Plannex Environmental Planning

Our Ref 2013.059

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P.O. Box 239
Figtree NSW 2525

18 August 2015

The General Manager
Kiama Council
PO Box 75
KIAMA NSW 2533

Attention:- Kim Bray

Dear Kim

Planning Proposal for Land at
Lot 103 DP 561082 No.96 Rose Valley Road, Rose Valley

I refer to the abovementioned Planning Proposal and to Council's letter dated 19th May 2015, which requested further information in relation to issues concerning the suitability of access road grades for larger vehicles; the potential for the abattoir site to be impacted by flooding; the economic feasibility of the proposal; the environmental management plan; and, Australian Standard referencing in the wastewater management report. Each of these matters has been investigated and further detail is submitted, as follows, for Council's continued consideration of the Planning Proposal.

1. Access Grades

The design of the access road leading up to the proposed restaurant site was approved by Kiama Council as part of the works associated with Development Application 10.2002.278.1 for the construction of a private access road and nomination of a building envelope (to the west of the subject site).

A copy of the works-as-executed plans for the access roadway, showing the road longitudinal section and gradients, have been obtained from Council. These plans have been passed on to Mr Trevor Booth of Adcot Engineering Services Pty Limited for his review and comment in relation to the suitability of the road for use by larger vehicles, including coaches. Adcot Engineering Services is a specialist mechanical engineering company with a long history of involvement in heavy vehicle transport and is currently involved in bus design for the Australian market.

Advice provided by Adcot Engineering Services (copy enclosed) confirms that the existing access road is capable of being safely negotiated by a typical tourist coach. Adcot Engineering Services has also noted that even the steepest gradient of the access road is less than the gradient encountered on some sections of Mt Ousley Road, with the latter being a major transport route for heavy vehicles between the

Illawarra region and Sydney and having a substantially high volume of heavy vehicles – including semi-trailers and B-doubles.

The joint Department of Planning and Environment and Rural Fire Service publication, *Planning for Bushfire Protection* (2006), requires access roads to have maximum grades of 15° (26.8%) for a sealed road and 10° (17.6%) for an unsealed road (refer to 4.1.3 of *Planning for Bushfire Protection*). The works-as-executed plans for the existing access road indicate that road grades up to the restaurant access point (ie CH 570.0) are all less than 26.8% (or 15°) – with the maximum being 24.7% (13.8°) – and therefore the existing access road leading up to proposed restaurant site is compliant with the access road gradient requirements of *Planning for Bushfire Protection*.

2. Flood Impacts

Jordan Mealey and Partners (JMP) have previously undertaken an assessment of flood levels at the subject site in support of a proposal to construct a machinery shed on the site (in the vicinity of the proposed abattoir). At the request of Council, JMP have undertaken a comparative analysis of the JMP October 2008 flood study and the flood study undertaken on behalf of the Roads and Maritime Service (RMS) in April 2012 as part of the background studies to the Princes Highway upgrade works.

JMP's analysis of both studies has determined that JMP October 2008 1% AEP flood levels correlate reasonably well with those of the RMS April 2012 study, and do not provide any reason to suggest that the flood levels upstream of the extent of the RMS April 2012 study are any higher than previously determined by JMP.

Based on this information, JMP has confirmed that the 1% AEP flood level in the vicinity of the proposed abattoir is RL 15.05m AHD, and, therefore, any new building should have a finished floor level of at least RL 15.55m AHD (ie the 1% AEP flood level plus 500mm freeboard). JMP notes that surveyed ground levels over the proposed abattoir site are already above the design floor level, with an average ground level of more than RL 16m AHD.

A copy of JMP's report is enclosed.

3. Economic Feasibility

As requested by Council, business plans have been developed for both the proposed abattoir and the proposed restaurant. Copies of these business plans are enclosed.

The abattoir business plan identifies that the ability to slaughter animals on-site will result in annual cost savings of $164,950 in comparison to the present practice of transporting the animals for off-site slaughtering. With these annual savings, the initial cost of establishing the abattoir at the site is expected to be paid back within two (2) years.

The business plan for the 80-seat restaurant envisages a maximum patronage of 560 persons per week. Given that the potential total maximum number of patrons over the eleven (11) weekly sittings (five lunches and six dinners) is 880 (ie 80 patrons at each sitting), the patronage figure adopted has assumed a conservative maximum patronage level of 63%. Figures produced in the business plan indicate that the restaurant would be profitable if weekly patrons totalled only 250. However, if the projected maximum of 560 patrons per week were achieved, then net monthly profits are expected to be in the vicinity of $15,000 to $20,000.

The initial establishment costs for both the restaurant and the abattoir are proposed to be met from funds obtained from the sale of other land owned by Endo Technik-Nord Pty Limited, the company owner of the subject site.

4. Environmental Management Plan

Council has noted that the environmental management plan has been written at a conceptual level and that more detail may be requested at development application stage. In terms of solid waste disposal and stock disease management, which Council felt were omitted from the environmental management plan, the following information is provided:-

- The Planning Proposal report (rev.1) advised (on pages 13-14) that "...*solid waste products will be collected by a licensed contractor and taken away off-site for processing (eg at a rendering plant). Collection of solid waste will occur weekly, as required by the operation of the abattoir*". It is considered that this adequately addresses solid waste disposal at this stage, and if the project proceeds to development application stage then further detail (if required) can be added to the environmental management plan at that stage.

- An emergency animal disease procedure has been prepared for the site and will be implemented in cases where there are reasonable grounds to suspect an exotic or notifiable disease has been found. A copy of the emergency animal disease procedure is enclosed.

This information is supplementary to the environmental management plan previously submitted to Council.

5. Wastewater Management

The wastewater management report has been updated to include references to the 2012 version of AS/NZS 1547 – *Standards for on-site domestic wastewater management*. A copy of the revised report is enclosed.

oo0oo

Please find enclosed one (1) hard copy of each of the documents referred to above, together with an electronic copy of those documents and this covering submission.

Upon consideration of the information provided with this submission, if Council requires a further updated revision of the Planning Proposal report document (inclusive of this latest information) for public exhibition purposes, please let me know and I will arrange for the revision of the Planning Proposal report.

I trust the information provided adequately addresses the issues raised and look forward to the matter being reported to an upcoming Council meeting. In the meantime, please contact me should you wish to discuss any aspect of this proposal.

Yours faithfully

Glenn Debnam BTP MPIA CPP
Town Planner
Director

Encl.

ADCOT ENGINEERING SERVICES P/L
CONSULTING ENGINEERS
110 BLAXLANDS RIDGE Rd KURRAJONG NSW 2758
Tel 4576 1451 Fax 4576 1606
adcoteng@pnc.com.au

7th August 2015.
Endo Technik Nord Pty Limited
96 Rose Valley Road
Rose Valley NSW.

For the attention of Mr G.Baden.

REF: Access Rd to proposed restaurant.

I confirm that I have viewed two drawings of Rose Valley Rd - one plan and one long section. Ref 02056-02 & 02056-8 Respectively.

I understand that you require confirmation that the gradients indicated could be negotiated by a typical tourist bus.

I understand that the area of concern is from Ch 465-540 wherein the gradient ascends from RL 51.54 to 69.18 (as executed) with an average gradient of 23.52%.

A typical tourist coach of today is powered by High Torque diesel engines with automatic transmission and an integral Hydraulic retarder.

Grade ability has a bearing on the overall performance of the bus from low speed to high speed.

A launch grade ability of 30% or better would be considered a normal parameter for bus drive line design.

For the last 10 years I have been working in China on the design of buses for the Australian market. My role has principally been in chassis and drive line design.

Below is an extract from a set of calculations on the grade ability of a typical tourist bus. This programme was developed by Allison Transmissions backed up by physical tests over a number of years. The document is proprietary information. Should you require a full copy I would obtain permission to release a selection of documents.

ALLISON TRANSMISSION
VEHICLE FULL THROTTLE PERFORMANCE
Based on User Defined Parameters

Transmission Input Ratio : 1.0000
Transmission Input Efficiency (%): 100.00

Power Packs: 1

Clutch Fan Status : Fan On
Air Conditioning Status : On

Axle Ratio: 5.380
Auxiliary Gearing Ratio: 1.000

Reverse (R1C)

	Vehicle Speed (km/h)	Engine Speed (rpm)	Tractive Effort (kN)	Drawbar Pull (kN)	Wheel Power (kW)	Net % Grade (%)	Transm Heat Rej (kW)		
R1C	0.0	1480	85.25	84.57	0.0	61.3	150.3	*	
R1C	4.0	1576	72.99	72.28	81.1	49.9	74.8		
R1C	5.7	1666	66.92	66.20	106.5	44.8	57.0		70Percent
R1C	7.8	1784	60.02	59.28	129.8	39.4	44.0		80Percent
R1C	8.0	1797	59.30	58.56	131.8	38.8	43.2		
R1C	9.5	1891	53.60	52.85	141.0	34.6	35.9		85Percent
R1C	12.0	2051	44.53	43.76	148.4	28.1	31.7		
R1C	16.0	2475	33.39	32.57	148.4	20.6	23.7		
R1C	16.2	2500	32.82	32.00	147.8	20.2	23.6		Governed
R1C	19.0	2766	0.00	-0.86	0.0	-0.5	8.2		

Automatic (1C-2C-2L-3L-4L-5L)

	Vehicle Speed (km/h)	Engine Speed (rpm)	Tractive Effort (kN)	Drawbar Pull (kN)	Wheel Power (kW)	Net % Grade (%)	Transm Heat Rej (kW)	
1C	0.0	1480	60.64	59.96	0.0	39.9	150.3	
1C	4.0	1531	55.24	54.53	61.4	35.8	91.1	
1C	8.0	1654	47.70	46.96	106.0	30.3	56.4	
1C	8.3	1666	47.34	46.60	108.6	30.1	54.8	70Percent
1C	11.2	1784	42.40	41.63	132.2	26.6	41.5	80Percent
1C	12.0	1818	41.05	40.27	136.8	25.7	38.6	
1C	13.6	1891	37.84	37.05	143.4	23.5	33.3	85Percent
1C	16.0	1995	33.66	32.84	149.6	20.7	29.3	
1C	17.1	2043	31.70	30.87	150.9	19.4	29.0	
2C	17.1	1703	24.73	23.90	117.7	14.9	48.9	
2C	20.0	1760	23.27	22.40	129.3	14.0	42.3	
2C	24.0	1854	21.24	20.31	141.6	12.7	34.5	
2C	28.0	1951	19.13	18.15	148.8	11.3	29.1	
2C	28.6	1966	18.82	17.82	149.6	11.1	28.6	
2L	28.6	1542	18.21	17.21	144.8	10.7	4.9	
2L	32.0	1723	18.12	17.07	161.1	10.6	5.5	
2L	36.0	1939	17.11	15.98	171.1	9.9	5.5	
2L	38.4	2069	16.21	15.03	173.0	9.3	6.5	
3L	38.4	1564	13.77	12.59	147.0	7.8	4.8	
3L	40.0	1628	13.75	12.54	152.8	7.8	5.0	
3L	44.0	1791	13.67	12.37	167.1	7.7	5.7	
3L	48.0	1954	12.86	11.46	171.4	7.1	5.5	
3L	50.9	2070	12.24	10.77	173.0	6.7	6.5	
4L	50.9	1469	9.83	8.35	138.8	5.2	4.0	
4L	52.0	1502	9.82	8.32	141.8	5.1	4.2	
4L	56.0	1618	9.79	8.18	152.3	5.1	4.5	
4L	60.0	1733	9.74	8.02	162.4	5.0	5.1	
4L	64.0	1849	9.53	7.68	169.4	4.8	5.2	
4L	68.0	1964	9.09	7.11	171.7	4.4	5.4	
4L	71.7	2070	8.69	6.58	172.9	4.1	6.6	
5L	71.7	1552	7.22	5.11	143.6	3.2	7.1	
5L	72.0	1560	7.22	5.10	144.3	3.2	7.2	
5L	76.0	1646	7.19	4.93	151.7	3.0	7.8	
5L	80.0	1733	7.16	4.75	159.0	2.9	8.6	

What the extract indicates is that the particular bus will travel up a 35.8% grade at 4 km/h and a 23.5 % grade at 13.6km/h. This bus would have a launch grade ability of slightly higher than 35.8% and less than 39.9% (stall)

On the subject of brakes - the grade encountered is but one factor in the ability of a vehicle to brake whilst descending a grade. Braking is all about the consumption of energy.

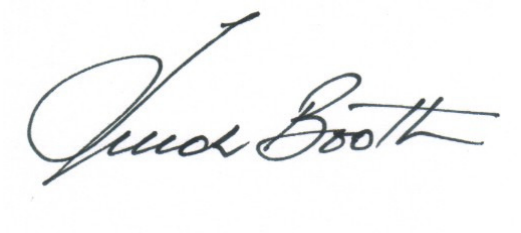
A long slow descent over a greater change in elevation will consume more energy than a short steep gradient.

An exemplar being Mt Ousley. The lower 250 m descends 52 m with an average gradient of 21%, It is to be noted that some parts of Mt Ousley have gradients of 25%.

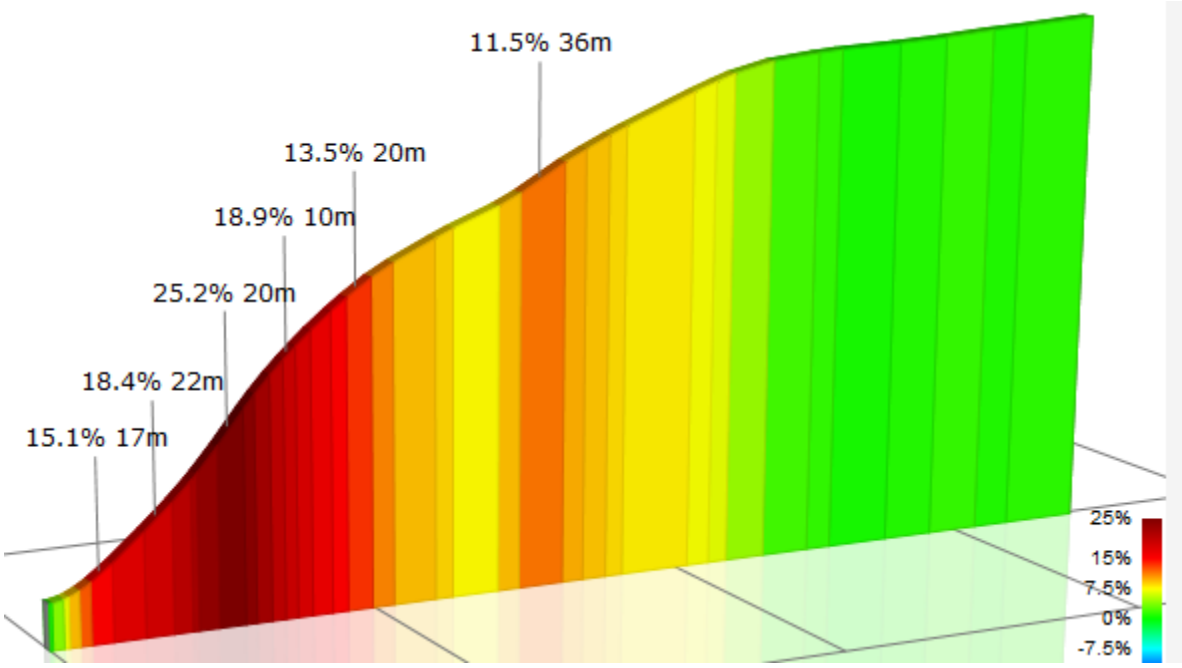
The energy consumption to descend Mt Ousley is 50% greater than to descend Rose valley road from Ch 69 to 35.

Heavy vehicles descend Mt Ousley on a daily basis.

The road gradient is well within the capability of a typical modern tourist bus.



Trevor Booth



Mt Ousley - long section.

Curriculum Vitae
Trevor Booth

Areas of Expertise

- Mechanical Engineering

Qualifications

Diploma In Mechanical Engineering 1967

Current and former Industry Positions

- Consultant to NSW Centre for Road safety – Transport for NSW.
- RTA accredited Engineering Signatory for certifying modifications to cars, trucks, buses, and trailers (former).
- Committee member SAE NSW Engineering Signatory Group
- Technical advisor to the NSW Tow Truck Authority (former)
- Foundation member Commercial Vehicle Industry Association Technical Committee
- Standards Australia Engineering Committee
- Aluminium Development Council Technical Committee (former)

Professional Experience

Owner of Consultancy Practice From 1975

Adcot Engineering
Since commencing private practice, work has encompassed a variety of tasks in varying industries, including but not limited to;

- Dept of The Navy, repair and reconditioning of Naval Vessels, (1975 to 1981)
- Brewery Pipe work design, Cheese packaging machinery, Canned beverage filling machinery, Pharmaceutical pill packaging machinery, Carbon black manufacturing machinery, Bread manufacturing machinery.
- In service inspections of concrete pumps, cranes, forklifts, elevating work platforms and amusement rides, all to Workcover regulations.
- Specialist vehicle design across a broad range of vehicles,
    - On and off highway trucks,
    - Buses
    - Semi Trailers and low loaders
    - Amphibious vehicles
    - Armed forces transport vehicles
    - Crane carriers

  - Earth moving equipment
  - Armoured vehicles
- Mechanical Design of machinery
  - Rollover protective structures
  - Boom Sprays for broadacre farming
  - Shoring panels
  - Process pipe work
  - Crane winches
  - Machinery foundations
  - Electric travelling cranes
  - Cabins for mobile plant machinery
  - Self winding hose reels
  - Fire Fighting equipment (RFS)

Design Engineer From end 1967

Highgate Engineers

Work involved design of various types of equipment fabricated in aluminium. Trevor's primary role was the development of the use of aluminium in industry:

- Road Tankers for transport of petrol, cement, flour, gases, wheat,
- Pressure vessels, storage vessels.
- Rigid and Semitrailer Tippers for transport of bulk materials
- Aviation refuellers.
- Mining and earthmoving equipment for transport of coal, bauxite, iron ore, phosphate, basalt, copper ore, salt.
- Marine equipment including ships superstructures, funnels, hulls, masts.
- Materials handling equipment including conveyors, ships loaders, foodprocessing.

Trevor travelled to, and worked in various places and mines during the development and commissioning of the equipment, including Hammersly Iron, Goldsworthy, Dampier Salt, Alcoa, Liddel, Weipa, Nabalco, Bouganville Island.

Milestones achieved whilst at Highgate Engineers

- Two Prince Phillip Awards for excellence and innovation in design
- Design and development of the stressed skin aluminium semi trailer tipper that is universally used in Australian Road Transport to this day
- Development of lightweight fabricated structures, techniques which are still in use
- Design and development of the world's first successful Aluminium Bottom Dump Coal Hauler with 100 ton Payload

Chassis Engineer From mid 1967

British Leyland

- Forerunner in the development of longitudinally compliant suspension systems suitable for use with Radial Ply tyres
- Commenced development of the measurement and analysis of body/chassis and driveline component vibrations.
- Seat belt anchorage integration into existing vehicles.

Engineer From mid 1964

CLAE Engine Company.

Scope included design of the following,

- Conversion of engines for use in marine applications
- Specifying engines for marine applications
- Installation details for marine engine applications
- Specifying engines for use in trucks and buses
- Installation details for engine installations in trucks and buses
- Diesel powered emergency lighting plants for hospitals and office buildings
- Climatically controlled engine test facility to USA military specifications for testing engines used in military vehicles.

Trainee Engineer From 1962

Australian Aluminium Co (now Capral)

Scope included design of aluminium extrusions, tooling for producing aluminium extrusions and finally production machinery and material handling.

Test Facility

Trevor operates a test facility registered with the Federal Department of Transport for conducting tests on motor vehicles and their components in accordance with Australian Design Rules to enable fitment of compliance plates, including but not limited to:

- brakes,
- noise,
- steering,
- seats and seat belt anchorages.

Testing is conducted on cars, trucks and motorcycles

Expert Reporting

Trevor has for a number of years carried out expert reporting for insurance companies and the legal profession:

- Assessment of motor car and truck damage resulting from collisions.
- General machinery operation and defects
- Defective component assessment, on and off road vehicles
- Vehicle braking and stability
- Industrial accidents , cranes, plant, machinery, fork lifts.
- Mining accidents (above ground)
- Defective maintenance
- Motor vehicle accidents.
- Amusement rides
- Lift failures (passenger entrapment)
- Workplace Accidents and Injury

General.

Trevor has been involved in heavy vehicle transport for 45 years across all types of vehicles.

Trevor currently carries out design work for buses built in China and exported to the Australian market.

Trevor is a recognised expert in the field of vehicle braking systems for cars trucks and buses.
In recent times Trevor drafted regulations for motor vehicle braking systems for Transport NSW.
These regulations formed part of legislative instruments for motor vehicle braking systems.

Trevor has been involved in motor sport since 1965. He has designed and fabricated various racing cars for others and has gained a degree of recognition for ability to analyse and improve the handling characteristics of various types of vehicles.

Jordan Mealey
& Partners
Consulting Civil-Structural Engineers

G.A. MEALEY B.E. (Civil) M.I.E. (Aust.) CPEng. NPER
D.S. ASTUDILLO B.E. (Civil)

Suite3 10 Beverley Ave
Warilla.
Phone: **(02) 42966682**
Fax: (02) 42966523

P.O. Box 137 Warilla, 2528.
themanager@jordanmealey.com

A.C.N. 075 099 795

20080071 BADEN
96 ROSE VALLEY RD, GERRINGONG

FLOOD ASSESSMENT

30th JULY 2015

Aerial Imagery 96 Rose Valley Rd

Street View 96 Rose Valley Rd

This Flood Assessment has been prepared for Mr. G. Baden, 96 Rose Valley Rd, Gerringong for the purpose of comparing the site specific flood effects of the proposed Abattoir. The site in question falls within the Oaree Creek area which forms the northern region of the main Gerringong catchment area. This assessment aims to outline a comparison of the calculated Flood Levels with those of the Fulton Hogan Gerringong Upgrade Omega Flat Flood Assessment completed in April 2012.

A previous Flood Study has been completed for this site by Jordan Mealey & Partners (JMP) in October 2008. The October 2008 Flood Study catchment regions and Hydrology figures have been utilized throughout this current flood assessment. The site in question is located within the region of Catchment 1.06.

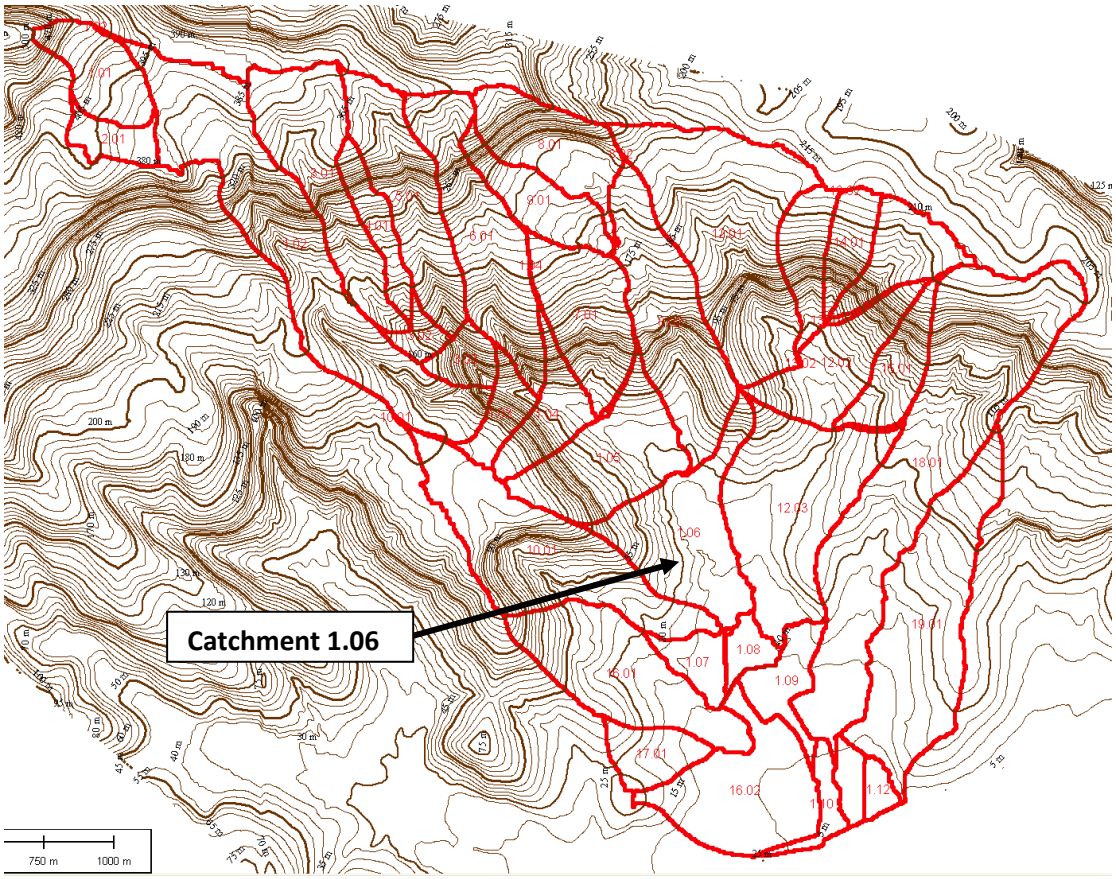


Figure 1: Jordan Mealey & Partners – October 2008 Flood Study – Catchment Regions

Furthermore, the previously calculated JMP Hydrology figures have been utilized within this current assessment. The previous analysis determined peak 1% ARI Flow Rate of 66.21m^3/s which has been employed once more.These values have been reconfigured through the current Unsteady 1D & 2D Flow Model.

Our model was compared with the April 2012 Fulton Hogan Gerringong Upgrade Omega Flat Flood Assessment. An initial consultation with Darren Brady from Kiama Municipal Council dated 3rd July 2015 provided a 1% ARI Spot Height Water Level of 9.8m within the confines of 96 Rose Vally Rd advising that any flood assessment should use this level as a tailwater value. The following image is that provided by Kiama Municipal Council during this consultation.

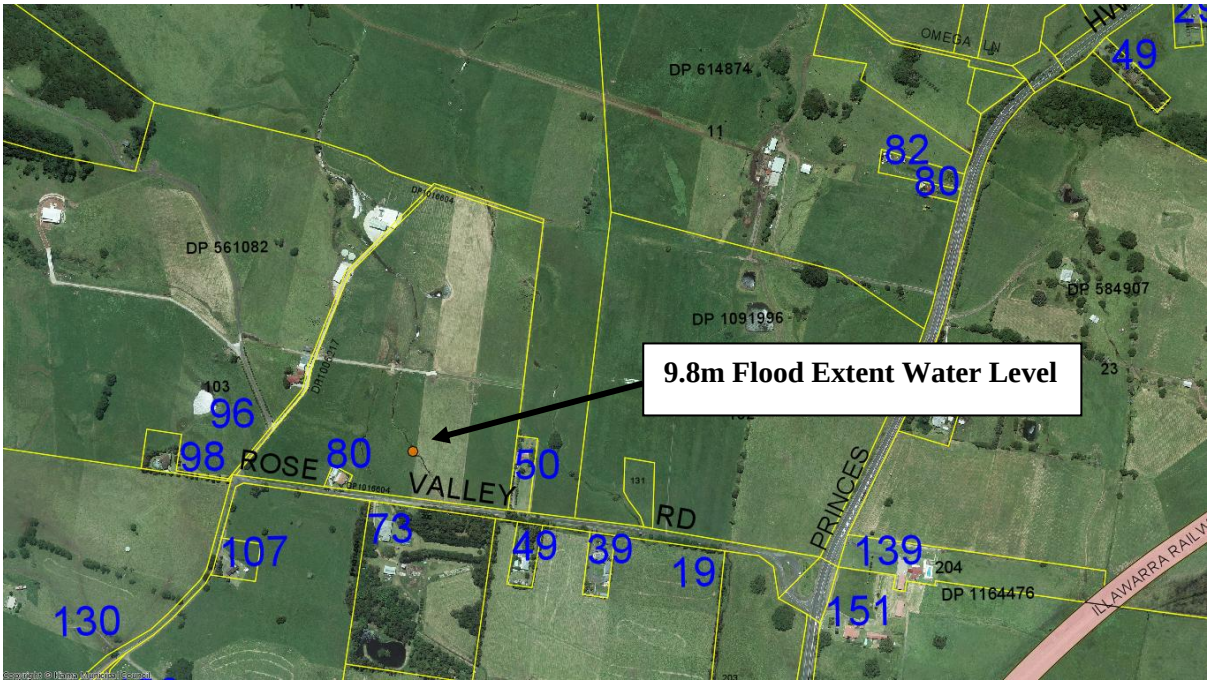


Figure 2: Fulton Hogan Flood Study; 9.8m Water Level provided by Kiama Municipal Council

Jordan Mealey & Partners have been tasked with identifying the existing 1% ARI Flood Water Level and make a valid comparison against the previously calculated Fulton Hogan Flood Assessment. The following figures depict the 1D & 2D Flood Assessment as calculated by JMP in comparison to the Fulton Hogan Flood Assessment of April 2012.

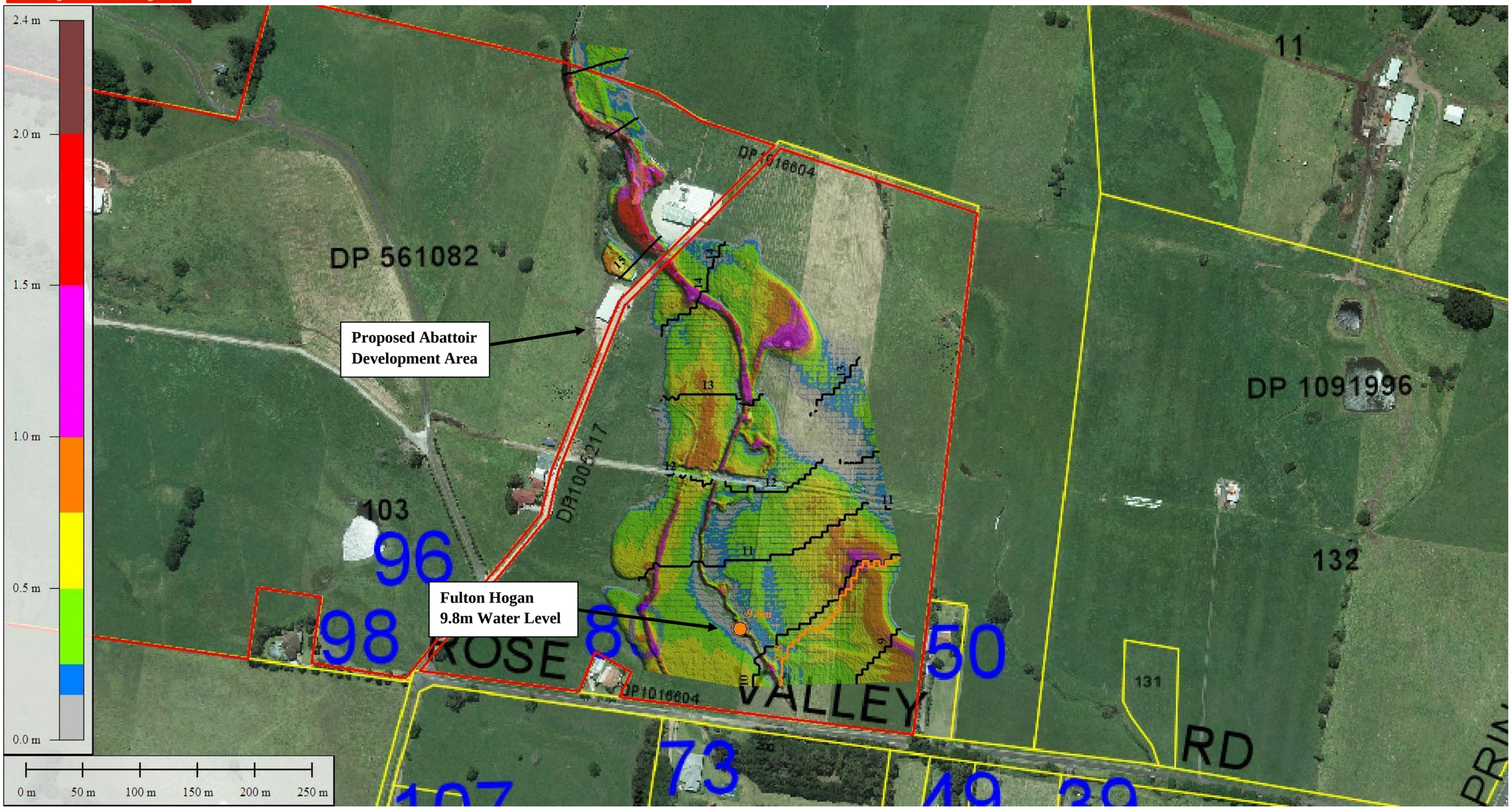


Figure 3: JMP 1% ARI Flood Assessment Water Level 1.0m Contours in Comparison to the Fulton Hogan April 2012 Flood Assessment

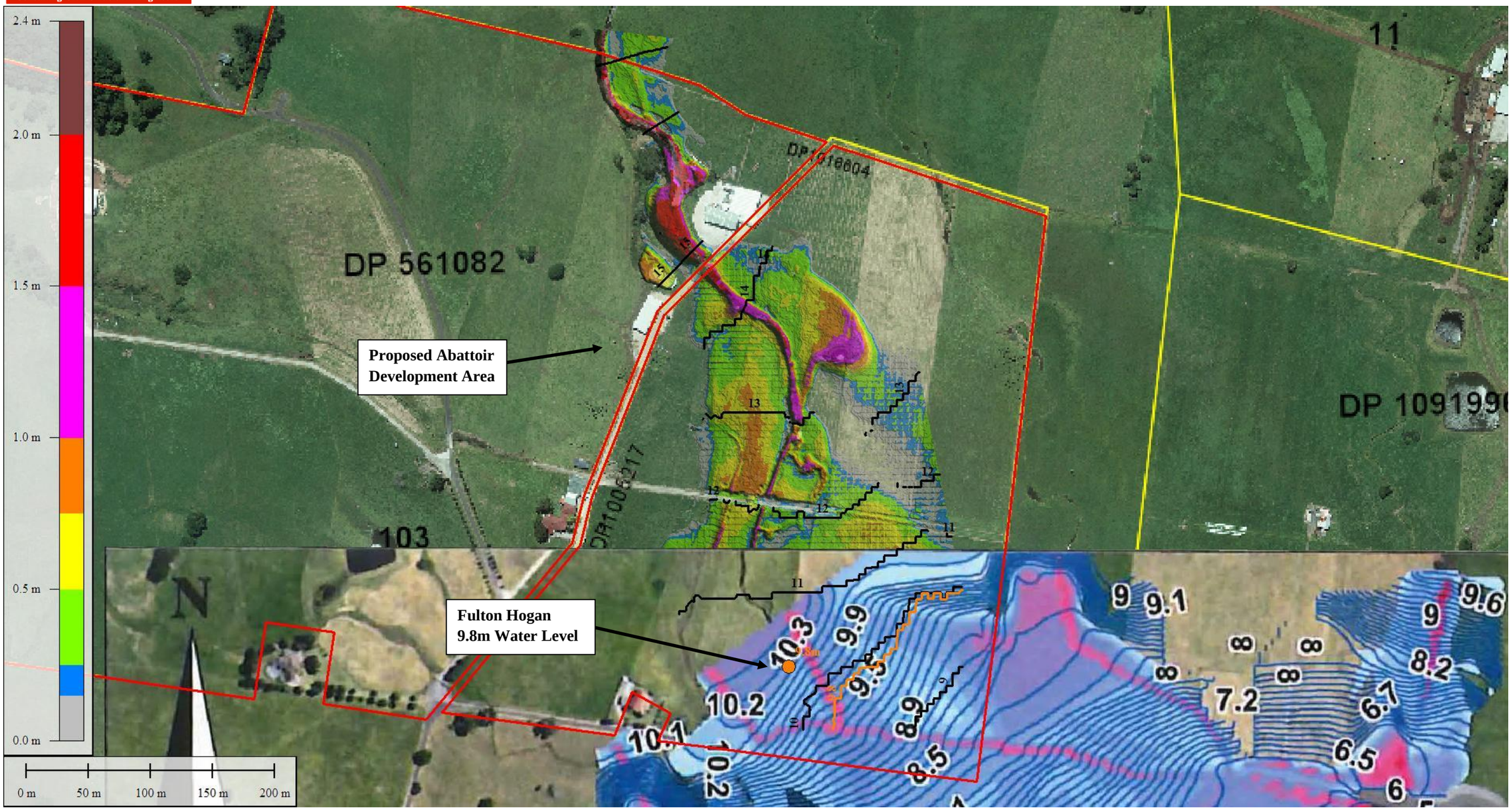


Figure 4: JMP 1% ARI Flood Assessment Water Level 1.0m Contours in Comparison to the Fulton Hogan April 2012 Flood Assessment

It can be seen that the JMP 1.0m Contours align reasonably well with the Fulton Hogan April 2012 Flood Assessment in both proximity and directionality of flow. The JMP contours may be noted as slightly higher than those of the Fulton Hogan Assessment though this can be deemed as a conservative measure for the proposed Abattoir development. It should also be noted that the 9.8m Spot Height Water Elevation does not seem to correlate within the proximity of the underlying Fulton Hogan Assessment 0.1m Contours. The JMP has utilized a 2D Flow Model to determine the most accurate flooding assessment for this particular region and establish a reasonable balance between the two studies.

Figure 5: JMP 1% ARI Flood Assessment Water Level 1.0m Contours – Site Specific within the proximity of the Proposed Abattoir Development Area

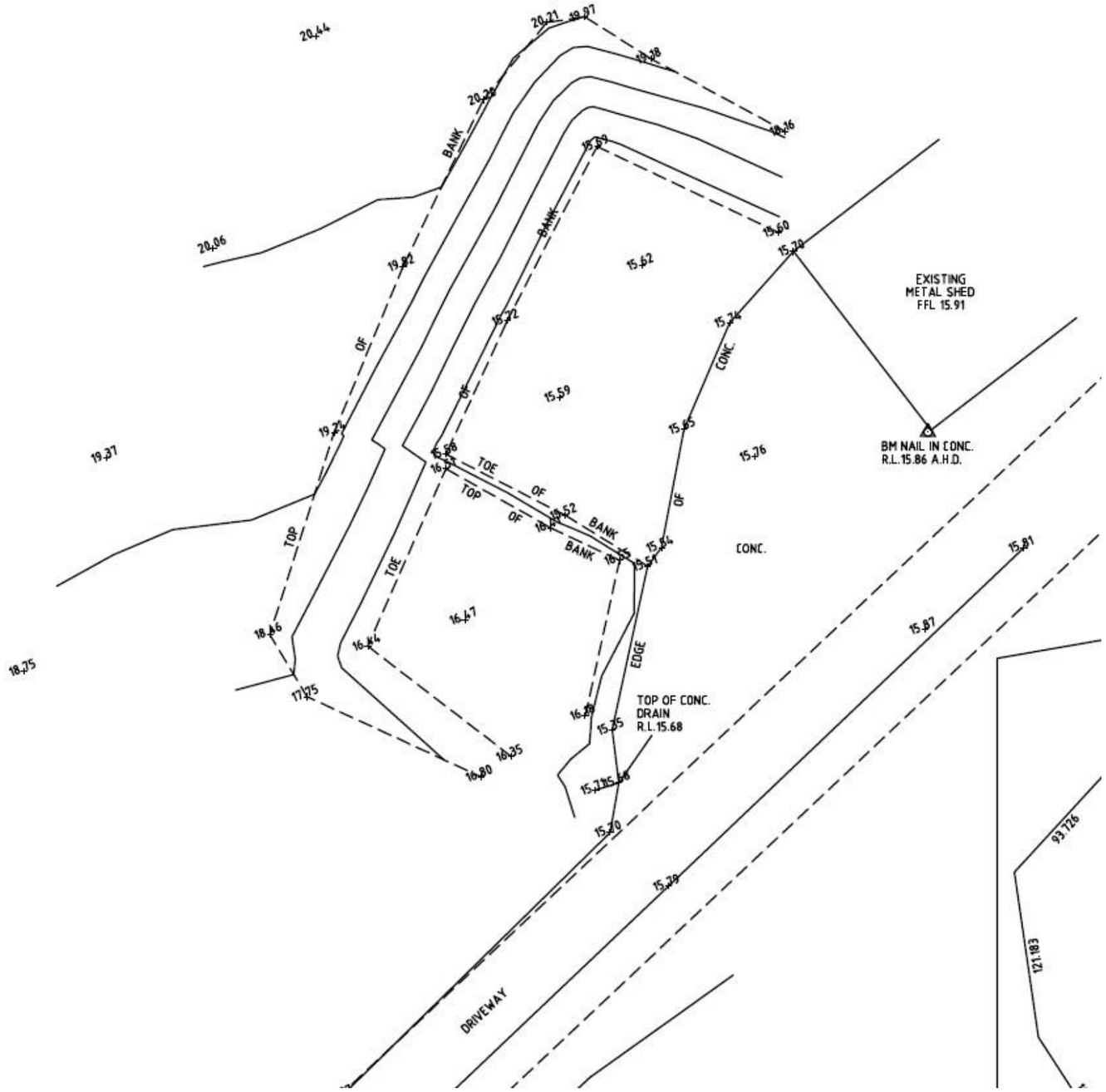


Figure 6: Asher Silcock Consulting Pty Ltd Proposed Development Area Site Survey prepared as of 4th December 2014

In conclusion, the Flood Assessment as prepared by Jordan Mealey & Partners has correlated reasonably well with the previously compiled Fulton Hogan Flood Assessment of APRIL 2012. This has been demonstrated within Figures 3 & 4 of this Assessment. The 1% ARI Water Level 1.0m Contours align with those prepared by Fulton Hogan and therefore provide no logical reason to believe that the upstream Flood Levels are inaccurate.

The Jordan Mealey & Partners 1% ARI Water Level presented in Figure 5 within the region of the Proposed Abattoir development was recorded as 15.05m AHD. Therefore, in accordance with Chapter 29 – Kiama Development Control Plan 2012 – Flood Liable Land:

Floor Level

- *"All new buildings shall be constructed to the 1% AEP flood level 0.5m freeboard."*

The proposed development must be located above the Design Floor Level of 15.55m AHD.

As confirmed by the Proposed Development Site Survey of Figure 6, the existing ground level is already above the Design Floor Level with an average ground level of above 16.0m AHD.

Therefore, based on our Flood Assessment we have determined that the proposed Abattoir is located outside the flood envelope and does no impact existing flooding.

If you have any further enquiries, please contact the undersigned.

Prepared for and on behalf of
Jordan Mealey
& Partners
By Mr. G.A.Mealey (Director)

ENDO TEHNIK NORD PTY LIMITED

ABATTOIR OPERATION

BUSINESS PLAN

PURPOSE

The company operates a cattle breeding and slaughter operation supplying 100% Wagyu grass fed meat to high end restaurants and other retail establishments.

Whilst sale prices are very good, gross earnings are low due to the lack of availability of suitable abattoir facilities. The closest abattoir which is capable of slaughtering the large animals produced by the company at its Rose Valley operation is located in Wilberforce in far Western Sydney. As such transport and labour costs associated with this 'round trip' negate much of the profit from the sale of the end product.

The company has determined that the establishment of its own slaughter facility on site will result in the profitability of the entire business and therefore help to establish the long term viability of the operation.

COST SAVINGS

The company intends to slaughter up to 120 head of cattle on a regular schedule throughout the year in order to maintain a continuous supply of product to restaurant customers. As such the company estimates that it will slaughter an average of 10 animals every month.

It has been calculated that the annual cost of slaughtering these animals using external facilities would be approximately $212,160. However the annual operational costs of an internal abattoir are calculated to be only $47,210 representing an annual saving of $164,950.

FINANCING

The company will finance construction of this facility from part of the proceeds of the sale of industrial premises located in Western Sydney. The proceeds of this sale are expected to be approximately $1,400,000.

PAYBACK PERIOD

The attached operating budget and cash flow projection indicate that the payback period for the initial capital outlay of $350,000 would be only 22 months. This payback period includes allowances for depreciation and the opportunity cost of the funds employed.

CONCLUSION

The Directors of the company have concluded that the construction of an onsite abattoir facility is essential to the long term profits and viability of the entire Wagyu supply operation and as such are committed to the approval and construction process required.

ENDO TECHNIK NORD PTY LIMITED
OPERATING BUDGET
PROJECTED EXPENDITURE SAVINGS STATEMENT
FOR THE YEAR ENDED 31 DECEMBER 2016

	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Total
HEAD SLAUGHTERED FOR MONTH	10	10	10	10	10	10	10	10	10	10	10	10	120
EXTERNAL SLAUGHTER COSTS													
Abattoir Slaughter Charge	2350	2350	2350	2350	2350	2350	2350	2350	2350	2350	2350	2350	28200
Transport to Abattoir	3750	3750	3750	3750	3750	3750	3750	3750	3750	3750	3750	3750	45000
Labour Charges for Handling	6580	6580	6580	6580	6580	6580	6580	6580	6580	6580	6580	6580	78960
Retrun Transport	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	60000
Total Costs Saved	**17680**	**17680**	**17680**	**17680**	**17680**	**17680**	**17680**	**17680**	**17680**	**17680**	**17680**	**17680**	**212160**
ONSITE SLAUGHTER COSTS													
Meat Inspector	600	600	600	600	600	600	600	600	600	600	600	600	7200
Butcher	600	600	600	600	600	600	600	600	600	600	600	600	7200
Opportunity Cost of $350000 capital at 5%pa	1458	1458	1458	1458	1458	1458	1458	1458	1458	1458	1458	1458	17500
Depreciation on Capital Investment	2333	2333	2333	2333	2333	2333	2333	2333	2333	2333	2333	2333	28000
	4992	4992	4992	4992	4992	4992	4992	4992	4992	4992	4992	4992	59900
Less: Recoveries													
Hides	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	12000
Hog Skin Purhases Saved	58	58	58	58	58	58	58	58	58	58	58	58	690
	1058	1058	1058	1058	1058	1058	1058	1058	1058	1058	1058	1058	12690
	3934	**3934**	**3934**	**3934**	**3934**	**3934**	**3934**	**3934**	**3934**	**3934**	**3934**	**3934**	**47210**
EXPENDITURE SAVINGS	**13746**	**13746**	**13746**	**13746**	**13746**	**13746**	**13746**	**13746**	**13746**	**13746**	**13746**	**13746**	**164950**

ENDO TECHNIK NORD PTY LIMITED
ABATTOIR OPERATING BUDGET
PROJECTED CASHFLOW SAVINGS STATEMENT
FOR THE YEAR ENDED 31 DECEMBER 2016

	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Total
EXTERNAL SLAUGHTER COSTS	**17680**	**17680**	**17680**	**17680**	**17680**	**17680**	**17680**	**17680**	**17680**	**17680**	**17680**	**17680**	**212160**
ONSITE SLAUGHTER COSTS													
Meat Inspector	600	600	600	600	600	600	600	600	600	600	600	600	7200
Butcher	600	600	600	600	600	600	600	600	600	600	600	600	7200
Opportunity Cost of $350000 capital at 5%pa	1458	1458	1458	1458	1458	1458	1458	1458	1458	1458	1458	1458	17500
	2658	2658	2658	2658	2658	2658	2658	2658	2658	2658	2658	2658	31900
Less: Recoveries													
Hides	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	12000
Hog Skin Purhases Saved	58	58	58	58	58	58	58	58	58	58	58	58	690
	1058	1058	1058	1058	1058	1058	1058	1058	1058	1058	1058	1058	12690
ONSITE SLAUGHTER COSTS	1601	1601	1601	1601	1601	1601	1601	1601	1601	1601	1601	1601	19210
TOTAL CASH SAVINGS	16079	16079	16079	16079	16079	16079	16079	16079	16079	16079	16079	16079	192950
Add: Opening Savings	0	-333921	-317842	-301763	-285683	-269604	-253525	-237446	-221367	-205288	-189208	-173129	0
	16079	-317842	-301763	-285683	-269604	-253525	-237446	-221367	-205288	-189208	-173129	-157050	192950
Less: Capital Expenditure	350000	0	0	0	0	0	0	0	0	0	0	0	350000
Closing Savings Balance	-333921	-317842	-301763	-285683	-269604	-253525	-237446	-221367	-205288	-189208	-173129	-157050	-157050

ENDO TECHNIK NORD PTY LIMITED
OPERATING BUDGET
PROJECTED EXPENDITURE SAVINGS STATEMENT
FOR THE YEAR ENDED 31 DECEMBER 2017

	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17	Total
HEAD SLAUGHTERED FOR MONTH	10	10	10	10	10	10	10	10	10	10	10	10	120
EXTERNAL SLAUGHTER COSTS													
Abattoir Slaughter Charge	2350	2350	2350	2350	2350	2350	2350	2350	2350	2350	2350	2350	28200
Transport to Abattoir	3750	3750	3750	3750	3750	3750	3750	3750	3750	3750	3750	3750	45000
Labour Charges for Handling	6580	6580	6580	6580	6580	6580	6580	6580	6580	6580	6580	6580	78960
Retrun Transport	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	5000	60000
Total Costs Saved	**17680**	**17680**	**17680**	**17680**	**17680**	**17680**	**17680**	**17680**	**17680**	**17680**	**17680**	**17680**	**212160**
ONSITE SLAUGHTER COSTS													
Meat Inspector	600	600	600	600	600	600	600	600	600	600	600	600	7200
Butcher	600	600	600	600	600	600	600	600	600	600	600	600	7200
Opportunity Cost of $350000 capital at 5%pa	1458	1458	1458	1458	1458	1458	1458	1458	1458	1458	1458	1458	17500
Depreciation on Capital Investment	2333	2333	2333	2333	2333	2333	2333	2333	2333	2333	2333	2333	28000
	4992	4992	4992	4992	4992	4992	4992	4992	4992	4992	4992	4992	59900
Less: Recoveries													
Hides	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	12000
Hog Skin Purhases Saved	58	58	58	58	58	58	58	58	58	58	58	58	690
	1058	1058	1058	1058	1058	1058	1058	1058	1058	1058	1058	1058	12690
	3934	**3934**	**3934**	**3934**	**3934**	**3934**	**3934**	**3934**	**3934**	**3934**	**3934**	**3934**	**47210**
EXPENDITURE SAVINGS	**13746**	**13746**	**13746**	**13746**	**13746**	**13746**	**13746**	**13746**	**13746**	**13746**	**13746**	**13746**	**164950**

ENDO TECHNIK NORD PTY LIMITED
ABATTOIR OPERATING BUDGET
PROJECTED CASHFLOW SAVINGS STATEMENT
FOR THE YEAR ENDED 31 DECEMBER 2017

	Jan-17	Feb-17	Mar-17	Apr-17	May-17	Jun-17	Jul-17	Aug-17	Sep-17	Oct-17	Nov-17	Dec-17	Total
EXTERNAL SLAUGHTER COSTS	**17680**	**17680**	**17680**	**17680**	**17680**	**17680**	**17680**	**17680**	**17680**	**17680**	**17680**	**17680**	**212160**
ONSITE SLAUGHTER COSTS													
Meat Inspector	600	600	600	600	600	600	600	600	600	600	600	600	7200
Butcher	600	600	600	600	600	600	600	600	600	600	600	600	7200
Opportunity Cost of $350000 capital at 5%pa	1458	1458	1458	1458	1458	1458	1458	1458	1458	1458	1458	1458	17500
	2658	2658	2658	2658	2658	2658	2658	2658	2658	2658	2658	2658	31900
Less: Recoveries													
Hides	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	12000
Hog Skin Purhases Saved	58	58	58	58	58	58	58	58	58	58	58	58	690
	1058	1058	1058	1058	1058	1058	1058	1058	1058	1058	1058	1058	12690
ONSITE SLAUGHTER COSTS	1601	1601	1601	1601	1601	1601	1601	1601	1601	1601	1601	1601	19210
TOTAL CASH SAVINGS	16079	16079	16079	16079	16079	16079	16079	16079	16079	16079	16079	16079	192950
Add: Opening Savings	-157050	-140971	-124892	-108813	-92733	-76654	-60575	-44496	-28417	-12338	3742	19821	-157050
	-140971	-124892	-108813	-92733	-76654	-60575	-44496	-28417	-12338	3742	19821	35900	35900
Less: Capital Expenditure	0	0	0	0	0	0	0	0	0	0	0	0	0
Closing Savings Balance	-140971	-124892	-108813	-92733	-76654	-60575	-44496	-28417	-12338	3742	19821	35900	35900

ENDO TEHNIK NORD PTY LIMITED

RESTAURANT OPERATION

BUSINESS PLAN

BACKGROUND

The company operates a Wagyu cattle farm in Rose Valley which is situated 10 minutes south of Kiama, which in turn is a little more than one hour south of Sydney. The farms produce is sold to high end restaurants and other retail establishments.

Whilst the company receives a premium price for its produce, a further and much higher margin is achieved by retail sale to the general public. The company believes that an opportunity exists to significantly increase margins on its product by building and operating a restaurant business on site.

Feedback from visitors to the company's on site farm stay facility have overwhelmingly indicated their support for such a restaurant and in many cases have indicated that the immediate area would benefit greatly from the operation of a high quality restaurant. Local residents and business people have also indicated that a need for such a restaurant exists in the immediate area and would enhance tourism in the region.

Preliminary estimates indicate that the construction and complete fit out of a restaurant capable of seating 80 persons would cost approximately $850,000.

INCOME

The company believes that a restaurant with a seating capacity of 80 persons would be both manageable and profitable. Based upon a weekly schedule of closure on Mondays and Tuesdays, opening only for lunch on Wednesdays and Thursdays and opening for Lunch and two dinner sittings on Friday to Sunday it is expected that the restaurant would be capable of serving up to 560 patrons per week.

The attached income projection commences with only 200 patrons per week and with significant advertising in the early months, increasing this gradually over the first 10 months to the 560 patron level.

FINANCING

The company will finance construction of this facility from part of the proceeds of the sale of industrial premises located in Western Sydney. The proceeds of this sale are expected to be approximately $1,400,000.

EXPENDITURE

Salary & wages, food costs and beverage costs are calculated as a proportion of income earned based on current industry averages. Other expenses are estimated based on enquiries and existing expense costs.

The company is advantaged by the fact that rent is not payable due to the restaurant's construction on the company's existing property which is not currently returning income to the company.

The projected income and expenditure statement also includes an estimate of $2000 per week for a restaurant manager who would be expected to manage all facets of the running of the restaurant including staff, food, presentation and profitability. Whilst it is likely that an incentive scheme would be offered to the manager, a package of $2000 per week is expected to be sufficient to attract a suitable candidate.

PROFITABILITY

The attached operating budget and cash flow projection indicate that the restaurant would be profitable if weekly patrons totalled only 250, however it is anticipated that the 560 patrons level is highly achievable and would result in monthly net profits of $15,000 to $20,000. Such a profit level would provide a substantial return on the anticipated investment of $850,000.

CONCLUSION

The Company believes that the construction of a restaurant on its farm property would perfectly complement its existing business and provide the opportunity to realise additional earnings from its existing land holdings and farm produce.

ENDO TECHNIK NORD PTY LIMITED
RESTAURANT OPERATING BUDGET
PROJECTED INCOME STATEMENT
FOR THE YEAR ENDED 31 DECEMBER 2016

	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Total
RESTAURANT PATRONS	1000	800	1000	1500	1400	1840	2300	1840	2000	2500	2240	2240	20660
INCOME													
Average Spend per Patron	70	70	70	70	70	70	70	70	70	70	70	70	840
Gross Takings	**70000**	**56000**	**70000**	**105000**	**98000**	**128800**	**161000**	**128800**	**140000**	**175000**	**156800**	**156800**	**1446200**
OUTGOINGS													
Advertising	10000	10000	10000	5000	5000	2000	2000	2000	2000	2000	2000	2000	2000
Salaries & Wages	24500	19600	24500	36750	34300	45080	56350	45080	49000	61250	54880	54880	506170
Managers Salary	10000	8000	8000	10000	8000	8000	10000	8000	8000	10000	8000	8000	104000
Food Costs	16800	13440	16800	25200	23520	30912	38640	30912	33600	42000	37632	37632	347088
Beverage Costs	14000	11200	14000	21000	19600	25760	32200	25760	28000	35000	31360	31360	289240
Insurance	20000	0	0	0	0	0	0	0	0	0	0	0	20000
Electricity & Gas	0	0	1200	0	0	1200	0	0	1200	0	0	1200	4800
Repairs & Replacements	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	12000
Depreciation	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500	30000
	98800	65740	78000	101450	93920	116452	142690	115252	125300	153750	137372	138572	1315298
PROFIT FOR MONTH	**-28800**	**-9740**	**-8000**	**3550**	**4080**	**12348**	**18310**	**13548**	**14700**	**21250**	**19428**	**18228**	78902

ENDO TECHNIK NORD PTY LIMITED
RESTAURANT OPERATING BUDGET
PROJECTED CASHFLOW STATEMENT
FOR THE YEAR ENDED 31 DECEMBER 2016

	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Total
RESTAURANT PATRONS	1000	800	1000	1500	1400	1840	2300	1840	2000	2500	2240	2240	20660
INCOME													
Average Spend per Patron	70	70	70	70	70	70	70	70	70	70	70	70	840
Gross Takings	**70000**	**56000**	**70000**	**105000**	**98000**	**128800**	**161000**	**128800**	**140000**	**175000**	**156800**	**156800**	**1446200**
OUTGOINGS													
Advertising	10000	10000	10000	5000	5000	2000	2000	2000	2000	2000	2000	2000	54000
Salaries & Wages	24500	19600	24500	36750	34300	45080	56350	45080	49000	61250	54880	54880	506170
Managers Salary	10000	8000	8000	10000	8000	8000	10000	8000	8000	10000	8000	8000	104000
Food Costs	16800	13440	16800	25200	23520	30912	38640	30912	33600	42000	37632	37632	347088
Beverage Costs	14000	11200	14000	21000	19600	25760	32200	25760	28000	35000	31360	31360	289240
Insurance	20000	0	0	0	0	0	0	0	0	0	0	0	20000
Electricity & Gas	0	0	1200	0	0	1200	0	0	1200	0	0	1200	4800
Repairs & Replacements	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	12000
	96300	63240	75500	98950	91420	113952	140190	112752	122800	151250	134872	136072	1337298
CASHFLOW FOR MONTH	**-26300**	**-7240**	**-5500**	**6050**	**6580**	**14848**	**20810**	**16048**	**17200**	**23750**	**21928**	**20728**	108902
Add: Opening Cash Balance	50000	23700	16460	10960	17010	23590	38438	59248	75296	92496	116246	138174	50000
Closing Cash Balance	23700	16460	10960	17010	23590	38438	59248	75296	92496	116246	138174	158902	158902

EMERGENCY ANIMAL DISEASE PROCEDURE – SHOTTLANDERS

Where there are reasonable grounds to suspect an exotic or notifiable disease has been found, the qualified person, ie a Veterinarian or Meat Inspector, must implement the control procedures detailed in the plan until the correct animal health authority advises otherwise, or takes control of the situation.

Control Measures to Be Implemented

The first step when an exotic or notifiable disease is suspected is to immediately notify the Abattoir Meat Inspector or Veterinarian then the below contacts:

Name	***Contact Number***
Department of Primary Industries - Agriculture	1800 808 095
NSW Food Authority	97414850
Chief Veterinary Officer NSW – Ian Roth	639 13577
Emergency Animal Disease Watch Hotline	1800 675 888
Veterinary Officer, Animal Biosecurity Strategy and Standards	02 63913101

Once the authorities have been notified they will be in control and tell plant staff what to do.

Below is the standard procedure to gain control of a suspected exotic or notifiable disease.

Slaughtering/Dressing

All slaughtering and dressing procedures are to cease pending advice from the District Veterinarian or NSW Food Authority. All carcasses and parts that may be affected or contaminated must be secured and isolated in secure storage areas and kept separate from all unaffected carcasses and carcase parts.

Access and Movement

The Q A Manager/Meat Inspector must control all access and movement to and within the plant. This includes preventing the movement of animals, vehicles, people and meat products onto or off the plant/property. Access to all affected animals must also be prevented and strictly controlled until further instructions from the authorities.

Inspection

All carcasses put up for slaughter will undergo an ante mortem inspection followed by a post mortem inspection once the animal has been slaughtered. These inspections will be performed by a licensed Meat Inspector registered with the NSW Food Authority. Once the Meat Inspector has inspected the carcase a disposition will be made.

Isolation and Trace Back

The Meat Inspector will isolate all carcases and carcase parts to prevent them from being interfered with or the chance of spreading a disease further.

Once the product is isolated the Meat Inspector will determine traceability by retrieving the NLIS tag number and the National Vendor Declaration. All information is to be ready available and the NSW Food Authority notified immediately of the origin of the animal.

Decontamination

The identification of any staff who may have been exposed to the affected animal is essential. The staff must be kept within the workplace so that their decontamination can take place. All possible contaminated equipment must be identified and disinfected.

Water

The Q A Manager must contain all waste water from the plant.

All the above measures remain in place until the relevant authorities take control of the suspected situation or advise of the control measure that they wish to take. The above procedure will vary according to the disease. The relevant authority present will have the final say on what and how control measures are to be implemented.

Legislation

- Stock Diseases of Animals Act 1923
  www.legislation.nsw.gov.au/inforcepdf/1923-34
- Animal Diseases and Animal Pests (Emergency Outbreaks) Act 1991
  www.legislation.nsw.gov.au/inforcepdf/1991-73
- Apiaries Act 1985
  www.austlii.edu.au/au/legis/nsw/consol_act/aa198591

Related Documents

- Primefact – Notifiable Animal Diseases in NSW
  www.dpi.nsw.gov.au › ... › Livestock › Animal health and disease
- Australian Veterinary Emergency Plan AUSVETPLAN 2011
  www.animalhealthaustralia.com.au/.../2011/
- Declaring Notifiable Animal Diseases in NSW
  www.dpi.nsw.gov.au/__.../procedure-declaring-notifiable-diseases-nsw