

ATTACHMENT 7 - TRAFFIC MANAGEMENT PLAN

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TRAFFIC MANAGEMENT PLAN

Use and Development of a Special Class Broiler Farm

Pavilion Farm 13 (Farm 3 Expansion)

415 Carrs Road, Anakie, Victoria 3213

Planning Permit Application: PP-789-2025

Prepared by: Pavilion Farms

Date: June 2026

1. Introduction

This Traffic Management Plan (TMP) supports the planning permit application made to the City of Greater Geelong (Council) for the use and development of land at 415 Carrs Road, Anakie, for a 6-shed Special Class Broiler Farm known as Pavilion Farm 13 (Farm 3 Expansion), under Planning Permit Application PP-789-2025.

The TMP addresses the impact that traffic generated by the proposed development will have on the local road network during both the construction phase and subsequent operations. This revision has been prepared to address comments raised by Council's statutory planning process, including the requirements under Element 3 (E3) of the Victorian Code for Broiler Farms 2009 Plus 2018 Amendments (the Code) relating to traffic, site access, on-farm roads, parking and lighting.

2. Background and Site Context

The proposed broiler farm is to be located at 415 Carrs Road, Anakie, on land immediately adjoining the existing Pavilion Farm 3 operation. Farm 13 forms an expansion of and is physically integrated with the existing Farm 3 complex. The two farms share the same operator, internal road infrastructure, access crossover on Staceys Road, and management resources.

The site is generally flat, is predominantly cleared of native vegetation, and is accessed via an existing all-weather crossover on Staceys Road that was established and approved in connection with the Farm 3 operation. All truck and vehicle movements associated with Farm 13 will use this existing crossover, which connects to an internal road network extending across the combined Farm 3 / Farm 13 land holding.

The nearest public road intersection to the crossover is the Staceys Road / Geelong-Ballan Road junction, located to the west of the site.

3. Site Access

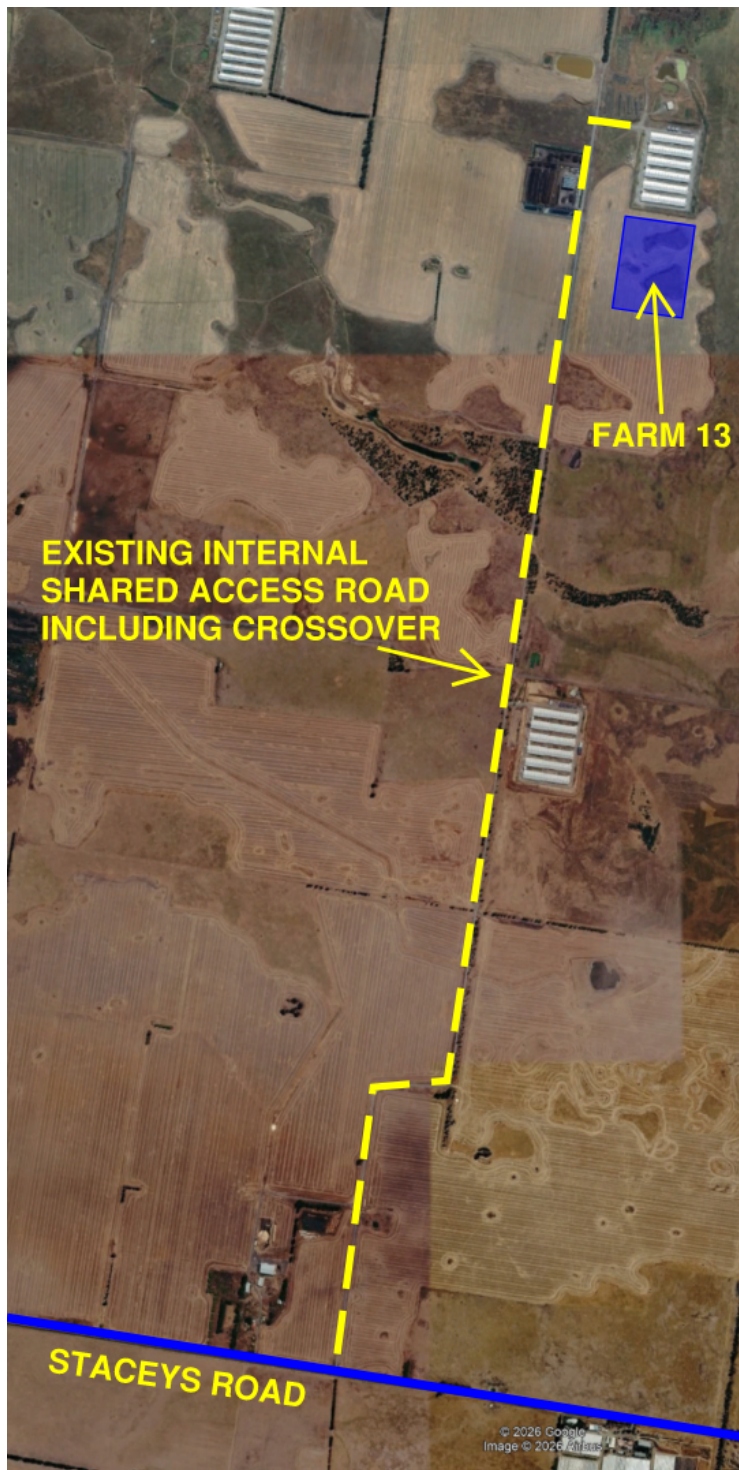
3.1 Existing Crossover and Access Road

Access to Farm 13 is via the existing Pavilion Farms crossover on Staceys Road, shared with the Farm 3 operation. The crossover provides an all-weather entry point capable of accommodating the semi-trailer and B-Double vehicles that service the farm for feed delivery, bird pick-up and litter removal.

Biosecurity is implemented away from the crossover providing an adequate internal queuing area to prevent vehicles from stopping on Staceys Road while waiting to enter or exit. This satisfies the requirements of Approved Measure E3 M1.2 of the Code.

The crossover and internal access road are designed and constructed to the standards specified by the responsible authority and consistent with VicRoads rural access requirements. The construction standard is appropriate for the vehicle types and frequencies proposed.

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Internal Access Road

3.2 Sight Distances

The Staceys Road crossover provides adequate sight distances in both directions for the safe entry and exit of all vehicle types associated with the development. Staceys Road in the vicinity of the crossover is straight and flat, with clear sightlines to the east and west. Sight distances are not obstructed by vegetation, structures or road geometry.

The minimum sight distance available at the crossover point exceeds the Austroads requirements for a rural road with the prevailing speed environment (60 km/h in the farm vicinity). No works to the road reserve are required to achieve adequate sight distances.

3.3 Vehicle Access Points and Sensitive Uses

The Staceys Road crossover is the only vehicle access point for the Farm 13 development. The access point is located away from any sensitive uses (residential dwellings or other sensitive receptors), consistent with Approved Measure E3 M2.1 of the Code. The nearest non-applicant dwelling is located well in excess of the required separation distances established in the GHD Odour Assessment (October 2025).

4. Internal Roads and Car Parking

4.1 Internal Road Layout

The internal road network at Farm 13 comprises a ring road around the 6 shed complex, providing two-way access to all shed ends, the feed silo bays, the dead-bird composting pad, the dedicated Farm 13 stormwater retention dam and the generator and amenities shed. The ring road is connected to the Staceys Road crossover via the existing Farm 3 internal access spine road.

All internal roads and hardstand areas are designed and constructed to all-weather crushed rock standard capable of accommodating semi-trailer and B-Double vehicles. The road geometry and turning radii are designed to ensure that all vehicles, including articulated feed trucks and bird pick-up vehicles, can manoeuvre entirely within the property without the need to stop or reverse on Staceys Road.

Vehicle access to farm loading and servicing areas is entirely on-property. This satisfies the requirements of Approved Measures E3 M3.1 and E3 M4.1 of the Code.

4.2 Car Parking

Adequate car parking is provided at the generator and amenities shed for the day-to-day operational staff complement of 3 full-time-equivalent staff (operational) plus up to 2 additional staff during clean-out periods. Parking is also provided at the energy centre and at the entry to the shed complex.

A minimum of 6 car parking spaces are provided on-site, which is sufficient for the proposed staff complement at any one time, including overlap at shift changeover. All parking areas are sealed with crushed rock and are set back from the Staceys Road frontage, consistent with Approved Measure E3 M3.2 of the Code.

4.3 Traffic Flow and Reversing

The ring road configuration around the shed complex ensures efficient one-way or two-way traffic flow to all major loading, service and parking areas. The layout is designed to minimise the need for vehicles to reverse, in accordance with Approved Measure E3 M4.1 of the Code. Where reversing is required (e.g., at shed end loading bays), adequate hardstand is provided to allow a single controlled reversing movement with clear sightlines.

5. External Lighting

External lighting on the Farm 13 property is designed, installed and maintained to comply with Australian Standard AS 4282 — Control of the Obtrusive Effects of Outdoor Lighting, consistent with Approved Measure E3 M2.2 of the Code and EMP measure 2.10.8.

Lighting is limited to that required for safety and operational purposes, including:

- Security lighting at the main access gate and generator and amenities shed
- Safety lighting at shed end doors and loading bays, operational during bird pick-up
- Vehicle movement lighting along the internal ring road

All light fittings are directed downwards and are of the full cut-off or appropriately shielded type to prevent upward light spill. No stray light at sensitive receptors beyond the property boundary is anticipated. Light fittings are operated only during periods when required for safety, security or operational reasons. This design approach ensures no detrimental lighting impact on neighbouring properties consistent with Approved Measure E3 M4.3 of the Code.

6. Trip Generation

6.1 Overview

The Farm 13 operation generates vehicle movements in two distinct phases: the construction phase (one-off) and the operational phase (recurring per batch cycle). Both are addressed below. All vehicle movements, including staff, are summarised for completeness to address the requirements of Element 3 of the Code.

6.2 Construction Phase

During construction of the broiler farm, the total expected material delivery traffic is approximately 507 truck loads over a period of approximately 5 months. The maximum daily truck movements are limited as set out in Table 1 below. Concrete trucks represent the majority of construction traffic and will travel to the site from Geelong via Staceys Road. All other construction trucks will approach via Staceys Road from the Geelong-Ballan Road direction.

In addition to material delivery traffic, up to 20 tradespersons will be on site during the construction phase. All tradespersons will access the site from Staceys Road using light vehicles (utes and passenger vehicles), generating approximately 40 light vehicle movements per day (20 in / 20 out) during peak construction periods.

Material	Total Delivery Loads	Max Loads/Day
Concrete Wire Mesh	6	2
Concrete	429	18
Structural Steel	18	6
Wall Panels	12	2
Roofing / Ceiling Iron	24	2
Roofing Insulation	6	1
Broiler Shed Equipment	12	3
TOTAL	507	

Table 1: Construction Material Delivery Traffic

6.3 Operational Phase — Per Batch Cycle

Farm 13 will turn over approximately 6 batches of chickens per year. Each batch cycle runs for approximately 9 weeks (7 weeks growing, 2 weeks clean-out and reset). Table 2 below sets out all vehicle movements expected per batch cycle, including staff vehicle movements, which were not included in the original TMP. All vehicle types, operating periods and estimated movement frequencies are listed.

Vehicle / Activity	Operating Hours	Days	Trips per Batch (one-way)	Two-Way Movements
Straw / bedding delivery	7am–7pm Mon–Fri	Day 1	6	12
Day-old chick delivery	9am–3pm Mon–Fri	Day 1	6	12
Gas (LPG) deliveries	7am–7pm Mon–Fri	Wks 1–3	4	8
Feed deliveries (bulk truck)	7am–7pm Mon–Sun	Wks 1–7	44	88

Bird pick-up (thin-out + final)	8.30pm–10am Sun–Thurs (broadband reversing alarms required 9pm–midday per EMP 2.5.12)	Wks 4–7	90	180
Litter removal (clean-out) — internal only, no public road use	8am–4pm	Wks 8–9	18	36
Servicing / ad-hoc deliveries	Daytime	Various	6	12
Operation Staff (3 FTE operational + 2 FTE clean-out)	7am–6pm	Mon–Sun	126	252
TOTAL — all vehicles (per batch)			~300	~600
TOTAL — trucks using public road (excl. internal litter removal) (per batch)			~156	~312

Table 2: Operational Vehicle Movements per 9-Week Batch Cycle (all vehicle types)

6.4 Daily Movement Summary

On the basis of the batch cycle in Table 2, the indicative average daily vehicle movements across the full operating year are as follows:

- Truck movements on public roads (feed, pick-up, servicing deliveries — excluding litter removal which is internal only): approximately 2.5–3.0 truck movements per day averaged over the batch cycle, with peaks of up to 10–12 truck movements on days when bird pick-up and feed deliveries coincide. Litter removal (15–18 trucks per batch) operates on the internal road network only and does not use Staceys Road or the public road network.
- Staff vehicles: approximately 4 light-vehicle movements per day (in and out), consistent with 2 movements per staff member per day for 3 operational staff across the full 9-week batch cycle (126 one-way trips per batch over 63 days).
- Total average daily movements (all vehicles): approximately 9–11 two-way movements per day on average, with peak days (bird pick-up) reaching approximately 20–25 movements.

These traffic levels are low relative to the capacity of Staceys Road and are consistent with the established agricultural character of the locality. The additional movements associated with Farm 13 represent an incremental increase above existing Farm 3 movements and will not adversely affect the safety or capacity of the road network.

6.5 Transport Routes

All vehicles servicing Farm 13 will use the following approved routes:

- Feed deliveries and gas: from Lara via the Geelong-Ballan Road, turning east onto Staceys Road to the farm crossover.
- Chick delivery and bird pick-up: from the contracted hatchery and processing facility via Staceys Road to the farm crossover. The specific hatchery location and transport route are to be confirmed with the Processor prior to commencement of use. All transport contractors will be provided with written route instructions in accordance with EMP measure 2.3.13 prior to the first batch.
- Litter removal: litter is transferred via the internal road network directly to the co-located Pavilion Biogas facility at 445 Carrs Road, Anakie. No use of the public road network is required for litter transfer between Farm 13 and Pavilion Biogas, as the two facilities are on land under common ownership connected by an internal road.
- Staff vehicles: from the Geelong direction via the Geelong-Ballan Road and Staceys Road.

All transport contractors and drivers will be provided with route maps and written instructions in accordance with EMP measure 2.3.13 to ensure compliance with the approved traffic routes.

7. Traffic Noise and Amenity

The majority of farm traffic occurs during daytime hours (7am–7pm). The principal exception is bird pick-up, which commences in the evening (generally from 8.30pm) and may continue until approximately 10am the following morning, in accordance with standard industry practice. Birds are easier to handle in reduced light conditions. Pick-up truck movements during this window are subject to the noise management controls in EMP Section 2.5, including the requirement for broadband (quieter) reversing alarms on all vehicles operating between 9.00pm and midday (EMP 2.5.12).

Noise management measures applicable to all farm traffic, including night-time bird pick-up vehicles, are addressed in detail in the Environmental Management Plan (Section 2.5). Key measures include:

- All vehicles and machinery are maintained to manufacturer specifications to minimise noise and emissions.
- Bird pick-up trucks attending the site between 9pm and midday must be fitted with broadband (quieter) reversing alarms (EMP 2.5.12).
- All transport contractors are instructed to conduct arrival, operation and departure as quietly as practicable.
- Vehicle speed limit of 40 km/h applies on-farm to limit noise and dust (EMP 2.3.10).
- All vehicles leave the property in a forward direction wherever practicable to minimise reversing (EMP 2.3.7).
- Bird pick-up shed doors remain closed during any delays in pick-up activities to contain noise (EMP 2.3.9).

Farm noise levels comply with the EPA Noise Protocol Publication 1826.4 (EMP 2.5.11). Regular monitoring via the complaints register provides ongoing confirmation of compliance.

8. Summary of Code Element 3 Compliance

The following table summarises compliance of the proposed development with the Approved Measures of Element 3 (Traffic, Site Access, On-Farm Roads and Parking) of the Victorian Code for Broiler Farms 2009 Plus 2018 Amendments.

Approved Measure	Requirement	Status
E3 M1.1	Access points constructed to appropriate standard	Satisfied — existing all-weather crossover on Staceys Road
E3 M1.2	Access point at least 30 m inside boundary	Satisfied — access point set back 30 m inside property boundary
E3 M2.1	Vehicle access points located away from sensitive uses	Satisfied — nearest dwelling well beyond sensitive-use separation distances
E3 M2.2	Lighting designed to limit spill	Satisfied — AS 4282 compliant, full cut-off fittings, downward directed
E3 M3.1	Internal roads appropriately constructed	Satisfied — crushed rock, all-weather, B-Double capable
E3 M3.2	Appropriate parking provided	Satisfied — minimum 6 spaces at generator and amenities shed and shed complex
E3 M4.1	Roads and parking designed for efficient flow, minimise reversing	Satisfied — ring road configuration, all vehicles exit forward

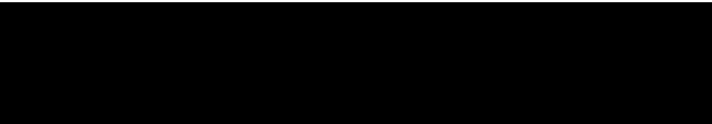
E3 M4.2	Internal roads and parking located away from sensitive uses	Satisfied — all roads and parking are internal to the farm complex
E3 M4.3	Lighting baffled / shielded	Satisfied — full cut-off fittings, no upward spill

Table 3: Code Element 3 Compliance Summary

9. Conclusion

The proposed Farm 13 development at 415 Carrs Road, Anakie will generate modest traffic volumes consistent with the established agricultural character of the locality. The development shares an existing, approved all-weather access crossover on Staceys Road with the existing Farm 3 operation. All vehicle access, internal roads, parking, lighting and traffic management measures comply with the requirements of Element 3 of the Victorian Code for Broiler Farms 2009 Plus 2018 Amendments.

The incremental increase in vehicle movements associated with Farm 13 relative to existing Farm 3 traffic will not adversely affect the safety or capacity of Staceys Road or the surrounding road network. Staff vehicle movements have been included in the traffic assessment for completeness. All transport contractors will be provided with route maps and written instructions to ensure compliance with approved routes and operating procedures.



June 2026