



Central Victorian Livestock Exchange

Central Victorian Livestock Exchange (CVLX)

Initial summary response to the Development Plan requirements of the exhibited version SUZ15

January 2015

RLX
Regional Livestock Exchanges

The logo for spiire features the word 'spiire' in a lowercase, sans-serif font. The 'i' and 'e' have red dots above them. Below the word is the tagline 'Innovation in Infrastructure' in a smaller, red, sans-serif font.

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Innovation in
Infrastructure

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Acknowledgements and Recognition

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Ecology and Heritage Partners Pty Ltd

Marshall Day Acoustics Pty Ltd

Traffix Group Pty Ltd

The Odour Unit Pty Ltd

Geolyse Pty Ltd

Douglas Partners Pty Ltd

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1 Introduction

RLX Investment Company Pty Ltd, as trustee for RLX Investment Trust (RLX IC), proposes to relocate the Central Victorian Livestock Exchange (CVLX) from its existing site in central Ballarat to the north-west outskirts of the city. This move will allow the development of a state-of-the-art facility that will provide livestock marketing and saleyard services for the Ballarat district and extending further into central Victoria.

1.1 Project Rationale

The existing CVLX is an old facility, and is located in an inner-suburban city area. Facility infrastructure does not meet acceptable modern standards of animal welfare, workplace health safety and security or environmental standards. Further, its location compromises the community standard of living and safety as heavy vehicle movements, effluent management, noise control and a reasonable separation between the large animal storage facilities and residences and businesses cannot be achieved. It is both impractical and cost prohibitive to upgrade the existing facility to meet infrastructure and operational standards and expectations.

This proposed new development will have the capacity to not only service the needs of the Ballarat but it will function as a regional centre for the Central Victorian livestock industry.

1.2 Benefits Statement

The new CVLX facility provides:

- New, modern livestock selling facility infrastructure;
- Environmentally responsible and sustainable management systems;
- Improved workplace health and safety;
- Comfortable Operator and Animal conditions;
- An attractive and competitive market for livestock buyers and sellers; and
- Preserves a key economic enterprise within the Ballarat and broader regional community.

1.3 Proposed Use and Facilities

The proposed new location for CLVX is approximately ten and a half kilometres from the centre of Ballarat (intersection of Sturt Street and the Midland Highway), four kilometers from the perimeter of Ballarat (intersection of Learmonth Road and Ring Road, Wendouree) and more than a kilometre from the Miners Rest township (intersection of Albert Street and Howe Street), which is situated to the north east.

The facility has been proposed to accommodate 70,000 cattle and 1.6M sheep annually. The proposed site facilities required to accommodate this capacity includes the following:

- 12,800 m2 (approx.) of roofed sheep yards;
- 19,800 m2 (approx..) of external sheep yards;
- 4,200 m2 (approx.) of roofed cattle yards;
- 6,800 m2 (approx.) of external cattle yards;
- Truck wash down area able to cater for 4 trucks (24 hour / 7 day access);
- 3,800 m2 (approx.) of truck parking area;
- 216 car parking spaces for vehicles;
- An office and administrative complex covering approx. 1,400m2.
- A water storage dam able to capture 5ML of irrigation water;

- A series of water treatment ponds designed to capture and treat all water runoff from the operational area of the site;
- Night lighting and CCTV camera security;
- A maintenance and hay shed; and
- Numerous specialty loading and unloading ramps.

The balance of the site will be used as irrigated grazing land. The Concept Plan for the site layout is provided in **Appendix 1**.

It is anticipated that the site will cater for 17 staff, 48 agent personnel, 6 livestock contractors, 12 drovers, and up to 100 patrons on peak event days. Amenity and cafeteria facilities have been provided for the expected patronage and staff.

It is scheduled to host 48 prime cattle sales per year (Weekly - Monday), 51 sheep sales per year (Weekly - Tuesday) and 13 store cattle per year (Monthly – Fridays).

Twenty-four hour, seven day a week access to the facility will be provided to retain the access to truck washdown facilities and satisfy pick-up / drop off requirements. Closed Circuit Television and Video (CCTV) surveillance will be installed at the entry of the site, central facility buildings, truck wash, key yard areas and facility buildings.

2 Planning Scheme Amendment

2.1 What does the planning scheme amendment aim to achieve?

The amendment rezones the land from a Farming Zone to a Special Use Zone (Schedule 15), in order to facilitate the establishment of a regional livestock exchange (saleyard). The amendment will provide the policy framework to facilitate the relocation of the existing Central Victoria Livestock Exchange from its current location in in Latrobe Street, Ballarat.

An amendment is required to accurately reflect the regional significance, nature and scope of activities involved in the establishment of a regional scale livestock saleyard.

The use of existing controls within the Farming Zone facilitate the development of the site for a Saleyard; however, given the regional significance, nature and scope of the activities proposed it is considered that a tailored zoning is applied to recognise the use and development of the land for the specific purpose of the Central Victoria Livestock Exchange.

2.2 What is the role of this document in the amendment process?

The proposed Special Use Zone Schedule 15 (SUZ15) will require completion of a **Development Plan** before the use can commence, with no further public consultation required if the Development Plan meets the requirements of SUZ15. This document is an initial summary response to the requirements of that Development Plan is available for consideration during Exhibition, as a **summary of the key supporting documents and indication of the content of the required Development Plan** under the proposed Special Use Zone Schedule 15. With Exhibition intended to be the only opportunity for public comment, it is important that conceptual information and intended plans for the site are available for public comment at this stage.

3 Requirements for the Development Plan

The Special Use Zone (SUZ) requires:

A Development Plan for the use of the land for the Central Victoria Livestock Exchange must be prepared, submitted and endorsed to the satisfaction of the responsible authority.

Only one Development Plan may be approved for the land covered by this Schedule.

The Development Plan must be consistent with any Works Approval or other approval / licence required under the *Environment Protection Act 1970*. The Development Plan may be amended to the satisfaction of the responsible authority.

The Development Plan may consist of plans or other documents.

The Development Plan must be consistent with any approved Cultural Heritage Management Plan under the *Aboriginal Heritage Act 2006*.

The Development Plan must be generally in accordance with the Concept Plan in Section 8.0 of this Schedule.

The background reports undertaken for the Planning Scheme Amendment process largely address the requirements of the Development Plan. The background reports undertaken for the EPA works approval process, which is occurring concurrently with the Planning Scheme Amendment process, provides further technical detail of the processes involved (**all of these background reports are available on the City of Ballarat's website**).

Not all aspects of the Development Plan, as required by the Special Use Zone, have currently been undertaken. The further information required will be prepared in the course of detailed design of the project.

This section of the report will be described through the differing requirements of the Development Plan, giving a brief summary of the associated background reports and how each meets the regulatory and legal requirements.

All background reports will be finalised, as set out in the summary comments for each below.

3.1 Existing Conditions Plan

The Special Use Zone (SUZ) requires:

An **Existing Conditions Plan** that includes:

- The boundaries and dimensions of the land;
- Adjoining roads;
- The location, height and purpose of buildings and works on adjoining land;
- Relevant ground levels; and
- The location and quality of any existing vegetation.

Please refer to Appendix 1

3.2 Site Layout Plan

The Special Use Zone (SUZ) requires:

A **Site Layout Plan** drawn to scale showing:

- The layout of proposed buildings and works including building setbacks from boundaries, finished floor levels, and an indicative internal layout for each building;
- Elevations, showing the dimensions, colours and materials of all buildings and works;
- Driveways, vehicle parking areas, car parking spaces, and loading and unloading areas;
- Finished site levels and the location of any proposed cut and fill;
- Removal or protection of any existing vegetation;
- Any proposed advertising signage; and

Please refer to Appendix 2

3.2.1 Further Investigation

Further information through detailed drawings will be provided at the post amendment stage.

3.3 Landscaping Master Plan

The Special Use Zone (SUZ) requires:

A **Landscaping Master Plan** which shows:

- The proposed landscaping requirements of the land;
- Details and locations of the vegetation species to be planted;
- The number of trees and surface treatments;
- A written description of the timing and management requirements of all landscaped areas; and
- A detailed description of any areas to be used as native vegetation removal offset areas.

Please refer to Appendix 3

3.4 Vegetation Management Plan

The Special Use Zone (SUZ) requires:

A **Vegetation Management Plan** which includes:

- Details of the nature and extent of native vegetation on the land;
- A schedule or plan identifying which native vegetation is to be removed and which native vegetation is to be retained; and
- The requirements necessary to protect and conserve native vegetation, to reduce the impact of land and water degradation and provide habitat for plants and animals-

The Vegetation Management Plan must specify any requirements that must be observed as part of the removal of any native vegetation and must address the following objectives:

- To avoid the removal of native vegetation where practicable;
- If the removal of native vegetation is not practicable, to minimise the removal of native vegetation through appropriate planning and design; and
- To consider whether any offset is appropriate and the form of such offset.

3.4.1 Flora and Fauna Assessment, dated January 2014 (prepared by Biosis Pty Ltd) (submitted as part of the Planning Scheme Amendment application)

Biosis Pty Ltd were commissioned by RLMC Investment Company Pty Ltd to undertake a flora and fauna assessment of an area of land proposed for development of the Central Victorian Livestock Exchange.

Ecological values:

The site is predominantly cleared pasture.

Ecological values identified within the study area are as follows (table below illustrates offset requirements):

- 0.01 ha of remnant vegetation - Plains Grassy Wetland Ecological Vegetation Class
- One remnant tree

Native vegetation	Losses	Offsets
Patches	< 0.01 habitat hectares	0.02 habitat hectares
Scattered trees	One Medium Old Tree	Source and permanently protect two Medium Old Trees if removal of the one tree present is required. This will also allow for associated recruitment of 10 new trees.

Recommendations:

The results of this assessment should be incorporated into the project design, by adding the flora and fauna mapping information into the planning maps and investigating options to retain as much of the mapped vegetation/habitats as practicable. No further survey is considered necessary.

3.4.2 Further Investigation

As no further survey is required, the results of this assessment will be incorporated into the project design. This will be in line with the above recommendations.

3.5 Car Parking and Traffic Management Plan

The Special Use Zone (SUZ) requires:

A **Car Parking and Traffic Management Plan** that explains and details:

- The likely traffic generation and impacts of the proposed use and development on the surrounding road network;
- How access to a road in a Road Zone Category 1 is to be addressed.
- Vehicle access points;
- The location and treatment of circulation areas, driveways and other accessways within the land;
- The location, layout, treatment and maintenance of all vehicle parking areas and loading and unloading areas;
- The minimum number of car parking spaces to be provided on the land;
- A truck management plan that identifies heavy vehicle truck routes which minimise impacts on townships and peripheral housing to the extent practicable, including driver induction protocols;
- Carparking provision and maintenance;
- Loading and unloading arrangements; and
- Traffic management including external intersection and internal road design.

3.5.1 Traffic and Car Parking Assessment, dated August 2014 (prepared by Traffix Group Pty Ltd) (submitted as part of the Planning Scheme Amendment application)

Traffix Group were engaged by RLX Investment Company Pty Ltd to undertake a traffic engineering assessment of a proposed site specific rezoning to accommodate a saleyard development for the purposes of livestock exchange at the intersection of Western Highway and Sunraysia Highway, Miners Rest.

Having undertaken a review of traffic engineering issues associated with the proposed saleyard development at Sunraysia Highway, Miners Rest, we are of the opinion that:

1. The development has a statutory car parking requirement under Clause 52.06 of 20,000sqm set aside for parking, as 9,400sqm is provided on-site, a car parking dispensation is required.
2. It is recommended that 250 constructed parking spaces and 100 overflow parking spaces be provided to accommodate expected 85th percentile and maximum sales events.
3. The proposed parking layout and access arrangements should accord with the relevant standards of the Planning Scheme, and current practice.
4. The internal road network of the saleyards has been designed to accommodate the manoeuvring requirements of a B-double articulated vehicle, which is an appropriate design vehicle for this development.
5. The level of traffic generated as a result of this proposal can be accommodated on Sunraysia Highway, subject to an appropriate intersection treatment being installed to the satisfaction of VicRoads.
6. The intersection analysis indicates that the site access to the Sunraysia Highway will operate under a Level of Service A (LOS A) representing excellent conditions and accordingly, the development traffic will not have an adverse impact on the Sunraysia Highway,
7. Anticipated heavy vehicle traffic volumes through Miners Rest will be low and this traffic will be redirected along Learmonth-Sulky Road as part of a truck management plan for the site.

8. There are no traffic engineering reasons why a planning permit for the proposed saleyards should be refused, subject to appropriate conditions.

3.5.2 Further Investigation

Further information will be provided around the route designation details and management through the post amendment stage. A complete Car Parking and Traffic Management Plan will be developed as part of the Development Plan documentation.

3.6 Flood Investigation, Drainage Report and Stormwater Management Plan

The Special Use Zone (SUZ) requires:

A **Flood Investigation** that includes:

- A *Flood Study/Hydraulic Analysis* which is to be prepared by a suitably qualified and experienced engineer. The plans are to include the extent of flooding in a 1% AEP (1:100 year) flood event for pre-development and post-development conditions.

An investigation of the post-development conditions must be undertaken by a suitably qualified engineer and must employ best practice methods (to the satisfaction of the Glenelg Hopkins Catchment Management Authority) for flood estimation. This review may be subject to an independent peer review at the cost of the applicant.

- A *Flood Risk Report* that must consider the following:

- The State Planning Policy Framework and the Local Planning Policy Framework.
- The existing use and proposed development of the land.
- Whether the proposed use or development could be located on flood-free land or land with a lesser flood hazard outside the identified flood extent.
- The susceptibility of the development to flooding and flood damage.
- The potential flood risk to life, health and safety associated with the development.
- Flood risk factors to consider include:
 - The frequency, duration, extent, depth and velocity of flooding of the land and access way.
 - The flood warning time available.
 - The danger to the occupants of the development, other floodplain residents and emergency personnel if the land or access way is flooded.
 - The effect of the development on redirecting or obstructing floodwater, stormwater or drainage water and the effect of the development on reducing flood storage and increasing flood levels and flow velocities. No loss of floodplain storage will be permitted as part of any development.
 - The effects of the development on river health values including wetlands, natural habitat, stream stability, erosion, environmental flows, water quality and sites of scientific significance.

▪ *A Drainage Report* that:

- Identifies waterways, major flood paths, drainage depressions and high hazard areas which have the greatest risk and frequency of being affected by stormwater and overland flooding.
- Provides for the collection, treatment and disposal of stormwater runoff that reflects best practice such as the provision of water detention basins and water quality treatment wetlands within the open space and bio-retention systems within the local street network.
- Ensures a design philosophy of 'zero adverse impacts' to surrounding areas for up to and including the 1% AEP flood event.
- Details any short and long term maintenance requirements and responsibilities for the wetlands, detention basins and aesthetic lakes; Identifies any other elements or issues to assist long-term management of these systems.
- Provides for the design of overflow paths for a 1 in 100 year flood event.
- Identifies measures to improve stormwater quality before it is discharged downstream, including details of design to ensure that floating debris is removed, such as the installation of litter and gross pollutant traps to the satisfaction of the responsible authority.
- Details of the construction procedures and practices to ensure there is no unreasonable off-site impact to stormwater quality during the construction phase.
- The measures to be undertaken for the management and control of erosion and silt discharged beyond the land during the construction phase of the development.

The responsible authority may accept an alternative report dealing with the drainage and flood issues if the report is to the satisfaction of the responsible authority.

A **Stormwater Management Plan** including design detail to ensure that flooding is not increased and that there is no deterioration in water quality in the area surrounding the site as a result of the development, including retarding basins, floodways, and wetlands as mitigation measures. It should identify any sites where levels are required to be raised, and the location of retarding basins required at different stages of development.

The Stormwater Management Plan must take into account any relevant report prepared by the Glenelg Hopkins Catchment Management Authority in 2013.

3.6.1 Stormwater Investigation Report, dated August 2014 (prepared by Spiire Australia Pty Ltd) (submitted as part of the Planning Scheme Amendment application)

Spiire Australia Pty Ltd were engaged to undertake an assessment of the external flood constraints of the site to ensure that the proposal can be developed in an acceptable manner.

The specific purpose of this report is to understand the existing conditions of the site surrounds and provide advice on the potential impacts of the design concept on external flooding. This report will review the background information including topography (site and surrounds), existing drainage infrastructure, policy documentation relevant to flooding and water storage and the modelled flood regime of the catchment.

This report has identified the following:

- The western part of the subject site is located in an operating floodplain. All proposed infrastructure that will have the reasonable potential to impact floodwaters on the western

boundary of the site during a 1%AEP flood event (100 year ARI) have been located outside the flood boundary.

- Burrumbeet Creek flows to the north of the site generally in a north-west direction away from the township of Miners Rest.
- The proposal has been designed to ensure that the function of this floodplain is maintained.
- The surrounding road network serve to direct stormwater flows around the site.
- Sections of the entire road reserve of the Sunraysia Highway is inundated by flood water during rainfall events including and exceeding the 2%AEP (50 year ARI) event.
- Access to the site will be provided from the Sunraysia Highway.
- Flood mapping suggests in the order of 400mm of floodwater would cover sections of the Sunraysia Highway during a 1%AEP flood event. Intersection works that may or may not include earthworks to raise the trafficable pavement will be required to achieve an entry/exit road for the CVLX development. The detailed design will consider this or alternatively propose an alternative emergency entry/exist location.
- The site is located within proximity of two Declared Water Catchments and within a Water Supply Protection Area. Impact of the development on the external stormwater flows will comply with relevant authority requirements and is deemed not to impact these catchments. The 'Water Cycle Management Report', prepared by Geolyse considers all site stormwater management and defines the requirements with respect to irrigation and site discharge. The 'Water Cycle Management Report' also considers the location of stormwater treatment and retardation measures required for the site.
- The development will be able to meet the regulatory requirements for managing stormwater discharges from the site and it is understood this will satisfy the Glenelg Hopkins Catchment Management Authority requirement to ensure no detrimental impact to adjacent land.

3.6.2 On-site Effluent Disposal Assessment, dated August 2014 (prepared by Douglas Partners Pty Ltd) (Submitted as part of the Planning Scheme Amendment and EPA works approval applications)

The purpose of the work was to provide an assessment of on-site effluent disposal with respect to the procedures outlined in AS/NZS 1547:2012 (Ref 1) and EPA Guidelines For Wastewater Irrigation (Ref 2) and EPA Guidelines For Environmental Management: Use Of Reclaimed Water (Ref 3). AS/NZ 1547:2012 (Ref 1) was included in the assessment process due to the absence of any other suitable Australian Standard on the subject matter.

In accordance with AS/NZS 1547:2012 (Ref 1), the site is considered suitable for the disposal of effluent provided that the key aspects raised are addressed.

3.6.3 Further Investigation

The flood, drainage and stormwater documentation required as part of the Development Plan will be developed to the satisfaction of the Responsible Authorities.

3.6.4 Water Cycle Management Report, dated December 2014 (prepared by Geolyse Pty Ltd) (submitted as part of the Planning Scheme Amendment application)

This report presents:

- An assessment of the total water cycle at the facility including analysis of demand and supply;
- Details and assessment of the surface water management system; and

- Details and assessment of the liquid and solid waste management system.

Assessment of the water cycle for the proposed CVLX demonstrates that adequate supplies can be sourced through a combination of roof and surface water harvesting, and top up supplies from the reticulated potable supply. The average annual water demand based on the 85th percentile sale numbers is 51 ML/year with 25 ML/year provided via water recycled or captured on site.

Surface water management will be based on separating catchments and treating runoff according to the level of potential contamination present. Peak site discharge and quality will be managed through a treatment train approach utilising grass swales and a constructed wetland. The constructed wetland system will also be used to supply truck wash demand. Modelling demonstrates that the surface water management system can control peak discharge and volume from the site and can effectively reduce post development pollutant loads to less than existing loads.

Liquid waste generated from the facility will be treated and reused for irrigation. The irrigation scheme has been designed as a full reuse scheme that will balance the hydraulic load so that there is no discharge to surface water. Site soils are suitable and the area available will result in a hydraulic and nutrient deficit irrigation program that will ensure excess nutrients will not be available to leach from the site. A monitoring program is proposed and will be used to identify at an early stage any departure from the plan and will be used as the basis to adjust aspects of the waste management plan if required.

3.6.5 Further Investigation

Further information will be provided in relation to the 'pre' development requirements. The expert assessments provided will be completed in line with the above.

3.7 Operations and Environmental Management Plan

The Special Use Zone (SUZ) requires:

An **Operations and Environmental Management Plan** which includes:

- A Construction Management Plan;
- How any land not required for immediate use is to be maintained;
- Hours of operation of the facility;
- Implementation of best practice Environmentally Sustainable Design principles in the use and development of the land;
- Anticipated stocking rate of cattle and sheep;
- All ongoing management, monitoring, reporting and mitigation measures required to satisfy all relevant environmental legislation requirements, including but not limited to the following:
 - Noise attenuation including public address;
 - Storage and disposal of waste;
 - Onsite water management;
 - Odour attenuation;
 - Dust attenuation;
 - Lighting of the land and measures to minimise light spill and glare from the land.
- Having regard to the above, any requirements that must be observed as part of the use of the land for the purposes for a Saleyard.

Any other matters as required by the responsible authority.

The planning report undertaken (Planning Assessment, dated August 2014, Spiire Australia Pty Ltd) sets out the operational management of the site as follows:

- It is anticipated that the site will cater for 17 staff, 48 agent personnel, 6 livestock contractors, 12 drovers, and up to 100 patrons on peak event days. Amenity and cafeteria facilities have been provided for the expected patronage and staff.
- It is scheduled to host 48 prime cattle sales per year (Weekly - Monday), 51 sheep sales per year (Weekly - Tuesday) and 13 store cattle per year (Monthly – Fridays).
- Twenty-four hour, seven day a week access to the facility will be provided to retain the access to truck washdown facilities and satisfy pick-up / drop off requirements. Closed Circuit Television and Video (CCTV) surveillance will be installed at the entry of the site, central facility buildings, truck wash, key yard areas and facility buildings.

3.7.1 Infrastructure Servicing Assessment, dated August 2014 (prepared by Spiire Australia Pty Ltd) (submitted as part of the Planning Scheme Amendment application)

The specific purpose of this report was to understand the existing provision of servicing infrastructure in proximity to the site (in terms of location and capacity) and to provide an assessment on suitable connection options.

The assessment came to the following preliminary conclusions:

- The site is well positioned to road infrastructure with the Sunraysia and Western Highways in close proximity.
- Suitable access to the site can be provided from the Sunraysia Highway following the installation of a new intersection treatment. This intersection will require considerable earthworks and will need to consider drainage flows.
 - The site is not currently serviced by sewerage infrastructure; or
 - The installation of an on- site treatment and disposal system.
- The site is not currently serviced by potable water. Supply can be made available to the site through the extension of the existing water supply system in Victoria Street.
- The site is not currently serviced by electricity infrastructure. Electricity supply can be made available to the site via the extension of the existing facilities (either single phase or three phase) location to the east of the site.
- Telecommunications are available adjacent to the south side of the site or on the northern side of Sunraysia Highway.

This assessment has determined that the site is not constrained by servicing infrastructure that would prevent the site from being developed.

3.7.2 Planning Assessment, dated August 2014 (prepared by Spiire Australia Pty Ltd) (Submitted as part of the Planning Scheme Amendment application)

The specific purpose of this report was to undertake an assessment of the proposal against the relevant strategic and statutory planning policies contained within the Ballarat Planning Scheme.

The assessment came to the following preliminary conclusions:

- The proposal provides for the appropriately zoned land to respond to the demands of the agricultural sectors for a new state-of-the-art livestock exchange.
- The site is appropriately located to maximize use of existing infrastructure, support the role of Ballarat as a key regional centre, and avoid disruption to staff and users of the existing facility.

- The site is also appropriately located to avoid conflicting land uses with an appropriately buffer of agricultural land surrounding the development with growth of the Miners Rest township toward the site unsupported in the planning scheme.
- Floodplain and management consideration has been addressed via an appropriate design response.

This assessment has determined that the proposal is supported by the Ballarat Planning Scheme.

The factors of noise attenuation, maintenance of landscaping areas, waste storage and collection, signage, light spill, car parking, loading and traffic management are all discussed through their corresponding background documents.

3.7.3 Odour Assessment, dated August 2014 (prepared by The Odour Unit Pty Ltd) (submitted as part of the Planning Scheme Amendment and EPA works approval applications)

Spiire Australia Pty Ltd (Spiire) on behalf of RLX Investment Company as trustee for The RLX Investment Trust (RLX) commissioned The Odour Unit (Qld) Pty Ltd (TOU) in March 2014 to carry out an odour impact assessment on a proposed Central Victoria Livestock Exchange (CVLX) saleyard located near Miners Rest, Victoria.

The odour impact assessment progressed on the understanding that CVLX would closely reflect industry best management practices. The odour emissions scenario took a highly conservative approach where peak sale period emissions were assumed to be released from site 24 hours a day, seven days a week, i.e. for every hour of the year. Additionally, the entire livestock handling and holding zones including all pens, yards, locks, chutes and walkways were assumed to be covered entirely in soiled bedding. In practice, emissions would vary during the batch operating cycle of CVLX, peaking at the values used in the model and soiled bedding would be confined to only the livestock holding pens/yards.

The modelling results found that the Odour Design Criterion of 5 ou (99.9 percentile, 3-minute average) should not be exceeded beyond the CVLX site boundary. It was also found that ground level odour concentration should not exceed 0.5 odour units at the nearest dwellings off-site.

Based upon the above findings it can be concluded that no adverse odour impacts are expected to be experienced by nearby existing and future sensitive receptors as a result of an industry best practice designed, operated and managed CVLX saleyard facility under normal operations.

In the EPA Victoria publication 1518 "Recommended separation distances for industrial residual air emissions" the recommended separation distance is 500 m for saleyards with more than 500 head. This is measured from the 'activity boundary' of the saleyard to the 'property boundaries' of sensitive land use. The purpose of the separation distance is to minimise off-site impacts on sensitive land use changes in the unlikely event of an atypical odour and/or dust emission event. It has been confirmed by Spiire that a suitable separation distance from the CVLX activity boundary has been allowed for in accordance with method B of the guidelines.

3.7.4 Noise Assessment, dated August 2014 (prepared by Marshall Day Acoustics Pty Ltd) (submitted as part of the Planning Scheme Amendment and EPA works approval applications)

Marshall Day Acoustics Pty Ltd (MDA) has been engaged by RLX Investment Company Pty Ltd to assess environmental noise associated with a proposal to relocate the Central Victoria Livestock Exchange (CVLX) from Delacombe, in Ballarat, Victoria, to Miners Rest, north of Ballarat.

Summary of findings:

Noise from on-site activities

Twelve operational scenarios have been considered with the following results:

- Predicted noise levels comply with NIRV in all cases;
- Noise from livestock is not assessed under NIRV. However, predicted noise levels are less than the NIRV criteria even when noise from livestock is included.

Nevertheless, there are a number of best-practise mitigation measures that are likely to be practicable to implement:

- Good practise with regard to livestock treatment
- Broadband reversing alarms
- Selecting low-noise equipment wherever practicable
- Use of excess fill for bund walls for acoustic and visual screening
- Regular maintenance of equipment.

Noise from trucks while off-site

There are no regulations, guidelines or legislation in Victoria that set criteria for noise from off-site truck traffic.

However, a comparison of predicted maximum noise levels due to trucks travelling to and from the relocated CVLX and existing noise levels has been undertaken. Predicted maximum noise levels at the facades of dwellings on Learmonth-Sulky Road are comparable to the current measured maximum noise levels during the night and the addition of noise from trucks travelling to and from the subject site will not materially alter the night-time noise environment.

Construction noise

It is recommended that noise from construction activities comply with EPA Publication 1254.

As construction activities will be limited to the day period, there are no specific noise criteria that apply, but all reasonable effort must be made to limit noise generation.

A construction noise management plan should be developed to ensure noise is managed in accordance with EPA Publication 1254.

Public address system

If a public address system is installed, the requirements of EPA Publication 1254 should be complied with.

Deliveries and waste collection

Deliveries of livestock can occur during the day, evening and night. Noise impacts from such deliveries have been assessed in terms of noise from the site as well as while travelling to and from the site.

Other deliveries should comply with the schedule given in EPA Publication 1254.

Waste collection times should comply with the schedule given in EPA Publication 1254.

3.7.5 Draft Environmental Improvement Plan, August 2014 (prepared by Spiire Australia Pty Ltd) (submitted as part of the EPA works approval application)

An external audit, to be conducted by an EPA-appointed environmental auditor, or other appropriately qualified independent expert, will determine whether the EIP has been adequately implemented and is operating effectively to manage the environmental performance of the water reclamation scheme. The audit shall occur following the first year of operation and every three years following that.

Based on the outcomes of the audit and recommendation made by the auditor, the EIP may be required to be updated to incorporate required changes to the management of the water reclamation scheme.

If updated, the updated EIP shall be signed off.

The site manager is responsible for ensuring that the audit is conducted and for overseeing any corrective actions.

3.7.6 Further Investigation

The Odour and Noise Assessments will be finalised in line with the above summary comments.

3.8 Cultural Heritage Management Plan

3.8.1 Cultural Heritage Management Plan, dated August 2014 (prepared by Ecology and Heritage Partners Pty Ltd) (Submitted as part of the Planning Scheme Amendment Application)

This CHMP has been prepared in accordance with Part 4 of the Victorian *Aboriginal Heritage Act 2006* and is voluntary.

The complex assessment resulted in the recording of three sites within the activity area. The Management Recommendations and Contingency Plans in Part 2 of this CHMP must be adhered to at all times.

3.8.2 Further Investigation

The CHMP has now been approved, no further investigation required.

3.9 Consolidated Conditions and Requirements

The Special Use Zone (SUZ) requires:

A consolidated **schedule of conditions and requirements** that must be observed by the use and development of the land for the purpose of Saleyards as informed by the various plans referred to in the Special Use Zone Schedule 15 – Development Plan requirements.

1. The development and associated works must only be undertaken in accordance with this Development Plan, the stamped endorsed plans under the provisions of the Special Use Zone (Schedule 15) and an approved EPA Works Approval.

Engineering and Drainage plans

2. Detailed engineering drainage design plans to the satisfaction of the Responsible Authority must be submitted to and approved prior to commencement of any site works and once approved all drainage works must be undertaken in accordance with the stamped endorsed plans that will form part of this Development Plan.
3. Detailed engineering road design plans to the satisfaction of the Responsible Authority must be submitted to and approved prior to commencement of any site works. The plans must show the access roadway, access lanes and all vehicle areas. Once approved all works must be undertaken in accordance with the stamped endorsed plans that will form part of this Development Plan.

4. Vehicular access and driveways must be located, designed and sized to accommodate the proposed vehicle type(s) and shown on the plans in relation to the existing road and any other fixed assets for approval by the responsible authority prior to works commencing.

Waste Management

5. A detailed Waste Management Plan must be submitted to and approved by the Responsible Authority prior to the commencement of the use on the land. The plan must specify the storage and disposal of stockpiled solid waste including soft floor litter generated on the site and encompass the storage, placement, timing and method of disposal on site. All solid waste management must be undertaken in accordance with the approved plan.

Landscaping

6. Prior to commencement of any works on site detailed landscaping plans including layout and number and position of each species to be planted must be submitted to the responsible authority for approval and once approved landscaping must be undertaken and maintained in accordance with the endorsed plan to the satisfaction of the responsible authority.

Vehicle Parking

7. Detailed engineering construction design plans for both car parking areas to the satisfaction of the Responsible Authority must be submitted for approval of the responsible authority and all car park works must be undertaken in accordance with the endorsed plan. A minimum of 250 vehicle spaces and 35 truck parking space must be provided.
8. No loading or unloading shall take place outside of the subject site.

Lighting

9. Lighting must be designed, baffled and located to the satisfaction of the responsible authority to minimise light spill on the site and prevent escape beyond the property boundaries to the satisfaction of the responsible authority.
10. All car parking and access driveway areas must be provided with public lighting designed and installed to provide user public safety and convenience whilst minimising light intensity and escape beyond the property boundaries to the satisfaction of the responsible authority.

Public Address System

11. Unless with the consent of the Responsible Authority, no form of public address system or sound amplification equipment may be used on the premises that is more than 5dB(A) above background at any affected residences.

Amenities Building

12. The amenities building must be connected to a reticulated sewerage system or, the waste water must be treated and retained on-site in accordance with the State Environment Protection Policy (Waters of Victoria) under the Environment Protection Act 1970 to the satisfaction of the responsible authority.

Signs

13. Specifications, siting and illumination details for all signs (other than those not requiring a permit under the planning scheme) including all information required under the Planning Scheme must be submitted to the responsible authority for approval prior to erection and all signs must be installed

in accordance with the endorsed plans and specifications to the satisfaction of the responsible authority.

14. Unless with the prior written consent of the Responsible Authority, the approval of the sign(s) authorised under this permit expires thirty years after the date of the permit. At the expiry of the sign(s), the sign(s) and any supporting structure/s must be removed and the land and/or building surface made good to the satisfaction of the Responsible Authority.

VicRoads

15. Prior to the development of the land for the saleyards, the applicant shall construct the direct access from proposed Saleyard to the Sunraysia Highway to the satisfaction of VicRoads.
16. Prior to the commencement of construction, a Traffic Impact Assessment Report must be prepared in accordance with the requirements of the Road Safety (Traffic Management) Regulations 2009 and the Code of Practice – Worksite Traffic Management (31 August 2010) by a VicRoads' pre-qualified contractor (Worksite traffic management implementation, Traffic Guidance Scheme (TGS), and Traffic Management Plan must also consider traffic levels and expected construction traffic volumes and durations, and may include sealed shoulders, traffic warning signing, or speed zones that are implemented during the period of any day when works are taking place on the subject land. Implementation of the Traffic Management Plan must be managed by a VicRoads' pre-qualified contractor as identified above.

EPA Works Approval Conditions

17. The effluent treatment plant and reused scheme must be designed and operated to comply with EPA Publication 464: Guidelines for Environmental Management, Use of Reclaimed Water to the satisfaction of the responsible authority.
18. The use and development must be designed and operated to comply with EPA publication 1411 – Noise from Industry in Rural Victoria Guidelines and State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) N-1 (noting that noise from livestock in a saleyard is not assessed) to the satisfaction of the responsible authority.
19. The occupier must ensure that all construction activities are conducted in accordance with EPA Publication No. 480, Environmental Guidelines for Major Construction Sites and Publication No. 275, - Construction Techniques for Sediment Pollution Control.

Water Authority

20. Before any of the works allowed by this permit can be commenced, a property prepared drainage plan with computations to the satisfaction of Responsible Authority must be submitted to and approved. The plan must give details of how the works on the land are to be drained. An endorsed copy of the plan and computations will forming part of this development plan. The stormwater drainage system for the development must incorporate measures to enhance stormwater discharge quality from the site and protect downstream waterways.
21. All stormwater and surface water discharging from the site, buildings and works must be conveyed to the legal point of discharge drains to the satisfaction of Responsible Authority. No effluent or polluted water of any type may be allowed to enter the stormwater drainage system.

Service Authorities

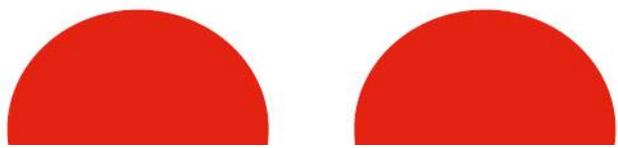
22. The proponent must enter into all agreements with all relevant service authorities prior to the commencement of development on the land.

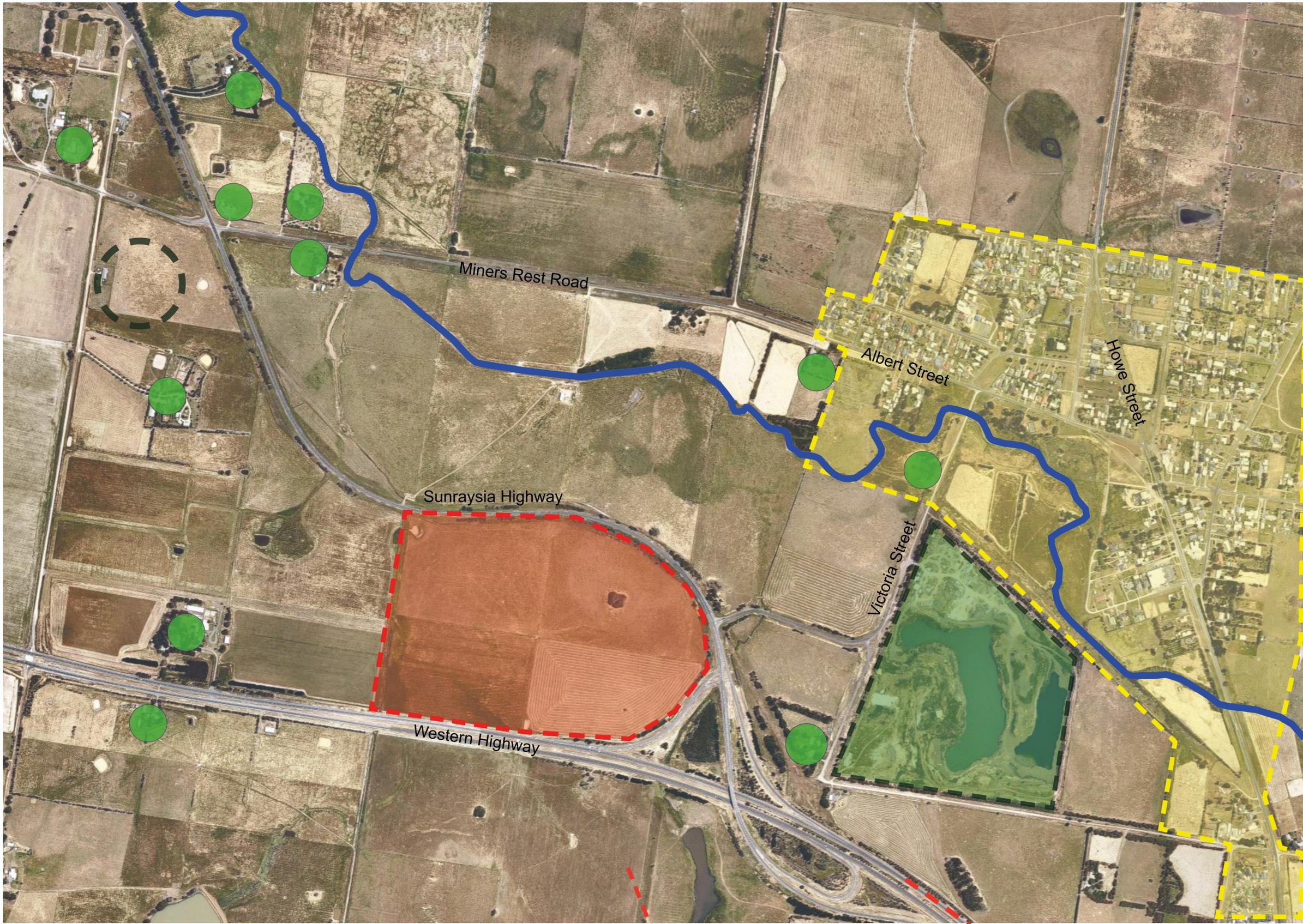
Amenity

23. The use and development must be managed so that the amenity of the area is not unreasonably affected, through the:
- a) transport of materials, goods or commodities to or from the land;
 - b) appearance of any building, works or materials;
 - c) emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil;
 - d) presence of vermin or otherwise;
 - e) In the event of any nuisance being caused to the neighbourhood by activities related to the use and development the Responsible Authority may direct, in writing, such actions or works, as deemed appropriate, to eliminate or mitigate such nuisance be undertaken.
24. Before the use begins, the proponent must prepare a detailed complaint evaluation and response plan. This plan must include;
- a) a telephone number for complaints;
 - b) the erection of a small sign at the entry to the site advising of the complaints number;
 - c) minimum recording requirements for complaints (that is: date, time, description of complaint)
 - d) a process for determination of whether the complaint breaches the SUZ – schedule 15, or approved development plan ;
 - e) a protocol for response to each complaint;
 - f) provisions for the register to be available to be inspected by the responsible authority at any time; and
 - g) provisions for the review of the plan to be reviewed every 12 months in conjunction with the responsible authority.

The plan must be submitted to and approved by the responsible authority prior to the use commencing.

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- LEGEND**
- Dwelling
 - Subject Site
 - Burrumbeet Creek
 - Miners Rest Township
 - Disused Quarry

Ballarat Airport

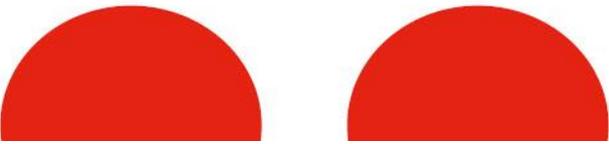
Ballarat - Approximately 10 Klm



CVLX | Ballarat

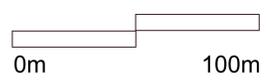
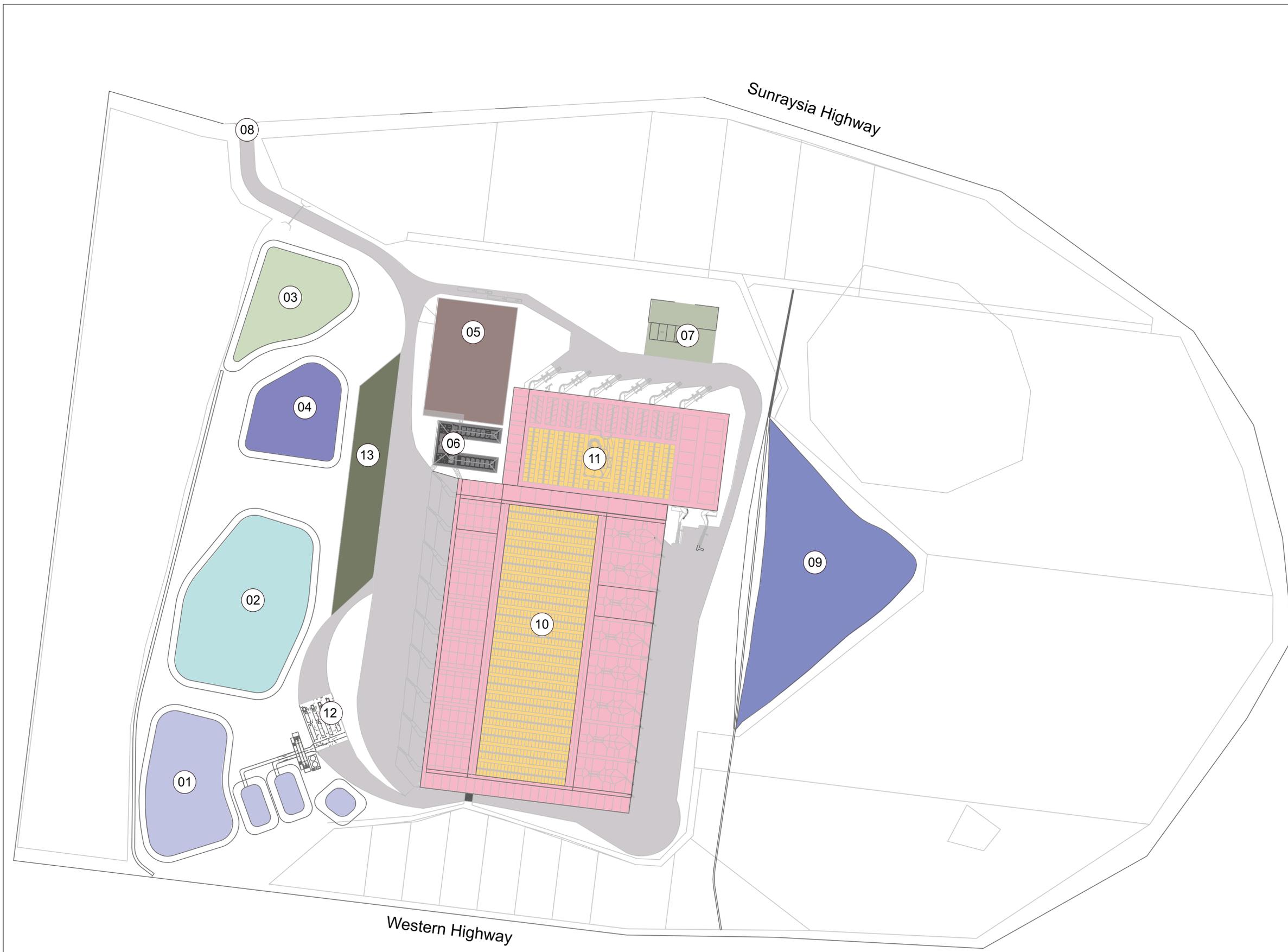
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Drawing No	138048				

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LEGEND

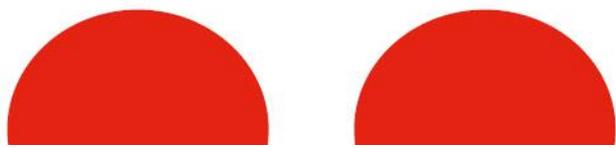
- (01) Treatment Ponds
- (02) Holding Pond
- (03) Rainwater Pond
- (04) Wetland
- (05) Carpark
- (06) Administration Building
- (07) Machinery Storage
- (08) Entrance
- (09) Irrigation Pond
- (10) Sheep
- (11) Cattle
- (12) Truck Wash Down
- (13) Truck Parking
- Paved Areas
- Stockyards
- Roofed Area



CVLX | Ballarat

Client	CVLX	Revision	A	Date	27-08-2014
Drawing No	138048				

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Existing Site Photos



Overall Design Notes

- ① No landscaping to 'Irrigation Area'. Site currently integrates into the surrounding rural hilly character
- ② Wetland landscape planting to meet site requirements
- ③ Interpretative garden to amenities area which includes proprietary furniture, paving, planting and interpretive landscape features. Refer interpretive plan below.
- ④ Retain existing road side vegetation
- ⑤ Provide a 'Native Habitat' 6.0m wind break (2 rows) to screen the proposed CVLX site operations from Sunraysia Hwy (B220). Wind break may reduce wind loads through site, minimise dust and enhances appearance for the development.
- ⑥ Provide a 'Ballarat Colourful Rural Entrance Theme' 6.0m wind break (2 rows) to screen the proposed CVLX site operations from Western Freeway (M8) and to enhance entrance into Ballarat. Wind break may reduce wind loads through site, minimise dust and enhances appearance for the development.
- ⑦ Car parking may include WSUD treatment to meet site requirements
- ⑧ Shade trees positioned to carparking ends to maintains vehicle drive through capabilities.

Notes

- Central Victorian Livestock Exchange layout source - Geolyse - Preliminary Site Layout Plan - rev F (29/7/2014)
- Indicative wind break vegetation planting spacings (Tall trees 5-8m spacings, 3m between rows, Medium trees 3-5m spacing, 3m between rows, Shrubs 2-4m spacing, 3m between rows)

'Ballarat Colourful Rural Entrance Theme'



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OVERALL LANDSCAPE MASTER PLAN
 JOB NUMBER: 138548 AUTHUR: JGD
 FILE NAME: LMP-PAGE1 REVIEWED: AW
 REV: A APPROVED: MP
 DATE: 25/08/2014 STATUS: FINAL



SUNRAYSIA HIGHWAY

WESTERN HIGHWAY



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