties and must be drained to the legal point of discharge to the satisfaction of the responsible authority.

5. Drainage of the subject land for commercial/industrial purposes must be provided by

Items 1, 2 and 8 have been covered in the Stormwater Management Strategy, which was provided after these initial comments were received. It is noted in Council's later submission, these items were not requested and drainage was not raised as an objection ground.

Items 3-7 will be addressed in conditions of permit.



underground drainage systems catering for up to 1 in 10-year storm return periods. Provisions are to be made in the proposed development to manage any additional flow created between allowable stormwater discharge and post-development stormwater discharge. Detailed design plans for any detention system must be submitted to and approved by Council, prior to the commencement of works

6. All stormwater inlet pits from car parking and paved areas must be grated to prevent the ingress of gross pollutants to Council's stormwater drainage system.

7. Stormwater runoff generated from paved areas is to be treated for gross pollutants and oil/hydrocarbon contamination prior to discharging into Council's drainage system. The design and/or use of any such system must be submitted to Council for approval. A maintenance agreement for the cleaning of such stormwater treatment systems/devices must be submitted to and approved by Council and will form part of the permit when approved.

8. Rainwater harvesting and reuse must be provided for within the development. For this purpose, rainwater tanks or underground tanks may be used. The installation of rainwater tanks must comply with the National Plumbing and Drainage code AS/NZS 3500

Tech Engineering

Conditions:

Site Access

Site access is to only be conducted via the existing crossover during construction of the development. Vehicle mounting of the kerb, nature strip and footpath is prohibited.

Works Within a Council Road Reserve Any work required to be undertaken outside the property boundary requires Works Consent approval from Council. This includes, but is not limited to, crossovers, drainage, and service connections.

These will be included as notes at the end of the permit, as they are not planning requirements.



73. The proposal is generally consistent with the relevant planning policies of the Wyndham Planning Scheme and will contribute to the consolidation of a major industry within the Laverton North area.
74. The proposal is generally supported by the various referral agencies.
75. It is recommended that Planning Permit No. PA2504094 for the Use and development of the land for Industry (Rendering Facility) and associated buildings and works, and reduce the number of carparking spaces required under Clause 52.06 at 52-58 Pipe Road Laverton North be issued subject to conditions.
76. It is **recommended** that the applicant and the council be notified of the above in writing.

Prepared by:

I have considered whether there is a conflict of interest in assessing this application and I have determined that I have:

- No Conflict**
- Conflict and have therefore undertaken the following actions:
- Completed the **Statutory Planning Services declaration of Conflict/Interest form**.
- Attached the Statutory Planning Services declaration of Conflict/Interest form on to the hardcopy file.
- Attached the Statutory Planning Services declaration of Conflict/Interest form into the relevant electronic workspace.

Name: [REDACTED]

Title: Senior Planner, Development Approvals and Design

Signed:

[REDACTED]

Phone: [REDACTED]

Dated:

13 March 2026

Approved by:

I have considered whether there is a conflict of interest in assessing this application and I have determined that I have:

- No Conflict**
- Conflict and have therefore undertaken the following actions:
- Completed the **Statutory Planning Services declaration of Conflict/Interest form**.
- Attached the Statutory Planning Services declaration of Conflict/Interest form on to the hardcopy file.
- Attached the Statutory Planning Services declaration of Conflict/Interest form into the relevant electronic workspace.

Name: [REDACTED]

Title: Manager, Development Approvals and Design

Signed:

[REDACTED]

Phone: [REDACTED]

Dated:

18 March 2026

