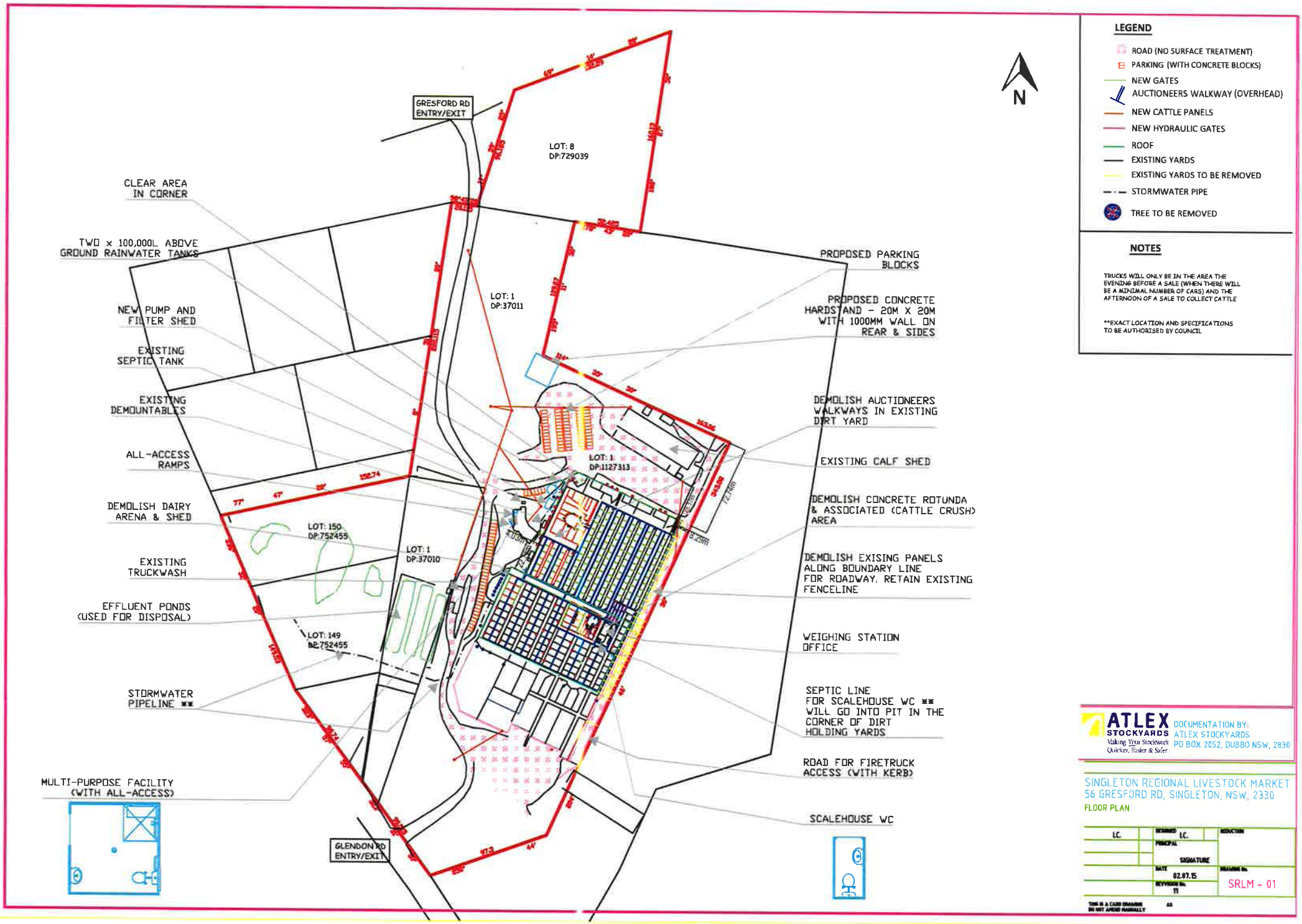
Appendix C.

Plans of the proposed development

Visual impact statement



ATLEX STOCKYARDS
Making Your Stockwork Quicker, Easier & Safer
DOCUMENTATION BY:
ATLEX STOCKYARDS
PO BOX 2052, DUBBO NSW, 2830

SINGLETON REGIONAL LIVESTOCK MARKET
56 GRESFORD RD, SINGLETON, NSW, 2330
FLOOR PLAN

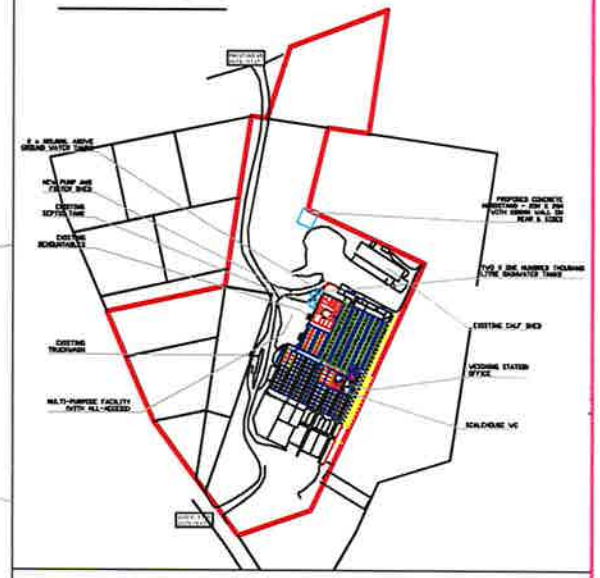
L.C.	DESIGNED L.C.	DRAWN	
	PRINCIPAL		
	SIGNATURE		
	DATE 02.07.15	DRAWING No.	SRLM - 01
	REVISION No. 11		

THIS IS A CAD DRAWING DO NOT AMEND MANUALLY
A3

LEGEND

- NEW GATES
- AUCTIONEERS WALKWAY (0VERHEAD)
- NEW CATTLE PANELS
- NEW HYDRAULIC GATES
- EXISTING YARDS
- EXISTING YARDS TO BE REMOVED

LOCATION



N

DOCUMENTATION BY:
ATLEX STOCKYARDS
PO BOX 2052, DUBBO NSW, 2830

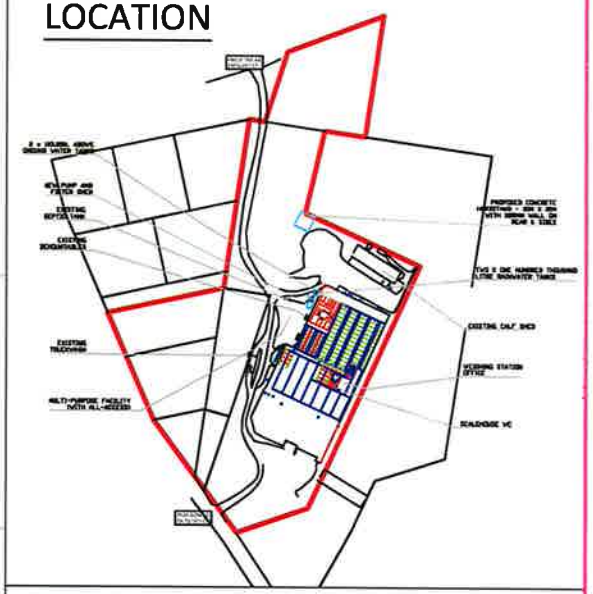
SINGLETON REGIONAL LIVESTOCK MARKET
56 GRESFORD RD, SINGLETON, NSW, 2330
YARD PLAN

L.C.	L.C.	
	SIGNATURE	
	02.07.15	SRLM- 02A
	7	

LEGEND

- NEW GATES
- AUCTIONEERS WALKWAY (0VERHEAD)
- NEW CATTLE PANELS
- NEW HYDRAULIC GATES

LOCATION

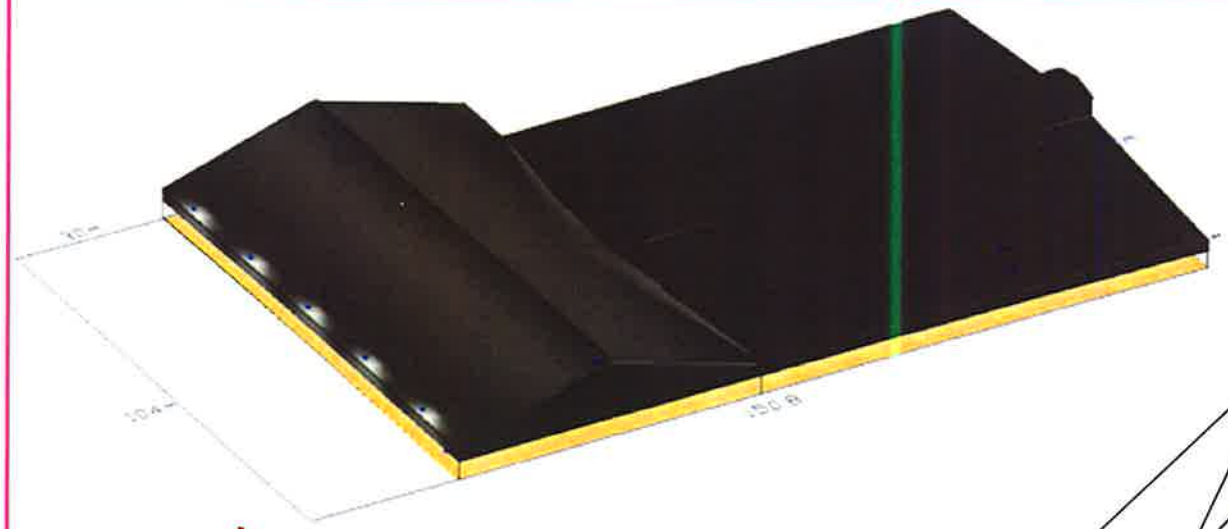


N

DOCUMENTATION BY:
ATLEX STOCKYARDS
PO BOX 2852, DUBBO NSW, 2830

SINGLETON REGIONAL LIVESTOCK MARKET
56 GRESFORD RD, SINGLETON, NSW, 2330
YARD PLAN

LC.	LC.	
	SIGNATURE	
	02.07.15	SRLM- 02B



EXISTING CALF SHED

95.0m

95.0m

60.8m

304.0m

TWO x 100,000L ABOVE GROUND RAINWATER TANKS AND PUMP & FILTER SHED

EXISTING DEMOUNTABLES

MULTI-PURPOSE FACILITY (WITH ALL-ACCESS)

N

South View

DRAFTS ARE PROPIERTY PRICED

GERARD PROFESSIONAL SOLUTIONS

DOCUMENTATION BY: GERARD PROFESSIONAL SOLUTIONS

SINGLETON REGIONAL LIVESTOCK MARKET
56 GRESFORD RD, SINGLETON, NSW, 2330

ROOF PLAN

LC.

GERARD

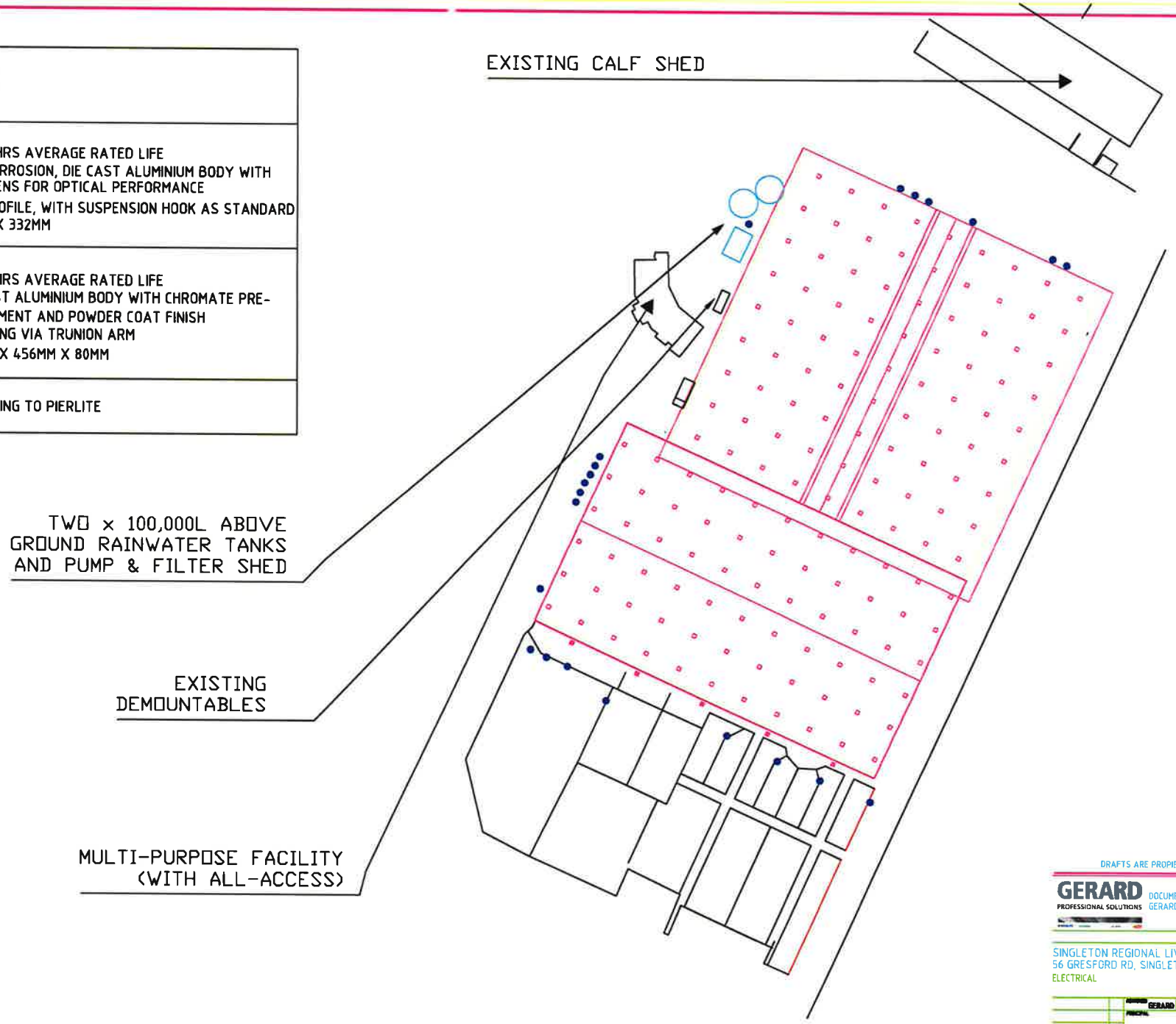
02.07.15

SRLM - 03

LIGHTING

PIERLITE LEO LED HIGHBAY ☐	- 170W -50,000 HRS AVERAGE RATED LIFE -ANTI CORROSION, DIE CAST ALUMINIUM BODY WITH 4MM LENS FOR OPTICAL PERFORMANCE -LOW PROFILE, WITH SUSPENSION HOOK AS STANDARD -500MM X 332MM
RIPPER ☒	- 180W - 50,000HRS AVERAGE RATED LIFE - DIE CAST ALUMINIUM BODY WITH CHROMATE PRE-TREATMENT AND POWDER COAT FINISH - MOUNTING VIA TRUNION ARM - 456MM X 456MM X 80MM

× ALL ITEMS ACCORDING TO PIERLITE

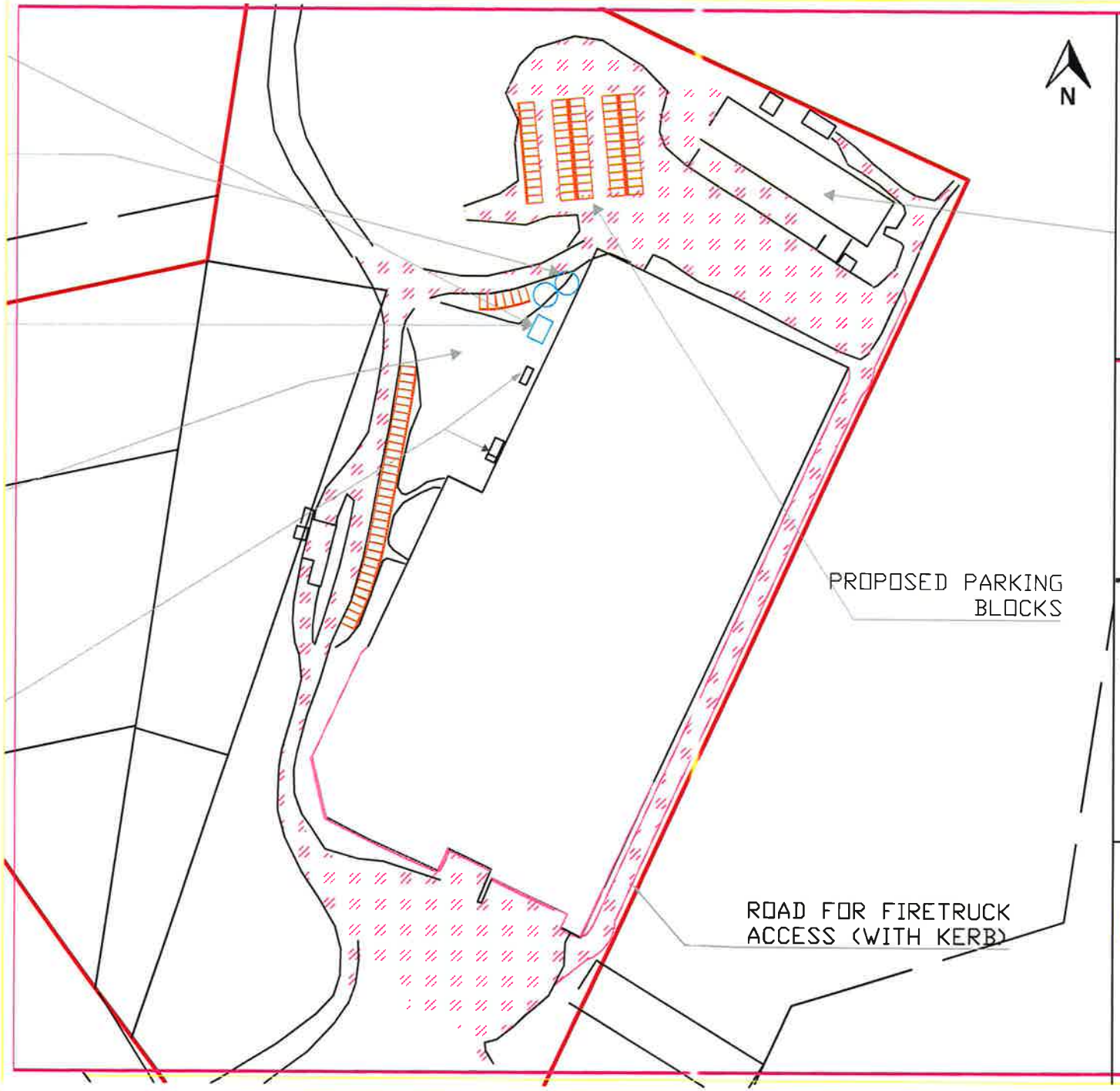


GERARD PROFESSIONAL SOLUTIONS

DOCUMENTATION BY: GERARD PROFESSIONAL SOLUTIONS

SINGLETON REGIONAL LIVESTOCK MARKET
56 GRESFORD RD, SINGLETON, NSW, 2330
ELECTRICAL

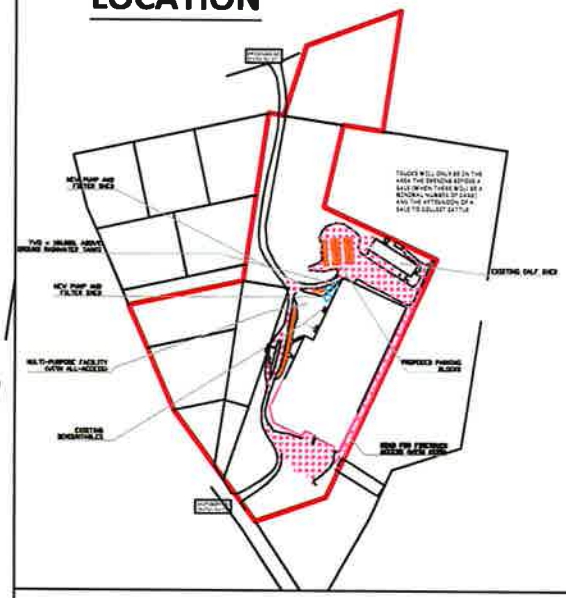
DRAWN	GERARD
PRINCIPAL	
SIGNATURE	
DATE	02.07.15
DRAWING No.	SRLM - 04
REVISION No.	A
SIZE	A3



LEGEND

- ROAD (NO SURFACE TREATMENT)
- PARKING (WITH CONCRETE BLOCKS)

LOCATION

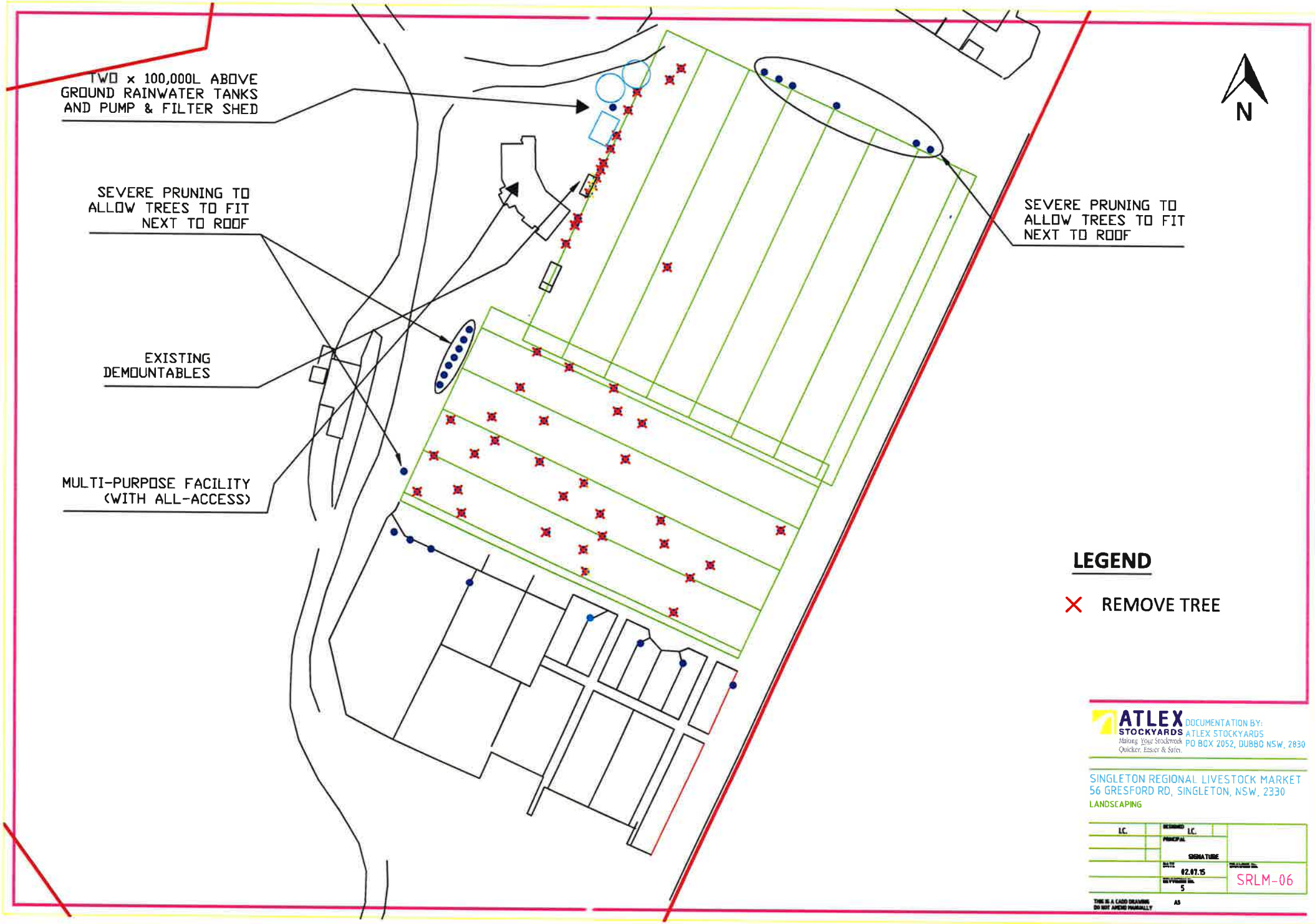


DOCUMENTATION BY:
ATLEX STOCKYARDS
PO BOX 2052, DUBBO NSW, 2830

ATLEX STOCKYARDS
Making Your Stockwork Quicker, Easier & Safer.

SINGLETON REGIONAL LIVESTOCK MARKET
56 GRESFORD RD, SINGLETON, NSW, 2330
ROADWAY PLAN

L.C.		L.C.	
		PRINCIPAL	
		SIGNATURE	
		DATE 02.07.15	DRAWING No. SRLM - 05
		REVISION No. 5	



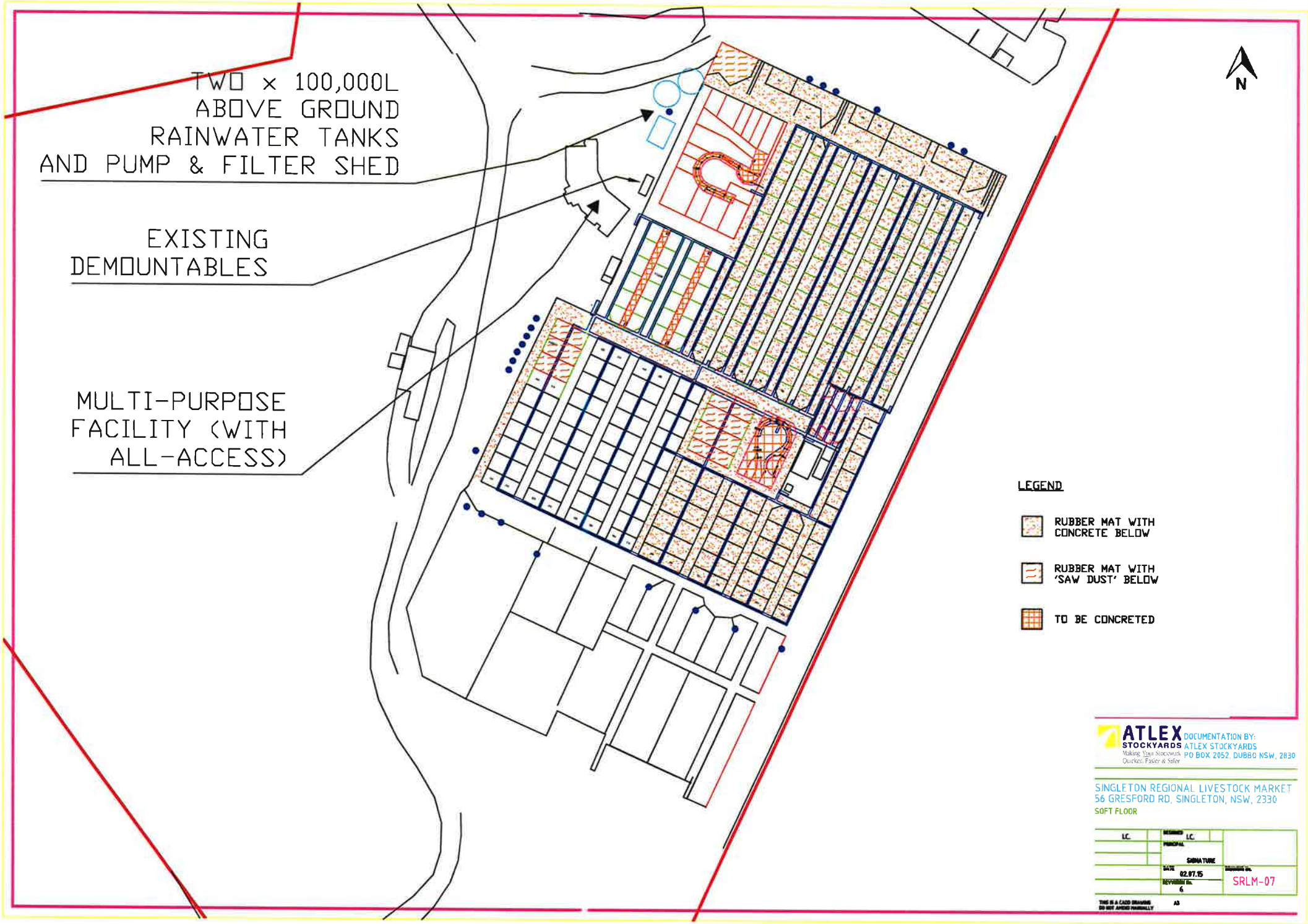
ATLEX STOCKYARDS
Making Your Stockwork Quicker, Easier & Safer.

DOCUMENTATION BY:
ATLEX STOCKYARDS
PO BOX 2052, DUBBO NSW, 2830

SINGLETON REGIONAL LIVESTOCK MARKET
56 GRESFORD RD, SINGLETON, NSW, 2330
LANDSCAPING

L.C.	DESIGNED L.C.	
	PRINCIPAL	
	SIGNATURE	
	DATE 02.07.15	
	REVISION No. 5	SRLM-06

THIS IS A CADD DRAWING DO NOT AMEND MANUALLY — A3



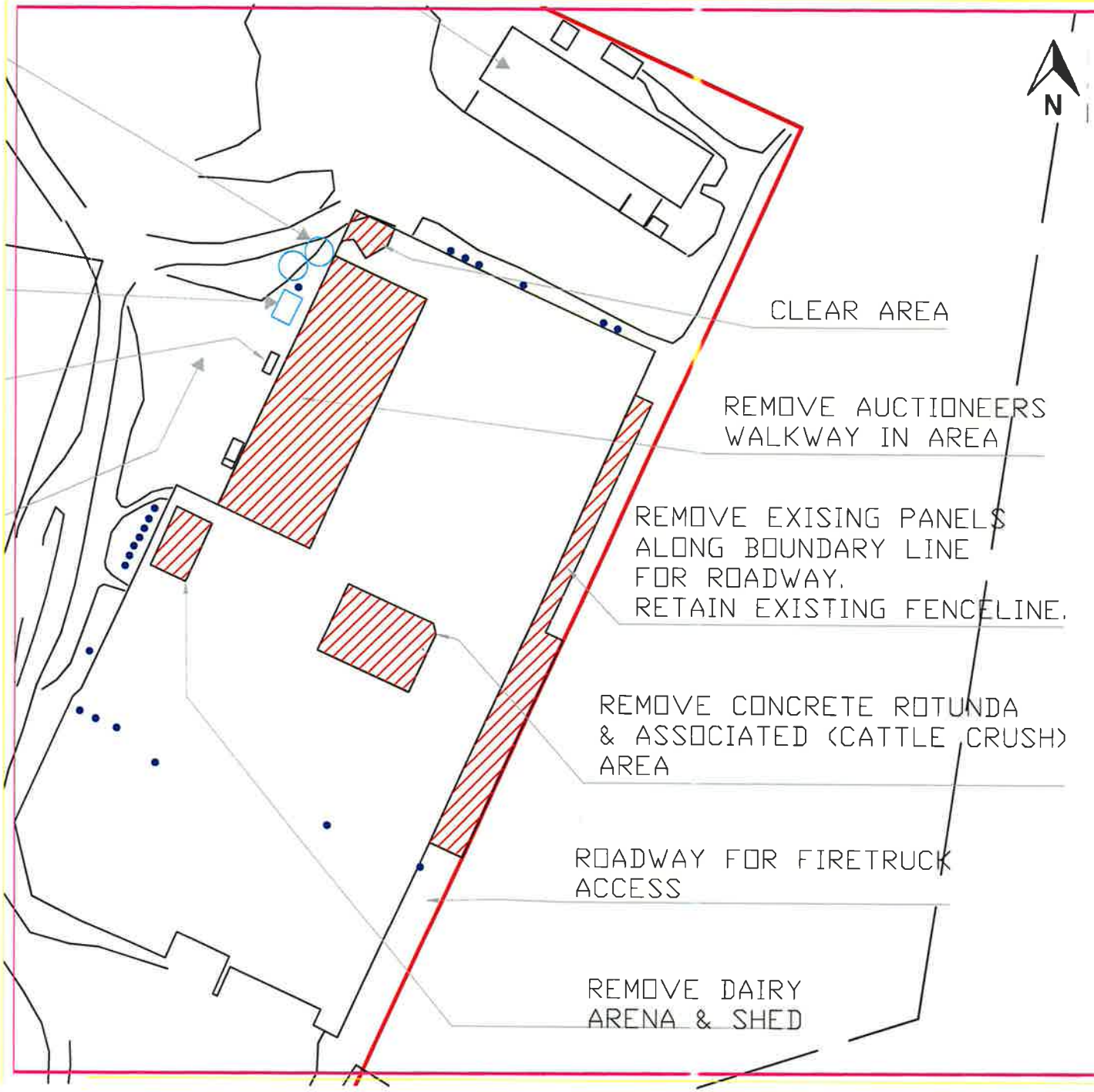
ATLEX STOCKYARDS
Making Your Stockwork Quicker, Easier & Safer

DOCUMENTATION BY:
ATLEX STOCKYARDS
PO BOX 2052, DUBBO NSW, 2830

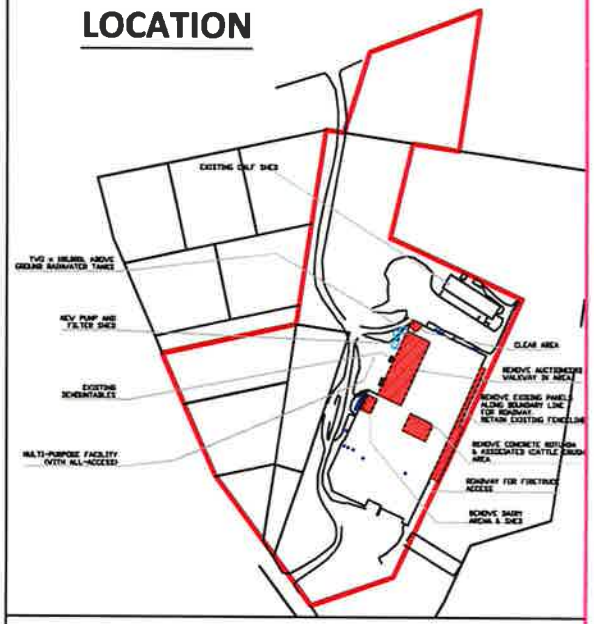
SINGLETON REGIONAL LIVESTOCK MARKET
56 GRESFORD RD, SINGLETON, NSW, 2330
SOFT FLOOR

L.C.	L.C. PRINCIPAL	
	SIGNATURE	
	DATE 02.07.15	DRAWING NO. SRLM-07
	REVISION NO. 6	

THIS IS A CADD DRAWING DO NOT AMEND MANUALLY — A3



LOCATION



ATLEX STOCKYARDS
Making Your Stockwork Quicker, Easier & Safer.

DOCUMENTATION BY:
ATLEX STOCKYARDS
PO BOX 2052, DUBBO NSW, 2830

SINGLETON REGIONAL LIVESTOCK MARKET
56 GRESFORD RD, SINGLETON, NSW, 2330
YARD REMOVAL

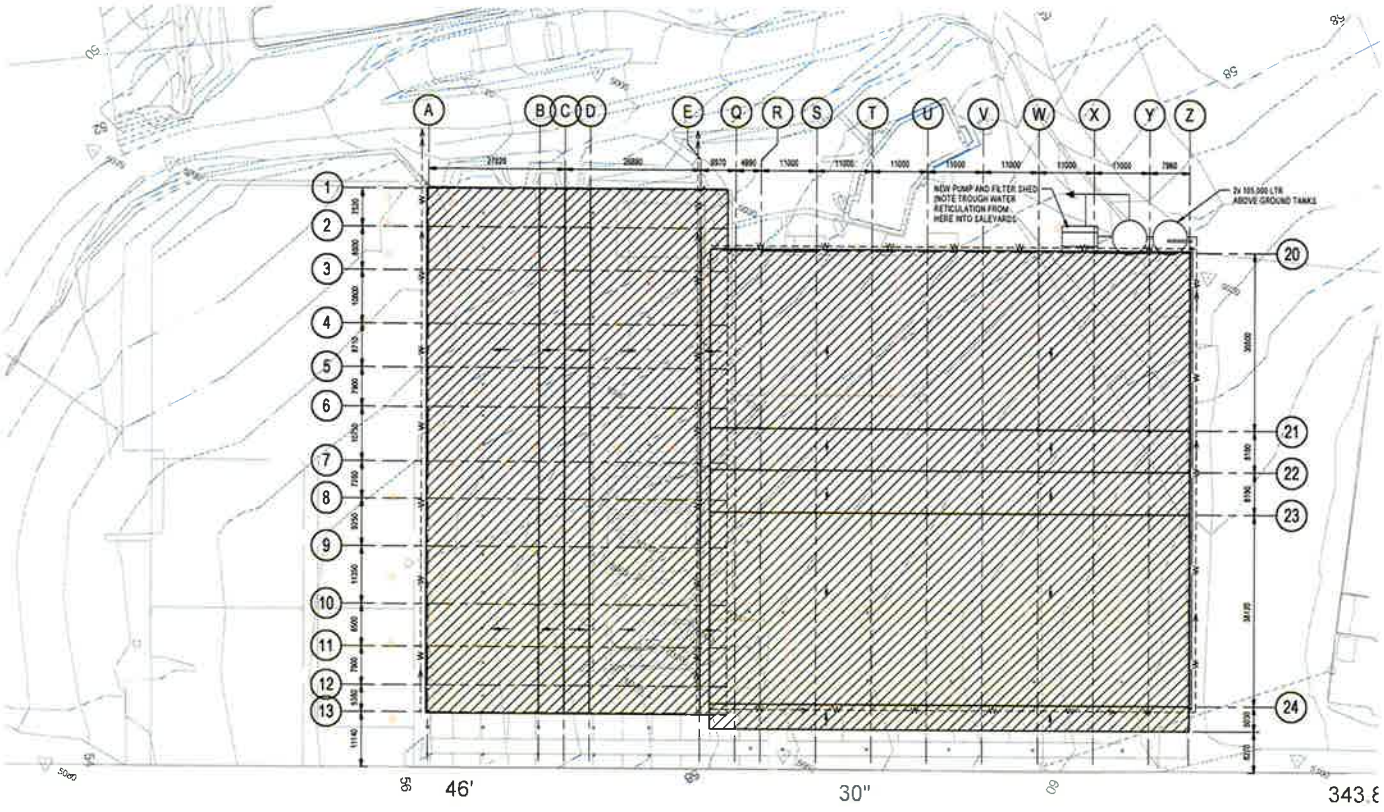
L.C.	DRAWN L.C.	
	PRINCIPAL	
	SIGNATURE	
	DATE 02.07.15	DRAWING No. SRLM-08
	REVISION No. 0	
		A3

NOTES

1. ROOF SHEETING TO BE IN 'COLORBOND "EVENING HAZE" OR APPROVED EQUIVALENT. TRANSLUCENT ROOF SHEETING TO BE PROVIDED AT REGULAR SPACINGS
2. STRUCTURAL STEELWORK TO BE HOT DIP GALVANISED OR APPROVED EQUIVALENT TO ACHIEVE A 50 YEAR DESIGN LIFE

LEGEND

- PROPOSED ROOF OVER EXISTING SALEYARDS (APPROX ROOF AREA=15,000m²)
- NEW STORM / ROOF WATER DRAIN
- ROOF PITCH DIRECTION OF FALL
- CONNECTION TO EXISTING STORMWATER SYSTEM
- OVERFLOW TO EXISTING STORMWATER SYSTEM



ROOF GENERAL ARRANGEMENT

SCALE 1 : 500

No	Revision	Drawn	Job Manager	Project Director	Date
C	DEVELOPMENT APPLICATION	SB	EB*	DP*	15.01.15
B	FOR FINAL REVIEW	SB	EB*	DP*	17.12.14
A	PRELIMINARY FOR REVIEW	SB	EB*	DP*	04.11.14

*Indicates signatures on original issue of drawing or last revision of drawing

0 5 10 15 20 25 m
SCALE 1:500 AT ORIGINAL SIZE

GHD
Level 11, 200 Crown Street Wollongong NSW 2500 Australia
PO Box 5047, Wollongong NSW 2520
T 61 2 4222 2300 F 61 2 4222 2301
E wolmail@ghd.com W www.ghd.com

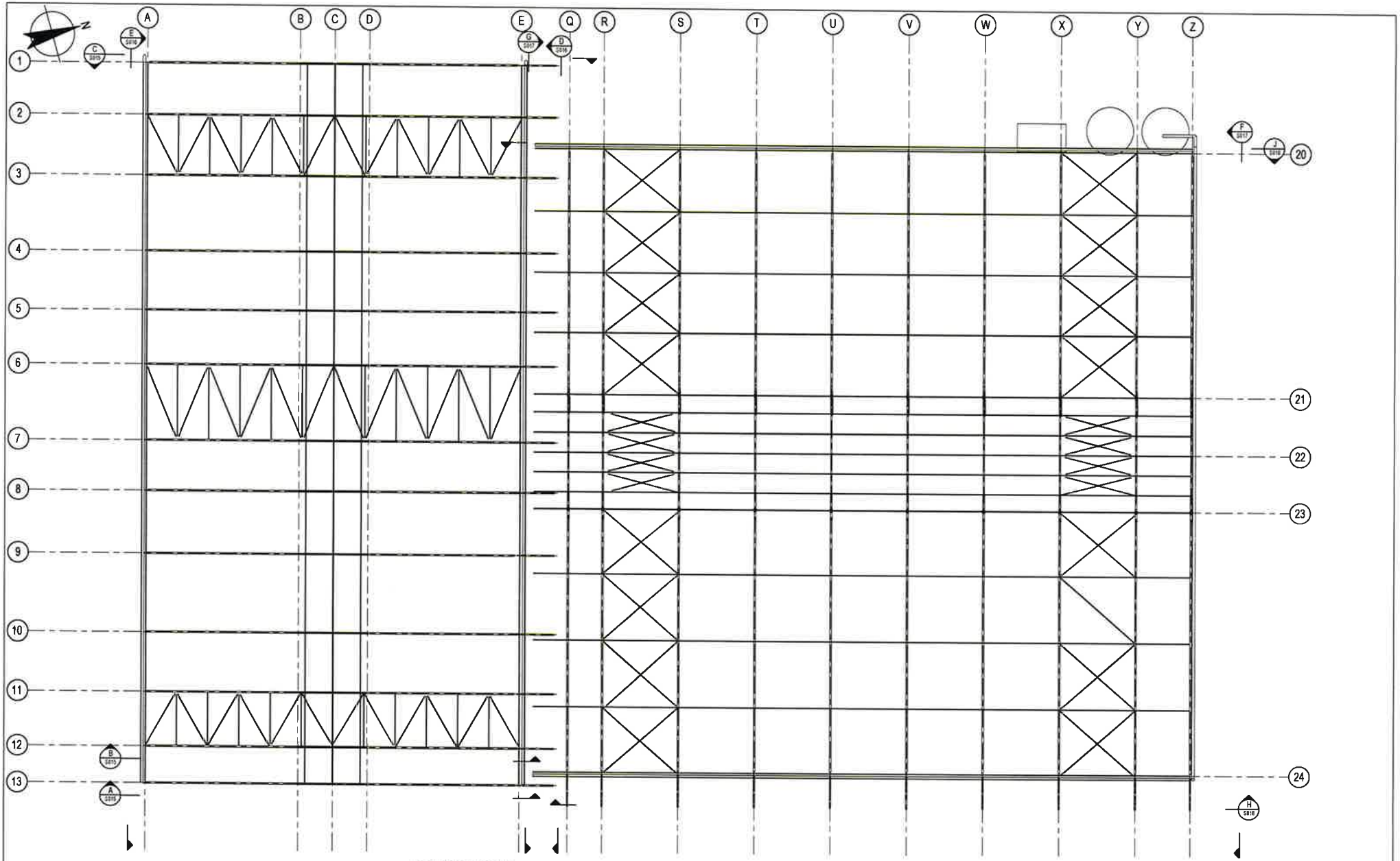
Drawn	S BEATON	Designer	E TOUSSIS
Drafting Check		Design Check	
Approved (Project Director)			
Date			
Scale	1 : 500		

This Drawing must not be used for Construction unless signed as Approved

Client: ATLEX STOCKYARDS PTY LTD
Project: SINGLETON SALEYARDS REDEVELOPMENT
Title: ROOF GENERAL ARRANGEMENT

Original Size: A1
Drawing No: 21-24005-S005
Rev: C

Plot Date: 19/01/2015 2:57:35 PM
Cad File No: \\ghdmelfgb\AU\Wollongong\Projects\21\24005\CADD\Revit\21-24005 Singleton Road.rvt



ROOF FRAMING PLAN
SCALE 1 : 250

No	Revision	Drawn	Job Manager*	Project Director*	Date
C	DEVELOPMENT APPLICATION	SB	EB*	DP*	15.01.15
B	FOR FINAL REVIEW	SB	EB*	DP*	17.12.14
A	PRELIMINARY FOR REVIEW	SB	EB*	DP*	04.11.14

Note: * indicates signatures on original issue of drawing or last revision of drawing

0 2500 5000 7500 10000 12500mm
SCALE 1:250 AT ORIGINAL SIZE

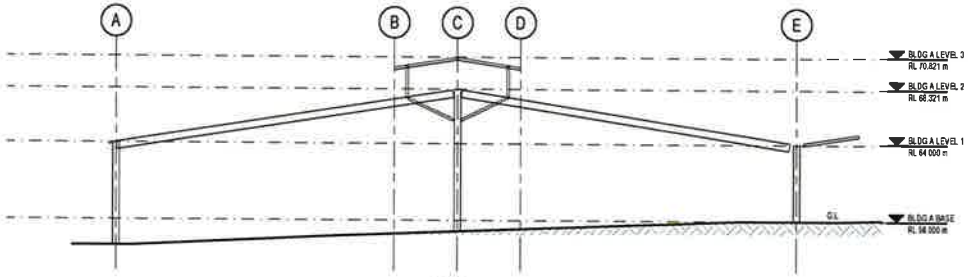
GHD
Level 11, 200 Crown Street Wollongong NSW 2500 Australia
PO Box 5047, Wollongong NSW 2520
T 61 2 4222 2300 F 61 2 4222 2301
E wolmail@ghd.com W www.ghd.com

Drawn	S BEATON	Designer	E TOUSSIS
Drafting Check		Design Check	
Approved (Project Director)			
Date			
Scale	1 : 250	This Drawing must not be used for Construction unless signed as Approved	

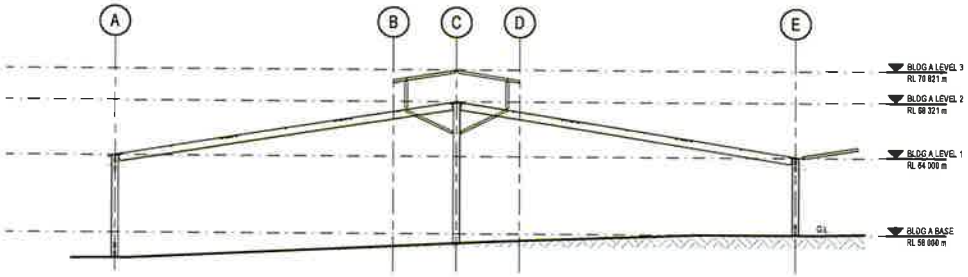
Client: ATLEX STOCKYARDS PTY LTD
Project: SINGLETON SALEYARDS REDEVELOPMENT
Title: STEEL ROOF FRAMING PLAN

Drawing Size: A1
Drawing No: 21-24005-S010
Rev: C

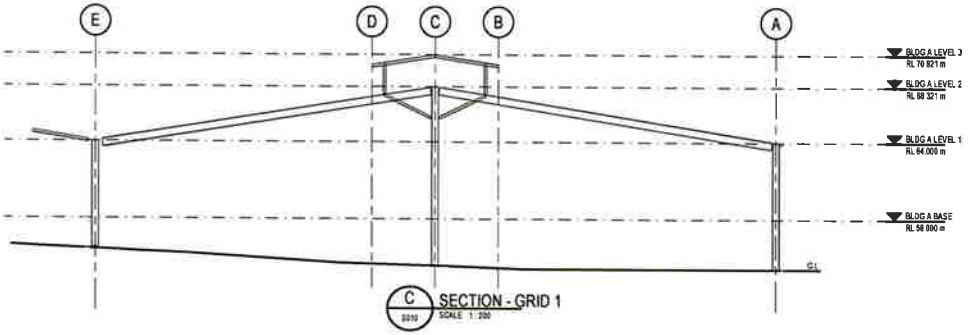
Plot Date: 15/01/2015 2:57:32 PM
Cad File No: \\ghdnet\ghd\AU\Wollongong\Projects\21-24005\CADD\Revit\21-24005 Singleton Roof.rvt



A SECTION - GRID 13
S210 SCALE 1:200



B SECTION - GRID 12
S010 SCALE 1:200



C SECTION - GRID 1
S010 SCALE 1:200

No	Revision: note 'I' indicates signatures on original issue of drawing or last revision of drawing	Drawn	Job Manager	Project Director	Date
C	DEVELOPMENT APPLICATION	SB	EB*	DP*	15.01.15
B	FOR FINAL REVIEW	SB	EB*	DP*	17.12.14
A	PRELIMINARY FOR REVIEW	SB	EB*	DP*	04.11.14

0 2000 4000 6000 8000 10000mm
SCALE 1:200 AT ORIGINAL SIZE

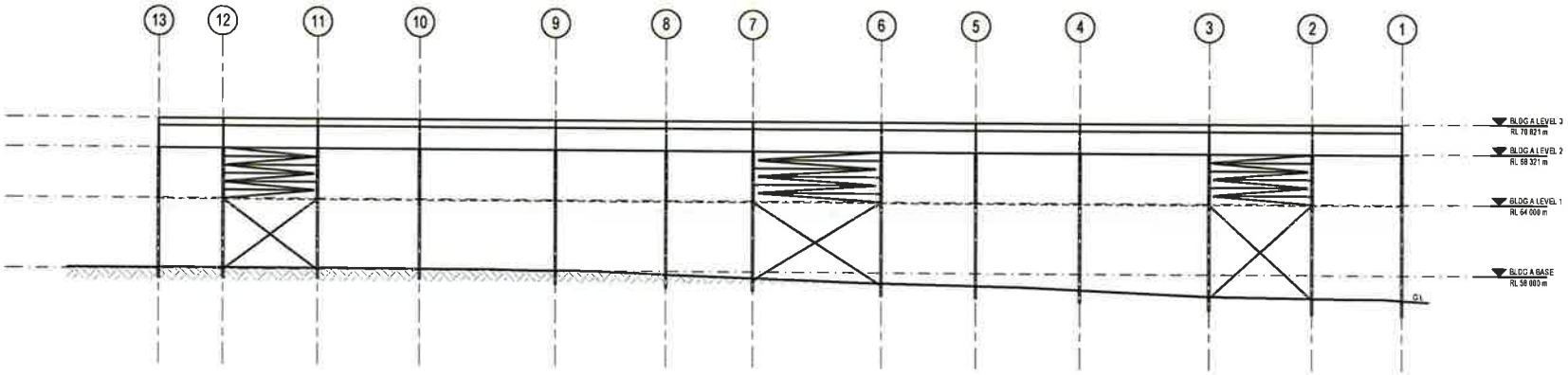
GHD
Level 11, 200 Crown Street Wollongong NSW 2500 Australia
PO Box 5047, Wollongong NSW 2520
T 61 2 4222 2300 F 61 2 4222 2301
E wolmail@ghd.com W www.ghd.com

Drawn S BEATON | Designer E TOUSSIS
Drafting Check | Design Check
Approved (Project Director)
Date
Scale 1:200
This Drawing must not be used for Construction unless signed as Approved

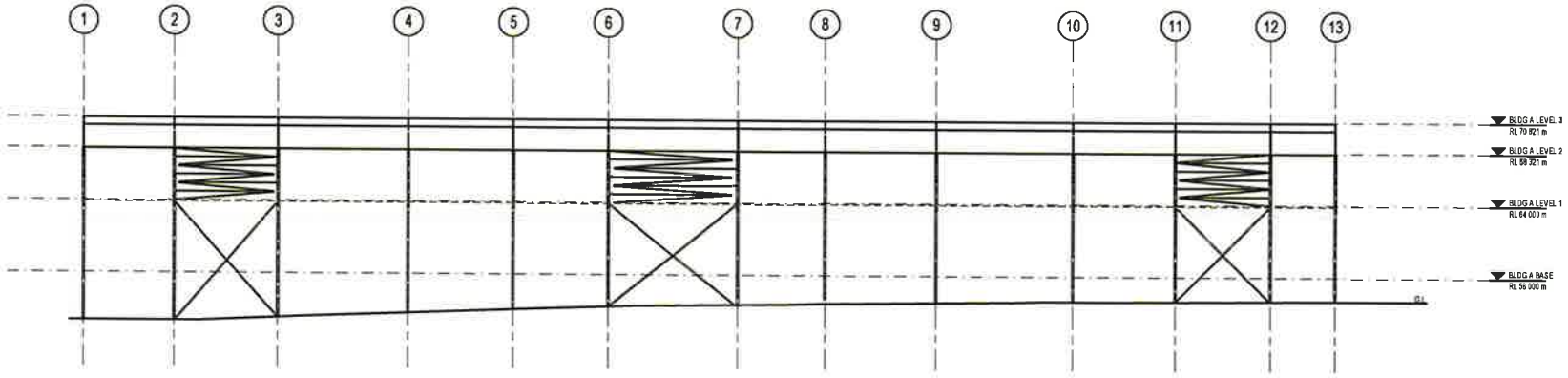
Client ATLEX STOCKYARDS PTY LTD
Project SINGLETON SALEYARDS REDEVELOPMENT
Title STEEL FRAMING ELEVATIONS SHEET 1

Original Size A1 Drawing No: 21-24005-S015 Rev: C

Plot Date: 15/01/2015 2:57:37 PM Cad File No: \\ghdnet\ghd\AU\Wollongong\Projects\21\24005\CAD\Revit\21-24005 Singleton Revit.rvt



D SECTION - GRID C
SCALE 1:200



E SECTION - GRID A
SCALE 1:200

No	Revision	Drawn	Job Manager	Project Director	Date
C	DEVELOPMENT APPLICATION	SB	EB*	DP*	15.01.15
B	FOR FINAL REVIEW	SB	EB*	DP*	17.12.14
A	PRELIMINARY FOR REVIEW	SB	EB*	DP*	04.11.14

Note: * indicates signatures on original issue of drawing or last revision of drawing

0 2000 4000 6000 8000 10000mm
SCALE 1:200 AT ORIGINAL SIZE

GHD
Level 11, 200 Crown Street Wollongong NSW 2500 Australia
PO Box 5047, Wollongong NSW 25200
T 61 2 4222 2300 F 61 2 4222 2301
E wolmail@ghd.com W www.ghd.com

DO NOT SCALE

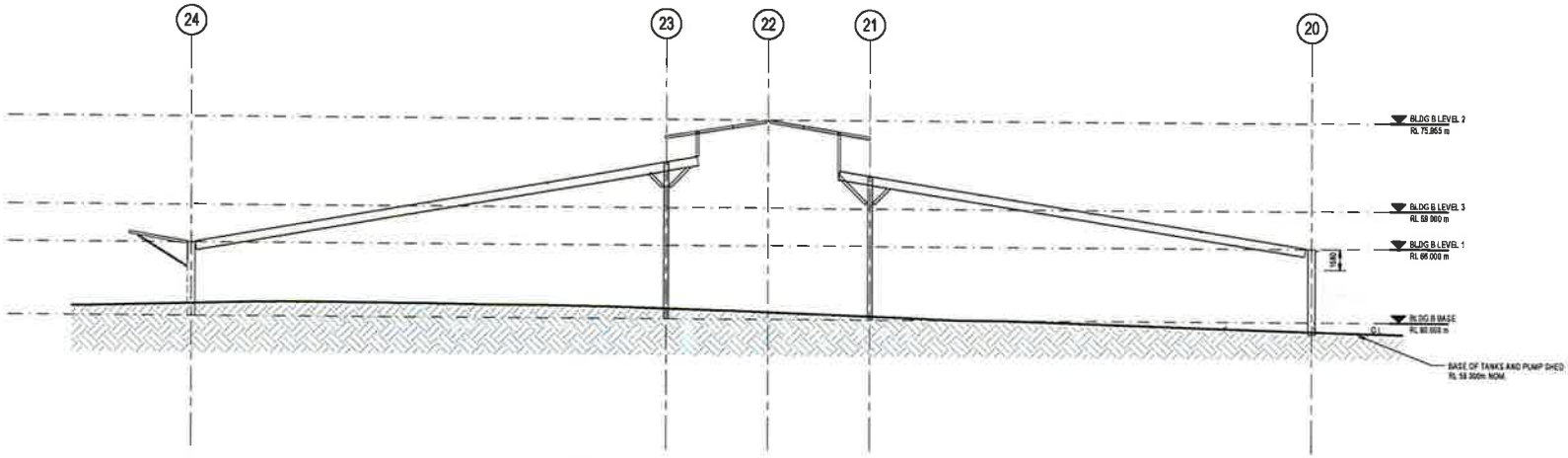
Drawn	S BEATON	Designer	E TOUSSIS
Drafting Check		Design Check	
Approved (Project Director)			
Date			
Scale	1:200		

This Drawing must not be used for Construction unless signed as Approved

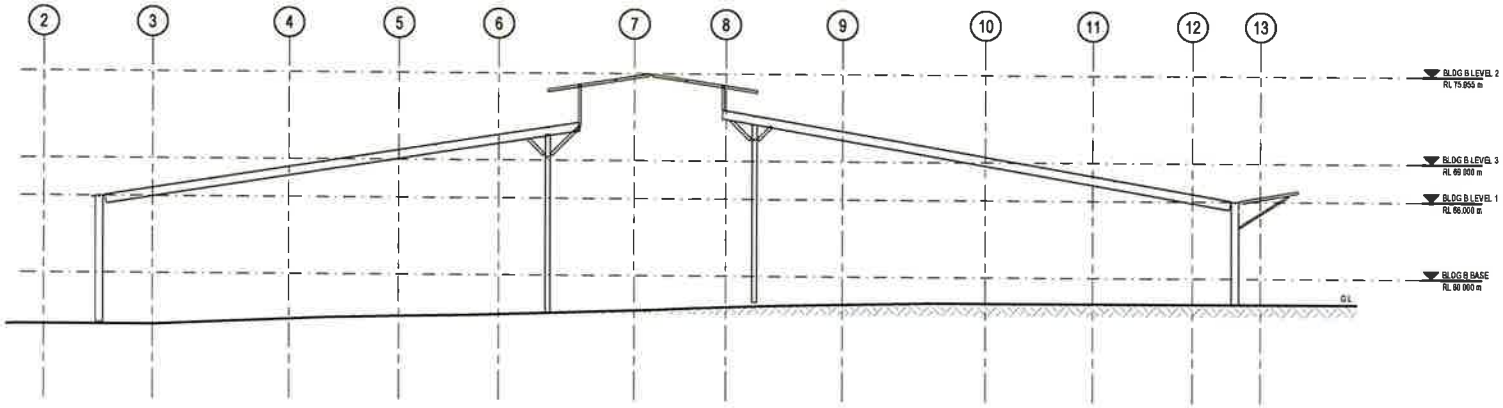
Client: ATLEX STOCKYARDS PTY LTD
Project: SINGLETON SALEYARDS REDEVELOPMENT
Title: STEEL FRAMING ELEVATIONS SHEET 2

Original Size: A1
Drawing No: 21-24005-S016
Rev: C

Plot Date: 15/01/2015 2:56:06 PM
Cad File No: \\ghdnet\ghd\AU\Wollongong\Projects\21\24005\CAD\Revit\21-24005 Singleton Revit.rvt



F SECTION - GRID Z
SCALE 1:200



G SECTION - GRID Q
SCALE 1:200

No	Revision	Drawn	Job Manager	Project Director	Date
C	DEVELOPMENT APPLICATION	SB	EB*	DP*	15.01.15
B	FOR FINAL REVIEW	SB	EB*	DP*	17.12.14
A	PRELIMINARY FOR REVIEW	SB	EB*	DP*	04.11.14

Note: * indicates signatures on original issue of drawing or last revision of drawing

0 2000 4000 6000 8000 10000mm
SCALE 1:200 AT ORIGINAL SIZE

GHD
Level 11, 200 Crown Street Wollongong NSW 2500 Australia
PO Box 5047, Wollongong NSW 2520
T 61 2 4222 2300 F 61 2 4222 2301
E wolmail@ghd.com W www.ghd.com

DO NOT SCALE

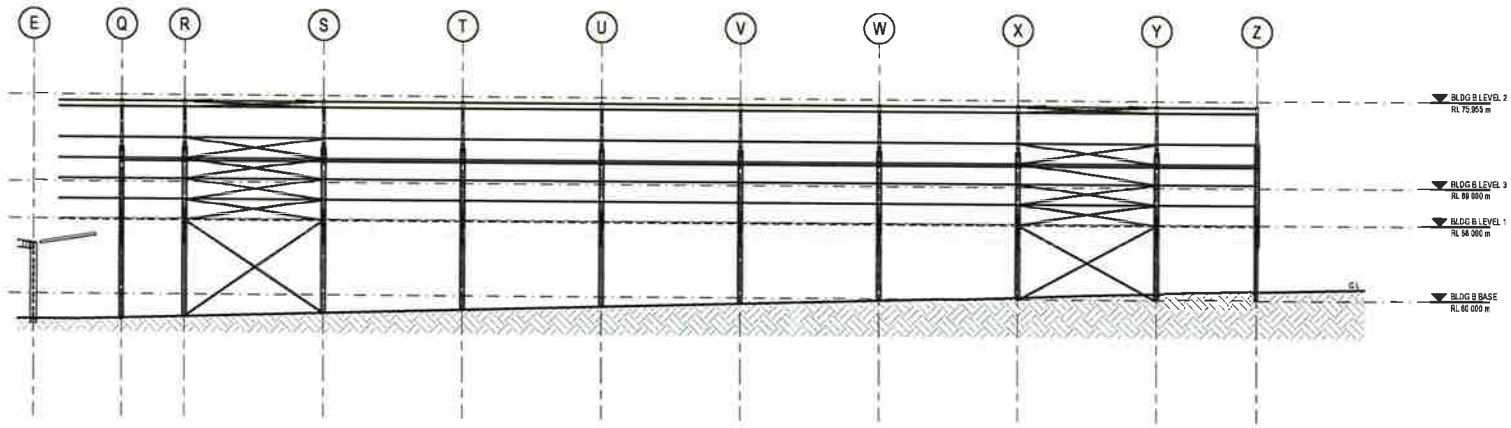
Drawn	S BEATON	Designer	E TOUSSIS
Drafting Check		Design Check	
Approved (Project Director)			
Date			
Scale	1 : 200		

This Drawing must not be used for Construction unless signed as Approved

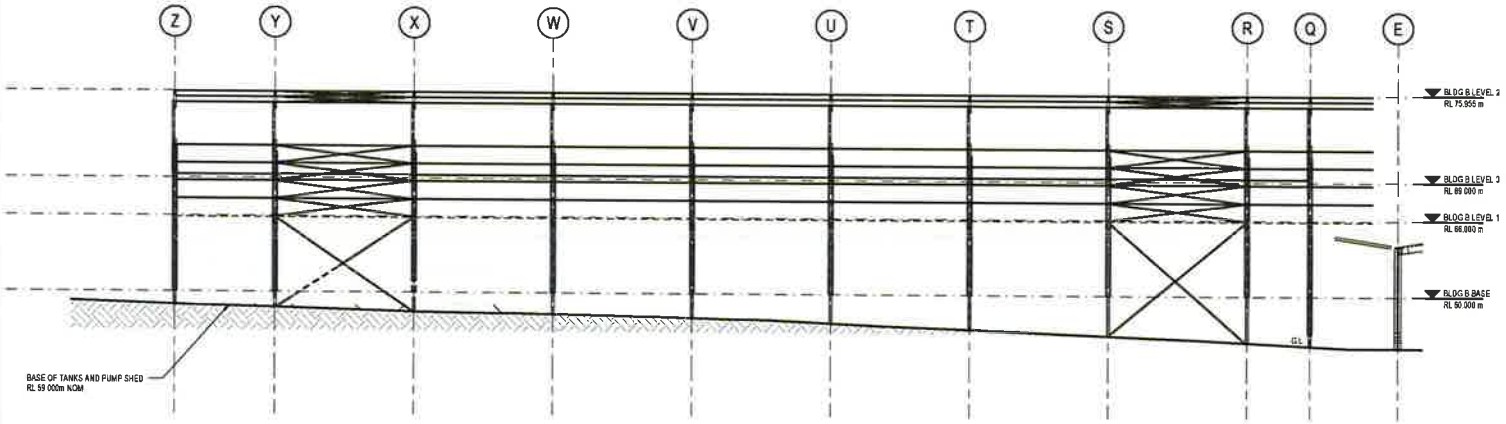
Client: ATLEX STOCKYARDS PTY LTD
Project: SINGLETON SALEYARDS REDEVELOPMENT
Title: STEEL FRAMING ELEVATIONS SHEET 3

Original Size: A1
Drawing No: 21-24005-S017
Rev: C

Plot Date: 15/01/2015 2:56:12 PM
Cad File No: \\ghdnet\ghd\AU\Wollongong\Projects\21\24005\CADD\Revit\21-24005 Singleton Revit.rvt



H SECTION - GRID 24
SCALE 1:200



J SECTION - GRID 20
SCALE 1:200

No	Revision	Drawn	Job Manager	Project Director	Date
C	DEVELOPMENT APPLICATION	SB	EB*	DP*	15.01.15
B	FOR FINAL REVIEW	SB	EB*	DP*	17.12.14
A	PRELIMINARY FOR REVIEW	SB	EB*	DP*	04.11.14

*Note: * indicates signatures on original issue of drawing or last revision of drawing*

0 2000 4000 6000 8000 10000mm
SCALE 1:200 AT ORIGINAL SIZE

GHD
Level 11, 200 Crown Street Wollongong NSW 2500 Australia
PO Box 5047, Wollongong NSW 25200
T 61 2 4222 2300 F 61 2 4222 2301
E wolmail@ghd.com W www.ghd.com

Drawn	S BEATON	Designer	E TOUSSIS
Drafting Check		Design Check	
Approved (Project Director)			
Date			
Scale	1:200		

This Drawing must not be used for Construction unless signed as Approved

Client ATLEX STOCKYARDS PTY LTD
Project SINGLETON SALEYARDS REDEVELOPMENT
Title STEEL FRAMING ELEVATIONS SHEET 4

Original Size A1
Drawing No: 21-24005-S018
Rev: C

Plot Date: 15/01/2015 2:54:23 PM
Cad File No: \\ghdnet\ghd\AU\Wollongong\Projects\21-24005\CAD\Revit\21-24005 Singleton Roof.rvt

Carroll, Philip

From: Whalley, Brooke <bwhalley@singleton.nsw.gov.au>
Sent: Wednesday, 25 February 2015 11:56 AM
To: 'rootsy1973'
Subject: RE: Da4/2015 VAC photos

Hi Jason,

Walter is fine with the photo, so as mentioned in the previous email please fill out the form and send it to ssc@singleton.nsw.gov.au so it may be processed.

Thank you

From: Whalley, Brooke
Sent: Wednesday, 25 February 2015 11:05 AM
To: 'rootsy1973'
Subject: RE: Da4/2015 VAC photos

Hi Jason,

Thank you for the photo. I will show this photo to Walter once he is back in the office at 12:30. Please see attached the section 96 form you need to fill out for me to remove the condition from the consent. Please fill out the form and send it to ssc@singleton.nsw.gov.au so it may be processed.
I have the report and new conditions ready to go for you already. So as soon as I speak with Walter and I receive your form I will send it though to my manager. Sorry for any inconvenience.

Thank you

Brooke Whalley
Assistant Town Planner

Singleton Council

T 02 65787332
Civic Centre, 12-14 Queen St, SINGLETON NSW 2330
Postal Address PO Box 314, SINGLETON NSW 2330
DX 7063, SINGLETON
E bwhalley@singleton.nsw.gov.au **W** www.singleton.nsw.gov.au

From: rootsy1973 [mailto:rootsy1973@hotmail.com]
Sent: Wednesday, 25 February 2015 10:07 AM

To: Whalley, Brooke
Subject: Da4/2015 VAC photos

Brooke
As per our discussions, please photo of our access. Any questions or additional photos, let me know. Also you will notice the rural number on the stake is different to the address on the DA. Can you confirm correct one please.

Regards
Jason

Sent from my Samsung GALAXY S5 on the Telstra 4G network

Singleton Regional Livestock Market Upgrade

Visual impact assessment

May 2015

paa DESIGN architecture planning urban design
Peter Andrews + Associates Pty Ltd

CONTENTS

Document history and status

Project Number: 15_018
Singleton Regional Livestock Market Upgrade - VIA

Version	Date issued	Description	Author	Reviewed and approved
A	13/05/2015	First issue to Council	Vanessa Colclough	Bernard de la Motte

1.0 INTRODUCTION

1.1. Purpose of the report

Singleton Council is proposing to upgrade the existing saleyards at the Singleton Regional Livestock Market (SRLM) to generate increased activity and sales, improved access, safety and amenity and ensuring appropriate animal welfare.

The SRLM has been in operation since 1909 (Singleton Argus 1909) with sales every Wednesday, some Fridays and once a month on a Saturday. The site incorporates various infrastructure to enable the operation of this regional facility.

The upgrade of the SRLM will increase future certainty and enhanced economic viability of the facility for current and future needs of the wider community. It will enable the SRLM to enhance its role as a regional facility and ensure there is infrastructure capable of meeting demand from the agricultural industry for now and into the future.

A major component of the redevelopment of the SRLM is the installation of a roof structure of approximately 14,400m² comprising of two different sized roofs oriented in two directions to cover part of the saleyards enabling all weather operation. The roof structure would be approximately 12m above ground level with an additional 6 m allocated for the roof peak, and at least 6 m between the ground and the lowest point of the roof structure.

This report has been prepared to determine the visual impact of the proposed new roof structure to form part of the development application for the upgrade of the SRLM. This report includes:

- An overview of the proposal.
- A contextual analysis of the site and its surrounds.
- The visual setting of the proposal.
- A visual impact assessment of the proposal.
- Mitigation measures.

1.2. Location

The SRLM is approximately 12 hectares in size and comprises Lot 1 DP 1127313, Lot 8 DP 729039, Lots 149, 150 and 243 DP 752455, Lot 1 DP 37011 and Lot 1 DP 37010. It is located at 56 Gresford Road Singleton.

Gresford Road adjoins the northern boundary of the site and Glendon Road adjoins the southern boundary of the site. The site is situated approximately 3 km east of Singleton town centre. The southern boundary is located approximately 200m from the Hunter River. Refer Figure 1.

1.3. Methodology

The following methodology has been used to determine the visual setting and the potential visual impact of the proposal, being the new roof structure over part of the saleyards.

1. Contextual analysis: Describes the general setting for the proposal and the site including land uses and existing features including topography and vegetation.

2. Visual setting: The landscape character has been identified for the site and its surrounds including landform, built form, vegetation and land use. Site investigations and desktop analysis was carried out to determine the visibility of the proposal. A visual envelope map is included showing the visual catchment of the proposal.

3. Visibility of proposal: Key viewpoints of the proposal were identified to help assess the visual impact.

4. Visual impact assessment: This section assesses the anticipated impacts from the proposal and helps to determine mitigation measures.

5. Discussion on the key visual impacts.

6. Visual impact mitigation strategy: Identifies measures to minimise the potential visual impact of the proposal.

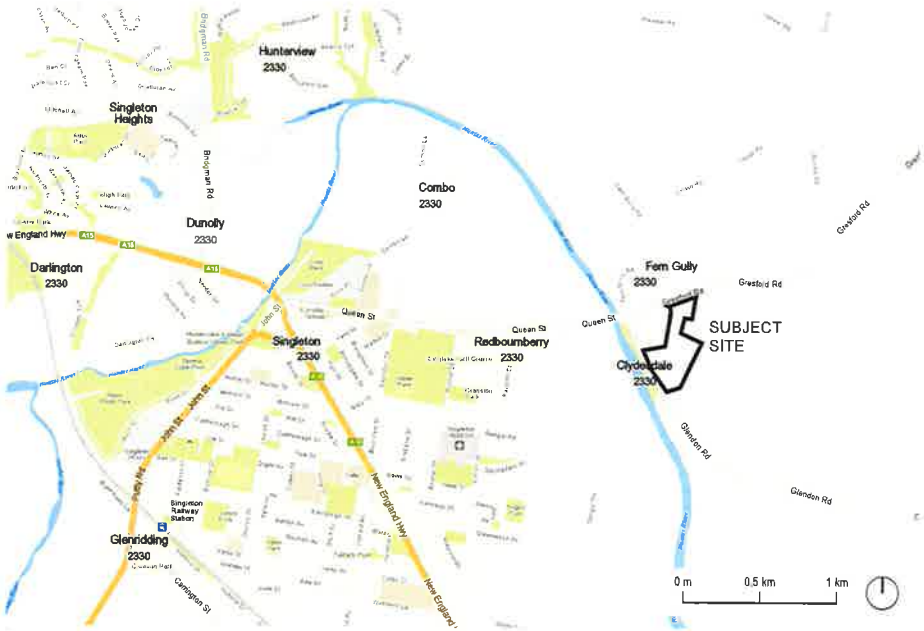


Figure 1 – Locality Plan
Source: Whereis.com 2015

1.4. Proposal description

Summary

Singleton Council proposes to upgrade the existing SRLM. The full description of the upgrade works is outlined in the development application documentation. A summary of the proposed works includes:

- Installation of a roof structure of approximately 14,400m² to cover the saleyards enabling all weather operation;
- Removal of the unused dairy shed and internal infrastructure;
- Removal of the unused outside concrete selling structure and associated area and the establishment of a temporary cattle handling area;
- Removal of the eastern pens. A formed road is to be developed along the eastern boundary of the saleyards to provide vehicle access for emergency services;
- Removal of designated trees as required within the proposed roof area;
- Removal of designated power-lines and poles within the proposed roof area;
- Removal of all elevated walkways and staircases to the saleyard area;
- Removal of all internal selling pen fences between each selling pen
- Designated and clearly delineated parking;
- Installation of soft flooring to concrete areas of the existing yards;
- Construction of two Stockyards, cattle handling centres including two new approved cattle crushes;
- A newly designed drafting and forcing area using overhead walkways for moving stock and the installation of pneumatically operated lift gates with controls overhead and at ground level;
- Installation of operational, security, and emergency lighting;
- Installation of staircases and elevated walkways;
- Replacement of all water troughs in the saleyard pens;
- Installation of water storage tanks (nominally two 105,000 litre aboveground tanks, and associated pump house, to harvest roof water from the proposed roof for livestock troughs and wash-down of the scales area and the two cattle selling centres. All excess overflow water from the roof is to be diverted underground through pipes under the road at the south western corner of the open dirt yards to the existing open drain;
- Installation of a new PA system throughout the sale yards.

Refer Figure 2 for the general arrangement of the upgrade works. Further information is provided in the development application documentation.

Roof Structure

The proposed new roof structure is the subject of this report and is now referred to as the proposal throughout this document.

As part of the proposed roof structure, steel frames would be used for the support. The roof structure would be approximately 12m above ground level with an additional 6m allocated for the roof peak, and at least 6m between the ground and the lowest point of the roof structure (Figure 3).

The site falls to the south and the roof structure will be stepped to minimise any impacts.

The roof structure will be approximately 14,400m² in total area to cover the saleyards enabling all weather operation. The structure will consist of two different sized roofs with a different orientation, which breaks up the roof mass (Figure 4). The new roof structure will not be silhouetted against the sky as it will sit below the tree line.

The roof structure will also collect the rainwater and be directed to the rainwater tanks for reuse on site.

The construction of the roof structure would require the removal of the existing power poles, other poles and trees within the area of the structure.

The proposed upgrade would require the removal of approximately 45 trees from the site. These trees are generally located to the north, west and south of the existing saleyards. Some of the trees are located within the existing saleyards. Refer Figure 5.

All vegetation located along the site boundaries and along Gresford Road and Glendon Road would be retained.

New lighting and a new PA system would be installed under the new roof. Refer Figure 6.

The development application documentation identifies possible materials and colours for the roof structure as follows:

- The roof would be comprised of Lysaght sheeting or similar with translucent sheets at regular intervals to provide improved natural lighting under the roof.
- Reflective foil insulation would be included under the roof sheeting to aid reflection of solar radiation.
- The roof is likely to be a muted grey Lysaght Colorbond 'evening haze' or approved equivalent in colour and would be non-reflective.

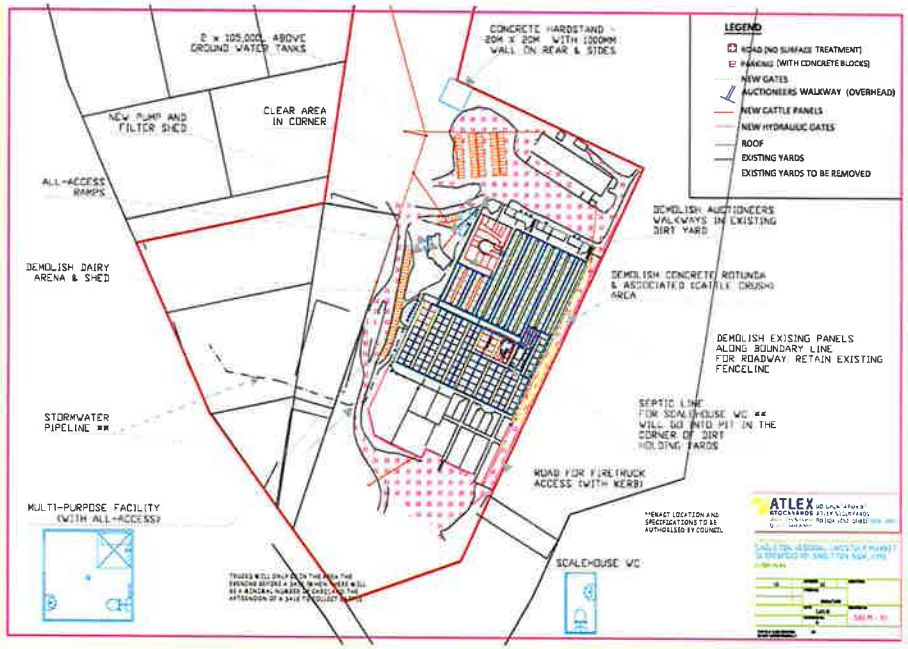


Figure 2 – General arrangement of the proposal (NTS)
Source: ATLEX Stockyards

Figure 3 – Indicative 3D image of the proposal
Source: Google Earth Pro 2015

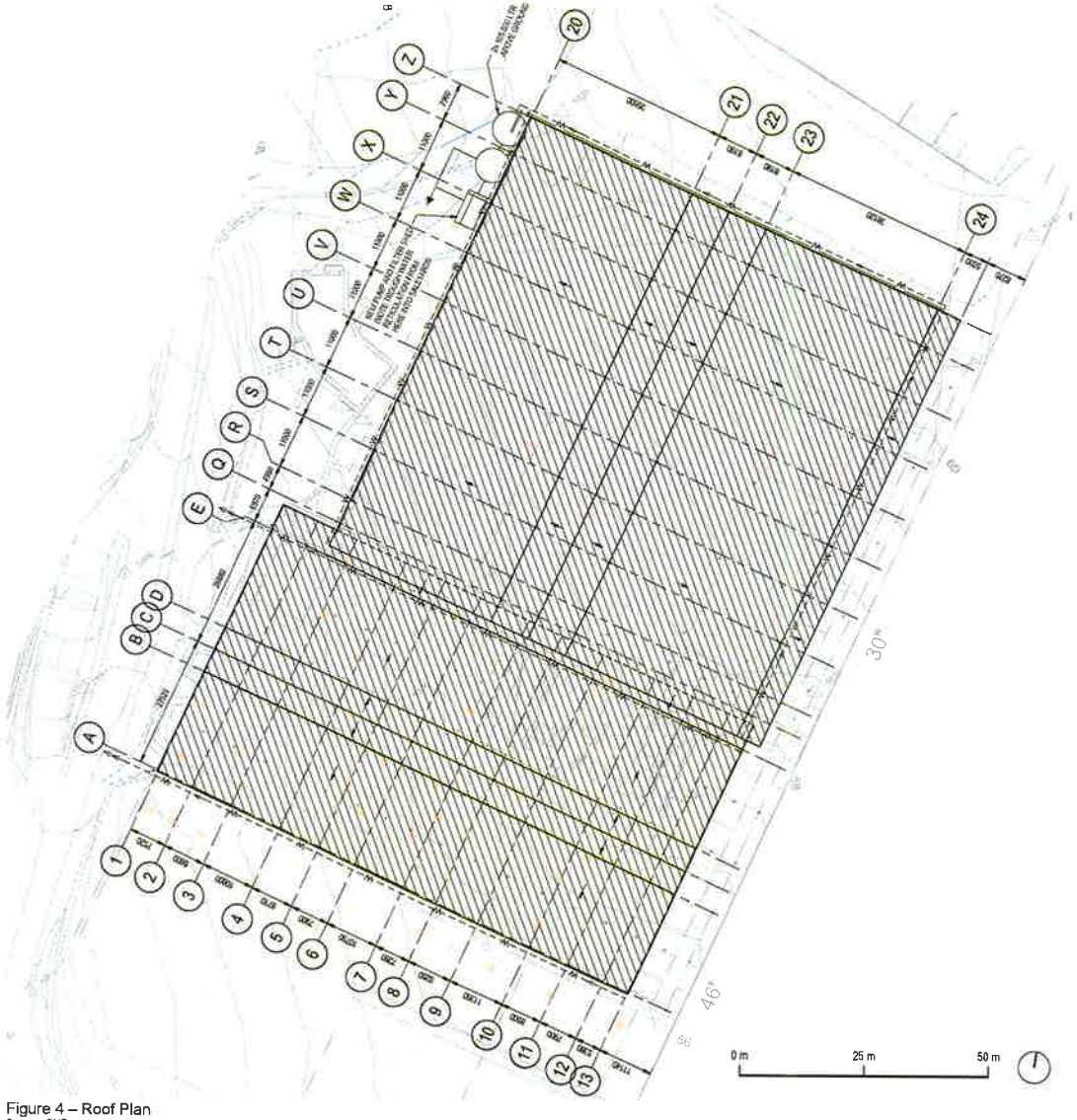


Figure 4 – Roof Plan
Source: GHD

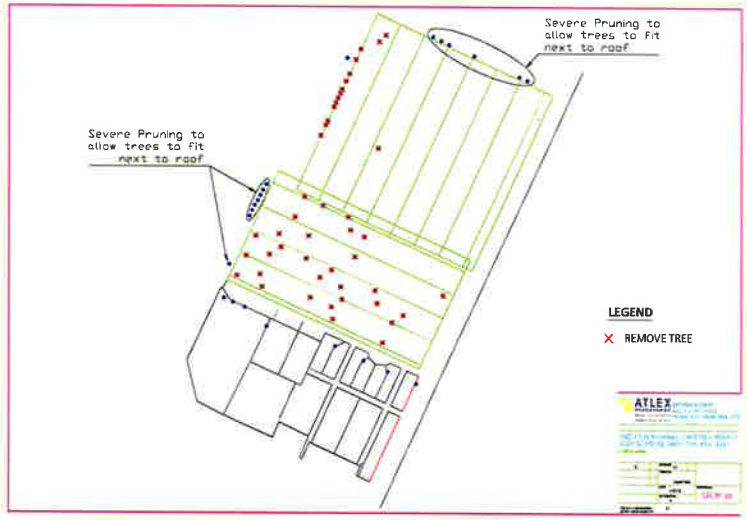


Figure 5 – Proposed vegetation removal (NTS)
Source: ATLEX Stockyards

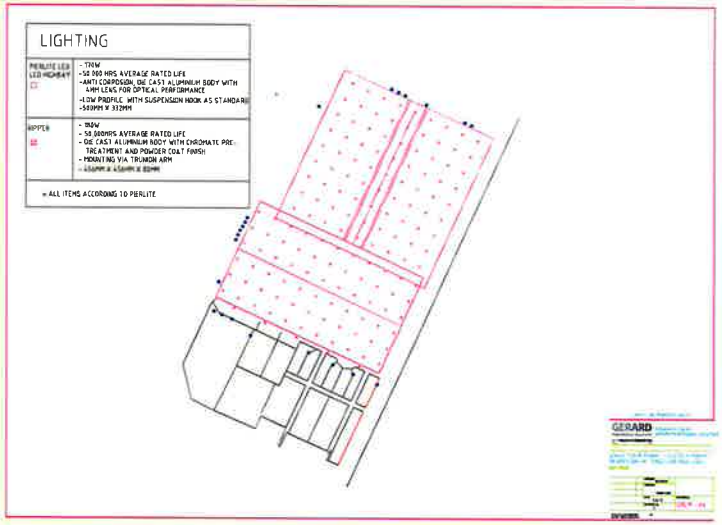


Figure 6 – Proposed lighting plan (NTS)
Source: Gerard Professional Solutions

2.0 CONTEXTUAL ANALYSIS

2.1. The subject site

The SRLM is located at 56 Gresford Road Singleton and is approximately 12 ha in size. The site falls from the north-east towards the Hunter River at a gradient of nominally 6 degrees.

Gresford Road adjoins the northern boundary of the site and Glendon Road adjoins the southern boundary. The main access to the site is from Gresford Road. A secondary access is via Glendon Road.

The day to day operation of the facility is managed by Singleton Council staff, including an on-site manager.

Sales are held on site every Wednesday, some Fridays and once a month on Saturdays. Stock is delivered one to two days before the sale and picked up one to two days after the sale.

The SRLM includes various infrastructure and generally comprises:

- Administration building including a kiosk and amenities;
- Car parking areas;
- Access roads;
- Concrete cattle yards;
- Gravel cattle yards;
- Concrete and covered calf yards;
- Weighbridge;
- AvData Truck Wash Facility;
- Three effluent system ponds;
- Three storage dams;
- One stock water storage dam;
- Loading and unloading ramps and associated manoeuvring areas;
- Flood lights;
- Holding paddocks;
- A covered unused dairy selling centre; and
- An outside former concrete selling structure.

A number of scattered stands of trees are located throughout the site.

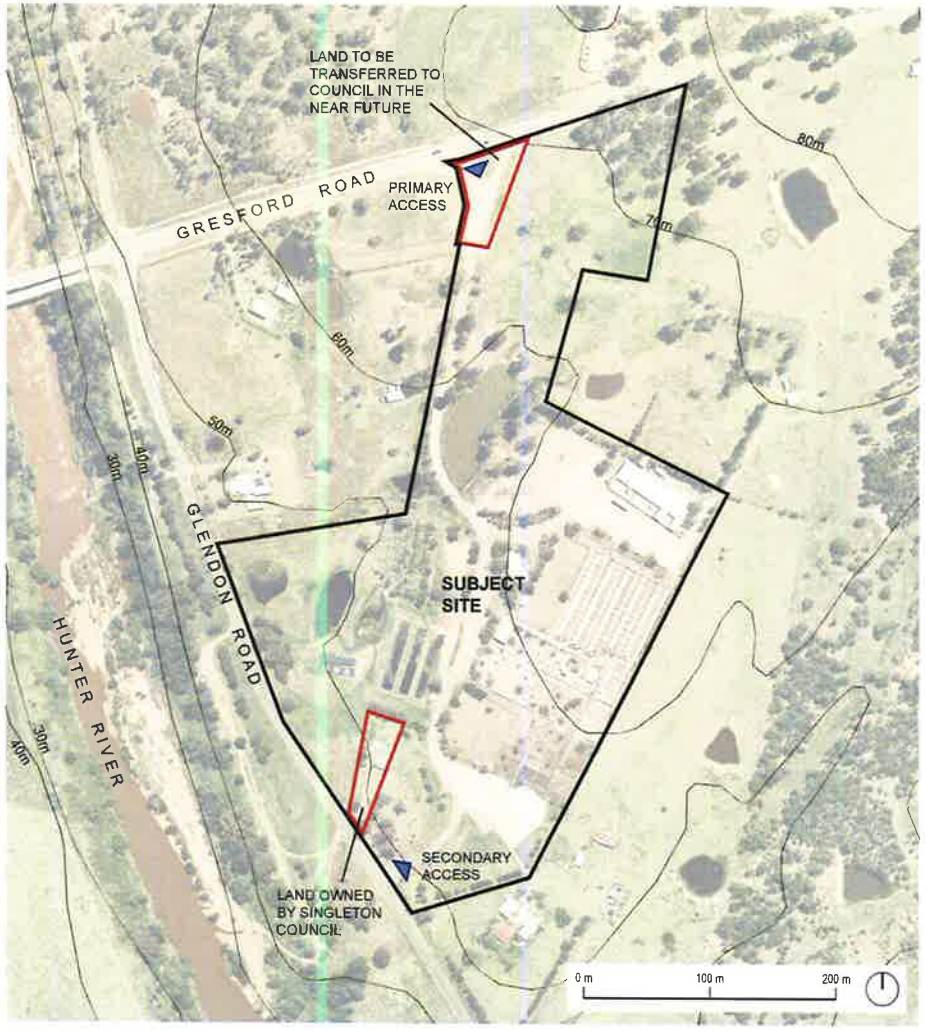


Figure 7 – The subject site
Source: Base - Google Earth Pro 2015

Figure 8 – Images of the existing Saleyards

2.2. Surrounding Land uses

Rural residences and farmlands immediately adjoin the site. This incorporates four rural dwellings.

The Hunter River adjoins Glendon Road to the south of the site. Clydesdale Reserve adjoining the Hunter River incorporates picnic tables and is opposite the subject site on Glendon Road. The Hunter River embankments and adjoining reserves are fairly well vegetated.

To the north of the site rural residences, a landscape supply yard and Singleton Council's waste facility are located on Gresford Road.

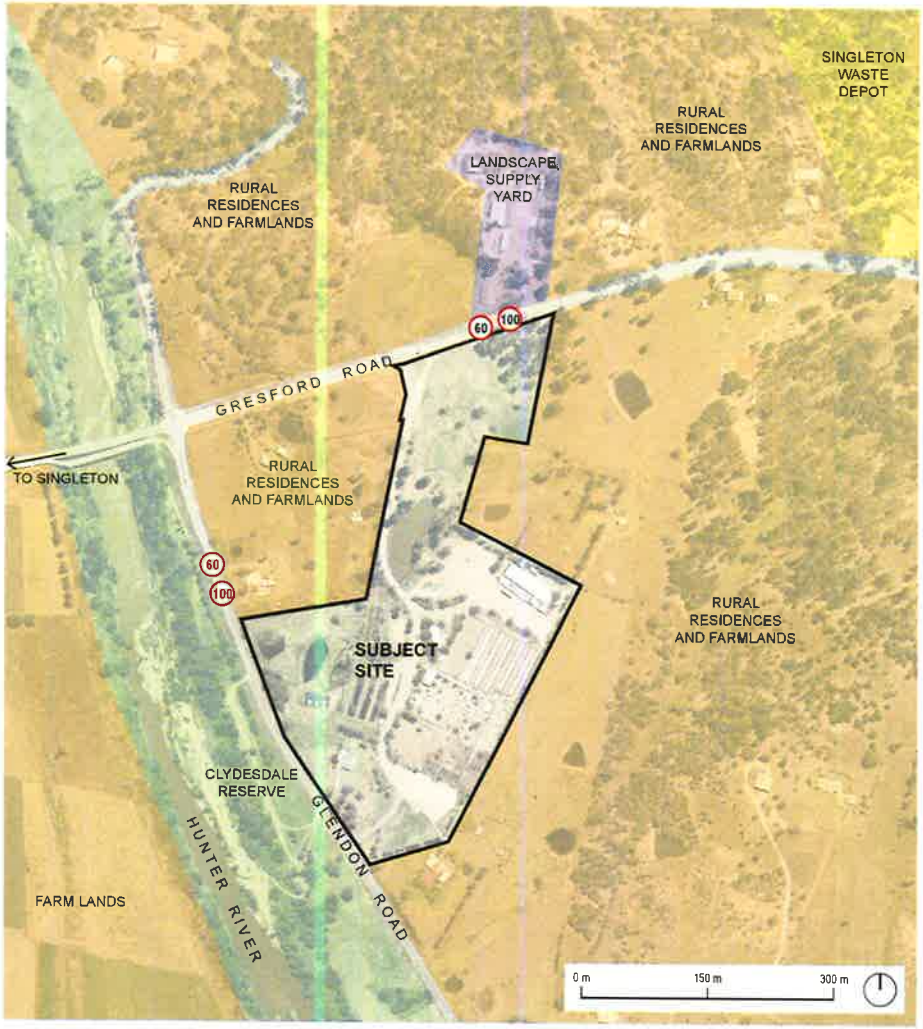


Figure 9 – Contextual Plan
Source: Google Earth Pro 2015

Landscape supply yard

Adjoining farmlands

Rural residence

Figure 10 – Surrounding land uses

2.3. Planning framework

The subject site and the surrounding area are zoned RU1 Primary Production under the Singleton Local Environmental Plan 2013. The Singleton Waste facility located to the north east is zoned special purposes. Refer Figure 11.

2.4. Road and traffic network

Gresford Road is a rural collector road of around 11km in length from Singleton in the west to Glendonbrook Road in the east, with Glendonbrook Road providing connection through to East Gresford.

In the vicinity of the SRLM access, Gresford Road has the following characteristics:

- two-way undivided sealed carriageway, around eight metres wide
- road marked centreline
- sign posted speed limit at the saleyard access is 60 km/h and changes to 100 km/h about 100 metres east of the access
- carries around 2,875 vehicles per day.

Queen Street is a collector road that provides connection to the Singleton town centre and the New England Highway in the west and turns into Gresford Road in the east at the intersection of Glendon Road.

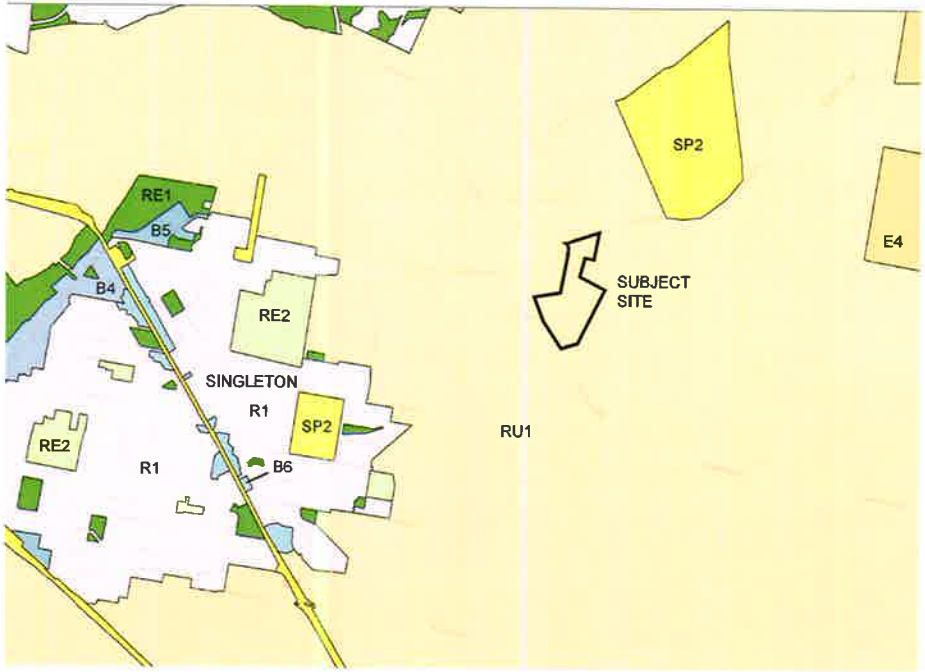
Queen Street to the west of Glendon Road has the following characteristics:

- two-way sealed undivided carriageway of around eight metres wide;
- road marked centreline and edge lines;
- sign posted speed limit of 60 km/h ;
- the bridge over the Hunter River extends around 150 metres to cover a flood prone area; and
- carries around 3,717 vehicles per day.

Glendon Road is a rural collector road with a posted speed limit of 100 km/h, which reduces to 60 km/h on approach to the intersection of Queen Street / Gresford Road. Glendon Road is a two-way sealed undivided carriageway. Road marking is only provided for about 150 metres on approach to the intersection with Queen Street / Gresford Road. The remainder of Glendon Road is around 6m wide with no shoulders.

Glendon Road near Queen Street carries around 1,033 vehicles per day.

Traffic generation figures provided by Singleton Council indicate that on a sale day around 120 vehicles per day access the sale yard with around 30% being heavy vehicles.



Legend

B6	Business Development	RE1	Public Recreation
IN1	Enterprise Corridor	RE2	Private Recreation
E4	Environmental Living	RU1	Primary Production
R1	General Residential	SP2	Infrastructure

Figure 11 – Zone plan
Source: Base plan NSW Department of Planning and Environment 2015

Figure 12 – Carparking areas

2.5. Land form and topography

The local immediate landscape is relatively flat with some undulations (generally a 6 degree slope from north to east) towards the Hunter River and Glendon Road road reserve and to the adjoining land to the south.

The elevation of the site ranges from approximately 72m AHD in the north eastern corner to 42m AHD in the south western corner.

Stormwater surface runoff would typically flow south to south west across the site.

Refer Figure 13.

2.6. Vegetation

There are a number of scattered stands of trees present within the area (in particular within and surrounding the yards). The trees are comprised of a variety of mature and immature Eucalyptus, Cedar and Peppercorn species. Much of the vegetation in association with cattle yards is Eucalyptus sp and Schinus areira.

A significant number of trees on the site and surrounding the site are in excess of 20m in height. Refer Figure 14.

2.7. Utilities

The SRLM is currently serviced by overhead power and telephone. Overhead lighting of the stockyards is also provided on poles throughout the yards. Refer Figure 15.

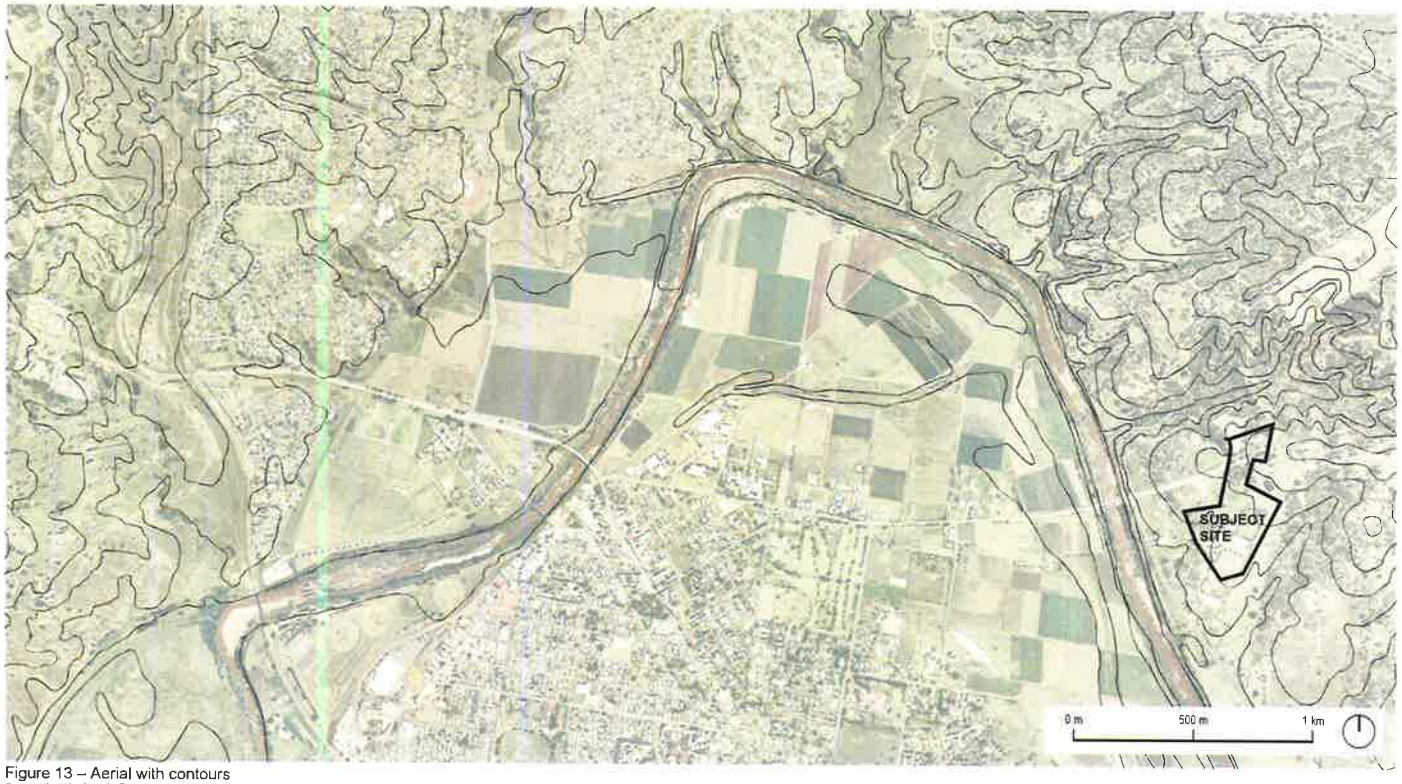


Figure 13 – Aerial with contours
Source: Aerial - Google Earth Pro 2015, Contours - Singleton Council

Figure 14 – Existing vegetation

Figure 15 – Overhead utilities

3.0 VISUAL IMPACT ASSESSMENT

3.1. Methodology

The potential visual impact of the proposal has been assessed in relation to the viewshed analysis and the key viewpoints. The levels of significance of potential visual impacts have been assessed through consideration of the combination of magnitude of visual change in the landscape and its proximity to the viewer and the sensitivity in relation to the quality of the view and how sensitive it is to the proposed change.

The magnitude of visual change is strongly influenced by the level of visibility of the new works resulting from the combination of scale, extent, distance and duration of the views. Visual sensitivity depends on the nature of the existing environment and on the likely response from people viewing the scene. People driving on a busy road and/or at high speeds are likely to be less sensitive to a change in the environment since they are focused on changes in traffic conditions and driving and the experience is short term, compared to someone who is enjoying a recreational experience or someone who is viewing the scene from their living room.

The categories of magnitude and sensitivity of visibility are defined in Table 1.

An initial assessment of the sensitivity of each viewpoint is undertaken. The combination of sensitivity and magnitude then provides an overall impact rating for the visual impact based on Table 2.

Site investigations were carried out on Wednesday 29 April and Thursday 30 April 2015. The SRLM was in operation on the Wednesday. Both days were sunny with varying cloud cover and no rain.

Table 1 – Magnitude and sensitivity of visibility

Rank	Description
Negligible	Very minor loss or alteration to one or more key elements/features/characteristics of the baseline visual character and/or introduction of elements that are consistent with the existing visual character.
Low	Minor loss of/or alteration to one or more key elements/features/characteristics of the baseline visual character and/or introduction of elements that are consistent with the existing visual character.
Moderate	Partial loss of/or alteration to one or more key elements/features/characteristics of the baseline visual character and/or introduction of elements that may be prominent but not considered to be substantially uncharacteristic.
High	Substantial to total loss of key elements/features/characteristics of the baseline visual character and/or introduction of elements considered to be totally uncharacteristic.

Table 2 – Visual impact matrix

SENSITIVITY	MAGNITUDE: High	Moderate	Low	
High	High Impact	High-Moderate	Moderate	Negligible
Moderate	High-Moderate	Moderate	Moderate-Low	Negligible
Low	Moderate	Moderate-Low	Low Impact	Negligible
	Negligible	Negligible	Negligible	Negligible

(NSW Roads and Maritime Services, 2013)

Visual impact assessment (cont.)

3.2. Viewshed analysis

A viewshed analysis has been undertaken by site investigations and desktop analysis (topographic maps and aerial photography) to determine the areas where the proposal is likely to be visible. It was not possible to inspect all rural properties within the visual catchment. The visibility of the project is influenced by land use, vegetation and topography.

Whilst the viewshed analysis identifies the areas that are likely to view the proposal, the views are obscured due to the distance to the site, vegetation on the site and vegetation between the viewpoint and the proposal.

Further, the new roof structure will not be silhouetted against the sky as it will sit below the tree line within the visual catchment area.

There are scattered stands of mature vegetation throughout the site and in close proximity to the boundaries and on adjoining landholdings.

The Hunter River is located to the south and west of the site. The Hunter River and embankments are well vegetated.

The areas to the east and north of the subject site are also heavily vegetated.

However, as there are low lying areas adjoining the Hunter River that are used for farm lands and the slope of the subject site, views would be available from dwellings approximately 1.2km west of the site. Views of the proposal will be obscured due to the vegetation. Dwellings immediately further to the west are unlikely to view the site due to the flatness of the land and the built form immediately to the east.

Due to the topography and extent of vegetation, the proposal would not be seen from areas to the north and east.

Highpoints within the Singleton LGA including Hunterview, Singleton Heights and McDougalls Hill will have a view of the site. Again, the view of the proposal will be obscured due to vegetation and also due to the distance between these areas and the proposal.

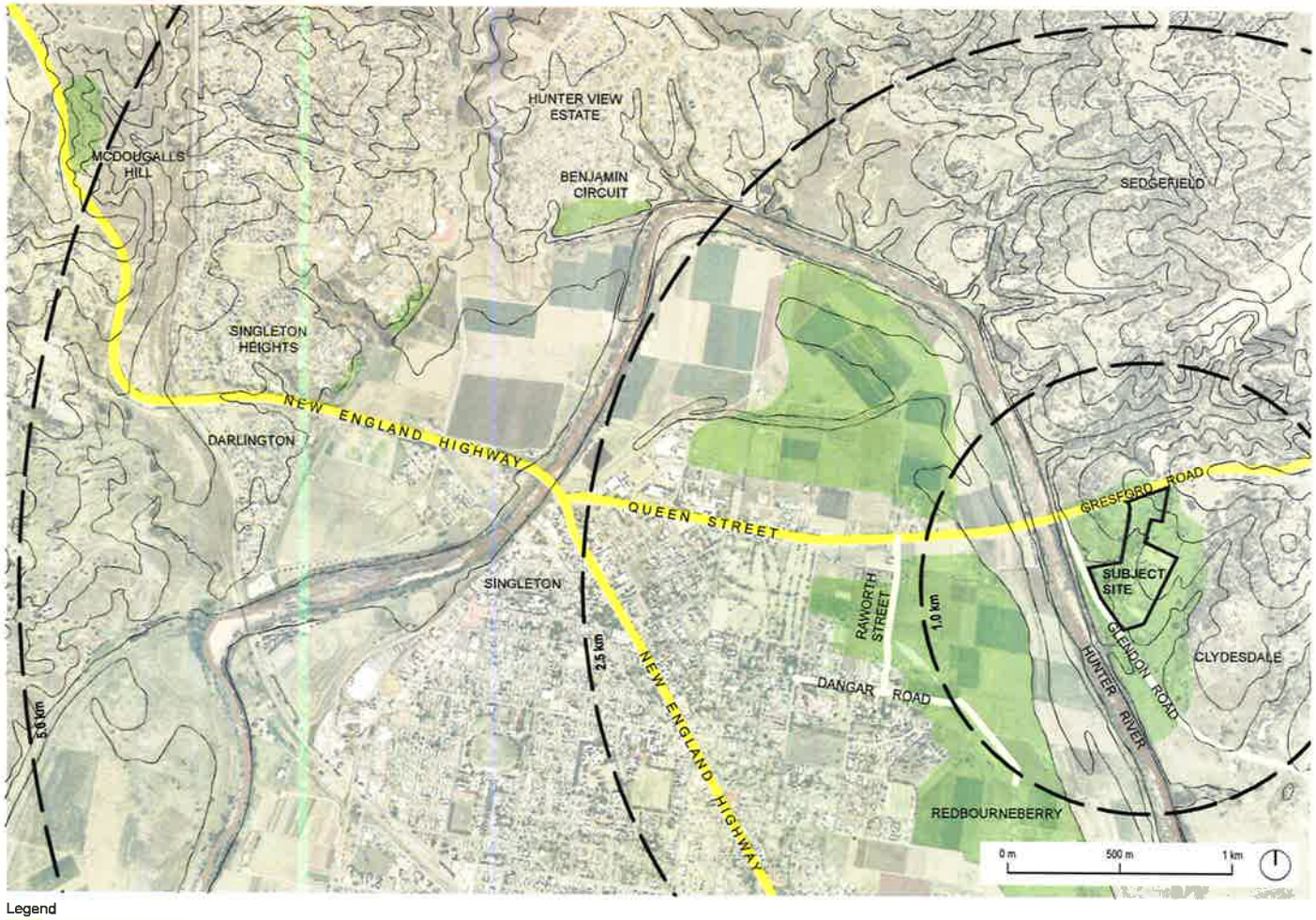


Figure 16 – Viewshed analysis
Source: Base - Google Earth Pro 2015

Visual impact assessment (cont.)

3.3. Key viewpoints

Key viewpoints have been determined from the view shed analysis and from site investigations. These key viewpoints are identified on Figure 17 and shown on the following pages.

The images show the location of the proposed new roof with a red marker.

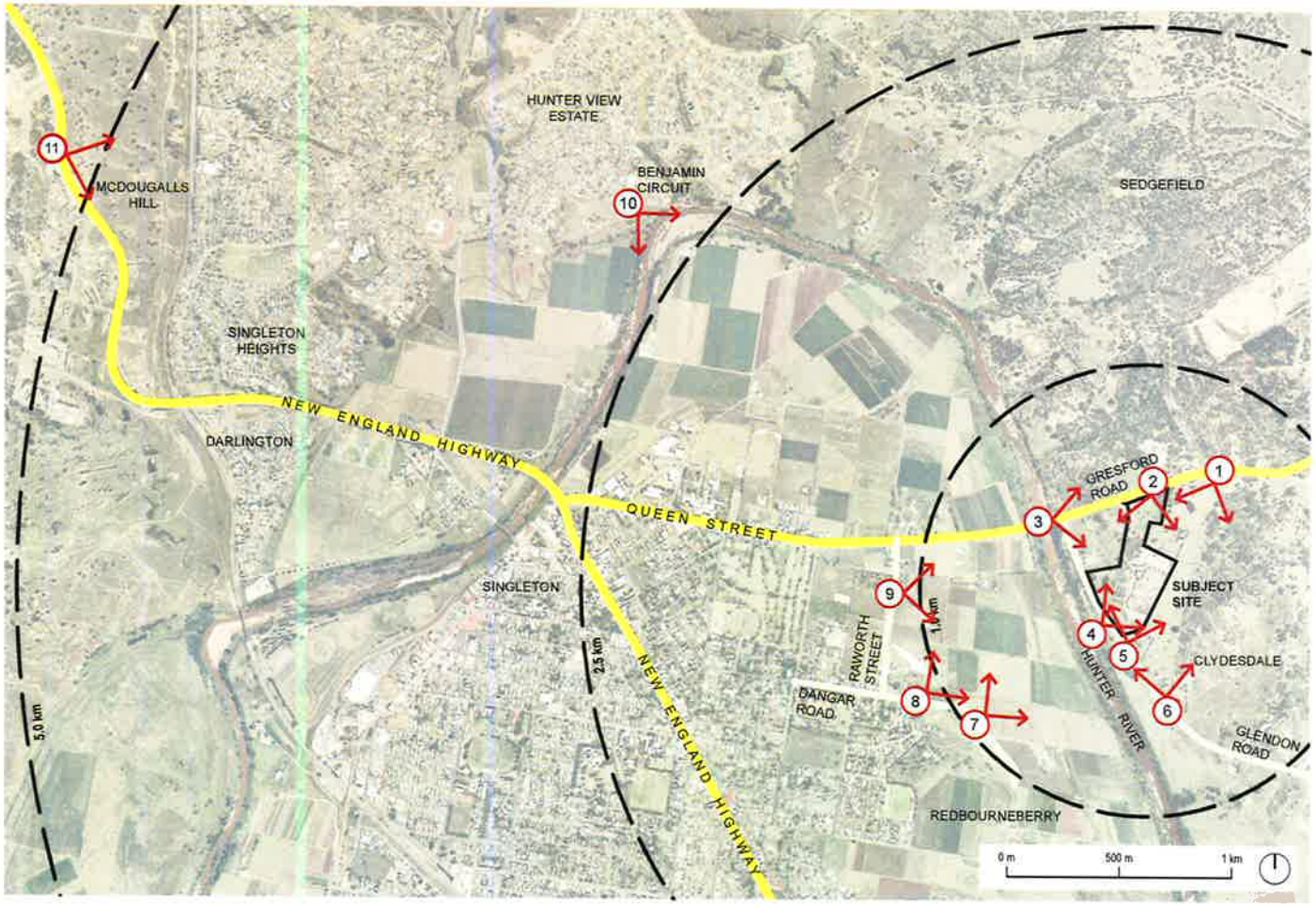


Figure 17 – Selected viewpoints for the proposal
Source: Base - Google Earth Pro 2015

Visual impact assessment (cont.)

Key viewpoint 1 - View from the adjoining property on Gresford Road towards the site

Key viewpoint 2 - Looking south from Gresford Road

Key viewpoint 3 - View from Redbourneberry Bridge looking east

Key viewpoint 4 - View to the site from Clydesdale Reserve

Visual impact assessment (cont.)

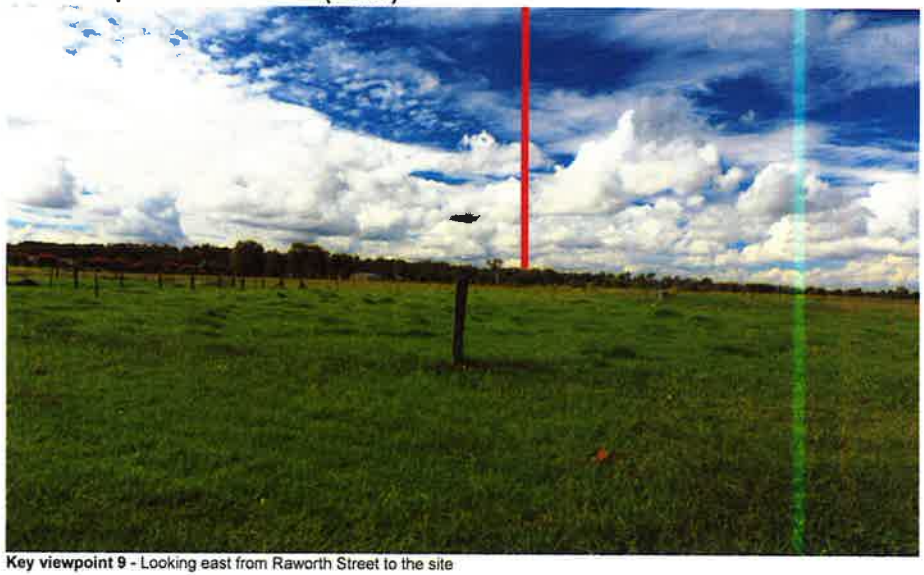
Key viewpoint 5 - Looking north from Glendon Road

Key viewpoint 6 - View from Glendon Road

Key viewpoint 7 - View north-east from Dangar Road to the site

Key viewpoint 8 - View north-east from Dangar Road to the site

Visual impact assessment (cont.)



Key viewpoint 9 - Looking east from Raworth Street to the site

Key viewpoint 10 - View from Benjamin Circuit Hunterview to the south-east towards the site

Key viewpoint 11 - View from the New England Highway at McDougalls Hill to the south-east towards the site

Visual impact assessment (cont.)

3.4. Photomontages

Photomontages were prepared generally from two key viewpoints being viewpoints 7 and 9 to assist in determining the visual impact from these viewpoints. The viewpoints were chosen as they are approximately 1.2km from the site and therefore the roof structure would potentially be visible from the dwellings located on Dangar Road.

The photomontages were prepared using the following methodology:

- 3D model (including roof) was prepared from development application documentation. The roof colour chosen for the 3D model is Colorbond Pale Eucalypt.
- The 3D Model was geo-located to the site coordinates and exported into Google Earth Pro.
- Views were exported from Google Earth Pro from the key viewpoint locations. (Figures 18 and 20).
- Views were superimposed onto Google Earth streetview images to account for vegetation and topography. (Figures 19 and 21).
- The views have been enlarged by 200% to demonstrate the roof structure in the landscape only and does not represent the real view from these viewpoints.

Visual impact assessment (cont.)

Key Viewpoint 7 - Dangar Road

Figure 18 – View looking east from Dangar Road
Source: Google Earth Pro 2015

Figure 19 – Montage view looking east from Dangar Road
Source: Base - Google Earth Pro 2015

Visual impact assessment (cont.)

Key Viewpoint 9 - Raworth Street

Figure 20 – View looking east from Raworth Street
Source: Google Earth Pro 2015

Figure 21 – Montage view looking east from Raworth Street
Source: Base - Google Earth Pro 2015

Visual impact assessment (cont.)

3.5. Visual Impact

The visual impact assessment identifies the sensitivity of each of the key view points of the proposal as outlined in Table 3. The assessment then determines the magnitude of the proposal and determines the overall visual impact for the proposal as outlined in Table 4.

Table 3 – Initial assessment - Viewpoint sensitivity

Viewpoint	Description of setting	Sensitivity of view	Sensitivity due to:
1	View from the adjoining property on Gresford Road towards the site	Negligible	The view being at a higher elevation to the proposal and the extent of visibility.
2	Looking south from Gresford Road	Negligible	The view being at a higher elevation to the proposal and the extent of visibility.
3	View from Redbourneberry Bridge looking east	Negligible	Potential loss of vegetation.
4	View to the site from Clydesdale Reserve	Low	Potential loss of vegetation.
5	Looking north from Glendon Road	High	View of the underneath of the proposal and the extent of visibility.
6	View from Glendon Road	Moderate	View of the underneath of the proposal and the extent of visibility.
7	View north-east from Dangar Road to the site	Moderate	The extent of the visibility of the proposal.
8	View north-east from Dangar Road to the site	Moderate	The extent of the visibility of the proposal.
9	Looking east from Raworth Street to the site	Moderate	The extent of the visibility of the proposal.
10	View from Benjamin Circuit Hunterview to the south-east towards the site	Low	The extent of the visibility of the proposal.
11	View from the New England Highway at McDougalls Hill to the south-east towards the site	Low	The extent of the visibility of the proposal.

Table 4 – Visual impact assessment

Viewpoint	Visual sensitivity	Magnitude of the proposal	Rating of visual impact	Summary
1	Negligible	Negligible	Negligible	The proposal is unlikely to be visible due to the existing vegetation located between these dwellings and the proposal.
2	Negligible	Negligible	Negligible	The proposal is unlikely to be visible due to the existing vegetation located between these dwellings and the proposal.
3	Negligible	Negligible	Negligible	The proposal is not visible from this viewpoint. The visual impact from removal of vegetation would be negligible as there will still be considerable vegetation retained.
4	Low	Low	Low	Glimpses of the new roof are likely however, it will be only short term and from visitors leaving the reserve. The view would be from below and obscured by vegetation.
5	High	Moderate	High-Moderate	The dwellings adjoining the site to the west and southeast are lower than the proposed new roof. Therefore, views would be of the underneath and the sides of the structure due to the proximity. The roof would generally be in shadow. The removal of vegetation may increase the visibility from the west. However, considerable vegetation is retained on the site. Vegetation on the site and adjoining lands will assist in obscuring the views.
6	Moderate	Low	Moderate-Low	The view is from below the roof and would be obscured by the vegetation.
7	Moderate	Low	Moderate-Low	The new roof would be visible from the dwellings approximately 1km to the west adjoining the farm lands. The photomontages show the extent of the visibility which is reduced due to the extent of the vegetation and distance. The visibility of the proposal would be further reduced dependant on the materials and colours selected for the new roof.
8	Moderate	Low	Moderate-Low	
9	Moderate	Low	Moderate-Low	
10	Low	Low	Low	Due to the elevation, the highest area of the new roof is likely to be visible. However due to the distance for both viewpoints being 2.5km and 5.0km, the field of view will be less. The retained vegetation would also obscure the view.
11	Low	Low	Low	

4.0 MITIGATION MEASURES

4.1. Discussion

The Singleton Regional Livestock Market has been operating from this site since the early 1900s. It is a regional facility providing a much needed service for the area. The site incorporates various infrastructure including the stockyards, buildings, sheds, lighting and access roads.

A much needed upgrade is required to allow the site to continue operation now and into the future. This includes the proposed new roof.

The proposal has been designed to minimise impacts on the surrounding area as follows:

- The structure will not be enclosed and therefore reduces the overall building mass.
- The proposal incorporates two different sized roofs, which fall in different directions. This assists in breaking up the roof mass.
- The stockyards including the roof will be offset from its eastern boundary by 9m.
- The lighting and PA system will be located underneath the new roof.
- Removal of vegetation has been kept to a minimum.
- It is intended to use materials and colours that are non reflective and that are complementary to the existing vegetation.

Due to the topography and vegetation, the stockyards are not visible or are obscured from many locations, particularly to the north and east of the subject site. However, views of the new roof will be possible from several areas. Dwellings adjoining the site to the west and south east will have views of part of the structure. These dwellings are lower than the roof structure and the view will also be obscured by vegetation on the site and within these properties.

Views of the roof structure are possible from some dwellings located to the west adjoining the farmlands and from high points within Singleton including Hunterview Estate and McDougalls Hill. Again, these views are obscured by the existing vegetation on the site and surrounding the site and further obscured due to the distance from the site.

The roof structure will not be silhouetted against the sky as it will sit below the tree line within the visual catchment area.

4.2. Proposed mitigation measures

The following outlines mitigation measures that would assist in further reducing the visual impact of the proposed new roof.

Materials / Colours

- Roof sheeting to be non-reflective
- Suggested Colorbond colours (Figure 22) for roof sheeting:
  - Pale Eucalypt
  - Mangrove

  or similar colour that is complementary to the existing vegetation
- Translucent sheets could be used at regular intervals to increase natural lighting and break up the roof mass.
- The structural frame for the roof is to be in a neutral finish eg grey.

Lighting

- Minimise light spill by ensuring lights shine downwards within the roof structure.

Vegetation

- Retain existing vegetation where possible.
- Supplementary trees to be planted to the west of the new structure to replace the trees to be removed in this location. Refer Figures 23 and 24.

Pale Eucalypt

Mangrove

Figure 22 – Recommended roof colours

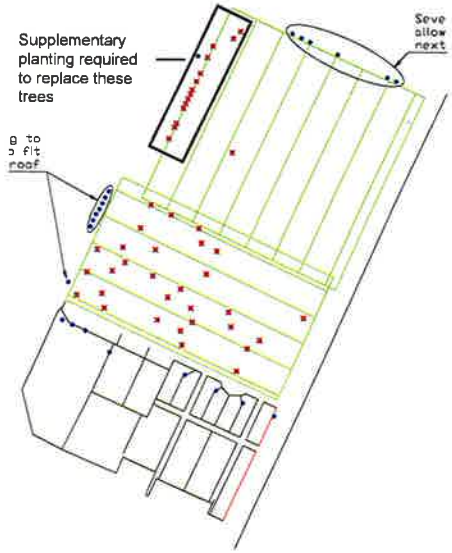


Figure 23 – Vegetation to be removed (NTS)
Source: ATLEX Stockyards

Figure 24 – Vegetation to be removed

5.0 REFERENCES

Atlex Stockyards 2015, *SRLM-01 Floor Plan* (05.03.2015)

Department of Planning and Environment 2015, *Planning Viewer*. URL: maps.planningportal.nsw.gov.au. 2015

GHD 2015, *Redevelopment of Singleton Regional Livestock Market Statement of Environmental Effects* (April 2015).

Google 2015, *Google Earth Pro*

Sensis Pty Ltd 2015, *Whereis*. URL: Whereis.com 2015

Singleton Council 2013, *Singleton Local Environmental Plan 2013*.

Singleton Council 2015, *Singleton Council Website* URL: www.singleton.nsw.gov.au/ 2015

Appendix D.

Correspondence from Singleton Council General Manager

Enquiries to: Philip Carroll
02 6578 7290

Our Ref: DA 60/2015 PN 24824

11 November 2015

Joint Regional Planning Panels
Regional Panels Secretariat
GPO Box 39
Sydney NSW 2001

Attention: Mr Garry Fielding

Dear Garry

Subject: HCCJRPP Determination
Development Application No. 60/2015 – Singleton Saleyard

Reference is made to Development Application No. 60/2015 seeking consent for the proposed redevelopment (upgrading) of Singleton Sales yard at 56 Gresford Road Singleton.

Given the estimated value ($6,923,000), Schedule 4A of the *Environmental Planning & Assessment Act 1979* requires the Hunter – Central Coast Joint Regional Planning Panel (HCCJRPP) to exercise consent authority functions for the application. Council engaged a consultant to assess the application and prepare a report for the Panel's consideration.

The application was notified for a period of 30 days from 25 August 2015 to 23 September 2015 with no submissions received.

As requested by the HCCJRPP Secretariat, this correspondence is submitted to confirm that the draft conditions are considered satisfactory with no objections raised.

I trust this satisfies your requirements. Should you require any further information, please contact Council's Manager Development & Regulatory Services – Philip Carroll on (02) 6578-7337, or by email pcarroll@singleton.nsw.gov.au.

Yours faithfully

Lindy Hyam

Lindy Hyam
General Manager

ABN 52 877 492 396
Address all correspondence to the General Manager:
PO Box 314
SINGLETON
NSW 2330

DX 7063
SINGLETON

Administration Centre located at:
Queen Street
Singleton

Ph: (02) 6578 7290
Fax: (02) 6572 4197
Email: ssc@singleton.nsw.gov.au
Website: www.singleton.nsw.gov.au

"Singleton. A progressive community of excellence and sustainability."

Printed on Recycled Stock.