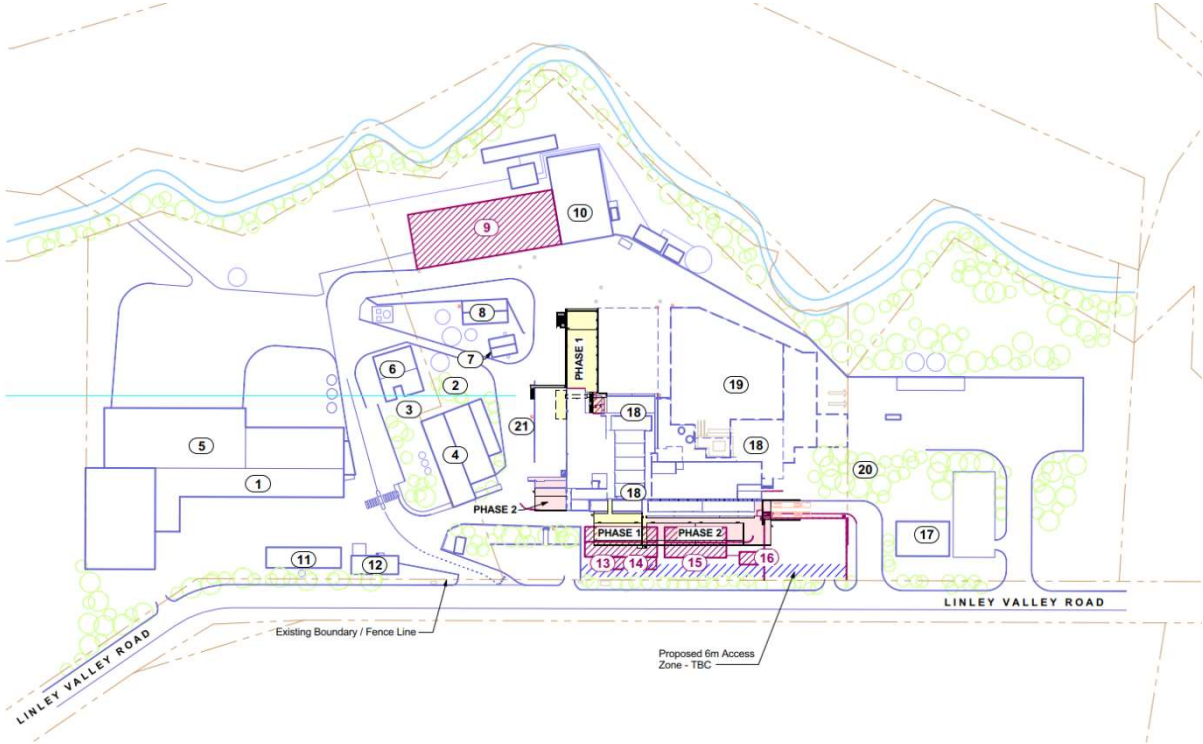


Planning Report

LVP Chiller / Freezer / Production Capacity Expansion
for

Derby Industries Pty Ltd (Craig Mostyn Group)



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1.0 Introduction

Derby Industries Pty Ltd (Craig Mostyn Group) is planning an expansion of its chiller, freezer and boning room capacity to meet market demand. The expansion is limited to its property at 50 Linley Valley Road, Wundowie:

Lot No.: 8

Location: 5485

Diagram: 43110

Certificate of Title: 2077

Folio: 744

An overview of the changes in amenity/facility is as follows:

Item	Quantity
New Combined Freezer/Chillers (600 Units)	3
New Combined Freezer/Chillers (300 Units)	1
New Holding Freezer/Chiller (Packaged Product)	1
Relocated Packaging Store / Carton Make Up	1
New Truck Loading Dock	1
Relocated Truck Loading Dock	1
New Refrigerated Container Dock	2
Extension to Boning Room	1
New Boot and Tub Wash Area	1
New Equipment Platform	1

Four (4) existing buildings will be demolished to make available sufficient area for the new facilities:

- Offices (Operations Manager, QA, Meat Inspectors (relocating to existing office space)
- Dry Goods and Carton Store (replaced by recently constructed Dry Goods Store)
- Maintenance, crib room, tools and change rooms (relocating to existing buildings)

- Chemical shed (function moved to the new Dry Goods Store)

Current and projected key operational parameters are provided below:

Item	Current	Projected
Site Staff	441	505
Production (units)	14,000	16,000

2.0 Traffic Generation and Impacts

The following table provides details of current and projected vehicle statistics:

Type	Current	Projected
Light Vehicle Movements (in and out)	560/day	592/day
Light Vehicle Staff Parking	280 bays	312 bays
Acrod Bays	1 bay	1 bay
Executive Team Parking	4 bays	4 bays
Visitor Parking	1 bay	2 bays
Contractor Parking	6 bays	6 bays
Single Unit Truck Movements (in and out)	10/day	11/day
B Double Truck Movements (in and out)	2/day	3/day

Parking

A decommissioned abattoir building at the Northern End of the site is in the process of demolition and removal from site (refer Figures 1 and 2). It is intended to convert the northern part of the site into additional parking area that will accommodate a further 250 car parking spaces. A preliminary schematic arrangement of the additional parking is provided in Figure 3. Approvals for development of this car parking area will be sought as a separate application once finalised.

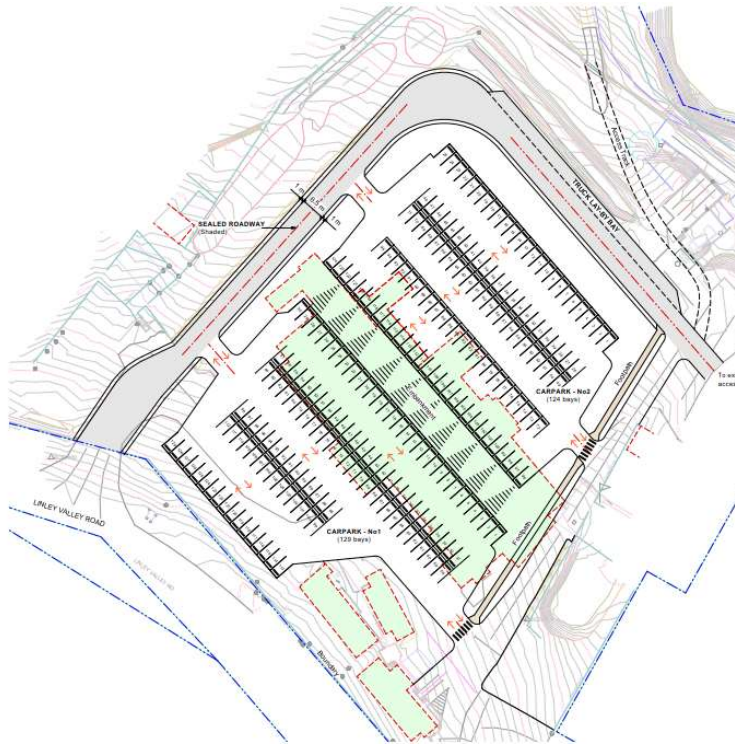
Total staff parking requirements are split over two shifts. The additional parking will comfortably accommodate the full workforce and eliminate the requirement for roadside parking adjacent to Linley Valley Road, improving overall parking safety (refer Figure 4).



Figure 1 Aerial Image - Decommissioned Building Area



Figure 2 Demolition in Progress



PRELIMINARY CONCEPT

Figure 3 Concept Parking Arrangement - Under Development



Figure 4 Existing Roadside Parking

Traffic

The site adjoins Linley Valley Road, a Local Distributor with speed limit 60kph. The road is low volume, and no meaningful traffic impacts are anticipated as part of the development. Primary access to Linley Valley Road is via Great Eastern Highway. Access from the Westerly direction is via a dedicated 130m left hand slip road. Access from the Easterly direction is via a 70m right

turn lane. The existing turning provisions at the Great Eastern Highway / Linley Valley Road junction provide safe, controlled access for current and projected vehicle movements to/from the Site.



Figure 5 Great Eastern Highway / Linley Valley Road Junction

3.0 Wastewater

Projected water usage over the term of the project is outlined in the below table

Total Water Consumption (kL/year)	Current	2022	2023
Low scenario	302,950	302,950	320,950
Base scenario	302,950	311,231	323,262
High Scenario	302,950	320,708	333,591

95% of water is currently scheme-sourced, with the remainder sourced from a fixed bore.

Waste water treatment pond locations are provided in the figure below.



Figure 6 Waste Water Treatment Ponds

The existing wastewater treatment ponds (as per the Figure above) can currently accommodate over 600,000kL of wastewater per year. The capacity is well in excess of the projected capacity under all foreseeable scenarios outlined in the table above. An Annual Environmental Report (360 Environmental) has been separately prepared and submitted.

4.0 Waste Solids

Waste solids are currently managed by Talloman (a Craig Mostyn Group company), which uses low energy, zero waste processes to produce feed ingredients for related industries. These industries include pet food, aquaculture and agriculture feedstock.

Talloman can accommodate 100% of the additional waste solids generated by the development at its facility in Hazelmere, re-using these waste products to minimise landfill.

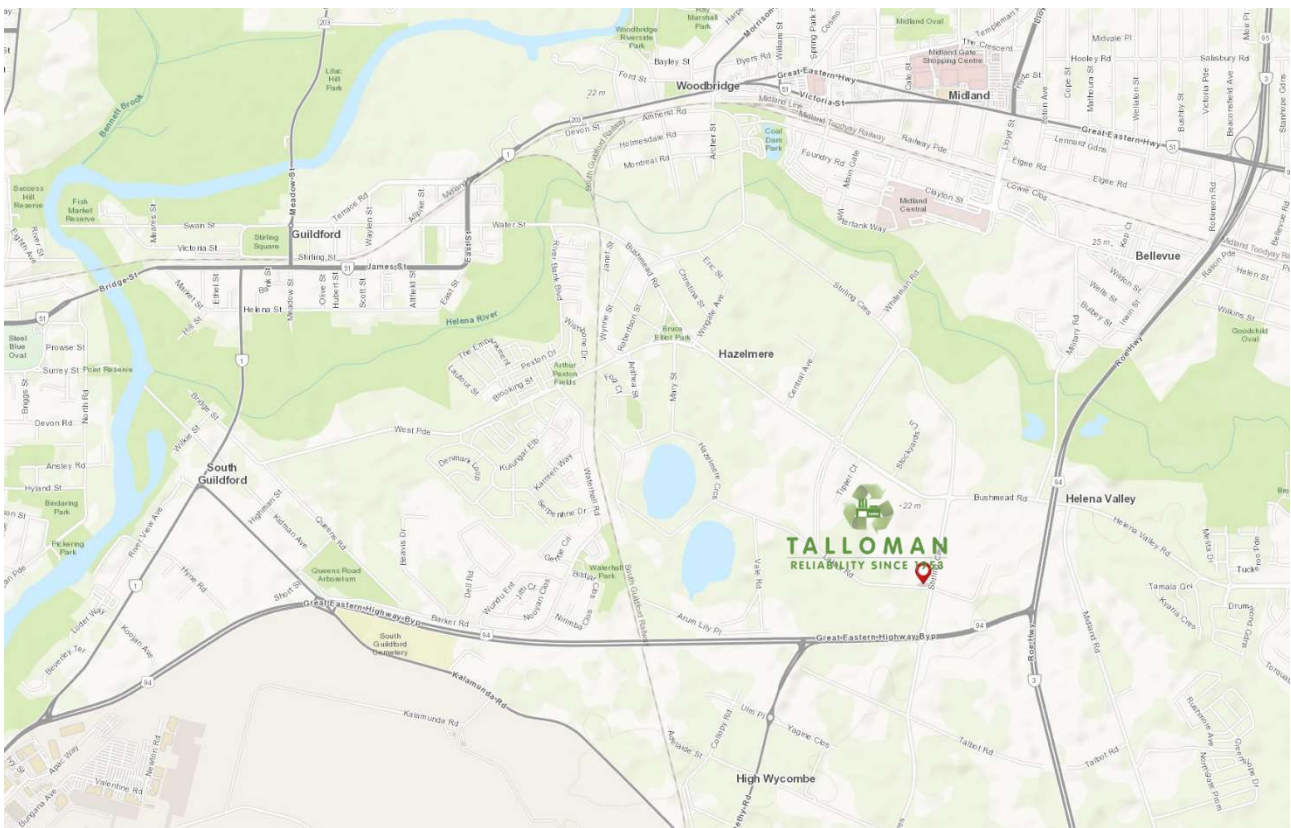


Figure 7 Talloman Location

5.0 Stormwater

The building and pavement development areas are fully confined to existing paved / building areas, hence:

- i. There is no additional stormwater catchment volume / area compared to the existing site arrangement
- ii. There is no disruption to existing overland natural stormwater flows in or around the site.

A feature survey has been undertaken for the whole of the site development area to establish contours and assist the engineering development of local stormwater design.



Figure 8 Site Survey Data Under Development