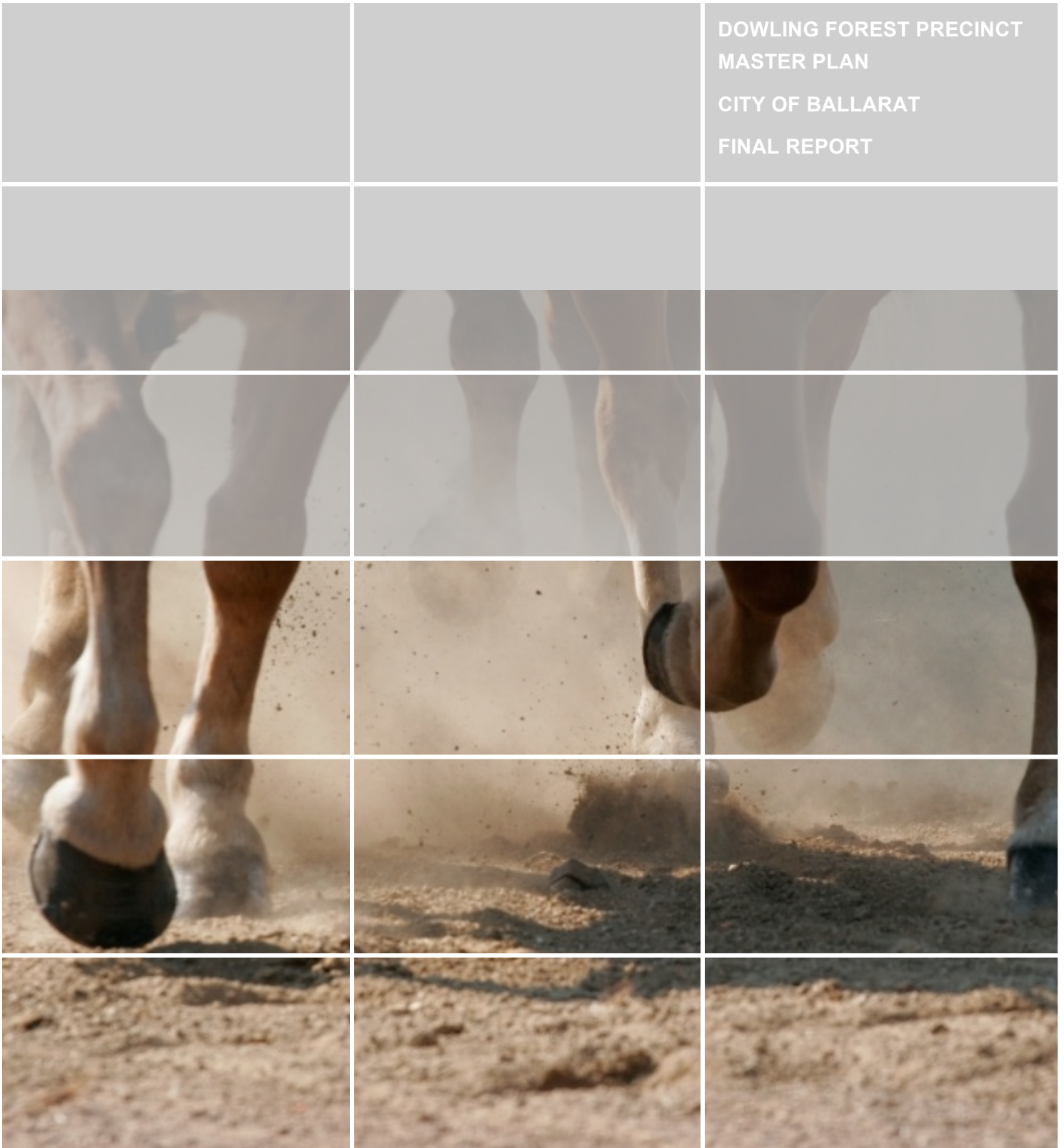


DOWLING FOREST PRECINCT
MASTER PLAN
CITY OF BALLARAT
FINAL REPORT



DOWLING FOREST PRECINCT MASTER PLAN

City of Ballarat

February 2011

Innovation + Knowledge

Davis Langdon 

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1 Executive Summary

In Victoria there are very few thoroughbred training centres that are adjacent to large tracts of freehold land, which makes the training operations of Dowling Forest fairly unique and presents an opportunity to grow the thoroughbred training operations.

Ballarat Turf Club is located at Dowling Forest approximately 13 kilometres northwest from the City of Ballarat's central business district and less than five kilometres from the Western Highway. The course is situated on Crown Land and is encircled by freehold land. Dowling Forest is surrounded by undulating land and trails which provides an ideal location for thoroughbred trainers. In addition there are four tracks available for training:

- Grass track
- Sand track
- All weather track
- 1,400 m uphill all weather track (currently under construction)

Based on the number of starters produced Dowling Forest is the sixth largest thoroughbred training centre in Victoria and the third largest regional thoroughbred training centre. Further development of the thoroughbred training precinct at Dowling Forest is supported by a range of policy initiatives at state and local government levels and by the racing industry.

The following diagram shows the Dowling Forest race course and training centre and the study area for the town planning review highlighted in red. The precinct has been subdivided into smaller areas for clarification purposes.



Figure – Aerial Photo of Dowling Forest Study Area

The above four sites are located within the jurisdiction of the City of Ballarat, with the precinct boundary shown based on access and proximity to the existing Dowling Forest Racecourse, as well as the significance of the area to cater for future demand. Zoning maps and the Ballarat Planning Scheme have been accessed and form part of this report. Discussions with Council regarding the proposed use and development were also undertaken and form part of this report.

Davis Langdon Australia's National Urban Planning Services were engaged to review the planning controls impacting the land adjacent to the existing Dowling Forest Racecourse. Key findings of this review are as follows:

- Precinct areas A, B, C & D to the east, south and west of the existing Dowling Forest Racecourse be appropriately rezoned to encourage activities and practices associated with the equine industry which is not fragmented by other uses such as non-equine activities (hobby farms);
- To provide certainty and allow for future growth in terms of appropriate uses in close proximity to a major sporting venue;
- To encourage the continued growth of the racing industry at Dowling Forest;
- To improve access to the Dowling Forest Racecourse facilities which is safe and efficient by means of a suitably located "tunnel" under Midas Road and Kennedy's Road;
- To protect the interface of the racing industry with Miners Rest Township;
- To protect the environmental environs of Burrumbeet Creek;
- To set a minimum subdivision allotment size that satisfactorily addresses the needs of the equine industry whilst ensuring each lot is capable of retention of effluent discharge within the boundaries of the property;
- To improve the overall traffic management of the precinct having regard to the purpose and use of the precinct

A targeted approach to stakeholder consultation was adopted to ensure that the views of relevant parties were considered. A range of consultation processes were employed including numerous workshops, meetings and interviews. The outcomes of the consultation are discussed herein Section 6.

An assessment of demand and need was undertaken and is discussed in more detail herein Section 7. The assessment found it was likely the majority of trainers attracted to Ballarat will come from one of the metropolitan training centres or Geelong. Under a best case scenario, assuming Ballarat attracts an additional 10 trainers with 300 – 400 horse in training collectively, the total land area required is likely to be 15 – 60 Ha.

An issues and opportunities assessment of potential planning controls, planning schedule options and key infrastructure initiatives was undertaken and is discussed in further detail in Section 8. Based on discussions with Council staff and an assessment of the potential planning controls it is recommended that amendment documents be prepared to rezone the land identified within the precinct boundary from Farming Zone to Rural Activity Zone or Special Use Zone.

The key initiatives proposed for inclusion with master plan are as follows:

- Development of short term stay accommodation for students of the Jockey School (subject to the Jockey School being relocated to Ballarat)
- Development of tunnels to provide access to the track from properties to the west and south of Dowling Forest (subject to demand).

- Increase number of day yards as required to meet demand.
- Area for future extension of the veterinary clinic.
- Grey water storage area for capture and reuse on the course.
- Trainers complex to provide trainers with some amenity such as toilets and a kitchen.
- Training tower for trainers to view their horses undertaking track work.
- Electronic timing system which can be used to measure each horse's performance over a set distance.
- Acquire access rights in perpetuity from the end of Branchline Court through to the racecourse

An implementation plan was developed listing the key initiatives required to deliver the Dowling Forest Precinct Master Plan. The plan lists and prioritises each initiative, actions required, allocation of responsibility and lists potential funding sources as shown below.

Initiative	Enablers	Action Required	Priority High, Medium, Low	Responsibility	Potential External Funding Source
Uphill training track	Not applicable	Already developed	Not applicable	Not applicable	Not applicable
Jockey school Program delivery	Not applicable	Ballarat University already delivering the program.	Not applicable	Ballarat University and Racing Victoria Limited	Not applicable
Jockey school Practical component	Relocation of Jockey School to Ballarat.	Ballarat University to form partnership with Ballarat Turf Club for use of course infrastructure.	High	Ballarat Turf Club and Ballarat University	Not applicable
Amend town planning framework	Increased demand from trainers. Attraction of trainers to the precinct.	Further detailed work required to prepare documentation for planning scheme amendment and to establish demand.	High	City of Ballarat	Not applicable
Attracting more trainers	Establish town planning framework around Dowling Forest precinct that meets trainers needs. Continued support from racing industry for Dowling Forest as a	Likely require an advocate who is respected within the training industry to sell the virtues of Dowling Forest. Develop marketing collateral highlighting the benefits of Ballarat and Dowling Forest.	High	Ballarat Turf Club and City of Ballarat	Not applicable

Initiative	Enablers	Action Required	Priority High, Medium, Low	Responsibility	Potential External Funding Source
	training centre.				
Introduce traffic controls	Need exists now with a number of near misses between horses and vehicles.	Approach VicRoads and advocate reduced speed limits along Kennedys and Midas Roads adjacent to the racecourse.	High	Ballarat Turf Club and City of Ballarat	VicRoads
Tunnels to access the track from properties to the west of Midas Road and to the south of Kennedys Road.	Pursue option if reduced speed limit is unable to be implemented. Sufficient demand from trainers.	Further detailed technical study required to determine feasibility and tunnel locations.	High	Ballarat Turf Club and City of Ballarat	Regional Development Victoria (Livestock Underpass program), Racing Victoria Limited and Country Racing Victoria.
Secure access to the east of the racecourse for trainers.	Sufficient demand from trainers.	Commence discussions with current land owner of property between the end of Branchline Court and racecourse with a view to securing permanent access.	High	Ballarat Turf Club and City of Ballarat	Racing Victoria Limited and Country Racing Victoria
On-course stabling	Already small demand for increased stabling. Attraction of trainers will lead to increased demand.	Approach Racing Victoria Limited and Country Racing Victoria to have initiative included with next round of capital grants.	Medium	Ballarat Turf Club	Racing Victoria Limited and Country Racing Victoria
Short term stay accommodation	Relocation of Jockey School to Ballarat. Confirmation of where students will be housed.	Further detailed study required to determine feasibility.	Medium	Ballarat Turf Club	Racing Victoria Limited, Country Racing Victoria, PPP arrangement

Based on the consultation undertaken a list of general and thoroughbred industry specific investment attractors was developed which can be utilized to sell the virtues for training thoroughbreds at Dowling Forest. It will be important to note that in order to attract thoroughbred trainers to the precinct it is likely that an advocate who is respected within the thoroughbred training industry will be required. The industry specific investment attractors are listed hereunder:

- All weather 1,400 m uphill training track – the only one on public land in Victoria.
- Electronic timing system for trainers to time their horses over set distances (when developed).
- New training tower and trainers amenities (when developed).
- Availability of freehold land directly adjacent to the track with lots purposely sized and zoned to attract thoroughbred training operations.
- Dowling Forest is centrally located with direct access to the Western Freeway making it easily accessible to all Melbourne metropolitan race courses. Direct access is also provided to other major regional race tracks including Geelong and Bendigo.
- Dowling Forest race course and training centre is supported by Racing Victoria Limited and Country Racing Victoria.
- Fourth largest regional training venue in Victoria and has attracted some of the state's leading trainers.
- Highly regarded purpose built equine hospital on site.
- City of Ballarat supports the development of a thoroughbred training industry in Ballarat.
- Industry training courses delivered by Ballarat University include:
 - Certificate II in Racing (Stablehand)
 - Certificate III in Racing (Advanced Stablehand)
 - Certificate III in Racing (Trackrider)
 - Diploma of Racing (Racehorse Trainer)

2 Introduction

The City of Ballarat is located 110 kilometres west of Melbourne and is the third most populous municipality in regional Victoria. The history of residential development in Ballarat dates back to the gold rushes of the 1850's. The urban structure of the City is based on a central grid, with a number of spines leading outward to the south and east to old townships, such as Sebastopol, Mount Clear, Buninyong and Warrenheip, which are now almost a contiguous urban form. The main rural areas of the City are located in the far west and north, although many of these parts have a large component of rural residential and rural living.

The City of Ballarat had a relatively stable population for much of the 1980's and early 1990's, but has grown strongly in population over the last five to ten years on the back of substantial employment growth in service industries, as well as expansion of core manufacturing (food processing) and agricultural industries. The local employment growth in services has been boosted by external population growth pressures. They include the traditional flow of population from the surrounding rural areas and small towns, which is a result of children finishing their secondary schooling and people leaving farming areas as a result of efficiencies in the agricultural industries. The second source is more distant, which includes persons from overseas and the outward flow of population from the peri-urban areas of Melbourne along the Western Freeway corridor (Moorabool Shire).

Dowling Forest is located approximately 13 kilometres northwest from the City of Ballarat's central business district and less than five kilometres from the Western Highway. The course is situated on Crown Land and is encircled by freehold land. Dowling Forest is surrounded by undulating land and trails which provides an ideal location for thoroughbred trainers. In addition there are four tracks available for training:

- Grass track
- Sand track
- All weather track
- 1,400 m uphill all weather track (currently under construction)

2.1 Study Methodology

In undertaking this study the following study methodology was employed:

- Phase 1 – Project Development
- Phase 2 – Briefing on Current Precinct Redevelopment Vision
- Phase 3 – Situation Analysis
- Phase 4 – Consultation Plan
- Phase 5 – Facility Demand Assessment
- Phase 6 – Identifying Facility Development Opportunities and Options
- Phase 7 – Prepare Dowling Forest Precinct Master Plan
- Phase 8 – Funding Research and Partnering Options
- Phase 9 – Implementation Plan
- Phase 10 – Prepare Draft Master Plan Report
- Phase 11 – Prepare Final Master Plan Report

2.2 Acknowledgements

Coffey Commercial Advisory would like to acknowledge the City of Ballarat Councilors, City of Ballarat staff, Ballarat Turf Club Board and Management and the Ballarat trainers for their contribution and input to the study.

Coffey Commercial Advisory engaged the services of Davis Langdon Australia's National Urban Planning Services to review of the planning controls impacting the land adjacent to the existing Dowling Forest Racecourse.

Coffey Commercial Advisory engaged the services of ML Design to provide architectural input into the Master Plan.

3 Strategic Planning Context

3.1 Policy Context

Ballarat Council Policy Context

Ballarat Rural Land Use Strategy

The key outcomes of the Ballarat Rural Land Use Strategy are a long-term vision for the municipality's rural areas and an assessment of the validity of the existing rural land use controls. The Ballarat Rural Land Use Strategy was adopted by Council in December 2010. Correspondence with Ballarat City Council provided us with the following information in relation to the Dowling Forest area:

- The development of private stabling surrounding the Dowling Forest Racecourse is preferable, as trainers are reluctant to invest in infrastructure on Crown land (the racecourse is Crown land).
- The existing zoning of the land (Farming Zone) has resulted in the development of many rural residential type properties that have little or no linkage with the equine industry and Dowling Forest racecourse. This highlights an inadequacy with the existing zoning of the land.
- As such, the Rural Activity Zone or the Special Use Zone is seen to be the most appropriate zoning for the land as it will recognise the subject sites as having a distinct and different role from the broader farming area, with a broader range of uses able to be considered.
- A suitable minimum lot size should be based on the understanding of the size needed to support a training enterprise, as well as considerations about effluent disposal and water supply. At present, the lot sizes around the racecourse are seen to be quite large in comparison to similar training facilities within close proximity to other race tracks. With respect to this, the existing scheduling controls relating to the Dowling Forest Racecourse should be phased out and new minimum subdivision requirements adopted.
- Further discussion of these points raised in relation to the planning controls opportunities of the land will be considered in the following sections.

Miners Rest Outline Development Plan

The draft Miners Rest ODP is based on revisions to the existing 1994 ODP and seeks to better address the proposed expansion of training facilities at Dowling Forest Racecourse and any impacts this expansion may have on the development of the township and surrounding rural land within the Study Area. There is clear emphasis on the importance of the racing industry to the local economy however some key issues have been raised which should inform future development of a racing precinct; being, road hierarchy and management issues, the management of Burrumbeet Creek and the interface between the Dowling Forest Racecourse and the Miners Rest township, among others. These key issues will be addressed in the following section.

City of Ballarat Economic Strategy 2010 – 2014

- Recognises tourism as a key component of Ballarat's economy and contributes to economic growth and diversity.
- Aims to grow and diversify tourism in Ballarat and integrate it with regional activities.

- Aims to grow skilled worker database and attract and retain people in their 20's and 30's for work and education opportunities.
- Highlights the importance of having supportive culture and infrastructure, strategies and networks that support business growth, change and new investment.
- Aims to create a supportive environment which encourages business development and is supportive of local innovation.

Our Council Plan

- Growth and development portfolio identifies a priority for improved planning processes and development projects that are of strategic benefit to Ballarat.
- Action 20 outlined plans to complete a Miners Rest Outline Development Plan on 2009/10. This work is currently being completed by Davis Langdon.
- Action 23 outlines Council plans to develop a precinct structure plan for the Racing Precinct around the Dowling Forest racecourse.
- Destinations and Connections portfolio focuses on tourism, destination and economic development for the City of Ballarat as follows:
 - Development of an Economic Development strategy
 - An industry approach to business investment, attraction and retention.
 - Support and maximise the benefits of festivals and events across the region.

Thoroughbred Racing Industry Policy Context

Ballarat Turf Club Vision 2008

The Ballarat Turf Club Vision 2008 recognises that the Dowling Forest Racecourse forms an integral part of the economic and social fabric of the City and therefore it is imperative to plan forward to ensure the future growth and prosperity of the racing industry in Ballarat. The Vision also recognises the need to consolidate smaller thoroughbred racing venues into a significant regional training venue and relieve the pressure on the Victorian Amateur Turf Club (VATC), Caulfield Racecourse and the City of Glen Eira in respect to the training of thoroughbred horses.

The Ballarat Turf Club in conjunction with the City of Ballarat seeks to establish Dowling Forest Racecourse as the preeminent thoroughbred racing centre of Victoria through the provision of high quality and progressive facilities including new developments and upgrades to existing facilities. In light of this, Council recognises that there is significant land located around Dowling Forest that potentially could be zoned or reserved in order to achieve a precinct that would be dedicated to the thoroughbred industry. In this instance, appropriate planning controls would realise strategic directions for the land adjacent to the racecourse and serve to facilitate investment opportunities for racing purposes in the local area.

Racing to 2020

Racing to 2020 has been developed to address and plan for the future of the Victorian thoroughbred racing's future and to ensure its continued vitality, growth and sustainability. The plan provides clear objectives and strategies for industry development over the next ten years and in partnership with clubs, government and businesses aims to support the development and renewal of infrastructure for industry, community and commercial benefit. In particular, the plan seeks to redevelop key country racecourses in partnership with business, government and the community to provide racing, training and community facilities that are environmentally positive. Moreover, the provision and upgrading of infrastructure should

provide for integrated racing facilities, an enhanced racing customer experience, new green passive recreation areas and meeting, festival and exhibition spaces.

With respect to the plan, future development in the Dowling Forest Racing precinct should be capable of providing for a range of complementary land uses and investment opportunities through the utilisation of appropriate planning controls.

3.2 Demographics

The following demographic information was obtained from Business Ballarat's 'Locality Profiles and Demographics' website.

3.2.1 Age Structure

The population of Ballarat is ageing as are many municipalities around the country. The following figure outlines the predicted changes to the age structure of the City of Ballarat between 2006, 2016 and 2021.

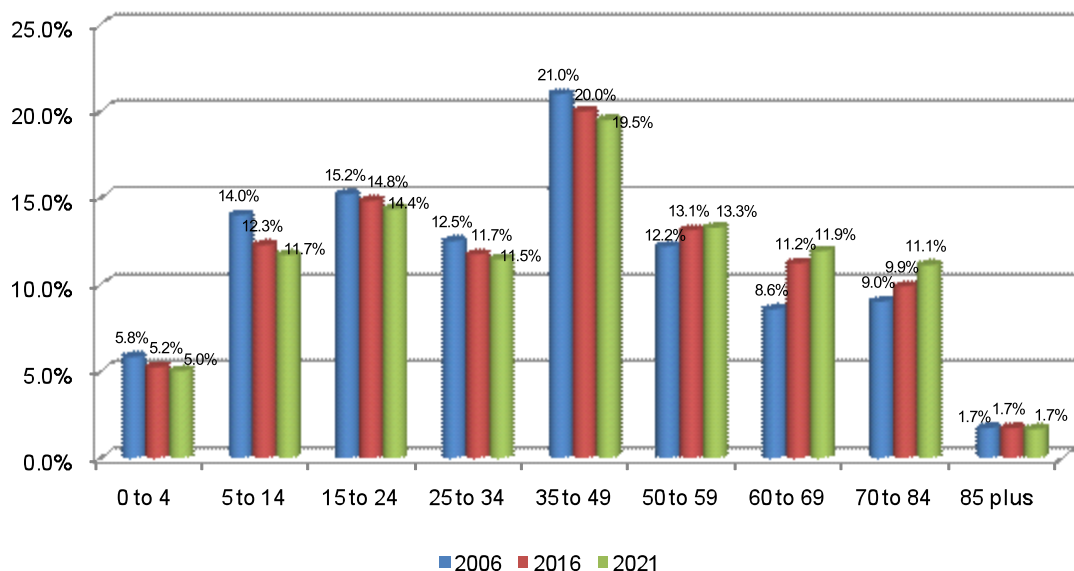


Figure - Age profile of the City of Ballarat in 2006 v 2016 and 2021 projections

As outlined in the figure above, between 2006 and 2021, there will be a decline in the proportion of young adults and young children (6.4%) and an increase (6.5%) in the proportion of older adults (50 yrs +) within the municipality.

The development of new housing estates in the growth areas of the municipality is expected to attract young couples and young and maturing families.

3.2.2 Projected Population Growth

The population of the City of Ballarat is expected to increase from 88,137 in 2006 to 118,752 in 2026.

All areas in the City of Ballarat are expected to increase in population to 2021, except for Wendouree, with the largest gains expected in the areas of Alfredton, Delacombe, Miners-Rest-Mitchell Park, Lake Wendouree and Mount Clear-Mount Helen. The population

increases are based on household growth, which in turn relates to new residential opportunities, most notably in the growth areas.

4 Existing Situation

The consulting team undertook a review of the thoroughbred training industry in Victoria utilizing information supplied by Racing Victoria Limited.

4.1 Dowling Forest

The figure hereunder is an aerial photo of the Dowling Forest site with the study area highlighted in red and the significant road network depicted in yellow.



Figure – Aerial Photo of Dowling Forest

In the figure above Ballarat Maryborough Road and the Midland Highway are classified as VicRoads declared roads¹ which means these roads are managed by VicRoads. Midas and Kennedys Roads are local roads and are managed by council.

Kennedys Road is the main east – west connector between the Midland Highway and the Ballarat Maryborough Road. Based on discussions with local groups and council use of Kennedys Road is increasing and with the further development of the Miners Rest Township it is likely use will increase significantly in the future

The majority of the existing properties to the south of Kennedys Road are occupied by horse trainers who report there are times when their horses have difficulty crossing the road to gain access to the track.

¹ VicRoads – Maps of declared roads

4.2 Thoroughbred Horse Population and Training

The map below shows the distribution of the total thoroughbred horse population across Victoria. It is important to note the map is divided into regions used by Country Racing Victoria and that Ballarat is located in the Midwest Bellarine region.

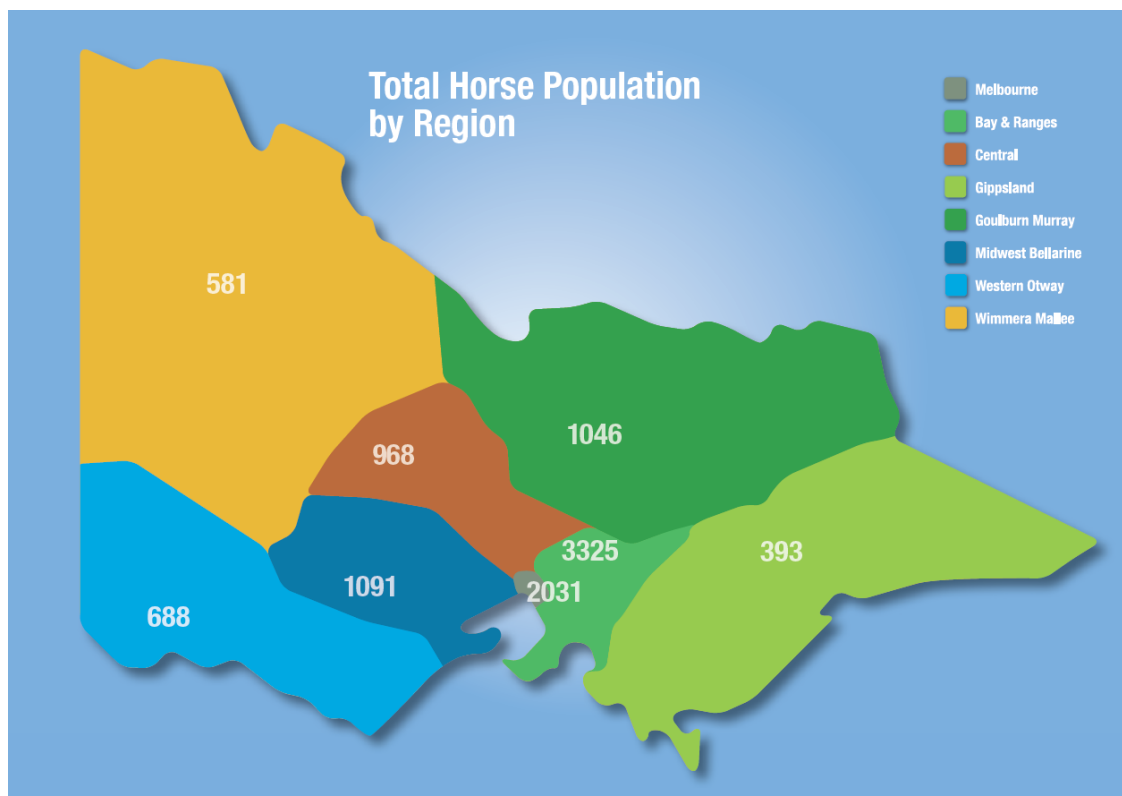


Figure - Total Thoroughbred Horse Population by Region

- Dowling Forest is currently ranked the sixth largest training centre in Victoria (based on the 08/09 starters produced data), it had been ranked fifth for the five previous years. Training centres larger than Dowling Forest are:
 - Cranbourne (7,000+ starters).
 - Flemington (4,500+ starters).
 - Mornington (4,300+ starters).
 - Caulfield (4,100+ starters).
 - Warrnambool (2,000+ starters).
- Dowling Forest produced 1,977 race starters in 2008/09, this was a drop of 12.8% on the previous year (the overall drop in Victorian starters was 3.1%).
- 2008/09 was the first time since 2000/01 that less than 2000 race starters were produced by Dowling Forest in a racing season.
- In addition 311 trial starters were produced.
- The starters produced from Dowling Forest represents 5.1% of Victorian funded training centres and 4.5% of the overall starters produced.

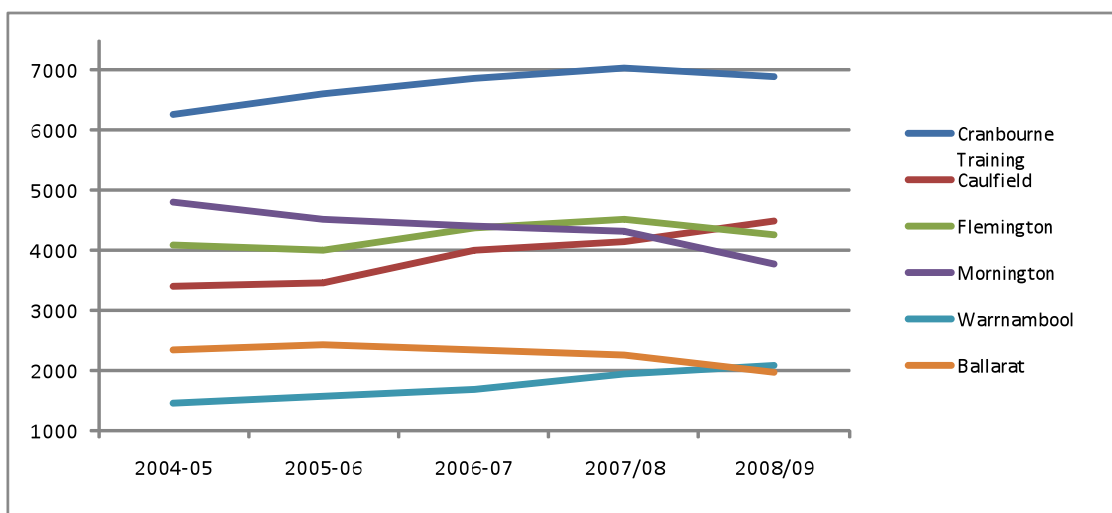
- 498 individual horses were produced at Victorian race meetings or official trials in 2008/09.
- There are 51 trainers registered to use the Dowling Forest training facilities.
- Darren Weir is the largest of these providing 42.3% of the output from the training centre.
- Another two trainers are in the immediate catchment area of the racecourse.
- The trainer spread of starters produced in a season is as follows:

Total	0 - 9	10 - 24	25 - 49	50 - 99	100+
51	21	15	8	2	4

Table - Trainer Spread of Starters

- Based on the above table, 36 of the 51 trainers would be considered hobby or owner trainers; 8 part time (supplementing income with another job) and 6 fulltime trainers.
- 41% of trainers produce less than 10 starters at Victorian races and trials on an annual basis.

The following graph shows the trend for the number of starters produced across the top six Victorian thoroughbred training centres (which includes Ballarat).



Note: Observations based on the last fully completed racing year 2008/09.

As shown in the above figure:

- There has been a decline in the number of starters produced at four of the training centres: Cranbourne, Flemington, Mornington and Ballarat.
- Ballarat has shown a gradual decline since 2005/06 in the number of starters produced.
- Two of the training centres, Warrnambool and Caulfield, have shown an increase in the number of starters produced since 2005/06.

4.3 Thoroughbred Training Operations

The training operations of thoroughbred trainers covers a wide spectrum from stable complexes located on racecourses to large private purpose built training tracks and stable complexes. Two of the main drivers that determine the size of training operation are the amount of suitable land available and the financial resources of the trainer. In Victoria there

are very few thoroughbred training centres that are adjacent to large tracts of freehold land, which makes the training operations of Dowling Forest fairly unique.

The following aerial photos are of training operations at Cranbourne and Mornington thoroughbred training centres. Note Cranbourne and Mornington are two training centres that do have some freehold tracts of land adjacent to the racecourse. All of the properties are either adjacent to or are within a 5 minute walk of the training tracks.

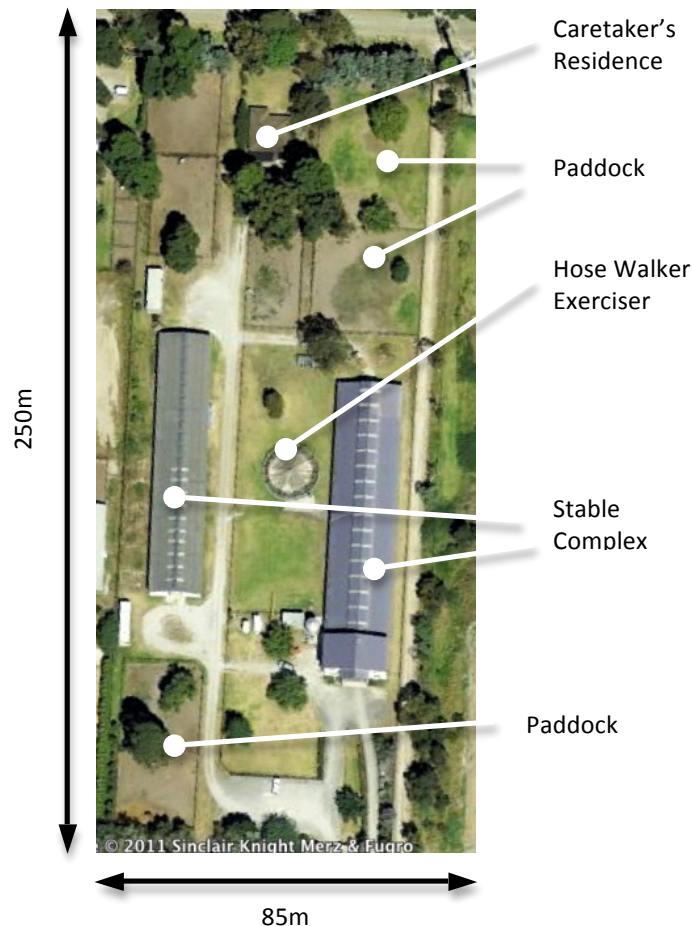


Figure – Example Cranbourne Thoroughbred Training Complex

The training complex shown in the above figure comprises of the following key relevant features

- Property is approximately 250m x 85m or 2.1 Ha in area.
- The trainer has approximately 150 horses in training from this complex. Horses that are not being trained are rested at another property further away.
- The property has a caretakers residence, some paddocks, two fairly significant stable complexes and a horse walker / exerciser.
- The stable complex on the right has an upstairs office and administration area.
- This trainer would be considered to be a full time trainer.

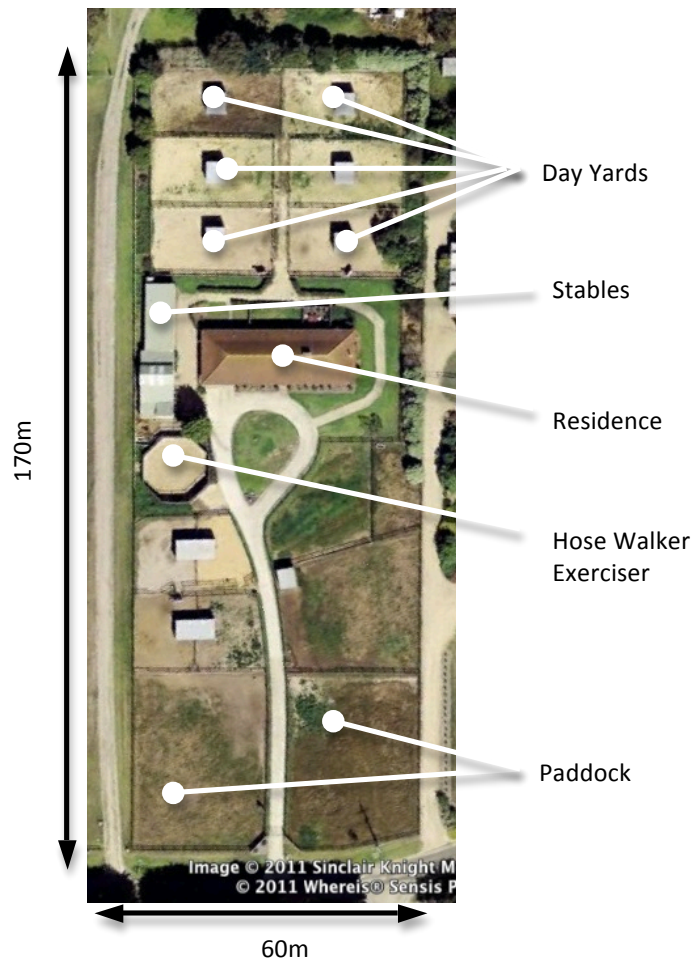


Figure – Example Mornington Thoroughbred Training Complex

The training complex shown in the above figure comprises of the following key relevant features

- Property is approximately 170m x 60m or 1 Ha in area.
- The trainer has approximately 15 horses in training from this complex. Horses that are not being trained are rested at another property further away.
- The property has a residence, some day yards, a small stable complex, some paddocks and a horse walker / exerciser.
- This trainer would be considered to be a hobby or owner trainer.

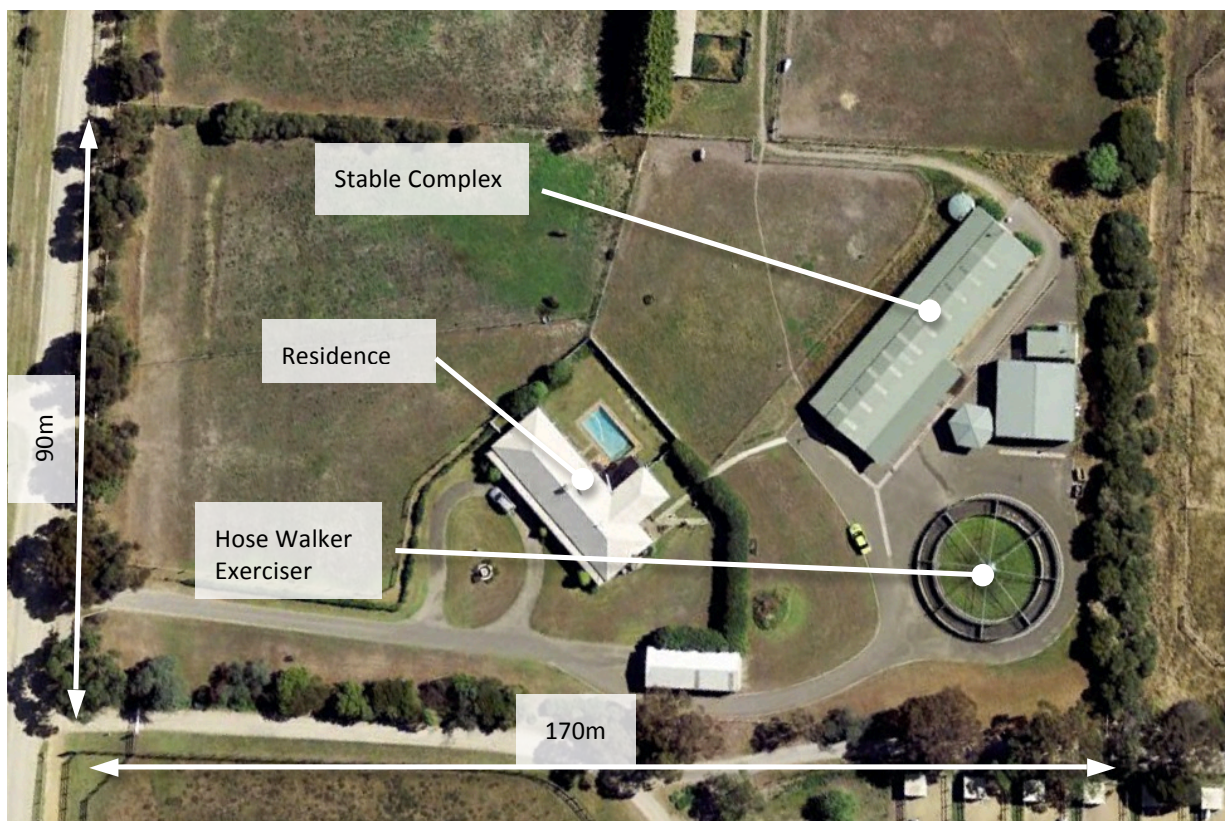


Figure – Example Mornington Thoroughbred Training Complex

The training complex shown in the above figure comprises of the following key relevant features

- Property is approximately 170m x 90m or 1.5 Ha in area.
- The number of horse in training from this trainer is not known.
- The property has a residence, a small stable complex and a horse walker / exerciser.

As shown in these aerial photos the scale of training operations varies considerably. The properties range in area from approximately 1 Ha to slightly more than 2 Ha. The trainers with a greater number of horses have developed their training operations to a greater extent than those trainers with a smaller number of horses

4.4 Equine Biosecurity and Best Health Practice

The following information on best health practice guidelines for equine biosecurity is provided by the Department of Primary Industries².

- Good on-farm biosecurity and personal hygiene is important not only in the prevention of exotic diseases but any infectious disease that can affect horses.
- The most common way infectious diseases are spread is via a new horse arriving at the property. Even though the horse may not be showing symptoms it could still be a carrier of disease.

² Source: "Equine Biosecurity and Best Health Practice – For Equine Owners", updated May 2010

- Horse to horse or human to horse contact with an infected horse at an event/activity is another common way disease is spread. This can be from the owner visiting a horse on another property or someone visiting your property; this could be a friend or a service provider like farrier, dentist, vet, or riding instructor
- Horses should be checked daily to ensure they are healthy and not at risk of injury. Worming and vaccination programs should be implemented and records for each horse should be maintained.
- Preventative measures to reduce the risk of exotic and infectious diseases that can affect horses include:
 - When returning home from an event or acquiring a new horse isolate the horse for at least two weeks;
 - Do not share your equipment;
 - Do not use communal water troughs;
 - Monitor your horses health while at the event;
 - Avoid tying/yarding your horse with other horses so there is minimal direct contact;
 - Wash your hands if you have touched other peoples horses; and
 - Clean and disinfect your float/truck, tack, grooming equipment and stable equipment.

5 Town Planning

The consulting team engaged the services of Davis Langdon Australia's Urban Planning Division to prepare desktop planning review for the subject site. The following section contains the urban planning review.

5.1 Introduction

A review of the planning controls impacting the following land adjacent to the existing Dowling Forest Racecourse was undertaken. The land has been strategically divided into smaller parcels for clarification purposes and due to the reasons outlined in the table on the following page. Based on an analysis of the land surrounding the existing racecourse, optimal land that is capable of accommodating the proposed racing precinct has been selected as shown below and acts as the key focus of this report.

The selected sites were strategically divided into smaller parcels for clarification purposes based on a combination of issues including but not limited to undertaking a site visit on 22nd March 2010, road networks, topographical constraints of the area and the planning controls impacting the area.

Site	Planning Controls	Justification
A	<ul style="list-style-type: none"> Farming Zone Minimum subdivision size of 10 hectares No overlays 	<ul style="list-style-type: none"> Proximity to existing racecourse Existing use of Midas Road as an accessway to the racecourse Potential for improved access to the racecourse after the provision of an underground tunnel under Midas Road Area of the land
B	<ul style="list-style-type: none"> Farming Zone Minimum subdivision size of 4 hectares No overlays 	<ul style="list-style-type: none"> Proximity to existing racecourse Existing use of Midas Road as an accessway to the racecourse Potential for improved access to the racecourse after the provision of an underground tunnel under Midas Road Area of the land
C	<ul style="list-style-type: none"> Farming Zone Minimum subdivision size of 4 hectares Erosion Management Overlay Environmental Significance Overlay Schedule 2 (Streamside and Watercourse Protection) 	<ul style="list-style-type: none"> Proximity to existing racecourse Area of land Distance from concentrated residential areas
D	<ul style="list-style-type: none"> Farming Zone No overlays 	<ul style="list-style-type: none"> Proximity to existing racecourse Area of land

- Site A – is located to the west of the existing racecourse and is bound by Buttery Road to the north, Midas Road to the east and Ballarat-Maryborough Road to the west.
- Site B – is located to the west of the existing racecourse and is bound by Midas Road to the east, Ballarat-Maryborough Road to the west and Clarkes Street to the south.
- Site C – is located to the south-east of the existing racecourse and is bound by Branchline Court to the north, Ross Road to the east and Sharpes Road to the south.
- Site D – is located to the south of the existing racecourse and is bound by Kennedys Road to the north, Garlands Road to the west and Sharpes Road to the south.

The map below provides approximate locations only.



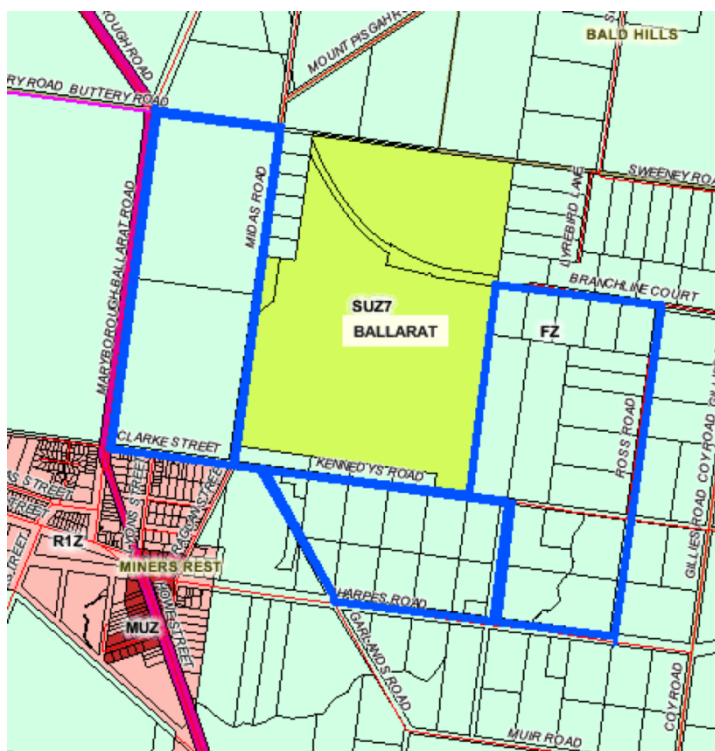
The above four sites are located within the jurisdiction of the City of Ballarat, with the total study area under review being approximately 494 hectares. The site boundaries were defined by the project steering group based on the information contained in the review of the thoroughbred horse population and training and an analysis of the number of starters produced by other Victorian training centres.

Whilst it is recognised that the scope of the Dowling Forest Racing Precinct project may extend beyond that of the defined site boundaries, strategic analysis of the land surrounding the existing racecourse has revealed land restrictions which may impact on future development. It is noted that land to the north and north-east of the existing racecourse is encumbered by the Environmental Significance Overlay which will have implications on future development giving consideration to proclaimed water catchments, as such this area has been excluded from the identified sites as being suitable for an equine precinct.

5.2 Planning Controls

Pursuant to the Ballarat Planning Scheme, the Ballarat Turf Club and associated Dowling Forest Racecourse (as outlined in the figure below) is zoned Special Use 7 (Racecourse). The purpose of the zone is:

- To provide for the use of land for the purpose of a racecourse.



(Source: www.dse.vic.gov.au/planningscheme)

Pursuant to the Ballarat Planning Scheme, surrounding land uses (subject sites A, B, C and D) are located within the Farming Zone. The purpose of the zone is:

- To provide for the use of land for agriculture.
- To encourage the retention of productive agricultural land.
- To ensure that non-agricultural uses, particularly dwellings, do not adversely affect the use of land for agriculture.
- To encourage use and development of land based on comprehensive and sustainable land management practices and infrastructure provision.
- To protect and enhance natural resources and the biodiversity of the area.

The use of the subject land for horse stables (animal husbandry) can be defined as “agriculture” and will not require a planning permit within this zone. Furthermore, pursuant to Clause 35.07-4, a permit will not be required for buildings and works associated with the use and development of the land for the purposes of horse stables.

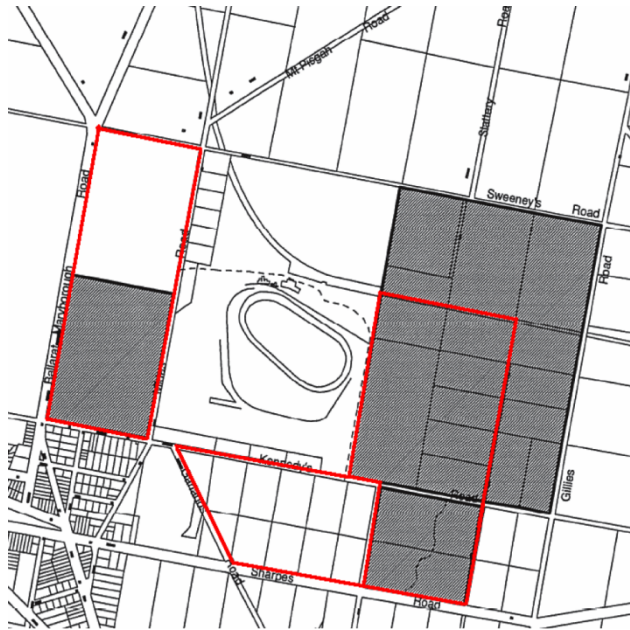
However, should the Ballarat Turf Club and Ballarat City Council wish to use the land for the purposes of dwellings, staff accommodation, veterinary services and other associated uses, it is considered that planning approval for use and buildings and works will be required. Given the limited information currently available regarding intended future development, we are unable to comment further on this matter.

It should be noted that proposed buildings and works within 100 metres of a waterway (in this instance Burrumbeet Creek as located within Site C) will require planning approval. In addition, Council will seek the advice of the Glenelg Hopkins Catchment Management Authority (GHCMA) in relation to development within 100 metres of a waterway.

A permit will be required to subdivide land and each lot must be at least the area specified for the land in the Schedule to the Zone. Pursuant to the Schedule to the Zone, the following minimum subdivision provisions apply.

Minimum subdivision area of 4 hectares for the land highlighted in Map 1 below:

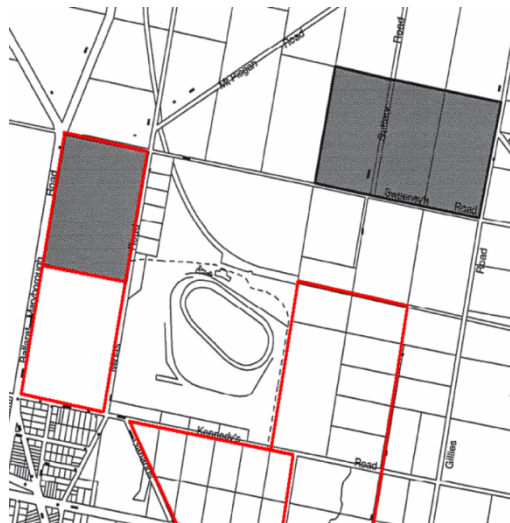
Map 1 to the Schedule to Clause 35.07



(Source: www.dse.vic.gov.au/planningscheme)

Minimum subdivision area of 10 hectares for the land highlighted in Map 2 below:

Map 2 to the Schedule to Clause 35.07



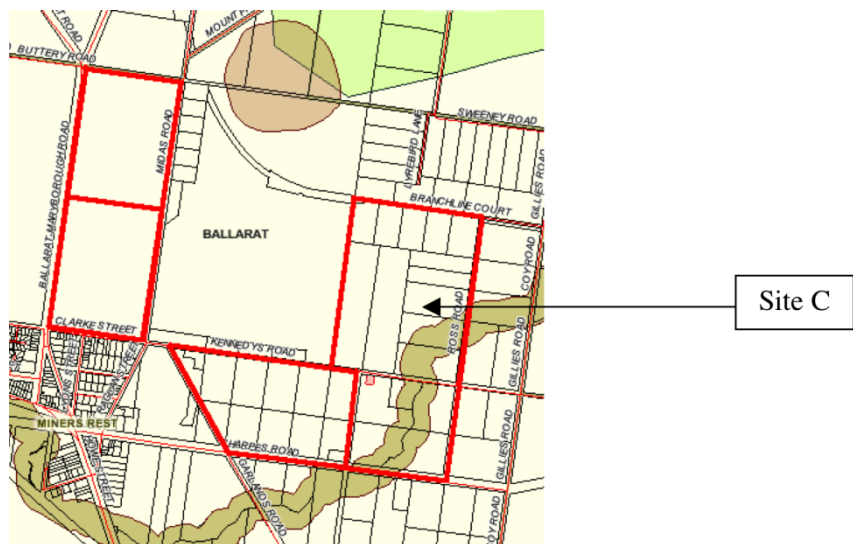
(Source: www.dse.vic.gov.au/planningscheme)

Pursuant to the Schedule to the Zone, Site D (located to the south of the existing racecourse) has a minimum subdivision lot size of 40 hectares. It is envisioned that minimum subdivision lot sizes for all subject sites will be reviewed and reduced through an amendment to the planning scheme where appropriate. Further discussions on this issue will be raised in the following sections of this report.

In addition, Sites A and B abut a Road Zone Category 1 (Ballarat-Maryborough Road to the west) and as such, a minimum setback requirement of 100 metres applies from this road, under the current Farming Zone provisions. The creation or alteration of access to a Road Zone Category 1 will require VicRoads approval.

In accordance with the Schedule to the Zone, a minimum setback requirement of 20 metres from any other road and 5 metres from a boundary also applies to the subject sites. Any variations to these requirements will require planning approval pursuant to the zoning of the land.

The only overlays pursuant to the Ballarat Planning Scheme that impact the proposed equine precinct (Sites A, B, C & D) are the Erosion Management Overlay (EMO) and the Environmental Significance Overlays Schedule 2 (ESO2). They apply to the same area, as illustrated below:



(Source: www.dse.vic.gov.au/planningscheme)

Site C is partly impacted by the EMO which applies to Burrumbeet Creek that runs through the Miners Rest Township from east to west. The purpose of the Erosion Management Overlay is:

- To protect areas prone to erosion, landslip or other land degradation processes, by minimising land disturbance and inappropriate development.

Site C is also partly covered by the ESO2 which also applies to the Burrumbeet Creek. The purpose of the ESO2 is:

- To maintain the quality and quantity of water within watercourses;
- To maintain the ability of streams and watercourses to carry natural flows;
- To prevent erosion of banks, stream beds and adjoining land and the situation of
- watercourses, drains and other features;

- To protect and support the long term future of flora and fauna habitats along watercourses;
- To ensure that development does not occur on land liable to flooding.

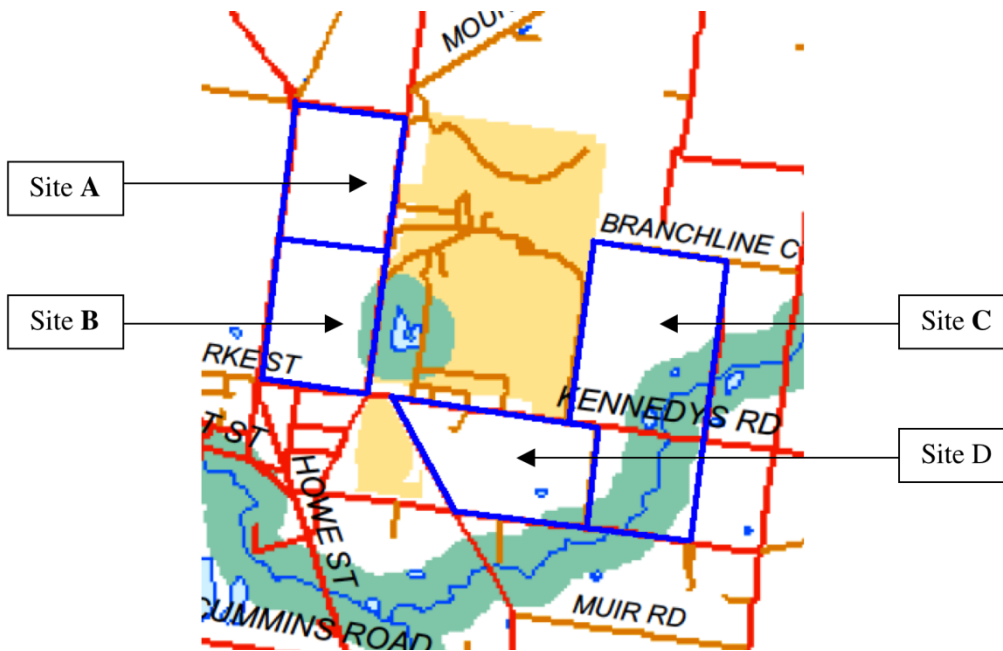
The proposed subdivision of land and buildings and works associated with the use of the land as horse stables will require planning approval under this overlay. In addition, a permit is required to remove, destroy or lop any vegetation unless listed in the table of exemptions under Clause 44.01-3.

In addition, an application must be accompanied by the following information:

- The existing site conditions, including land gradient and the extent of any existing erosion, landslip or other land degradation.
- The extent of any proposed earthworks.
- The means proposed to stabilise disturbed areas.

5.3 Cultural Heritage Management Plan

As per the map below, parts of Sites B and C fall within areas of high cultural heritage sensitivity. The development of this land will require a due diligence report prepared by a suitably qualified archaeologist to determine whether a Cultural Heritage Management Plan is required.



(Source: www.aboriginalaffairs.vic.gov.au)

5.4 State Planning Policy Framework

The following is a summary of State Planning Policies which impact all of the sites.

Clause 12 Metropolitan and Regional Development

Clause 12.03-2 Strategies. An objective of this Clause is to manage land use change and development in rural areas by preventing inappropriately dispersed urban activities in rural areas, discouraging development of isolated small lots in the rural zone from use for single dwellings and rural living and restructuring old and inappropriate subdivisions. The Clause also specifies that development impacts on land that contains high biodiversity values, amenity, water conservation and cultural heritage values should be avoided.

In response to this Clause, the following is noted:

- It is the intent of the Dowling Forest Precinct Master Plan to strategically locate and facilitate land uses for equine purposes thereby concentrating more urban activities within current rural areas as defined by the site boundaries. Moreover, inadequacies with the existing zoning of the land and more importantly, the Schedule to the Farming Zone, have allowed for ad-hoc hobby farm developments to occur largely unchecked and with little Council control. The need to reconfigure minimum subdivision lot sizes to control future development opportunities with the equine precinct area are issues that will be analysed and addressed within this report.

- The identification of the existing site boundaries for Sites A, B, C and D have also been informed by the values of the land surrounding the existing racecourse and the potential adverse impacts future development may have on this land.

Clause 15 Environment

15.01 Protection of catchments, waterways and groundwater. This Clause aims to protect, and where possible, restore catchments, waterways, water bodies, groundwater and the marine environment. In particular, it is highlighted that works at or near waterways should provide for the protection and enhancement of the environmental qualities of waterways and should have regard to any waterway and wetland management works programs as approved by a catchment management authority.

With reference to this Clause, the following is provided:

- The provision and subdivision of land for the purposes of stabling should have consideration for effluent disposal and the protection and quality of water catchments.
- It is recognised that the retention of natural drainage corridors should provide vegetated buffer zones of at least 30 metres wide along waterways to maintain the natural drainage function, stream habitat and wildlife corridors and landscape values. This is especially applicable to future development around the Burrumbeet Creek.

Clause 17 Economic Development

Clause 17.04 Tourism The objective of this clause is to encourage tourism development to maximise the employment and long-term economic, social and cultural benefits of developing the State as a competitive domestic and international tourist destination. With reference to this Clause, the following should be noted:

- The expansion of the existing Dowling Forest Racecourse to incorporate a racing precinct is supportive of this clause as it is foreseen that the racing precinct will attract additional tourists to regional Victoria and generate economic spill out effects.
- The sites subject to this study are already generally complemented with suitable facilities contained within the existing racecourse and are in a key strategic position at the centre of Victoria's freight, tourist and commuter transport routes

Clause 17.05 Agriculture. This Clause seeks to ensure that the State's agricultural base is protected from the unplanned loss of productive agricultural land due to permanent changes of land use and to enable protection of productive farmland which is of strategic significance in the local or regional context.

With reference to this Clause, the following is noted:

- The purpose of the minimum subdivision sizes in the existing Schedule to the Farming Zone was to provide for suitable lot sizes to accommodate the use of land for stabling. However, this intent has since been compromised, with a growing incompatibility between the likely development of land within the Farming Zone and the use of the Dowling Forest Racecourse. The current planning controls have allowed for hobby farm developments to occur that are not consistent with the original intent of the schedule which has largely been able to proceed unchecked and uncontrolled due to the loose wording contained in the schedule.
- Any future rezoning of land should seek to maintain the agricultural capabilities of the land whilst providing certainty in land use outcomes, thereby supporting the overall vision of the Dowling Forest racing precinct.

5.5 Local Planning Policy Framework

The following is a summary of local planning policies which may impact future development on the sites. These policies provide broad guidance regarding land use and highlight the importance of the Dowling Forest racecourse within the social and economic context of Ballarat.

Clause 21.04-11 Racing Industry

This policy identifies the Dowling Forest racecourse as one of five major training centres in the state developed by Racing Victoria. The strategies outlined in order to establish Dowling Forest as the preeminent thoroughbred racing centre of Victoria are to discourage land use and development within the vicinity of Dowling Forest Racecourse that will restrict its use and development for racing purposes whilst encouraging complementary land uses associated with the horse racing industry within proximity to Dowling Forest Racecourse.

Clause 21.05 Built Form and Amenity

Clause 21.05-1 Character – The objective of this Clause is to recognise the character of the City and its setting in order to ensure that future development preserves valued heritage and natural landscape elements. Of key interest for future development are the following:

- Strategy 1.2 Maintain and enhance pedestrian links between precincts.
- Strategy 2.1 Improve the visual quality of major transport routes in recognition of their role in influencing the perception of residents and visitors, through such measures as signage consolidation and landscaping.

Clause 21.05-3 Liveability – Compatible land uses should be able to occur within proximity to one another and incompatible uses should be separated to prevent adverse impacts from one to another. In addition, safety from crime, natural disasters and road safety will be implemented through some of the following strategies:

- Strategy 2.2 Encourage development that has been designed to promote the personal safety of people and help reduce the fear of crime.
- Strategy 2.3 Prevent the creation of secluded, unlit spaces within new development, particularly within commercial areas, where illegal and anti-social behaviour can take place un-witnessed.
- Strategy 2.4 Encourage new development, particularly subdivisions, to maximise road safety by implementing measures, such as, separating vehicle and pedestrian traffic, promoting safe vehicle speeds, avoiding points of conflict in the road network and including dedicated bicycle paths within road reserves.

Clause 21.06 Environment

Clause 21.06-4 Flora and Fauna – highlights that much of the native vegetation that existed in the City prior to settlement has been removed or substantially modified and as such, the objectives of this Clause seek to protect remnant vegetation and minimise the environmental impact of future development. In particular, the following strategies should have due influence for future development:

- Strategy 1.4 Minimise the environmental impact of infrastructure development and utility services, especially on native vegetation, including native grassland on roadsides.
- Strategy 3.1 Promote a balanced approach to koala conservation and urban development.

Clause 21.06-5 Land Capability encourages sustainable land management practices and outlines strategies to repair existing land degradation whilst preventing new degradation from occurring:

- Strategy 1.1 Assess the capability of the land to sustain any proposed use and/or development.
- Strategy 1.5 Require that any land degradation be repaired before degraded land is developed.
- Strategy 1.6 Minimise land clearing and require detailed site analysis, management and remediation plans where extensive clearing is proposed.

Clause 21.06-7 Energy identifies the need to reduce greenhouse gas emissions to meet global environmental challenges through the following strategies which will influence all new development in the City of Ballarat:

- Strategy 1.2 Require the use of energy efficient street lighting in all new subdivisions.
- Strategy 1.3 Encourage all new buildings to be designed so as to maximise energy efficiency.
- Strategy 1.4 Require the provision of bicycle parking facilities within major new commercial and industrial development.

Clause 21.07 Infrastructure

Clause 21.07-1 Roads – This policy identifies the need for planning to ensure that the road network meets the future needs of a growing city. Due to the proximity of Sites A and B to a Road Zone Category 1 (Ballarat-Maryborough Road) future development should take the following strategies into consideration:

- Strategy 1.1 Provide for the use and development of land abutting roads included in the Road Zone in a manner which has no detrimental impact on the efficient operation of the road.
- Strategy 1.2 Protect roadside conservation values by minimising soil disturbance and other impacts.
- Strategy 1.3 Discourage commercial ribbon development from occurring along main roads.

Clause 21.08 Local Areas

Clause 21.08-1 Miners Rest – identifies Miners Rest as a small settlement to the north of the Ballarat urban area. It has been designated as a short to medium term residential growth area and it is projected that, with constraints on development such as the Western Highway bypass, flood prone land and the airport flight paths the township has the capacity to accommodate a total of 970 lots (or an additional 2000 people).

It is noted that the subject sites are not constrained by the land use, subdivision or development outcomes in accordance with the incorporated Miners Rest Plans 1, 2 and 3 included in this Clause. However, it is considered that the following strategies should influence future development in the area:

- Built Form and Amenity
 - Strategy 1 – Maximise the opportunities for east-west lot orientation in subdivision layouts.
 - Strategy 2 – Ensure that no new development fronts directly onto the Maryborough/Ballarat Road.

- Strategy 3 – Ensure that subdivision layouts, road widths, water points, etc comply with the requirements of the Country Fire Authority.
- Infrastructure
 - Strategy 5 – Provide a separate horse trail along the eastern side of the Maryborough/Ballarat Road and along Raglan Street.

5.6 Particular Provisions

The following Particular Provisions apply to the subject sites:

Clause 52.06 – Carparking

This Clause prescribes the minimum amount of carparking spaces to be provided for a use. Where the prescribed rate cannot be met, a planning permit for dispensation is required.

If no prescribed rate is identified for the proposed use of land, a traffic impact assessment report prepared by a traffic engineer will be required to be submitted with any application to Council. The report will need to justify the proposed carparking rates for this particular use.

Clause 52.17 – Native Vegetation

A planning permit is required to remove, lop or destroy native vegetation. In addition, depending on the extent and quality of vegetation on site, appropriate offsets may be required.

Due to the Erosion Management Overlay applicable to Site C, it is recommended that an ecologist be appointed to identify the significance of vegetation on site and the likely requirements relating to net gain and offsets. This should be done as early as possible to avoid issues further on in the process.

Clause 52.59 – Land Adjacent to a Road Zone Category 1

Ballarat-Maryborough Road is a recognised Road Zone Category 1. A planning permit is required to alter or create access to this road from Sites A and B.

An application to alter access to this road is required to be referred to VicRoads for comment under Section 55 of the Act.

It is recommended that discussions with VicRoads and Council be undertaken early in the process to ensure they are supportive of the proposed access arrangements.

5.7 Key Planning Issues

5.7.1 Development of Hobby Farm Properties

The development of more general hobby farm type properties rather than equine related development on the subject sites is of key concern to Council. This is as a result of the current wording of the existing Farming Zone schedule that applies to the land, which does not require planning approval for a dwelling on land that meets the minimum lot size requirements and the ability to subdivide most land to 4ha and 10ha in some areas. The original intent of these dwelling and subdivision provisions was to provide for dwellings on lot sizes suitable for equine related uses.

This ability to develop a dwelling on a relatively small rural lot has resulted in the development of many rural residential type properties, which have little or no linkage to the equine industry and Dowling Forest racecourse. This highlights an inadequacy in the current Farming Zone provisions and will need to be addressed through the revision of the current Farming Zone

schedule, or through the introduction of alternate controls, better able to cater for the equine industry around Dowling Forest.

Although it is recognised that land currently developed as hobby farms cannot be displaced as a result of the rezoning of land, it is highlighted that the intent of any Planning Scheme amendment in the Dowling Forest area is to facilitate a long term vision for the Dowling Forest Racing Precinct by controlling any future development in defined areas.

5.7.2 Existing Minimum Subdivision Lot Sizes

It is recognised through the Ballarat Planning Scheme that approximately 350 hectares of land in the vicinity of the racecourse is scheduled for smaller lot subdivision, with land to the east and west of the racecourse subject to controls providing for a minimum subdivision area of 4 hectares, land to the north west and north east subject to controls providing for a minimum subdivision area of 10 hectares and all other land subject to controls providing for a minimum subdivision area of 40 hectares as explained in further detail in the above sections of this report. The 4 hectare and 10 hectare subdivision provisions are intended to provide a smaller lot size suitable for equine related uses in close proximity to the racecourse for easy access for daily training, however the current zone and schedule provisions do not preclude ad-hoc development (lifestyle/hobby farm) totally unrelated to the equine industry which has led to fragmented development which is not akin to the purpose of the precinct.

The Draft Ballarat Rural Land Use Strategy notes that these existing scheduled minimum subdivision requirements have the capacity to be further reduced as presently, lot sizes are relatively large compared to other areas where training facilities are close to race tracks (e.g. Bendigo). Furthermore, existing scheduled minimum subdivision controls for Site D which allows for a minimum lot size of 40 hectares does not support the intent for horse stables and other equine related development. As such, phasing out existing scheduled minimum lot sizes and introducing revised requirements will enable more stables to be located in the area however determination must be based on an understanding of the size needed to support a training enterprise and the context of the local urban area, as well as considerations about effluent disposal and water supply.

5.7.3 Environmental Health Related Issues

Issues relating to environmental health involve the reduction of minimum subdivision lot sizes and its impact on residential properties nearby. In particular, Council's Environmental Health Technician has provided the following advice:

- As the density of development increases, there is an increased likelihood of issues such as blowfly numbers in warmer months and odours from stables on adjoining properties. These factors can adversely affect nearby residents therefore it is imperative that land use and development is carefully located and designed so as to minimise these impacts. Strategies could include the provision of a buffer of non-stabled uses along the boundaries of Sites B & D which have an interface to the Miners Rest Township and established residential areas.
- Businesses looking to establish a facility with the area (i.e. veterinary practice) should allow sufficient area on the property for a septic tank system.
- It is crucial that any allotments created are capable of treating and retaining wastewater within their boundaries. Therefore, the area containing the wastewater treatment and disposal system must be set aside and fenced off thereby reducing the area available for horse grazing. As a guide, a typical 4 bedroom dwelling would require approximately 1,200 m² for wastewater disposal. This area relates to wastewater from the dwelling only,

with any wastewater produced by the cleaning and washing down of stables requiring additional area for disposal.

- Overall, the required provision of septic tank systems and the space necessary to accommodate these systems will inform the proposed minimum subdivision lot sizes as discussed in the later parts of this report.

5.7.4 Interface with Miners Rest Township

It is recognised within relevant planning strategies and policies that the interface between the proposed racing precinct and the Miners Rest Township is a crucial component of ensuring the continued liveability and vitality of Miners Rest. In particular, it has been identified within the draft Miners Rest ODP that there is a need for increased connectivity between the different sectors of the town which could be resolved by a footpath system as well as landscape designed entrances along major roads to improve the sense of entry into Miners Rest and the proposed racing precinct. In addition, the draft Miners Rest ODP highlights the need for a horse trails network, traffic management improvements in proximity of the racecourse and an integrated local road system to improve the interface and connectivity of the racecourse with the township.

5.7.5 Traffic Network

As detailed in the draft Miners Rest ODP, there is a general view that the unmanaged use of roads for horse training, including cars towing horses for exercise, is becoming increasingly dangerous and as such, the needs of different users of the roads around the Dowling Forest Racecourse and surrounding precinct area should be identified and managed. With regards to this matter, Council's Traffic Unit provided the following advice:

- The existing advance warning signs located along Midas and Kennedy Roads are currently not effective in minimising the risks associated with allowing horses to be exercised on public roads. However, Council is also unlikely to be supportive of a proposal for signs or traffic signals which allows horses along these roads during particular hours of the day.
- Any effort to lower the speed limit along these roads will need to be justified to VicRoads. As such, it is in Council's opinion that VicRoads is unlikely to be willing to lower the speed limit for the reasons outlined above.
- It is Council's view that horses should ideally train within the perimeters of the racecourse/training grounds or in areas which do not pose a risk to trainers, their horses or drivers.
- It was suggested that other racecourses which have had issues with this in the past have opted to install an enclosed perimeter around the racecourse to the road edge as a solution, with a installation and ongoing maintenance costs of the fencing being a coordinated effort between turf clubs, Racing Victoria etc.
- Off-road exercise trails along road reserves within the precinct could also be developed. The development of a network of tracks around in the vicinity of the racecourse could also be undertaken with a shared cost program to both establish them as well as provide for their ongoing maintenance.

In addition, increased traffic in the local area as a result of the racing precinct development may require the upgrading of road infrastructure, including an upgrade to the general appearance of major roads to promote the sense of an "entranceway" to the racing precinct. A traffic consultant and/or Council's Infrastructure Department may be engaged to provide further information regarding likely changes to traffic volume and car parking requirements as

a result of the proposed precinct development, as well as the infrastructure necessary to enable such development.

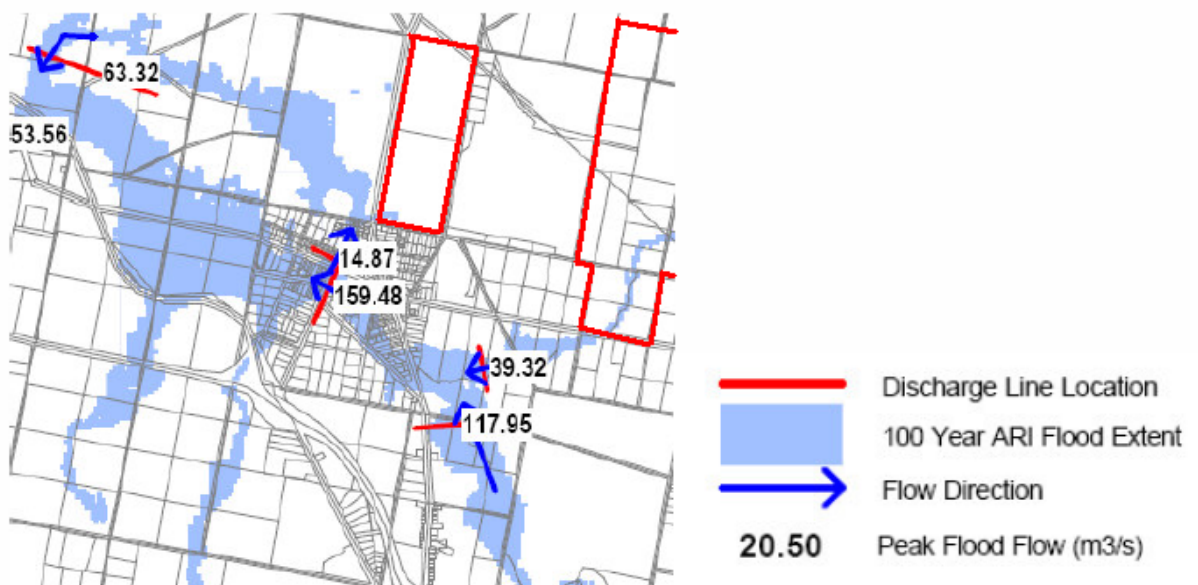
5.7.6 Noise

Future development should be mindful of noise impacts to the Miners Rest Township, especially in consideration of existing and future residential areas. This is linked to the issues of interface between the racing precinct and the existing township. Excessive noise – especially night races – could create nuisance. This may be of particular concern for Site B which abuts Clarkes Street to the south and faces the Miners Rest Township. The zoning of the subject site dictates that buildings incorporate a mandatory minimum setback of 20 metres from Clarkes Street however the efficiency of this setback is dependent on the proposed use and development of Site B. However, although it is not envisaged that the subdivision and use of land for the purposes of horse stables would create excessive noise nuisance, any other proposed uses associated with the racing industry and which may cause noise nuisance may trigger the need for a suitable buffer area from residential areas.

5.7.7 Burrumbeet Creek

Burrumbeet Creek and Lake Burrumbeet lie within the Upper Hopkins River catchment. The creek and the lake form the upper and eastern-most portion of the overall Hopkins River catchment with the total length of the Burrumbeet Creek being approximately 60 kilometres before it reaches Lake Burrumbeet. It passes through the townships of Windermere, Miners Rest and Invermay.

Despite the degraded state of the Burrumbeet Creek, the waterway is recognised by the community, various authorities and various planning studies as a very significant feature of Miners Rest and as such, the environmental and riparian values of the Creek are to be preserved and improved through appropriate management strategies and rehabilitation work. The 2003 Flood Plain Management Plan for Lake Burrumbeet and Burrumbeet Creek Catchment informs the management of the Burrumbeet Creek floodplain given that the area of Miners Rest and surrounds is subject to a 100 year ARI Flood extent as shown on the map below:



(Source: Miners Rest Outline Development Plan – Background Report)

It is identified on the map that Site C is partially affected by the 100 Year ARI Flood extent. As such, development along this section of Burrumbeet Creek may threaten waterway values and therefore future development should be informed by the Glenelg Hopkins Catchment Management Authority (GHCMA) Catchment Strategy as well as the 2003 Flood Plain Management Plan for Lake Burrumbeet and Burrumbeet Creek Catchment.

It is noted that GHCMA is not a statutory referral authority for development within the 100 Year ARI Flood Extent given that the abovementioned flood study has not yet been declared and incorporated into the Ballarat Planning Scheme. However, it is expected that statutory referral authority status will be granted to the GHCMA in the near future and therefore future development within the 100 Year ARI Flood Extent should be mindful of appropriate strategies and management plans accordingly. In the meantime, any development proposals in close proximity to the Burrumbeet Creek should be referred to GHCMA for comment (Section 52 Referral) and any comments or requirements of the Authority be considered favourably by the Responsible Authority.

It is identified that setback requirements from Burrumbeet Creek and other waterways will be assessed in accordance with the *EPA Code of Practice – Onsite Wastewater Management, publication 891.1*. It is noted that the renewed publication 891.2 is currently under review.

5.8 Miners Rest Wetland

Site D abuts the Miners Rest Wetland to the west, with the Wetland acting as a buffer to the Miners Rest Township. The Wetland is considered to be of local significance given its special environmental features and the absence of any other major recreational or open space reserve in the local area. In addition, the Wetland provides better regulation of run-off and allows retention to reduce flooding, as well as providing an appropriate habitat for a range of native birds and flora which includes the Latham's Snipe, a listed species under the Japan Australia Migratory Birds Agreement that has been a regular visitor to the Miners Rest Wetland. It is widely regarded that the protection and appropriate management of the Wetland is imperative, with the City of Ballarat seeking to address the following concerns:

- Vegetation health.
- Sediment and nutrient management.
- Water health including algal growth.
- Water runoff condition of water entering water bodies, including faecal matter from domestic animals as well as household or industrial chemicals.
- Pedestrian safety and access.
- Access for maintenance activities.
- Wildlife aquatic and terrestrial fauna.

Recent works to the wetland have included the installation of perimeter fencing, managing the native grassland, restoration of the original habitat and construction of a boardwalk and picnic shelter.

Of particular concern to the Wetland are the potential development of horse stables on Site D which may affect water runoff conditions as a result of effluent disposal; as such, the proposed revision of minimum subdivision sizes on Site D should be informed by Wetland management best practice, the highest and best use of the land for racing related development and the feasibility of the revised minimum subdivision requirements to support a training enterprise.

6 Consultation

A targeted approach to stakeholder consultation was adopted to ensure that the views of relevant parties were considered. A range of consultation processes were employed including numerous workshops, meetings and interviews. The outcomes of the consultation are contained herein.

Date	Stakeholder Group	Consultative Technique
13 April 2010	University of Ballarat	Meeting
13 April 2010	Ballarat Turf Club	Workshop
16 April 2010	Regional Development Victoria	Meeting
29 April 2010	Ballarat Trainers	Workshop
29 April 2010	City of Ballarat	Workshop
13 May 2010	Racing Victoria Limited	Telephone Interview
13 May 2010	Country Racing Victoria	Meeting
25 May 2010	Department of Sustainability and Environment	Telephone Interview
Various	Selected Victorian Thoroughbred Trainers	Telephone Interviews

6.1 Selected Victorian Trainers

A number of telephone interviews were conducted with selected Victorian trainers with different sized operations and the following is a summary of the key outcomes of the discussions:

Attractors for Trainers	Key Issue	Ideal Lot Size
<ul style="list-style-type: none"> Rural environment with access to a variety of track surface types (i.e. sand, grass). Uphill 1,400m all weather training track. Natural geography of the area with undulating land and the hill at the back of the club. Amenity available at the track (e.g. horse pool) and in the area (e.g. more space, access to country roads). Access to a good size town. 	<ul style="list-style-type: none"> Climate in Ballarat. 	<p>Minimum – 1.6 – 2 Ha, will accommodate approximately 30 – 40 horses.</p> <p>Maximum - dependant on the size of training operation however 20 Ha will accommodate approximately 100 horses “spelling” in paddocks.</p>

6.2 Ballarat Turf Club

A workshop was conducted with representatives from the Ballarat Turf Club and the following is a summary of the key outcomes of the discussions:

Background Information	Key Issues	Key Opportunities
<ul style="list-style-type: none"> The Ballarat Turf Club previously owned the turf club site. It has since been handed back to the Crown. Club would like the turf club site handed back to the Club. Club would like to derive some income from new developments. Club has recently completed a master plan for the turf club site and submitted this to Racing Victoria Limited. Priority initiatives should be the preservation of the land surrounding the turf club site for thoroughbred training and the introduction of traffic controls around the site. 	<ul style="list-style-type: none"> Club does not have a lot of money to invest in its activities. It is reliant on industry funding. Land surrounding the turf club site needs to be preserved for thoroughbred use in order to allow the thoroughbred training industry in Ballarat to grow. Increased traffic around the turf club site as Ballarat and Miners Rest continue to grow. 	<ul style="list-style-type: none"> All weather 1,400 m uphill training track is currently being constructed and should be completed by end of June 2010. Have trainers “knocking on the door” to build stables. Club could build stables on turf club site and lease them to trainers. Short term stay accommodation for stable hands and jockeys attending the University training courses. Allotments need to be able to accommodate a caretakers’ residence. Dowling Forest precinct should extend to Sharps Road to the south of the turf club site.

6.3 City of Ballarat

A workshop was conducted with two Councillors and representatives from Council’s Economic Development and Town Planning Units. The following is a summary of the key outcomes of the discussions.

Background Information	Key Issues	Key Opportunities
<ul style="list-style-type: none"> Will need to confirm the status of roads in the area (i.e. who is responsible for traffic management, signing, control, etc). Land to the west of the racecourse is of a higher value. Ballarat Turf Club does not have a lot of funds 	<ul style="list-style-type: none"> What is the right zoning and lot size for the thoroughbred industry? Impact of / on proposed Rural Land Use Strategy. How the scheduling of uses can be applied. Interface between Dowling Forest and Miners Rest Township 	<ul style="list-style-type: none"> Railway Reserve land is to the north of the site which potentially can be used to link the precinct with other areas. Linkage with Ballarat Common. Attraction of industry training and allied industries (i.e. farriers, etc).

Background Information	Key Issues	Key Opportunities
<p>for capital projects.</p> <ul style="list-style-type: none"> There are a number of properties within the precinct that do not conform with minimum lot sizes. 	<p>(i.e. buffers).</p> <ul style="list-style-type: none"> Separation of pedestrian, vehicular and equine traffic. Residential encroachment from Miners Rest Township may be a future issue. Track capacity and suitability to cope with increase training use may be an issue. Amount of crown land available on the site. 	<ul style="list-style-type: none"> Short term stay accommodation for industry trainees. Access to alternate water supply through Central Highlands Water. Features of Ballarat as attractors (e.g. proximity to Melbourne, affordability of land, lifestyle). Further partnerships with education / research sector (e.g. veterinary). Priorities for implementation are implementation of land use controls, gain support from key trainers and link / integration with Miners Rest.

6.4 University of Ballarat

A meeting was conducted with the Head - School of Applied Sciences and the following is a summary of the key outcomes of the discussions:

Background Information	Key Issues	Key Opportunities
<ul style="list-style-type: none"> University is one of four Registered Training Organisations that has partnered with Racing Victoria Limited. University delivers four industry training courses – three are certificate course and one is a diploma. Introducing a pathway for continuing education with the jockey's similar to VCAL. 	<ul style="list-style-type: none"> Anticipate 16 – 17 students are required to make the jockey program viable. Currently there are 12 students. 	<ul style="list-style-type: none"> University is building an Indoor Equine Centre (80m x 40m) on Cummins Road. The location is approximately 2 km from the Ballarat Turf Club. Project is expected to be finished by 30 June 2010. Are in discussions with Racing Victoria concerning the potential relocation of RVL's Jockey School. Would like to partner with the Ballarat Turf Club to utilise their facilities to assist in delivering the practical component of the jockey's course. Short term stay

Background Information	Key Issues	Key Opportunities
		accommodation will be required for students. <ul style="list-style-type: none"> Looking to promote jockey training internationally, Malaysia has expressed an interest.

6.5 Regional Development Victoria

A meeting was conducted with the Regional Manager – Grampians region and the following is a summary of the key outcomes of the discussions:

Background Information	Key Issues	Key Opportunities
<ul style="list-style-type: none"> State government released its regional blueprint in June 2010. It included plans at a sub regional level. Ballarat is considered part of the Central Highlands region. A representative from Regional Development Victoria’s Hume Region is compiling an equine industry paper. Thoroughbred stud industry lead approach in north east Victoria has attracted approximately \$100M in investment. 	<ul style="list-style-type: none"> Golden Plains Shire view themselves as the centre of equestrian activity. 	<ul style="list-style-type: none"> There are some major developments occurring in Ballarat – a light industrial and residential precinct is being planned in Ballarat West and the golf course residential development is being proposed for Cardigan.

6.6 Ballarat Trainers

A workshop was conducted with the Ballarat Trainers and the following is a summary of the key outcomes of the discussions.

Background Information	Key Issues	Key Opportunities
<ul style="list-style-type: none"> Trainers were aware and supportive of previous master plan the Ballarat Turf Club had prepared (August 2009) and forwarded to Racing Victoria. Ideal property size for existing trainers is 5 – 10 acre allotments. 	<ul style="list-style-type: none"> There is a lack of track riders and stable hands. Lack of affordable accommodation for track staff. Traffic management. High speed of traffic along Kennedy’s Road presents a risk to horses, riders and drivers. 	<ul style="list-style-type: none"> Would like 15 boxes developed now. Club could employ track riders and stable hands and hire these out to trainers. Club could develop some short term stay accommodation for track staff (e.g. track riders,

Background Information	Key Issues	Key Opportunities
<ul style="list-style-type: none"> 1,400m uphill training track will have a small sand track adjacent to it which will be used primarily as a means to assist with the circulation of horses through the race course. The features that attracted the current trainers to Ballarat race course were the availability of land, the affordability of land and the central location of the race course. 	<ul style="list-style-type: none"> Kennedy's Road is not very well lit. 	<ul style="list-style-type: none"> stable hands). Recent development of the 1,400m uphill training track could be an attractor for other trainers. Develop a tunnel(s) to assist with the safe movement of horses from properties adjacent to the racecourse.

6.7 Racing Victoria Limited

A telephone interview was conducted with the COO of Racing Victoria Limited (RVL) and the following is a summary of the key outcomes of the discussions.

Background Information	Key Issues	Key Opportunities
<ul style="list-style-type: none"> Confirmed that Ballarat University will be managing the training for RVL's Jockey School. Ballarat University staff travel to Flemington to deliver the theoretical component of the course. Following the completion of Ballarat University's indoor equestrian centre some (not all) of the Jockey School programs will be relocated to Ballarat. In the short term the jockey's will continue to reside at RVL in Epsom Road Flemington. Believe with the development of the 1,400m uphill track the course will have the capacity to cater for increased horses. 	<ul style="list-style-type: none"> Further development occurring at Cranbourne and Pakenham to provide for training. 	<ul style="list-style-type: none"> Assuming the Ballarat Turf Club wants on-course stabling, this will be the next development priority. Training issues have not been resolved at Geelong.

Background Information	Key Issues	Key Opportunities
<ul style="list-style-type: none"> Ballarat remains a key training and racing centre for the industry. 		

6.8 Country Racing Victoria

A meeting was conducted with the CEO and Strategy and Business Manager of Country Racing Victoria (CRV) and the following is a summary of the key outcomes of the discussions.

Background Information	Key Issues	Key Opportunities
<ul style="list-style-type: none"> Ballarat continues to remain as a key racing and training venue for CRV. The support of the racing industry is evidenced by the industry funded capital works at Ballarat race course and the allocation of 30 race meets. Capacity of the training track to cater for increased use will not be an issue. Ballarat's climate may be an issue in attracting trainers. 	<ul style="list-style-type: none"> Ballarat Turf Club needs to continue to work on growing its revenue. Ensure secure access to irrigation water. New uphill track only available for daytime use (i.e. it does not have lighting). 	<ul style="list-style-type: none"> Currently there is no solution to the training issue at Geelong³. Assuming the Victorian Racing Club increases its prices at Flemington some of their smaller trainers may consider relocating elsewhere.

6.9 Department of Sustainability and Environment

A telephone interview was conducted with a representative from Department Sustainability and Environment (DSE) Ballarat Office and the following is a summary of the key outcomes of the discussions.

Background Information	Key Issues	Key Opportunities
<ul style="list-style-type: none"> Racecourse site is land temporarily reserved for a racecourse. Ballarat Turf Club is the Committee of Management for the site. 	<ul style="list-style-type: none"> Development of short term stay accommodation may be an issue. If it is to be developed further discussions will be required with DSE. 	

³ Note: Trainers at Geelong are required to float their horses to the track because they are no longer permitted to walk horses across Breakwater Road.

7 Demand / Need Assessment

The following section contains an assessment of the demand based on the consultation undertaken and discussed in the previous section, a review of relevant trends and benchmarks, a review of demographics, and a review of existing facilities.

7.1 Discussion

Thoroughbred racing is a mature industry in Victoria as evidenced by it having reached capacity for its broadcast and wagering commitments. Across Victoria there are 10,123 horses that produce 40,000 starters each year.

As discussed in section 3.1 the top six training centres in Victoria produce 60% of the industry's needs. Cranbourne the largest training centre is home to 700 horses and produces 7,000 starters with the next three largest training centres producing between 4,100 – 4,500 starters each.

Pakenham Race Club has recently sold its race track and is planning to develop a new race track and training centre at Nar Nar Goon.

Racing Victoria Limited and Country Racing Victoria recently completed a review of Victorian Thoroughbred racing centres and training centres. One of the key outcomes of the review was that the industry would no longer to continue to financially support the following smaller training centres:

- Warracknabeal.
- Kerang.
- Casterton.
- Murtoa.
- Edenhope.

There is a couple of larger training centres whose future is yet to be resolved:

- Caulfield – MRC have stated they would support any industry initiative to relocate training from Caulfield.
- Geelong – The trainers and stables at Geelong are located opposite the Geelong race track. In order to access the race track the trainers need to cross Breakwater Road with their horses. The trainers are no longer allowed to cross Breakwater Road with their horse due to obvious safety issues (horses have previously bolted and been hit by cars).

Based on discussions with industry representatives Ballarat has the capacity to cater for 5,000 starters particularly with the development of the 1,400m uphill all weather track.

7.2 Demand / Need Assessment

Based on an analysis of starters produced by the top five training centres it is highly unlikely that Ballarat will produce more than 5,000 starters. Therefore Ballarat would only need to attract an additional 300 to 400 horses if it is to produce 5,000 starters. Depending on the scale of respective training operations Ballarat will only need to attract between 2 – 15 trainers.

Based on the consultation undertaken with trainers at Ballarat and trainers at other centres the preferred lot size for their operations ranges between 1.5Ha⁴ – 4 Ha for small to medium sized operations..

It is likely the majority of trainers attracted to Ballarat will come from one of the metropolitan training centres or Geelong due to the following reasons:

- Training will be relocated from Caulfield in the short to medium term based on what has been reported in the media.
- Fees at Flemington are likely to be increased in the near future and this is likely to have a significant impact on some of the smaller trainers based at Flemington.
- Geelong trainers are unable to cross Breakwater Road with their horses due to health and safety concerns. The horses are currently being floated into the race course which has significantly increased the trainers operating costs.

Under a best case scenario assuming Ballarat attracts an additional 10 trainers with 300 – 400 horse in training collectively the total land area required is likely to be 15 – 60 Ha. This assumes horses not in training are spelled at other properties as is generally the current practice.

⁴ Note the minimum lot size is smaller than would be allowed as advised by Council's Environmental Health person.

8 Issues and Opportunities Assessment

8.1 Planning Control Opportunities

Based on discussions with Ballarat City Council and a review of the current and future planning controls that apply or may be proposed to apply to the subject site, the following provides recommendations on the planning control opportunities of the land and the advantages/disadvantages of each option.

A summary of the advantages and disadvantages for each planning option is summarised in table format in the following section. It should be noted the impact of Sites A and B abutting a Road Zone Category 1 may trigger the need for VicRoads approval regardless of the zoning of the land; and the Erosion Management Overlay that currently applies to Site C as explained in further detail in the above sections of this report will be retained with respect to the Burrumbeet Waterway.

Furthermore, sites impacted by the areas of high cultural sensitivity will require a due diligence report to be undertaken by a suitably qualified archaeologist.

8.1.1 Rural Activity Zone

The purpose of this zone is:

- To provide for the use and development of land for the specific purposes identified in a schedule to this zone
- To provide for the use of land for agriculture
- To ensure that use and development does not adversely affect surrounding land uses
- To encourage use and development of land based on comprehensive and sustainable land management practices and infrastructure provision
- To protect and enhance natural resources and the biodiversity of the area

Advantages	Disadvantages
<ul style="list-style-type: none"> • Intent is to support the continuation and growth of farming but provide the opportunity for non-farming uses to be considered; including tourism, commercial and retail uses which may be restricted in the Farming Zone. 	<ul style="list-style-type: none"> • May result in fragmented development which will exacerbate existing issues of connectivity.
<ul style="list-style-type: none"> • A planning permit will always be required to use land for a dwelling in association with an equine use which will limit the number of applicants establishing more general hobby farm type properties rather than equine related uses 	<ul style="list-style-type: none"> • There may be difficulty in ensuring the property is retained for horse training related use beyond development.
<ul style="list-style-type: none"> • Provides strict control on use and development in accordance with the equine industry to avoid potential conflicts. 	<ul style="list-style-type: none"> • Applications may not be exempt from notice requirements and third party review.
<ul style="list-style-type: none"> • General zone that is easily applied and requires little detail provided conditions and schedule requirements are met. 	<ul style="list-style-type: none"> • Specific details may need to be provided in a complimentary overlay.

Advantages	Disadvantages
<ul style="list-style-type: none"> Provides the flexibility for farming and other uses to co-exist, in this instance the equine industry and associated uses subject to set parameters and the provisions of a schedule to the clause. 	
<ul style="list-style-type: none"> Schedule can be incorporated into the new zone which provides dimensions for specific uses for which a permit will not be required. 	

8.1.2 Special Use Zone

The purpose of this zone is:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To recognise or provide for the use and development of land for specific purposes as identified in a schedule in this zone.

Advantages	Disadvantages
<ul style="list-style-type: none"> Can tailor the controls to achieve protection and promotion of equine related uses, whilst excluding other conflicting developments. 	<ul style="list-style-type: none"> Specific details would need to be provided in the schedule to the zone, with sufficient testing to ensure that all acceptable developments are included.
<ul style="list-style-type: none"> General zone that is easily applied and can be tailored to suit the specific outcomes required. 	<ul style="list-style-type: none"> There may be difficulty in ensuring the property is retained for horse training related use beyond development, if controls are not worded appropriately.

8.1.3 Priority Development Zone

The purpose of this zone is:

- To recognise or provide for the use and development of land for projects and areas of regional or State significance.
- To provide for a range of uses and the development of land in accordance with a plan incorporated in this scheme.

Advantages	Disadvantages
<ul style="list-style-type: none"> Signals that the site is a priority to be developed. 	<ul style="list-style-type: none"> Requires detail regarding land use and development to be known at the rezoning stage to create certainty.
<ul style="list-style-type: none"> Can be tailored to the particulars of the development proposed. 	<ul style="list-style-type: none"> To amend the incorporated plan, a further planning scheme amendment must be undertaken which has inbuilt implications given the extensive individual ownership in the area.
<ul style="list-style-type: none"> Use and development of the right floor 	<ul style="list-style-type: none"> May need to exhibit during the

space requirements can be incorporated into the Schedule to be considered exempt from planning approval subject to a condition.	planning scheme amendment process depending on Ministerial intervention.
<ul style="list-style-type: none"> Exempt from notification during planning permit process if proposal is in accordance with an approved plan. 	<ul style="list-style-type: none"> A plan must be incorporated as part of this zone. To subsequently amend this plan will require a planning scheme amendment.
<ul style="list-style-type: none"> More detail provided in terms of development and use controls at the start leading to greater certainty during development phase. 	
<ul style="list-style-type: none"> Can include other areas of the planning scheme which do not apply i.e. car parking provisions as detailed within this zone. 	

8.1.4 Development Plan Overlay

The purpose of this overlay is:

- To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.
- To exempt an application from notice and review if it is generally in accordance with a development plan.

Advantages	Disadvantages
<ul style="list-style-type: none"> Intent is to exempt an application from notice if in accordance with an approved development plan (consultation would have occurred during the plan preparation stage). 	<ul style="list-style-type: none"> To amend the approved development plan as proposal is “not in line” with the approved development plan is likely to require further community consultation (however there are no processes for exhibiting the plan or making submissions with the responsible authority finally approving the plan).
<ul style="list-style-type: none"> Can prepare and implement the plan in stages (subject to approval by the responsible authority). 	<ul style="list-style-type: none"> Plan may be difficult to develop due to multiple land owners and the fragmented nature of property ownership in the area.
<ul style="list-style-type: none"> Can prescribe both uses and development which are proposed on site. 	<ul style="list-style-type: none"> A permit cannot be issued under the zone until a plan is approved the responsible authority for the overall area affected by the DPO (however a schedule can be drafted to allow a permit to be granted before the overall plan is approved).
<ul style="list-style-type: none"> Requires detail to be undertaken at the start to lead to certainty – consultation at the start rather than during the planning permit process. 	<ul style="list-style-type: none"> Zone still controls the need for a permit, while the overlay can constrain what a permit may be granted for.
<ul style="list-style-type: none"> Provides certainty about the nature of the proposed use and development of the land, specified 	<ul style="list-style-type: none"> A permit cannot be granted if the proposal is not “generally in accordance” with an approved development plan.

Advantages	Disadvantages
and identified by the overall plan.	

8.1.5 Incorporated Plan Overlay

The purpose of this overlay is:

- To identify areas which require the form and conditions of future use and development to be shown on an incorporated plan before a permit can be granted to use or develop the land and a planning scheme amendment before the incorporated plan can be changed.
- To exempt an application from notice and review if it is generally in accordance with an incorporated plan.

Advantages	Disadvantages
<ul style="list-style-type: none"> • Intent is to exempt an application from notice if in accordance with an approved incorporated development plan (consultation would have occurred during the plan preparation stage). 	<ul style="list-style-type: none"> • To amend the approved plan is likely to require further community consultation and subsequent planning scheme amendment.
<ul style="list-style-type: none"> • Schedules to the IPO can be drafted to grant permits for proposals that are not “generally in accordance” with an approved plan. Decision guidelines can also be introduced. 	<ul style="list-style-type: none"> • An application not in accordance with the plan is subject to third party notice and review.
<ul style="list-style-type: none"> • Can prescribe both uses and development which are preferred on site. 	<ul style="list-style-type: none"> • A permit cannot be issued under the zone until a plan is approved by the responsible authority.
<ul style="list-style-type: none"> • Requires detail to be undertaken at the start to lead to certainty – consultation at the start rather during the planning permit process. 	<ul style="list-style-type: none"> • Zone still controls the need for a permit, while the overlay can constrain what a permit maybe granted for.
<ul style="list-style-type: none"> • Provides certainty about the nature of the proposed use and development. 	<ul style="list-style-type: none"> • As the approved plan is incorporated into the planning scheme, a planning scheme amendment is required to alter the plan and the amendment is likely to be exhibited. Unresolved submissions will require a panel to be appointed where the Minister for Planning finally approves the plan.
	<ul style="list-style-type: none"> • Does not encourage the preparation and implementation of a plan in stages (staged plan will require multiple amendments to the planning scheme).
	<ul style="list-style-type: none"> • Plan may be difficult to develop due to multiple land owners and the fragmented nature of property ownership in the area.

8.1.6 Design and Development Overlay

The purpose of this overlay is:

- To identify areas which are affected by specific requirements relating to the design and built form of new development

Advantages	Disadvantages
<ul style="list-style-type: none"> • Provides for general building envelopes. 	<ul style="list-style-type: none"> • Relates only to development.
<ul style="list-style-type: none"> • Can be exempt from notification if proposal is in accordance with Schedule. 	<ul style="list-style-type: none"> • To vary requirements of the overlay either a planning permit is required or if variance is more substantial a planning scheme amendment is required to amend the requirements/provisions of this overlay.
<ul style="list-style-type: none"> • General overlay which can be easily applied. 	<ul style="list-style-type: none"> • Plan may be difficult to develop due to multiple land owners and the fragmented nature of property ownership in the area.
<ul style="list-style-type: none"> • Schedule can include/exclude as much detail as desired. The more detail provided, the greater certainty in any future development. 	
<ul style="list-style-type: none"> • A design based overlay focusing on built form and interface rather than uses. 	

8.2 Case Studies – Regional Racecourses

Seymour

The Racecourse is zoned Public Park and Recreation Zone with surrounding land predominantly being zoned Farming (minimum subdivision area of 40 hectares) and Rural Living (minimum subdivision area of 2 hectares). There are no notable overlays that would facilitate certain development outcomes.

Bendigo

The Racecourse is zoned Special Use Zone 5 (racing facilities) with surrounding land predominantly being zoned Low Density Residential (minimum subdivision area of 2 hectares) and Special Use 4 (private sport and recreation facilities). A Development Plan Overlay controlling residential density is applicable to the south and east of Bendigo Racecourse.

Geelong

The Racecourse is zoned Special Use Zone 4 (Geelong showgrounds and racecourse) with surrounding land controlled by a multitude of zones including Industrial Zones, Residential 1 Zone and the Public Park and Recreation Zone. A Design and Development Overlay (Schedule 20 – Industrial 1, 2 and 3) seeks to facilitate industrial development to north, east, west and south of Geelong racecourse.

As evidenced above, both Bendigo and Seymour Racecourses allow for substantially smaller minimum subdivision sizes than what is currently allowable on land surrounding the Dowling Forest Racecourse. However, planning controls applicable to land surrounding the Seymour, Bendigo or Geelong Racecourses are not considered to be complementary to the function of

their respective racecourses and therefore it is recognised that the Dowling Forest Racecourse will be a unique racing precinct that requires suitable planning controls unlike what currently exists on other regional racecourses. Dowling Forest differentiates itself from these other regional racecourses due to the significance of currently underutilised land surrounding the existing racecourse; therefore we submit that an analysis of other equine areas across Victoria does not provide a definitive template for potential urban planning opportunities.

8.3 Proposed Uses Against Zoning Options

The following table provides an assessment of potential equine related uses against different zone requirements to determine the best zone and overlay(s) to accommodate racing related development within the racing precinct.

Proposed Use	Rural Activity Zone	Special Use Zone	Priority Development Zone	Development Plan Overlay	Incorporated Plan Overlay	Design and Development Overlay
Stables (“agriculture”)	As of right use	Can be tailored	Can be tailored	Can be tailored	Can be tailored	Relates to buildings and works only
Dwellings	No permit required if conditions in schedule are met	Can be tailored	Can be tailored	Can be tailored	Can be tailored	Relates to buildings and works only
Staff accommodation (“group accommodation”)	Permit required	Can be tailored	Can be tailored	Can be tailored	Can be tailored	Relates to buildings and works only
Leisure and recreation	Permit required	Can be tailored	Can be tailored	Can be tailored	Can be tailored	Relates to buildings and works only
Veterinary centre	Permit required	Can be tailored	Can be tailored	Can be tailored	Can be tailored	Relates to buildings and works only
Equestrian supplies (“restricted retail premises” or shop)	Permit required	Can be tailored	Can be tailored	Can be tailored	Can be tailored	Relates to buildings and works only

It is recognised that although the Priority Development Zone and Development Plan and Incorporated Plan Overlays are more capable of creating certainty for development, plans will be difficult to develop due to multiple land owners and the fragmented nature of property ownership in the area. As such, it is recommended that either the Special Use Zone or the Rural Activity Zone and related Schedule to the Zone be adopted to control land use and

aesthetic requirements for future development. The application of the Special Use Zone or Rural Activity Zone will preclude the need for planning scheme amendments to alter incorporated plans therefore enabling the strategic vision for the racing precinct to be flexible in creating land use outcomes.

It should also be noted that whilst no permit may be required under the new (proposed) zone, a permit may nonetheless be required for subdivision or development on any sites impacted by an existing overlay (i.e. EMO) or land impacted by areas of high sensitivity of Aboriginal Cultural Heritage.

Following on from the recommendations of Council's Environmental Health Unit as discussed in the earlier sections of this report, a minimum subdivision lot size of 2 hectares is deemed to be acceptable for the following reasons:

- Consideration has been given to the proposed increase of horse stables in the racing precinct and therefore lot sizes must be capable of coping with the containment of effluent disposal within the boundaries of each property, including the cleaning and washing down of stable facilities as required.
- The minimum subdivision lot size of 2 hectares has been reached on the basis of The City of Ballarat Septic Tank Management Plan (2006) and the known soil characteristics and absorption rates within the City of Ballarat. We note that lot sizes may be further reduced pending specialist land capability assessments; however land capability assessments often fail to consider the risk to the environment from cumulative effects as development densities increase.
- Whilst land capability assessments may indicate that lot sizes may be further reduced, this would generally require the provision of advance Secondary Treatment Septic Tank Systems and/or Constructed Mouth Systems. These systems are costly and require regular servicing and maintenance, with evidence suggesting that the majority of property owners with these systems are unaware of the necessary maintenance and servicing requirements. In light of this, the proposed minimum lot size is considered to be the most reasonable and effective restriction.
- Sufficient area is required to contain the wastewater treatment and disposal system which must be set aside and fenced off thereby reducing the area available for horse grazing. Wastewater produced by the cleaning and washing down of stables requires additional area for disposal. This also applies to other land uses that may wish to establish a facility in the area; with businesses needing to allow sufficient area on their property for a septic tank system.

Overall, the suggested minimum subdivision lot size is sufficient to accommodate necessary wastewater treatment facilitates whilst also allowing for an increase in stabling density. In light of this, it is considered that the rezoning of land to the Rural Activity Zone or the Special Use Zone will control land use outcomes whilst the schedule to the zone is the most suitable implementation tool to set the parameters for future development.

For example, the Schedule to the Rural Activity Zone or Special Use Zone could include, but is not limited to: -

- Submission of a Whole of Farm Management Plan clearly identifying the connection with the equine industry to the satisfaction of the Responsible Authority;
- Lot sizes must be a minimum of 2 hectares in size
- Dwellings must be setback a minimum of 100 metres from the road reserve of Road Zone Category 1 roads;
- Stables must be located behind dwellings;

- Dwellings must be constructed of certain materials and finishes i.e. predominantly of brick with non-reflective materials.

One of the options available to ensure the land identified in the study area is developed in accordance with the strategic vision of a thoroughbred training precinct, is to require future land owners / occupiers to be registered as thoroughbred trainers in some way. The advantages and disadvantages of this initiative are discussed in the following table:

Advantages	Disadvantages
Ensures the future use of the precinct is controlled and is aligned with its proposed use.	Indicative cost of obtaining a thoroughbred trainers' licence ranges from \$1,000 - \$4,200 based on 2010 fees.
Maintains the integrity of the precinct for its proposed use.	
	The cost to Council if the proposed use doesn't eventuate and Council needs to amend the control.
	Control may be too restrictive in that it significantly reduces the market to which owners can sell their property. This in turn may open Council to compensation claims from disaffected owners.

There are risks to Council in implementing this solution as discussed in the above table. Potentially, a better solution for Council maybe to introduce some other form of incentive such as discounting property rates and charges for businesses seeking to relocate.

8.4 Planning Recommendations

Subsequent to a meeting held with Council officers on the 20th May 2010 to discuss the best way forward to facilitate the development of the Dowling Forest racing precinct. It is recommended that the following amendments be incorporated into the Ballarat Planning Scheme:

- Existing scheduled minimum subdivision sizes should be reviewed pending further investigation with relevant environmental authorities and the Department of Planning and Community Development (DPCD). Revised minimum subdivision sizes should also be informed by the relevant key issues discussed in the body of this report.
- Existing Farming Zone provisions applicable to the land within the established Dowling Forest precinct boundary should be removed in part or full and the Rural Activity Zone (RAZ) or the Special Use Zone (SUZ) applied to the area defined as Sites A, B, C & D as identified earlier in this report.
- To address concerns regarding the development of more general hobby farms rather than equine related uses, it is recommended that a draft schedule allow for minimum subdivision provisions based on recommendations from Council's Environmental Health Unit;

- Each prospective landowner should be required to demonstrate their link to thoroughbred racing, through measures such as submitting a Whole of Farm Management Plan, clearly identifying a connection with the equine industry to the satisfaction of the Responsible Authority, or registration as a thoroughbred trainer. This will ensure that the overall vision for the precinct is recognized and will provide certainty in planning outcomes.

Issues of connectivity for trainers to the existing racecourse could be resolved by the development of tunnels underneath Midas and Kennedys Road. This will also serve to enhance road safety by minimizing the number of trainers and their horses utilizing the roads as a point of access to the racecourse.

As a consequence of the meeting with Ballarat City Council officers on the 20th May 2010 and upon discussion and subsequent approval of the abovementioned courses of action, it is recommended that amendment documents be prepared to rezone the land identified within the precinct boundary from Farming Zone to Special Use Zone or Rural Activity Zone.

In addition, a Schedule to the Special Use Zone or Rural Activity Zone should incorporate revised minimum subdivision sizes and the submission of a Whole of Farm Management Plan. The Erosion Management Overlay and Environmental Significance Overlay will be retained and will trigger a requirement for a planning permit application to be submitted where any development impinges on the EMO or ESO.

8.5 Racing Victoria Limited's Jockey School

Racing Victoria Limited has recently outsourced the management and training delivery of its Jockey School to Ballarat University. Based on discussions with Racing Victoria they will continue to maintain their accreditation as a Registered Training Organisation in the unlikely event of Racing Victoria Limited or Ballarat University terminating the current agreement. Following the completion Ballarat University's indoor equestrian centre some (not all) of the Jockey School programs will be relocated to Ballarat.

In the interim the jockey school students will continue to be housed at Racing Victoria Limited's offices.

The relationship between Racing Victoria Limited and Ballarat University is still in the formative stages and as a result Racing Victoria Limited is adopting a cautious approach to the potential relocation of its Jockey School to Ballarat.

8.6 Short Term Stay Accommodation

Assuming Racing Victoria Limited's Jockey School is relocated to Ballarat there will be a requirement for the students to be accommodated. From a thoroughbred industry perspective it would be ideal for the students to be accommodated onsite at Dowling Forest. Ballarat University has advised the theoretical component of the program would be delivered utilizing their facilities.

Ballarat University estimates 16 – 17 students are required in the program to make it viable. Based on this the consulting team has prepared a preliminary estimate of capital costs to accommodate 20 students in two types of accommodation – shared and single self contained (i.e. single bedroom with own toilet, shower and kitchen).

These costs are only preliminary and further detailed study will be required in order to more accurately forecast the total development costs. A more detailed study should consider / address the following:

- Undertake further discussions with Ballarat University and Ballarat Turf Club to obtain a commitment that the Jockey School students will be housed at Dowling Forest.

- Approval from Department of Sustainability and Environment will be required.
- Architectural drawings including a floor plan should be developed.
- Capital development costs should be prepared by a Quantity Surveyor.
- Further work on site conditions should be undertaken.
- A detailed assessment of infrastructure capacity should be undertaken (e.g. sewerage, utilities, water, etc).
- Complete a 10 year financial assessment that includes forecast revenue streams, costs and return on investment.
- Make a determination as to the type of accommodation to be developed.
- Assuming it is feasible and viable to develop the preferred type of accommodation, Ballarat Turf Club and University make a joint presentation to Racing Victoria Limited and Country Racing Victoria.

Estimated rates	Area per unit m ²	Sqm rate \$	No. Of units	Cost \$
Four bedroom unit with shared kitchen and bathroom				
	80	1800	5	\$ 720,000
Contingency 15%				\$ 108,000
Total				\$ 828,000
Self contained individual accommodation units				
	40	2200	20	\$ 1,760,000
Contingency 15%				\$ 264,000
Total				\$ 2,024,000

Table – Preliminary Estimated Accommodation Development Costs

As shown in the above table the preliminary estimated cost to develop student accommodation at Dowling Forest is:

- Approximately \$830,000 to develop 5 x four bedroom units with shared kitchen and bathroom.
- Approximately \$2.024M to develop 20 x self contained (single bedroom with own toilet, shower and kitchen) units.

8.7 Tunnel for Track Access

A key issue for current trainers is the volume and speed of traffic moving along Kennedys Road which will only be exacerbated by increased residential growth to the north of Ballarat. This issue is likely to be compounded with an increase in the number of trainers training at Dowling Forest and horses crossing Kennedys Road and Midas Road.

There are a number of options available to address this issue some of which are:

- Installation of traffic calming measures such as speed bumps.
- Installation of variable speed limits using electronic signs similar to those used for schools.

- Reducing the speed limit along Kennedys Road and Midas Road just before and after the Dowling Forest precinct.
- Construct a tunnel under Midas Road and one at Kennedys Road linking properties west and south to the Dowling Forest track.

Based on discussions with Council's Traffic Unit, any effort to lower the speed limit along these roads will need to be justified to VicRoads. It is Council's opinion that VicRoads has previously been unwilling to lower the speed limit, however it recommends pursuing this issue as this would be a preferable and potentially the simplest solution.

If VicRoads remain unwilling to reduce speed limits, the ideal solution would be to construct tunnels under the roadway – one at Midas Road and one at Kennedys Road.

A more detailed study will be required to consider / address the following:

- Further work on site conditions should be undertaken.
- Confirmation of planning and referral authority (if required) approvals.
- Assessment of impact on any private properties.
- Assessment of the most efficient and effective means with which to funnel horses to the entry and exit of the tunnel. The likely most cost effective option is to create a barrier on both sides that runs parallel with the road. Some types of barriers would be a fence or alternatively a hedge which would be more in keeping with the rural aspect of the precinct.
- Assessment of the most efficient and effective means to prevent horses from bolting across the roads.

8.8 Access from the East

An issue that is likely to arise in future will be access to the training tracks by trainers who own properties to the east of the Dowling Forest racecourse. The current owner of the property between the end of Branchline Court and the race course is a horse trainer who has installed a gate providing access from the property to the race course.

Should the owner decide to sell his property there will be no certainty the future property owner will continue to allow access.

If this scenario should eventuate there are essentially three options available in order to provide access to the racecourse for property owners on the eastern side:

- Access is provided along the existing road reserve for Sweeney Road (which extends through to the northern end of the new 1,400m uphill all weather training track).
- Council / Ballarat Turf Club acquire access rights in perpetuity from the end of Branchline Court through to the racecourse.
- Council and Ballarat Turf Club compulsorily acquire sufficient land to enable horse access for properties to the east.

It is recommended that Ballarat Turf Club (with Council assistance) approach the land owner of the property between Branchline Court and the racecourse with a view to acquiring sufficient land to provide for access and egress of horses.

This option is preferred because it is the closest site which will provide ease of access and Branchline Court forms the northern boundary of the proposed Dowling Forest Precinct.

9 Proposed Master Plan

The proposed master plan contains the proposed infrastructure initiatives for Dowling Forest. The rationale for the inclusion of these initiatives is discussed in previous sections of this report.

9.1 Dowling Forest Proposed Master Plan

The City of Ballarat and the Ballarat Turf Club presented a submission which included a master plan for Dowling Forest to Racing Victoria Limited and Country Racing Victoria when the thoroughbred racing industry was preparing its strategic plan "Racing to 2020". The previous initiatives as well as a number of new proposals are presented hereunder.



Figure – Proposed Dowling Forest Master Plan

1. **Day Yards** – increase the number of day yards as required to meet demand. With the attraction of trainers to Dowling Forest the requirement for day yards will increase due to the increase in the number of horses in training.
2. **Extension of Vet Clinic** – allowance made for the potential future expansion of the existing equine clinic.
3. **Tunnel Crossings** – proposed to provide tunnel crossings under Midas Road and Kennedys Road to provide access for horses from the west and south of the racecourse. Note the exact location of the tunnels will need to be determined following a more detailed study.
4. **Grey Water Storage** – proposal to develop a grey water storage area for capture and reuse on the course.
5. **Removal of Derelict Building** – removal of the derelict building to the north west of the existing grandstand.
6. **Short Term Stay Accommodation** – short term stay accommodation for students attending the Jockey School. Will require the relocation of the Jockey School program from Melbourne and the return on investment will need to be determined following a more detailed study.
7. **Increase Number of Stables** – increase the number of stables as required to meet demand. With the attraction of trainers to Dowling Forest the requirement for day yards will increase due to the increase in the number of horse in training.
8. **Trainers' Complex** – development of a trainers' complex will be required to provide trainers with some amenities such as toilets and a small kitchen. This initiative can also act as an attraction to induce trainers to relocate their operations to Ballarat.
9. **Training Tower** – development of a training tower will be required to provide trainers with a view of the training tracks from which to watch their horses train. This initiative can also act as an attraction to induce trainers to relocate their operations to Ballarat.
10. **Electronic Timing System** – development of electronic timing system is a 'value add' initiative for trainers. It can be used by trainers to measure each horse's performance over a set distance. This initiative can also act as an attraction to induce trainers to relocate their operations to Ballarat.
11. **Access from the East** – the Ballarat Turf Club / Council will need to acquire access rights in perpetuity from the private property located between Branchline Court and the track.

Should the lots of land to the east of the race course and south of Branchline Court be sold to trainers a path network will be required so horses can be moved from these properties onto the racecourse directly.
12. **Area for Future Expansion** – area set aside for potential future expansion of commercial activity related to the use of the thoroughbred training centre such as feed supplier, farrier, etc. Development should not proceed until there is sufficient demand which will depend on the number of trainers utilizing Dowling Forest.
13. **Equine Pool** – for thoroughbred recovery and training.

9.2 Dowling Forest Land Areas

The following figure shows the land Area within the study boundary and the land areas that are currently undeveloped or underdeveloped.

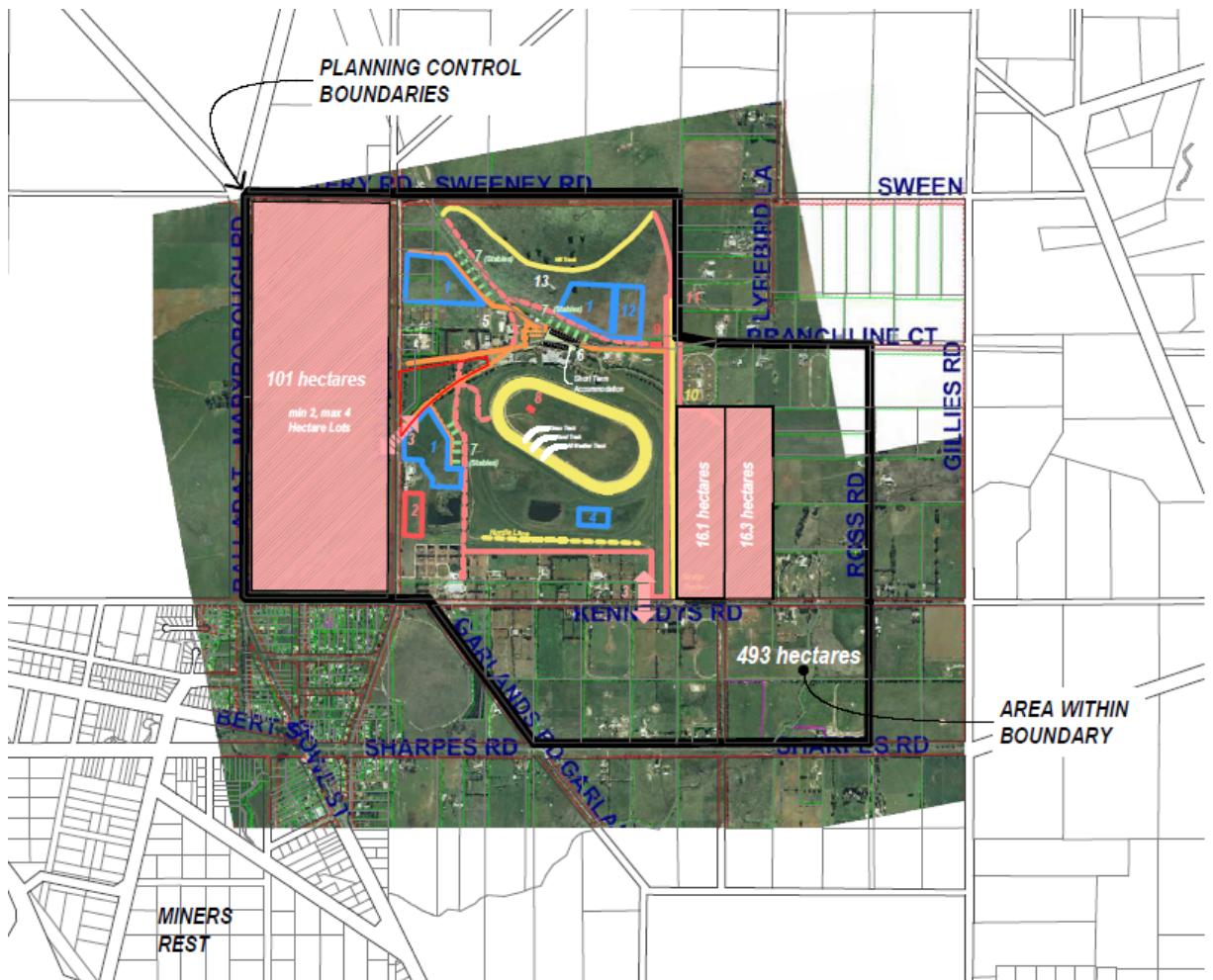


Figure –Dowling Forest Land Area

As discussed earlier in this report it is estimated the land area requirement is likely to be 15 – 60 Ha to meet the future growth needs for training. Based on the demand forecast and assuming existing trainers within the study area retain their properties and planning controls remain, there is adequate land available to the west and to the east of the racecourse to meet the future needs.

10 Implementation Plan

10.1 Implementation Plan

The following Implementation Plan lists the key initiatives required to deliver the Dowling Forest Precinct Master Plan. The matrix lists and prioritises each initiative, actions required, allocation of responsibility and lists potential funding sources.

Initiative	Enablers	Action Required	Priority High, Medium, Low	Responsibility	Potential External Funding Source
Uphill training track	Not applicable	Already developed	Not applicable	Not applicable	Not applicable
Jockey school Program delivery	Not applicable	Ballarat University already delivering the program.	Not applicable	Ballarat University and Racing Victoria Limited	Not applicable
Jockey school Practical component	Relocation of Jockey School to Ballarat.	Ballarat University to form partnership with Ballarat Turf Club for use of course infrastructure.	High	Ballarat Turf Club and Ballarat University	Not applicable
Amend town planning framework	Increased demand from trainers. Attraction of trainers to the precinct.	Further detailed work required to prepare documentation for planning scheme amendment and to establish demand.	High	City of Ballarat	Not applicable
Attracting more trainers	Establish town planning framework around Dowling Forest precinct that meets trainers needs. Continued support from racing industry for Dowling Forest as a training centre.	Likely require an advocate who is respected within the training industry to sell the virtues of Dowling Forest. Develop marketing collateral highlighting the benefits of Ballarat and Dowling Forest.	High	Ballarat Turf Club and City of Ballarat	Not applicable
Introduce traffic controls	Need exists now with a number of near misses between horses and	Approach VicRoads and advocate reduced speed limits along Kennedys and Midas Roads adjacent to the	High	Ballarat Turf Club and City of Ballarat	VicRoads

Initiative	Enablers	Action Required	Priority High, Medium, Low	Responsibility	Potential External Funding Source
	vehicles.	racecourse.			
Tunnels to access the track from properties to the west of Midas Road and to the south of Kennedeys Road.	Pursue option if reduced speed limit is unable to be implemented. Sufficient demand from trainers.	Further detailed technical study required to determine feasibility and tunnel locations.	High	Ballarat Turf Club and City of Ballarat	Regional Development Victoria (Livestock Underpass program), Racing Victoria Limited and Country Racing Victoria.
Secure access to the east of the racecourse for trainers.	Sufficient demand from trainers.	Commence discussions with current land owner of property between the end of Branchline Court and racecourse with a view to securing permanent access.	High	Ballarat Turf Club and City of Ballarat	Racing Victoria Limited and Country Racing Victoria
On-course stabling	Already small demand for increased stabling. Attraction of trainers will lead to increased demand.	Approach Racing Victoria Limited and Country Racing Victoria to have initiative included with next round of capital grants.	Medium	Ballarat Turf Club	Racing Victoria Limited and Country Racing Victoria
Short term stay accommodation	Relocation of Jockey School to Ballarat. Confirmation of where students will be housed.	Further detailed study required to determine feasibility.	Medium	Ballarat Turf Club	Racing Victoria Limited, Country Racing Victoria, PPP arrangement

11 Investment Attractors

The following information on general investment attractors has been sourced from the City of Ballarat's Economic Strategy 2010 – 2014 unless otherwise indicated.

11.1 General

- Ballarat is located 115 kilometres west of Melbourne and is strategically located at the junction of four major highways: the Western Highway, Midland Highway, Glenelg Highway and Sunraysia Highway.
- Travel time is around 1.25 hours by car to Melbourne.
- Ballarat Train Station is a hub for regional public transport to Ararat, Halls Gap, Horsham, and facilitates access to Melbourne via the Regional Fast Rail service.
- Ballarat is a regional service and employment centre for Victoria's western region, particularly the Central Highlands. The city is base for regional retail, commercial and industrial employment. Ballarat contains locally and regionally significant sport and recreational facilities including the Ballarat Aquatic Centre and several other major indoor sporting facilities.
- Approximately 24.4% of all Ballarat citizens are connected to the internet and Ballarat residents will stand to significantly benefit from the recently laid fibre optic cable between Ballarat and Melbourne⁵.
- Local tourism assets in Ballarat include Sovereign Hill, the Eureka Centre, Lake Wendouree, Her Majesty's Theatre, the Ballarat Art Gallery, the Ballarat Wildlife Park and other cultural and heritage facilities.
- Ballarat contains two major regional hospitals including Ballarat Base Hospital (Ballarat Health Services) and St John of God Health Care. Ballarat's hospitals provide a base for rural and regional health services for Western Victoria.
- Ballarat contains several major tertiary education institutions including the Australian Catholic University, University of Ballarat, UBTec, Deakin University Medical School, University of Melbourne Rural Clinical School and in future, the Notre Dame Medical School.
- Ballarat has a mixture of Government and Independent primary and secondary schools. Independent Schools include Ballarat Christian College, Ballarat and Clarendon College, St Patricks College and Ballarat Grammar School with Government schools including Ballarat High School and Ballarat Secondary College.
- The Ballarat unemployment rate in December 2008 was 8.0% according to the Small Area Labour Market Publication. The Victorian unemployment rate was 4.4% at the same time.
- Ballarat's strength is in the diversity of its economy, although the top four sectors of employment in Ballarat are Retail Trade (18.1%), Health and Community Services (15.5%), Manufacturing (14.9%), and Education (9.9%).
- Ready for Tomorrow – A Blueprint for Regional and Rural Victoria is the Victorian Government's \$631 million plan for a sustainable and prosperous regional and rural Victoria. Ready for Tomorrow includes a Regional Settlement Framework, which

⁵ Business Ballarat website <http://www.businessballarat.com>, viewed 9 July 2010.

establishes a long-term vision for Victoria as a state of well connected cities, centres and towns. It encourages strong growth in Victoria's large regional cities including Ballarat⁶.

- Real Estate Institute of Victoria figures show the median price for a house in Ballarat reached \$265,000 in the last three months of 2009⁷.

11.2 Thoroughbred Industry Specific Attractors

- All weather 1,400 m uphill training track – the only one on public land in Victoria.
- Availability of freehold land directly adjacent to the track with lots purposely sized and zoned to attract thoroughbred training operations.
- Dowling Forest is centrally located with direct access to the Western Freeway making it easily accessible to all Melbourne metropolitan race courses. Direct access is also provided to other major regional race tracks including Geelong and Bendigo.
- Dowling Forest race course and training centre is supported by Racing Victoria Limited and Country Racing Victoria.
- Fourth largest regional training venue in Victoria and has attracted some of the state's leading trainers.
- Highly regarded purpose built equine hospital on site.
- City of Ballarat supports the development of a thoroughbred training industry in Ballarat.
- Industry training courses delivered by Ballarat University include:
 - Certificate II in Racing (Stablehand)
 - Certificate III in Racing (Advanced Stablehand)
 - Certificate III in Racing (Trackrider)
 - Diploma of Racing (Racehorse Trainer)

⁶ Regional Development Victoria website <http://www.rdv.vic.gov.au/>, viewed 7 July 2010.

⁷ The Courier website <http://www.thecourier.com.au/>, viewed 12 July 2010

Appendix A – Proposed Dowling Forest Master Plan

Appendix B –Ballarat Trainers Consulted

As part of the study a workshop was conducted with the existing Ballarat Trainers at the Ballarat Racecourse on 29 April 2010. The following is a list of persons in attendance. (Note some persons arrived during the meeting and their names were not provided).

Ian Anderson

Keith Carnes

Kevin Garland

Dan O'Sullivan

Go Schigimi

Mark Lewis

Daniel P Kelly

Murray James

Andrew Williams

Andrew Paine

Angela Kelly