

**From:** [Alder, David](#)  
**To:** [David](#)  
**Cc:** [dillon5@bigpond.com](mailto:dillon5@bigpond.com); [Penny Dixon](#); [Airspace Protection](#)  
**Subject:** RE: F17/7649-38 Request for Feedback - Proposed Tangaratta Poultry Feedmill - 771 Wallamore Road, Tamworth. CASA Comments to PSA Consulting [SEC=OFFICIAL]  
**Date:** Friday, 6 December 2024 11:54:02 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)

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**Caution:** External (david.alder@casa.gov.au)

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## OFFICIAL

David

The proposed Poultry Feed mill is approximately 2.5km offset from the Approach to runway 12L and approximately 0.8km offset from the Approach to runway 18, and 3.7km from threshold 18.

For developments in the vicinity of aerodromes I use the National Airports Safeguarding Framework (NASF) Guidelines as a checklist.

### Potential Planning Considerations:

#### Guideline A: Measures for Managing Impacts of Aircraft Noise

CASA has no regulatory responsibilities regarding aircraft noise does not assess potential noise issues. It is a matter for the Planning Authority. However, it is noted that there are other workplaces closer to the airport. Aircraft noise is unlikely to be an issue.

#### Guideline B: Managing the Risk of Building Generated Windshear and Turbulence at Airports

The development is outside the assessment zone and 'passes' the 1:35 rule. Building induced Windshear and Turbulence is not an issue.

#### Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports

Also: [CASA Advisory Circular \(AC\) 139-26\(0\)](#) - Wildlife Hazard Management at Aerodromes.

It is expected that there would be more serious bird (the flying type) attractors closer to the airport; for example drains, specific grasses, trees, etc. However, the proposed facility does process bird feed and is not a long way from aircraft Approaches and bird attractors should be avoided.

For example:

The system should be 'sealed' as far as practicable so that bird feed is not available to 'opportunistic' birds.

Waste should be stored in closed containers.

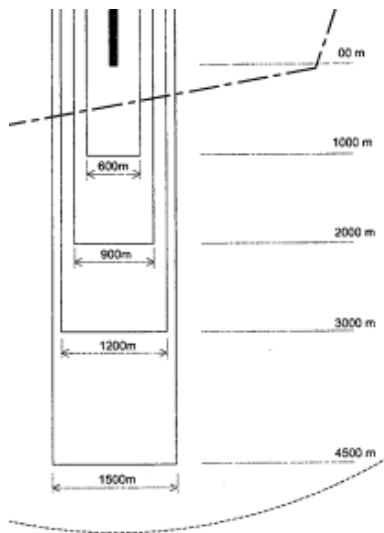
Avoid bird perching opportunities where practicable.

The Tamworth Airport Operator, Tamworth Regional Council, has Wildlife Hazard Management Procedures and is the Primary Stakeholder for wildlife issues.

#### Guideline E: Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports

NASF Guidance is provided for situations where lights are to be installed within a 6 km radius of an

aerodrome. Within this large area there is a primary area which is divided into four light control zones: A, B, C and D where specific maximum intensities of light sources measured at 3° above the horizontal are recommended. The site falls outside the Zones for the main lit runway and runway 18/36 is not lit. Therefore, there are no maximum intensity recommendations. However, it is best not to have security / street lights etc 'shining/spilling upwards' and not to have green or red or white arrays of lights that could be confused with threshold or runway end or runway side lights respectively.



**Guideline F: Managing the Risk of Intrusions into the Protected Airspace of Airports**

Using first principles. The drawings indicate that the stack height is about 37m Above ground level. The land is about 378m above AHD making a total of about 425m above AHD. Runway 18/36 is Code 2. The Approach slope only extends 2.5km. The stacks will be under the Obstacle Limitation Surfaces (Inner Horizontal Surface) ... by very roughly 15 - 20m (could be confirmed by the Airport – I don't have an authoritative OLS diagram). As there will not be any OLS infringements, CASA does not need to perform an obstacle assessment. There would be no need for obstacle lighting or marking. Also, as the process is not super heat / exhaust intensive, there is no need for a plume rise assessment.

**Guideline G: Protecting Aviation Facilities – Communications, Navigation and Surveillance (CNS)**

Airservices Australia (initially Airport Developments) would review any proposed communication facilities that could affect aviation related communications/navigation. Airport operational staff would also have a fair idea. It is unlikely that there would be any CNS issues.

**Guideline H: Protecting Strategically Important Helicopter Landing Sites**

The site is not near a hospital helipad. Guideline H is not applicable in this case.

**Guideline I - Managing the Risk in Public Safety Areas at The Ends Of Runways**

Guideline I is not applicable in this case.

CASA does not object to the proposed Development / Poultry Feedmill. No further information is required.

The only recommendation(s) would be along the lines:

- The system should be 'sealed' as far as practicable so that bird feed is not available to

'opportunistic' birds.

- As with all developments in the area, it is recommended that the Airport Manager be advised of the development proposal and consider whether it is worthwhile evaluating the proposal with respect to the Wildlife Hazard Management Procedures.

Regards

David Alder  
Aerodrome Engineer  
Air Navigation, Airspace and Aerodromes Branch  
ph : 02 62171342 m: 0455051611  
18 Marcus Clarke Street, Canberra, ACT, 2605  
[www.casa.gov.au](http://www.casa.gov.au)

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**From:** David <[david@psaconsult.com.au](mailto:david@psaconsult.com.au)>

**Sent:** Friday, 29 November 2024 3:14 PM

**To:** Airspace Protection <[Airspace.Protection@casa.gov.au](mailto:Airspace.Protection@casa.gov.au)>

**Cc:** [dillon5@bigpond.com](mailto:dillon5@bigpond.com); Penny Dixon <[penny.dixon@baiada.com.au](mailto:penny.dixon@baiada.com.au)>

**Subject:** Request for Feedback - Proposed Poultry Feedmill - 771 Wallamore Road, Tamworth.

Dear Sir / Madam,

PSA Consulting (Australia) Pty Limited has been engaged by Tangaratta Stockfeeds (part of the Baiada Group of Companies) to prepare an Environmental Impact Statement (EIS) for the new poultry feed mill located on land at 771 Wallamore Road, Wallamore NSW.

The site contains the existing feed mill which has been operated by Tangaratta Stockfeeds since 1975. Specifically, this application involves the construction of a new, state of the art, poultry feed mill on the site with the capacity to produce up to 17,500 tonnes of poultry feed per week. This increase in production is required to support the projected growth in poultry production within the New England Region.

Specifically, the new poultry feed mill will incorporate the following built components:

- Two 30.3 meter tall mill towers (36.6m to top of stacks) and supporting conveying system.
- 25x grains and meal silos (up to 30 metres in height).
- An out loading building and 7 buffer storage silos.
- A truck intake and storage buildings.
- Ancillary workshop, boiler shed, office and amenities.
- Earthworks and acoustic mound.
- Supporting infrastructure including utilities, internal roads using existing intersection with Wallamore Road, parking, weighbridges, water, liquid storage, and landscaping.

A Copy of the proposed development plans are attached to this email. A copy of the EIS including all supporting technical reports is available on the Major Projects website here:

<https://www.planningportal.nsw.gov.au/major-projects/projects/tangaratta-feedmill>

Given the proximity of the proposed feedmill to the Tamworth Regional Airport, Council have requested we consult with CASA and obtain feedback concerning the proposed development.

As such, can you please review the relevant documentation and provide any feedback for consideration as part of the assessment of the project. If it would assist, the project team is also available to meet with you and answer any additional questions.

It would be appreciated if feedback can be provided by 13 December 2024 if possible.

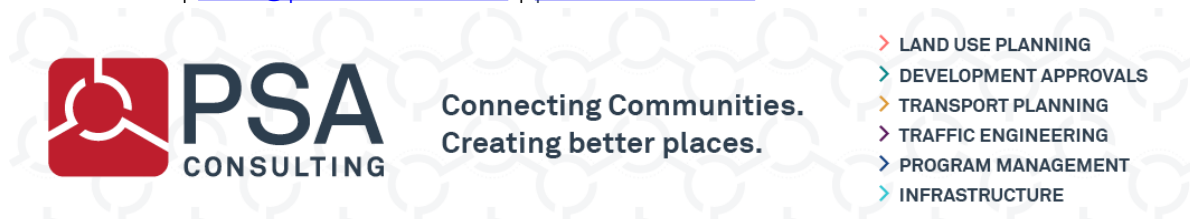
If you need anything further, please contact me on 0416 016 580 to discuss.

Kind regards,

**David Ireland** | Director - Planning

PSA Consulting (Australia) | PO Box 10824 Adelaide Street | Brisbane / Meeanjin Qld 4000

0416 016 580 | [david@psaconsult.com.au](mailto:david@psaconsult.com.au) | [psaconsult.com.au](http://psaconsult.com.au)



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