

REPORT
TO THE
SOUTHERN GRAMPIANS SHIRE COUNCIL
MASTER PLAN
FOR THE
HAMILTON REGIONAL LIVESTOCK EXCHANGE

BY

KATTLE GEAR AUSTRALIA PTY LTD



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1 EXECUTIVE SUMMARY AND KEY RECOMMENDATIONS

1.1 Purpose of the Master Plan

The Southern Grampians Shire Council require soundly based recommendations to be able to address environmental, occupational health and safety and operational concerns with their saleyards. The purpose of this master plan is to clearly articulate options for the future development of Hamilton Regional Livestock Exchange.

1.2 Description of the Hamilton Regional Livestock Exchange

The Hamilton Regional Saleyards is situated on the southern side of Hamilton at the intersection of Port Fairy Road and Portland Road.

The site is approximately 11 hectares and contains a cattle and sheep selling complex on a concrete base, a canteen and office buildings and a 4 bay truck wash. Additional land for irrigating effluent from the site is situated to the east.

The enterprise is an important industry to Hamilton and district with 7 stock agencies employing 59 staff members directly. In 2010/11, the annual throughput of sheep was the third largest in the state and cattle turnover the tenth largest.

The day to day operations of the facility is managed by council staff, including an on-site manager, with 4 staff members and an operations manager who has a number of other responsibilities in council.

1.3 The Facilities

There is a pressing need to address environmental, occupational health and safety and obsolescence concerns at the saleyards.

The major concerns revolve around the environmental status of the complex and include:

- An effluent treatment plant and storage which is at capacity.
- A yard washing facility that utilised saline bore water which is unsustainable.

The remedies for this status may include covering and dry sweeping of sheep yards, mixing bore water with less saline water and increasing capacity of storage or a combination of these actions.

The sheep selling complex has been partly renovated but the balance is aging and lacks many modern features which contribute to the efficiency and safety of operation.

There are also some serious OH&S risks which need to be addressed or eradicated. Effectively, the sheep yards needs to be largely reconstructed and covered to address the environmental concerns and reinforce its status as a premier sheep and lamb market.

The cattle yards also require urgent OH&S remediation work to improve the safety of stakeholders. A number of other projects will ultimately enhance the operation of this part of the complex, and are prioritised in the following sections.

1.4 Recommendations

The following upgrades and recommendations relate to the general facilities.

1. Define Parking Spaces in northern car park – Line marking and signage	3,000
2. Renovate Canteen and Amenities Block	100,000
<ul style="list-style-type: none"> • Provide temporary relocatable • Provide new windows and roof for existing 	
3. Provision of Security Measures	
<ul style="list-style-type: none"> • Fence southern boundary with security fencing 	9,000
<ul style="list-style-type: none"> • Provision of heavy duty stock grids on each of 4 entrances 	32,000
<ul style="list-style-type: none"> • Provision of Avdata access gates at the southern and south western access points 	32,000
<ul style="list-style-type: none"> • Provision of video surveillance of northern precinct of facility 	30,000
4. Realign Port Fairy road access to suit 'B' double exit for new sheep ramps	20,000
5. Purchase of bobcat sweeper	65,000
6. Provision of roof water storage catchment, above ground 2ML storage tank	250,000
7. Relocate Managers Office & Workshop Build structure at Western end of canteen or adjacent to agents relocatable on northern side of cattle yards.	150,000
Total	691,000

The following upgrades relate to the effluent treatment system and storm water upgrades.

1. Prepare a planning document to secure EPA approval for effluent upgrade	10,000
2. Construct an additional effluent dam of approximately 12 megalitre capacity similar to the existing dam.	30,000
3. Replace wedge wire screen at effluent dam.	30,000
4. Install additional lateral irrigation supply and hydrants for the expanded irrigation system.	15,000
5. Excavate 1ML earthen retention basin below cattle dirt yards.	3,000
6. Provide pump and pipeline to transfer collected storm water to existing effluent basin.	10,000
Total	103,000

The following estimates and upgrades relate to the sheep selling centre

1. Prepare detailed design for sheep yard redevelopment.	200,000
2a. Provision of a roof over the complete complex including dirt yards OR	1,760,000
2b. Provision of a roof over the selling pens and new drafting, receiptal at northern end.	1,175,000
3a. Provision of new selling pens for the sheep yards OR	1,450,000
3b. Provision of staged reconstruction including:	
<ul style="list-style-type: none"> • Replace existing wooden drafts 5 & 6, old covered walkway from E63 to H45, old office block and front pens from N1 to N8. Stage 1 	800,000
<ul style="list-style-type: none"> • Include some resurfacing, 2 north eastern bugle drafts, 10 receiptal yards, 2 x cross lanes and 2 x 4 deck electric loading ramps. Stage 1 	

<ul style="list-style-type: none"> • 3 x north western bugle drafts, 15 receival yards, 2 x cross lanes and 4 x 4 deck electric loading ramps. Stage 2 	210,000
<ul style="list-style-type: none"> • Replace existing ARC mesh selling pens with new selling pens. Stage 3 	270,000
<ul style="list-style-type: none"> • Replace existing pipe selling pens with new selling pens. Stage 4 	270,000
4. Provision of additional sheep selling pen module adjacent to sheep ramp no 5.	210,000
5. Provision of skillion roof cover over additional sheep selling pen module.	80,000

The following estimates and upgrades relate to the cattle selling centre

1. Provision of detail design for OH&S upgrades.	20,000
2. Provision of new northern public access with two complying stairs, and 125 metres of elevated public access walkway.	52,500
3 Lift hand rail height west of pen 109	5,000
3. Rehabilitation of selling pen access gates from pen 144 to pen 162.	36,000
4. Reconfigure and rebuild central prescale cattle drafts and lane.	20,000
5. Renovate and cover post scale cattle dirt pens.	80,000
6. Provide additional cattle ramp at north west corner of cattle yards.	50,000
Total	263,500

2 THE PURPOSE OF THE STUDY

2.1 Background

In response to requests from Southern Grampians Shire staff and managers, Kattle Gear Australia attended the yards and were briefed by Chris Dahlenburg (Facility Manager), Mr Kevin O'Brien (Director of Shire Infrastructure) and Mr Gary Hodgskiss, (Manager Works & Enterprises) in March, 2011.

As a result of these discussions, a facility inspection and further input by Richard Perry, CEO, council requested that the scope of the study be extended to include additional items, The proposal for the extension of the study was accepted by council in April, 2011.

The existing facility has been developed in an ad hoc manner for many years. Approximately \$250,000 of capital works is budgeted for each year, and works have been undertaken very efficiently previously by the saleyard manager and designated contractors. However much of the existing infrastructure requires replacement or major upgrade. In addition, the site is quite congested, and will require detailed planning to ensure sustainable and efficient development in the future.

2.2 Study Brief

The proposal to undertake the master plan included the following scope.

“The objective of the master plan is to determine a cohesive plan for the future development of the facility. The study will include the following components.

a) Infrastructure review. A thorough and comprehensive infrastructure review will be undertaken including

- Cattle yards*
- Sheep yards*
- Truck wash*
- Water supply*
- Canteen/office/ablution complex*
- Maintenance storage areas*
- Roads and parking*

b) Development Program

A redevelopment program will be developed based on the consultants experience and extensive consultation with stakeholders, and observations and assessment by the consultant team.

Preliminary assessment of the facility and advice from the manager suggests this program will include works in the following areas.

- Sheep yard reconstruction*
- Effluent treatment and disposal*
- Cafeteria ablution complex enhancements*
- Car parking, truck parking and depot area*
- Cattle yard upgrades.*

All components of the program will be costed by the team and prioritized in consultation with stakeholders and the principal.”

“The work program will include the following:

a) *“Assessment of the current facilities. A number of sales will be observed including receival and preparation, selling and delivery phases. These sales will include both sheep and cattle and the large special sales over summer. A thorough infrastructure review will also be undertaken assessing useful life, maintenance schedules and OH&S considerations.*

b) *Consultation with stakeholder groups. These consultations will include meetings with producers, stock agents, transport operators, saleyard staff and buyers/meat processors. These focus group meetings will be carefully structured in order to gain the information necessary to answer questions vital to meeting the study objectives including:*

- Is the facility currently meeting needs?*
- What needs to be done in order to meet needs?*
- What are the expectations for the future of the selling centre?*

The Kattle Gear team is very experienced in running rural focus groups. Included in these meetings will be educational segments which will acquaint users with the latest options and best practice for construction, layout, organizational procedures and management of saleyards.”

In addition to the above, the additional items were added to the scope in April, 2011.

- ***Pricing and market assessment***

Carry out analysis on the current livestock market and what is currently provided to ascertain areas for growth/consolidation etc.

Assess the current fees and charges and recommend a pricing structure taking into account future capital outlay.

- ***Internet marketing and sales***

An analysis of what currently is provided with options

- ***Current and emerging regulatory requirements***

Consideration of EPA requirements and other developments e.g. electronic ear tagging of sheep.

- ***Management best practice including consideration of a skills-based Board.***

Review the current management arrangements against best practice and provide options for consideration.

- ***Clarification of the structure and role of the Advisory Committee***

Review of current Terms of Reference to ascertain whether this structure could be more effective.

- ***Site design and availability of adjoining land for expansion and/or agistment***

Assess the value of agistment operations, whether more land is needed for future operations

- ***Tourism and Training opportunities***

Spin offs from enterprise, key differential in terms of sector

- ***Influence of Hamilton Structure plan***

Comment on the relevant linkages, consistencies/inconsistencies

- ***Changing operational demands***

Change in technology, demand etc.”

3 REPORT ON DESIGN, STRUCTURE, CONDITION AND FUNCTION OF HAMILTON LIVESTOCK EXCHANGE

3.1 Site

3.1.1 General

The Hamilton Regional Livestock Exchange (HRLE) is located on the Portland road on the southern side of Hamilton city. The total site area is approximately 11 hectares. In addition, a further 13.6 hectares north west of the saleyards, across Portland Road is currently utilised for irrigation of effluent and contaminated storm water. An adjacent 14 hectares is also council owned and is currently utilised for agistment purposes and potentially for irrigation.

The major features of the yards area include the sheep yards, earthen sheep delivery pens, cattle yards including covered receival, weighing area and selling pens, the rotunda selling area, access roads, truck and car parking, cafeteria and offices, maintenance depot area and truck wash and effluent treatment area. Figures 1 and 2 details the layout of the complex which exists currently.

The major operations of the yards are fat cattle sales held weekly every Friday, with special sales held on demand. A significant number of weaner cattle are sold in the annual January calf sales. Hamilton was the tenth largest cattle centre in Victoria in 2010/2011. However, in the South West Victorian regional context, the competing centres are Warrnambool, Naracoorte and Mt Gambier.

Sheep and lambs sales are held each Wednesday and in peak season between the end of November and February, lambs are sold on a Wednesday and sheep on a Thursday. Hamilton is the third largest sheep sale in Victoria, but once again in a regional context, competition comes from Horsham and Naracoorte. The Hamilton market is approaching twice the annual size of these two saleyards with an annual turnover of around a million sheep and lambs. Tables 1 and 2 show the annual turnovers for the last four years for sheep and cattle and figures 3 and 4 show the trends for the competing centres for sheep and cattle.

Figure 1 EXISTING LAYOUT OF HAMILTON REGIONAL LIVESTOCK EXCHANGE (HRLE)

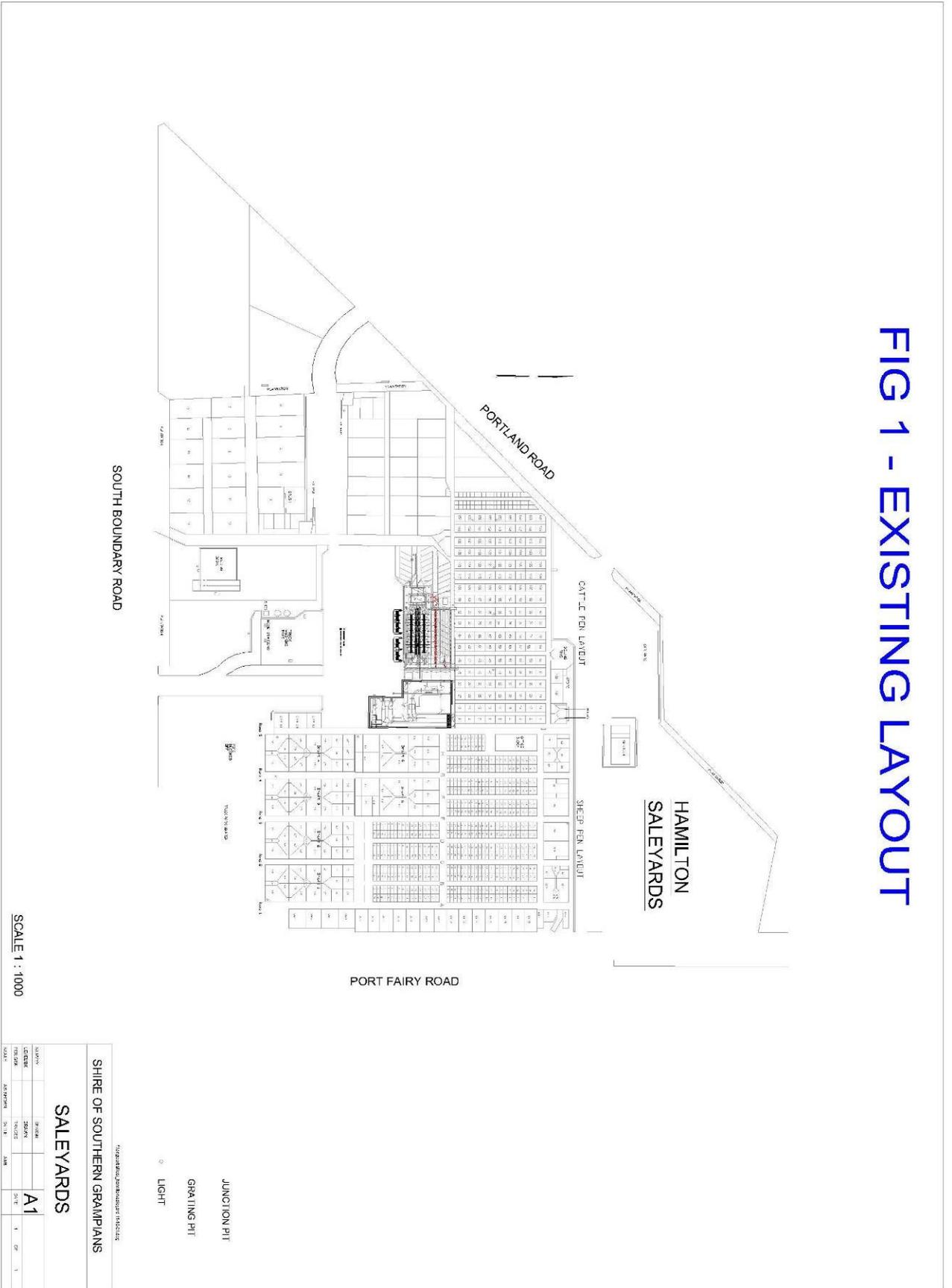


FIG 1 - EXISTING LAYOUT

Figure 2 AERIAL PHOTOGRAPH OF HAMILTON REGIONAL LIVESTOCK EXCHANGE (HRLE)



Table 1 CATTLE THROUGHPUT 2008 TO 2011 AT REGIONAL SALEYARDS

	2008	2009	2010	2011	TOTAL	AVERAGE
HAMILTON	46776	47776	42897	45590	183039	45,760
MT GAMBIER (SA)	111471	129730	123594	121462	486257	121,564
NARACOORT (SA)	98787	105984	99560	118873	423204	105,801
WARRNAMBOOL	102872	106145	99722	88666	397405	99,351

Figure 3 CATTLE THROUGHPUT 2008 TO 2011 AT REGIONAL SALEYARDS

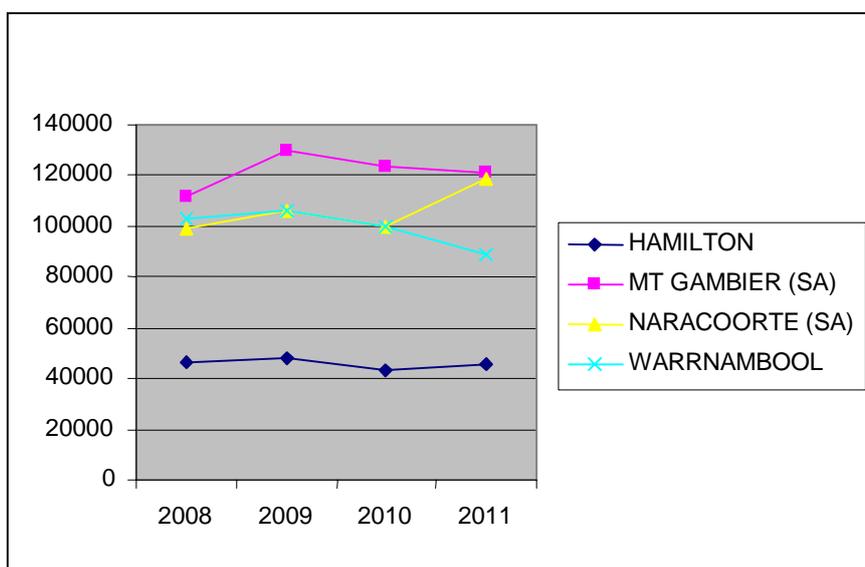
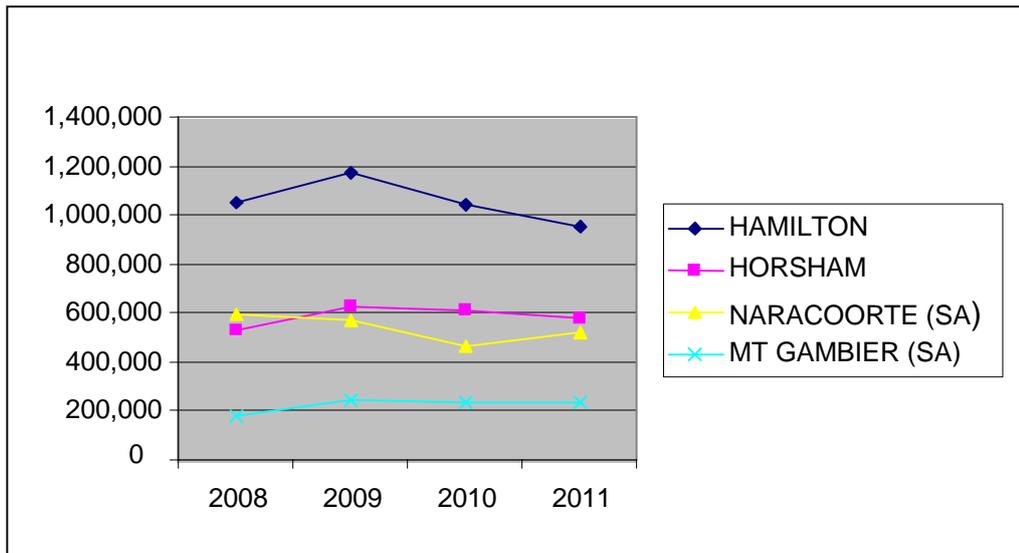


Table 2 SHEEP THROUGHPUT 2008 TO 2011 AT REGIONAL SALEYARDS

	2008	2009	2010	2011	TOTAL	AVERAGE
HAMILTON	1,047,593	1,175,076	1,045,916	951,202	4,219,787	1,054,947
HORSHAM	527,730	627,874	609,918	574,548	951,202	237,801
NARACOORTE (SA)	591,210	570,896	463,741	519,360	2,145,207	536,302
MT GAMBIER (SA)	180,244	244,671	232,625	233,608	891,148	222,787

Figure 4 SHEEP THROUGHPUT 2008 TO 2011 AT REGIONAL SALEYARDS



Of vital importance in assessing the suitability of design and function of the existing yards is an assessment of the stock numbers handled in any one sale. Figures 5 and 6 designate the number of stock yarded each sale day.

Figure 5 HAMILTON LIVESTOCK EXCHANGE CATTLE THROUGHPUT OCT 2010 TO OCT 2011

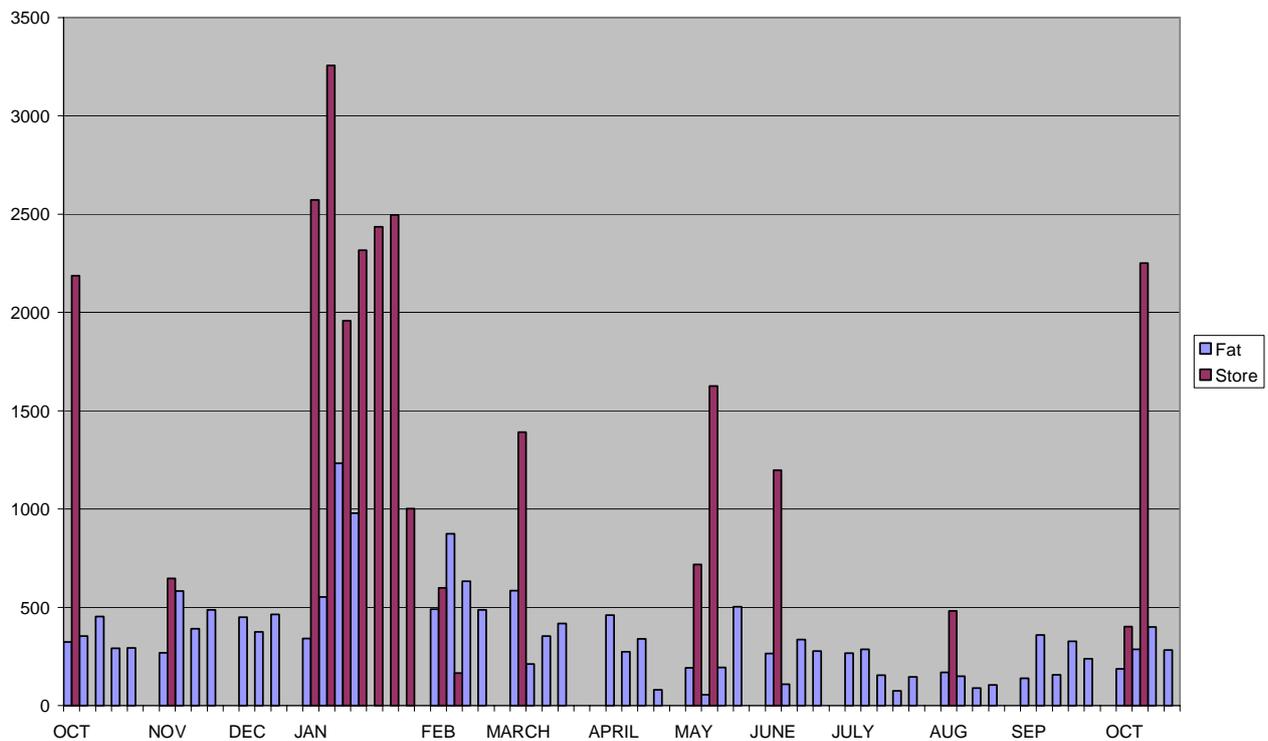


Figure 5 shows that only one fat sale in 2010 – 2011 exceeded 1,000 cattle. Fat cattle need to be displayed with less density to allow the meat buyers to more easily ascertain value and condition, however, the cattle yards are well capable of handling these numbers.

The store cattle sales are of greatest importance to the animal throughput of the yards with seven sales exceeding 2,000 head, five of these in the month of January. Store sales can successfully sell cattle in higher densities, but do stretch the resources and ability to read and process NLIS numbers and data. However, it is considered to be an acceptable situation when the capacity is only required for 10% of the sales.

Figure 6 HAMILTON LIVESTOCK EXCHANGE SHEEP THROUGHPUT OCT 2010 TO OCT 2011

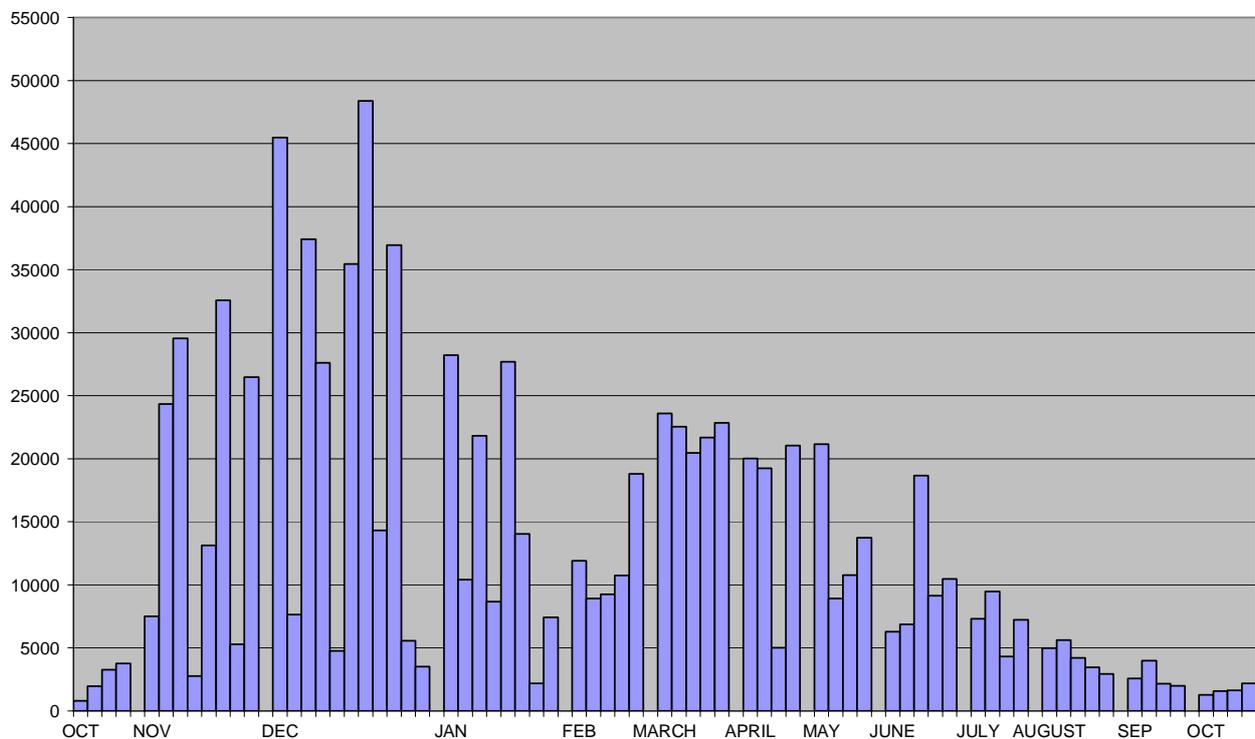


Figure 6 shows that only six sheep sales exceed 30,000 sheep in number. As with the cattle, these large sales only constitute 8.5% of sales, the balance of sales being handled relatively easily.

With the largest sales, the lot sizes tend to increase, and the critical issue becomes space, rather than the number of smaller pens. Hence, the sales are managed by selling larger lots in all sections of the drafts, spare laneways and the delivery dirt pens.

With regard to cleaning, the two sales per week regime which normally starts in November and finishes in autumn means that only the drafts are washed between the Wednesday sale, and the Thursday sheep sale. The proposals contained in the following report for a redeveloped sheep complex will allow faster and more thorough cleaning between these sales.

3.1.2 Traffic Movements

There are four entrances into the complex, two on Portland Road, one on South Boundary Road and one on Port Fairy Road. Heavy vehicle traffic is largely confined to the South Boundary Road entrance which services the existing sheep ramps, the cattle receival ramps and the truck wash. The Southern Portland Road access is largely used for cattle transport exits and for the movement of agistment stock across Portland Road to the agistment areas.

Small vehicle traffic is largely confined to the northern end of the sheep and cattle yards via the Northern Portland Road access and the Port Fairy Road access. There is no formal separation of vehicle type or function, but generally due to sensible speed control practised by all stakeholders there is a good safety record for vehicles on the premises.

The access roads are well sealed in the northern part of the site. Conversely, the Southern end requires sealing urgently as the area can be very dusty, uncomfortable and unsafe.

However, the layout does allow uncontrolled access at any time, these movements potentially being unobserved and unrecorded. This is a concern due to some evidence of vandalism, and the potential of stock theft or accidental removal of the wrong purchase lots from the premises. Strategies to improve traffic movement, safety and security may include:

- The installation of Avdata access gates on the access gates. These devices are activated by an Avdata access key. The key number and the entry and exit time is recorded automatically.
- The installation of security cameras on the northern access points, together with grids to contain any stock which escape from the yards within the precinct.
- Signage relating to restricting speed, and minimising night traffic access to the South Boundary Road access.

3.1.3. Signage

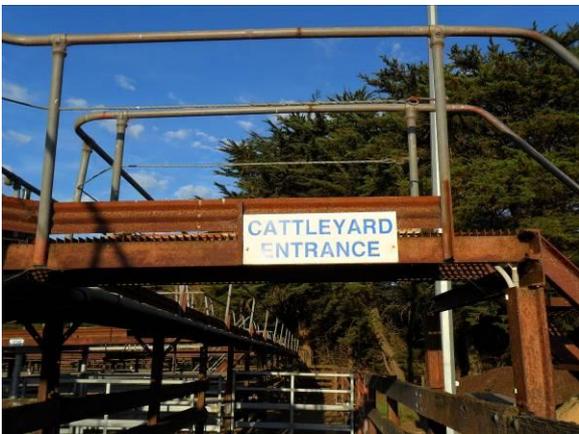
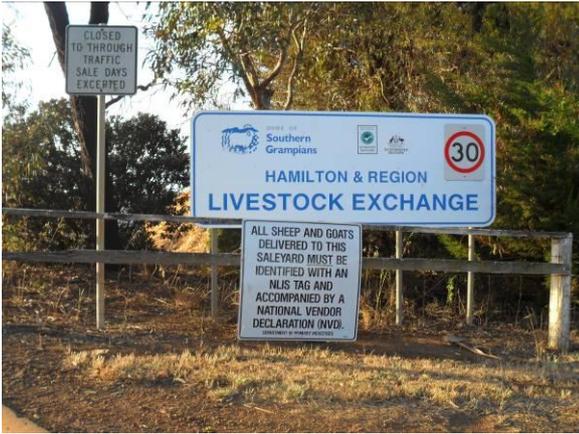
Signage on the site is generally well provided for.

The issue of signage is addressed in the National Saleyard quality assurance documentation for the facility. The major signs are generally well branded with the Southern Grampians logo.

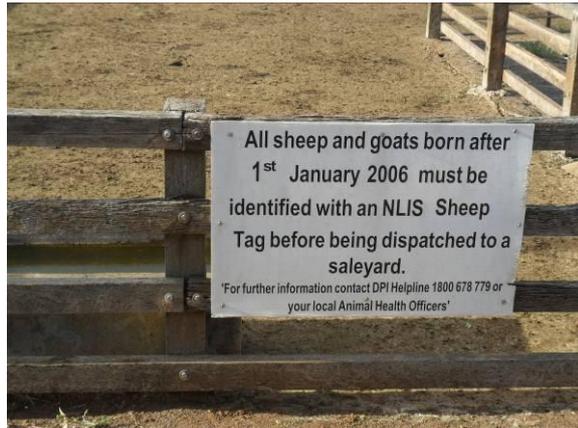
The following suggestions are made with regard to signage:

- The speed limit of 30 KPH on the main entrance signs is too high when the car park is full. When the car park is defined as recommended in this report, the spacing between cars and rows will be tighter. The maximum suggested speed would be 15KPH.
- Some of the older signage would benefit from 'corporatisation' with the Southern Grampians name and logo.
- The signage should exclude children who are under the age of fifteen from entering the saleyard unless accompanied by an adult.
- Proper covered foot ware should be worn at all times. Thongs and sandals should be expressly forbidden.
- A sign in the sheep loading areas that advises drivers that the use of a safety harness is required if they are climbing on the side, or walking on top of their stock crates.
- The effluent collection basin area, and the effluent dam should display DANGER, Keep Out signage.

Many of these signs are standard OH&S based and available from specialist suppliers.











The pen allocation sign, together with order of sale information could be more legible.

3.1.4 Parking

The site is very utilised and during the large December and January sales, over 250 cars and 30 trucks were recorded on site at one time. Truck parking is predominantly in the south side of the site, and tends to be well self-regulated. Pre-sale, local trucks will often deliver multiple loads and hence are not 'parked'. Post sale, the larger contractors who cart for the supermarkets and abattoirs have an established and effective routine.

The attached photo shows 'B' doubles lined up or parked in the sheep unloading manoeuvre area. There was some disquiet from drivers that this practice restricted backing access for 'B' doubles to the multi-deck ramps.





Small vehicles are parked predominantly in the sealed areas around the canteen, although some body trucks and articulated vehicles were observed in these areas as well. Although parking was at a premium for the weaner sales and sheep sales, everyone was able to be accommodated. However, much of the parking in this area was inefficient and haphazard. The mixed parking of light and heavy vehicles was also hazardous.







If the recommendations of this master plan were adopted, parking availability will be reduced in the northern car park. To ensure sufficient capacity is provided, the following strategies should be adopted.

- Extension of the sealed areas in the north east corner of the park and the provision of lined parking bays. This is estimated to provide sufficient additional spaces to accommodate demand at large sales.
- Provision of dedicated truck parking in the north west corner of the northern park, and on Port Fairy Road reserve, and an additional area below the truck wash which will need to be formed and stabilised. Figure 7 in the appendix describes how parking bays should be defined.

The above photographs show the nature strip on Port Fairy Road. This area can accommodate 100 cars or a number of articulated vehicles. This is effectively where the overflow on large sale days is accommodated.

3.1.5 Rotunda

The following observations are made about the use, condition and function of the rotunda.

- The rotunda is mainly used for monthly horse sale.
- Structurally, the building appears in good condition with good lines and plumbing in good order.
- Seating is adequate
- The fence around the ring is of inadequate height to conduct a bull sale
- If this is a required function of the facility, the height needs to be lifted to a minimum of 1650mm at the top rail.
- The stakeholders meeting indicated that the building was as ‘eye sore’ and required maintenance, and a spruce up.
- The relocation of the manager’s office may create an opportunity to construct an architecturally sympathetic structure relative to a renovated rotunda structure.



3.1.6 Offices

The existing offices are situated in a timber and weatherboard building at the north west corner of the sheep yards opposite the canteen. The building is old and in need of aesthetic maintenance.



Whilst considered adequate, and well positioned by the manager, it is situated in prime space for the sheep yard reconstruction.

The functions currently provided by this building are:

- Managers office and sale day reception

- 3 small offices currently used for storage
- A machinery maintenance area that is used to park the maintenance unit, store washing hoses and other ancillary equipment and perform some light repair work.

The agent association and their secretary currently utilise a relocatable building on the north side of the cattle yards between the rotunda, and ramps A and B.



It is proposed that a more permanent office structure to accommodate the manager, sale day administration, agents, secretary and saleyards staff meal room and meeting place be constructed in the space between the rotunda and ramp A. The building should be sympathetic to the style and architecture of a renovated rotunda. The stakeholders meetings did not request more individual offices for agents. A concept of the elevations and layout of the new office is included as Figure 8 in the appendix.

The function of hose storage will not be required for sheep yards after reconstruction, and for only 6 months of the year in the cattle yards. A skillion extension to the existing workshops would provide for plant storage.

3.1.7 Canteen/Amenities

The canteen and amenities building functions extremely well. It contains one large general eating area and a well equipped kitchen. The area is leased to a private operator, and the standard of food and service is excellent, and well patronised.



The area to the western end contains female and male toilets, and showers for the use of stakeholders, particularly truck drivers.



The building is well positioned, with easy access from both sheep and cattle yards, the rotunda and the northern car park.

However, although the building appears to be structurally sound, it is aesthetically and superficially looking in very poor condition.

The issues include:

- Rotting timber window frames
- Broken and unattached eaves, possibly caused by internal gutters, and poor maintenance
- Fascia's requiring painting.





It is proposed that as the brickwork, internals and plumbing look sound, and the building is very functional, that the roof and windows be rebuilt. It is suggested that a simple gable trussed roof stepped to the existing wall heights could be provided in a timely fashion with minimum disruption to the operation of the facility.

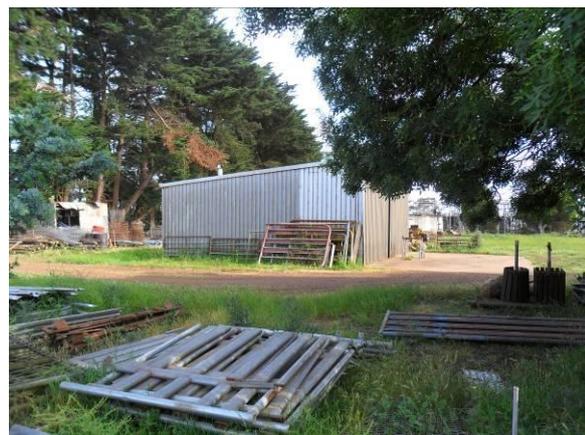
The windows could be progressively replaced on non-sale days in the quieter periods without any detrimental effect.

The opportunity should also be taken to link the architecture of the gabled renovated canteen to the proposed office block across the access road.

3.1.8 Maintenance Area/Fodder Storage

This area is at the northern end of the site on Port Fairy Road. It contains:

- A fully enclosed modern fodder shed.



- A fully enclosed well equipped work shop with 3 phase power.

- The old timber structure which will need to be demolished to allow for the realigned access.



- Additional storage capacity will need to be provided under cover for various machinery and hoses if the existing office and storage area at the north end of the sheep yards is removed.
- A 12 metre strip will need to be taken off this area on the southern end to provide for a new access to Port Fairy Road. This more northerly access will allow the 'B' doubles utilising the new northern ramps in the sheep yards to manoeuvre more effectively. Some trees would have to be removed.



3.2 Sheep Yards

3.2.1. General

The sheep yards suffer from being constructed on a narrow constrained site, and what appears to be a haphazard development over a long period. Although in the order of one million sheep and lambs are sold in the yards annually, there is only 11 sales where the yardings are greater than 25,000 head. The concerns for the yards and stakeholders include:

- OH&S issues with walkways, walkway access and uneven surfaces.
- Inefficiencies for cleaning, maintenance and the labour requirements in the old yard design.
- Poor presentation of stock because of narrow fronted selling pens, and lack of cleaning time in busy periods.
- Uneven surfaces and weathered old timber yards.



The following sections will analyse structures and operations in each section of the sheep yards

3.2.2. Unloading

The majority of unloading occurs at the five modern 4 deck ramps situated at the southern end of the yards. The truck manoeuvre area is expansive, but can still get congested in large sales due to 'B' doubles parking on the southern side of the manoeuvre area.



To access the ramps, a 'B' double generally drives along the southern boundary and does a 'u' turn on left hand lock to enable the vehicle to back into the ramp on right hand down. The manoeuvre area is sloped away from the yards, which is not ideal. Well designed modern facilities have this area sloping back to the ramp, which enables a 'B' double in particular to roll back to the ramp, rather than powering up a slope.

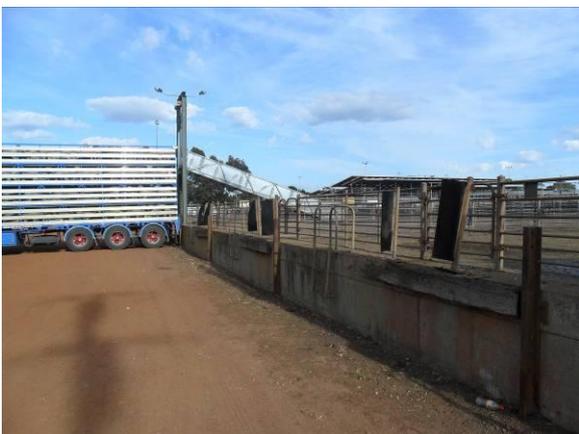


A further issue is ramp orientation which is at 90degrees to back in. Modern layouts provide angled ramps, which reduce the angle which a truck needs to back through. This reduces damage to the road from screwing, bogies, and facilitates easier backing.

The benefit of ramp realignment may not justify the required expenditure. The consultant estimates the cost of realigning each ramp to be \$7,000. This process would involve moving and extending the columns of the ramps, installing new footings, extension of the power, and moving of luminaries.

The five existing ramps are in excellent condition, with safety catches in good working order.

Between these ramps are a total of twelve body truck dumps.



These are an essential part of smaller lots efficiency in the very large summer sales. A redesign incorporating angling of the five large ramps would compromise this important component.



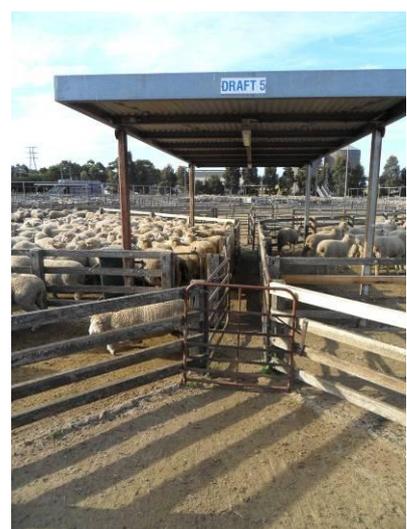
At the northern end of the yards there are three small dumps for farmer's lots in body trucks and an adjustable ramp (H) facing the Port Fairy Road. All are marginal in condition and would be replaced in a redeveloped sheep yard.



3.2.3. Reveal/Drafting

This area of the sheep yards handling system takes place at both the southern and northern ends of the yards. The layout and drafts are traditional with southern drafts 1 to 4 in good condition. The traditional drafts require high labour handling input and contain large pens that are not often fully utilised. The draft areas are covered and well illuminated.

Drafts 5 and 6 are nearing the end of their effective lives, and due to the narrow nature of the yards, will preferably be replaced by new bugle drafts at the northern end of the yards in any redevelopment. The position of these old drafts to the north of drafts 3 and 4 is very inefficient, as it means drafted groups from draft 3 and 4 have to move a long way. The existing northern receive and draft yards are old and require replacement. The position of drafts 5 and 6 compromises sheep flow from drafts numbers 3 and 4 to the selling pens.





At the northern end of the yards, there are two small old wooden drafts. One is utilised almost exclusively by KPL, and the other as a second draft by one of the larger sheep agents. These are old and inefficient, with weathered timber requiring replacement.

The proposed redevelopment of the sheep yards will provide five new, efficient bugle drafts at the north end, together with 25 flexible, full sized deck receival/delivery yards. The yards will have two way gates at both the entry and exit, and two internal dividing gates to ensure small lots, or lots which are required to be kept separate take up smaller areas.



3.2.5. Sheep Selling Pens

The existing selling pens are of three different types. H1 to E41, D18 to A1 and D1 to A24. The pens have been constructed at various periods of expansion.

Issues identified with all of the selling pen types are:

- Entry gates do not interfere across the laneway, and require greater labour input to pen up sheep.
- The narrow front of the pen dimension e.g. 2 x 5m, 2.4 x 5m in all cases was criticised by all meat buyer respondents as access to view the stock being offered is very restricted. Modern selling pens are wider in the laneway dimensions.
- The pens are solid fenced on three sides. Modern saleyards have gates on three sides to allow for pens to be enlarged to sell larger lots and to allow the pens to be opened up for efficient mechanical cleaning.



- In addition the older pens H1 to E41 (160 pens) have very weathered timber rails and posts and only 1.2m entry gates. This area also has a poor yard surface with mortar covered blue stone pitchers. (there are approximately 46,000 blue stone pitchers in this area which could be sold in the event of rebuilding).



- The selling pen block from D18 to A1 is constructed from ARC mesh and is in good condition, although operationally flawed. The yard surface in this area appears to be contiguous concrete and is in good structural and functional condition. The surface would be re used in any redevelopment.



- The selling pen block from D1 to A40 (136 pens) is the most recent addition to the selling pen capacity. The yards are constructed of 6 rails of galvanised pipe (1x25NB, 5x20NB) with 32NB posts. The gate is full width but does not interfere across the lane. The yard surface is a good compromise between animal footing and ease of cleaning, and is in excellent condition.

NOTE: All of this pipe superstructure would be used in a reconstruction.



This photograph shows a pen divider cutting the pen in two for small lots. This is not a fair presentation of stock as there is no buyer access to the back pen.

The modern layout proposed for the sheep yard redevelopment allows for pen dividers in half of the redeveloped pens which allows a 5.6m x 2.8 pen to be divided in two if required, thus providing excellent presentation of all stock.

3.2.6. Auctioneers Walkway

The auctioneers walkways are elevated (approximately 1100mm high). The walkway is constructed from 2 runs of interloc grating for a total width of 460mm. The walkways are in good condition but do not meet Australian Standards (AS 1657 – Walkways, stairs and ladders).



The cost of adding stanchions, kick rails, and hand rails to these walkways is estimated at \$90,000. There is 567 metres of these walkways and they represent a very significant risk for the users and for council. Compliant access ladders are also required.

The modern layout proposed has a narrow auctioneers laneway at ground level, which has no falling risks and has been endorsed during stakeholder meetings by the users.

3.2.7. Selling Sheep in the Cattle Yards

This practice occurs in the large sales during summer if required. There is some reference to the lack of presentation effecting returns. Conversely, a good sale attracts no adverse comment.

It would be hoped that the redevelopment of the sheep yard area would provide enough additional space and efficiencies that this practice was not required.

3.2.8. Delivery and Loading

A number of earthen delivery pens are constructed down the eastern side of the selling pens. They are well watered and have the capacity to hold approximately 5,000 adult sheep. The surface has excellent base and can stand significant traffic and wet conditions. Once again, the entry gates do not interfere across the access lane, making the loading of the yards labour intensive. The narrowing of the 'A' lane in the proposed reconstruction, and possible lengthening of the entry gates would make the loading of these pens far more efficient.



The loading out operation is well catered for by the 5 multi deck ramps at the south end. A small number of trucks utilise the ramp which is situated on the north east corner of the sheep yards. This ramp should be decommissioned when the new northern ramps of the proposed redevelopment are installed as it has some OH&S issues.



3.2.9 Cleaning of Pens



The cleaning of sheep pens is an expensive and labour intensive process. Up to 4 hoses each with an adequate output of approximately 1.5litres/second clean the yards very well. However, the bore water used is quite saline, and will need to be diluted with town supply, collected rainwater or storm water, to be used sustainably in the future.

The reconstruction proposal will enable dry sweeping with a bobcat, as the pens will ‘collapse’ or open up to enable effective mechanical sweeping.



3.3 Cattle Yards

3.3.1. General

The yards are generally in serviceable condition with some new construction in recent years. Stakeholder meetings were keen to ensure that improvement works in the near future concentrated on the sheep yard area, as it was felt that perhaps too much money had been spent on the cattle yards in the last decade, with some of the expenditure being ineffectual and wasteful.



3.3.2 Unloading and Reveal

Cattle are unloaded and received at ramps A and B on the northern end of the yards and one multi-deck and three single deck dumps on the southern side of the yards (access from South Boundary Road) All ramps are quite functional, although the truck access to the four southern ramps is tight. The reveal area was reconstructed in 2003, is roofed, well lit and uses soft floor. Construction is of galvanised fencing material and gates for the drafting of mobs interfere in modern fashion. The area works well, although operators are still vulnerable to injury as initial drafting is still being undertaken on the ground, although now with the aid of interfering gates. A recent incident with a senior agent receiving bulls, illustrates the inherent danger of hand drafting without the benefit of separation and pneumatic drafting systems.





3.3.3 Cattle Selling Pens

The bull pens are recently constructed and comprise angled pens with interfering entry and exit gates. They are situated between the receival area and the scales to minimise the distance moved, and to ensure the bulls are kept under control in single file movement where possible.

The area is in excellent condition and works safely and well.

There are 162 general sale pens in 9 groups of 18 pens. Each pen is 5.8metres long and 4.8metres wide. The most easterly of these pens are a recent construction to provide for the large weaner sale markets in January of each year. All the modules are laid out in modern fashion with a cattle lane, two interfering gates accessing the lane, an auctioneers walkway above the cattle lane and a buyers walkway along the other long side of the pen.

Issues with the pens are:

- A buyer standing at the back of the buyers walkway does not have eye contact with the auctioneer.
- The dividing fences between the selling pens are not a gate, as in modern saleyards, and therefore are difficult to clean with a bobcat or mechanical sweeper.



- The timber railing is in fair condition, and will require the provision of a regular replacement program in the future.



Consideration should be given to the provision of replacing the pen dividing fences with gates to facilitate mechanical cleaning in the future.

All pens up to 143 have had renovated gates installed to provide safer and better catches and gates which interfere across the lane for easier and safer one man operation. The newer pens have epoxy coating at the intersection with the ground to prevent corrosion.





The older pens, 144 to 162 (below) should be progressively upgraded. The gates have catches which are difficult and slow to operate, and do not interfere across the lane. The do however, latch across the lane.

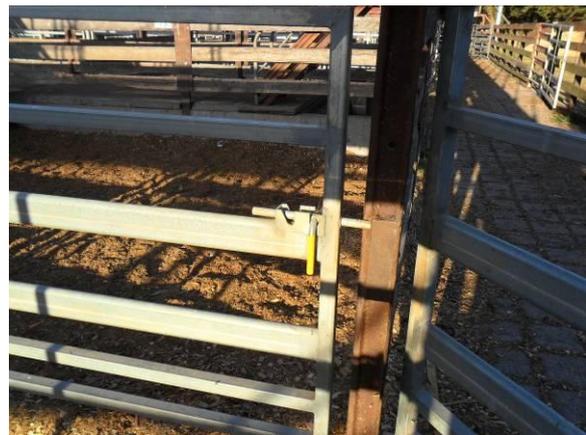


Watering of the yards is excellent although dust from the soft floor material forms a layer of film on the top of the water.

The surface of the pens is concrete, which is in good condition with marking that promotes good animal footing and ease of cleaning.



From September to April, wood shavings are placed in the selling pens as a 'soft' floor and the pens are not washed during this period. This has reduced the incidence of lameness experienced in the yards, particularly during the weaner sales in summer.





3.3.5 Post Sale weighing/Scales

For fat sales, cattle are moved from the selling pen after sale to the stacking pens prior to having the NLIS tags read as they enter the scale. The system is well designed with the following features:



- Ability to draft small sold lots from pen lots close to the scales, hence reducing the distance travelled by small lots.
- Stack pens which hold small drafted groups close to the scale so that there is continuity of supply to the scale. The stack system allows one man to close off and release the groups. Each

of two lanes is filled and released alternatively so that cattle are only handled or moved once during the process.



- NLIS readers which the cattle walk through to automatically record ID numbers. These are adjustable for width. The Aleis type employed is not as ‘flow friendly’ as the latest laneway readers, which are up to two metre wide, and therefore promote better flow.
- An adjustable cattle scale which accommodates small to very large lots via central partitions. The scale is also user friendly in that in the case of a ‘no reader’ animal, the animal can be taken off the scale to the side, and the weigh lot adjusted.

The central area between the stack pens was designed as a remote draft operated by pneumatics and remote control pads to separate the handler and the cattle. The consultant has not seen the

system in operation as it is no longer used, the agents preferring to draft weigh lots from the same pen on the ground.



It is recommended that a trial day of drafting be organised to assess how this pneumatic system may be modified to achieve its original aims of separating the drafter and the cattle to improve the OH&S status of the yards.

- The scale house is elevated (about 2.5m at floor level), and straddles the exit from the scales. The scale operator has excellent vision to count the number of cattle on the scale, monitor the operation of pneumatic entry and exit gates and control an exceptionally safe and effective work space. An interactive touch screen aids in the control process.



3.3.6 Delivery

- The delivery process post weighing is initiated by the release of the cattle of off scale from within the scale house. The delivery staff are advised of the ownership at destination of the lot by public address.



- The delivery pens/paddocks are extensive numbering some 50 pens



- . Access is via laneways, some of which are concreted. The fencing of the pens/paddocks is old and requires considerable maintenance to continue to be effective.





- A longer term objective should be to cover a section of the delivery yards. This type of facility would encourage buyers to support the yards. This is detailed in the list of projects.

3.3.7 Loading

The majority of processor cattle loading out takes place from ramps A and B situated on the internal exit road to the Portland Road. The ramps have been installed in recent years and have the following features:

- Full height sheeting
- A stepped lower section on which the adjustable height top section is mounted and which can move forward as it is elevated.
- 2 kw electric chain winch operated from ground level by switch controls.
- A well designed and safe safety lock system.
- A substantial buffer.
- Access doors on both sides of the ramp.
- Walkways.

The ramps are substantial, well built and safe additions to the yards. Unfortunately, there appears to be a poor understanding of walkway design requirements to comply with Australian Standards (AS1657). The walkways are too narrow, at around 450mm, and should be widened when the opportunity arises.



3.3.9 Public Access /Buyers Walkway

The cattle yards are accessed from the northern end. The northern most overhead walkway can be accessed from either of 2 stairways, one at the eastern end near the manager's office, or the other to the west towards the Portland Road access.

Neither stairs meets the requirements of Australian Standards (AS 1657). The risers are too high, there are no step returns, the width of the stairs is too narrow and there is no knee rail or kick rail.



- Once the patron is on the elevated walkway, a single person width walkway runs in an east west direction. Many of the stairways which lead from this walkway to the buyers walkway do not have platforms before the stairs descends. These descending stairs do have the required knee rails and kick rails, however, the treads and rises do not comply.





- The east west walkway also fails to meet standards with regards to hand rail heights at the western end, and possibly with regard to knee rail compliance.
- The alternative access to the buyers walkway is at ground level, through the rotunda, across the northern east to west cattle laneway, through a self closing personnel gate and up a short stairs onto the buyers walkway.



- This access can be slippery with the risk of being splattered with manure. Modern saleyards keep patron access and cattle totally separated for obvious risk reasons. In the case of Hamilton, and particularly during large weaner sales, the movement of cattle into this northern laneway

needs to be banned, or actively managed while patrons are in the yards, and accessing the buyers walks.

- The buyer walkways are roofed and the floor is of pre cast concrete.



Some urgent maintenance is required to repair fascia's in the buyers walkway roof and there is some unevenness between the joins of the pre cast slabs that could be improved to reduce risk.

- A longer term issue is that when a patron is standing at the far side of the elevated buyers walkway, the overhang of the roof stops eye contact with the selling agent on some of the auctioneers walkways.



It is recommended that a suitably qualified consultant be retained to review and provide detailed design of the necessary upgrades of all stairways and walkways on the site in order that these safety deficiencies are addressed properly and a series of management protocols are developed.

3.3.10 Auctioneers Walkways

The auctioneers walkways have the following features:

- The walkways run parallel with the buyers walkways in a north south direction.
- They are variously placed on the fence posts of one side of the cattle lane or central in the lane.



- Some lanes have nibs off the north south main run to allow the auctioneers to get closer to the bidders.



In practice, the agents do not use these nibs regularly. Many of the handrails are not high enough to meet code requirements. Platforms on junctions of through walkways and stairs need to be provided and possibly computations need to be undertaken to ensure the structural integrity of the scantlings used which are not standard relative to AS 1657.

- The supply of wash down water to these areas is achieved by the attachment of the water supply to the underside of the auctioneers walkways



3.4 Truck Wash and Effluent System

3.4.1 General

The water supply for the washing of the yards and the truck wash is supplied from two bores on the property. The bores are not metered.

The yards are washed (sheep and cattle) on a weekly basis.

However, the cattle yards are not washed during late spring/summer/early autumn period (Oct – end March) as wood chips are spread in the yards on the concrete for this period.

The next source of waste water is the wash water from the on site truck wash. After stock is transported, the stock truck is washed out in the 4 bay truck wash. Approximately 9ML of waste is generated annually from this facility.

In addition, all storm rainwater events on the dirty parts of the site are collected via a series of grated inlets and underground pipes. When the sheep and cattle yards are clean (i.e. after being washed) there is a diversion weir system which sends clean stormwater to adjacent creeks. This is a manually controlled diversion weir for which the default management is that all flows go to the effluent treatment system.

All effluent (from washing yards and the truck wash) and all dirty stormwater is piped to a double settling pit and holding basin in the area south west of the truck wash. The settling pits/holding basin effluent is pumped to an aerobic holding pond located in paddocks approximately 1km west of the saleyard site.

I am advised that the concrete holding basin has been adequate for all past stormwater events.

The two settlement pits are regularly de-sludged with a front end loader. The sludge is dried in an area to the north of the holding basin and any drainage from this area is returned to the basin. The dried sludge is removed from the site by a contractor.

The aerobic holding pond has a capacity of approximately 14ml. The effluent is pumped out via an effluent irrigator on to an area of approximately 8 hectares during the summer months until the dam is empty. The dam has previously been cleaned out every 4 to 5 years.

In summary, the annual quantities of water produced have been calculated as follows:

- Truck Wash	8.6 ML
- Storm Water	9 ML
- Wash Water	13.5 ML

Losses to the system include evaporation, liquid removed in the solids and seepage.

Relevant observations of this system include:

- The system appears to be at its limits in terms of storage capacity of the dam in the irrigation paddock.
- The water used for washing the yards, and in the truck wash is derived from bores and is quite saline.
- The storm water produced from rainfall on the dirty yards should dilute the salinity of the wash water sufficiently to enable the resultant effluent to be of sustainable irrigable quality

- However, there is no record of quantity of rainfall which has fallen on dirty yards.
- The diversion weir has been observed not to be in the default position in a heavy rainstorm thereby sending polluted water to the catchment.
- The salinity of the effluent at the irrigation dam tested at 3500mg/l TDS. EPA publication 168 assesses that this water would fall into salinity class 5. Water of salinity class 5 is unsuitable for irrigation except on highly permeable, well drained soils under good management. The subject soils do not meet this requirement.

It appears that the failure to capture all polluted stormwater from rain events has by default produced a higher salinity than would otherwise be the case at the irrigation dam. This action was probably undertaken to ensure that the capacity of the irrigation dam was not exceeded.

There are a number of strategies which could improve this situation.

- Immediately add effluent storage capacity by provision of an additional dam in the irrigation paddock.
- Provide cover over the sheep yards, collect the rainwater and store to use in the truck wash.
- Dry sweep the sheep yards with a bobcat sweeper rather than washing, this being facilitated by collapsing pens and resurfacing some of the concrete in the new development.
- Dilute the bore water currently being used to wash the yards and in the truck wash with town water, approximately 50:50.

3.4.2 EPA Requirements

The Hamilton Saleyard was issued with a licence (No ES000178) in 1995 by the EPA. The EPA have advised the consultant of the following:

“The saleyards operation is a scheduled activity when the throughput of the saleyards is greater than 10,000 animals annually.

However, premises discharging or depositing waste solely to land are now exempt from licencing under section 20(1) of the act – scheduled premises and exemption regulations of the Environment Protection Act, 1970.”

However, the act requires that the owner of the premises is disposing of the waste sustainably and that waterways are not being polluted.

3.4.3 Truck Wash

The truck wash comprises the following features:

- An ideally sloped site which allows the effluent in the truck to be easily washed out.
- Concrete slab with concrete kerbs.
- Wash out is collected by a cross drain on the southern side which directs the effluent to the solid separation pits.
- Four bays, each with a buffer and access steps/platform.
- An Avdata control system.
- An income this last 12 months of \$47,695
- Washout hoses are supplied by the saleyards

- The pressure is ideal with a water flow rate of about 1.5litres/second per hose
- The area is well lit.
- The facility is well set up, in excellent state of repair and well patronised by transport operators.



Discussions with the transport operators did not raise any concerns about the truck wash.

3.4.4 Effluent Treatment Facility

Wash water and storm water are collected at the southern end of both the sheep and cattle yards. From here the effluent is directed to two diversion weirs, one at the south west corner of the sheep yards, with the second servicing the cattle yards located to the north of the solids storage area.





- These weirs are designed to direct all liquid flows to the selling pit/effluent treatment when the yards are dirty (whether yards are being washed, or there is rainfall). Once the yards are clean, the directional slide is positioned to allow any further rainfall to divert to the local storm water system.



- Effluent entering the primary and secondary pits flows to a pumping station from where it is pumped to the aerobic dam in the irrigation paddocks to the west of Portland road.
- The capacity of the adjacent holding basin is sufficient to accommodate a high intensity storm, and the consultant has been advised capacity was adequate for all previous storm water events.
- Sludge collected in the settlement pits is removed to the drying area above the holding basin, where any liquid can drain back into the basin.



- The front end loader provided can struggle to handle the weight of the wet sludge on the soft surface of the drying bay.
- Concrete surfacing of this area would assist the ease of the de sludging process.
- The sale and marketing of the dried sludge has been difficult. The product is valuable and could well form the basis of a council initiated composting venture. A concentrated effort should be undertaken to profitably place this product in an environmentally sound market.
- During one of the consultants visits, a large rain event occurred which highlighted the inadequacy of storm water collection and storage, particularly from the earthen floored cattle delivery and holding pens. The issue is clearly that a substantial amount of polluted storm water left the site and entered the road drainage system in South Boundary road, and further, the waterways. It is strongly recommended that the drainage from the dirt floored cattle holding pens be directed via earthen swales and plinths to a small storm water basin on the south west corner of the holding pens adjacent to South Boundary road. This basin would be connected to the pipeline between the effluent retention basin, and the irrigation dam. It is estimated that these areas will collect approximately 5ML of storm water annually.

3.4.5 Irrigation System

- The major component of the system, being the dam, is undersized. The consultant has calculated the required capacity is about double what is currently available. The pumping system from the saleyards, and the irrigation pump is adequate for the projected increased capacity.
- The irrigation paddock is gently sloped to the east. The soils are duplex with red brown clay loam to a depth of 200mm and yellow brown medium to heavy topsoils. Consequently, the soil has modest permeability in the subsoil. The paddocks will have a tendency to water log under wet conditions, and are not readily leached.
- Soil tests taken in 2010 show the soils to be neutral to alkaline. Soil salinity is elevated with an EC of 0.7 ds/m in the topsoil, and increasing with depth. Irrigation will need to be carefully managed.
- The soil is suited for the production of perennial pasture.
- The area currently irrigated with the effluent is 8.125 ha. The annual total of polluted storm water from the yards, effluent from the truck wash and wash water from the yards and storm water from the holding yards/paddock has been calculated at approximately 40ML. With a plant demand for perennial pasture in a wet year of 3 ML per ha (Ref EPA Publication 168) the required area for irrigation could be up to approximately 15ha. This number is lower in a dry year, as less storm water is collected and the plant demand is higher.
- The additional 6 to 7 hectares required is available to the south of the current effluent dam.
- Discussions with the EPA indicate that at a minimum, a capability study and assessment would be required by them for the additional area to be irrigated. The original licence only refers to the current irrigation area.
- These design calculations take into account the capture of current storm water loadings to dilute the high salinity of bore water used in wash down.
- Based on the nutrient content from tests and an application of 3ML per ha, the nutrient loadings for phosphorus and nitrogen are:

0.39 kg per ha (Phosphorus)
0.51 per ha (Nitrogen)

Both loadings are within the capability of the soil to absorb and within the uptake demand of perennial pasture.

4 INDUSTRY TRENDS

4.1 Comparison of Yard Dues

Table 3 details yard dues charged at various regional centres around Australia. The range of charges for cattle is from \$6.00 per head at Mt Gambier to \$17.82 per head at Pakenham, with only 3 of the 19 yards being marginally cheaper than Hamilton.

Of the main regional competitors, Naracoorte and Warrnambool were both more expensive.

With regard to sheep charges per head, Hamilton was once again at the low end of rankings at 61cents per head, the range of the significant sheep markets being from 55 cents at Bendigo to 88 cents at Carcour.

Table 3 COMPARISON OF YARD DUES 2011

	CATTLE \$/HEAD inc gst	SHEEP \$/HEAD inc gst	AGENT FEE inc gst	TRUCK WASH \$/MIN inc gst
ADELAIDE PLAINS	11.33	0.77	Nil	0.80
BALLARAT	Fat 9.87 Store 9.29	0.58	0.58c Cattle 0.17c Sheep	0.80
BENDIGO	7.20	0.55	\$1,350 shared cattle \$1620 shared sheep	1.05
CAMPERDOWN	11.25		\$73.2/Sale	0.85
CASTERTON	7.50	0.55	N/A	0.55
CARCOUR NSW	13.75	0.88	0.3%	0.80
COLAC	13.20	0.50	\$154/Week	
ECHUCA	9.20	-	\$176 Min \$220	0.91
GOULBURN	9.35	0.83	0.5%	1.10
HAMILTON	7.65	0.61	\$78,889.80 Agent charged by volume	0.48
HORSHAM	9.35	0.605	\$47,400div.5/pa	0.70
LEONGATHA	15.18	1.10		1.20
MT GAMBIER	6.00	0.73	\$301.27 p/a licence fee \$8.69/week office rent	0.48
NARACOORTE	8.94	0.76	\$1,800 p/a licence fee \$1100 p/a	0.46
PAKENHAM	17.82	1.76		1.40
SHEPPARTON	11.33 (1 head) 9.57 (2-5 head) 7.81 (6+ head)	0.68	\$105/Sale \$0.88/cattle \$0.11/sheep	0.60
TAMWORTH	7.20	0.60	\$1230/yr	0.60
WARRNAMBOOL	12.83	0.55	20,570 p/a	0.80
WODONGA	9.30 (1-3 head) 7.90 (4-6 head) 5.90 (7+ head)	0.45	0.3%	0.99

Mt Gambier, Naracoorte and Hamilton are similar, Horsham more expensive at 70 cents per minute and Warrnambool the most expensive at 99 cents per minute.

4.1.1. Truck Wash Charges

The range of truck wash fees, all centres being on AVDATA, is from 46 cents per minute at Naracoorte to \$1.40 per minute at Pakenham. On a regional basis, Mt Gambier and Naracoorte charge 46 and 48 cents per minute respectively, but have/will recently spent very large sums of money on upgrades for environmental works in the order of 1 million dollars. Both centres will have to increase fees to service this expenditure. On this basis, and considering the capital expenditure now required by Hamilton, and the fees charged by other centres, I believe 80 cents/minute plus GST is appropriate.

4.1.2. Vendor Yard Dues

Consultation has indicated that 60% of the producers accepted a 25% immediate rise in yard dues if the facilities were significantly improved, with annual CPI after this. Table 2 summarises the gain in income from this 25% rise. The consultants view is that throughput will not be affected by this increase.

Table 4 ANNUAL HAMILTON VENDOR YARD DUES RETURNS AT HIGHER PER HEAD RATES

YARD DUES (Excl GST)

	Current <u>@ \$6.95</u>	<u>plus 25%</u>	<u>Gain</u>
45,000 Cattle	312,750	390,937	
1million Sheep/lambs	560,000	700,000	
	<hr/>	<hr/>	<hr/>
	\$872,750	\$1,090,937	\$218,187

4.1.3 Agents Fees

The current income from Agents is a fixed amount of \$78,890 pa. The discussion from the focus group meetings, and in the Agent responses, indicated that the group was prepared to contribute significantly to a possible \$4 million upgrade commitment on complex improvements.

Approximately \$7.0 million dollars in commission received annually by Hamilton Stock Agents in stock sold through Hamilton Saleyards. They currently contribute \$78,890 per annum for the use of the facility to gain that income.

A change in Agent charging to a percentage fee system has the effect of tying the return of council to same percentage fee system by which Agents are compensated by producers. For example, if drought steers are sold for \$100, the agent commission may be \$5.50, and the council fee 30 cents of this commission. Conversely, if conditions and prices are good, a \$1000 bullock will yield \$55 in commission and \$3 of this to council for the use of the facility.

Table 5 illustrates the agents fees which would accrue based on 0.1%, 0.2% and 0.3% charges.

Table 5 AGENTS FEES

Cattle Income	<u>0.1%</u>	<u>0.2%</u>	<u>0.3%</u>	<u>Existing</u>
45,000 Hd @ \$700 av = \$31,500,000	31,500	63,000	94,500	
Sheep/Lambs				
250,000 sheep @ \$80 av = \$20,000,000	20,000	40,000	60,000	
750,000 lambs @ \$110 av = \$83,500,000	82,500	\$165,000	\$247,500	
TOTAL	\$134,000	\$268,000	\$402,000	\$78,890
GAIN	+\$78,488	+\$189,100	+\$323,110	

The return at 0.2% of turnover based on current stock values is the perception of fees the agents are likely to accept (ie \$190,000 increase for the use of a new state of the art \$6 million facility).

4.1.4 Summary of Charges

In summary, the recommended returns which are probably acceptable to the stakeholders appear in table 6

Table 6 SUMMARY OF ANNUAL PROJECTED INCOME – HRLE

	Current	Recommendation	Gains
Truckwash	48,526	80,877	32,351
Vendor Fees	872,750	1,090,937	218,187
Agents Fees	78,890	268,000	189,100
Total	\$1,000,166	\$1,549,814	\$439,648

To implement these increases I suggest that the following actions:-

- Truckwash - Increase to 80 cents/minute immediately.
- Producers - Increase the yard dues by 10% now, increasing to 25% when the facility is upgraded, and CPI increases thereafter.
- Agents - Charge 0.1% of gross turnover of sales at the yards immediately, with an increase to 0.2% when the facility is upgraded.

4.2 Stakeholders Perception of Industry Trends

During the structured stakeholder meetings, participants were asked to indicate their perception of marketing intentions. Stock agents and producers provided responses for selling methods and buying methods for both cattle and sheep. The following tables from table 7 to table 12 summarise the responses.

Table 7 MARKETING INTENTIONS OF HAMILTON PRODUCERS CATTLE

Selling Method	5 - 10 yrs ago	Current Use	5 - 10 yrs in current condition	5 - 10 yrs with significant upgrade
	%	%	%	%
Hamilton Saleyards	75	82.5	80	84.83
Direct to Feedlots	16.67	12.5	13.33	11.83
Direct to Meatworks	0	5	0	0.00
Other Saleyards	8.33	0	0	0.00
CALM/Auction Plus	0	0	0	0.00
Other	0	0	6.67	3.33
TOTAL	100	100	100	100.00

Table 8 MARKETING INTENTIONS OF HAMILTON PRODUCERS SHEEP

Selling Method	5 - 10 yrs ago	Current Use	5 - 10 yrs in current condition	5 - 10 yrs with significant upgrade
	%	%	%	%
Hamilton Saleyards	76.43	89.29	84.29	92.14
Direct to Feedlots	4.29	4.29	5.00	3.57
Direct to Meatworks	19.29	6.43	5.00	1.43
Other Saleyards	0.00	0.00	0.00	0.00
CALM/Auction Plus	0.00	0.00	0.00	0.00
Other	0.00	0.00	5.71	2.86
TOTAL	100	100	100	100

Table 9 MARKETING INTENTIONS OF HAMILTON AGENTS SHEEP

Selling Method	5 - 10 yrs ago	Current Use	5 - 10 yrs in current condition	5 - 10 yrs with significant upgrade
	%	%	%	%
Hamilton Saleyards	68.125	76.875	71.875	80
Direct to Feedlots	14.375	9.125	10	6.875
Direct to Meatworks	13.125	8.125	9.375	7.5
Other Saleyards	3.125	3.125	4	1.125
CALM/Auction Plus	0.625	1.5	3.5	2
Other	0.625	1.25	1.25	1.25
Unspecified				1.25
	100	100	100	100

Table 10 MARKETING INTENTIONS OF HAMILTON AGENTS CATTLE

Selling Method	5 - 10 yrs ago	Current Use	5 - 10 yrs in current condition	5 - 10 yrs with significant upgrade
	%	%	%	%
Hamilton Saleyard	70	80.625	69.875	85.625
Direct to Boat	9.875	4.125	3.5	4
Direct to Meatworks	13.75	10.375	9.75	5.625
Other Saleyards	0.875			
CALM/Auction Plus	1.125	2.75	3.875	3.5
Other	4.375	2.125	0.5	1.25
Unspecified	70		12.5	
	100	100	100	100

Both Hamilton agents and producers indicated that the Hamilton saleyard share of their cattle marketing would fall significantly if the yards were left in the current condition in 5 to 10 years time. However, if the significant upgrades were completed, both stakeholder groups indicated that the Hamilton saleyard share of marketed cattle would rise (2.3 and 5%) from the current levels (see tables 7 & 10).

There was a similar response to sheep marketing (selling) intentions with the agents forecasting a 3.125% and producers a 3% rise in 5 to 10 years if the facility was significantly upgraded.

Table 11 PURCHASING INTENTION OF HAMILTON PRODUCERS SHEEP

Purchasing Method	5 - 10 yrs ago %	Current Use %	5 - 10 yrs in current condition %	5 - 10 yrs with significant upgrade %
Hamilton Saleyard	6.75	32.4	30.4	36.40
Direct from Producer	68.75	48	30	24.00
Other Saleyards	22.5	18	18	18.00
Unspecified	2	1.6	21.6	21.60
TOTAL	100	100	100	100

Table 12 PURCHASING INTENTIONS OF HAMILTON PRODUCERS - CATTLE

Purchasing Method	5 - 10 yrs ago %	Current Use %	5 - 10 yrs in current condition %	5 - 10 yrs with significant upgrade %
Hamilton Saleyard	29	45.8	39	48.00
Direct from Producer	41	36.2	43	36.00
Other Saleyards	16	4	0	0.00
Unspecified	14	14	18	16.00
TOTAL	100	100	100	100

Tables 11 and 12 indicate the summary of purchasing intentions of Hamilton producers for cattle and sheep. The producers indicated significant rise in cattle and sheep purchases in 5 to 10 years if the yards were significantly upgraded.

5 REGULATORY AND MANAGEMENT

5.1 Regulatory

5.1.1 General

Regulatory requirements may influence the operation and works priority of the saleyard in the following areas:

- Environmental standards and controls.
- Compulsory universal animal identification and monitoring.
- Occupational Health and Safety. The current requirements and potential requirements are discussed below.
- Livestock Welfare Standards

5.1.2 Environmental Standards and Control

The approach of the Environmental Protection Authority of Victoria is to require any operator or proponent for a project to demonstrate that the subject enterprise is environmentally sound, is sustainable and does not harm or pollute the environment.

In the case of Hamilton Livestock Exchange, the EPA has apparently been aware that the system is operating at capacity for some years. Section 3.4 of this report indicates that in a wet year, the facility and its storm water and effluent mitigation and treatment systems need to be addressed if it is to operate legally and sustainably in the future.

Strategies that have been included as part of the master plan include dry cleaning, additional storage capacity, improved management and catchment control, and roofing of the complex.

A combination of these strategies can ensure the enterprise operates legally and sustainably.

5.1.3 Animal Identification

Australia leads the world with regard to the excellent disease status of its livestock industries. The reasons for this fortunate position include:

- The thorough national application of testing and eradication program for exotic disease.
- Our island continent status.
- The pressure of our overseas export markets to demonstrate clean disease status, particularly the EU and US markets.
- The national implementation of initially cattle and more recently, sheep and goat national livestock identification system. (NLIS)

The implementation of the NLIS system for cattle, and the practical application of it is well accepted. A landholder practising livestock production is required to register for a PIC number with the NLIS national data base in Canberra. All cattle must have an electronic ear tag, and any transfer of ownership or property must be recorded with the data base, whether through a saleyard or otherwise. Aided by excellent software, computer and reading devices, this system in cattle operates with a high compliance to ensure traceability of cattle, and in the event of an outbreak of exotic disease, the ability to minimise the spread and manage the outbreak. This in turn allows us to minimise the damage to our export markets for beef.

Victorian Legislation states scanning is to be done pre-sale. The current set up at Hamilton for scanning fat cattle is post-sale over the scales. The scanning needs rectifying with any redesign of the cattle facilities to enable correct and efficient pre-sale scanning and compliance with legislation.

In the case of sheep and goats, a tracing system based on visually readable tags and paper records has been in use in some states for two years now. DPI Victoria believes this system will never achieve compliance with Australia's National Livestock Tracking Performance Standards, believing the ability to track sheep and goats of interest during a future disease or food safety emergency will be compromised.

DPI Victoria and Victoria's Sheep and Goat's Identification Advisory Committee (SIAC) are therefore assisting saleyards by offering funding to help in developing site specific plans for the development and implementation of systems to scan sheep and goats.

The adoption and funding of a future development plan for sheep is therefore crucial to gaining compliance for Hamilton.

5.1.4 Livestock Welfare Standards

Emerging regulatory requirements should consider and include enforceable animal welfare standards.

- The Australian Animal Welfare Standards and Guidelines - Land Transport of Livestock (commonly referred to as the Land Transport Standards) will be adopted into legislation this year and this will impact upon the operation of saleyards.
- The current voluntary Code of Practice for the welfare of animals at saleyards will be revised into Victorian Standards and Guidelines for the Welfare of Livestock in Saleyards (Saleyards Welfare Standards) later this year for implementation into legislation during 2013.

Any restructure of the saleyards should take these livestock welfare Standards into account. This should include the provision of isolation (hospital) pens for isolation of animals (especially sheep) which are unfit for sale or transport and require treatment or humane killing.

5.1.5 Occupational Health and Safety

In the last 6 years, there have been a number of serious incidents with people in saleyards, resulting in serious injury and in one case, fatality. The effect of the coronial enquiry into the fatality led to the development of a generic OH&S manual for saleyards in NSW. In Victoria, the Livestock Transporters Association (LTA) developed requirements for loading ramp design guidelines.

As often happens when a code of practice, or a guideline is written, it tends to become interpreted as a lawful requirement by work cover authorities. One size does not fit all in this regard, however, the owner and manager of the saleyard must be able to demonstrate appropriate due diligence with regard to safety and risk of its facility.

This study has identified some areas of risk to council, particularly with regard to compliance with walkway, stair and ladder standards.

An area of concern to saleyards has been an attempt by work cover and road traffic authorities to transfer the responsibility of transport operators for their own staff work practices via the chain of responsibility to saleyard operators whose facilities were used by those operators. Of particular interest were loading practices where drivers climbed the outside of the stock crates without appropriate restraint, where drivers overloaded stock and exceeded legal gross vehicle mass, and where drivers exceeded their work diary hours.

Not surprisingly, saleyard operators in Australia have been very clear that their members are not responsible for these matters.

However, the provision of appropriate signage at loading points is advisable and the upgrade of walkway/stairs/ladder standards at Hamilton Livestock Exchange is essential.

5.2 Management

Generally, the facility is very well run by a saleyard manager who appears to have both the practical hands on skills, together with the ability to understand and implement the many new and demanding requirements of a modern livestock exchange.

Examples of these 'administration' skills include:

- Successful National Saleyards quality assurance accreditation and auditing.
- The successful implementation of the new cattle weighing and NLIS system.
- Management of the existing effluent treatment and disposal system within its structural capacity.
- The successful management of full time and casual staff, particularly in the busy periods from mid November through to February.

The manager's performance in these programs and roles is particularly creditable as there has not been a constant supervision of his activities during the last few years due to supervisory staff changes.

This assessment of management of the facility is reinforced by the survey conducted as part of the stakeholder consultation process. The average score for management of the facility by the agents respondents was 7.8/10 and by the producer respondents was 7.1 /10.

The organisational structure of management, supervision and ultimate responsibility is very similar to those that exist for other local government organisations which run large and successful livestock exchange business.

It is the consultant view that the common thread of ingredients which assist in this success are:

- The requirement that the manager attends industry conferences at least annually. (Livestock Saleyards Association of Victoria – LSAV) or similar. The agenda at these conferences highlights new technologies and new regulations which are essential to keeping abreast of the latest information.
- The membership of the LSAV or SOA also have access to the assistance of the executive officer for support and assistance.
- The conferences also allow managers to network and assist each other in tackling issues which arise.

- The conferences are also attended and sponsored by various consultants and service providers such as software and hardware manufacturers.

Some inward looking local government saleyards have tended to rely on the council's own resources in software, engineering and design, often without the benefit of having seen 'state of the art' elsewhere. These in house solutions have often failed to provide the right solution.

With regard to the possibility of a skills based board, this type of organisation does exist in private livestock exchange community, often as a way to more cheaply establish the business in a confidential manner. The consultant does not consider this approach to be necessary when the services of a well structured and administered advisory committee is available.

5.3 Advisory Committee

The terms of reference for the Hamilton Regional Livestock Exchange advisory committee appear in the appendix. This is a concise description of the structure, organisation and role of the committee.

The following comments are provided as the result of some discussion with the Hamilton Saleyard community, and observations as to the efficacy of Hamilton Regional Livestock Exchange development previously.

- It has been stated earlier in this report that some of the previous development of the HRLE has been ad hoc, and has ultimately compromised what this master plan can achieve in terms of modernisation.
- It appears that despite there being only four meetings scheduled per year, the committee does not always operate with a full complement of representatives.
- Representation of stakeholders on the committee is critical to a sense of ownership to recommendations developed by the committee. The membership appears well balanced. However, it is important that the committee are given the means to make informed decisions, whether by independent advice or by seeing first hand 'state of the art'.

To this end, the consultant believes that the committee would benefit from a properly planned tour of livestock exchanges with relevant strengths to observe and see working.

The HRLE manager together with two other managers of his network recently visited Carcour and Forbes. Some of the activities he observed probably confirmed that he is doing things very economically and effectively. Other aspects were probably a revelation.

For a committee to be effective in this role, observations of 'state of the art' and other centres is very important.

5.4 Tourism & Training Opportunities

Stakeholder groups and individuals were engaged in discussion on the merit of including a multi-use facility in the upgrade for the current canteen complex. The consultant outlined ideas for the facility including the following themes and topics:

- A walk through the wool industry in the Western District from farm to plate or garment.
- Presentation of a video showing yard operations and procedures.
- Use of the building as a training venue for agent staff.
- Presentation of a history of the agents industry.

The introduction of the discussion produced very little interested discussion at both the producer and stock agent focus group meetings. It should be understood that all participants had been involved in absorbing and contributing to specific saleyard master plan topics which they felt comfortable and knowledgeable in being involved.

The concept presented for tourism and training was relatively uninteresting and benign. However, comments and contributions included:

- All groups saw the venture as not contributing to saleyard funds, in fact it was clear that they did not want scarce capital funds spent outside operational requirements. The venture would have to be self funding.
- Staffing of a centre would be a problem, with the venue, the canteen only being staffed for two days per week.
- Some concern about the poor public access, particularly in the cattle yards.
- Notwithstanding the above, all participants were keen to have their industry seen in a good light.
- The harnessing of some of the 'grey army's' dollars was seen as worthwhile, even if it only made the canteen business more viable.

5.5 The Influence of the Hamilton Structure Plan

The Hamilton structure plan 2010 generally has some very positive recommendations for the future of the Hamilton Livestock Exchange and its precinct. However, there are also components of the study that may require saleyards to be funded and assisted to ensure the safety and the sustainability of its operations. (refer fig 9 Hamilton Structure Plan LCD - 006)

Positive recommendations:

- The provision of the proposed truck bypass along South Boundary Road. Livestock 'B' doubles are among the largest road users, often operating at maximum legal weight of 62.5 Tonnes. Although modern stock crates are well designed, there is still evidence of manure spillage in built up areas where tight turns and stop-start driving is encountered. The stop-start motion is not conducive to the good welfare status of the livestock.
- The projection of truck stop facilities. These would be welcome from the view point of driver safety and statutory requirements for rest periods, and possibly mechanical/service support.
- The rural activity zoning in close proximity. The grouping of commerce is likely to be utilised by saleyards patrons, thereby encouraging attendance and patronage at the saleyards.

However, cognisance needs to be taken of the following potentially negative effects:

- The adjacent grazing land needs to be protected for the use of the saleyards. Urban spread and demand will increase pressure on the value of this parcel of land. It is an essential

component of the saleyard infrastructure without which the saleyard cannot operate. It should also be noted that the ability to lease the grazing rights of the sewerage farm (Wannon Water) is also an integral beneficial component, as the ability to assist purchases at the saleyards underpins the sheep processors demand at Hamilton. The structure plan should endeavour to protect the existence of this facility.

- The provision of the bypass also has a negative effect in that the current practice of driving large mobs of sheep to the agistment paddocks along the road will not be safe or viable. An internal lane, both in the council grazing land, and within Wannon Water holdings will be necessary. Consideration may have to be given to the funding of an underpass or lights on Portland Road, although line of site distances are quite adequate.

6 ASSESSMENT OF STAKEHOLDER VIEWS

6.1 Introduction

An objective assessment was made to the performance of various aspects of the existing saleyard by stakeholders who attended the focus group meeting, or who were surveyed by face to face interview or telephone contact. The following aspects were assessed.

- Stock handling facilities
- General facilities
- Operations
- Administration of the yards.

Each respondent was asked to assess current performance of these facilities and procedures.

Performance was assessed on a scale of 1 to 10, with 1 being low performance and 10 being high performance.

The results of these assessments are included in the following sections.

6.2 Assessment of Existing Facilities

6.2.1 Stock Agent & Producer Responses

Table 13 ASSESSMENT OF EXISTING FACILITIES – STOCK AGENT & PRODUCERS

	PRODUCERS	AGENTS
	Average Rating	
Truck wash	7.43	7
Cafeteria	7.20	7.6
Communication	6.10	5.5
Parking	6.40	6.7
Management	7.10	7.8
Selling Pens Cattle	7.00	6.7
Selling Pens Sheep	5.50	5.55

Delivery Pens Cattle	6.90	7.2
Delivery Pens Sheep	4.90	4.9
Security of Stock	5.78	6.25
Roads	6.78	4.6
Lighting Cattle	7.00	6.3
Lighting Sheep	6.75	5
Unloading/Loading Cattle	7.44	7.5
Unloading/Loading Sheep	6.20	6.2
Presale Drafting Cattle	5.50	6
Presale Drafting Sheep	5.67	7
Auctioneers Walkways Cattle	6.63	6.8
Auctioneers Walkways Sheep	5.13	5.8
Public Access	6.22	5.15
Post Sale Drafting Cattle	5.88	5.5
Post Sale <u>Drafting Sheep</u>	5.44	5.25
Weighing Cattle	6.67	6.4
Yard Capacity Cattle	7.67	8
Yard Capacity Sheep	5.40	5
Cleaning Cattle	6.00	6.29
Cleaning Sheep	6.33	6.29
Occupational Health & Safety	5.30	5.1
Other		

Best Performing Facilities.

The best performing facilities were assessed by each user group to be:

Agents - Truckwash, cafeteria, unloading/loading cattle, yard capacity cattle.

Producers - Truckwash, cafeteria, yard capacity cattle and unloading/loading cattle.

Worst Performing Facilities.

The worst performing facilities were assessed by each user group to be:

Agents - Loading/unloading sheep, weighing & yard capacity cattle, roads, public access, yard capacity sheep, OH&S, lighting sheep

Producers - Parking, delivery pens-sheep & occupational health & safety, delivery pans sheep, auctioneers walkways sheep, OH&S, yard capacity sheep.

6.2.2 Transport Operator Responses

The transport operators were informally surveyed individually and in a number of face to face discussions in the canteen during sales. The group supported the view that the sheep selling complex required attention. They were very happy with the performance of the truck wash and requested adequate lighting under any roofing project.

6.2.4 Stakeholder SWOT Analysis

The following SWOT analysis draws on stakeholder responses, facility assessment and research undertaken by the consultant.

Producers

Strengths

Volume of numbers in sheep and lambs
Good numbers attracts buyers.
Major selling centre in Western District
Brings business to Hamilton
Position of yards, no close competitors
Good drafting for sheep and lambs
Hamilton region has large numbers of stock.
Region is always going to have a very strong livestock industry

Weaknesses

Poor state of the sheep saleyards - OHS
Not up to date
Not enough volume/capacity

Large area to construct
Not enough room
Out of date stock pens and drafts
Poor lighting on some ramps
Night watchman is difficult to find sometimes
Movement of stock within sheep yards is inconsistent and time wasting, too much crossing each other
Wet conditions selling stock
Too much sun in summer
Smelly cattle pens
Insufficient use of current facilities
Overall condition of yards
Inability to handle large numbers of stock efficiently
Council support? The lack of understanding of the importance of the yards to the Hamilton community

Opportunities

Expand sheep saleyards
Casterton yards no good
Improvement in Hamilton saleyards creates more business for the town
Great opportunity to set up future selling centre to attract more stock from a wider area
Increase throughput from other selling centres
Increased cattle numbers if neighbouring yards change location or rationalisation

Threats

Outside saleyards
Closure of yards for more direct sales
Contract buying by buyers
OHS Parts of the yards are unsafe
Doing nothing will put Hamilton behind other yards.
Doing nothing will spiral costs, town will go backwards.
Apathy

Agents

Strengths

Large sheep selling centre
Has capacity and area to expand on the same site
Throughput, numbers have grown in recent years
Location, central to area and in high carrying capacity region with strong growth in sheep numbers, especially prime lambs, central to abattoirs
Management staff
Buyer support
Local farmer & government support
Agistment
Ability to handle large numbers
Sheep and lambs are sold from far reaching area

Weaknesses

Sheep yards need repair, wooden sheep yard & old drafts
No room for sheep/lamb deliveries
Seasonal selling
Public opinion on disease risk
Roofing
Whole facility is dated.
Volatile market price, mainly due to inconsistency in yarding
Friday market day (needs to be changed if Hamilton is to move forward)
Selling sheep in cattle yards
Congestion in yards
Position in the middle of 3 or 4 main selling centres (Warrnambool, Mt Gambier, Ballarat) which are taking our stock
Cattle market currently lacks numbers.
Sawdust in yards

Opportunities

Develop further into major sheep selling centre

Improve health status of yards

Develop master plan which will build on works that are carried out each year (\$250,00)

As other selling complexes around district in danger of closing or relocating, Hamilton has opportunity to exploit the market and develop as a super yard. Ballarat and Warrnambool have limited life.

Get stock from areas such as Mortlake, Lake Bolac, and Willaura

To grow cattle numbers from Southern areas if Warrnambool yards are moved east.

Threats

If Hamilton doesn't expand, other centres will.

Complacency

Warrnambool

Mt Gambier

Southern Grampians Shire Council (owners)

OH&S (Animal activists)

Technology

Auctions Plus

Disease

Relocation of other centres closer to our centre

Depreciation of existing asset with no up grades

If Hamilton not developed, private operator will forge ahead in Western District and build selling complex.

Producers paying fees exorbitant for antiquated yards

6.3 Qualitative Assessment

Additional questions were answered by each of the respondent groups, results of which appear below.

What would maintain the sustainability of Hamilton Saleyards in the future?

Producers

70% specifically mentioned the sheep pens, with the following comments:

Out of date, not up to OHS, poor delivery, need more pens, need larger pens.

20% would like the yards covered and soft floors.

20% mentioned the overall presentation as needing to be improved and yards generally brought up to date.

Agents

30% specifically mentioned the sheep pens, with the following comments:

Realign sheep yards to improve flow, improve drafting yards, and need more selling & delivery pens, increase size of pens.

10% would like the sheep yards covered.

10% would like all the yards covered.

20% mentioned animal welfare as an issue.

Other comments included: shift shed, remove cobble stones, and realign yards to improve flow, make yards more user friendly, provide an extra weigh station, relocate and build a 'state of the art' selling centre, develop a master plan which prioritises improvements over a ten year period.

Does Hamilton compete with neighbouring yards?

	% Producers	% Agents
Yes	60	100
No	21	
Cattle Yes, Sheep No	10	
No Answer	10	

What saleyards are competitors to Hamilton?

	% Producers	% Agents
Warrnambool	20	30
Warrnambool, cattle only	40	50
Mt Gambier	30	30
Mt Gambier, cattle only	30	50
Ballarat	30	10
Ballarat, sheep only		60
Horsham	10	10
Horsham, sheep only	10	30
Camperdown	10	
Naracoorte	10	10
Casterton		10
Hamilton		10

Producers and Agents believing that livestock numbers are likely to increase in the future:

	% Producers	% Agents
Yes	50	70
No		10
Sheep Yes	10	20
Maybe	10	
No Answer	10	

Producers answering yes to livestock numbers increasing, gave the following reasons:

Improved farming methods

Wet years might affect grain farming

Cropping not paying out

Less cropping

Higher prices

Agents answering yes, gave the following reasons

Less cropping with the more normal wet winters
Increase in breeding if seasons allow
Return on livestock delivers regardless of season.
Breeds today are becoming easier to maintain
Cropping losing its appeal
Breeding stock in high demand
Numbers will increase with a facility upgrade.

Producers answering yes to the sheep livestock numbers being likely to increase, gave the following reasons:

Increases in price
Improved seasons
Producers improving efficiency
Wet years affecting crops
Demise of blue gums increase arable land
Higher wool prices

Agents answering yes, gave the following reasons:

Mutton and lamb very profitable
Prime lambs will increase if present prices remain
Producers are running increased numbers and becoming more productive.
Sheep numbers up due to price and supply.

Producers answering maybe, gave the following reasons:

If it stays wet.
Depends on SBswift.
Over the hooks buying

Agents answering no, gave the following reason:

The rebuilding phase currently seen with sheep will swing back.

The average number the producers and agents have given each development task a rating, 10 being the highest priority and 1 of low priority.

	Producers	Agents
Sheep Yard		
Selling Pens	9.0	9
Drafting Pens	8.7	8.1
Loading/Unloading ramps	8.4	6
Yard Surface	7.8	7.6
Lights	7.8	6.8
Cover over Delivery Yards	7.9	4.78
Cover over whole yards	9.2	5.5
Buyers Walkway	7.9	6

<u>Cattle Yard</u>		
OH&S on Auctioneers walkways and access	8.1	5.8
Modification to Selling pens 136 to 162	7.5	6.88
<u>Effluent treatment</u>		
More land for irrigation and agistment	6.7	5.5
Works to improve environmental compliance	4.7	5.7
<u>Public Amenity</u>		
Cafeteria	6.8	5.9
Toilets/Showers	6.1	7.6
Parking	6.6	5.9
Rotunda	2.6	5.6

7 UPGRADE OPTIONS AND RECOMMENDATIONS

7.1 Introduction

The following sections detail the reports recommendations for the upgrade of components and facilities. The priority for upgrade is based on the results of stakeholder consultation and responses, the consultant's experience in similar upgrades and compliance/risk.

7.2 General Facilities

The following upgrades and recommendations relate to the general facilities.

1. Define Parking Spaces in northern car park – Line marking and signage	3,000
2. Renovate Canteen and Amenities Block <ul style="list-style-type: none"> • Provide temporary relocatable • Provide new windows and roof for existing 	100,000
3. Provision of Security Measures	
• Fence southern boundary with security fencing	9,000
• Provision of heavy duty stock ramps on each of 4 entrances	32,000
• Provision of Avdata access gates at the southern and south western access points	32,000
• Provision of video surveillance of northern precinct of facility	30,000
4. Realign Port Fairy road access to suit 'B' double exit for new sheep ramps	20,000
5. Purchase of bobcat sweeper	65,000
6. Provision of roof water storage catchment, above ground 2ML storage tank	250,000
7. Relocate Managers Office & Workshop Build structure at Western end of canteen or adjacent to agents relocatable on northern side of cattle yards.	\$150,000

7.3 Effluent and Storm Water

The following upgrades relate to the effluent treatment system and storm water upgrades.

1. Prepare a planning document to secure EPA approval for effluent upgrade	10,000
2. Construct an additional effluent dam of approximately 12 megalitre capacity similar to the existing dam.	30,000
3. Replace wedge wire screen at effluent dam.	30,000
4. Install additional lateral irrigation supply and hydrants for the expanded Supply and hydrants for the expanded irrigation system.	15,000
5. Excavate 1ML earthen retention basin below cattle dirt yards.	3,000
6. Provide pump and pipeline to transfer collected storm water to existing effluent basin.	10,000

7.4 Sheep Yards

The following estimates and upgrades relate to the sheep selling centre

1. Prepare detailed design for sheep yard redevelopment.	200,000
2a. Provision of a roof over the complete complex including dirt yards OR	1,760,000
2b. Provision of a roof over the selling pens and new drafting, receiptal at northern end.	1,175,000
3a. Provision of new selling pens for the sheep yards OR	1,450,000
3b. Provision of staged reconstruction including:	
• Replace existing wooden drafts 5 & 6, old covered walkway from E63 to H45, old office block and front pens from N1 to N8. Stage 1	800,000
• Include some resurfacing, 2 north eastern bugle drafts, 10 receiptal yards, 2 x cross lanes and 2 x 4 deck electric loading ramps. Stage 1	
• 3 x north western bugle drafts, 15 receiptal yards, 2 x cross lanes and 4 x 4 deck electric loading ramps. Stage 2	210,000
• Replace existing ARC mesh selling pens with new selling pens. Stage 3	270,000
• Replace existing pipe selling pens with new selling pens. Stage 4	270,000
4. Provision of additional sheep selling pen module adjacent to sheep ramp no 5.	210,000
5. Provision of skillion rood cover over additional sheep selling pen module.	80,000

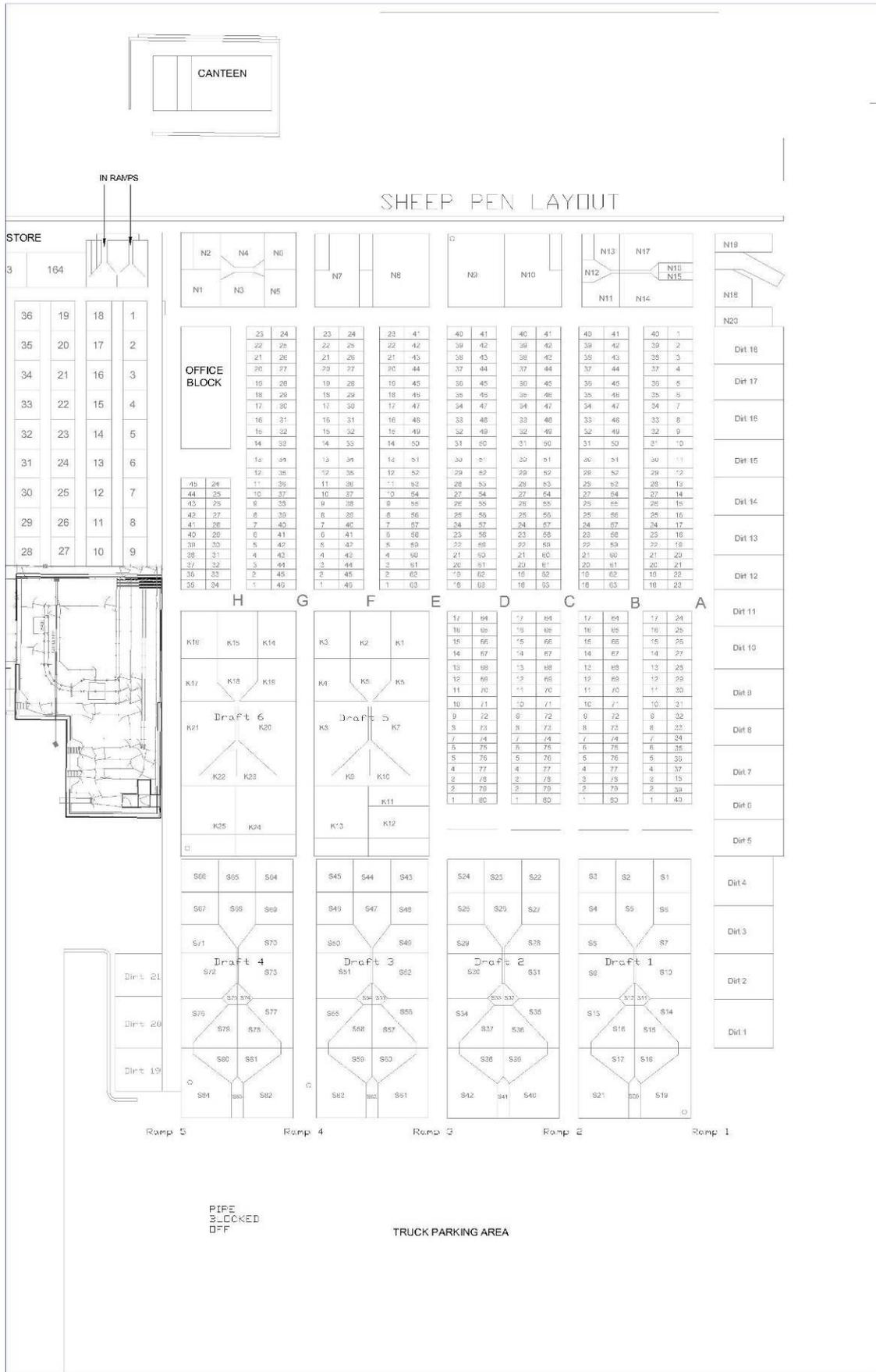
7.5 Cattle Yards

1. Provision of detail design for OH&S upgrades.	20,000
2. Provision of new northern public access in two complying stairs, and 125 metres of elevated public access walkway.	52,500
3 Lift hand rail height west of pen 109	\$5,000
3. Rehabilitation of selling pen access gates from pen 144 to pen 162.	36,000
4. Reconfigure and rebuild central prescale cattle drafts and lane.	20,000
5. Renovate and cover post scale cattle dirt pens.	80,000
6. Provide additional cattle ramp at north west corner of cattle yards.	50,000

APPENDICES

Schedule of Plans

2. Existing Conditions Sheep



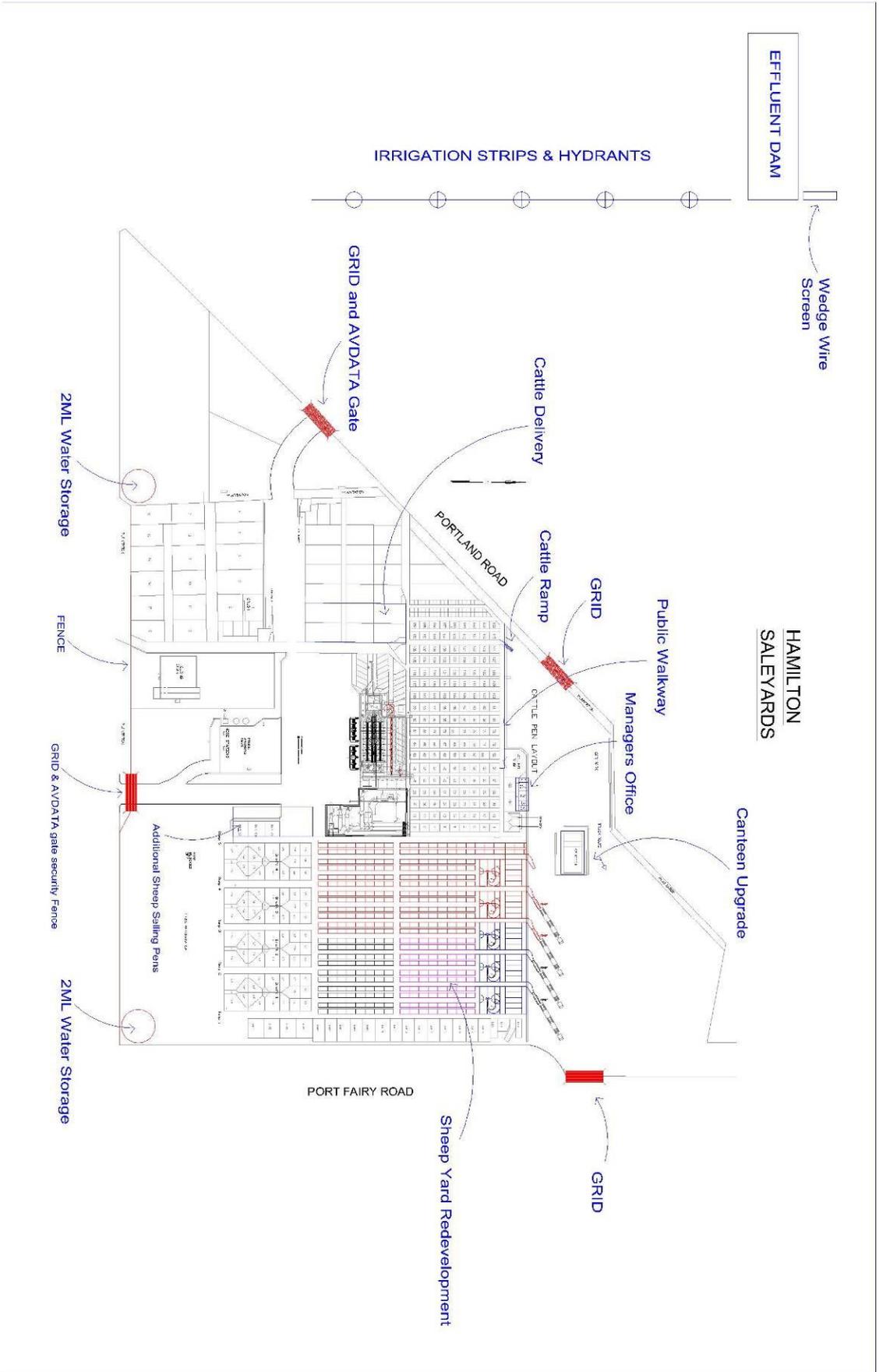
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Project: Hamilton Saleyards				Drawing: Existing Conditions Sheep Appendix 2			
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3. Master Plan Overall



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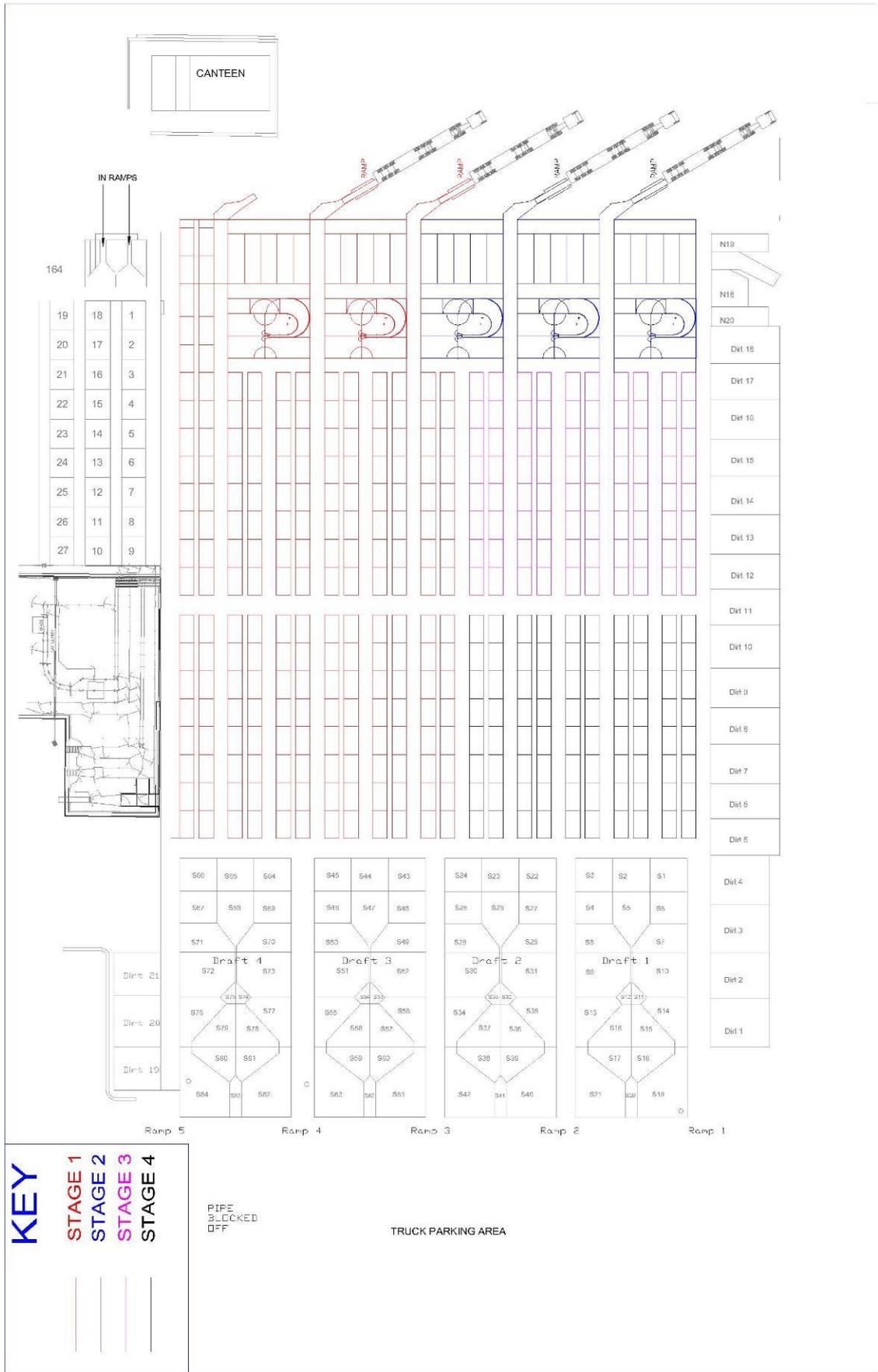


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Project: **Hamilton Saleyards**
 Drawing: **Master Plan Overall**
 Appendix 3

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4. Master Plan Sheep

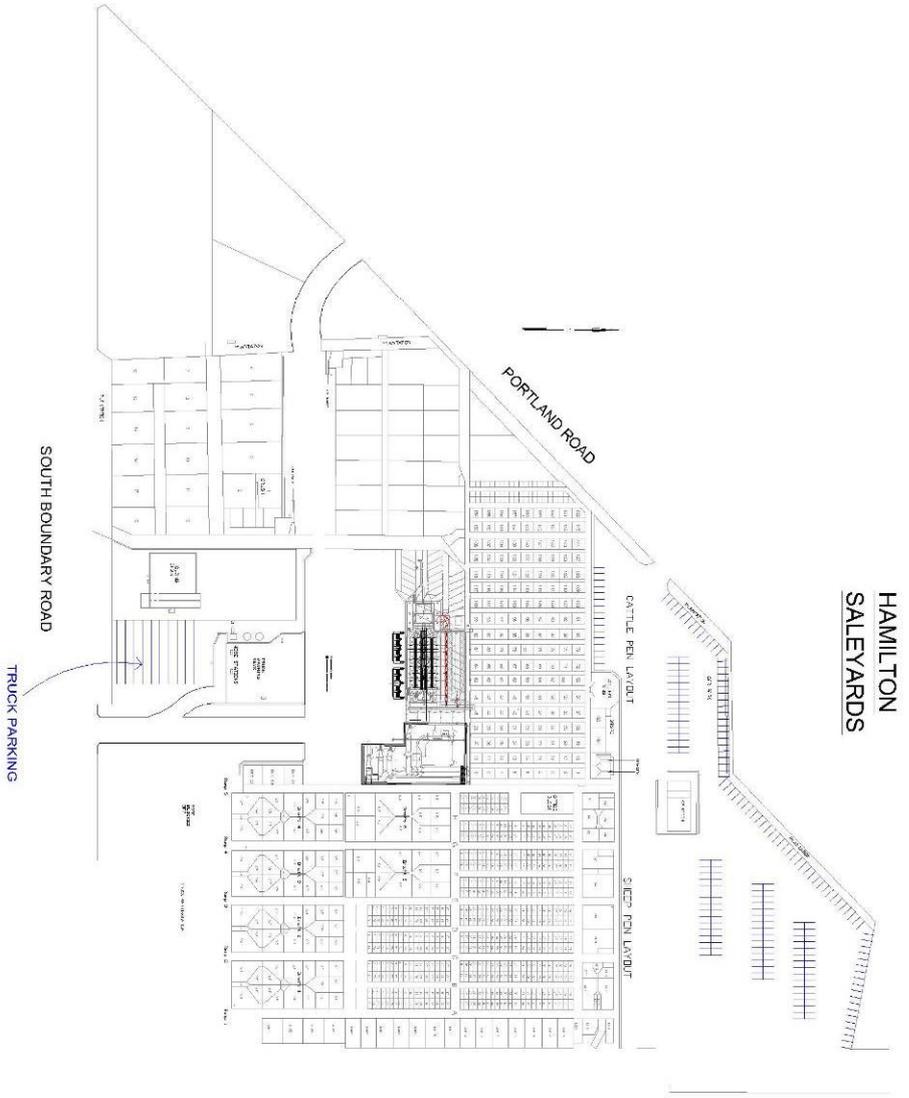


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5. Parking Areas



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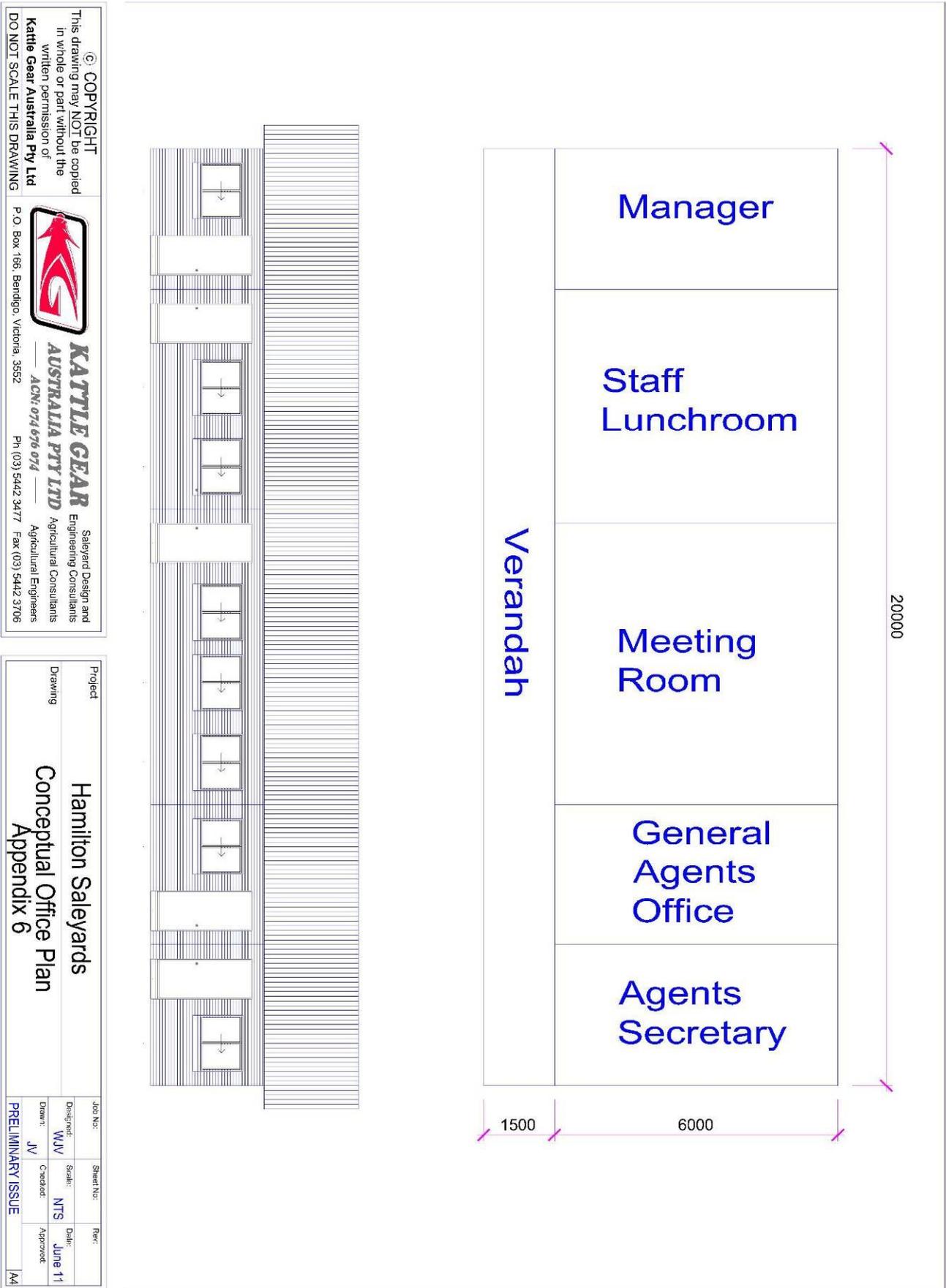


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Project: **Hamilton Saleyards**
 Drawing: **Parking Areas Appendix 5**

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6. Conceptual Office Plans



7. Conceptual Sheep Yard Roof



Southernly Elevation



Eastern Elevation

Project	Hamilton Saleyards			Job No:		Sheet No:		Rev:	
Drawing	Conceptual Sheep Yard Roof			Designer:	MJV	Scale:	NTS	Date:	June 11
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